

Madison Bus Rapid Transit

East Washington Avenue Runningway Options

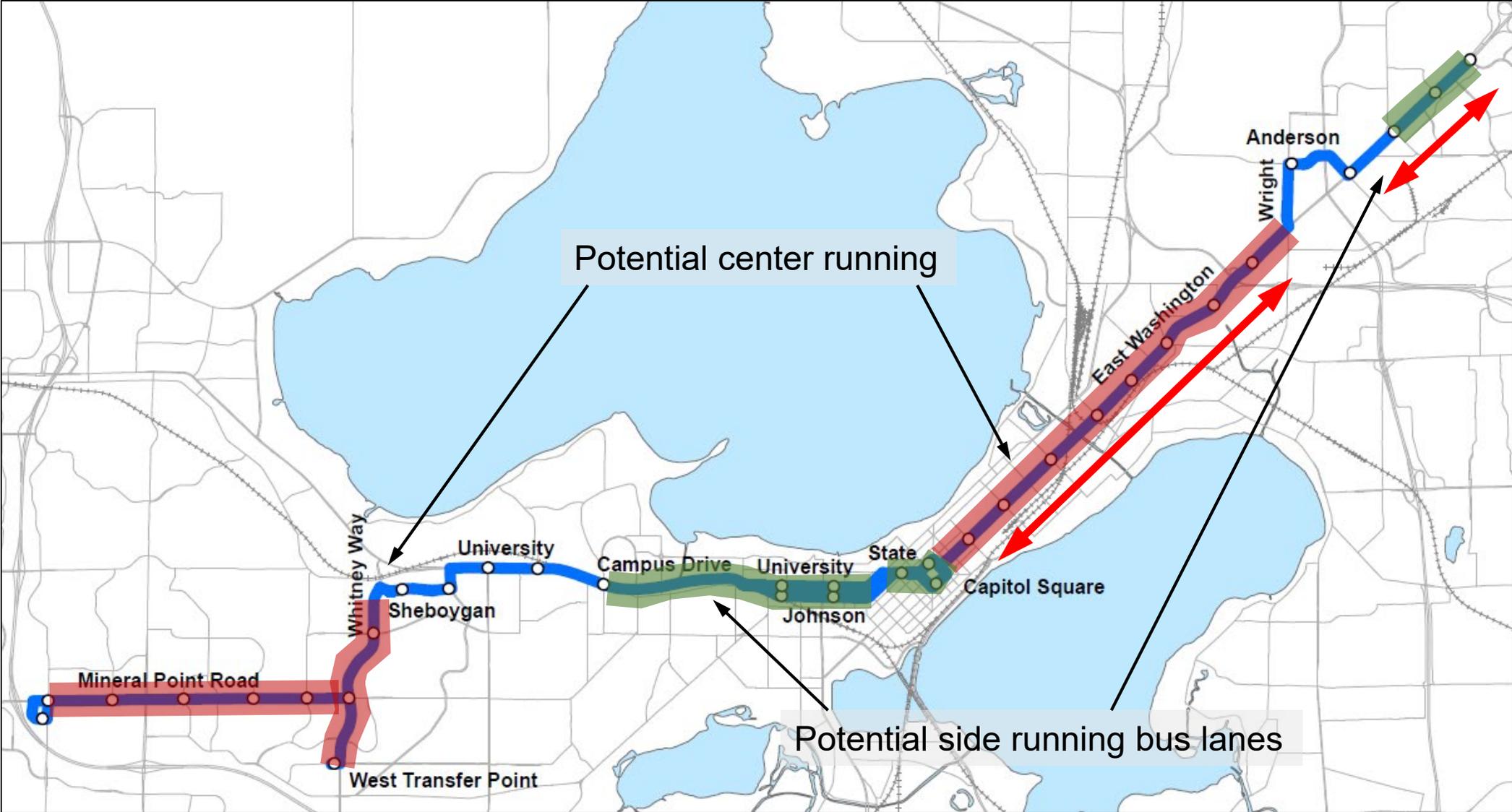
October 19, 2020

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OF TRANSPORTATION

Bus Rapid Transit



USH 151



Center Running BRT



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Side Running



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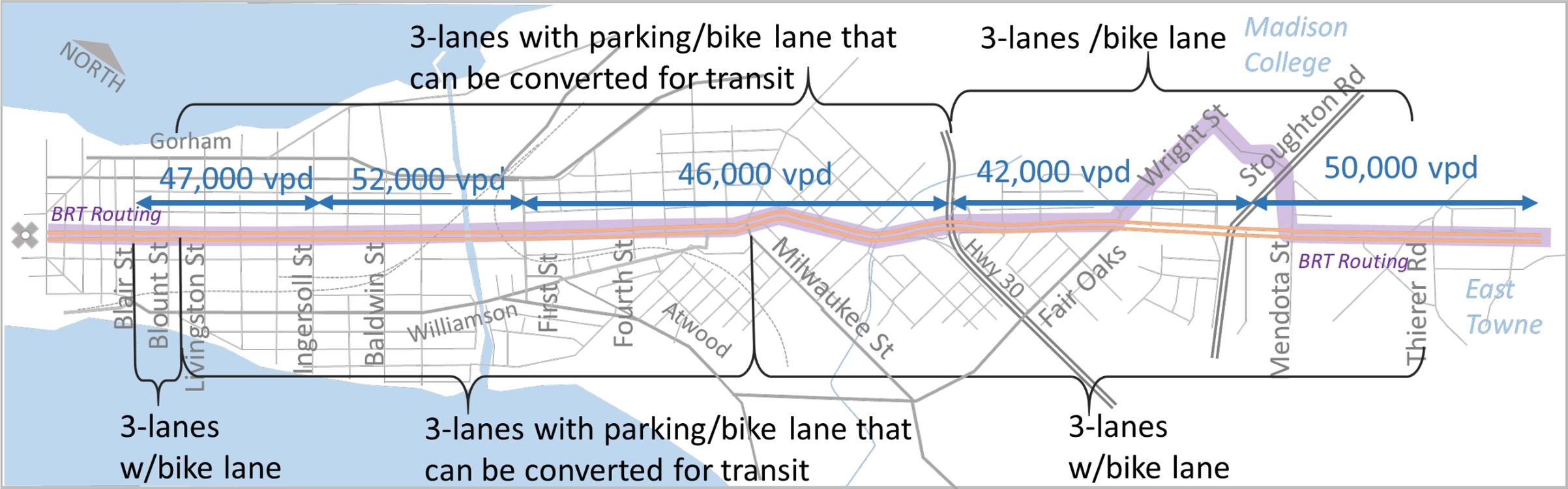


