

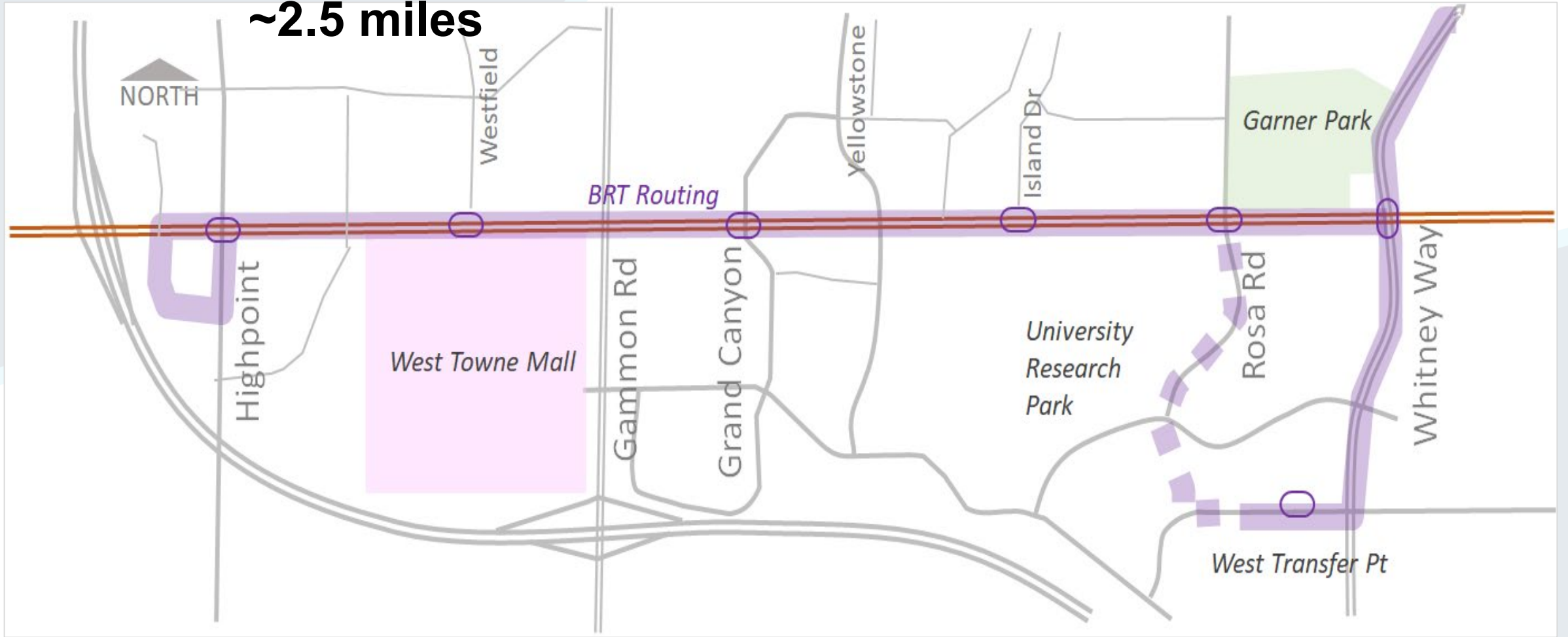
# Mineral Point Road

MADISON DEPARTMENT



OF TRANSPORTATION

**~2.5 miles**



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# Center Running BRT



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# Side Running



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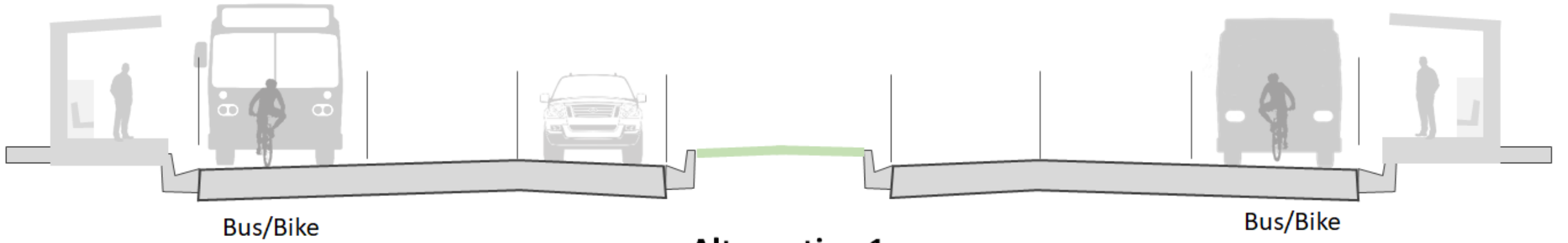


