

Madison East-West Bus Rapid Transit (BRT) Project Development

Mineral Point & Whitney Way Center Running

Virtual| December 3, 2020| 6:00-8:00 PM



Zoom Meeting Protocols

- Turn off video to preserve bandwidth.
- Stay on mute during the presentation
- To ask questions during the presentation, use the Q&A function
- To ask questions at the end of the presentation, click Participants and select Raise Hand.
- Introduce yourself before speaking.
- Once your question is addressed, lower your hand.
- If you called into the meeting, use *9 to raise and lower your hand.

Tonight's Agenda

1. Welcome from Alders
2. Introductions
3. Review Locally Preferred Alternative (LPA)
4. Overview Project Development
5. Refinements – Mineral Point & Whitney Way Center Running
6. Questions?



Introductions | City Staff

Tom Lynch, Director of Transportation

Justin Stuehrenberg, General Manager, Metro Transit

David Trowbridge, City of Madison

Mike Cechvala, City of Madison

Mick Rusch, Metro Transit

Introductions | Consultant Team

AECOM – Project Lead

Strand – Engineering

Urban Assets – Community Engagement

CTG – Operations

Toole Design – Multi-Modal Transportation

SRF Consulting – Environmental

Commonwealth Heritage Group – Historic Preservation

ZebraDog – Branding



Locally Preferred Alternative **Review**

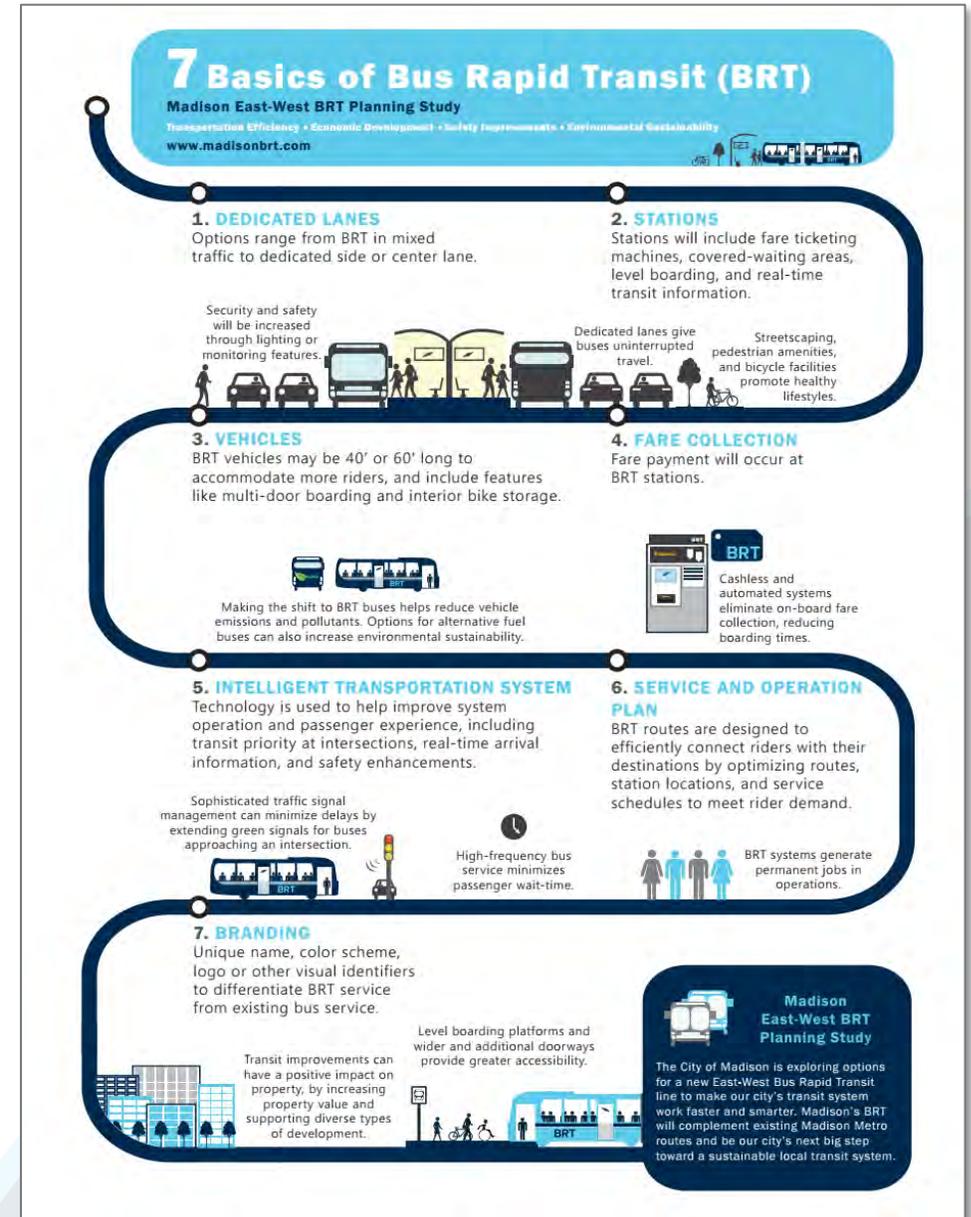
Bus Rapid Transit – Reminder

- Direct routes and fewer stops
- Frequent, all-day service (every 10-15 minutes)
- Bus-only lanes where feasible
- Transit signal priority
- Off-board fare payment
- Branded stations and buses