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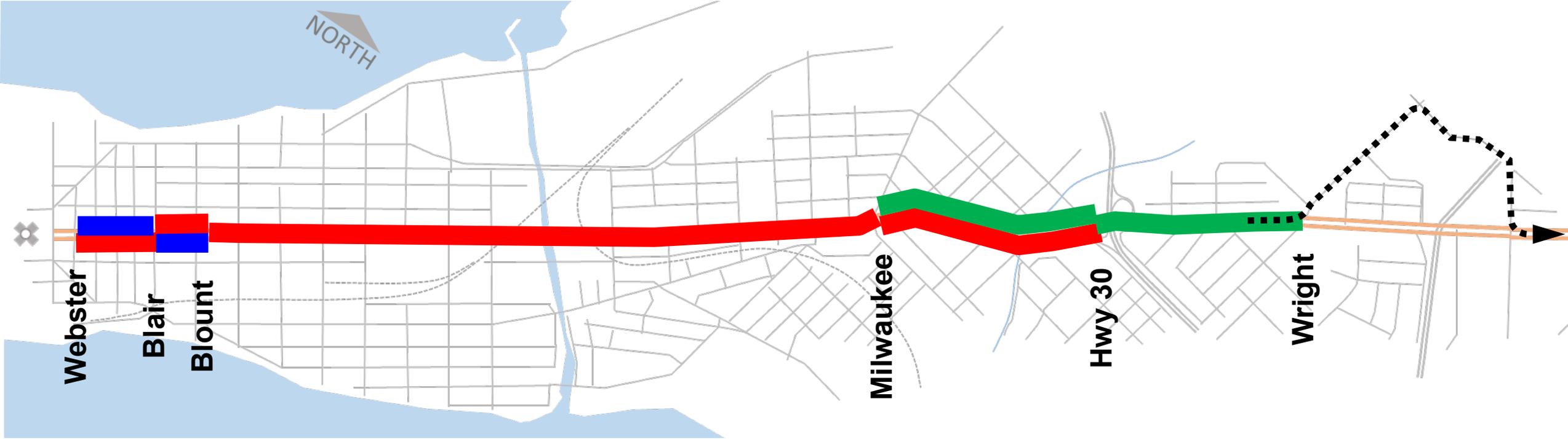
Center Running

- More consistent travel times
- Little to no conflicts with turning vehicles and bikes
- Bus lane is not blocked by delivery vehicles
- Cost Savings of one two-sided station instead of two stations
- Fewer right-of-way and utility issues
- Better look and feel for passengers

