

West Washington Avenue

Resurfacing with Bus Lanes

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Benefits

- Reduces bus congestion on State Street, freeing capacity for BRT
- Reduces noise and exhaust on State Street, helping businesses recover
- Provides a more reliable detour route when State Street is closed to buses
- Improved service to Bassett neighborhood

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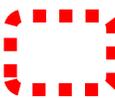


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Reroute Some Bus Service

2	3
4	6
7	8
12	14
15	29
37	47
56	57
58	70
71	72

 Moved off of State Street

 Currently suspended – likely moved to West Washington if resumed

Bus service on West Washington increased from 90 buses per day to 260 buses per day

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West Washington Avenue



Existing Cross Section

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Proposed Cross Section



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Can Metro Move Bus Service Without Bus Lanes?

- Existing operations on West Washington Avenue are adequate, but not great
 - Mixed traffic
 - Pullout bus stops
 - Saturated travel lanes
 - Frequent turns and traffic signals
- Tripling bus service and reducing capacity will make conditions worse
 - Improvements are needed to accommodate 3 times as many buses

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West Wash Compared with State Street

- 1/3 mile additional travel
- 2 additional traffic signals
- Mixed traffic compared to semi-exclusive lanes
- Pullout bus stops compared to in-lane stops
- Bus stops that can only accommodate one bus



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Bus Lanes would Ameliorate these Deficiencies

- Eliminates delays at traffic signals
- Eliminates pullout delay
- Unless intersection is LOS A, bus lanes will reduce travel times

