Appendix B – Traffic Data

Date: March 2021

References

U.S. DOT Crossing Inventory Forms, Wisconsin DOT Crash Data Portal

Introduction

This memo summarizes the AADT, truck percentages, anticipated bus crossings and frequency of train traffic near railroad crossings within the bus rapid transit project corridor.

Vehicular Traffic

The table below contains the traffic data available from the U.S. DOT Crossing Inventory Forms covering total vehicular traffic, percentages of truck traffic, and anticipated bus crossings for the Bus Rapid Transit (BRT) route. AADT is listed below from the WisDOT Crash Data Portal to verify level of magnitude given in the Crossing Inventory Forms.

Table 1 – Vehicular and Frequency of Train Traffic

Location	U.S. DOT Crossing #	AADT - U.S. DOT Crossing Inventory Forms (Year)	AADT - WisDOT Crash Data Portal (Year)	Total Thru Trains 6am-6pm (2019)	Total Thru Trains 6pm-6am (2019)	Total Switching Trains (2019)	Anticipated Weekday Bus Crossings from BRT Routes***
Randall Avenue	391728A	12,000 (2004)	*	1	0	2	0
University Avenue	391729G	70,500 (2004)	34,900** (2018)	1	2	2	270
USH 151 – Near Dickinson Street	177313F	51,950 (2019)	50,400 (2019)	3	3	0	392
USH 151 – Near First Street	177841G	51,300 (2018)	50,400 (2019)	0	0	4	392

** AADT not available for Randall Avenue turning movement from WisDOT Crash Data.*

*** AADT for University Avenue taken from Count Site 131117, located west of the railroad crossing along Campus Drive. Does not include University Avenue traffic west of the intersection split.*

**** Based on Service Plan and Operations and Maintenance (O&M) Cost Memo submitted to the FTA August 2020.*

Conclusion

The BRT corridor is an important route for both general traffic and transit. Even small improvements will have large impacts due to the traffic volumes along the corridor. The City of Madison recommends taking measures to improve efficiency and promote safety throughout the corridor.