

Madison East-West Bus Rapid Transit (BRT) Planning Study

Public Meeting 4 Working Locally Preferred Alternative and Station Design Input Meeting

Madison College | September 26, 2019 | 6:00-8:00 PM

MADISON DEPARTMENT



OF TRANSPORTATION



INTRODUCTIONS + AGENDA

City Staff

+ **City of Madison**

- Tom Lynch, Director of Transportation
- David Trowbridge, Project Manager
- Mike Cechvala, Planner

+ **Metro Transit**

- Drew Beck, Planning Supervisor
- Tim Sobota, Metro Planner

+ **Madison Area Transportation Planning Board (MATPB)**

- Bill Schaefer, Transportation Planning Manager
- Zia Brucaya, Transportation Planner

Consultant Team

TranSmart

UrbanAssets

Toole DesignGroup

AECOM

STRAND
ASSOCIATES®

CAMBRIDGE
SYSTEMATICS

FOURSQUARE ITP
INTEGRATED TRANSPORTATION PLANNING



Tonight's Agenda

1. Welcome, Presentation and Q+A (**20 minutes**)
 - Project overview and public engagement to date
 - Route options and working locally preferred alternative
 - Next steps and schedule
2. Open House (**90 minutes**)
 - Station Design Information and Input

+ **Please fill out the worksheet with your comments!**

Ground Rules

- + Ask **clarifying questions** as we go (explain a term or repeat a statement).
- + Save **other questions** for the Q&A – we may be planning to answer them!
- + Share your speaking time with others.

What is Bus Rapid Transit?

BRT has:

- Very **high level** service, similar to but one step down from light rail.
- Typically over 50 percent of the route will have **dedicated bus lanes**, giving buses an advantage in congestion.
- **10-15 minute** service levels - 6 am to 12 midnight.



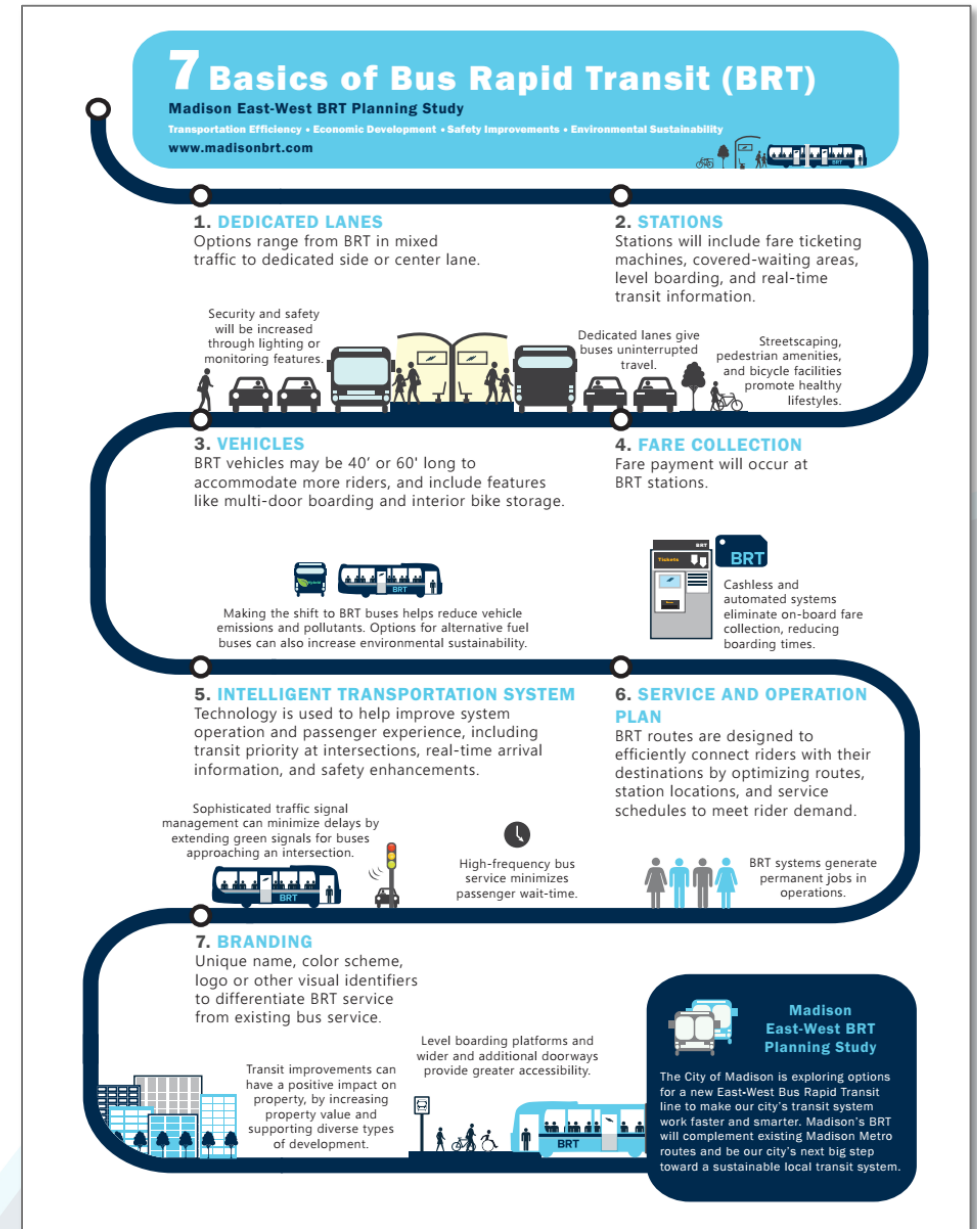
Cleveland's Health Line BRT



Example of dedicated bus lanes

Benefits of BRT

- + Improved mobility
- + Future growth and development
- + Improved access to employment and education
- + Increased quality of life
- + More sustainable community