East Washington Avenue

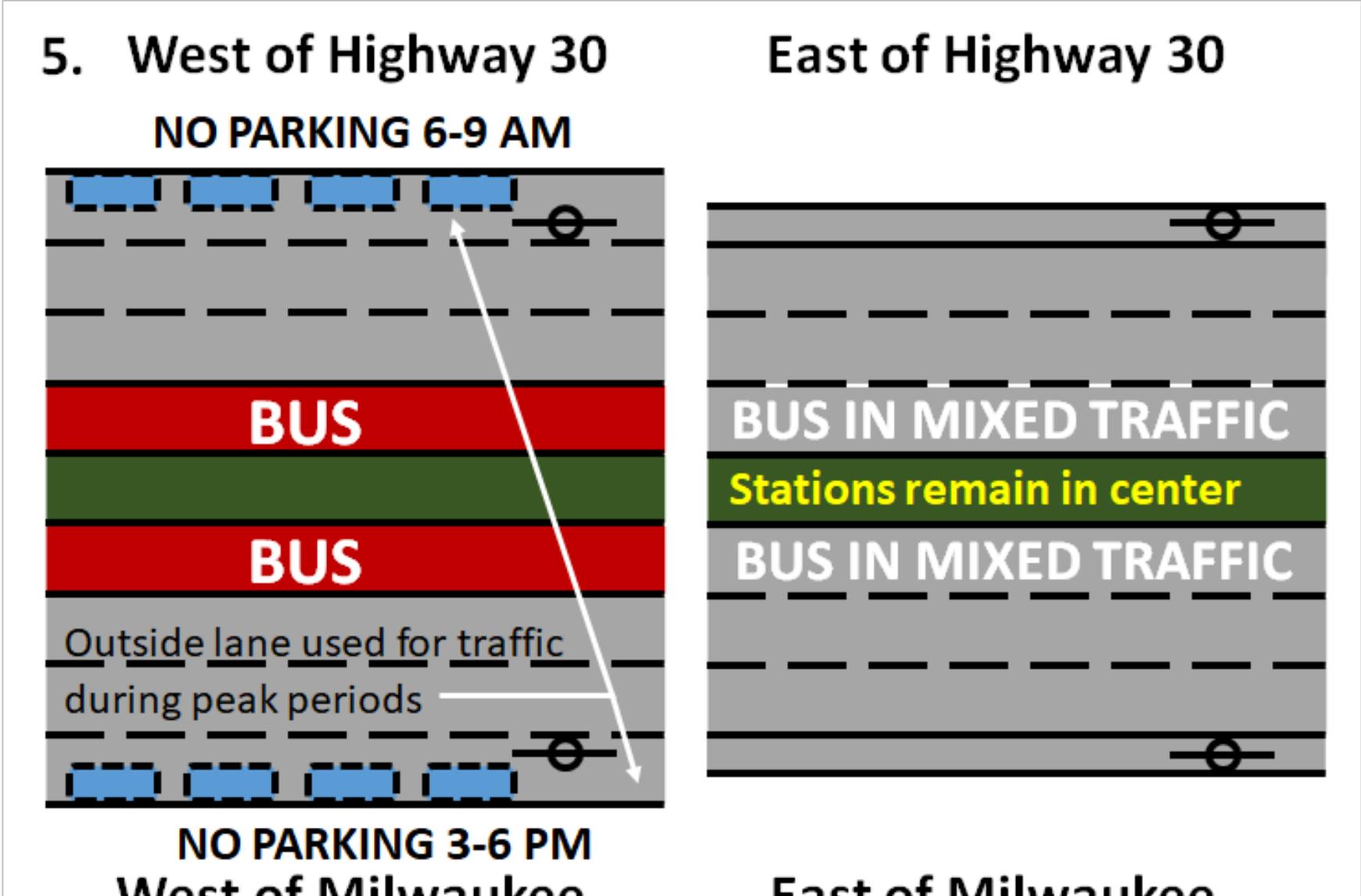


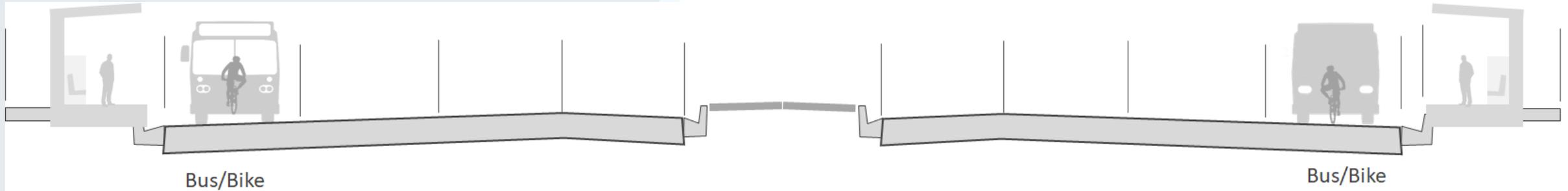
Proposed Runningway



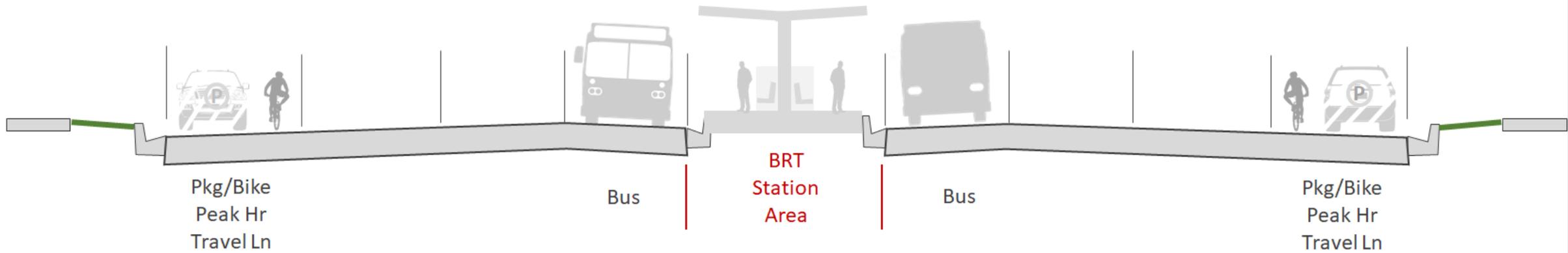
-  Center running dedicated lane
-  Center running mixed traffic
-  Center running dedicated lane off peak, mixed traffic peak

