

APPENDIX K

MADISON EAST-WEST BRT

Documented Categorical Exclusion
Environmental Justice Technical Report

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Prepared for:

City of Madison



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Cross-Spectrum Acoustics

REVISIONS

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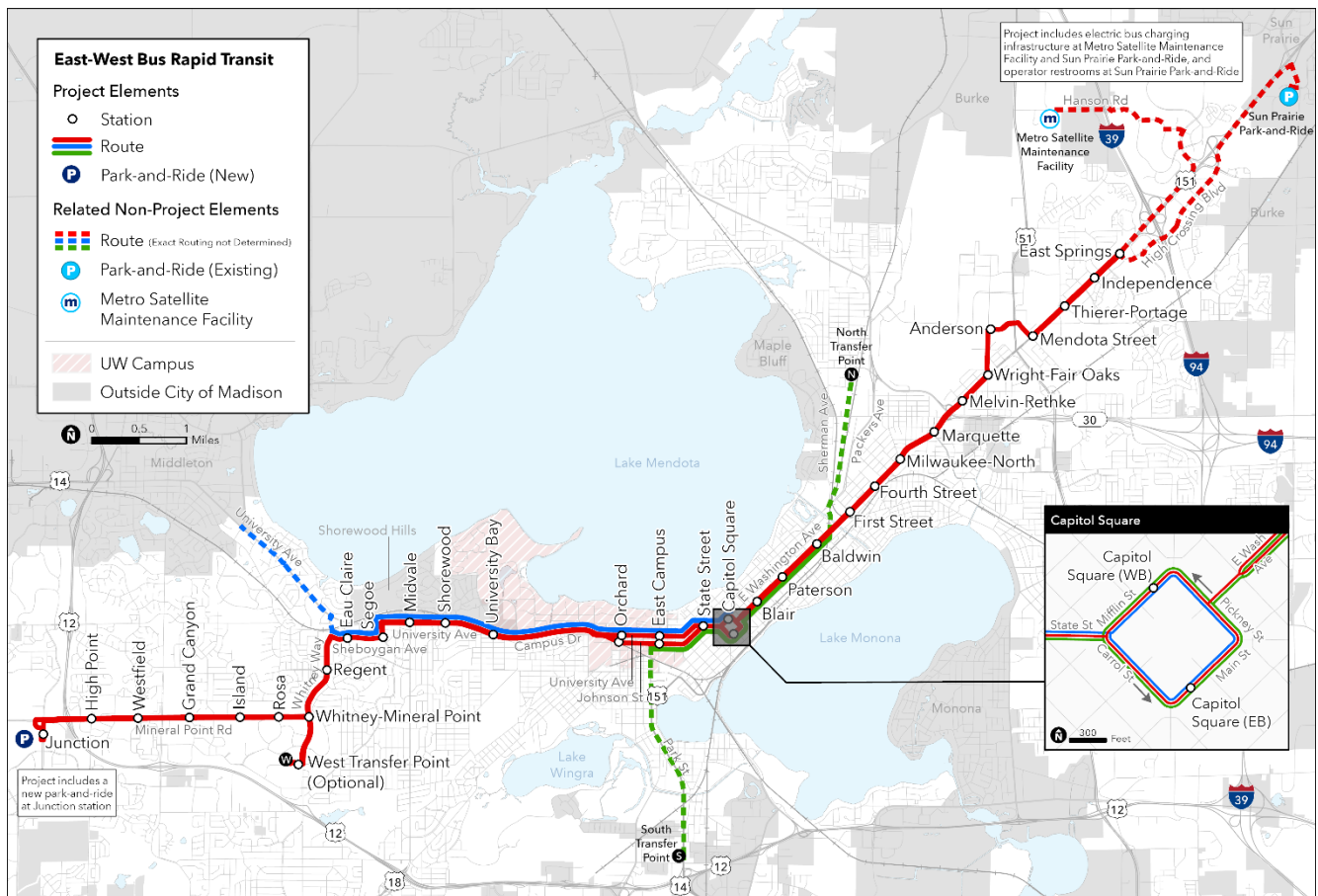
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1. Introduction

The Madison East-West Bus Rapid Transit (BRT) Project (the project) is a proposed 15-mile route serving east-west travel needs in central Madison, Wisconsin. The project extends from East Springs Drive on the east side of Madison to a proposed new park-and-ride at Junction Road on the west side of Madison. Operating primarily via East Washington Avenue, University Avenue, and Mineral Point Road, the BRT line would serve the major regional destinations of the isthmus (downtown Madison), the University of Wisconsin-Madison (UW) campus, Madison Area Technical College, and major employers and several shopping centers located throughout the corridor. BRT buses would use a combination of center-running bus lanes, side bus lanes, and mixed-traffic lanes. The project also includes electric bus charging infrastructure at the Sun Prairie Park-and-Ride and the Metro Satellite Maintenance Facility where BRT layovers will occur.

Figure 1: Madison East-West BRT Line



This report documents the results of the environmental justice analysis for the project, including an assessment of whether there are disproportionately high and adverse impacts on minority and low-income populations resulting from the project within the study area. This analysis includes potential impacts as well as proposed mitigation measures to address these impacts where necessary.

Project staff include employees of the City of Madison as well as members of the consultant team preparing the environmental document.

2. Regulatory Context and Methodology

2.1. Regulatory Context

Pursuant to Executive Order 12898 of 1994, federal agencies are directed to incorporate environmental justice into their mission by developing strategies to analyze and mitigate negative impacts on minority and low-income populations. The US Department of Transportation and Federal Transit Administration have provided a framework for integrating environmental justice into transportation decision-making. The following environmental justice analysis of the project addresses the requirements of all available federal guidance, including the following:

- **Executive Order 12898:** Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994).¹
 - Executive Order 12898 serves as the basis for the implementation of environmental justice strategies in all federal agencies within the executive branch. Each agency is required to identify and address “disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations,” and to include environmental justice analysis in the National Environmental Policy Act process.
- **US Department of Transportation Order 5610.2(a):** Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1997; updated in 2012).²
 - This order outlines the US Department of Transportation’s strategy for integrating environmental justice into transportation decision-making. It specifies that “Planning and programming activities for policies, programs, and activities that have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations.” The order also clarifies the process for identifying disproportionately high and adverse effects, as well as the mitigation steps that are required.
- **Federal Transit Administration Circular 4703.1:** Environmental Justice Policy Guidance for Federal Transit Administration Recipients (2012).³
 - Federal Transit Administration Circular 4703.1 provides guidance to Federal Transit Administration grantees on incorporating environmental justice into activities that receive Federal Transit Administration funding. It includes instructions on developing an environmental justice analysis, conducting meaningful public outreach, and adapting the environmental justice analysis to the National Environmental Policy Act process. Federal Transit Administration Circular 4703.1 serves as the primary policy guidance for applying environmental justice to grant-funded transit projects.

