

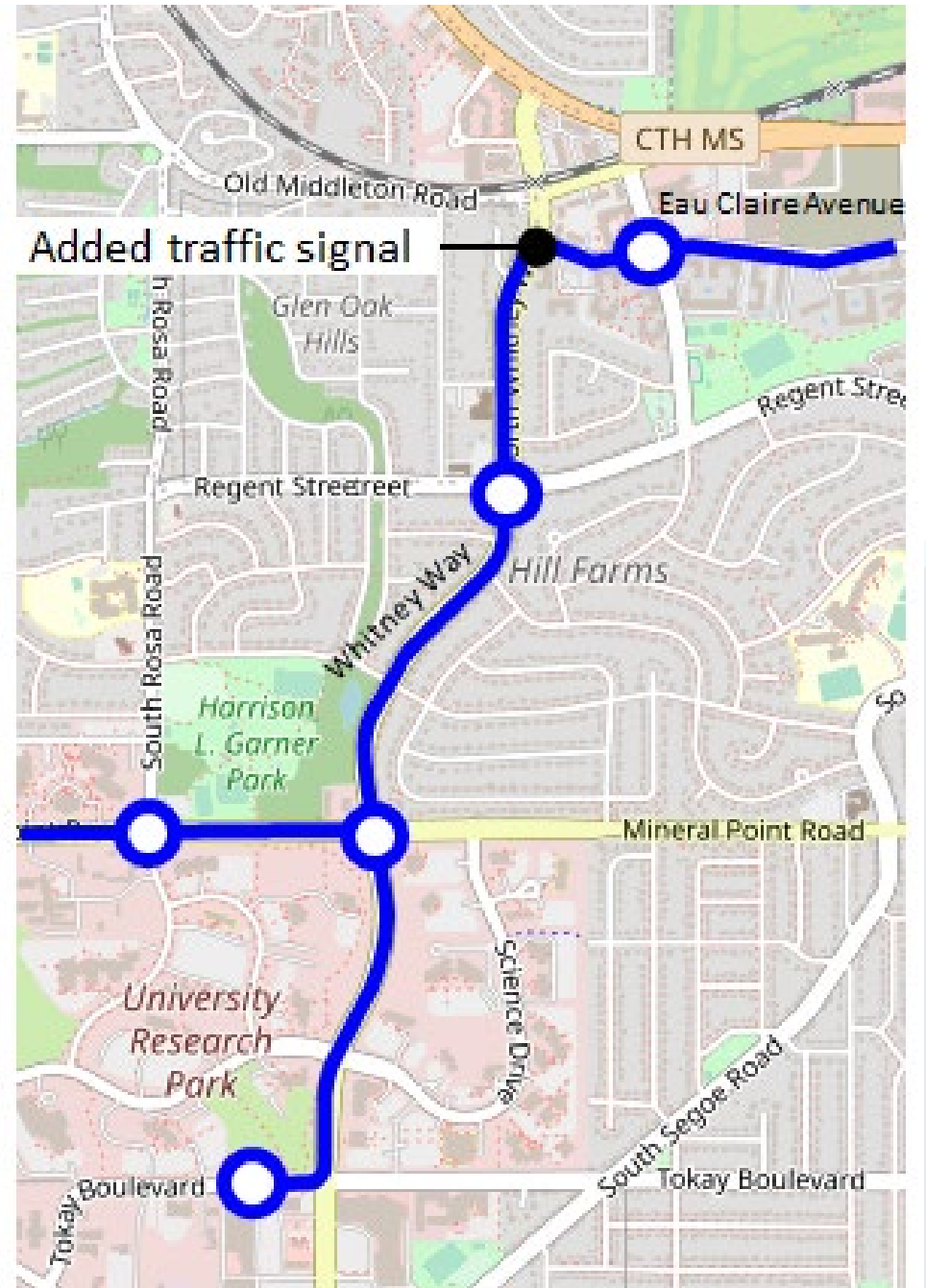
# Whitney Way

MADISON DEPARTMENT



OF TRANSPORTATION

- ~1.5 miles
- 18-21,000 vpd



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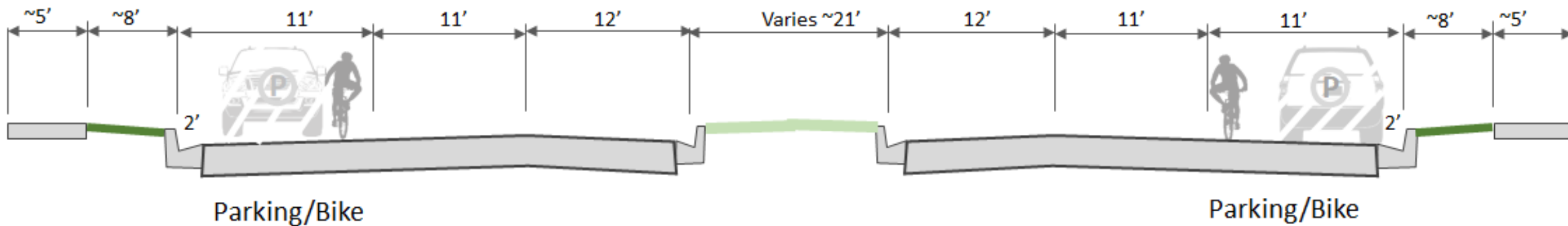
OF TRANSPORTATION