PROJECT OVERVIEW

Goals, Key Steps, Public Engagement
Process and Input To Date

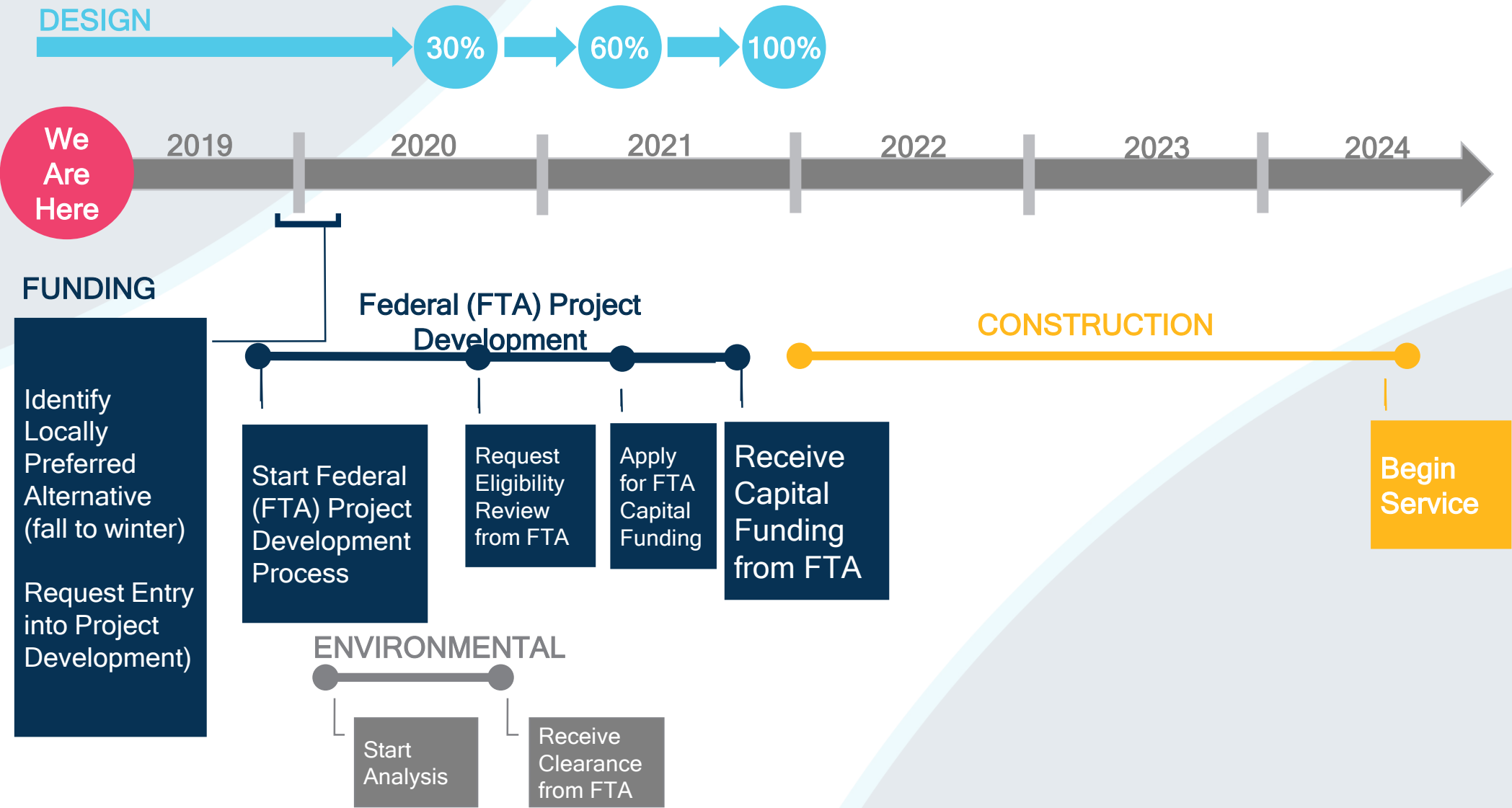
Current Project Study Goals

- + Develop a plan for Madison's first BRT route
- + Build community support
- + Identify local funding sources
- + **Set the stage to apply for Federal funding**

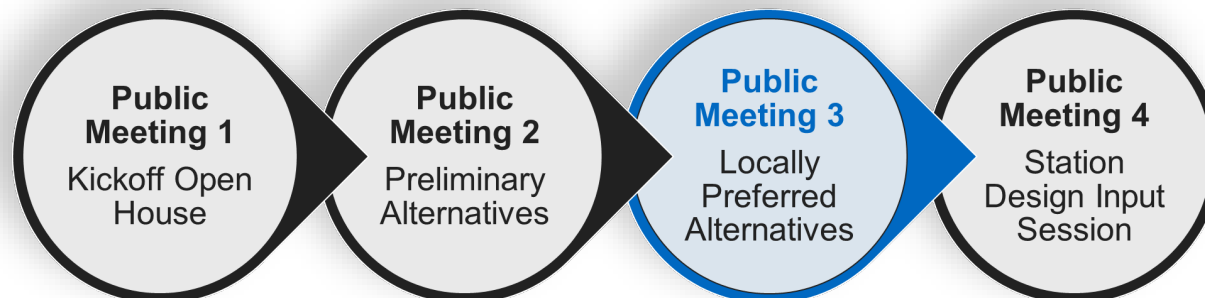
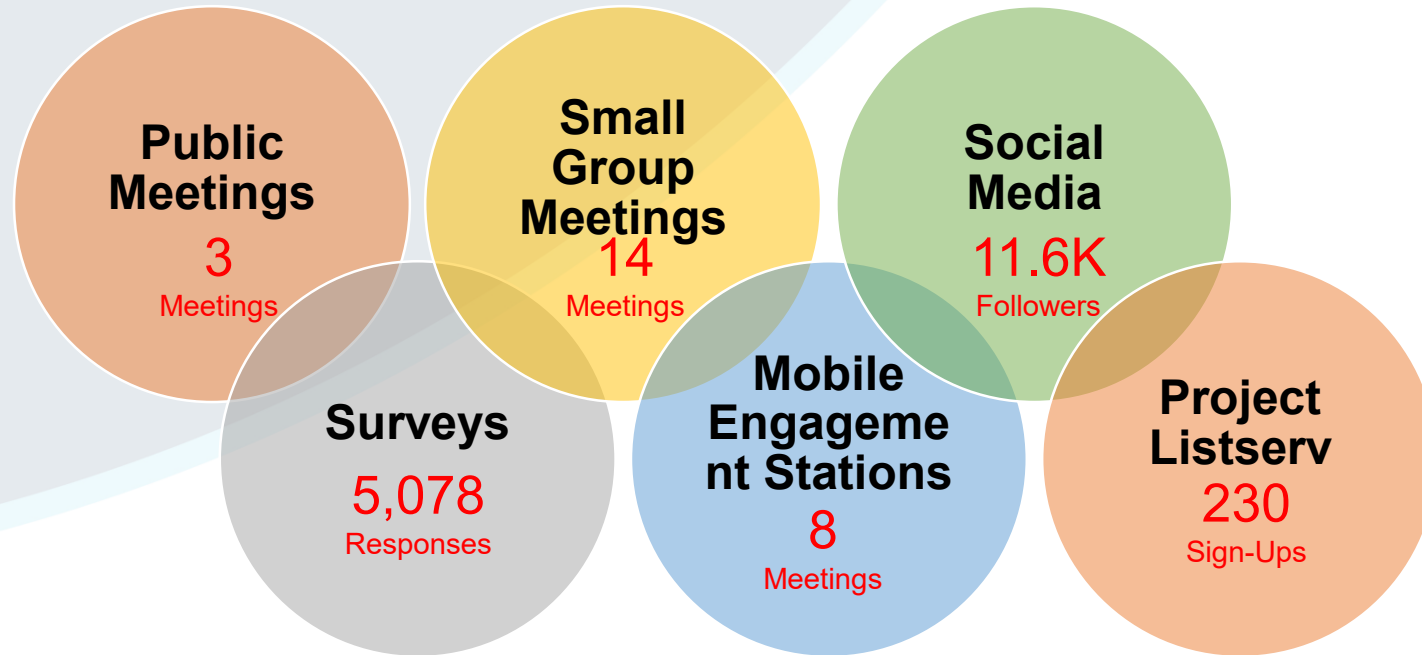