2.2. Methodology

Based on the guidance established by Federal Transit Administration Circular 4703.1, this environmental justice analysis for the project:

¹ Executive Order 12898. Available at <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>. Accessed 23 November 2021.

² US Department of Transportation Order 5610.2(a). Available at <https://www.transportation.gov/transportation-policy/environmental-justice/departmenttransportation-order-56102a>. Accessed 23 November 2021.

³ Federal Transit Administration Circular 4703.1. Available at <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>. Accessed 23 November 2021.

1. **Provides a description of minority and low-income populations along the Madison East-West BRT Project route.** These populations are identified using block group- and county-level data from the US Census Bureau’s 2015-2019 American Community Survey 5-year estimates, the most recent data available. Because the project includes both linear and station-area construction, the study area for the environmental justice analysis includes the area within one-half mile around the entire project alignment, as well as associated off-route facilities where improvements will occur.
 - a. Minority populations are identified in census block groups based on the percentage of the population that self-identifies as a racial or ethnic minority (American Indian and Alaska Native, Asian, Black or African American, Native Hawaiian and other Pacific Islander, and/or Hispanic or Latino).⁴
 - b. A low-income person is one whose median household income is at or below the Department of Health and Human Services federal poverty level.
2. **Discusses and documents community engagement efforts,** including specific outreach to minority and low-income populations along the route.
3. **Discusses potential adverse effects of the project** that would affect the minority and low-income populations identified in the study area. These effects include adverse impacts during construction and operation of Madison East-West BRT. The following process is used to identify adverse effects:
 - a. Identify resource areas with the potential for adverse effects.
 - b. Using the results from the analysis of potential adverse effects, identify the categories where the project may have a disproportionately high or adverse impact to minority or low-income populations. This analysis is based on the information contained in the DCE document and supporting technical reports. For example, if the project would not have right-of-way impacts, it would not have right-of-way impacts on minority and low-income populations, but if the project would have traffic impacts, further analysis would be completed to determine if impacts to minority and low-income populations are disproportionate.
 - c. Evaluate the project impacts by resource area to determine whether any impacts are disproportionately high and adverse to minority and low-income populations. As stated in Federal Transit Administration Circular 4703.1, a “disproportionately high and adverse effect” is defined as an adverse impact that:
 - i. Is predominantly borne by a minority population and/or low-income population, or
 - ii. Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or low-income population.⁵
4. **Discusses positive effects of the project** that would benefit the minority and low-income populations identified in the study area. These effects may include improved transit service, mobility, or accessibility.
5. **Describe mitigation elements** incorporated into the project to address impacts identified.
6. **Describe any remaining impacts** and why further mitigation is not proposed.

4 See Federal Transit Administration Circular 4703.1 (page 6) for additional information about the definition of minority populations, available at: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>.

5 Federal Transit Administration Circular 4703.1, page 8. Available at <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>. Accessed 23 November 2021.

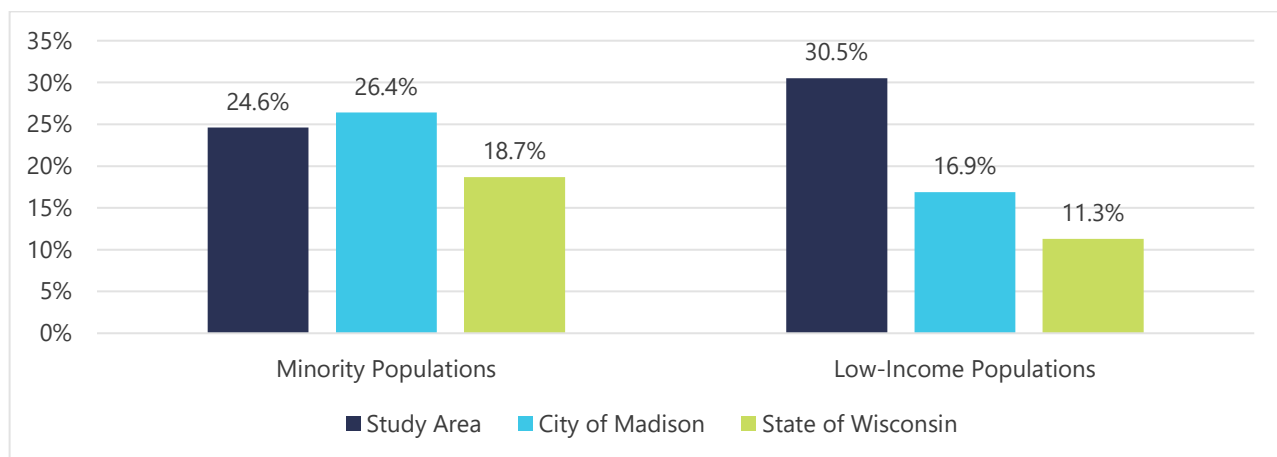
7. **Compare the adverse impacts and mitigation strategies proposed** in minority areas and low-income areas with those proposed elsewhere within the study area.
8. **Summarize whether the project would result in disproportionately high and adverse effects** on the minority or low-income populations identified.

3. Existing Conditions

3.1. Corridor Demographics

This section summarizes the current demographic characteristics of the study area with respect to minority and low-income populations. Study area demographics are compared to City of Madison and Dane County demographics in Table 1. The proportion of minority and low-income populations in the study area, the City of Madison, and the state of Wisconsin are shown in Figure 2.

Figure 2: Environmental Justice Populations in the Study Area, City, and State



As stated in the Social Impacts and Community Disruption section of the documented categorical exclusion (DCE) document, there are approximately 97,700 individuals living within a half mile of the proposed project. Of the total population in the study area,

- 24.6 percent are members of a minority group (defined as individuals who self-identify as members of racial or ethnic groups other than non-Hispanic white). Figure 3 shows the percent of individuals who are members of minority groups by Census block group for the project corridor and surrounding areas.
- 30.5 percent are living with an income below the poverty level (as defined in the 2019 U.S. Census Poverty Thresholds⁶ by household size, age of householder, and number of related children). Figure 4 shows the percentage of the population living below the poverty level by Census block group.
- Based on the U.S. Census Bureau 2015-2019 American Community Survey, median household income in the study area is \$54,531. This is lower than the median household income for either the City of Madison or the State of Wisconsin. Figure 5 shows the median household income by U.S. Census block group.

Table 1 shows that compared to the City of Madison and the State of Wisconsin, the project area has a lower median income, a higher percentage of housing units occupied by renters, a higher percentage of people with a

⁶ U.S. Census 2019 Poverty Thresholds available at <https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html>. Accessed 23 November 2021.

bachelor’s degree or higher, and a higher percentage of zero-vehicle households. The project area has a lower percentage of people experiencing disabilities and a lower percentage of seniors over the age of 64 than the City of Madison and the State of Wisconsin. While these are not official environmental justice measures, they are important to the project’s overall equity implications.