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OF TRANSPORTATION

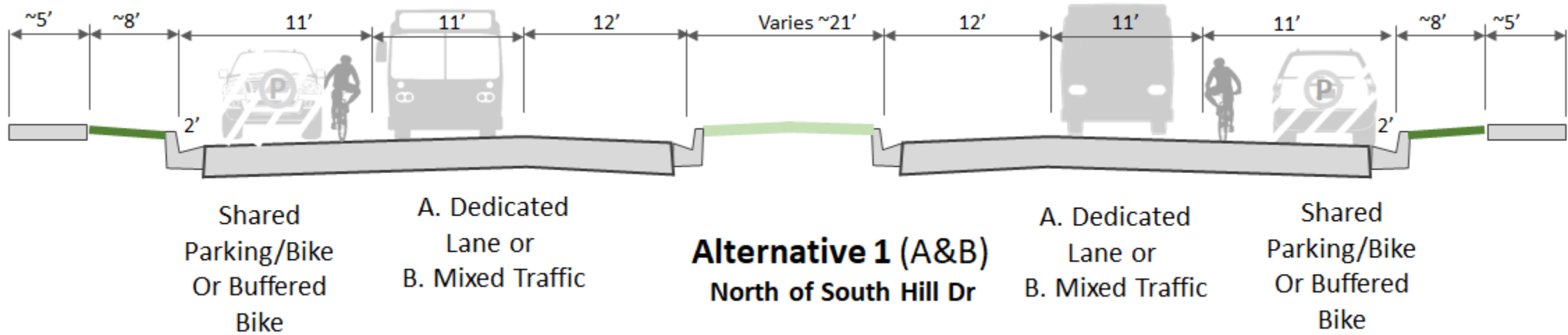


**Existing Typical Section**  
 North of South Hill Dr

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