

# Potential Refinements to LPA

East-West Bus Rapid Transit

Transportation Planning and Policy Board

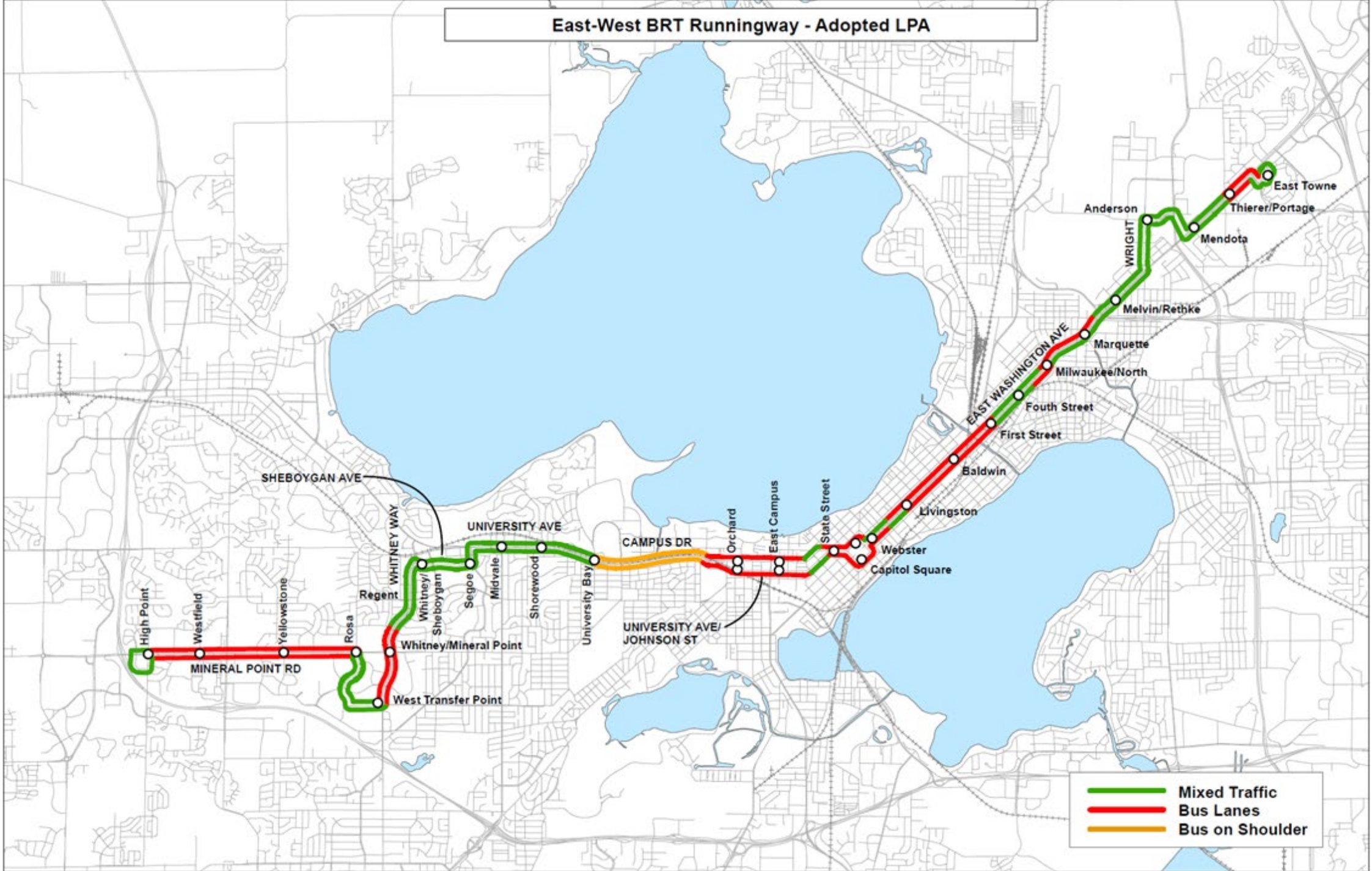
8 – 31 – 2020

MADISON DEPARTMENT

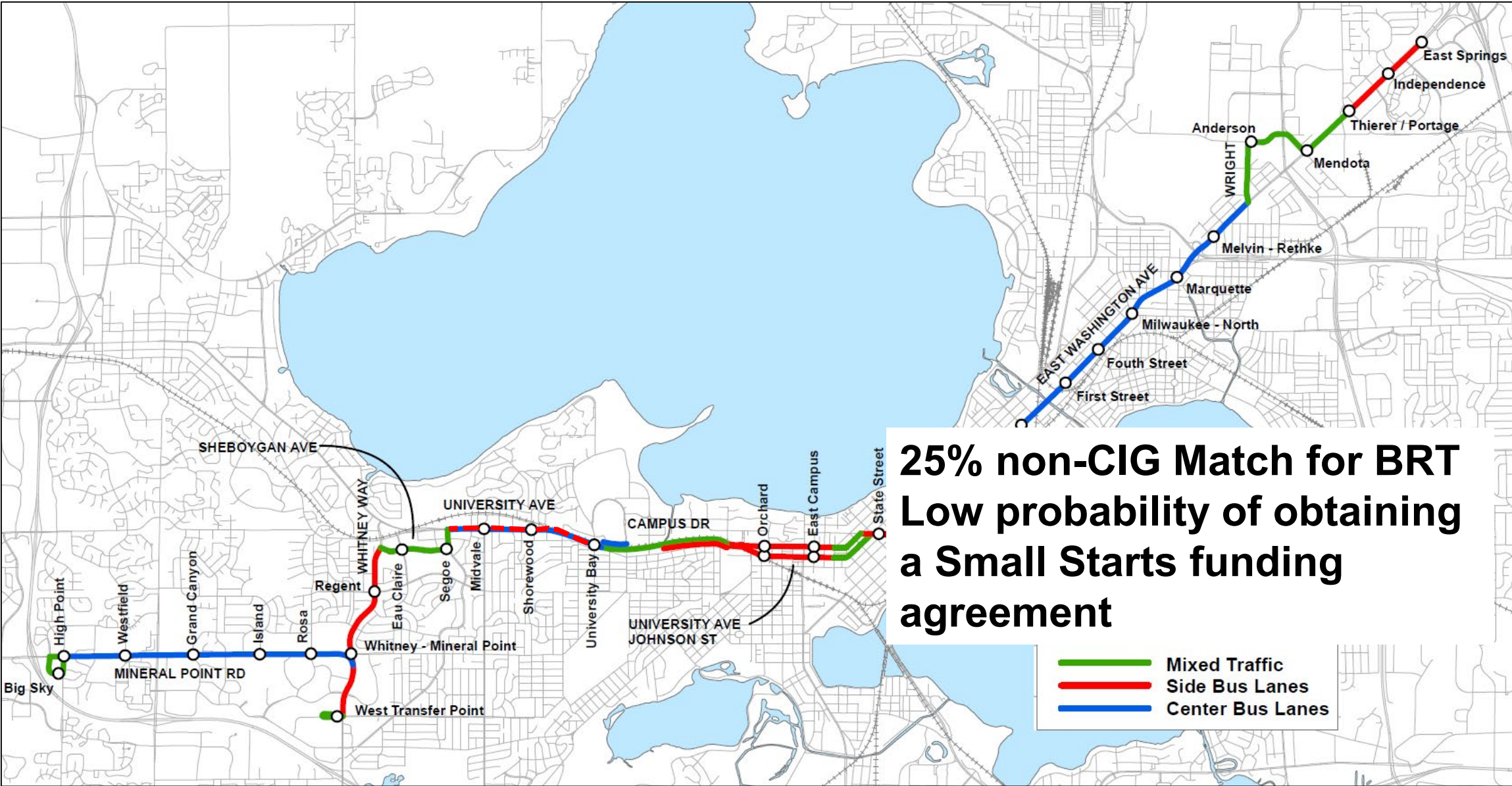


OF TRANSPORTATION

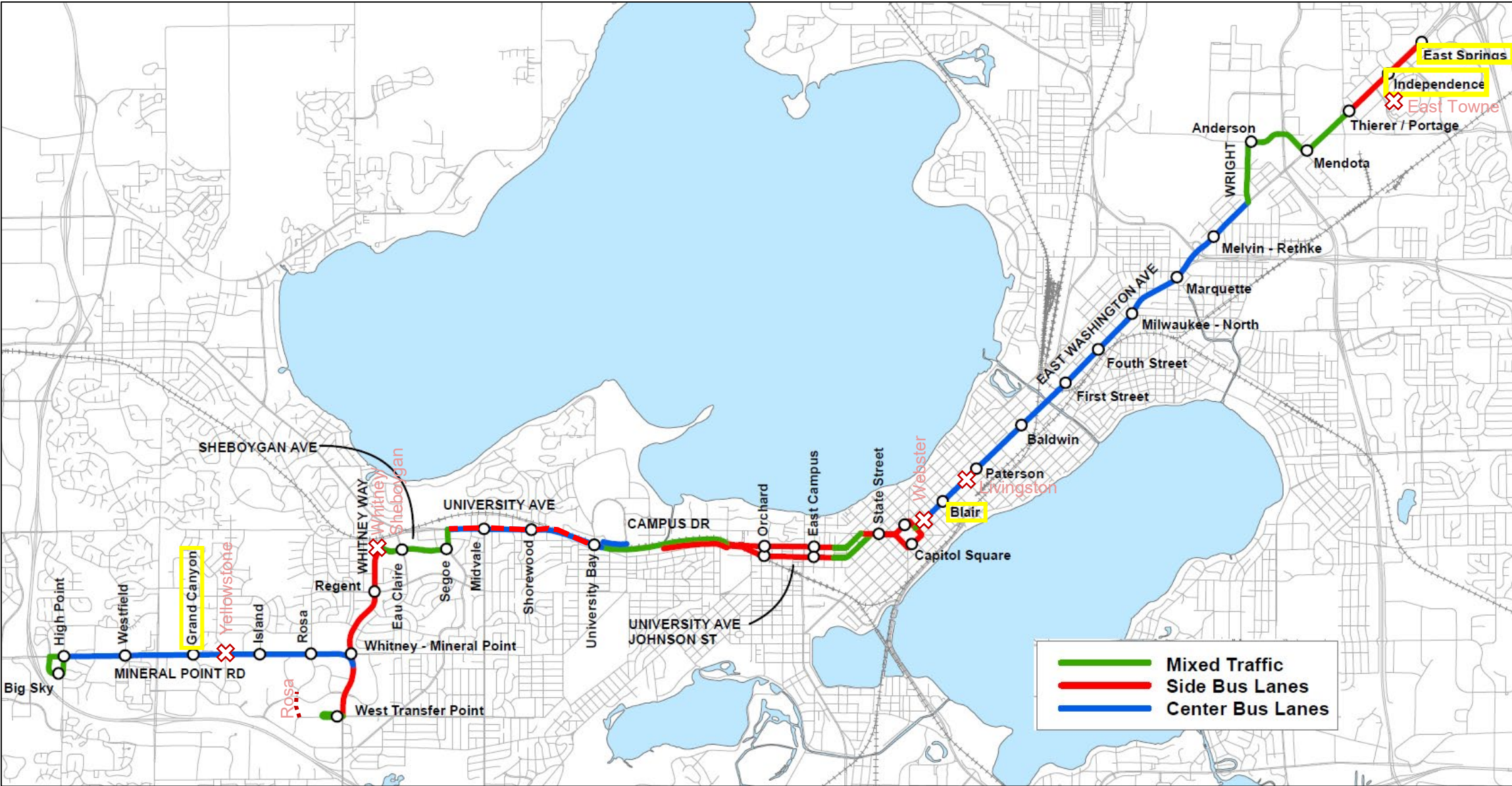
# East-West BRT Runningway - Adopted LPA



# LPA with Potential Revisions and Center Running



# LPA with Potential Revisions and Center Running



# Locally Preferred Alternative

- Adopted by TPPB and CC earlier this year
- Report on [www.madisonbrt.com](http://www.madisonbrt.com)
- Can be revised as project proceeds
- Needed for entry into Small Starts program

# Since LPA Adoption

- Ongoing planning, preliminary design, and cost estimates
  - COVID-19 pandemic and impacts to traffic, transit use, and city budgets
  - New Metro general manager
- 
- Metro transit network redesign effort may affect LPA as well but has not started yet