Table 1: Socio-Economic Indicators

Indicator	State of Wisconsin	City of Madison	Project Area (1/2 Mile)*
Population	5,790,716	254,977	97,693
Minority Population	1,085,117	67,274	23,902
Percent Minority Population	18.7%	26.4%	24.6%
Percent of Individuals Below Poverty Level	11.3%	16.9%	30.2%**
Median Household Income	\$61,747	\$65,332	\$54,531
Renter Occupied Housing Units	33.0%	53.0%	71.4%
Individuals with a Disability	11.8%	8.6%	4.6%
Senior Population (Age 65 and Older)	17.5%	11.4%	8.1%
Educational Attainment (Population Age 25 or Older with a Bachelor’s Degree or Higher)	31.3%	58.1%	66.1%
Zero-Vehicle Households	6.7%	12.6%	20.1%

Source: U.S. Census Bureau 2015-2019 American Community Survey (ACS)

**Project area statistics derived from U.S. Census block groups within ½ mile of the corridor. For block groups partially within the ½ mile buffer, the indicator populations and statistics for each block group were multiplied by the percentage of the block group area within the ½ mile buffer area.*

***The project area includes a significant student population living in residence halls. The U.S. Census ACS excludes populations living in group quarters (including dorms) for income and poverty measures. The ACS includes most measures that consider individuals, not households.*

As shown in Figure 3 and Figure 4, the study area includes diverse areas of in Madison’s east and west sides, as well as along the UW campus, where many of the highest proportions of minority and low-income communities are found.