Preferred Cross Section





Originally Planned



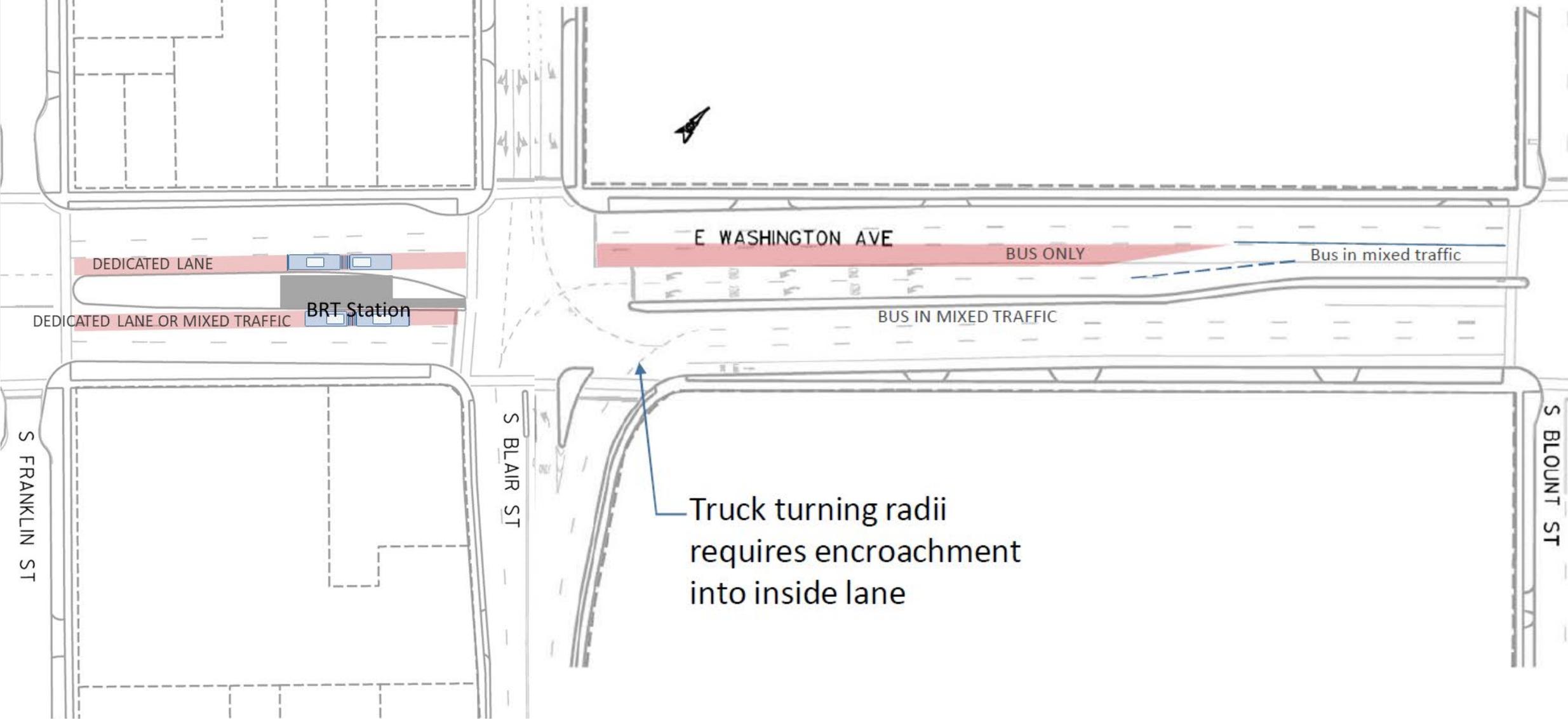
Currently Recommended

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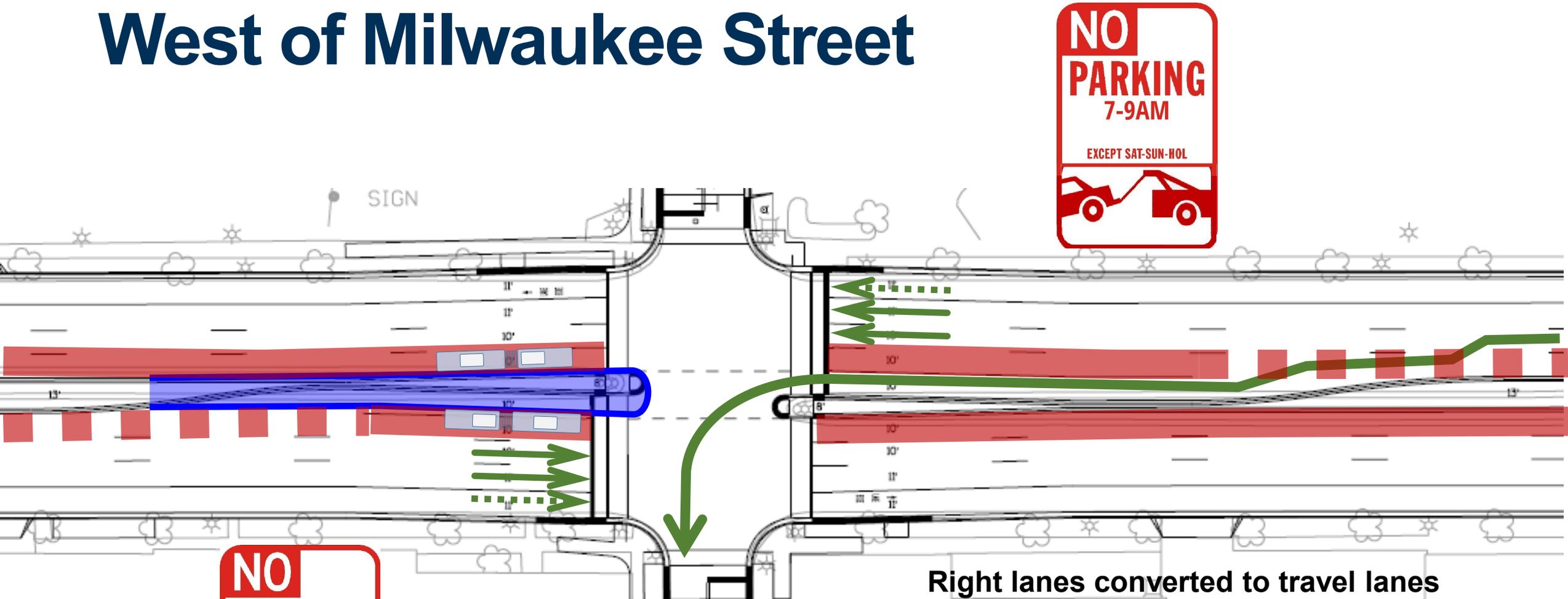


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Blair Street



West of Milwaukee Street



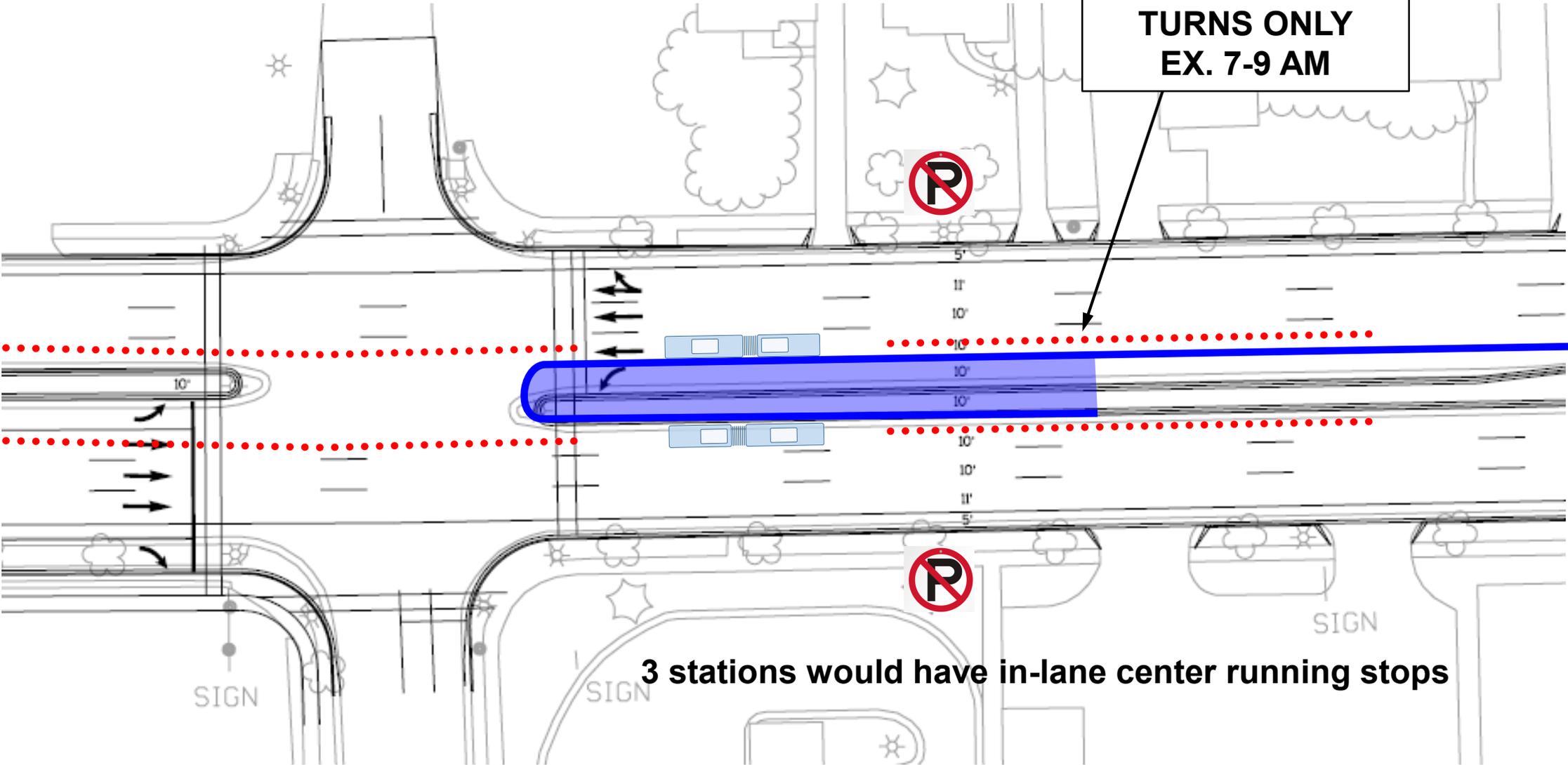
Right lanes converted to travel lanes
peak periods peak direction