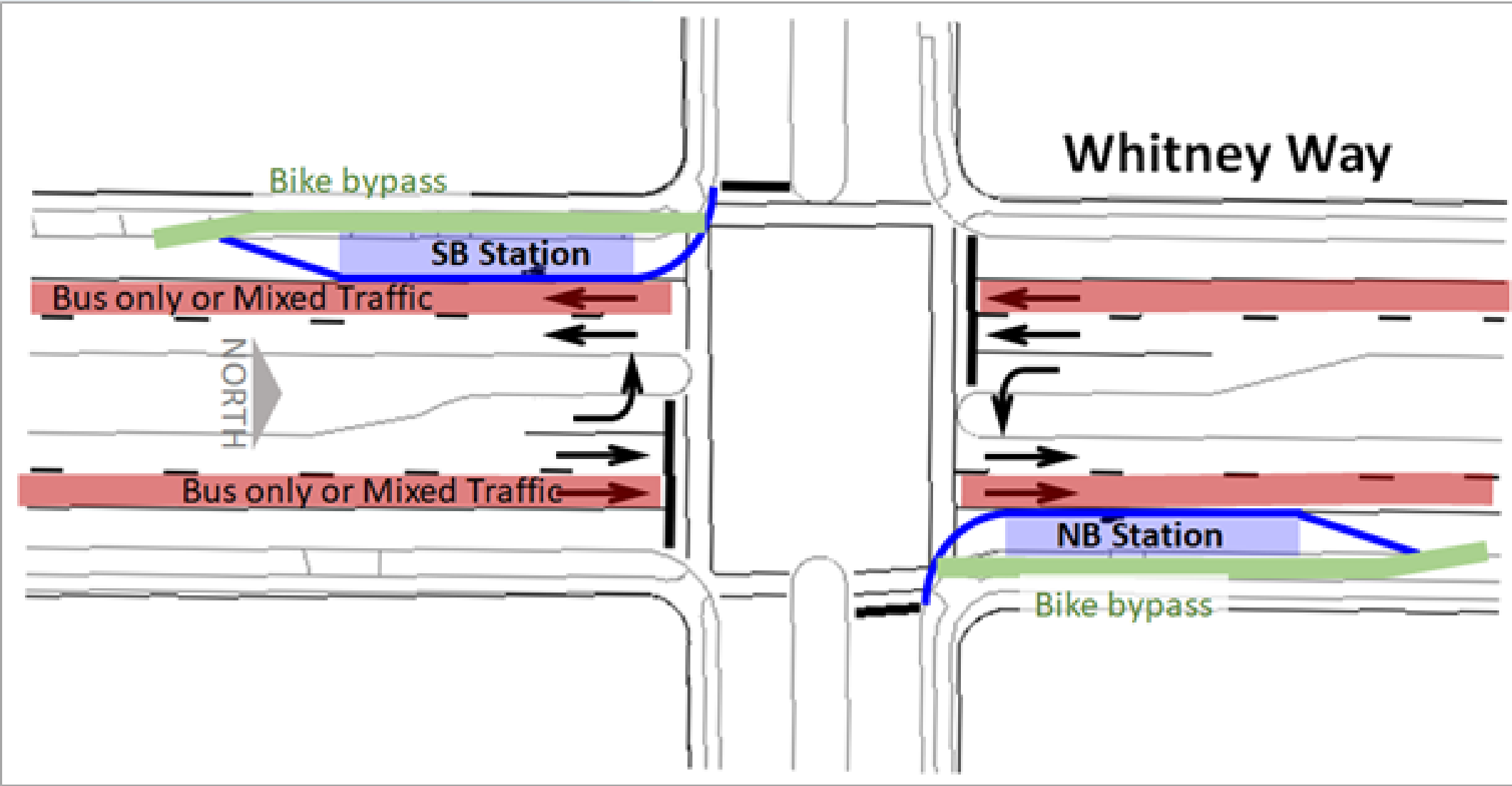
OF TRANSPORTATION



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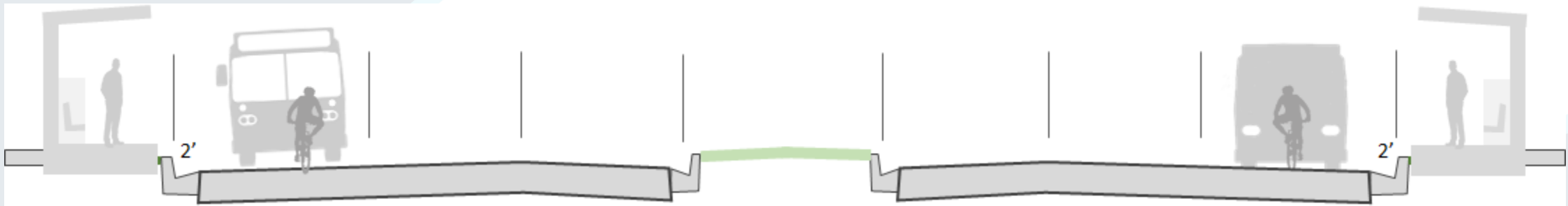
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Shared Bike/Bus