Figure 3: Study Area Minority Populations by Block Group

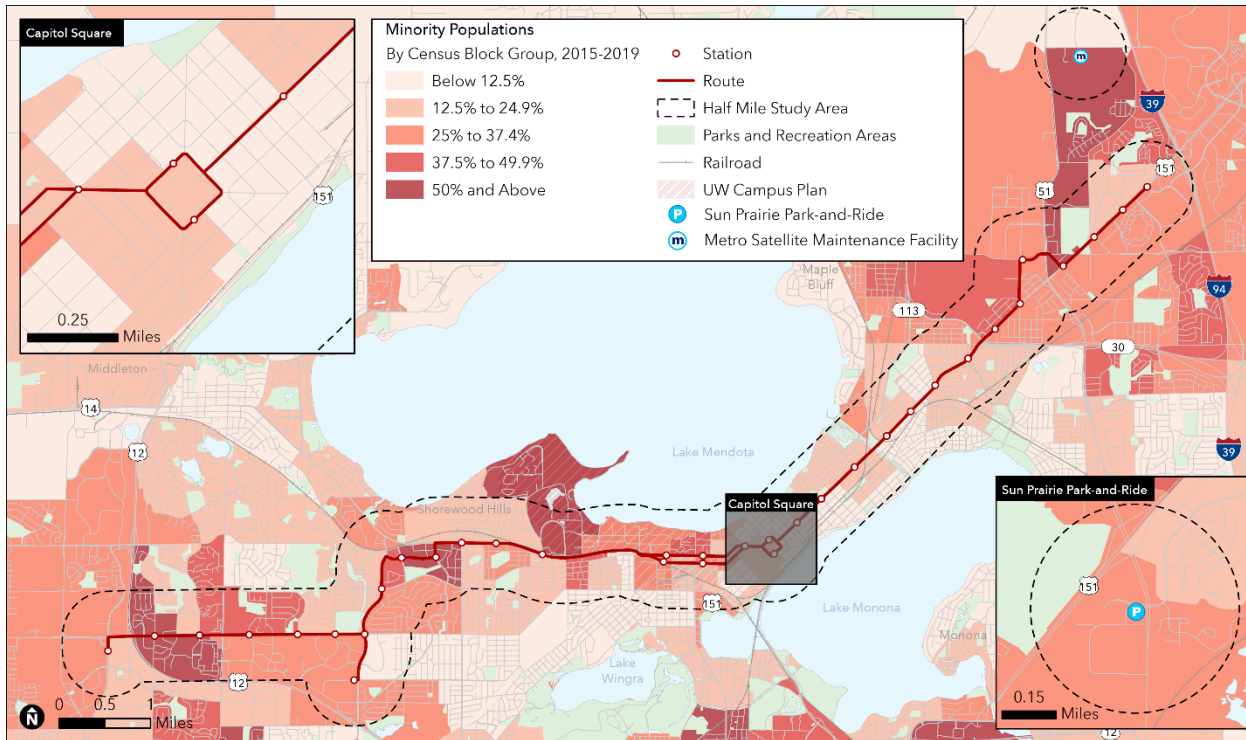


Figure 4: Study Area Low-Income Population by Block Group

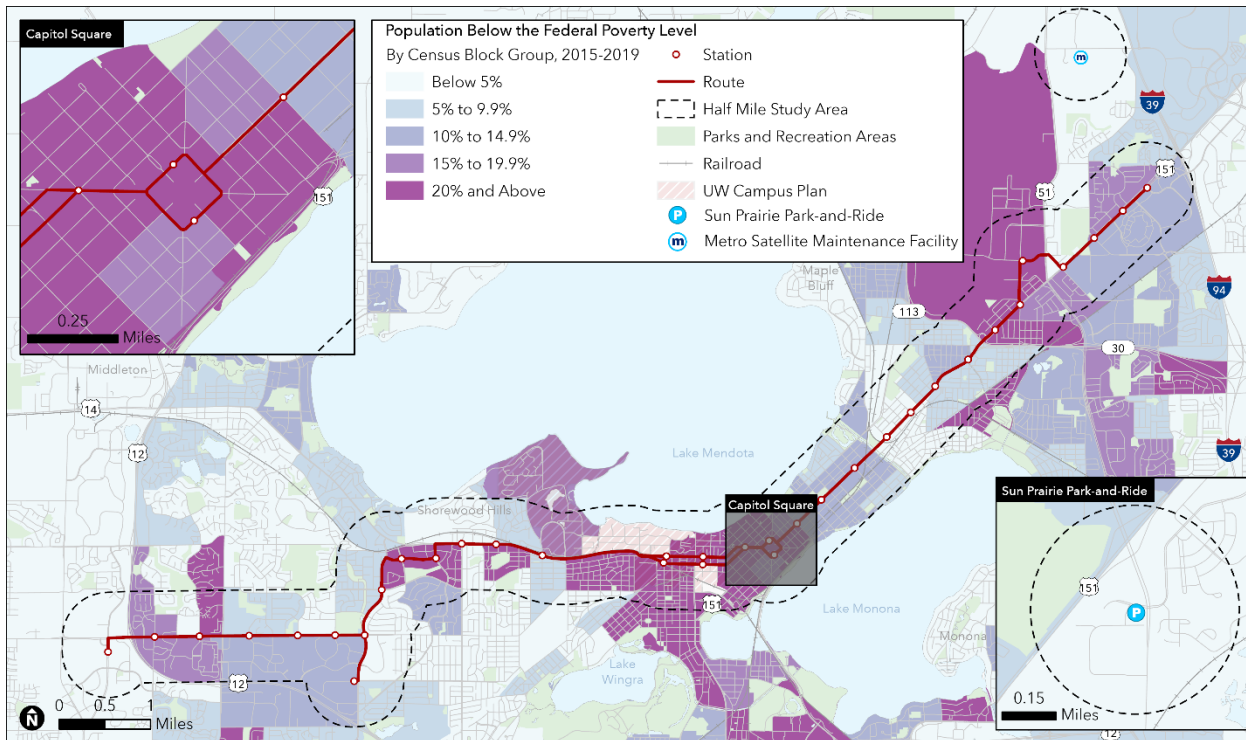
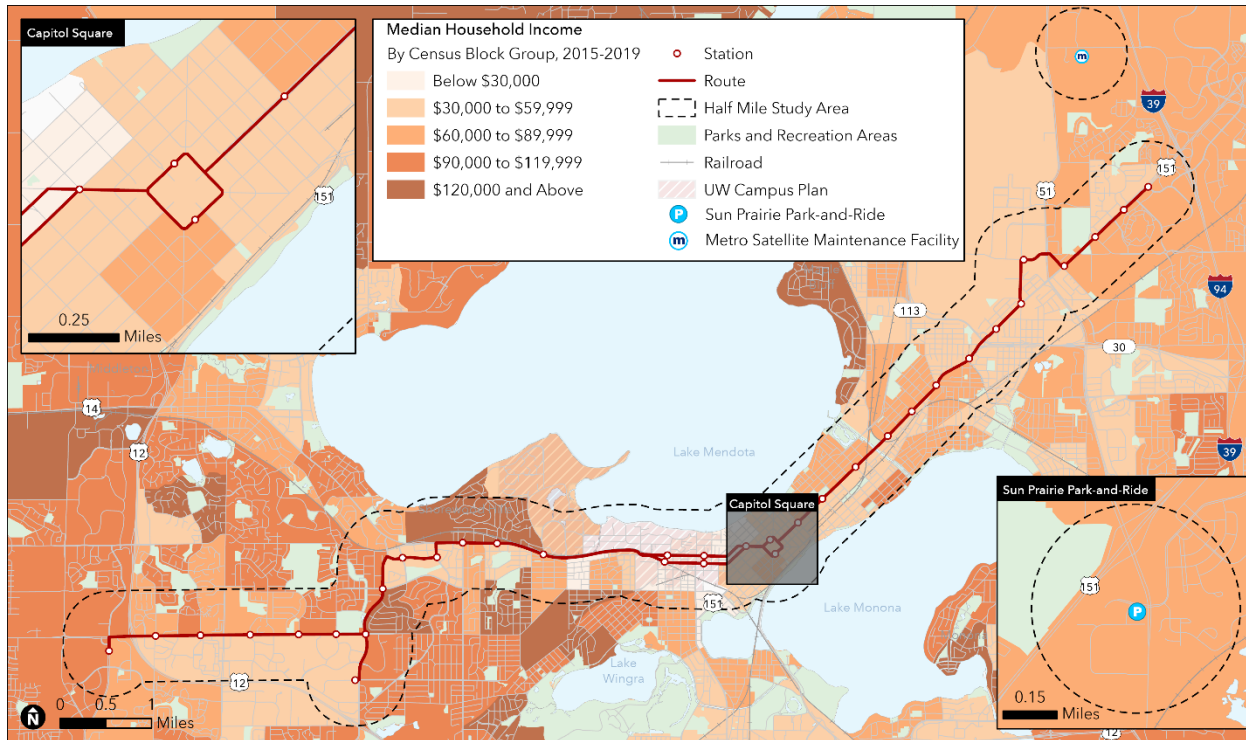


Figure 5: Study Area Median Household Income by Block Group



3.2. Public Engagement with Environmental Justice Populations

The Madison East-West BRT Project began in 2019 with the East-West BRT Planning Study. A Locally Preferred Alternative (LPA) was approved by the City of Madison Common Council in March 2020.

The public engagement process for the Madison East-West Bus Rapid Transit (BRT) Planning Study was designed to support the City of Madison Racial Equity and Social Justice Initiative (RESJI) by involving a broad spectrum of residents in learning about and providing input on the BRT planning process. The purpose was to build broad community awareness and buy-in through an equitable, transparent, and iterative approach that reduces barriers to participation, and incorporates a range of community needs, concerns, and priorities into the final plan. The public engagement process included a mix of online, print, and in-person tools to provide residents with a variety of choices and opportunities for public engagement. This allowed area residents to choose when and how they would like to participate in the project.

Certain public engagement strategies such as the public meetings targeted the public broadly, while others, such as mobile engagement stations and small group conversations focused on reaching traditionally underrepresented communities through a more tailored approach to these specific groups and organizations. Project staff held eight pop-up meetings at destinations frequented by minority and low-income residents including Mt. Zion Baptist Church, a predominantly African American faith community; El Mercado de Centro, a Latino community market; and Warner Park Community Recreation Center, a community facility located in a neighborhood with high proportions of minority and low-income residents. Participants in these events were largely supportive of the project and generally preferred the on-square and Mineral Point route options, which were ultimately selected for the preferred alternative. Some participants expressed concerns about cleanliness and safety on buses and at stations, which are addressed through station design features and the Operations and Maintenance Plan. Others noted support for shorter travel times as well as longer service hours and greater frequency on weekends, which the proposed East-West BRT will provide.

Following the adoption of the initial LPA, the City began further planning and design work and modified the LPA to include center-running BRT lanes, changes to station locations, and refinements to the alignment. After a series of public engagement events regarding these changes in fall and winter 2020, the City of Madison Common Council approved the revised LPA on January 5, 2021. This revised LPA has been studied and further refined during project development and environmental review based on additional public engagement. Refinements include the selection of the Junction Road Park-and-Ride as the western terminus and the extension of some trips to Sun Prairie Park-and-Ride.

Additional public engagement was conducted in 2021 to advance station designs based on community feedback. The City of Madison sponsored a BRT station design competition⁷ to develop conceptual station designs and received over 2,600 comments that informed the selection of the preferred concept. Based on public input and staff recommendations, in May 2021 the City of Madison Urban Design Commission confirmed a winning station design that reflects Madison community values of environmental conservation, artistic expression, and celebration of distinct neighborhoods. The concept also allows for modifications so the station design can be integrated into the surrounding urban context, particularly in sensitive areas.