Left lanes converted to bus only

Some left turns removed for stations
Most left turns merge across bus lane

East of Hwy 30

**LEFT LANE
BUSES AND LEFT
TURNS ONLY
EX. 7-9 AM**



3 stations would have in-lane center running stops

In-Lane Center Running Stations

- EB Milwaukee Street
- EB Marquette Street
- EB+WB Melvin Court



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Left Turns



Considerations

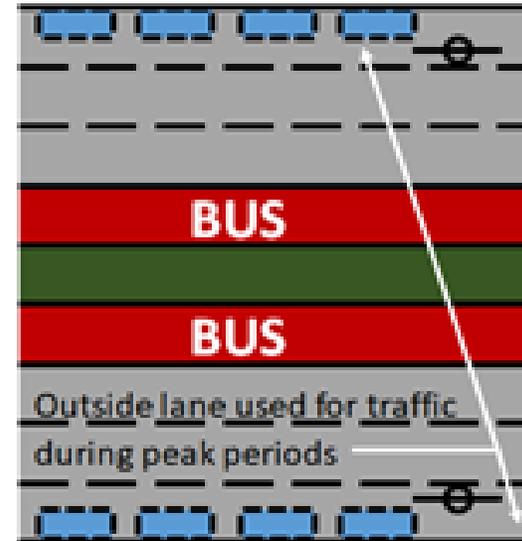
- BRT operations
- Motor vehicle congestion and diversion
- Bike impacts
- Parking
- Pedestrians

BRT – Currently Preferred Alternative 5

- Center running the whole way
- Short section of mixed traffic

5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



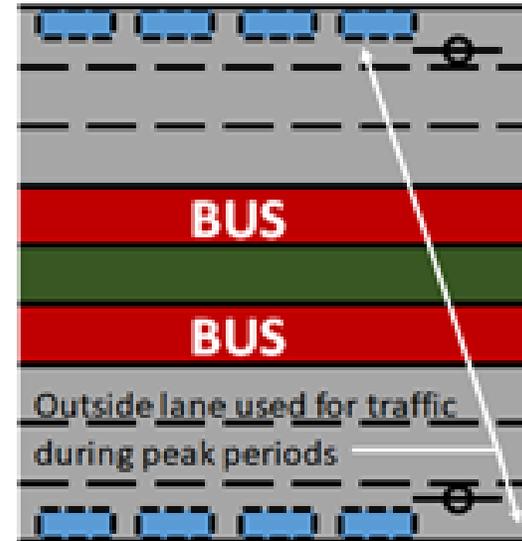
East of Milwaukee

Motor Vehicles

- No capacity reduction during peak periods, peak direction
- Little to no diversion

5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30

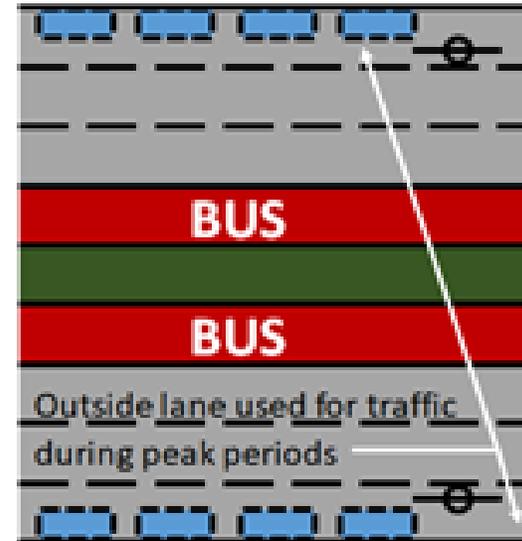


East of Milwaukee

Bike Impacts

- Bike lanes lost on East Washington, Blair to Milwaukee / Hwy 30, during peak periods peak direction
- Potential improvements to parallel routes

5. West of Highway 30
NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



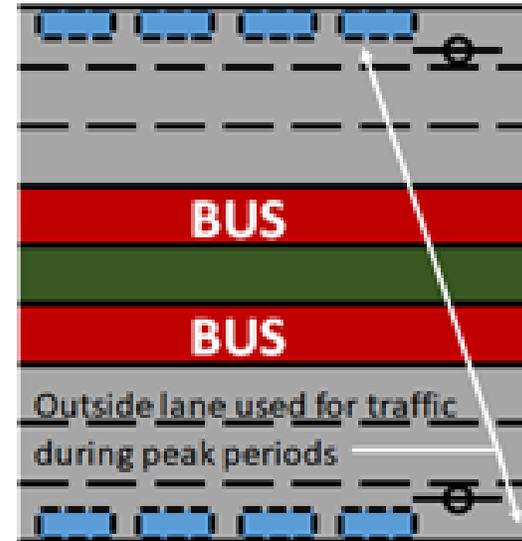
East of Milwaukee

Parking Impacts

- Parking lost from Blount to Hwy 30 only during peak periods, peak direction
- Affects about 400 parking spaces