# Potential Changes to LPA

- Revised operating plan
- Center running vs side running
- Rosa Road extension
- Mendota Street cutoff
- Revised east terminal
- Revised station locations
- Capital costs

# Median Running Option

- Dismissed early on in the project due to impacts to traffic and bikes
- Revisited based on COVID-19 pandemic, potential financial benefit, and public / policy input



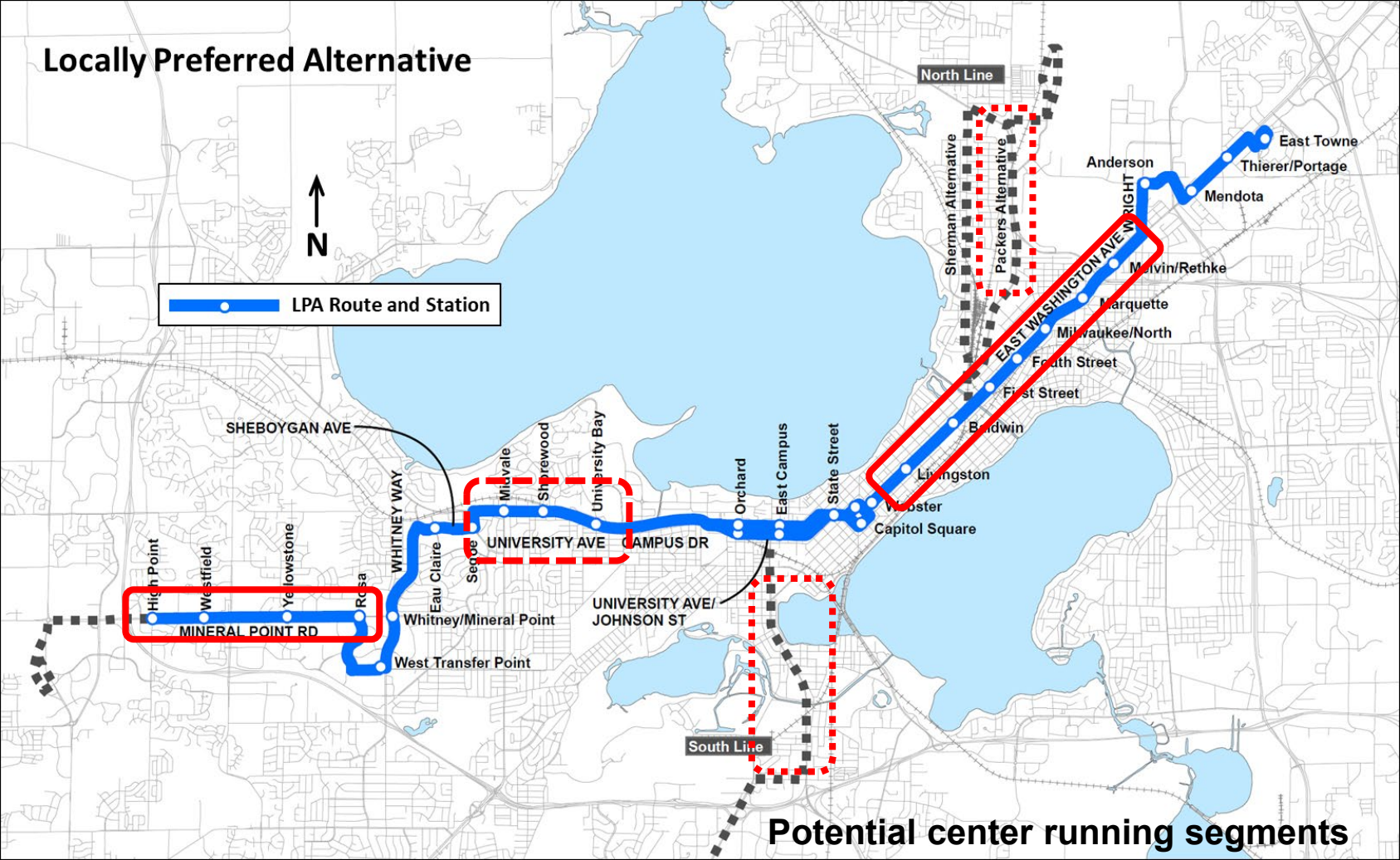
MADISON DEPARTMENT



OF TRANSPORTATION



# Median Running Option Considerations



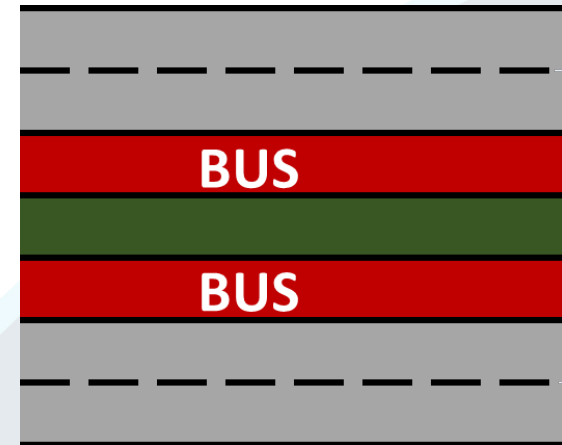
MADISON DEPARTMENT



OF TRANSPORTATION

# Mineral Point Road

- Median lanes converted from general purpose to bus only
- Curb lanes converted from bus, bike and right turn to general purpose
- Left turns merge through bus lanes, some left turn restrictions
- Center stations with left-side doors
- Likely no bike facility

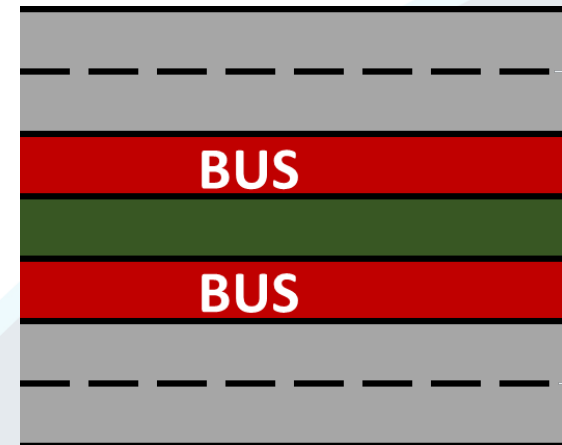


# University Avenue

- Median lanes converted from general purpose to bus only
  - Capacity reduction
- Left turns merge through bus lanes, some left turn restrictions
- Center stations with left-side doors