As the East-West BRT Project is advanced, the City of Madison is also leading a separate Transit Network Redesign (TNR). The goal of the TNR is to create a route system that will better serve Madison area residents and businesses by increasing access and frequency, decreasing travel times, and improving the quality of transit riders' experience. The TNR will be adopted in June 2022 and implemented in June 2023; East-West BRT construction is expected to begin in 2023 and operations are anticipated to begin in late 2024. When BRT revenue service begins the new fleet will be deployed on the East-West, North-South, and Middleton routes.

The City has held a variety of public meetings for the East-West BRT and TNR projects and plans to continue these engagement efforts for both projects. TNR meetings address BRT and changes to the local bus network, and any East-West BRT Project meetings include information about the TNR. The City is also hosting focus groups and attending small community events and will encourage a representative sample of people to complete an online TNR survey. From December 2018 through February 2022, the City hosted or attended 33 meetings specifically focused on East-West BRT, 21 meetings about the TNR, and 17 meetings about both East-West BRT and the TNR. Environmental justice populations were specifically engaged at 19 of these 33 events, and of these 19 events, eight were joint East-West BRT/TNR meetings.

Meetings and events have included meetings with Neighborhood Resource Teams,⁸ neighborhood association meetings, smaller stakeholder group meetings, and pop-up meetings at grocery stores, local parks, and transit hubs. Though there were not specific agendas for city-hosted events, they typically began with introductions and an overview of the East-West BRT Project and TNR, followed by an opportunity for attendees to ask questions and provide input. Because these events were focused on gathering input, presentations were kept brief to allow more time for discussion. An example presentation is posted to the city website.⁹ A similar approach was used for events and meetings hosted by people other than City staff. While events may be communicated or promoted with a specific focus on BRT or the TNR, questions about both initiatives are answered at all meetings and events, and all meeting information is provided on both the East-West BRT and TNR webpages. All input emails for the East-West BRT Project and the TNR are recorded, and staff keep a record of themes and repeated questions from verbal input. During virtual meetings, staff review and respond to questions via the chat feature.

7 Madison East-West BRT Station Design Competition information available at <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/brt-station-design-competition>. Accessed 23 November 2021.

8 Neighborhood Resource Teams are City-staff led teams that are intended to advance equity by working with communities and other agencies to deliver comprehensive services. More information is available at <https://www.cityofmadison.com/mayor/programs/neighborhood-resource-teams>. Accessed 25 February 2022.

9 Transit Network Redesign presentations and other engagement details are available at <https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign/community-engagement>. Accessed 7 March 2022.

Feedback provided for both the East-West BRT Project and the TNR has been mostly positive, with strong support for more frequent service, routes that are easy to understand, fewer transfers, and transfers that are more convenient when they are needed. There are some concerns about lack of local service outside the BRT service area; these are being addressed through the TNR.

By and large, the combined effect of the BRT and TNR would be that many minority residents and low-income communities would have access to more direct and frequent transit service, although a few would have to walk farther to reach a bus stop. Some neighborhoods would see fewer total buses in their neighborhoods compared to before the pandemic, but this is reflective of pre-pandemic service being focused on the peak period, with many of these buses passing through on overlapping routes at the same time and all heading toward downtown. These trade-offs were discussed through the public engagement efforts. Maps of the TNR area and a full list of these engagement events are included in Attachment A. Further public engagement activities are expected to continue through September 2022.

4. Environmental Consequences

4.1. No Build Alternative

Under the No Build Alternative, the project would not be constructed, and the benefits and impacts of the project would not occur. Travel options within the study area would continue to consist of existing transportation networks, including local and limited-stop bus service, bike lanes and BCycle shared bikes, and personal vehicles. Existing bus routes serving downtown Madison would not be changed. Service improvements including extended service hours and improved frequency would not be implemented. No stations or dedicated guideway would be constructed. Benefits to users, including improved transit access for existing minority and low-income populations, would not be realized.

4.2. Build Alternative

As described in the DCE document, the construction and operation of the BRT project would not result in substantial negative impacts to populations within the project study area. Table 2 lists the anticipated impacts of the project by category; categories with no impacts are not included in the environmental justice analysis.

Table 2: Summary of Potential Impacts of Madison East-West BRT

Category	Potential Impacts	Included in EJ Analysis	Category	Potential Impacts	Included in EJ Analysis
Metropolitan Planning and Air Quality Conformity	No	No	Hazardous Materials	No	No
Land Use and Zoning	No	No	Social Impacts and Community Disruption	No	No
Traffic Impacts	No	No	Use of Park and Recreation Areas	Yes	Yes
Transit Impacts	No	No	Wetlands	No	No
CO Hot Spots	No	No	Floodplains	No	No
PM _{2.5} and PM ₁₀ Hot Spots	No	No	Water Quality, Navigable Waterways, and Coastal Zones	No	No

Historic Resources	No	No
Visual Quality	No	No
Noise and Vibration	No	No
Acquisitions and Relocations	Yes	Yes

Ecologically Sensitive Areas and Endangered Species	No	No
Safety and Security	No	No
Construction Impacts	Yes	Yes

4.2.1. Analysis of Impacts to Environmental Justice Populations

The following topics were carried forward for further analysis of potentially disproportionately high and adverse impacts to environmental justice populations:

- Acquisitions and Relocations
- Use of Park and Recreation Areas
- Construction Impacts

Acquisitions and Relocations

As described in the DCE document and accompanying Acquisitions and Relocations Technical Report, the project would require acquisitions and/or temporary easements from 101 privately-owned parcels. Temporary easements would affect all 101 parcels, totaling approximately 1.86 acres, and permanent partial acquisitions would affect 39 of those parcels, totaling about 0.89 acres (Table 3).

The project would also impact a total of 25 publicly-owned parcels. Temporary easements, totaling approximately 29.66 acres, would affect 22 of these parcels. Fourteen of the 25 publicly-owned parcels would be affected by permanent acquisitions totaling 4.23 acres (Table 3). Three of these 14 parcels would be affected by permanent acquisitions only, without additional temporary easements.

Table 3: Summary of Potential Property Acquisitions, Easements, and Displacements

Ownership	Extent	Acquisition		Temporary Easement		Displacement	
		No. Parcels	Acres	No. Parcels	Acres	Housing Units	Businesses
Private	Partial	39	0.89	101	1.86	--	--
	Full	0	0.00	0	0.00	--	--
	All	39	0.89	101	1.86	0	0
Public	Partial	13	0.77	20	25.63	--	--
	Full	1	3.46	2	4.03	--	--
	All	14	4.23	22	29.66	0	0
Total	Partial	52	1.66	121	27.50	--	--
	Full	1	3.46	2	4.03	--	--
	All	53	5.12	123	31.53	0	0

No displacements of housing units or businesses are expected from potential acquisitions and/or temporary easements on private property. Similarly, no displacements are expected from the potential acquisitions and/or temporary easements on public property. One public parcel (432 S Junction Rd.) would be fully allocated for project use for the park-and-ride at Junction Road station. The parcel is currently undeveloped open/green

space, has no structures or programmed use, and is already owned by the City of Madison. Further, the future use of the parcel as a park-and-ride would not pose negative impacts to low-income or minority residents or business owners. The parcel is surrounded by agricultural and commercial land uses today, is planned for employment and commercial future land uses, and there are no residential uses within 1,000 feet.