MADISON EAST-WEST BRT PLANNING STUDY

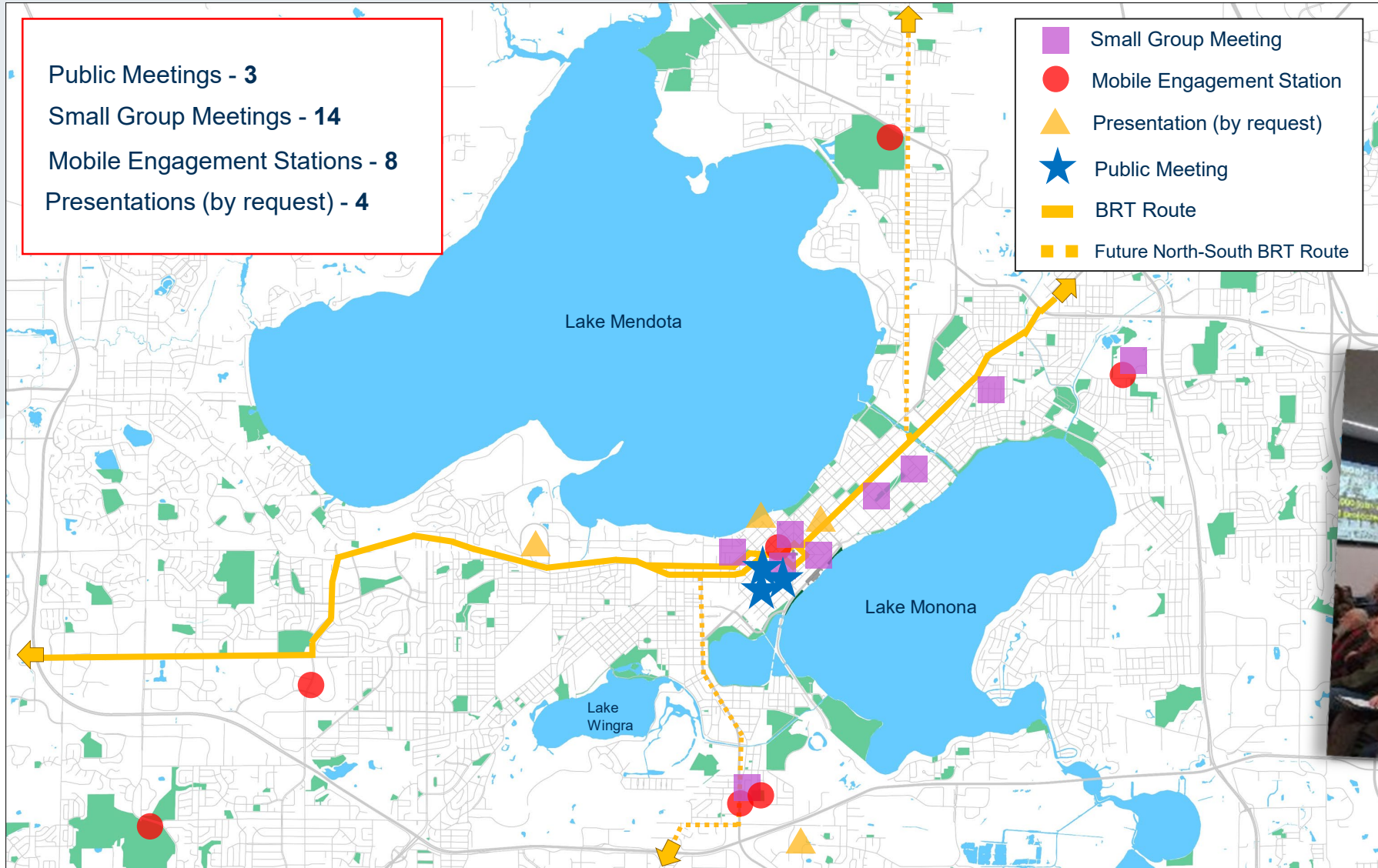
Project Development Process



Public Engagement to-Date



Public Engagement Outreach