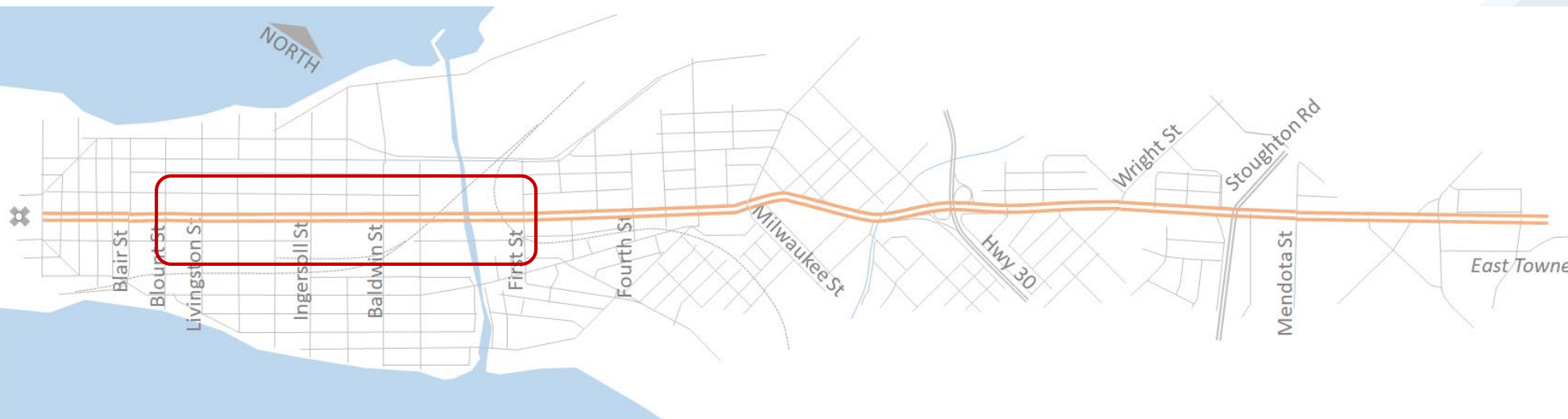
## Analysis

- Provides some financial benefits
- Results in longer travel times for auto travel
- Creates diversion onto adjacent local streets
- In initial discussions with adjacent alders and Shorewood Hills expressed reluctance

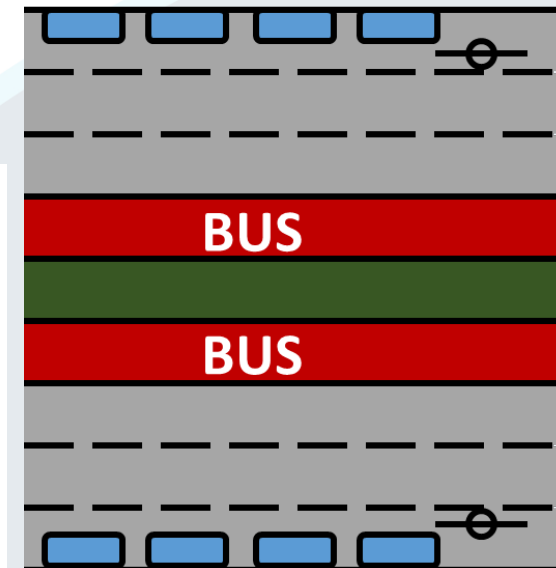


# East Washington - Blount to First Street

- Median lanes converted from general purpose to bus only
- Parking restricted peak periods
  - 3 lanes, no parking or bike facilities peak periods
  - 2 lanes with parking and bike lanes off peak
- Left turns merge through bus lanes, some left turn restrictions
- Center stations with left-side doors

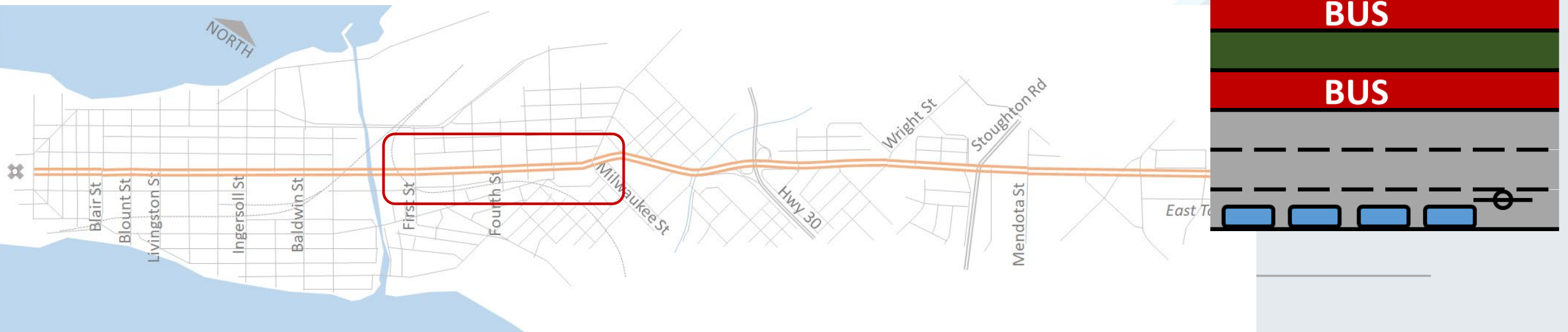


NO PARKING:  
6-9 AM, 3-6 PM



# First Street to Milwaukee Street

- Transition from isthmus to outer area
- Residential area
- Possible conversion of parking and bike lane to general purpose lane and removal of curb extensions