Two full public parcels may be subject to a temporary easement for construction: 1 South Butler St. in Madison, the City of Madison Brayton Parking Lot; and 2751 O’Keeffe Ave. in Sun Prairie, the Sun Prairie Park-and-Ride, owned by the City of Sun Prairie. The Brayton Parking Lot at 1 South Butler St. in Madison is currently used as a surface parking lot and would be used by the project for construction staging. Owned and operated by the City of Madison, the parking lot is open to the public and requires payment to park. Land uses surrounding the parking lot are predominantly institutional and commercial along with some residential development. Because the parking lot already experiences vehicular traffic throughout the day and construction work would occur during typical business hours, staging is not anticipated to impact surrounding uses. Construction activities warranting the temporary easement at the Sun Prairie Park-and-Ride at 2751 O’Keeffe Ave. in Sun Prairie would not impact access to or primary use of the park-and-ride. Construction impacts would not be felt by the residential population in the area; the parcel is surrounded by industrial and commercial land uses, and the temporary construction activity would be more than 500 feet from the nearest home.

All other acquisitions and easements would be minor, partial-parcel impacts adjacent to public right-of-way and would occur largely in commercial areas. Nearly all of these acquisitions and easements would be near proposed BRT stations and distributed throughout the study area. These acquisitions and easements would not impact access to or primary use of the affected parcels.

Preliminary Finding

The potential acquisitions and easements are distributed throughout the project corridor and would not impact the current or future uses of the properties involved. Any adverse impacts occurring during the operating or construction phases of the project would not be predominantly borne by minority populations or low-income populations. Full acquisitions required from the project would affect only underused City-owned land. Furthermore, when acquiring property, the City of Madison would provide property owners payment of fair market compensation and relocation assistance in accordance with the requirements of the Uniform Relocation Act,¹⁰ FTA,¹¹ and Wisconsin Statutes Chapter 32.¹² For these reasons, no disproportionately high and adverse effects on minority or low-income populations are expected. By working closely with all potentially affected property owners during design, the City of Madison intends to minimize property impacts and the number of affected property owners.

Use of Park and Recreation Areas

As described in the DCE document and accompanying Public Parkland and Recreation Areas Technical Report, the project is anticipated to result in permanent incorporation (anticipated *de minimis* impact) or temporary easement (anticipated temporary occupancy) of three public park and recreation resources. These resources are located near the proposed Rosa Road, Island Drive, and Junction Road stations, impacting Garner Park, Nautilus Point Park, and Ice Age Junction Path, respectively. The quantification of potential acquisition and easement impacts by resource are summarized in Table 7 and described below.

10 42 US Code Ch. 61. Available at <https://uscode.house.gov/view.xhtml?path=/prelim@title42/chapter61&edition=prelim>. Accessed 23 November 2021.

11 Federal Transit Administration, Grant Management Requirements. Circular 5010.1D, November 1, 2008. Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C_5010_1D_Finalpub.pdf. Accessed 23 November 2021.

12 Wisconsin State Legislature, Wisconsin Statutes Chapter 32. Available at <https://docs.legis.wisconsin.gov/statutes/statutes/32>. Accessed 23 November 2021.

Table 4: Summary of Acquisitions and Easements on Public Parkland and Recreation Areas

Resource Name	Total Resource Area/Length	Extent of Acquisition/Easement	Acquisition or Permanent Easement		Temporary Easement	
			No. Parcels	Acres	No. Parcels	Acres
Garner Park	41.83 acres	Partial	1	0.27	1	0.31
Nautilus Point Park	4.83 acres	Partial	0	0	1	0.11
Ice Age Junction Path	7 miles	Partial (affecting up to 200 linear feet)	0	0	1	0.08
Total		All	1	0.27	3	0.50

The project would result in impacts to Garner Park, located at 333 S. Rosa Rd., just north of Mineral Point Road near the proposed Rosa Road station. Project impacts to Garner Park would occur along the southern edge of the park property, where the existing sidewalk would be reconstructed and widened into a shared-use path. The project would permanently incorporate (through acquisition or easement) a 0.27-acre strip of land along the southern edge of the 41.83-acre community park. An additional 0.31-acre temporary easement would be required for construction of the shared-use path. In consultation with City of Madison Parks Division staff, project staff specifically designed the widened sidewalk to minimize and mitigate impacts to Garner Park.

Access to Garner Park and its internal network of existing shared-use paths would be maintained for the duration of construction via multiple existing points of entry along Rosa Road and Hill Drive. In context of Section 4(f) of the U.S. Department of Transportation Act of 1966 – which protects publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, and publicly or privately owned significant historic sites – project staff and the City of Madison Parks Division (the official with jurisdiction) anticipate these impacts would result in a permanent *de minimis* impact, meaning the use of the property by the project would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). Rather, City of Madison Parks Division staff have suggested that the source of impacts to Garner Park – reconstruction of the existing sidewalk as a shared-use path – would enhance the recreational access to the facility.

Nautilus Point Park, the second park and recreation resource potentially adversely impacted by the project, is a small park located at 321 Nautilus Dr., just north of Mineral Point Road near the proposed Island Drive station. Aside from open space and stormwater management, the only activity or facility at Nautilus Point Park is a small playground. Construction of the project would require an 0.11-acre temporary easement along the southern edge of Nautilus Point Park, where the existing sidewalk would be reconstructed and widened into a shared-use path. This is the same existing sidewalk that currently runs through Garner Park. Project staff specifically designed the widened sidewalk to minimize impacts to Nautilus Point Park. The City of Madison *2018-2023 Park and Open Space Plan* classifies Nautilus Point Park as a “mini park,” which is described as “[addressing] limited, isolated, or unique recreational needs.”¹³ There are no anticipated permanent adverse physical impacts to the park, nor is there interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis. Access to the Nautilus Point Park playground via Nautilus Drive, the sole access point to the playground, would be maintained during construction.

¹³ City of Madison, 2018-2023 Park and Open Space Plan, page 53. Available at <https://www.cityofmadison.com/parks/documents/2018-2023%20POSP.pdf>. Accessed 19 November 2021.

Lastly, the project would require a temporary easement for construction along up to 200 linear feet of the Ice Age Junction Path, a seven-mile shared-use path that runs parallel to the Junction Road/County Road M corridor. The impacted area is near the proposed Junction Road station and park-and-ride. Here, a small segment of the existing shared-use path would be temporarily impacted to allow the project to construct a connection from the Ice Age Junction Path to the adjacent park-and-ride at Junction Road Terminal. This connection would provide a new multimodal connection benefitting both path and transit users. Construction may require temporary traffic control measures on a small portion of Ice Age Junction Path, though access to the path would remain open during construction. No permanent adverse physical impacts are anticipated, nor is there interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.