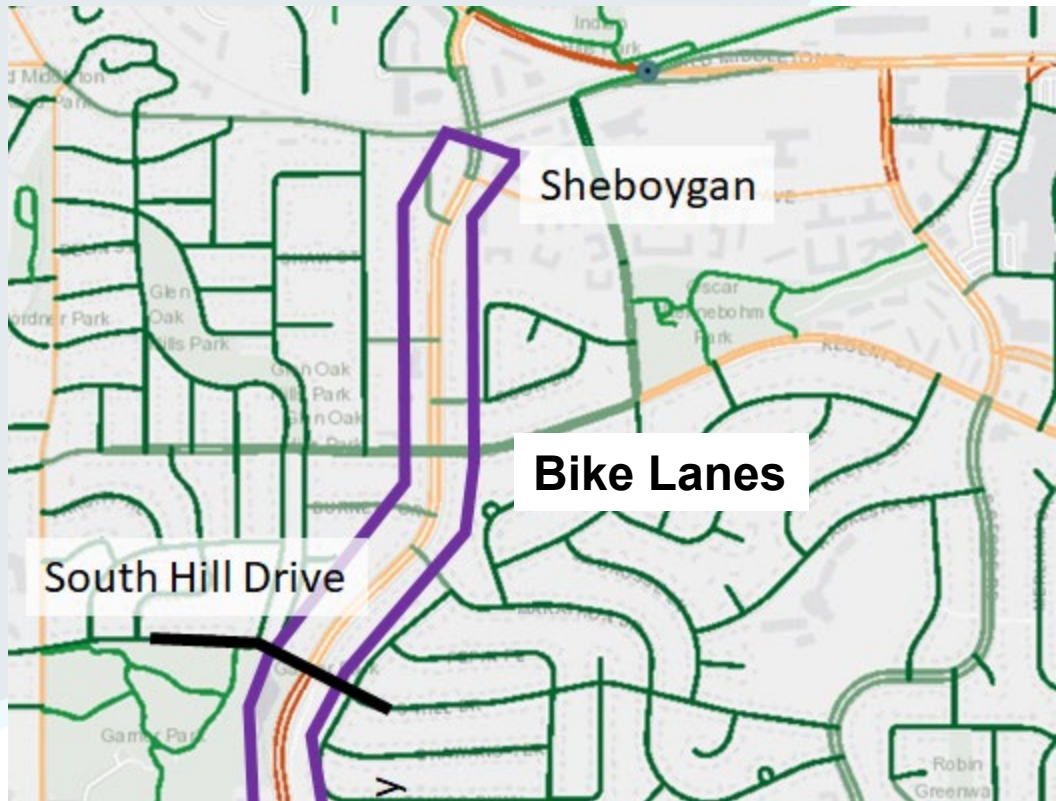
Shared Bike/Bus

**Alternative 2**  
North of South Hill Dr

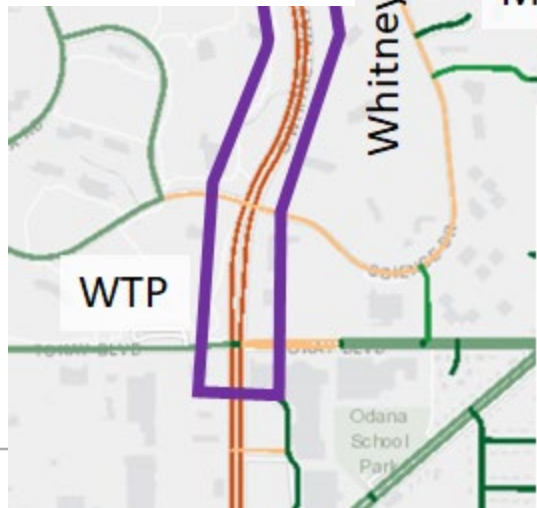
MADISON DEPARTMENT



OF TRANSPORTATION