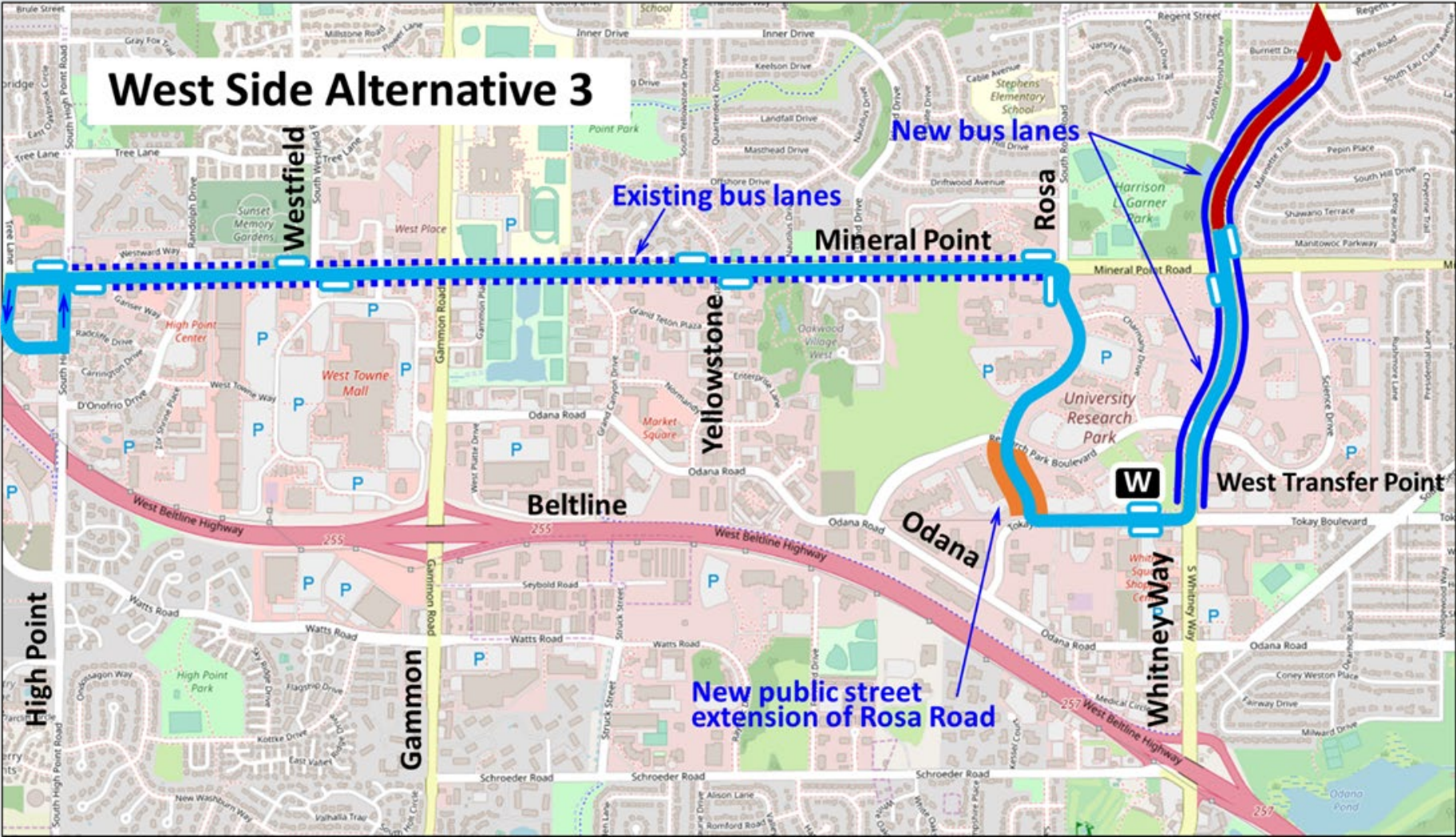


# Milwaukee to Wright

- Median lanes converted from general purpose to bus only
- Reduction in capacity from 3 lanes to two at all times
  - (WisDOT has some jurisdiction)
- Left turns merge through bus lanes, some left turn restrictions
- Center stations with left-side doors