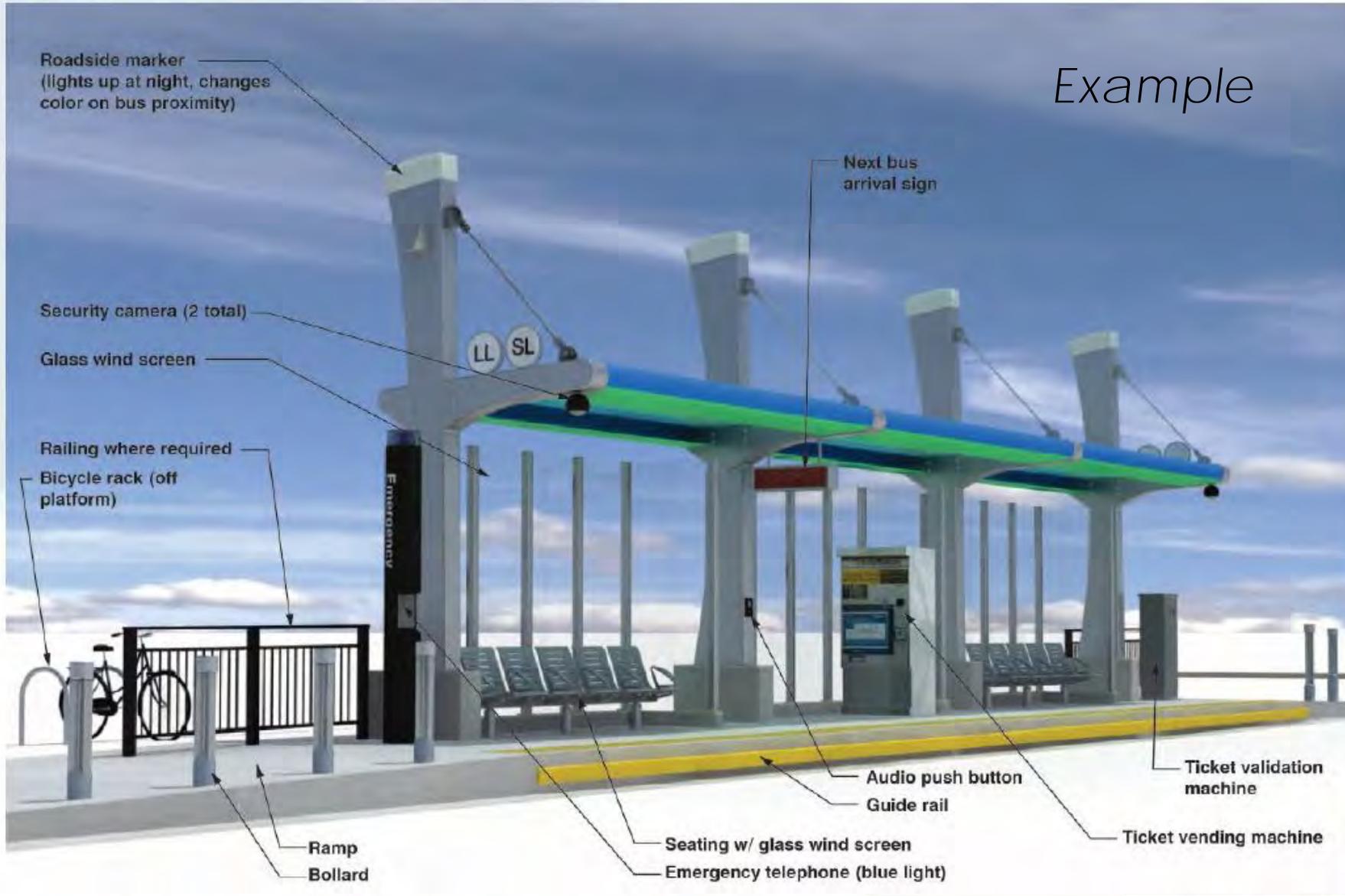
Benefits of BRT

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



BRT Station Components

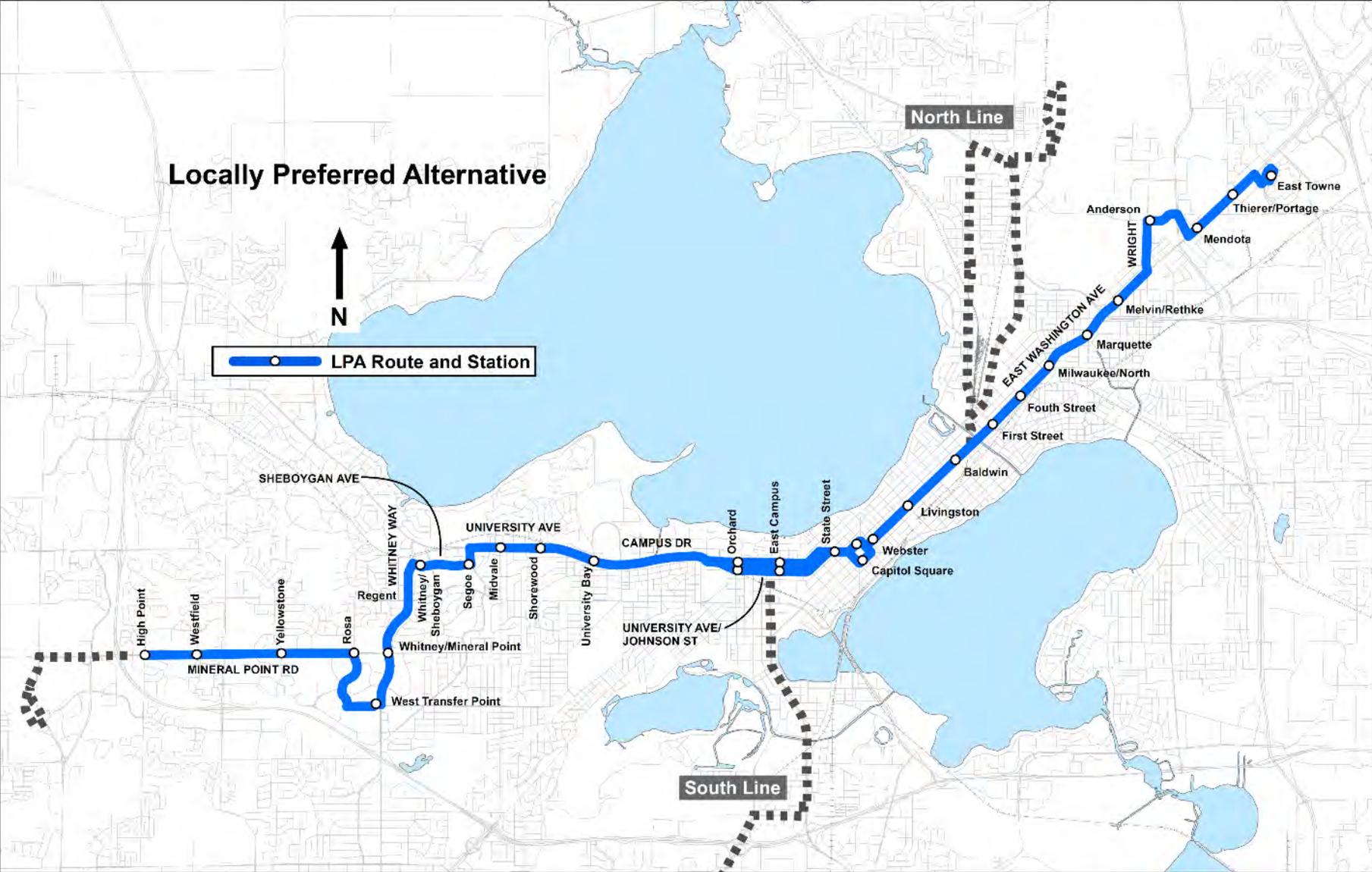
Example



Adopted LPA - System Overview

- 15.5 Miles
- 27 stations
- Service from 5 am to 12 am weekdays and 7 am – 11 pm weekends
- A bus every 5 to 15 minutes weekdays and 15 to 30 minutes weekends
- Approximately 83,000 residents within a half-mile of the station areas
- Approximately 110,000 jobs within a half-mile of station areas

Adopted LPA Routes and Station Locations



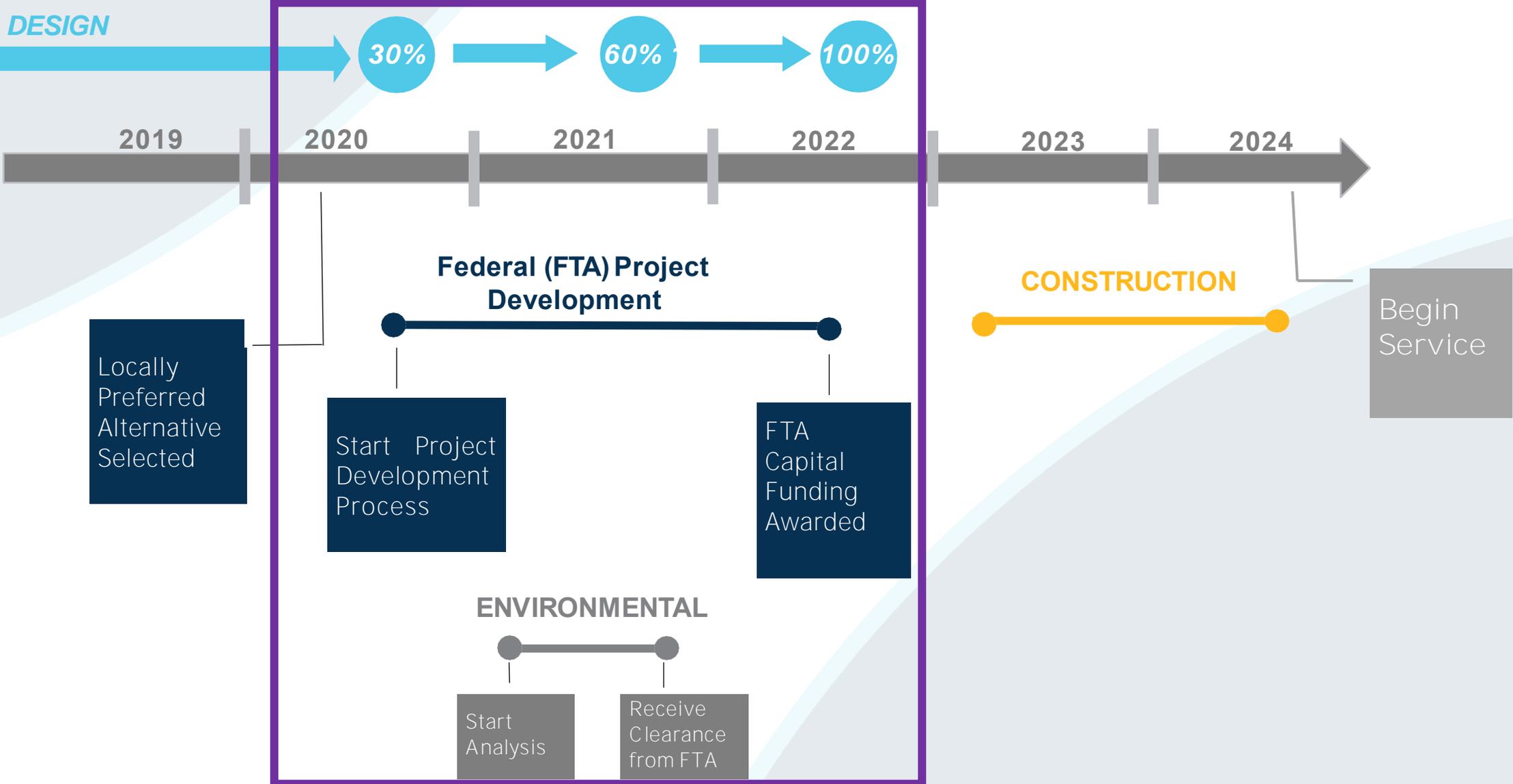
The slide features a white background with two large, curved, light blue decorative shapes. One shape is in the top-left corner, and the other is in the bottom-right corner. The text is centered in the middle of the slide.

Project Development

Overview

BRT Timeline

Project Development

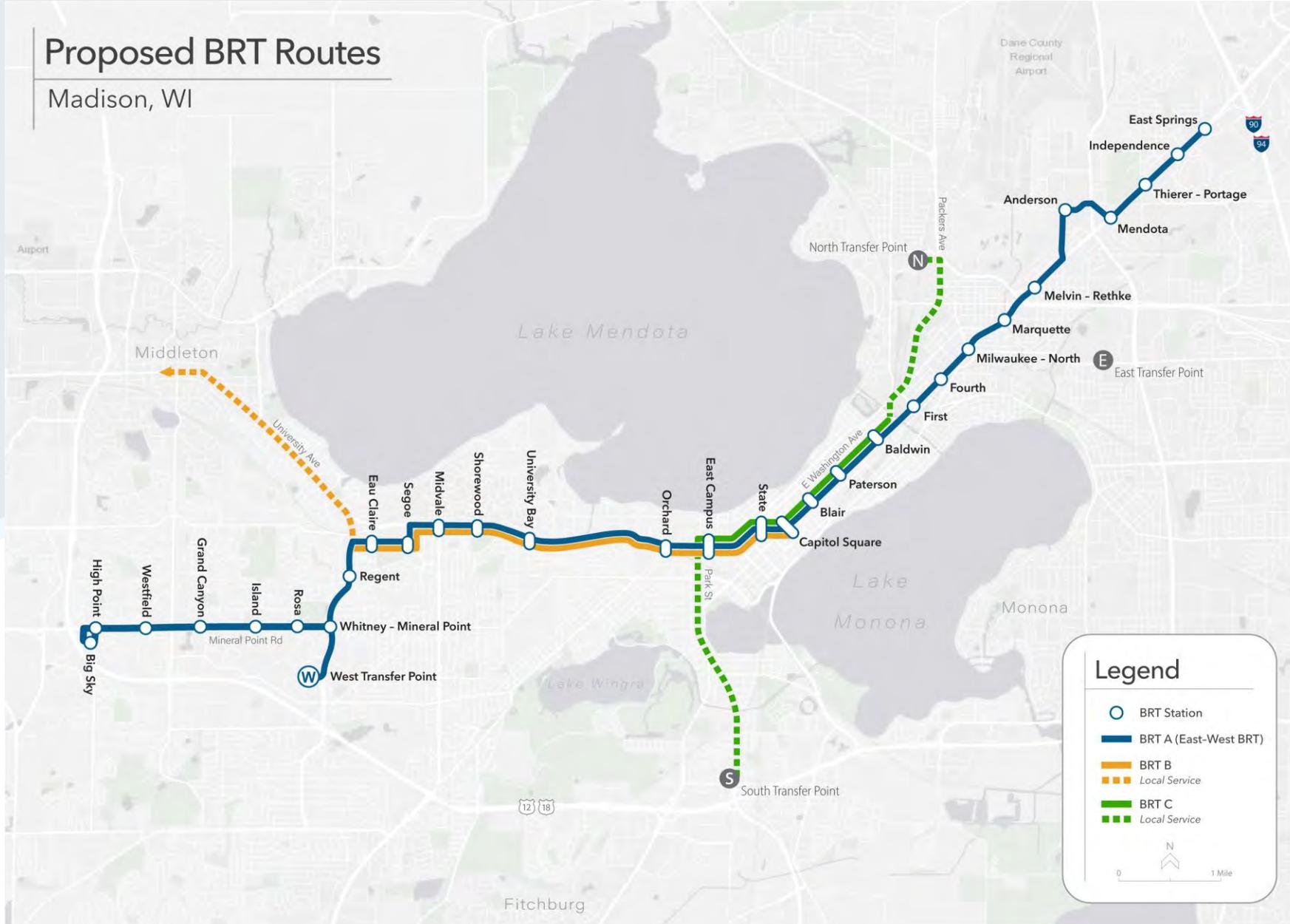


Goals of Project Development

- Refine routes and station locations
- Detailed design and engineering for routes and stations
- Complete the environmental review process (NEPA)
- Work with the community and build support
- Secure third party agreements and right of way
- Finalize local funding sources
- Secure FTA Small Starts funding