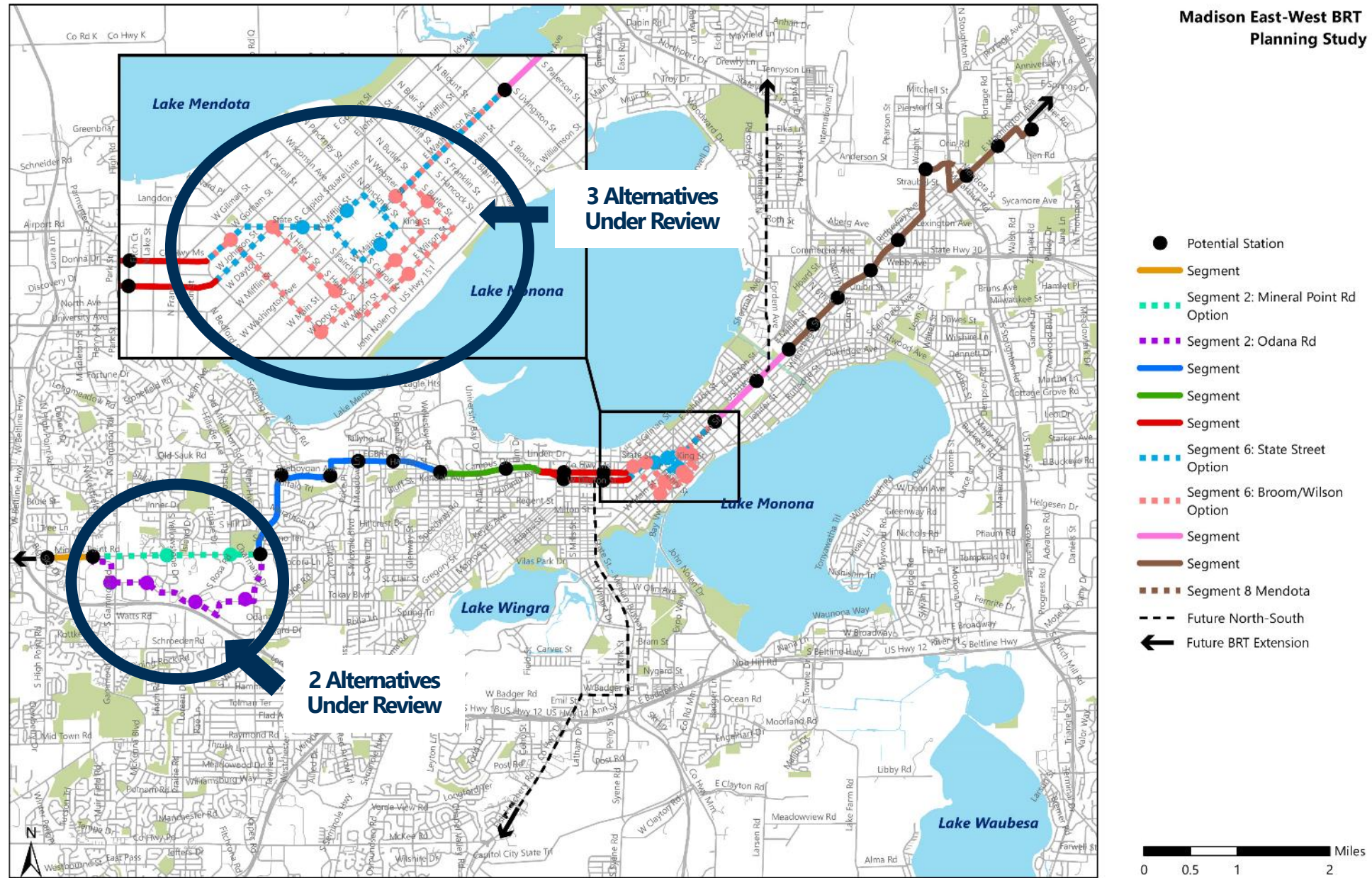


MADISON EAST-WEST BRT

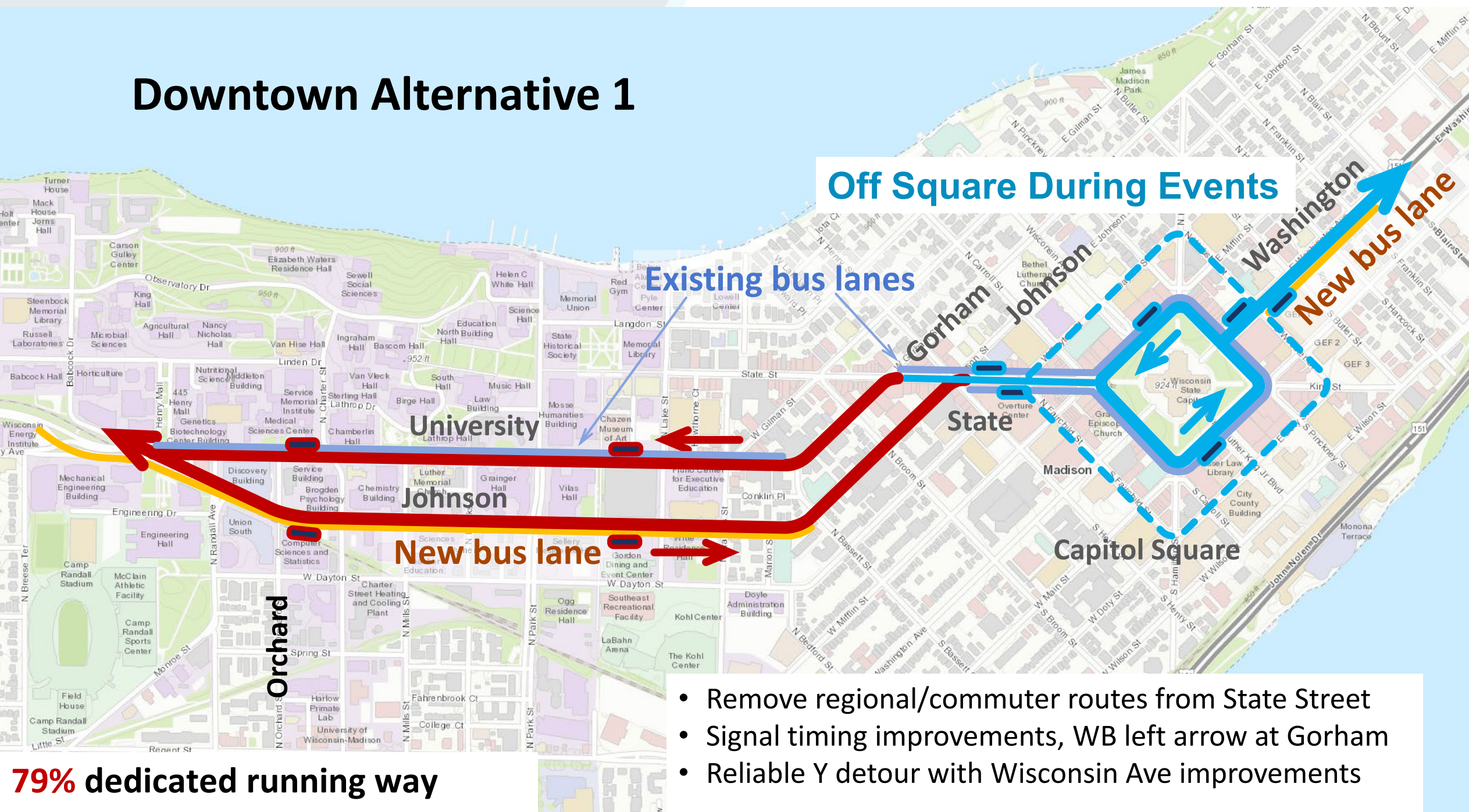
Route Options and Working Locally
Preferred Alternative