nd Dr

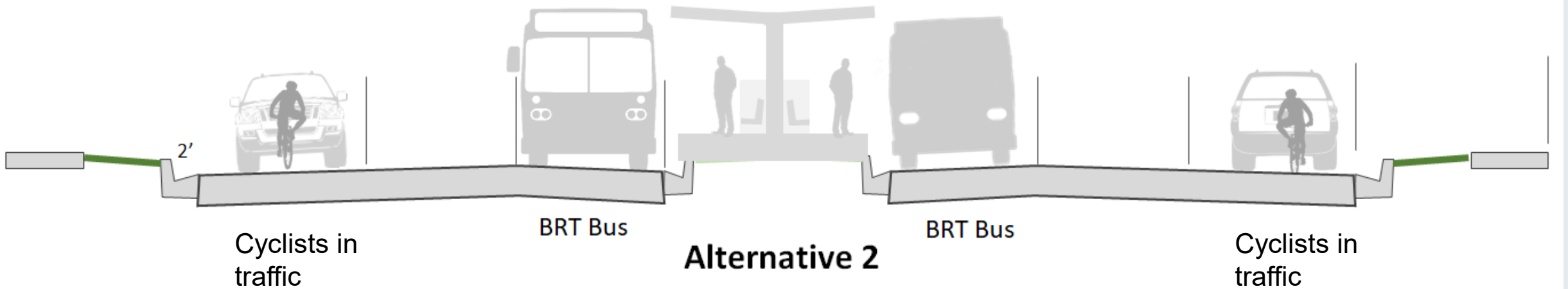


Mineral Point





**Alternative 1  
Original Proposal**



**Alternative 2**