Proposed BRT Routes

Madison, WI



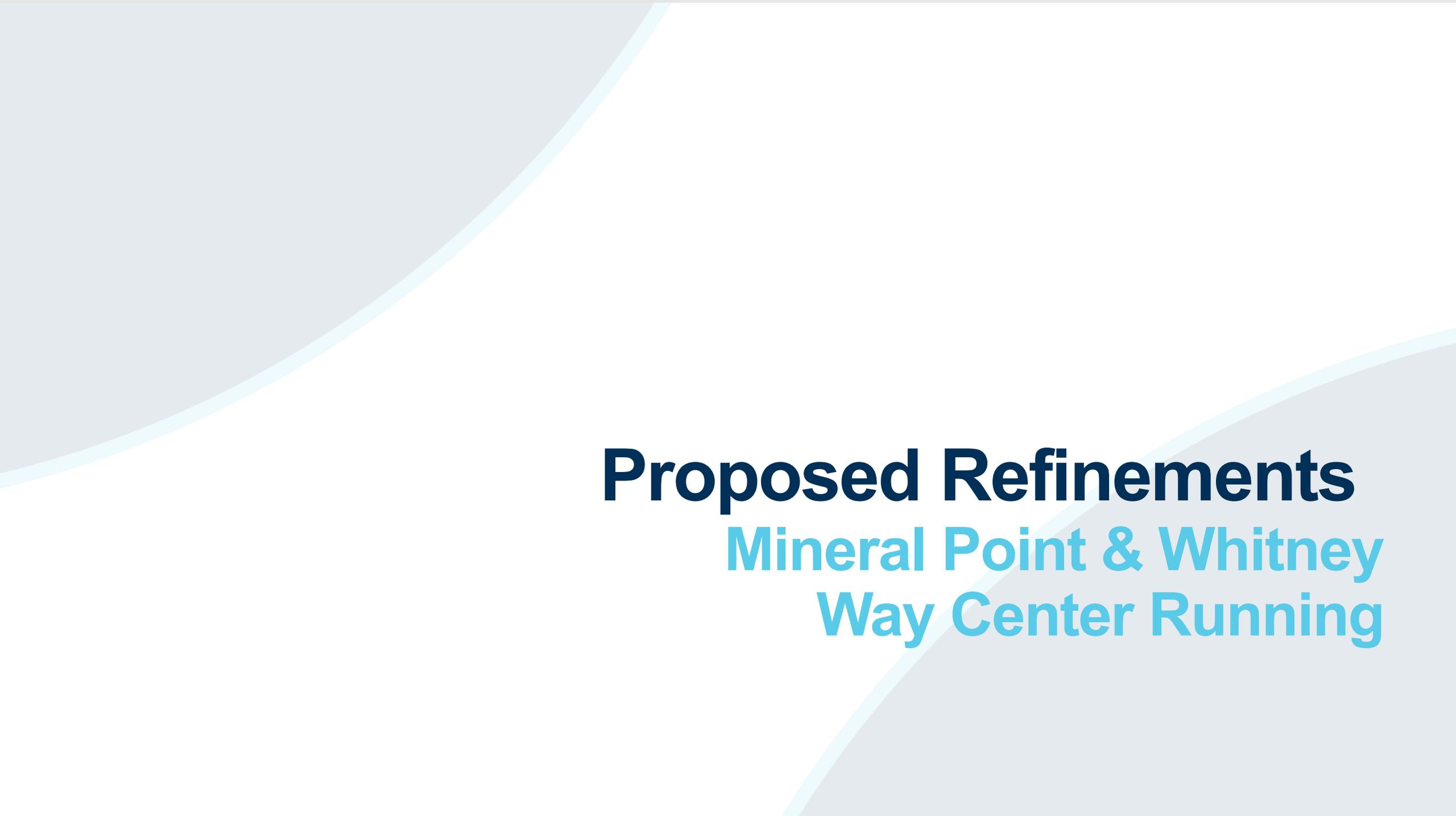
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Impact of BRT on Transit Service

- North and South transfer points service improved from every 30 minutes to every 15 minutes
- Improve system capacity by providing 5 minute service in Downtown
- System primed for future North South BRT implementation



Proposed Refinements

Mineral Point & Whitney Way Center Running

Proposed LPA Refinements

- 1. Center running – Mineral Point & Whitney Way**
- 2. Rosa Road extension**
3. Mendota Street Option
4. Revised East Terminal
- 5. Revised station locations**

Center Running BRT



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Side Running



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OF TRANSPORTATION

Center Running

- More consistent travel times
- Little to no conflicts with turning vehicles and bikes
- Bus lane is not blocked by delivery vehicles
- Cost savings of one two-sided station instead of two stations
- Fewer right-of-way and utility issues
- Better look and feel for passengers

Cities with Center Running BRT

- Eugene, OR
- San Bernardino, CA
- Oakland, CA
- Provo, UT
- Salt Lake City, UT
- Las Vegas, NV
- Albuquerque, NM
- Cleveland, OH
- Indianapolis, IN
- Orlando, FL

Eugene, OR



Photo: ITDP

Indianapolis



<https://twitter.com/jahorne/status/1338803800952328197/photo/4>

Cleveland



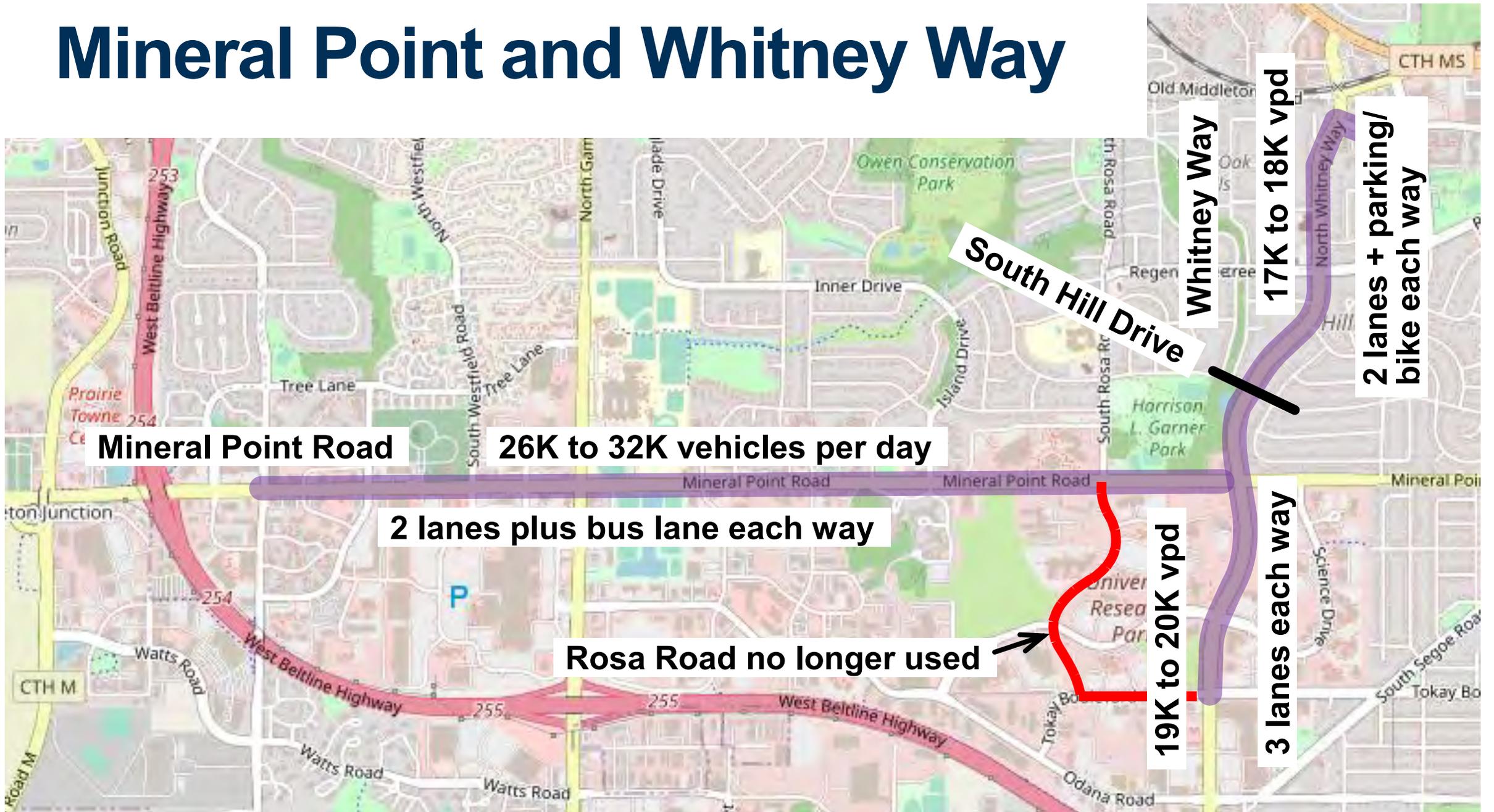
Flickr user wyliepoon

<https://www.bloomberg.com/news/articles/2014-05-05/the-importance-of-running-trio-brt-through-downtown>

Safety

- All stations are at traffic signal controlled intersections
- Users have cross the street the same number of times in all scenarios
- Median platforms are wide enough to accommodate many riders
- Emergency vehicles are allowed to use the bus lanes and turn at any intersection