MADISON EAST-WEST BRT PLANNING STUDY

Working Locally Preferred Alternative Route

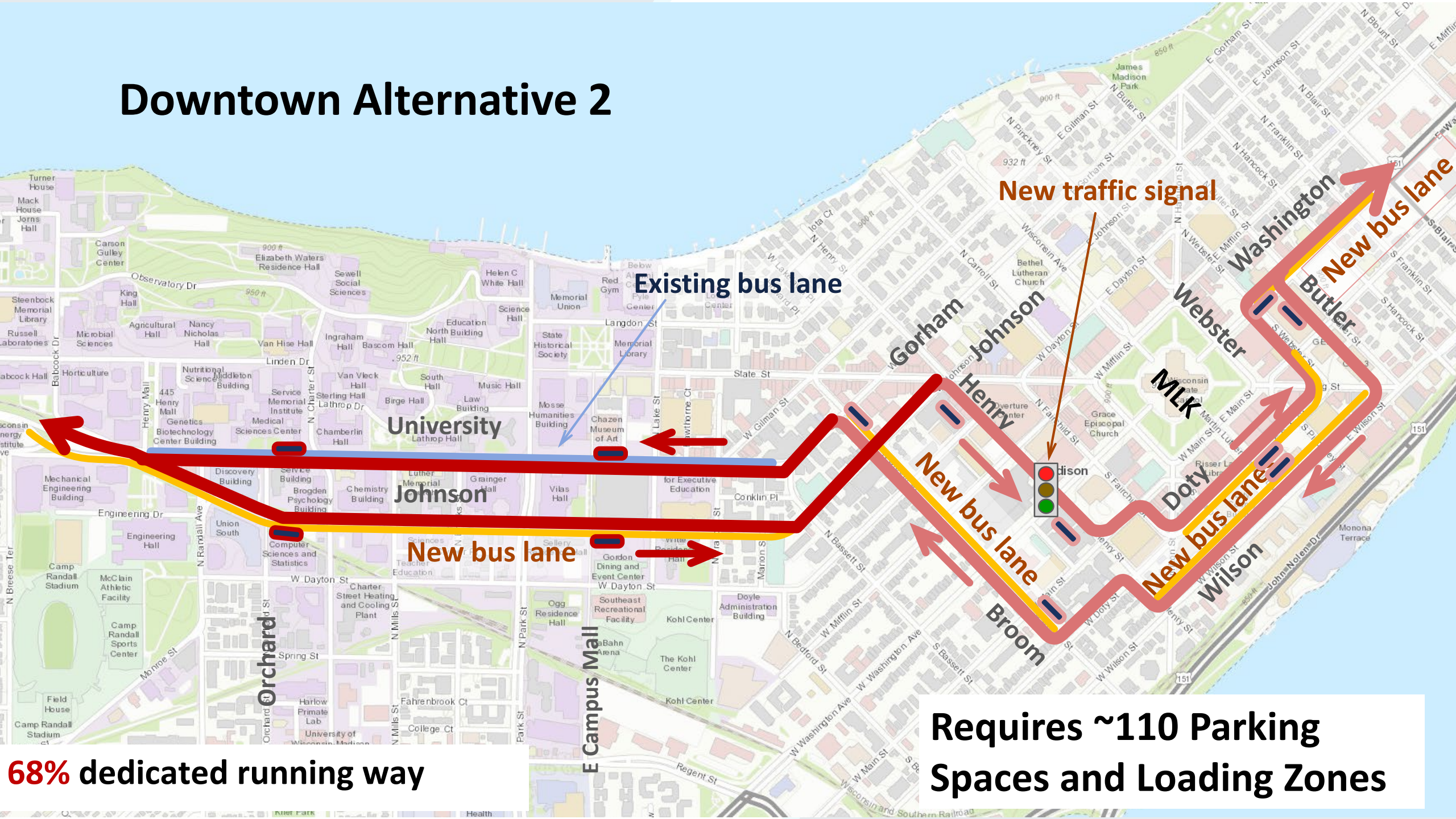


Downtown Alternative 1



79% dedicated running way

Downtown Alternative 2



Existing bus lane

New traffic signal

University

Johnson

New bus lane

Orchard

E Campus Mall

Gorham

Henry

New bus lane

Broom

Requires ~110 Parking Spaces and Loading Zones

68% dedicated running way

Washington

New bus lane

Webster

MLK

Doty

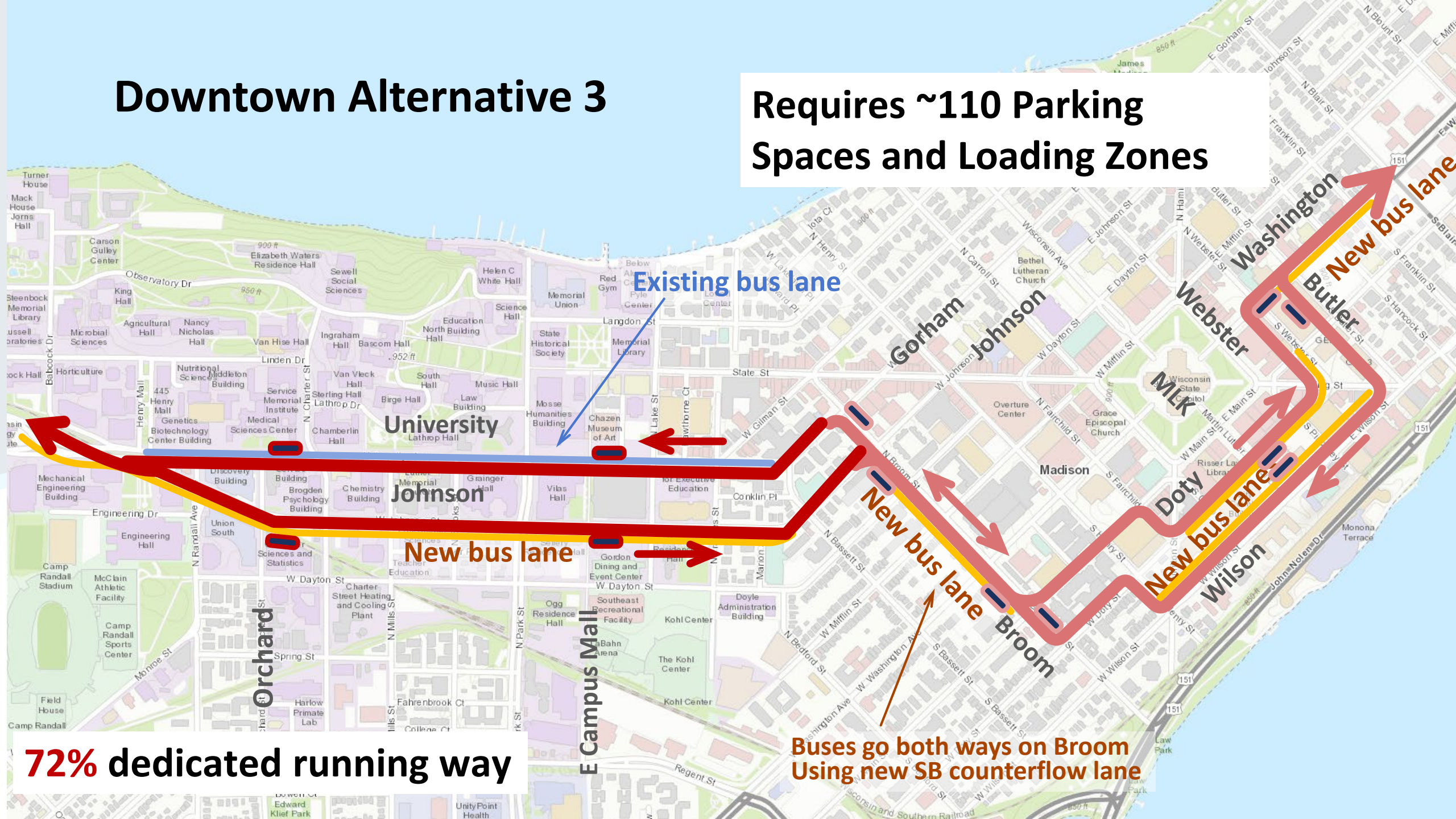
New bus lane

Wilson

Butler

Downtown Alternative 3

Requires ~110 Parking
Spaces and Loading Zones



Existing bus lane

New bus lane

New bus lane

New bus lane

New bus lane

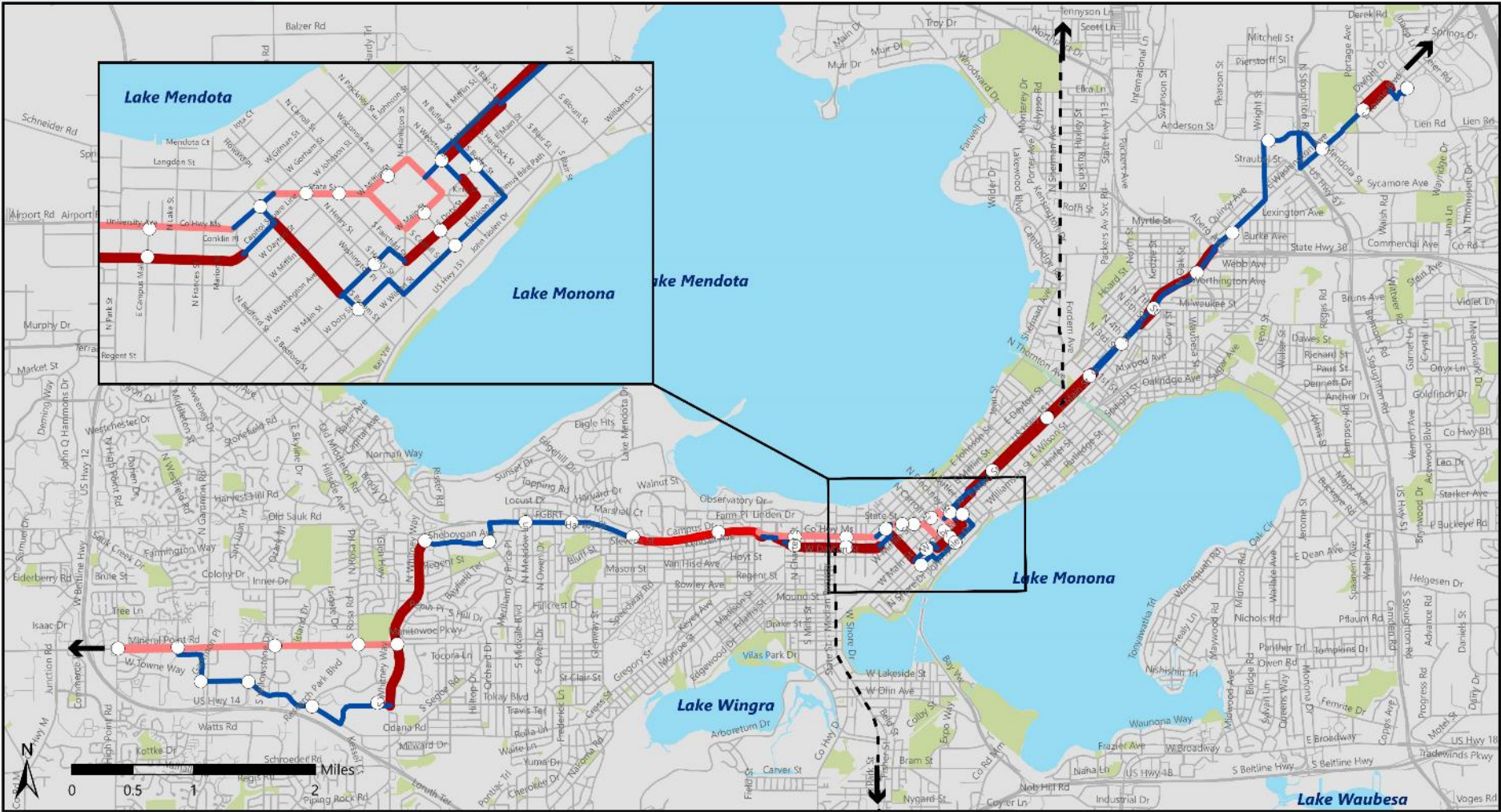
72% dedicated running way

Buses go both ways on Broom