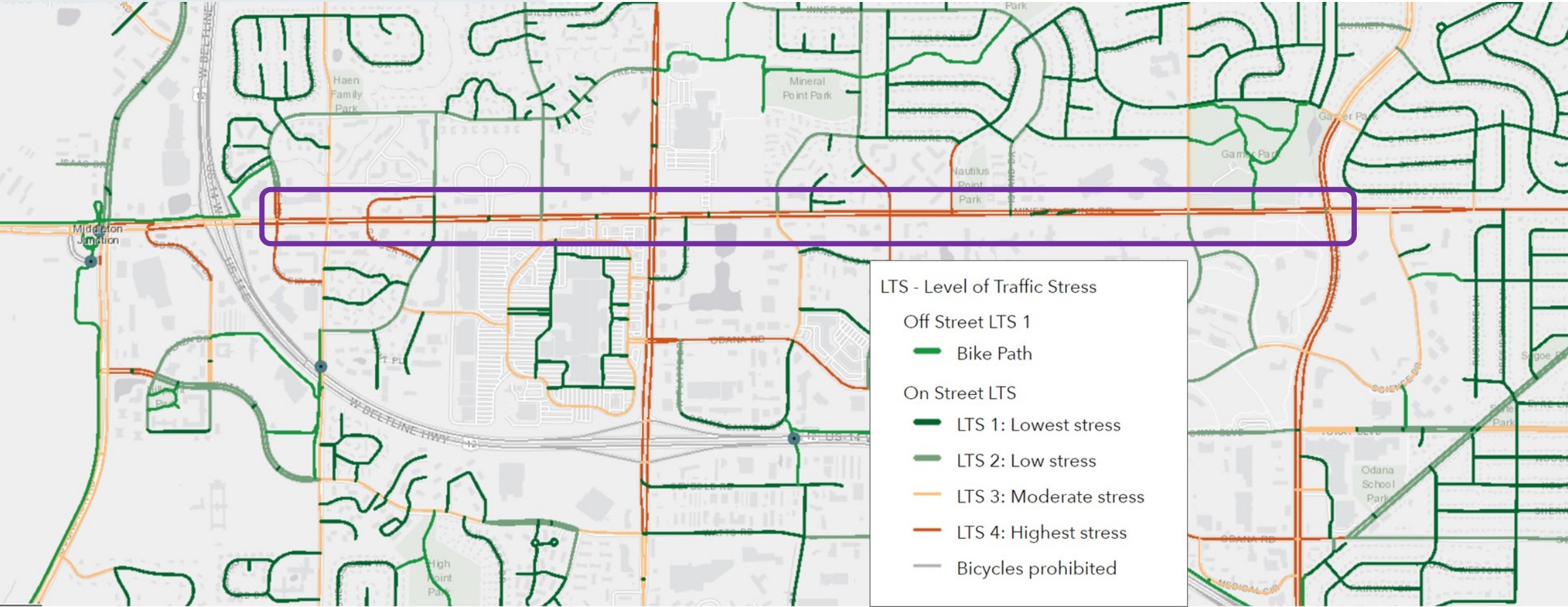
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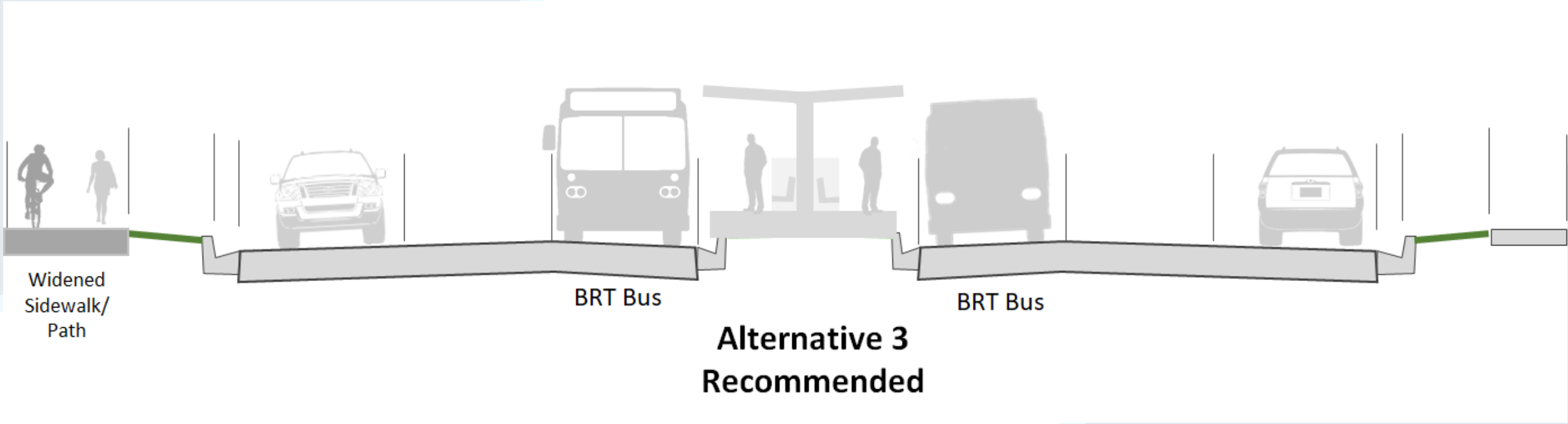
# Low Stress Bike Network