5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



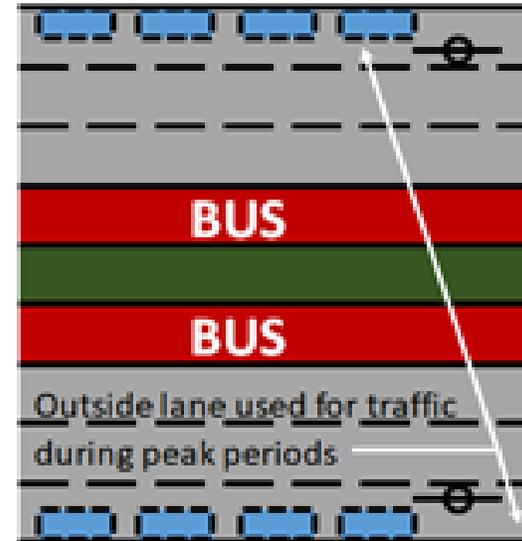
East of Milwaukee

Pedestrians

- Bumpouts removed
- Crossings improved, transit riders removed from sidewalk traffic

5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



East of Milwaukee

	Originally Proposed Alt 1	Currently Recommended Alt 5
BRT Operations	Good – hindered by right turning vehicles, deliveries	Better
Pedestrians	Slightly longer crossing distances	Slightly longer crossing distances
Bikes	Shares lane with buses	Continues shared parking/bike lane, except during peak hour
Traffic Operations	No capacity reduction	No capacity reduction during peak hour Reduced capacity off-peak
Parking	All parking removed (190 spaces)	Parking maintained except during peak hour
Stations and Approx Cost	16 stations ~\$12 million	8 stations ~\$6.8 million
Turn Restrictions	None	Left Turn Restrictions at Patterson, Baldwin, Forth, Milwaukee, Melvin