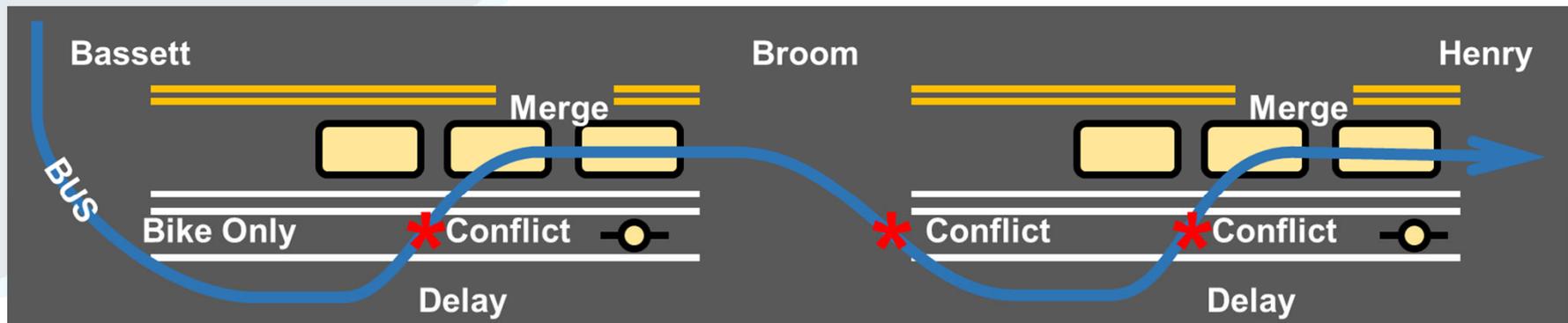


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Without Bus Lanes

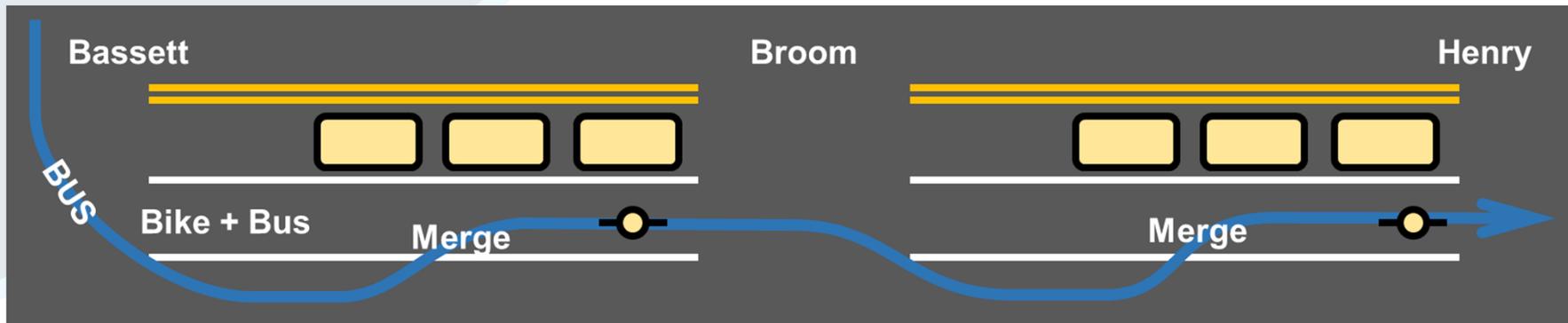


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With Bus Lanes

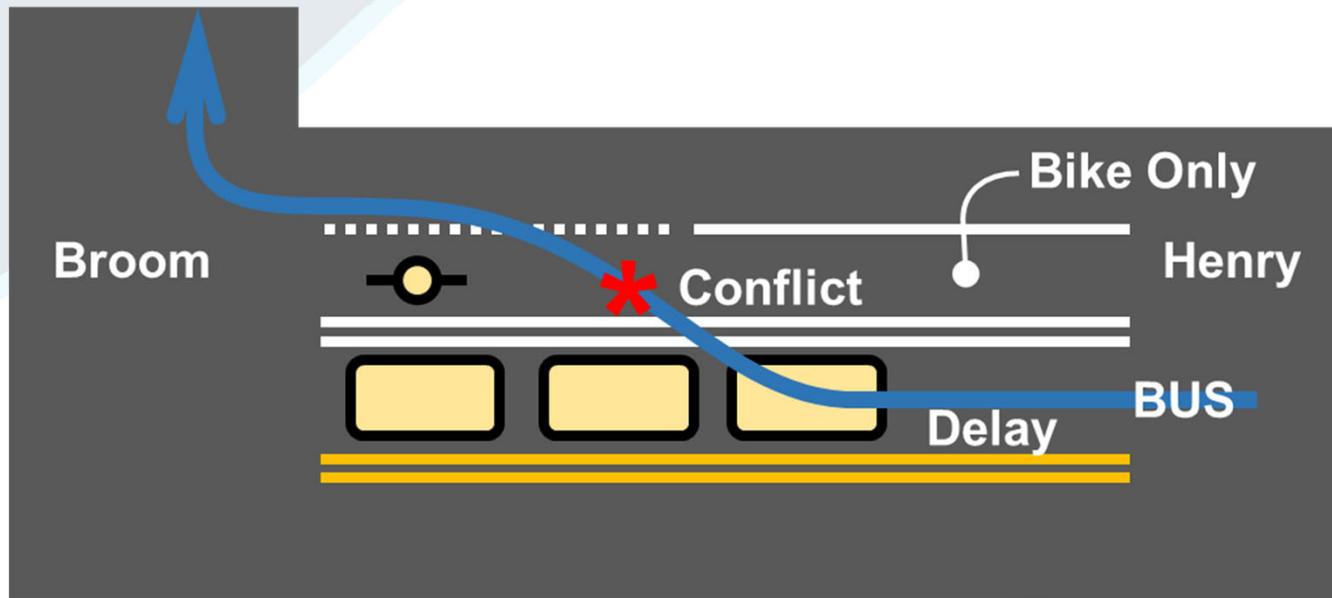


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Without Bus Lanes

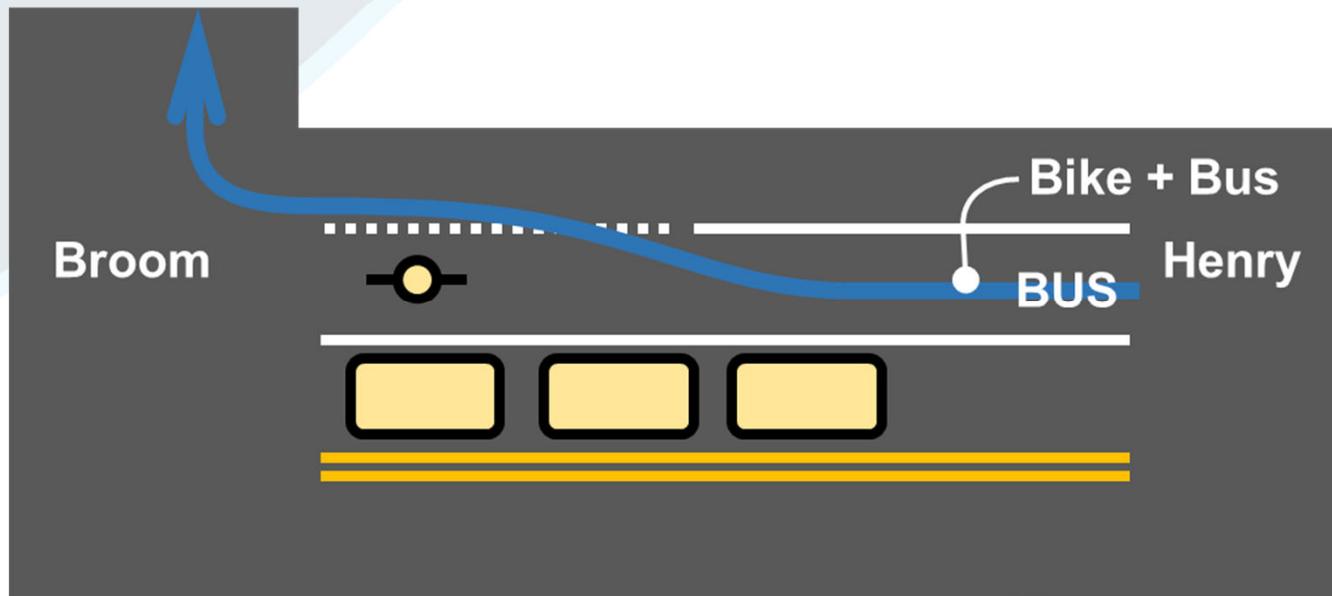


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With Bus Lanes



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Bike Considerations

- Without bus lanes, buses would cross the bike lane 4 times in the space of about a block