As described in the section on acquisition and relocation impacts, there are no residents within approximately 1,000 feet of the proposed park-and-ride at Junction Road station, where the potentially affected segment of the Ice Age Junction Path is located. Thus, no localized impacts to surrounding residents are anticipated. If any adverse impacts occur, they would be experienced by the broader groups of Ice Age Junction Path users; however, because trail access would be maintained throughout construction and operation of the project, no adverse impacts to trail users are anticipated.

Preliminary Finding

None of the potential project-related impacts to park and recreation resources would interfere with the protected activities, features, or attributes of the properties on either a temporary or permanent basis. Construction activities may limit specific resource access points temporarily, but reasonable alternatives would remain throughout the construction phase. Further, the project would improve access to the affected park and recreation resources through reconstruction of existing sidewalk as shared-use paths or new multimodal connections. No impacts to environmental justice populations are anticipated during construction or operation of the project.

Construction Impacts

As described in the Section 22 of the DCE document, impacts caused by construction include noise, dust, utility disruption, safety and security, and transportation/access. These impacts will occur evenly across the route alignment, with similar impacts occurring at nearly all station locations. Mitigation measures would be implemented to minimize noise and dust, avoid utility outages, maintain safe and secure roadway and pedestrian accommodations, and limit impacts to parking and access. With mitigation measures, no adverse impacts resulting from construction are anticipated.

Preliminary Finding

Since the proposed construction impacts associated with Madison East-West BRT are distributed across stations in minority and non-minority areas, and in low-income and non-low-income areas, disproportionately high and adverse impact to environmental justice populations are not expected.

4.2.2. Summary of Effects on Environmental Justice Populations

Of the three categories selected for environmental justice analysis, no disproportionately high and adverse impacts on minority or low-income populations are anticipated during either the construction or operating phase of the project. Therefore, there are no environmental justice-specific mitigation measures required.

Furthermore, the project would benefit minority and low-income populations by improving the speed, reliability, and frequency of bus service throughout the study area and by improving the quality of transit station amenities. The proposed project would provide better access to employment, healthcare, shopping, and parks, as well as new connections to the broader regional transit network.

Attachment A

Transit Network Redesign Map and Events

Figure 1: Slide used during public meetings to show the Transit Network Redesign area. Outreach efforts for both the TNR and BRT projects included this slide and speakers described how the two projects relate to each other.