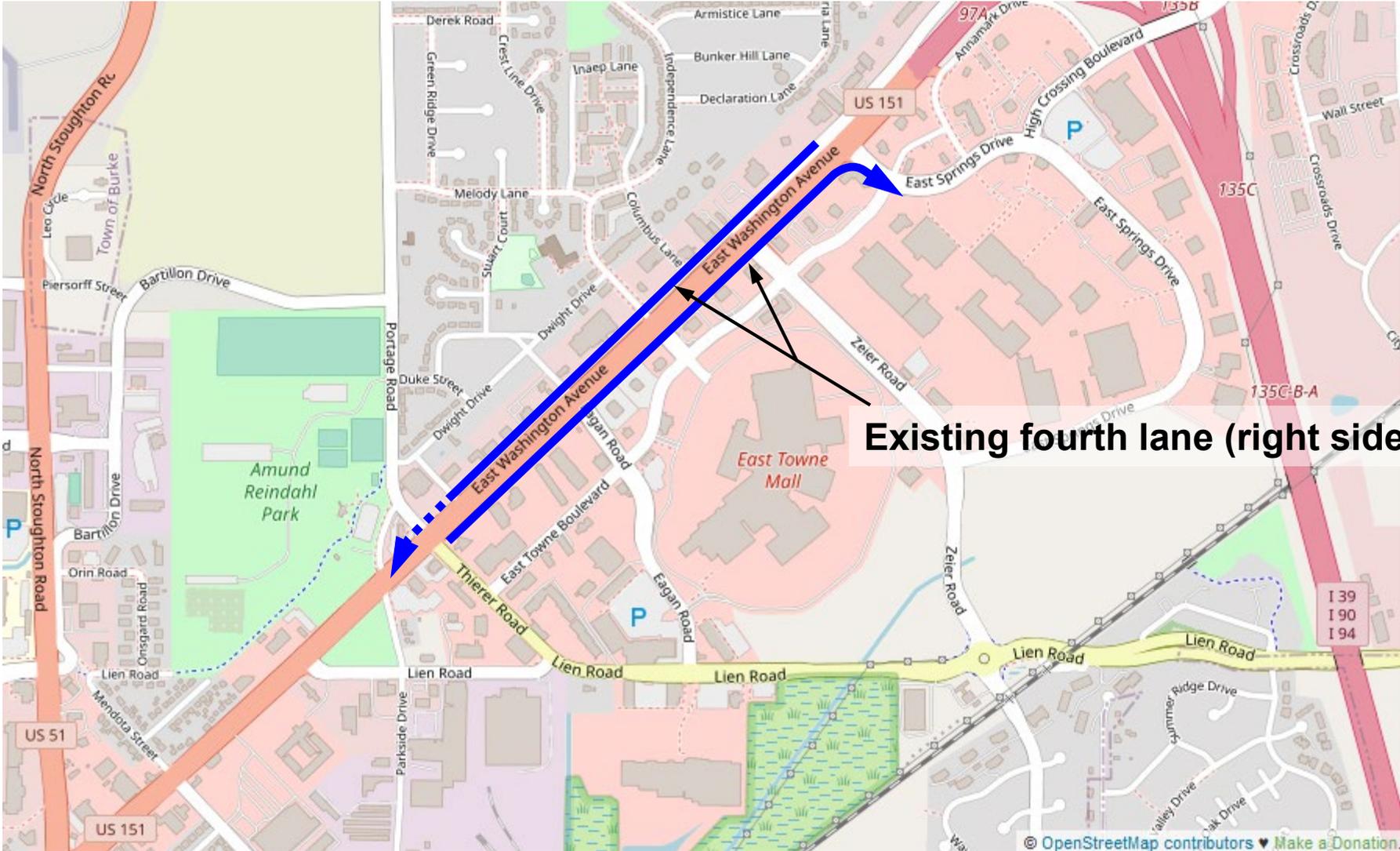
East Washington End Point

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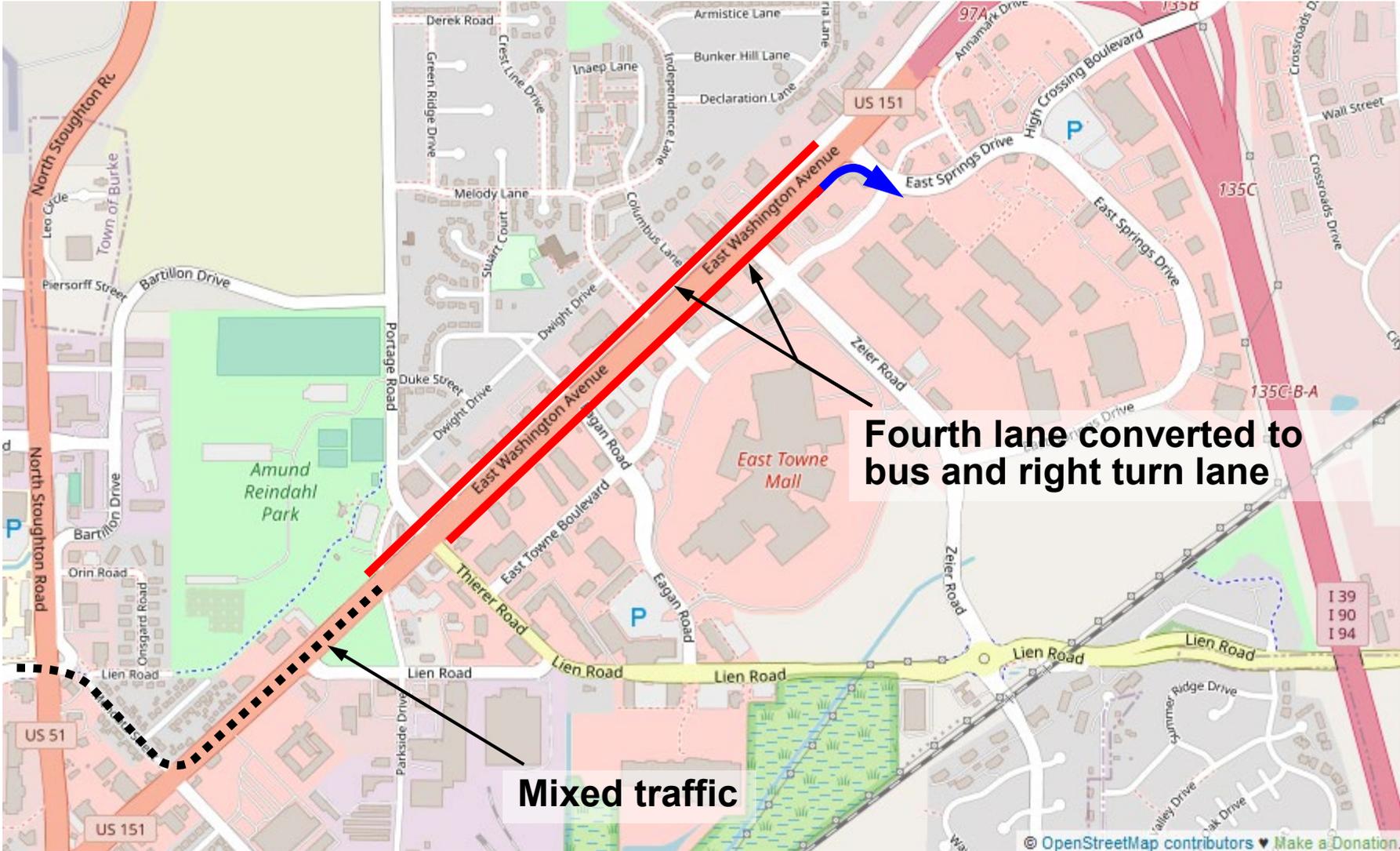


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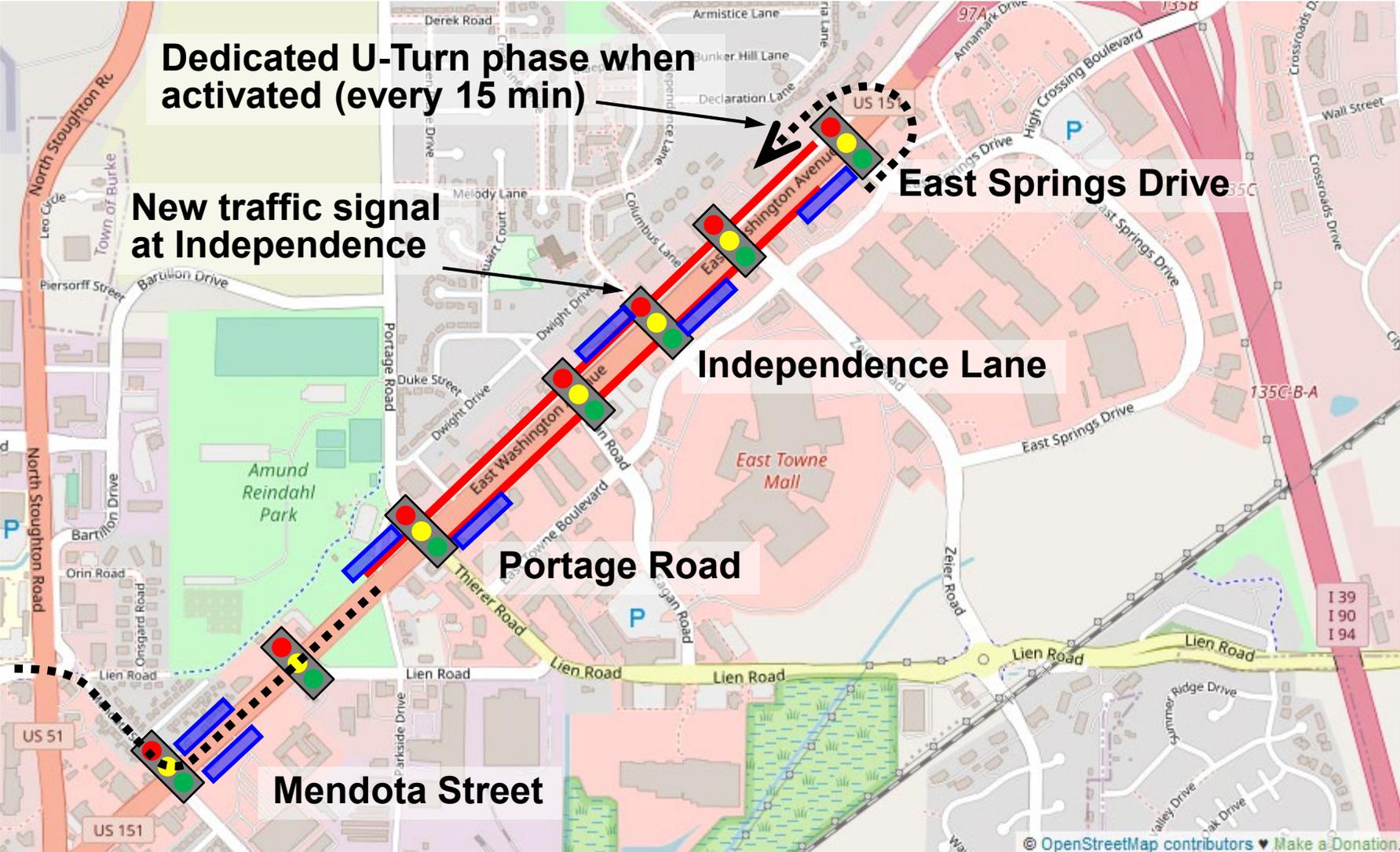
Mendota Street to East Springs Drive