# Rosa Road Extension Eliminated



MADISON DEPARTMENT



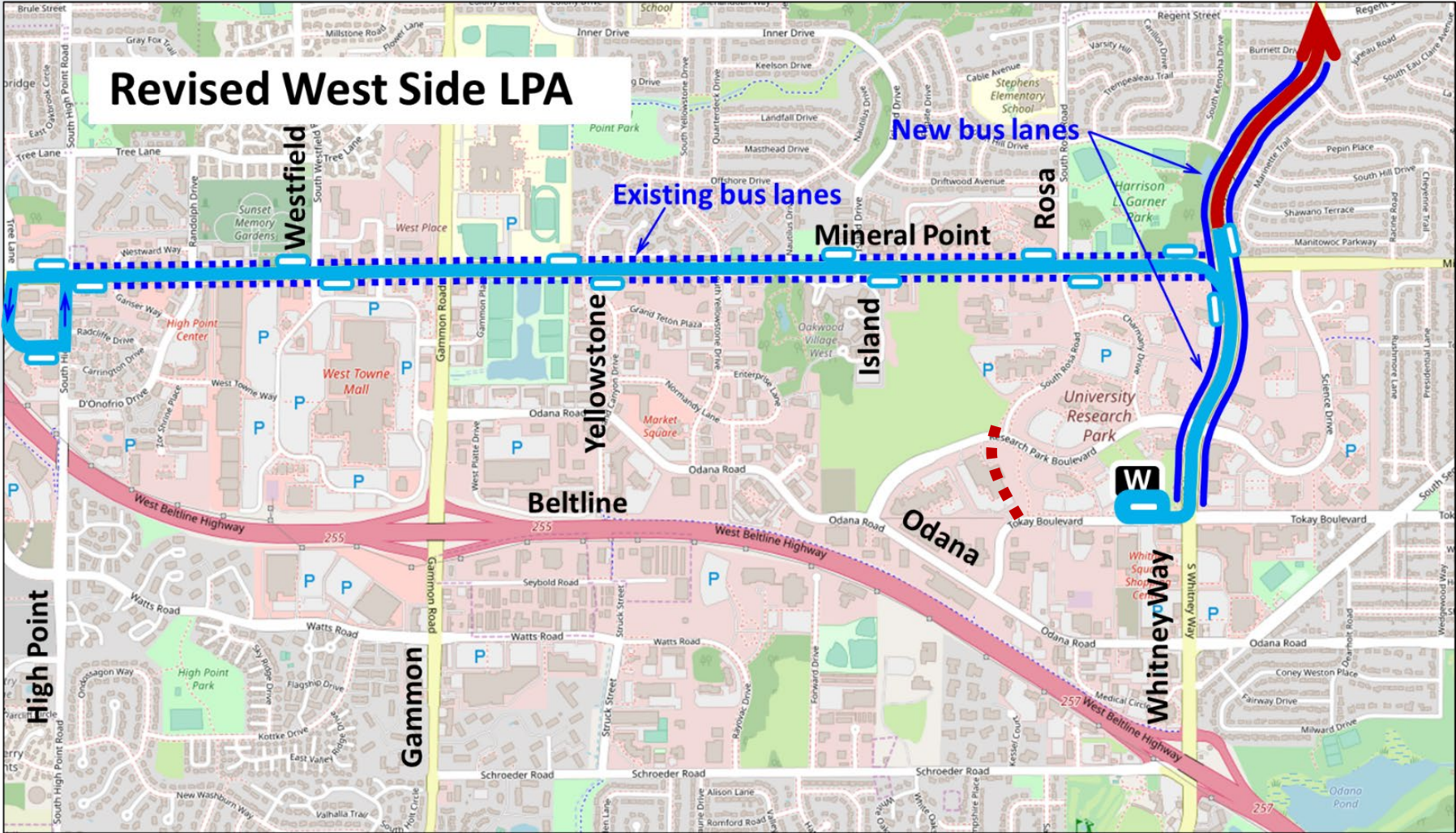
OF TRANSPORTATION

# Rosa Road Extension Reconsidered

- Estimated to cost \$5-7 million due to right-of-way, roadway, stormwater mitigation, and other costs
  - Is the value gained commensurate with the cost?
- Considering eliminate and use Whitney Way in both directions
- Adds a minute or two, more confusing for passengers
- Routing to West Transfer Point will be revisited with Route Network Plan