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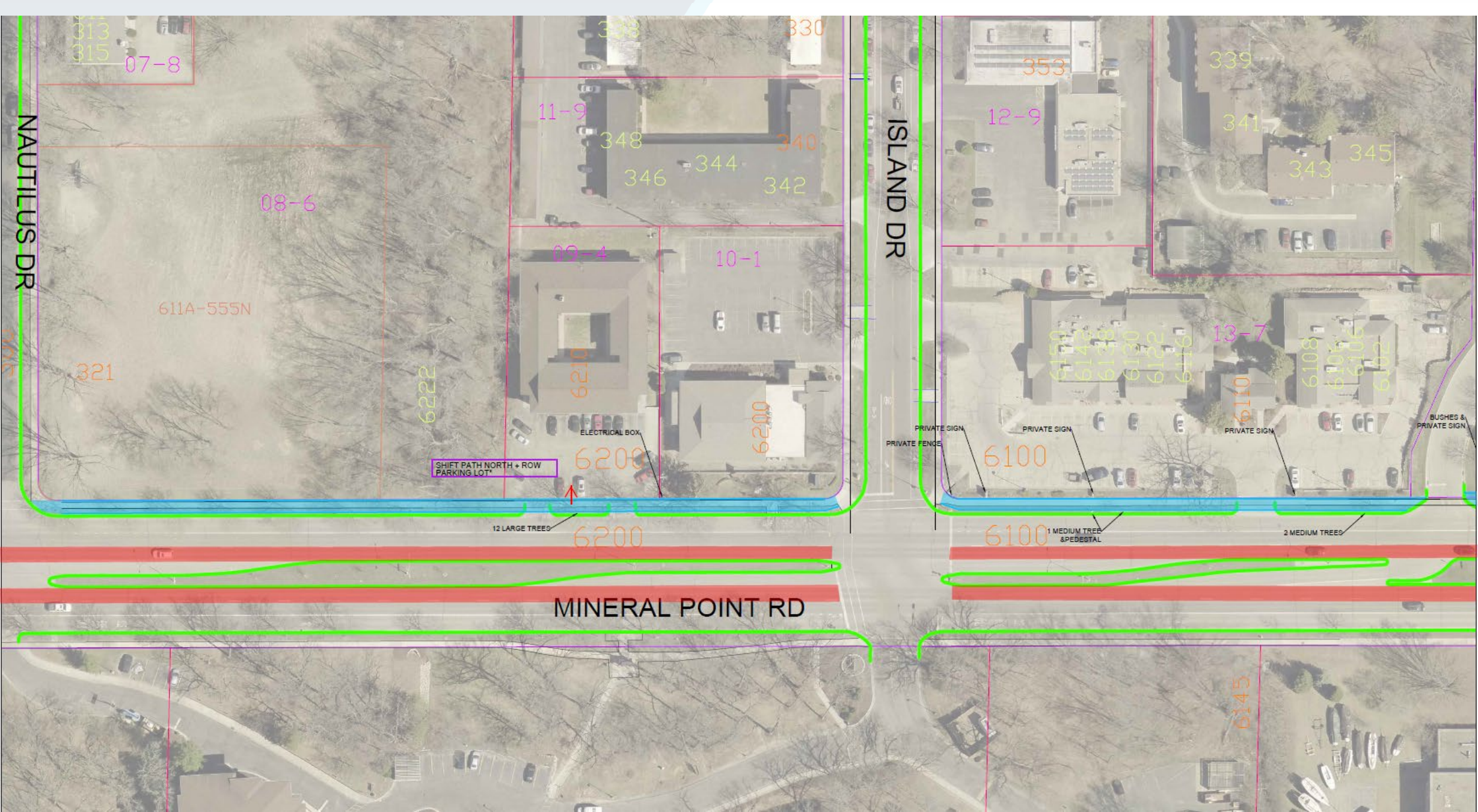