Mineral Point and Whitney Way



Mineral Point Road

26K to 32K vehicles per day

2 lanes plus bus lane each way

Whitney Way

17K to 18K vpd

**2 lanes + parking/
bike each way**

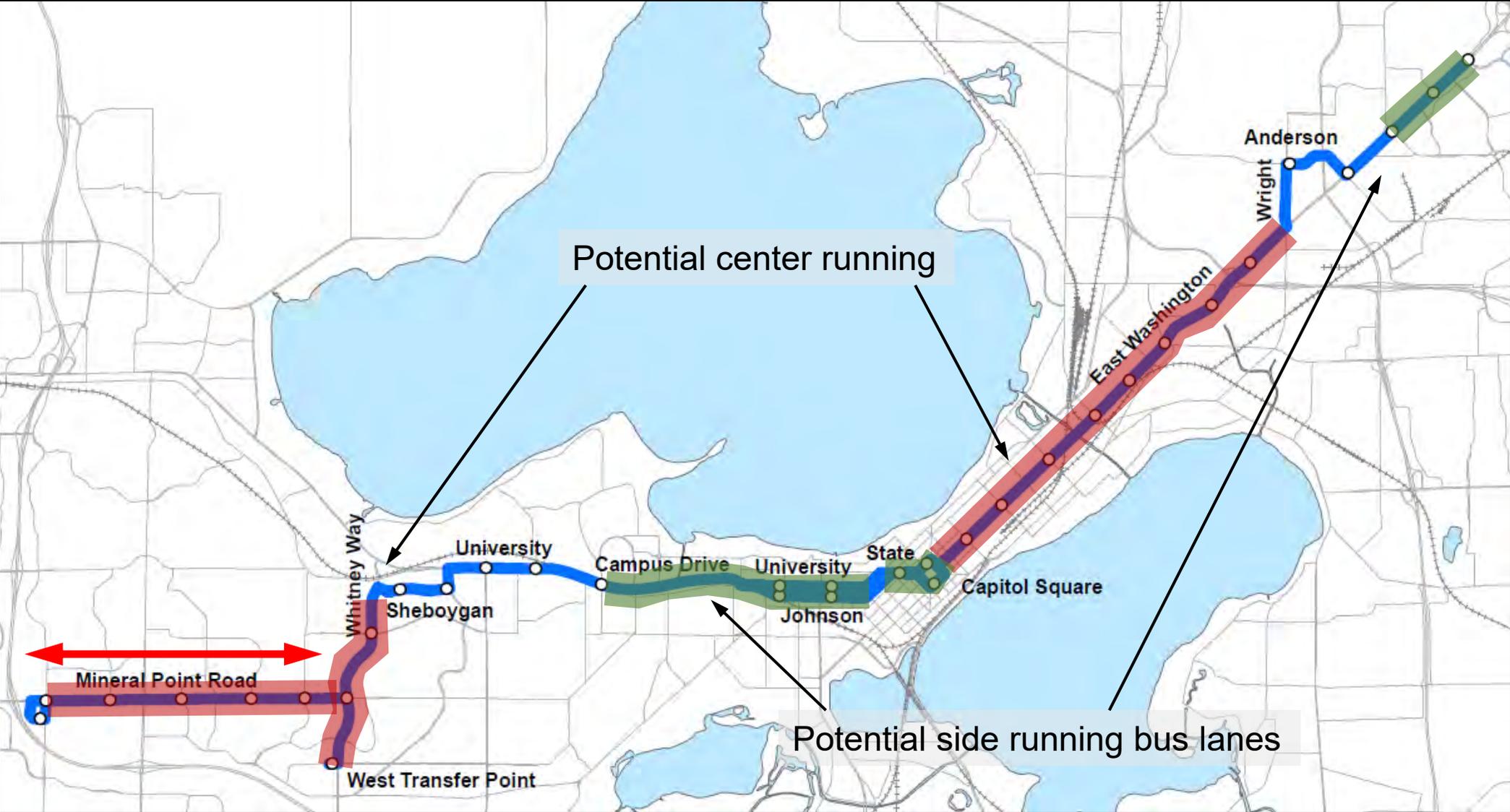
South Hill Drive

19K to 20K vpd

3 lanes each way

Rosa Road no longer used

Mineral Point Road



Mineral Point Road

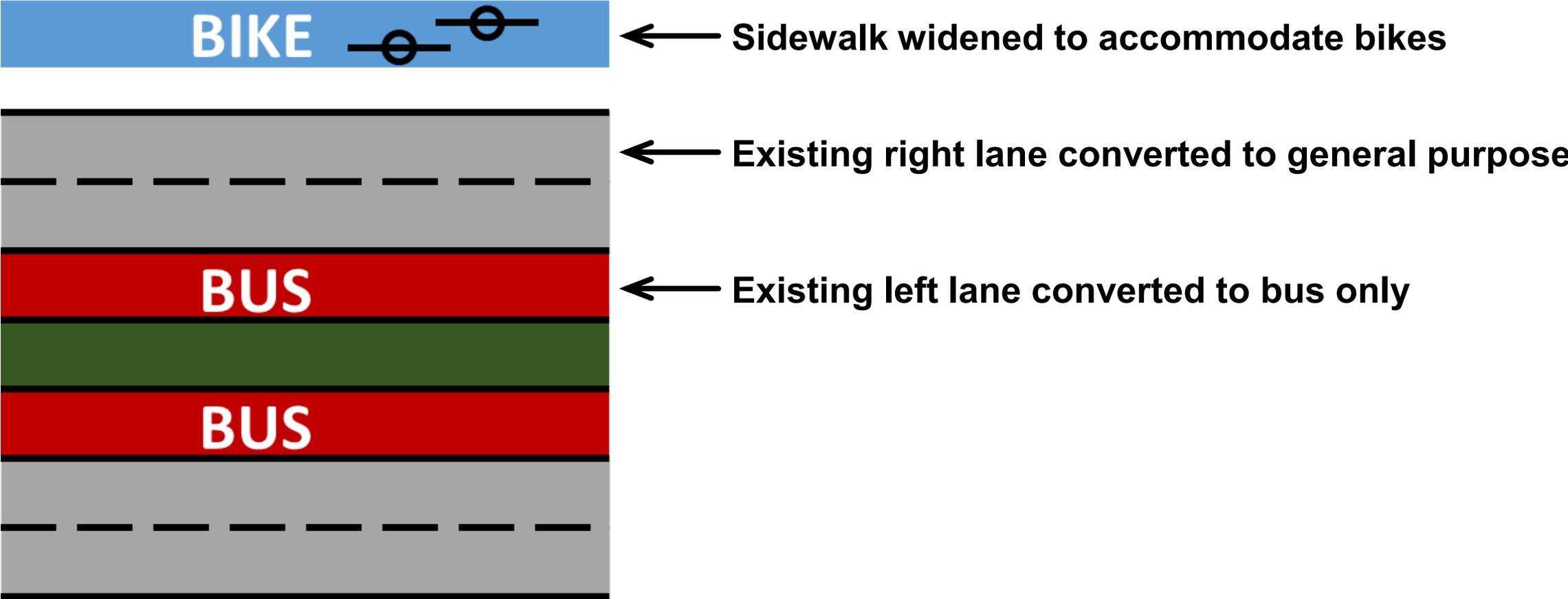


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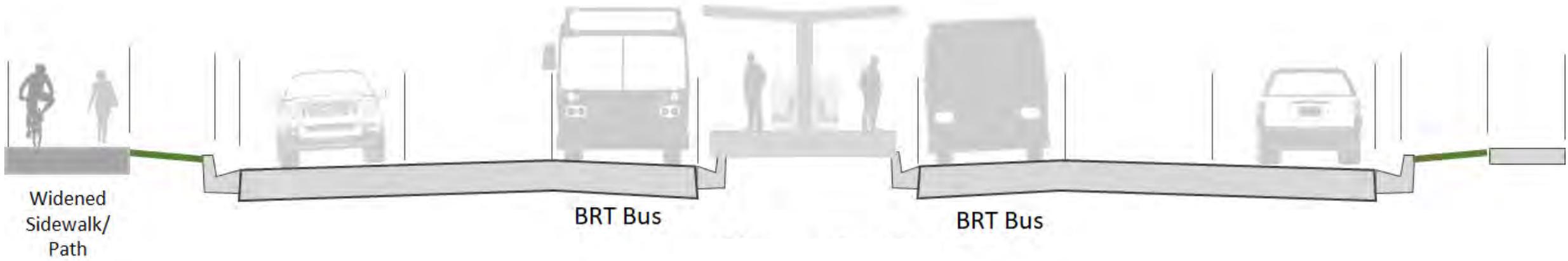