- Sharing the lane, rather than crossing it, eliminates several conflicts.
- Eastbound pullout bus stops mean that bikes will not have to wait behind buses as they serve bus stops
- Westbound buses and bikes are going the same speed and there are not bus stops, so there will be no leap frog
- There have been documented cases where buses crossing bike lanes have been problematic because of limited visibility

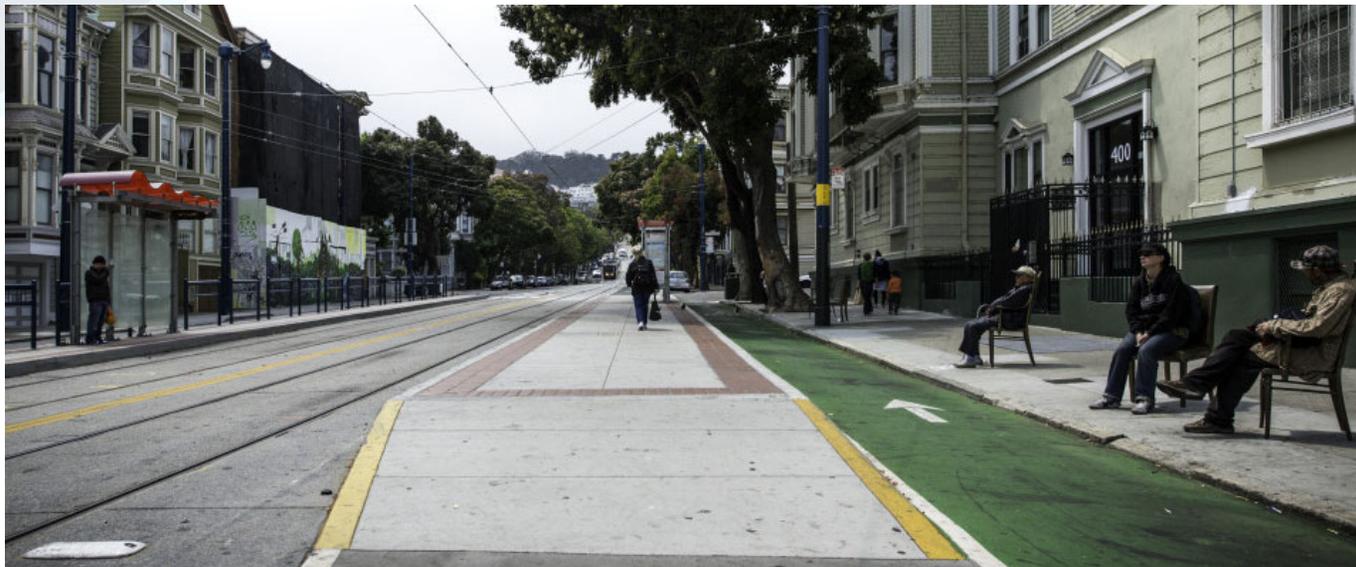
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Bus Stop Islands Are Not Possible