# Rosa Road Extension Reconsidered

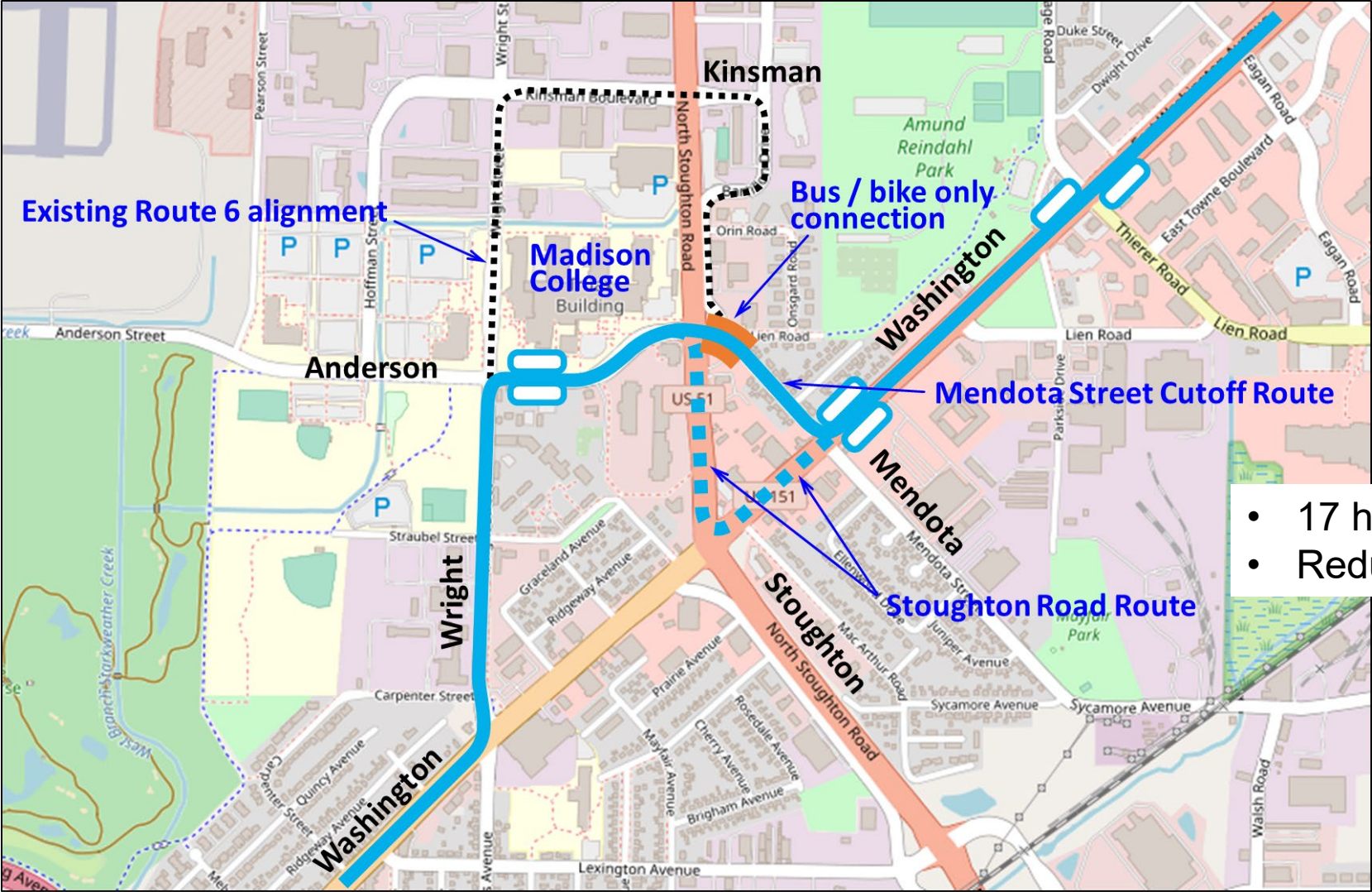


MADISON DEPARTMENT



OF TRANSPORTATION

# Mendota Street Cutoff



- 17 homes affected
- Reduces delay at signal

MADISON DEPARTMENT

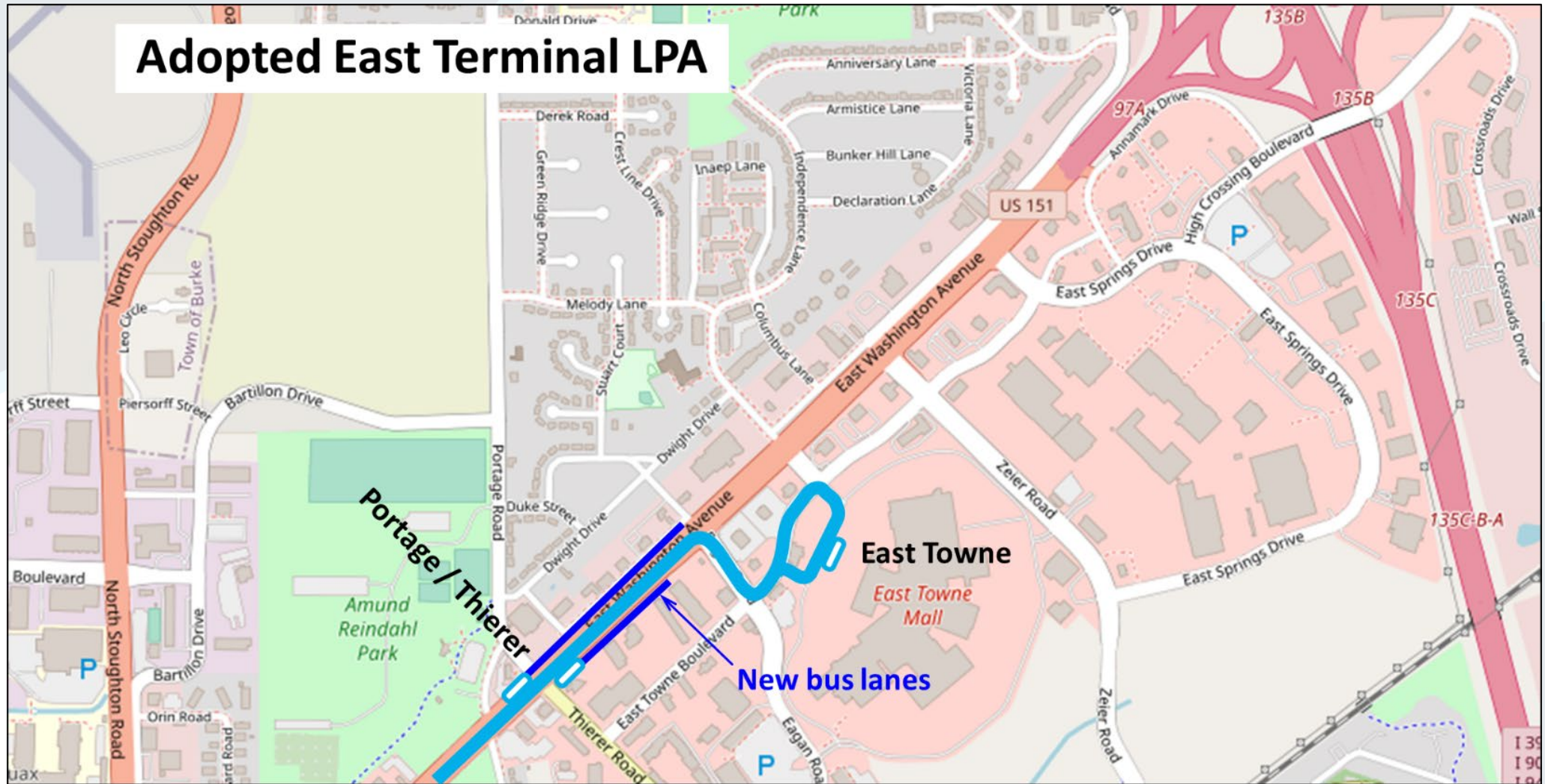


OF TRANSPORTATION

# Mendota Street Cutoff

- “Cutoff” is a railroad term referring to windy, circuitous routes being replaced by direct routes, often using cuts, fills, tunnels, and bridges
- Reduces travel times by several minutes
- Eliminates reliability problems with highly congested intersection
- Eliminates or reduces impacts during eventual Stoughton Road reconstruction
- Potential impacts to neighborhood with new bus traffic
- LPA report did not specify one route or the other