OF TRANSPORTATION

Proposed Cross Section – Mineral Point



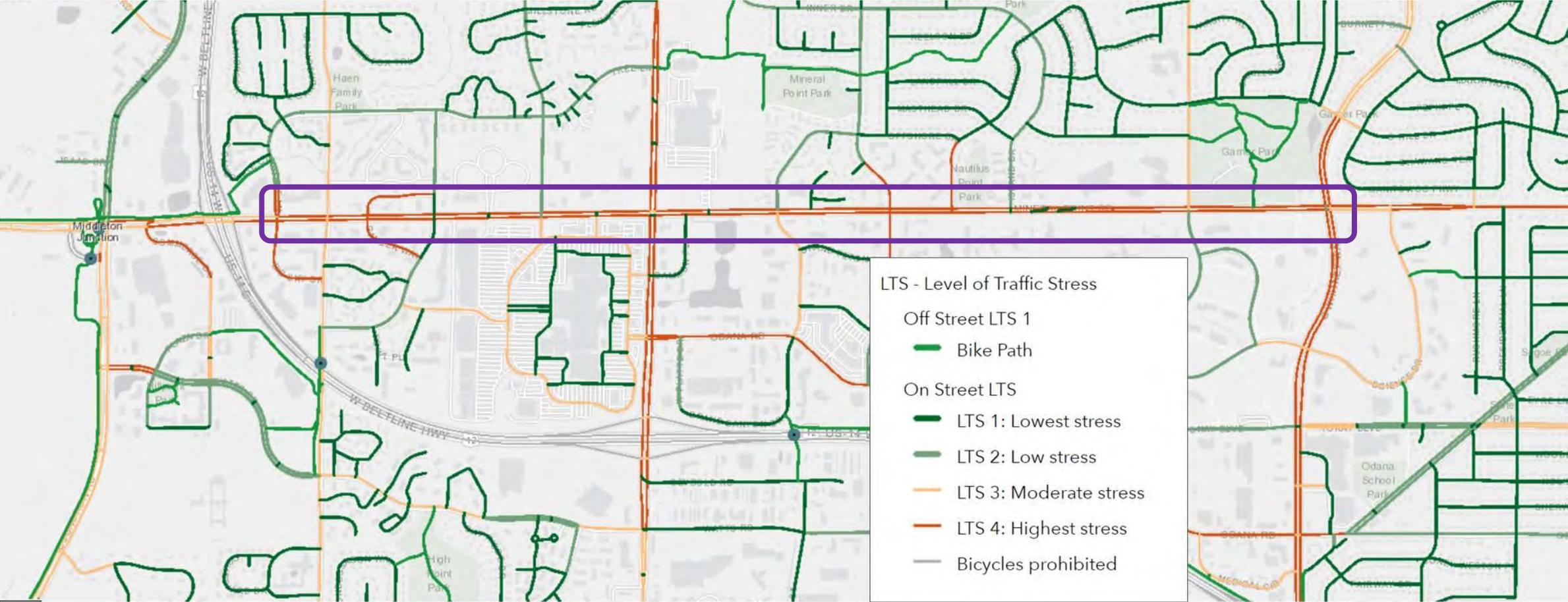
Proposed Cross Section – Mineral Point



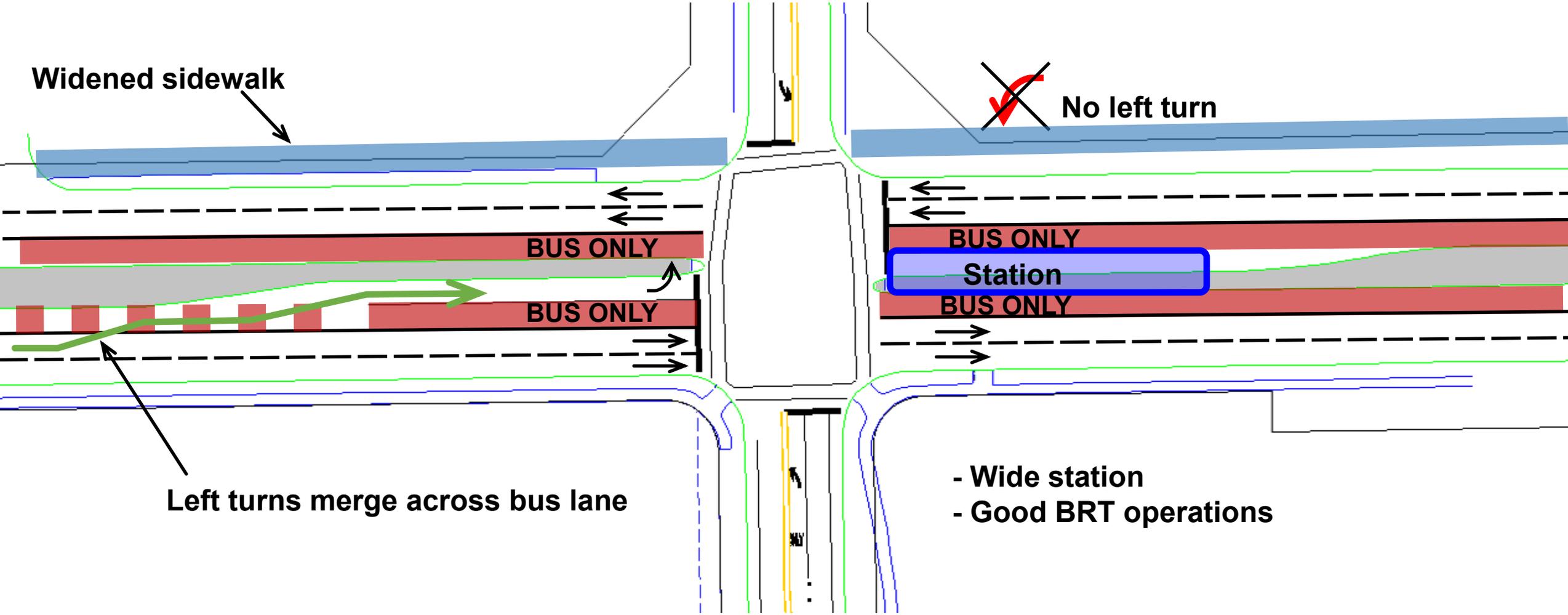
Considerations

- BRT operations – better
- Motor vehicle congestion and diversion – no change
- Speeding and reckless driving – no change
- Bike impact – better
- Parking impact – no change
- Pedestrians impact – no change