Using new SB counterflow lane

MADISON EAST-WEST BRT PLANNING STUDY

Location of Dedicated Lanes for Working LPA

Between 45% and 55%
Dedicated Running Way



Madison East-West BRT Planning Study

- East-West BRT Proposed
- - - Future North-South
- ← Future BRT Extension

Dedicated Lanes

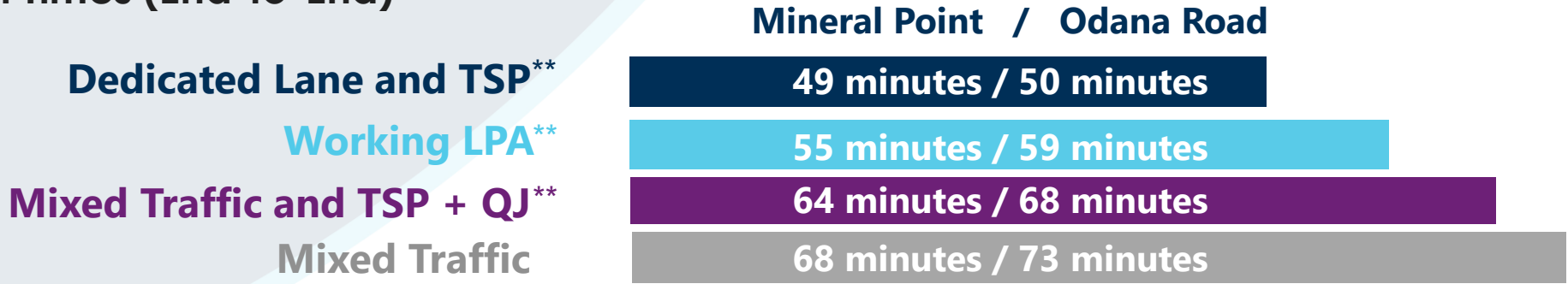
- Dedicated Bus Lane (BRT vehicle in new bus lane)
- Bus-only Shoulder (Bus uses during congestion)

- Existing Bus Lane (BRT vehicle utilizes existing bus lanes)
- Mixed Traffic (BRT vehicle shares lane with other vehicles)

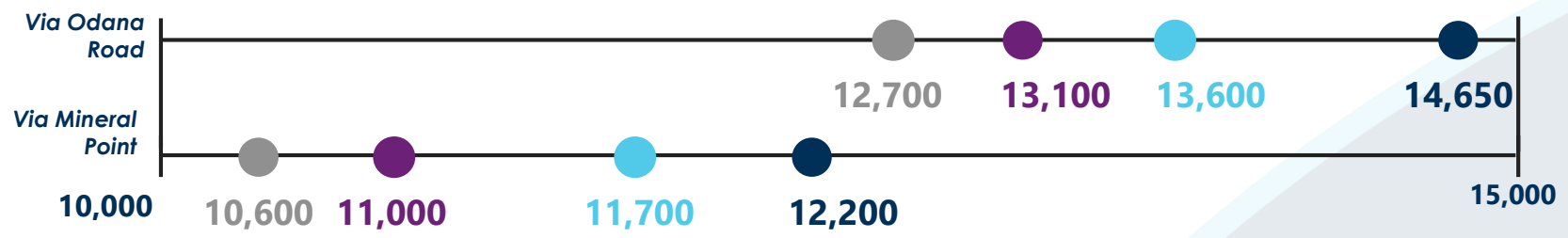
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BRT Travel Time, Ridership, Capital Costs*

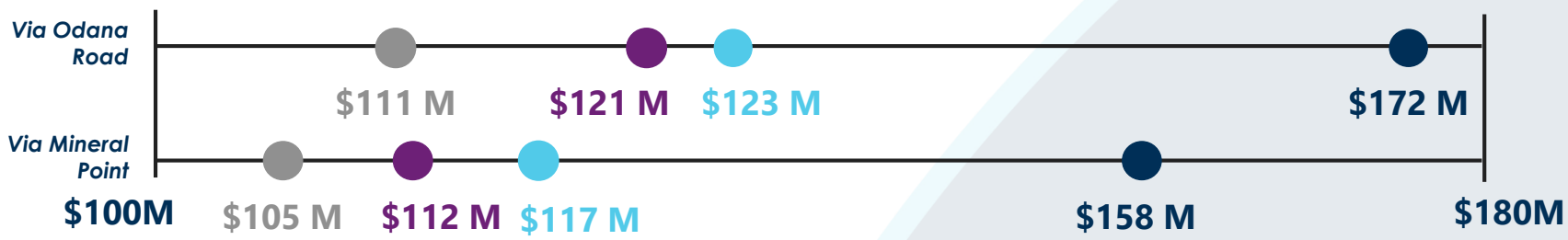
Travel Times (End-to-End)