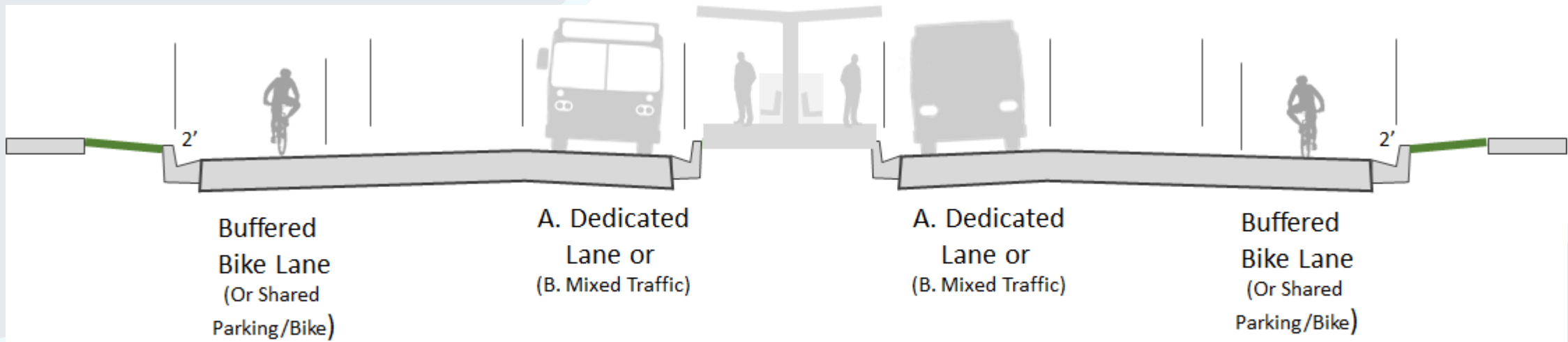


**No Accommodations**



- On Street LTS
- █ LTS 1: Lowest stress
  - █ LTS 2: Low stress
  - █ LTS 3: Moderate stress
  - █ LTS 4: Highest stress
  - █ Bicycles prohibited