- Islands would eliminate some conflicts and delays, but would require an additional travel lane, or traffic would back up through intersections



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Other Considerations

- Increasing transit travel times is not consistent with MetroForward, ImagineMadison, BRT, or the Transit Network Redesign
- Bus stops may need to be lengthened so that a bus waiting for a gap does not block other buses from using the stop, eliminating additional parking
- Fixed guideway funding would be lost if transit vehicle miles are shifted from an existing bus lane to mixed traffic

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Conclusion

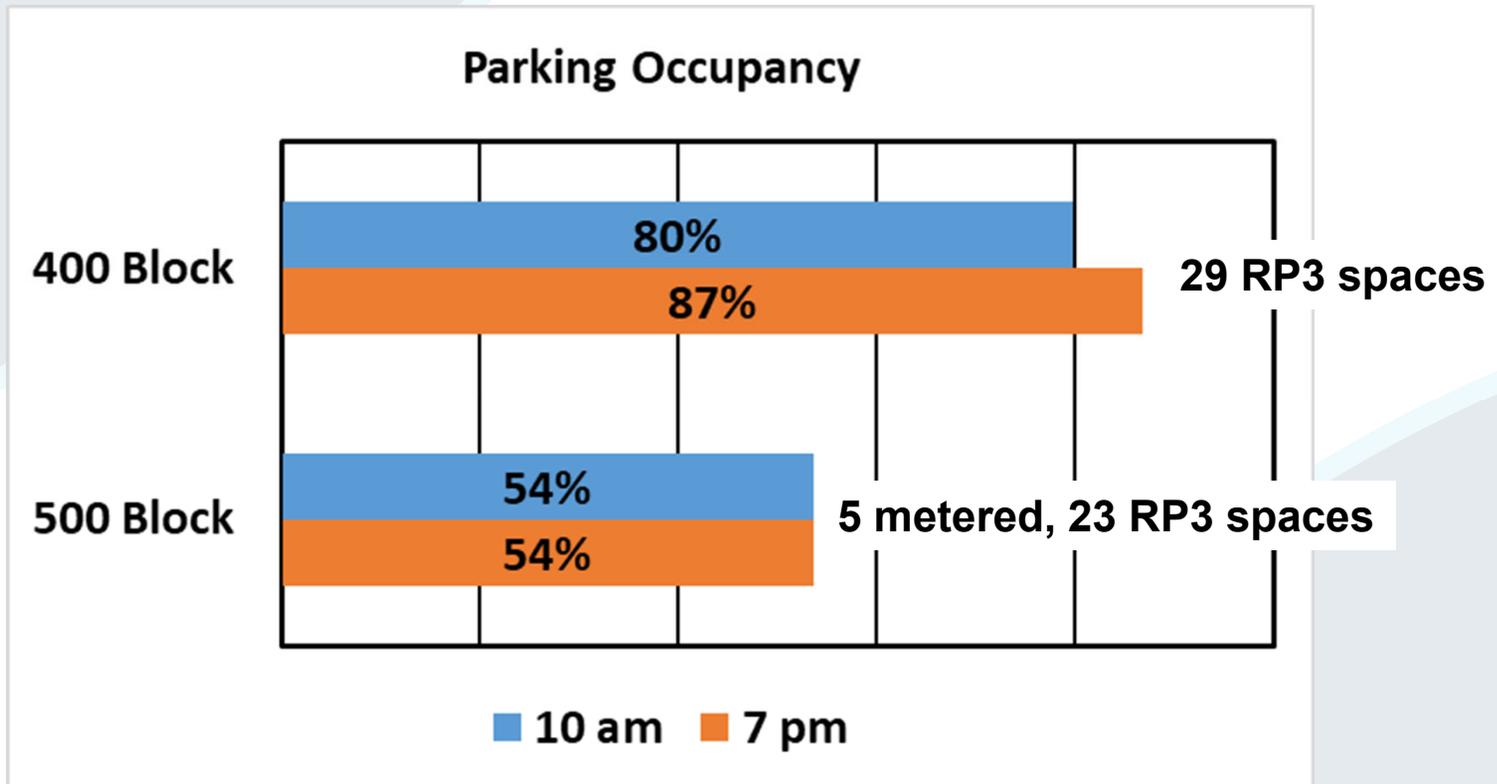
- The bus lane and bus reroute were presented as one connected project
- Metro does not support shifting service onto West Washington Avenue without adding bus lanes