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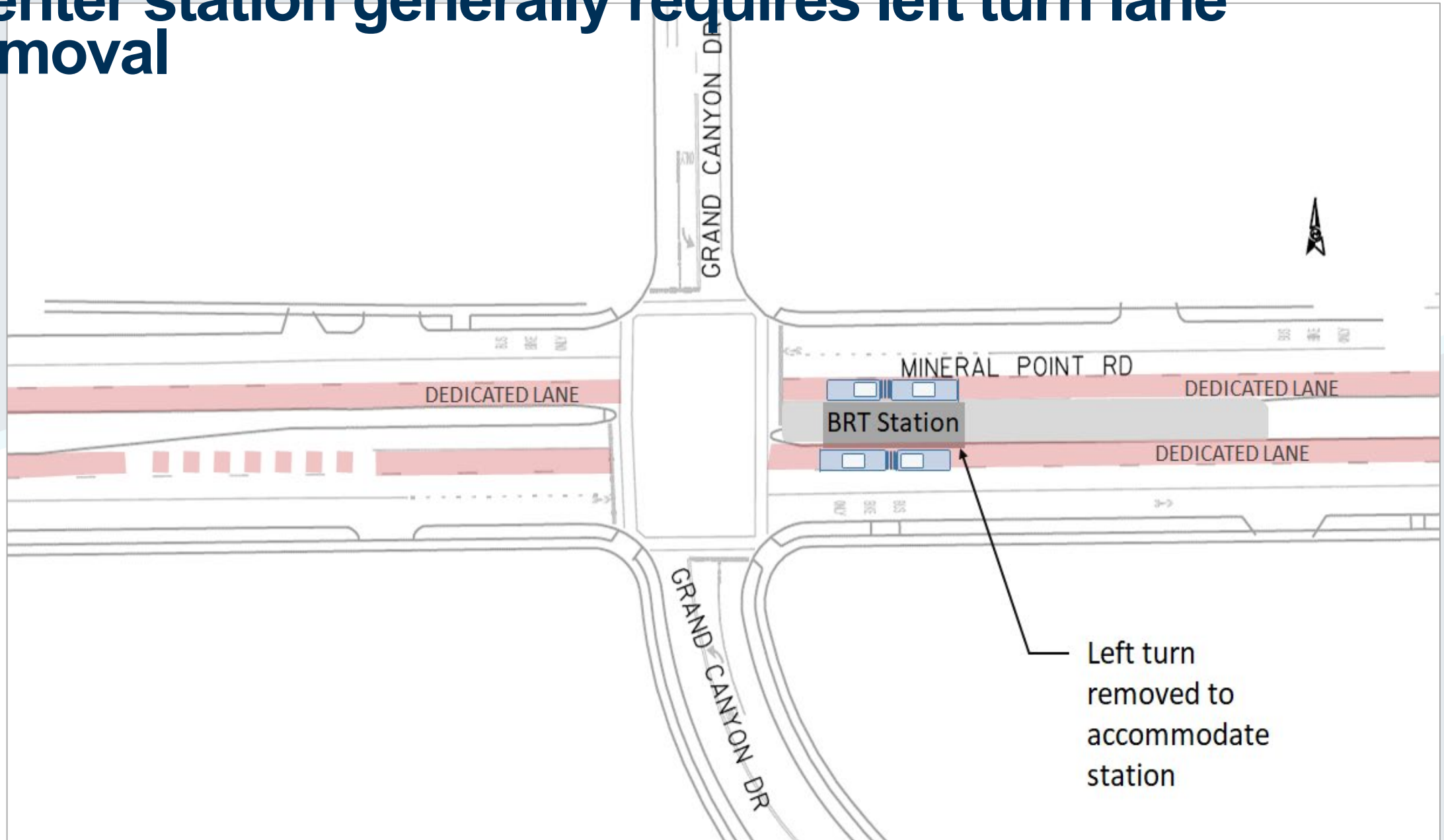