Low Stress Bike Network



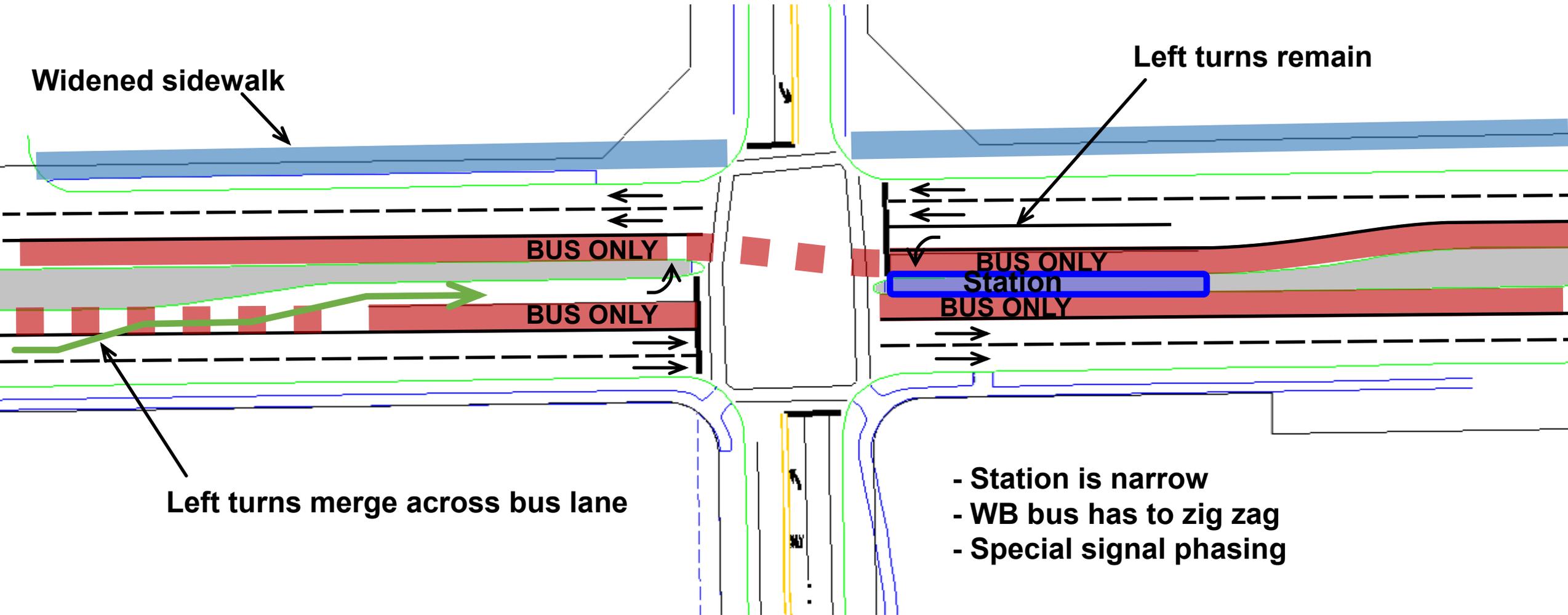
Mineral Point Road – Left turn removed



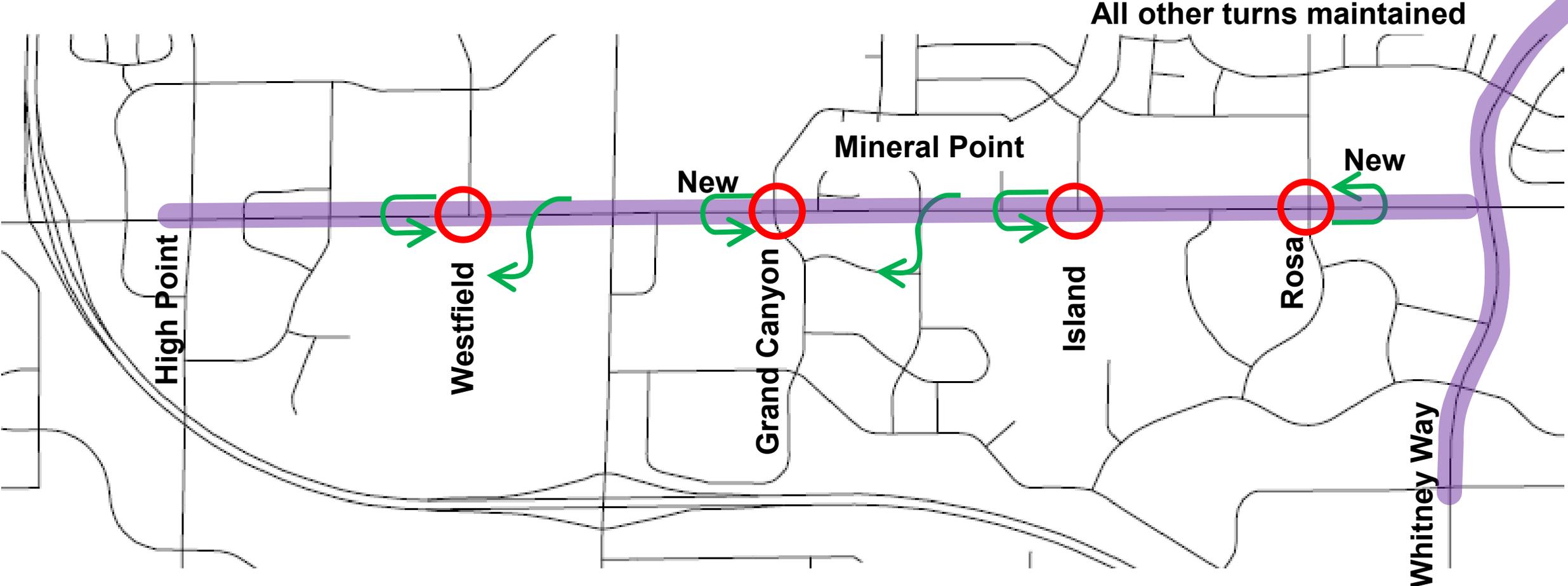
Left turns merge across bus lane

- Wide station
- Good BRT operations

Mineral Point Road – Left turns maintained



Possible Left Turn Restrictions



All four potential left turn restrictions are optional

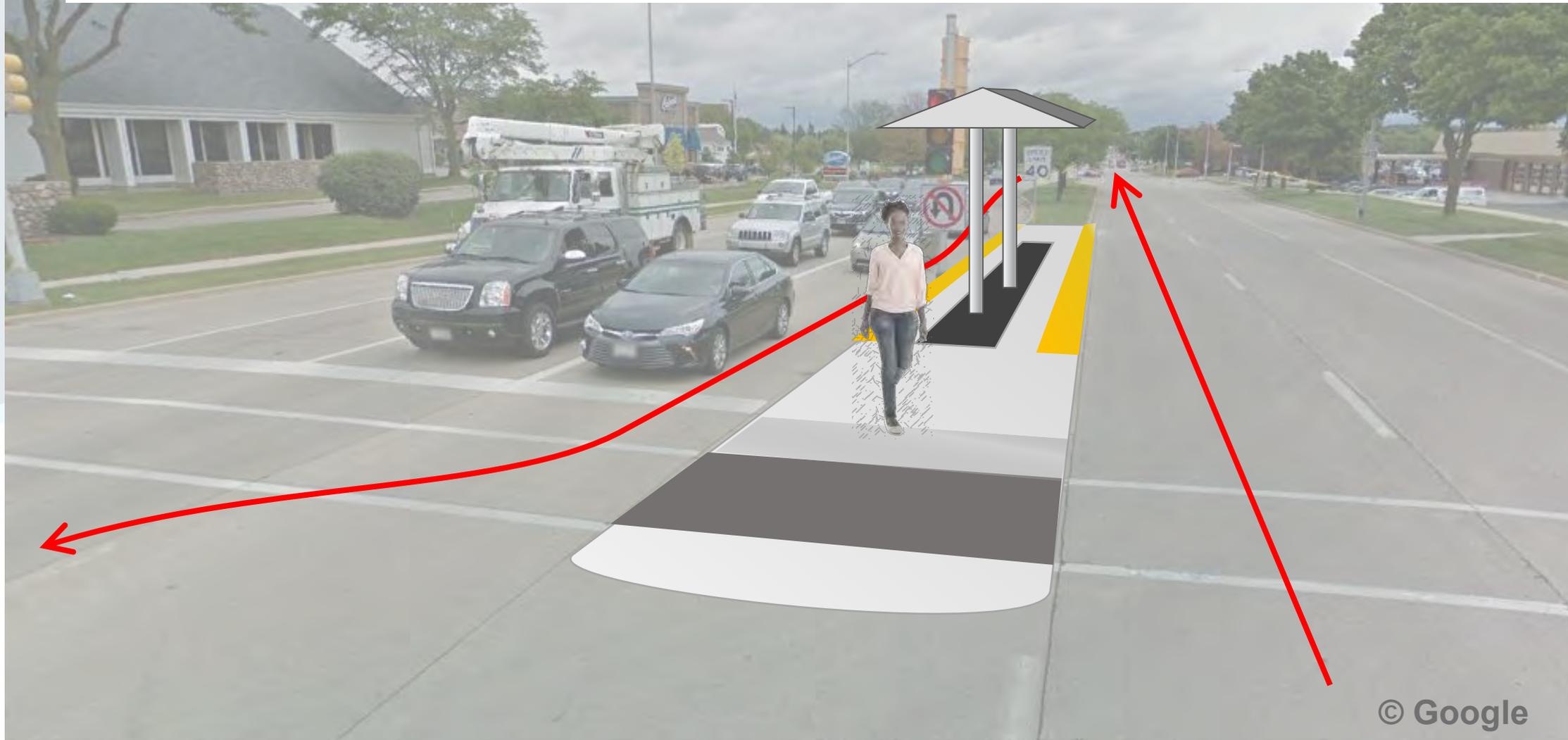
Impacts of Left Turn Removals

- Efficient access to businesses
- Efficient access to Oakwood Village
- Indirection and increase traffic on local streets

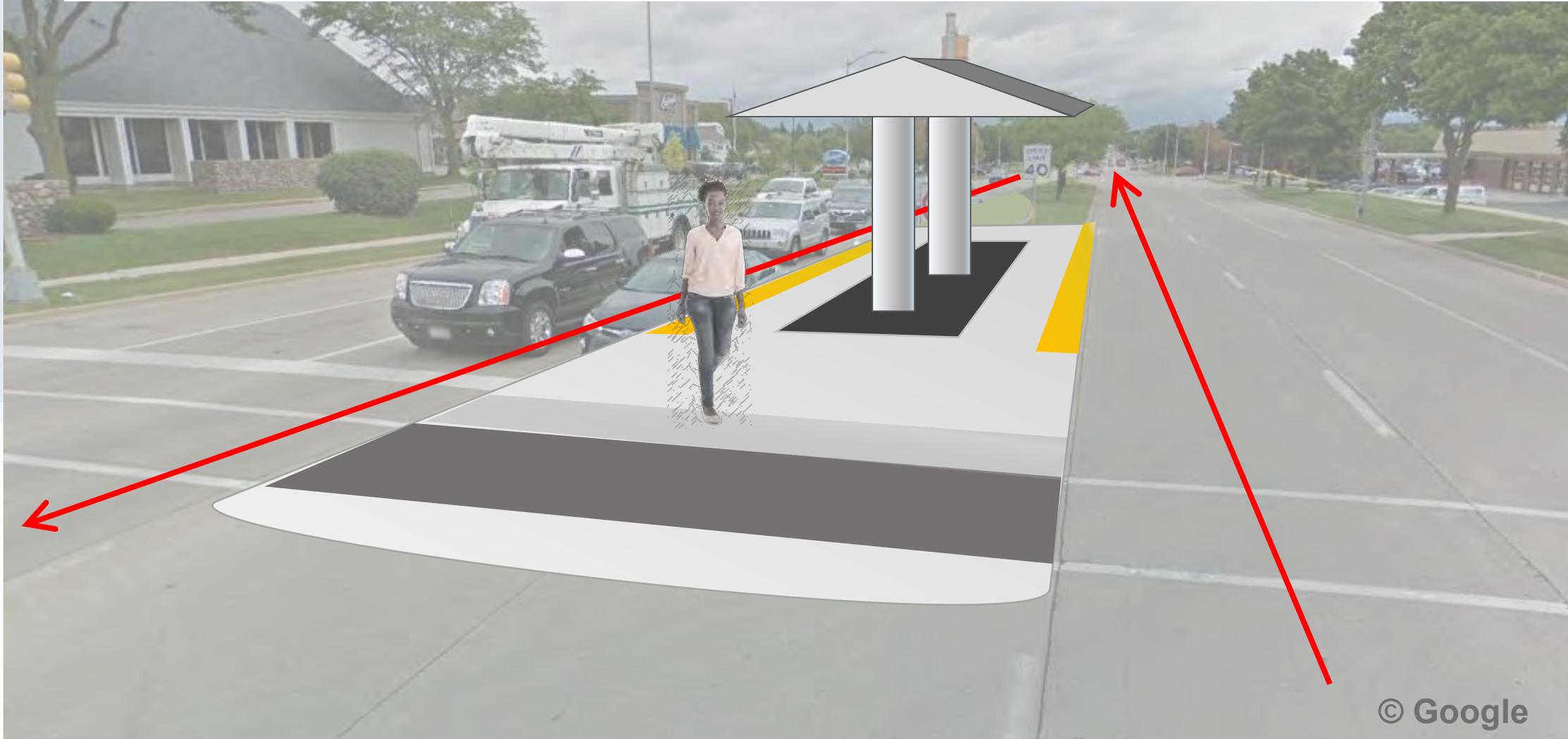
Benefits of Left Turn Removals

- Wider, more pedestrian-friendly stations
- Shorter pedestrian crossings
- Better bus operations – no zig zag
- Better traffic signal operations