# Adopted East Terminal



MADISON DEPARTMENT

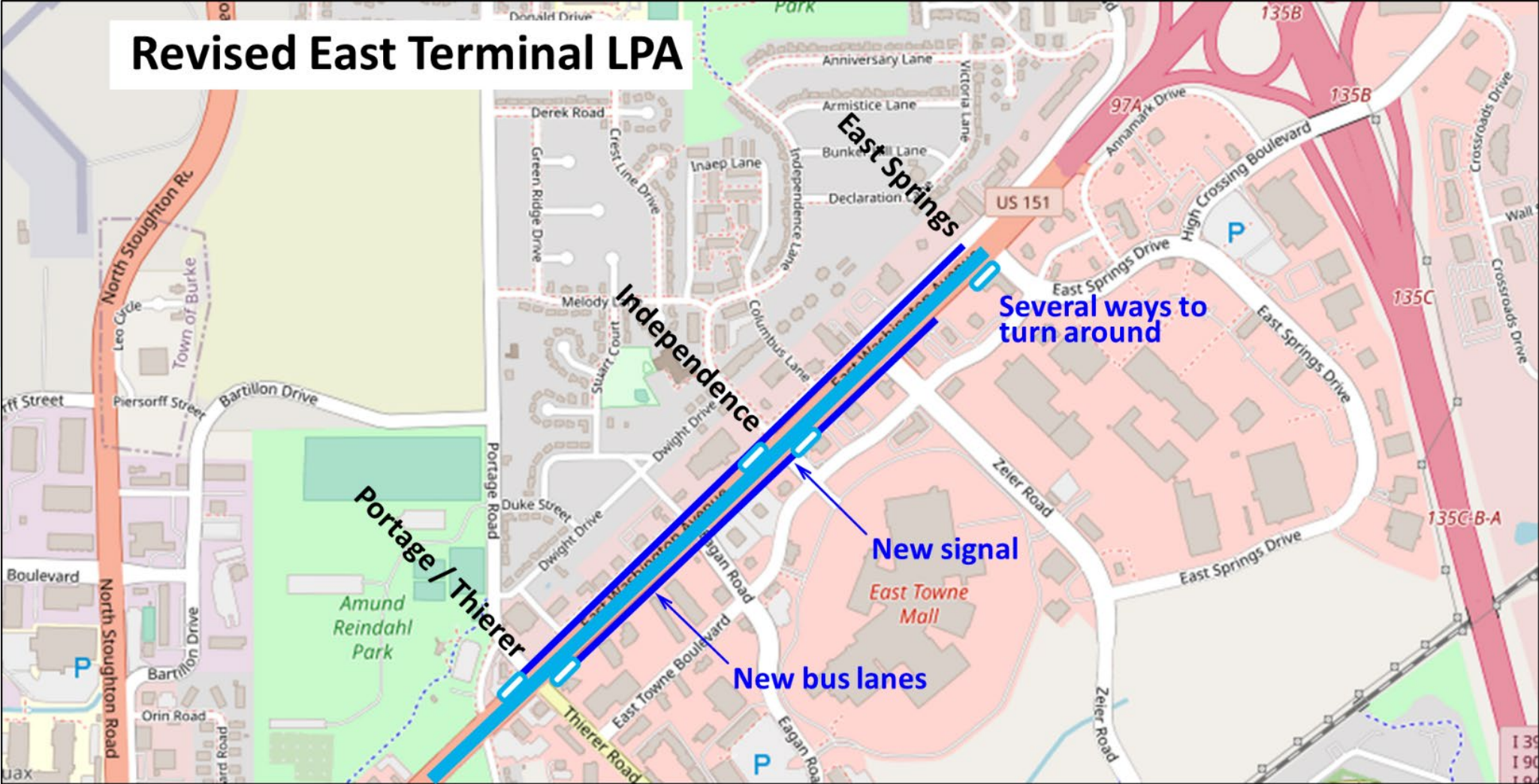


OF TRANSPORTATION

# Adopted East Terminal

- Station, routing, and charging on private property
- Risk that area could be redeveloped with a modified street network
- Retail areas east of the terminal unserved
- Residential areas north of East Washington unserved
- Slow, unreliable operations on East Towne Boulevard

# Reconsideration of East Terminal

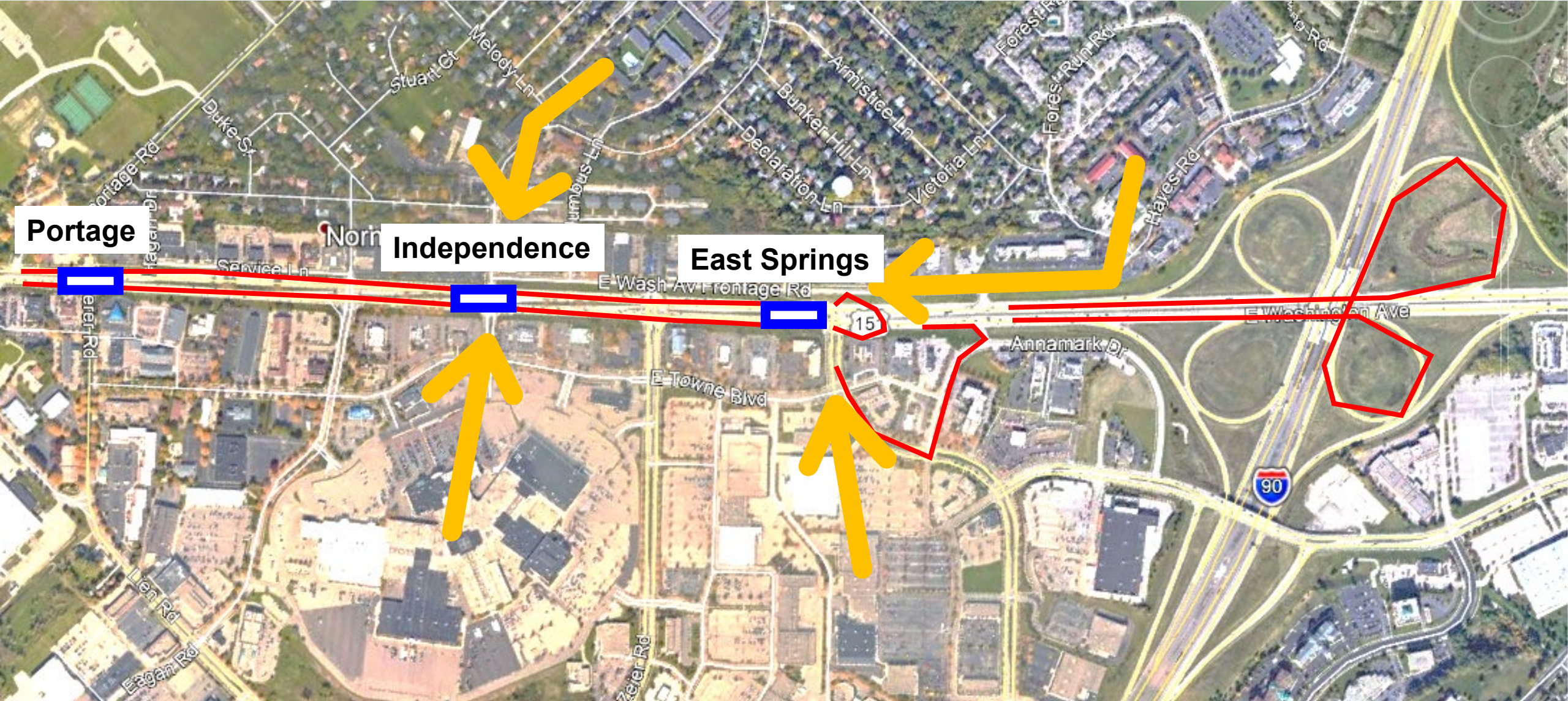


MADISON DEPARTMENT



OF TRANSPORTATION

# Reconsidered East Terminal Turnaround



# Revised Station Locations

- Added station at Big Sky terminal if parking can be arranged
- Yellowstone split into Grand Canyon and Island
- Two stations at Eau Claire and Whitney / Regent
- Webster and Livingston moved to Blair and Paterson



# LPA with Potential Refinements and Center Running