Daily Ridership



Capital Costs



* All data reflects the Broom/Wilson downtown option
** LPA = Locally Preferred Alternative, TSP = Transit Signal Priority, QJ = Queue Jump

MADISON EAST-WEST BRT PLANNING STUDY

Capital Costs for Working LPA

Odana and Broom/Wilson Options

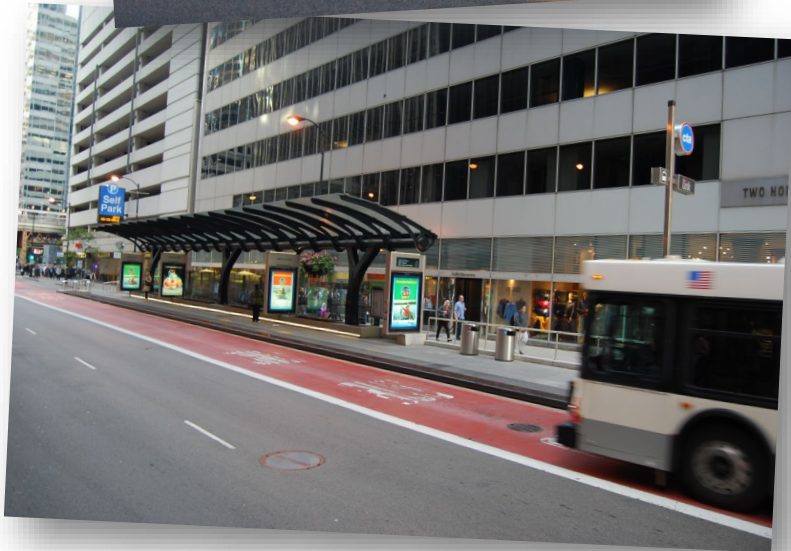
Cost Categories	Working LPA Cost (\$2019 in millions)
Dedicated Lane Marker (Paint)	\$2
Stations and Shelters	\$24
Maintenance Facility	\$7
Roadway Improvements	\$19
Transit Signals and Intersection Improvements	\$22
Right-of-Way Acquisition	\$1
Electric Buses	\$30
Engineering, Environmental, and Construction Design	\$17
Contingencies	\$4
Total	\$120-\$130 million
Federal Contribution	(up to) \$100 million
Local (Non-Federal) Contribution	\$20-\$30 million