Transit Network Redesign

Focuses on areas outside of the BRT corridor

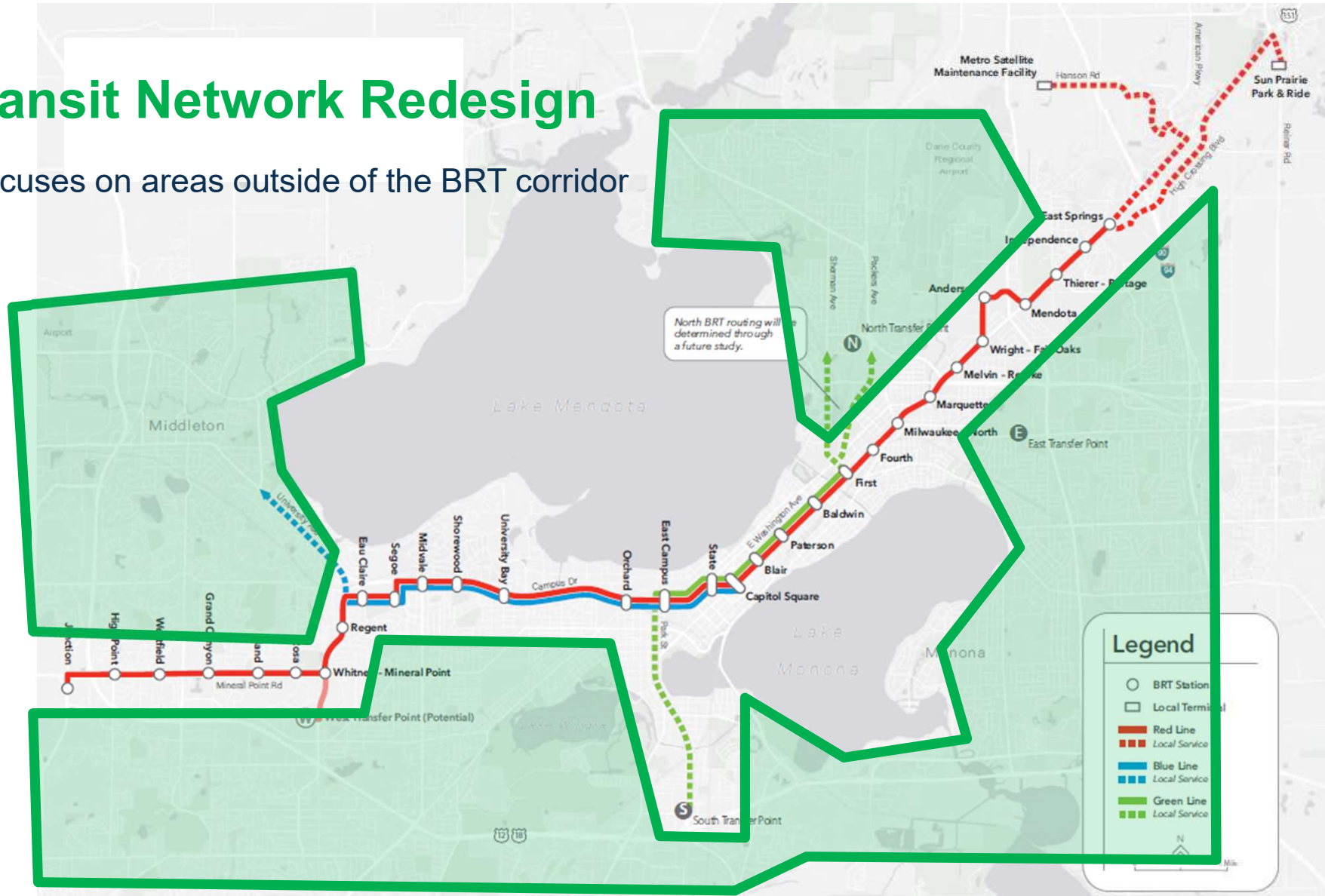


Table 1: East-West BRT and Transit Network Redesign Engagement Events

Meeting Date	Description	Subject	EJ Area
Sep 12, 2012	Kick Off & Corridor Identification Public Meeting	BRT	
Apr 15, 2013	Corridor Selection & Feasibility Public Meeting	BRT	
Dec 12, 2018	Project Kick Off Public Meeting	BRT	
May 14, 2019	Preliminary Alternatives Public Meeting	BRT	
Aug 29, 2019	Working Locally Preferred Alternative Public Meeting	BRT	
Sep 26, 2019	Working Locally Preferred Alternative and Station Design Input	BRT	
Oct 29, 2019	Downtown Routing Public Meeting	BRT	
Nov 4, 2019	Transportation Planning and Policy Board - Downtown Routing	BRT	
Dec 2, 2019	Transportation Planning and Policy Board - Downtown Routing	BRT	
Feb 3, 2020	Transportation Planning and Policy Board - Downtown Routing Report	BRT	
Feb 10, 2020	Finance Committee - Authorizing Transit Network Redesign RFP	TNR	
Feb 12, 2020	Transportation Committee - Authorizing Transit Network Redesign RFP	TNR	
Feb 17, 2020	Transportation Planning and Policy Board - Review Transit Network Redesign/BRT Westside and Downtown Routing	BRT/TNR	
Feb 25, 2020	Common Council - Introduction Locally Preferred Alternative & Downtown Route	BRT	
Feb 27, 2020	Disability Rights Commission - Locally Preferred Alternative & Downtown Route	BRT	
Mar 19, 2020	Downtown Coordinating Committee - Locally Preferred Alternative & Downtown Route	BRT	
Mar 20, 2020	Transportation Planning and Policy Board - Locally Preferred Alternative & Downtown Route	BRT	
Mar 31, 2020	Common Council - Approval Locally Preferred Alternative & Downtown Route	BRT	
Aug 31, 2020	Transportation Planning and Policy Board - Runningway Refinements	BRT	

Sep 30, 2020	Transportation Planning and Policy Board - Network Redesign Project Kick Off	TNR	
Oct 19, 2020	Transportation Planning and Policy Board - Runningway Refinements	BRT	
Oct 22, 2020	Project Development Kick Off Public Meeting	BRT	
Oct 28, 2020	Mendota Street Refinements Neighborhood Meeting	BRT	
Nov 16, 2020	East Washington Runningway Refinements Neighborhood Meeting	BRT	
Dec 1, 2020	Common Council - Locally Preferred Alternative - Introduction Refinements	BRT	
Dec 3, 2020	Westside Runningway Refinements Neighborhood Meeting	BRT	
Dec 16, 2020	Board of Public Works - Locally Preferred Alternative Refinements	BRT	
Dec 18, 2020	Westside Runningway Refinements - Sheboygan Avenue Neighborhood Meeting	BRT	Low-income area
Jan 4, 2021	Transportation Planning and Policy Board - Locally Preferred Alternative Refinements	BRT	
Jan 5, 2021	Common Council - Locally Preferred Alternative Refinements Approved	BRT	
Mar 1, 2021	Transportation Planning and Policy Board - Network Redesign Workshop	TNR	
Mar 3, 2021	Phase I Community Kick Off Meeting	TNR	
Apr 24, 2021	Brittingham Park Madison Bikes Intercepts	TNR	
Apr 26, 2021	Madison Area Bus Advocates Meeting	TNR	
Apr 29, 2021	Luna's Groceries Allied Drive Intercepts	TNR	Neighborhood grocery store in a low-income area
May 11, 2021	Spring BRT Public Meeting - Revised Locally Preferred Alternative	BRT	
Jun 3, 2021	North & South Transfer Point Intercept Interviews	BRT/TNR	
Jun 13, 2021	UW Memorial Union Intercepts	BRT	Students, low income (anticipated to be temporary)

Jun 15, 2021	East Transfer Point Intercepts	BRT	East side bus riders - immediate area isn't low income, but a lot of people transfer to low income areas
Jun 15, 2021	Olbrich Gardens- Event Tabling	TNR	
Jun 19, 2021	Juneteenth - Event Tabling	BRT/TNR	Penn Park is in an area with high proportions of low-income and minority populations
Jun 29, 2021	Catholic Multicultural Center Food Pantry - Tabling	BRT/TNR	The Catholic Multicultural Center Food Pantry serves low income people on the south side
Jul 13, 2021	Presentation to Common Council Executive Committee - Update	BRT	
Jul 18, 2021	Luna' Groceries Allied Drive - Event Tabling	BRT	Neighborhood grocery store in a low-income area
Jul 18, 2021	West Transfer Point Intercepts	TNR	Immediate area isn't low income, but many riders transfer to get to low-income areas
Jul 19, 2021	Transportation Planning and Policy Board - Update	TNR	
Jul 25, 2021	North & East Transfer Point Intercepts	TNR	Immediate area isn't low income, but a lot of people transferring are low income
Jul 31, 2021	Catholic Multicultural Center - Event Tabling	TNR	The Catholic Multicultural Center Food Pantry serves low income people on the south side
Aug 3, 2021	West and South Transfer Point Intercepts	BRT/TNR	Riders are low income or often headed to low-income areas
Aug 3, 2021	Leopold Neighborhood Resource Team - Event Tabling	BRT/TNR	Low-income area
Aug 10, 2021	UW Hospital Support Staff Stand Up Meetings	TNR	
Aug 11, 2021	STC	TNR	
Aug 12, 2021	UW Memorial Union Intercepts	BRT/TNR	Students, low income (anticipated to be temporary)
Aug 22, 2021	Badger Rock Middle School Intercepts	TNR	Low-income area
Aug 30, 2021	Madison Area Bus Advocates Meeting	TNR	

Sep 9, 2021	Fitchburg	TNR	
Sep 22, 2021	Crawford Marborough Nakoma Neighborhood Association	TNR	
Sep 23, 2021	Phase II Ridership vs. Coverage Public Meeting	BRT/TNR	
Sep 29, 2021	MPO	TNR	
Sep 29, 2021	30% Project Design Public Meeting	BRT	
Oct 4, 2021	Transportation Planning and Policy Board - Network Alternatives	BRT/TNR	
Oct 7, 2021	30% Eastside Route and Stations Neighborhood Meeting	BRT	
Oct 14, 2021	30% Westside Route and Stations Neighborhood Meeting	BRT	
Oct 25, 2021	LaFollette High School Presentation	BRT/TNR	Many students at LaFollette are low income
Oct 28, 2021	30% Downtown Route and Stations Neighborhood Meeting	BRT	
Jan 4, 2022	Presentation to Common Council Executive Committee	BRT/TNR	
Jan 20, 2022	Northside Neighborhood Resource Team Meeting	BRT/TNR	Many low income people along Northport corridor
Jan 31, 2022	Transportation Planning and Policy Board - Draft Network Plan	BRT/TNR	
Feb 2, 2022	Dungeon Monroe Neighborhood Association	BRT/TNR	
Feb 2, 2022	MPO	BRT/TNR	
Feb 10, 2022	Bay Creek Neighborhood Association	BRT/TNR	Low-income public housing

KEY: BRT = East-West BRT, TNR = Transit Network Redesign