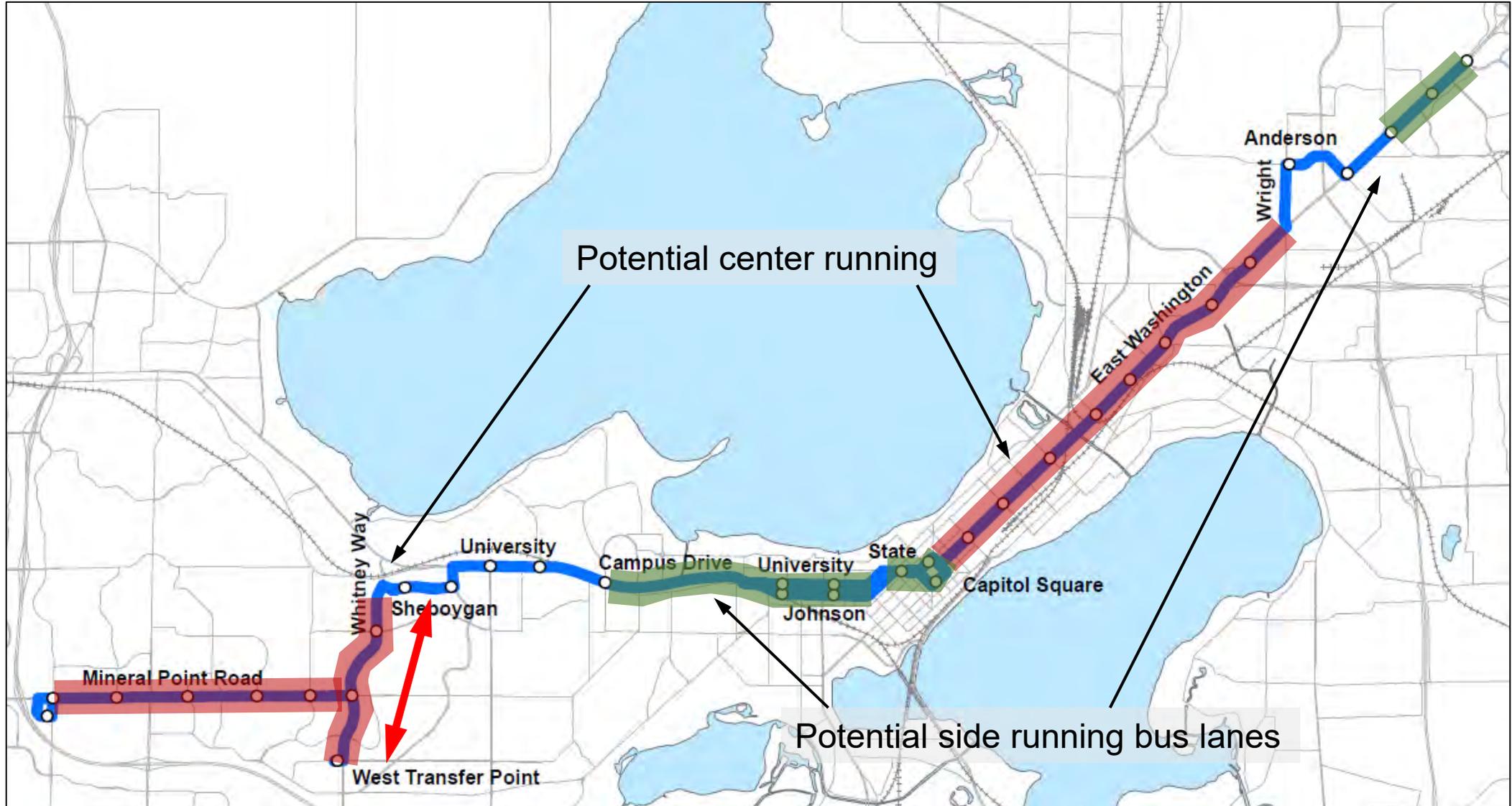
Center Station with Left Turns



Center Station without Left Turns



Whitney Way



Whitney Way

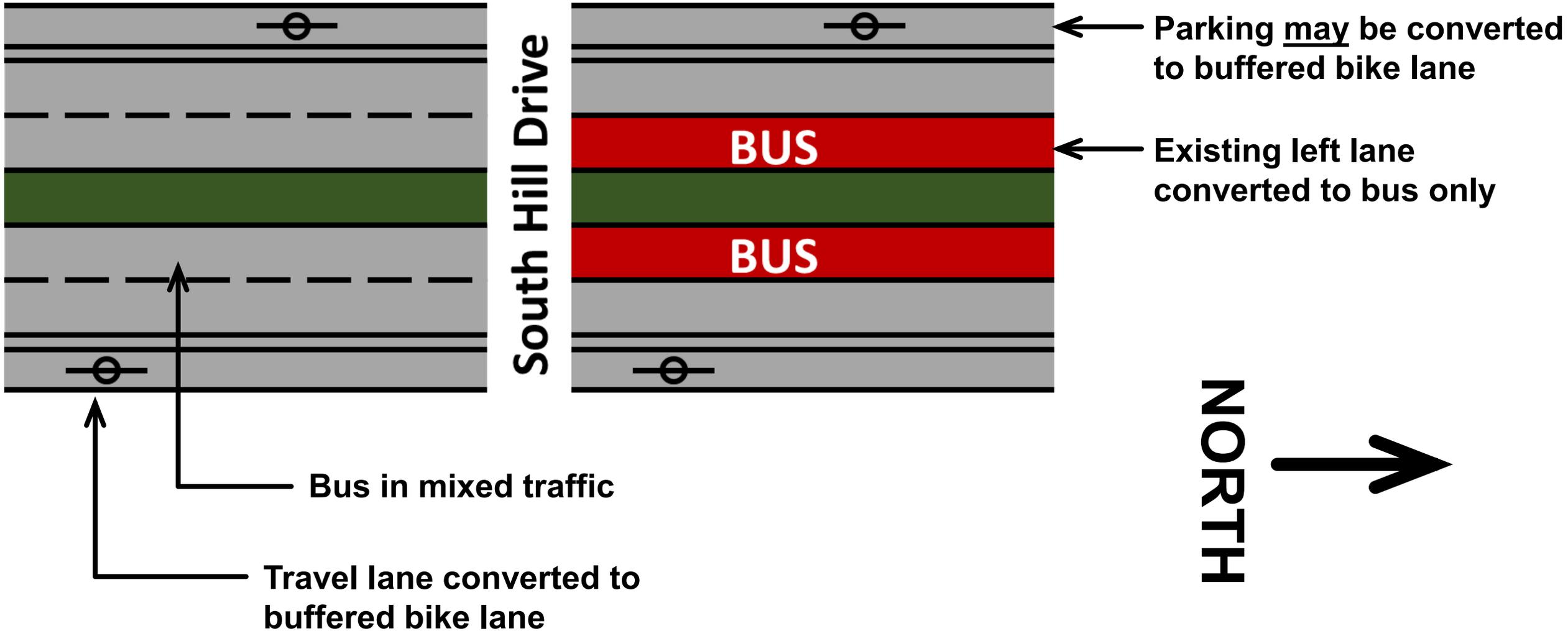


MADISON DEPARTMENT

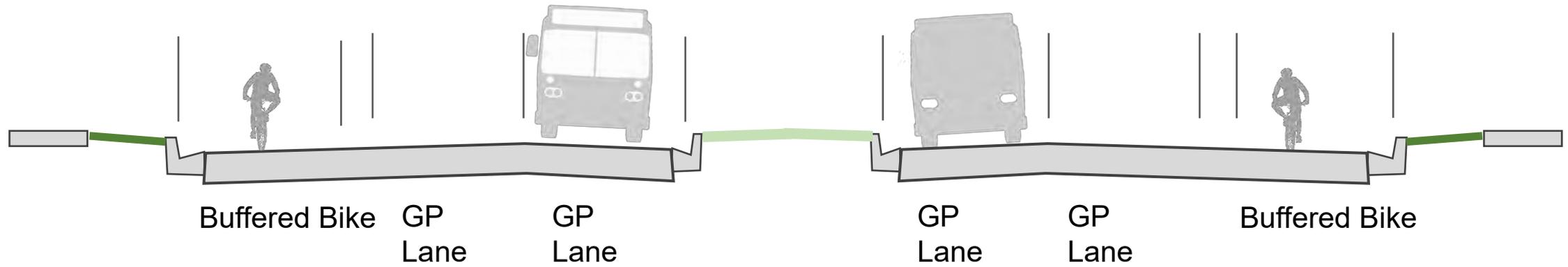


OF TRANSPORTATION

Proposed Cross Section – Whitney Way

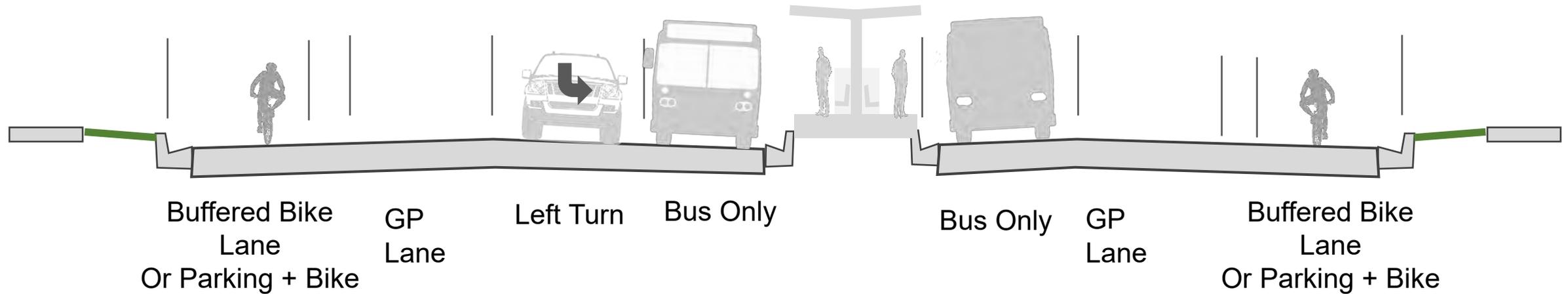


Proposed Cross Section – Whitney Way



South of South Hill Drive

Proposed Cross Section – Whitney Way

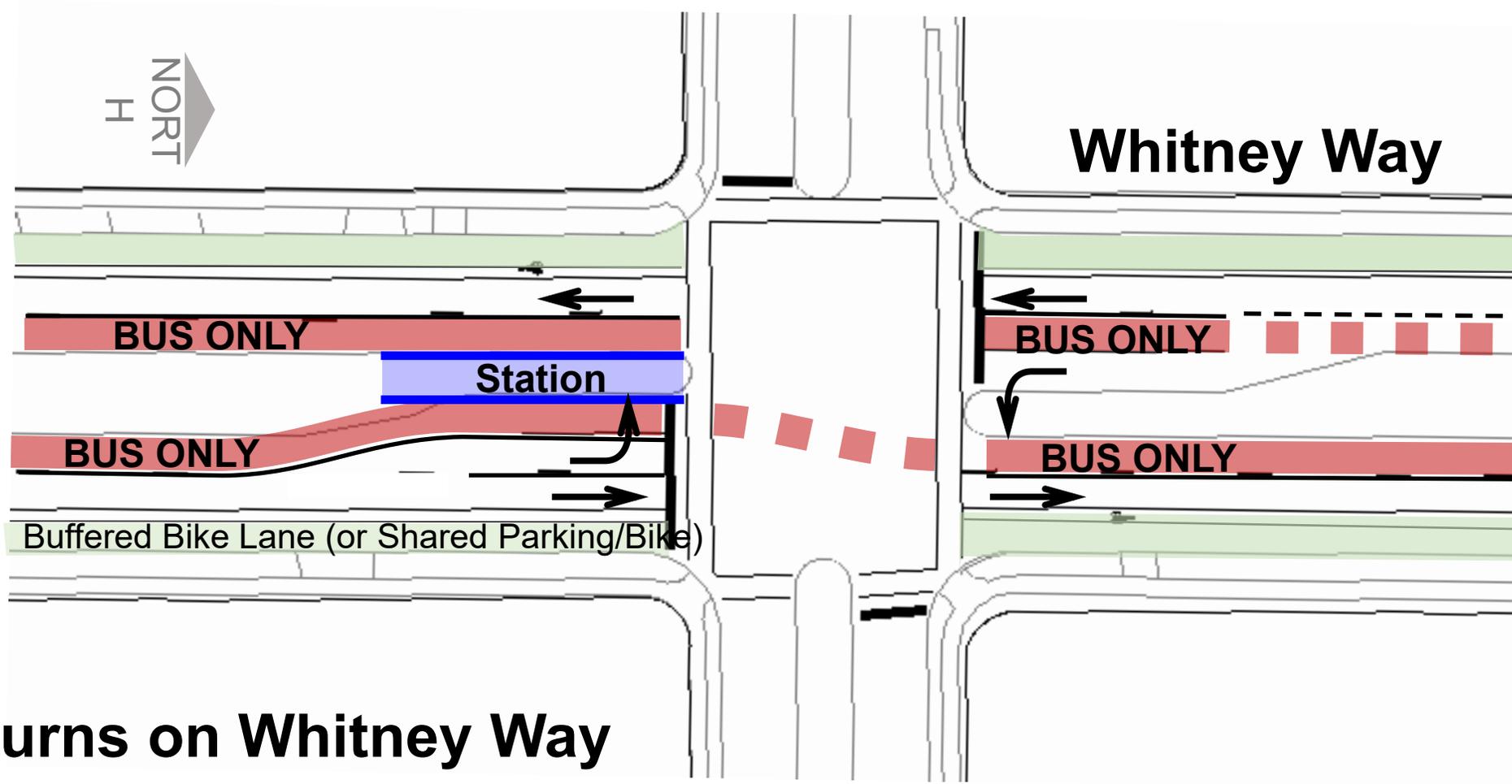


North of South Hill Drive

Considerations

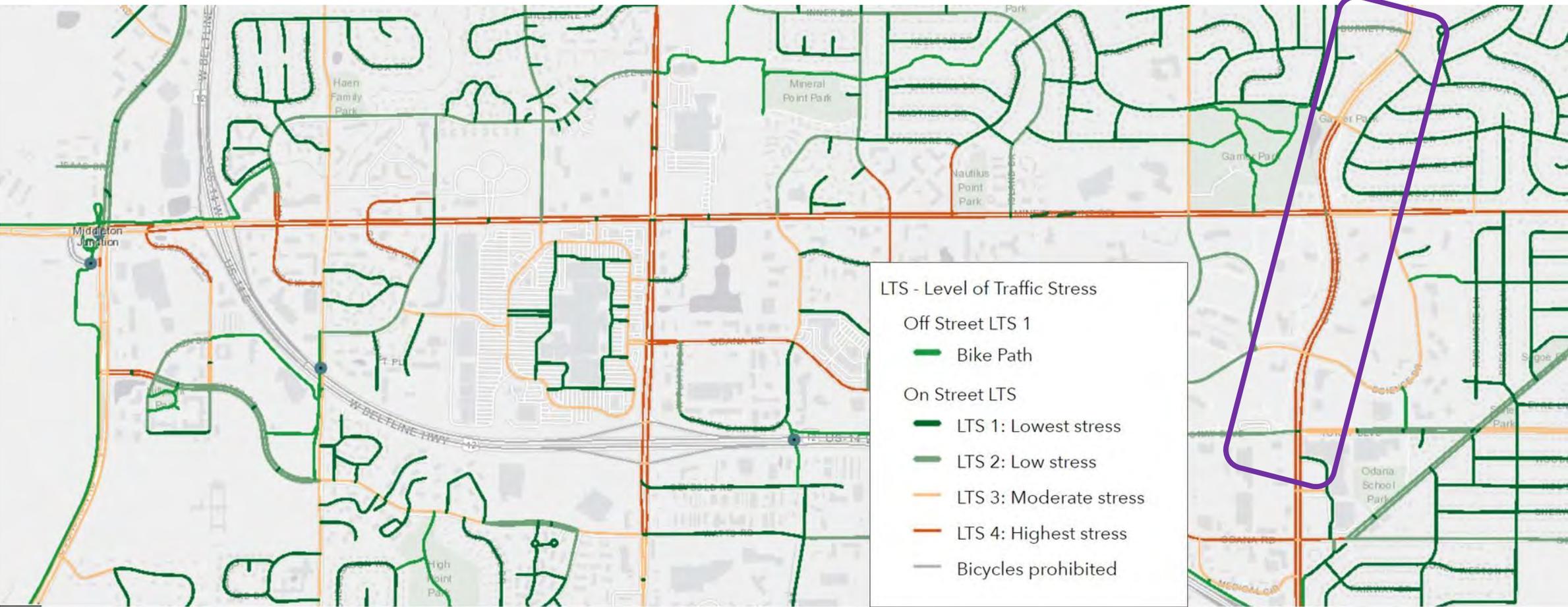
- BRT operations – better
- Motor vehicle congestion and diversion – some potential congestion
- Speeding and reckless driving – less due to fewer travel lanes
- Bike impact – neutral or better