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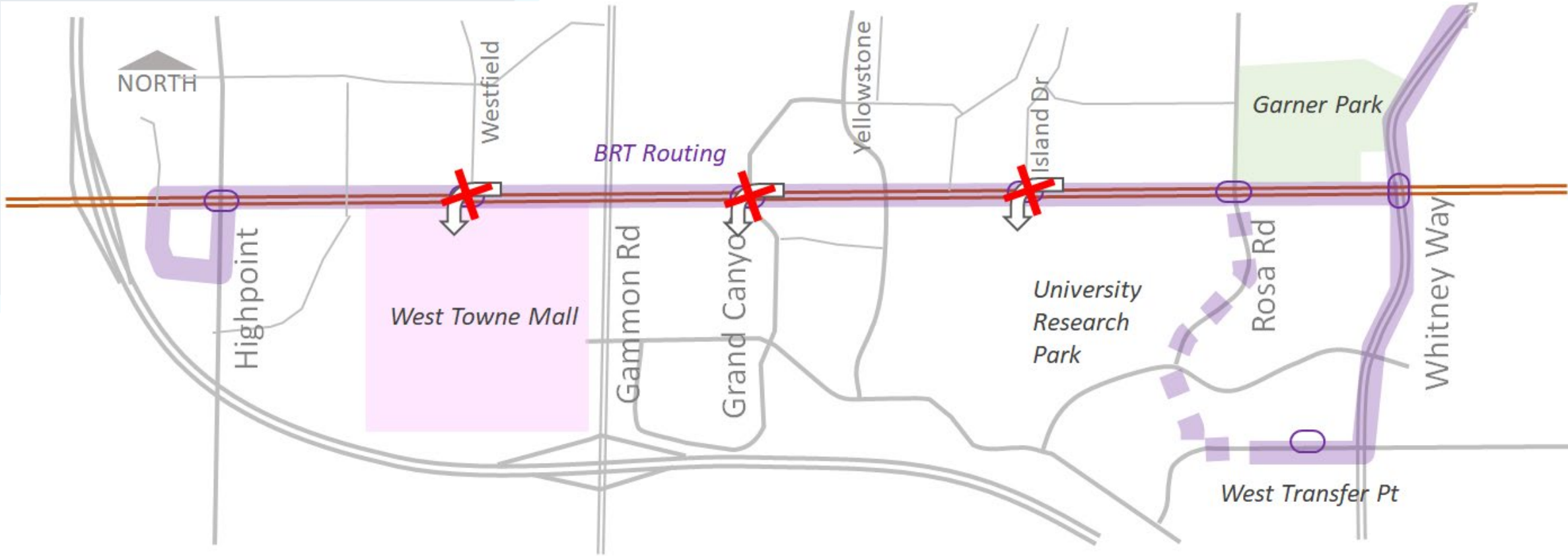
# Center station generally requires left turn lane removal