Mendota Street to East Springs Drive



Mendota Street to East Springs Drive



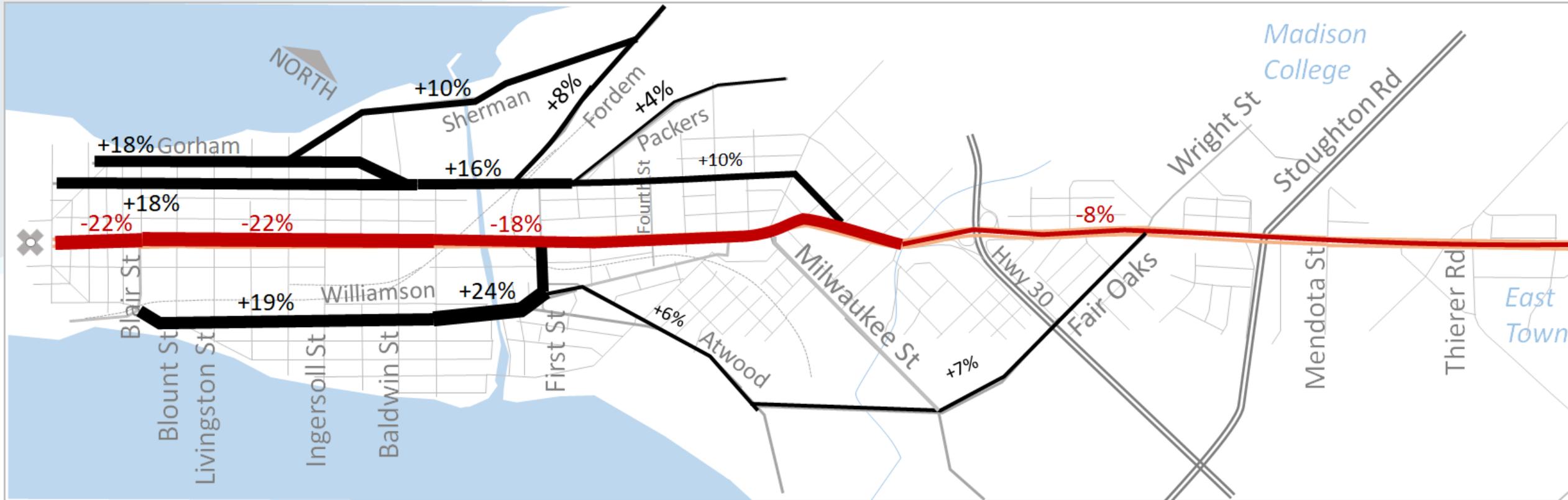
Extra Slides

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Traffic Volume changes if one lane were removed in each direction from Blair to Fair Oaks

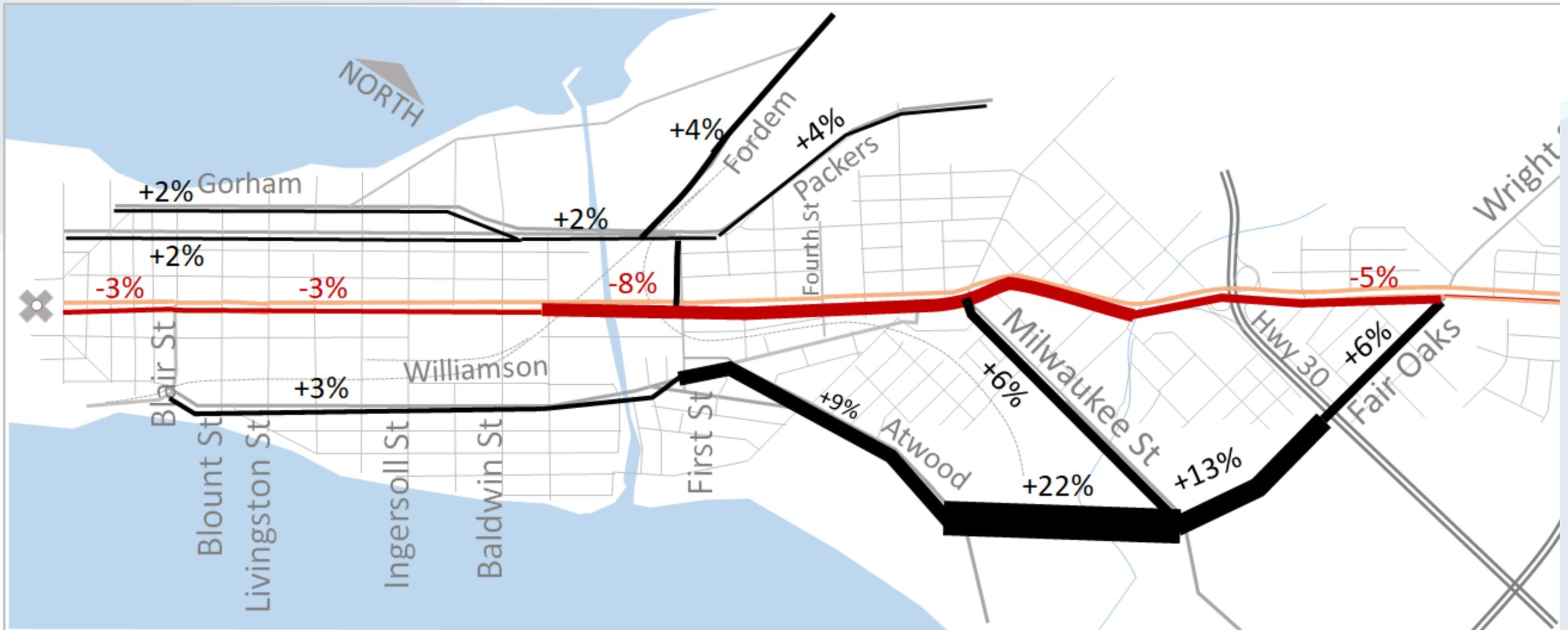


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Traffic Volume changes if one lane were removed in each direction from Milwaukee to Fair Oaks



Madison Bus Rapid Transit

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October 7, 2020

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