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Parking Occupancy



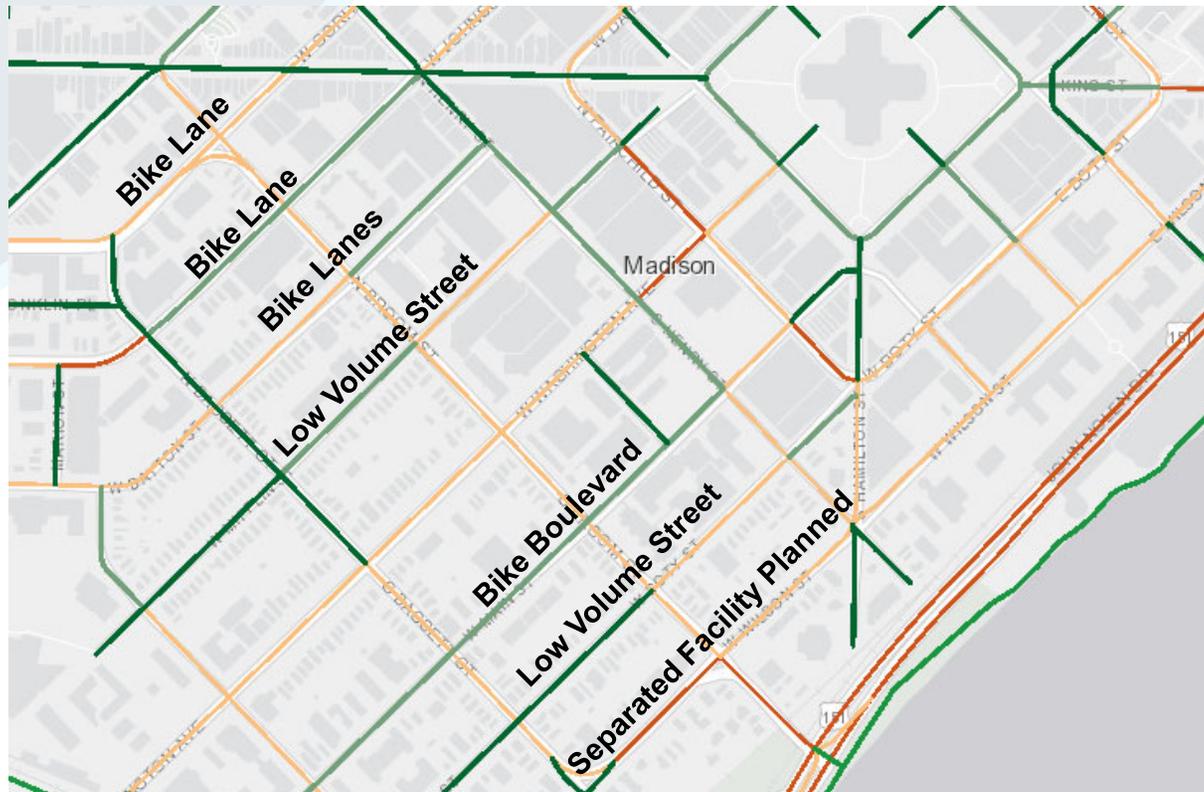
Tuesday, Feb 23, 2021

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Bike Low Stress Network



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- Restripe West Washington as two-lane facility with considerations for parking, bike lanes, and potential transit service
- Add refuge islands
- Pavement area should not be expanded beyond existing width

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