Left turn removed to accommodate station



# Potential Left Turn Removals



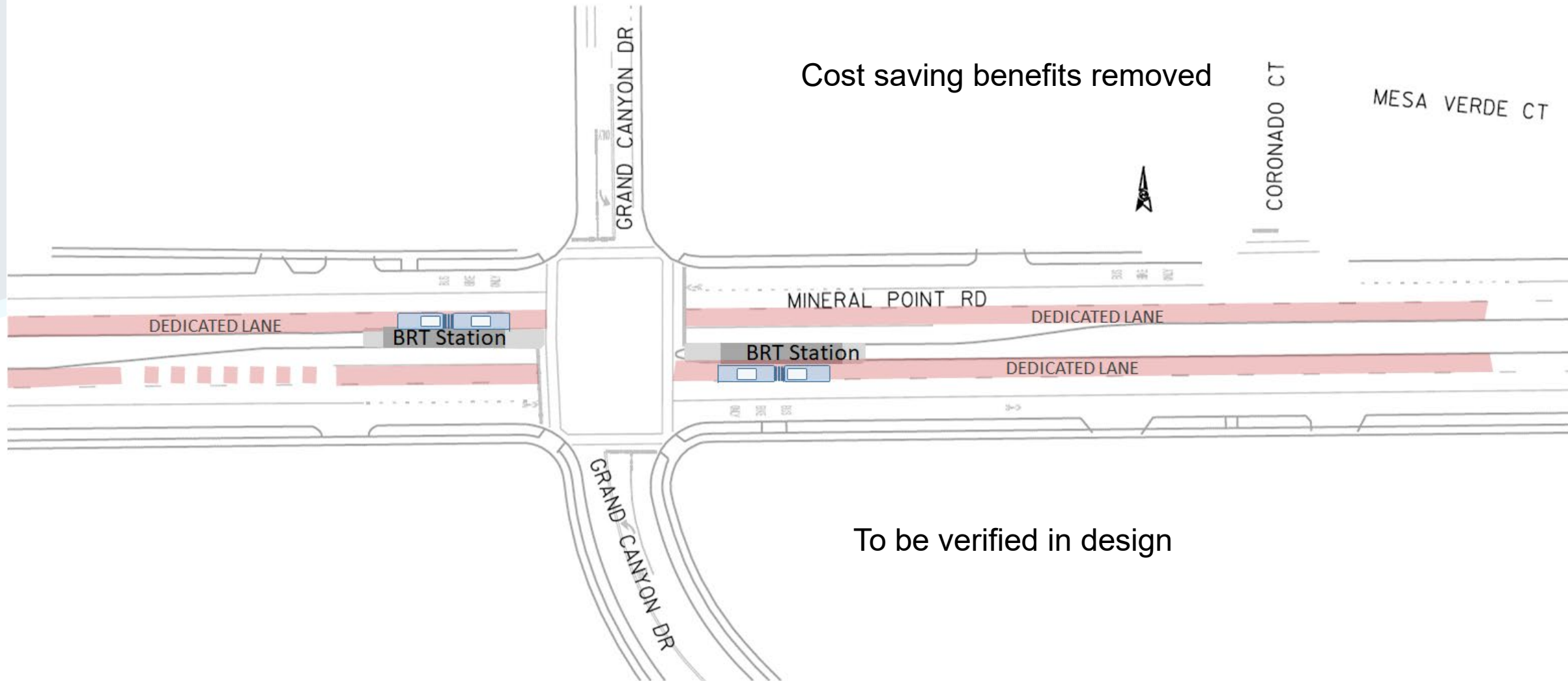
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# Wider median may allow preservation of some left turning movements



	<b>Alternative 1 Existing Typ Section</b>	<b>Alternative 3 Median Running with widened sidewalk</b>
<b>BRT Efficiency</b>	Good efficiency with modest delays due to right turning vehicles.	Better efficiency with limited to no delays associated with right turning vehicles
<b>Potential Turning Restrictions*</b>	None	WB left – Westfield WB left – Grand Canyon WB left – Island
<b>Station Efficiency</b>	10 stations needed	5 to 10 stations needed
<b>Pedestrian Accommodations</b>	Similar to today	Pedestrians share accommodation with cyclists on north side
<b>Bike Accommodations</b>	Poor – bicycles share a lane with buses	Good – widened sidewalk provides a shared protected path
<b>Right of Way Acquisition</b>	Up to 10 parcels associated with Station construction	Strip right of way needed for almost 2.5 miles. About 30 parcels required.
<b>Costs+</b>	Base	Possibly increase costs by \$1 million due to widened sidewalk. More if left turns are preserved

# Madison Bus Rapid Transit

Mineral Point Road Runningway Options

October 19, 2020

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