Next Steps

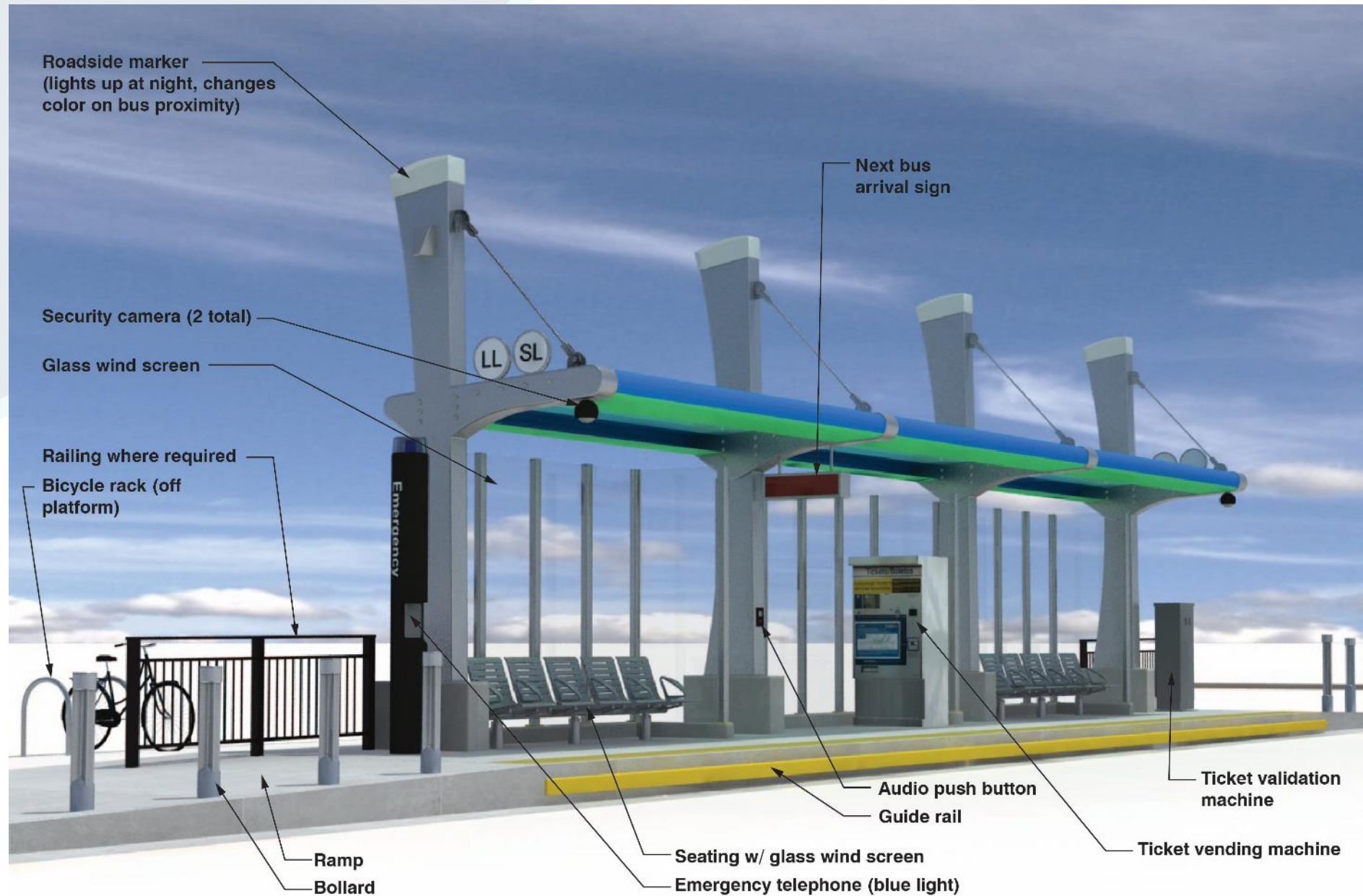
- + **Fall 2019-Winter 2020:** Apply for entry into federal funding process
- + **2020:** Continued planning, community engagement and system design

Station Design Information & Input

- + Stay to give input and learn about different station design options



BRT Station Standard Elements



Station Design Preferences



Traditional Design
St. Paul, MN



Transitional Design
Richmond, VA. Source: Kimley-Horn

Overall Style

- Modern
- Traditional
- Futuristic
- Prairie

Materials

- Wood
- Metal
- Glass
- Brick



Modern Design
Cebu City, Philippines. Design based on local basket weaving techniques, CAZA Architects.



Futuristic Design
Hamburg, Germany. Source: Blunck+Morgen Architects

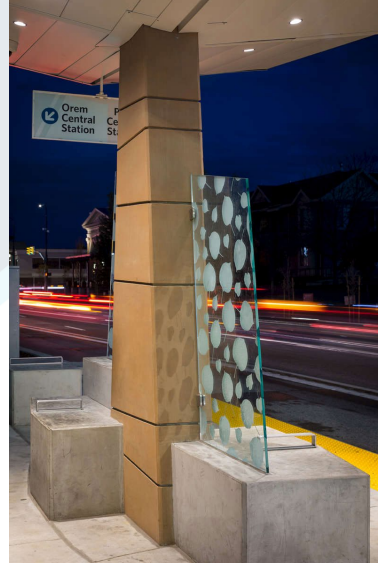


Modern Prairie Design
Rochester, NY. Source: In.Site:Architecture

Station Design Preferences



Concrete seating, glass windscreen, solid ceiling



Wood and metal, solid ceiling

Source: IndyGo

Glass and metal station, solid vs. translucent ceiling



Station Design Information & Input

- + **Stay to give input and learn about different station design options**

Placeholder for location of exhibits map

Thank You!

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- + @cityofmadison
- + @mymetrobus
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