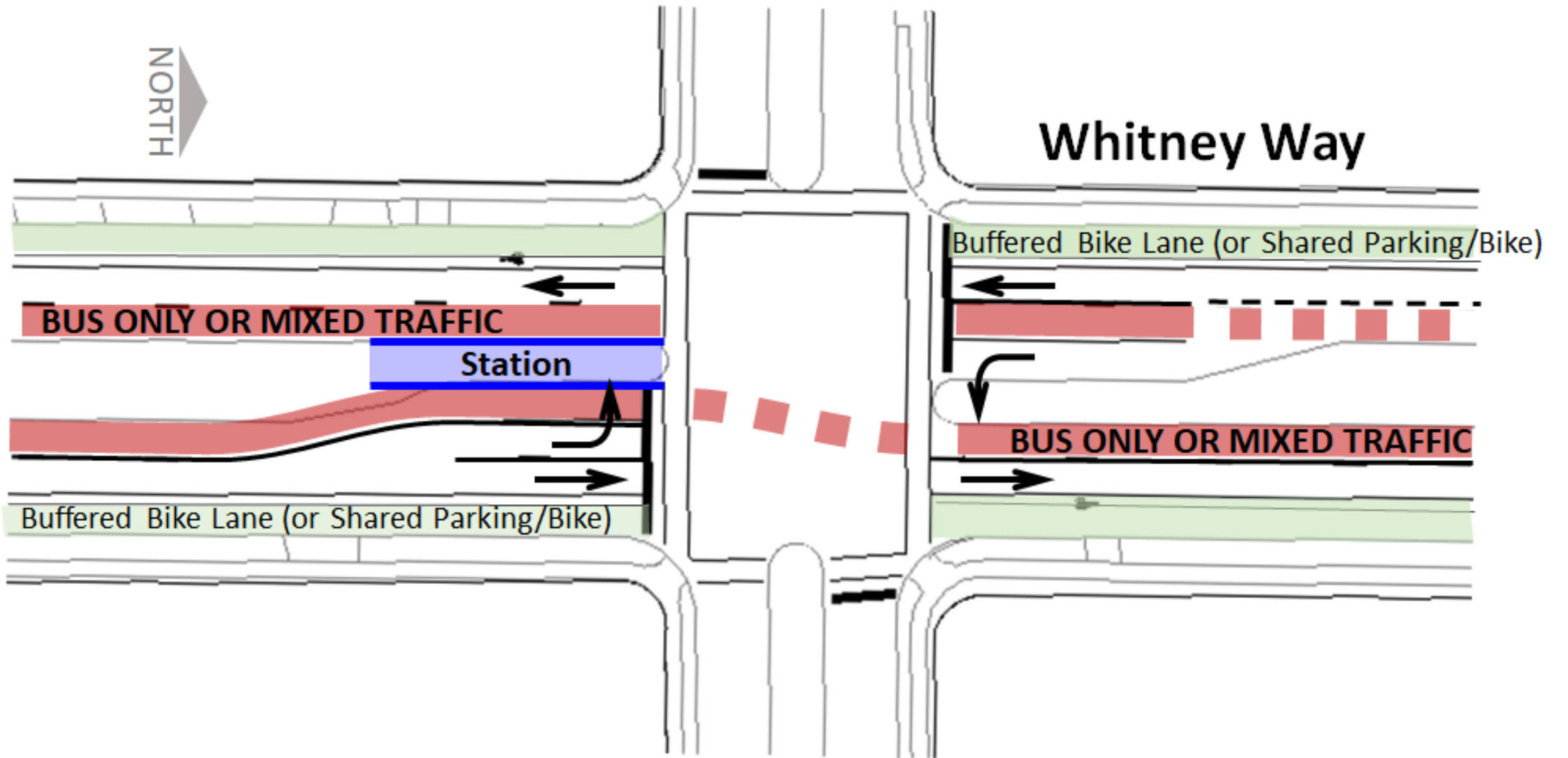


**Alternative 3 (A&B)**  
 North of South Hill Dr

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OF TRANSPORTATION

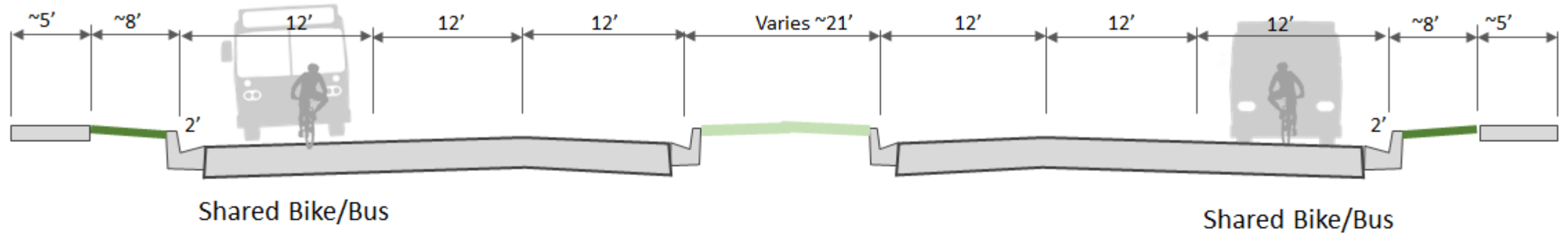


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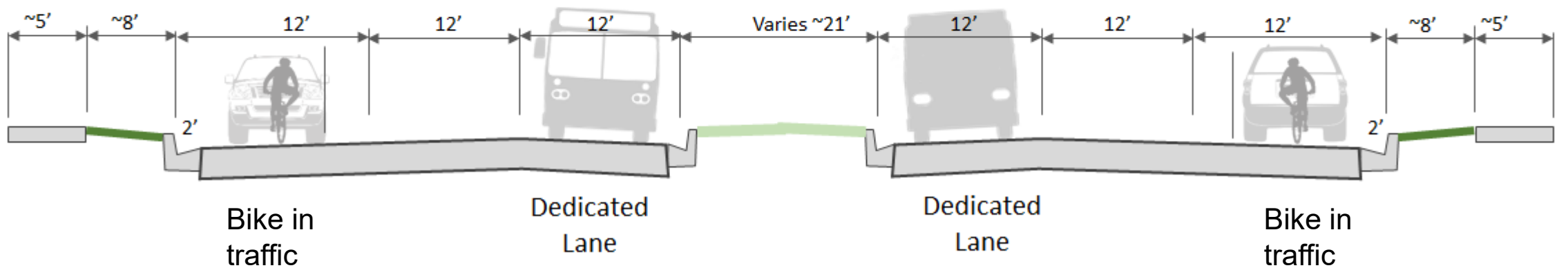


OF TRANSPORTATION

# South of South Hill Drive



**Alternatives 1 and 2**  
South of South Hill Dr



**Alternative 3**  
South of South Hill Dr

	Alternative 1 Side Running	Alternative 2 Side Running 3-lane	Alternative 3 Median Running
<b>BRT Efficiency</b>	A. Excellent - dedicated lane. B. Satisfactory – bus travels in lane with mixed traffic.	Satisfactory – dedicated lane shared with bikes and right turns.	A. Good – dedicated lane. Some bus merging movements at ends of Whitney Way B. Satisfactory – bus travels in lane with mixed traffic.
<b>Potential Turn Restrict*</b>	None	None	None
<b>Station Efficiency</b>	4 stations needed	4 stations needed	2 to 4 stations needed
<b>Bike Accommodations</b>	<u>North of South Hill Drive</u> With parking – satisfactory With buffered bike lane – good <u>South of South Hill Drive</u> Poor – bikes share lane with buses, which come every 7.5 to 15 minutes	<u>North of South Hill Drive</u> Poor – bikes share lane with buses <u>South of South Hill Drive</u> Poor – bikes share lane with buses, which come every 7.5 to 15 minutes	<u>North of South Hill Drive</u> With parking – satisfactory With buffered bike lane – good <u>South of South Hill Drive</u> Very Poor – bikes share lane with automobiles
<b>Pedestrian Accommodations</b>	Slight improvement. Bumpouts at Regent Street lower crossing times	Similar to existing. The parking buffer between traffic and the sidewalk is removed.	Similar to existing
<b>Traffic Operations</b>	A. Satisfactory – a dedicated bus lane will reduce capacity on Whitney Way B. Good – buses in mixed traffic does not reduce capacity	Good – number of general purpose lanes maintained.	A. Satisfactory – a dedicated bus lane will reduce capacity on Whitney Way B. Good – buses in mixed traffic does not reduce capacity
<b>Parking</b>	If parking is maintained, then there is no parking loss. If buffered bike lanes are provided, parking will be lost.	All parking is removed.	If parking is maintained, then there is no parking loss. If buffered bike lanes are provided, parking will be lost.
<b>Right of Way Acquisition</b>	No right of way anticipated .	Right of way will be needed for 2 stations	No right of way anticipated.

# Madison Bus Rapid Transit

Whitney Way Runningway Options

October 19, 2020

MADISON DEPARTMENT



OF TRANSPORTATION