- Parking impact – potential loss of parking if buffered bike lane
- Pedestrians impact – no change

Whitney Way at Regent Street



**All left turns on Whitney Way
to be maintained**

Low Stress Bike Network

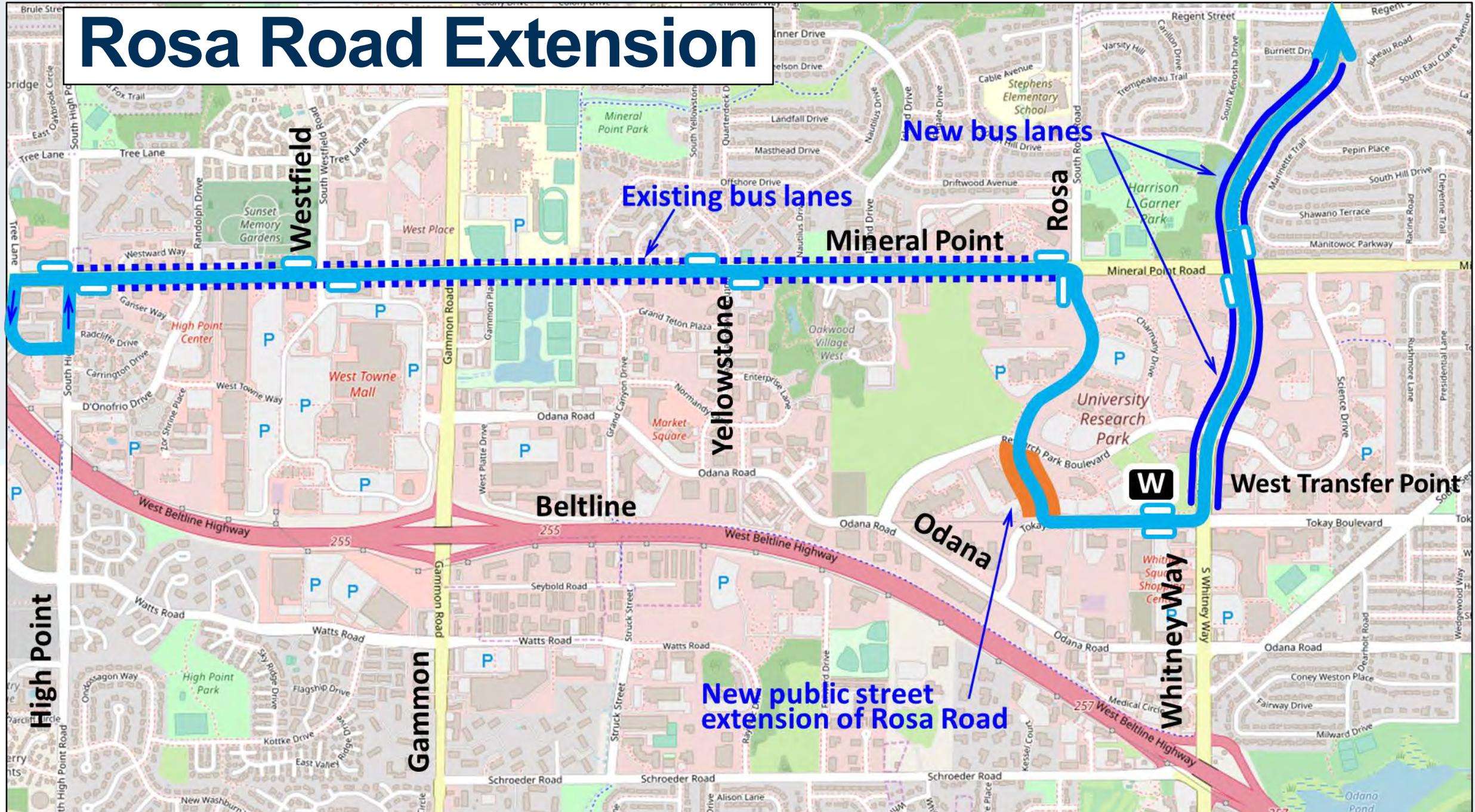


Parking to Buffered Bike Lane

- Option to provide lower stress bike facility on major street
- Decision does not affect the BRT project
- Could be done on all or part of the corridor



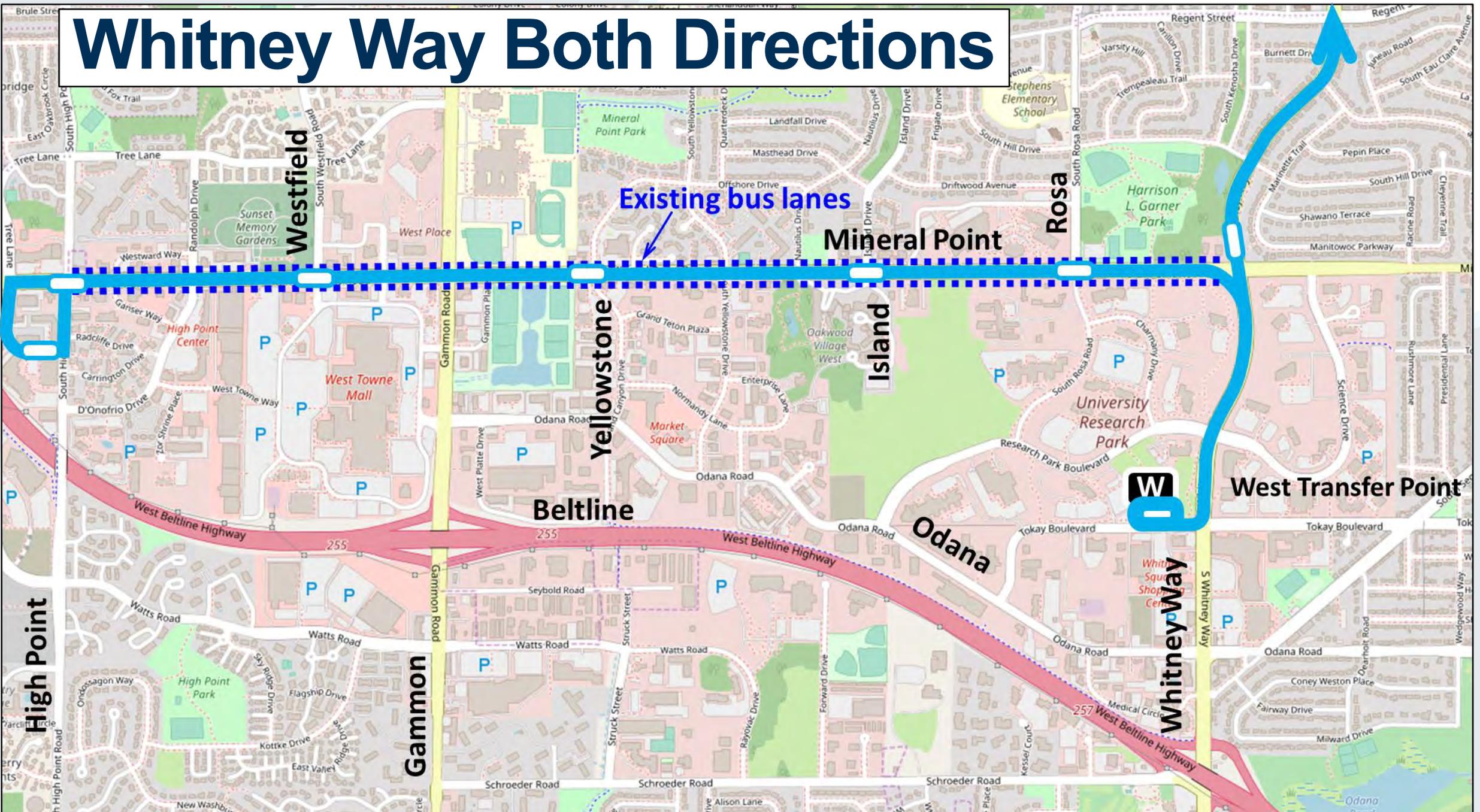
Rosa Road Extension



Rosa Road Extension

- \$5-7 million
- Extensive stormwater impacts
- No longer recommended

Whitney Way Both Directions



Existing bus lanes

Westfield

Mineral Point

Rosa

Yellowstone

Island

Beltline

Odana

High Point

Gammon

Whitney Way

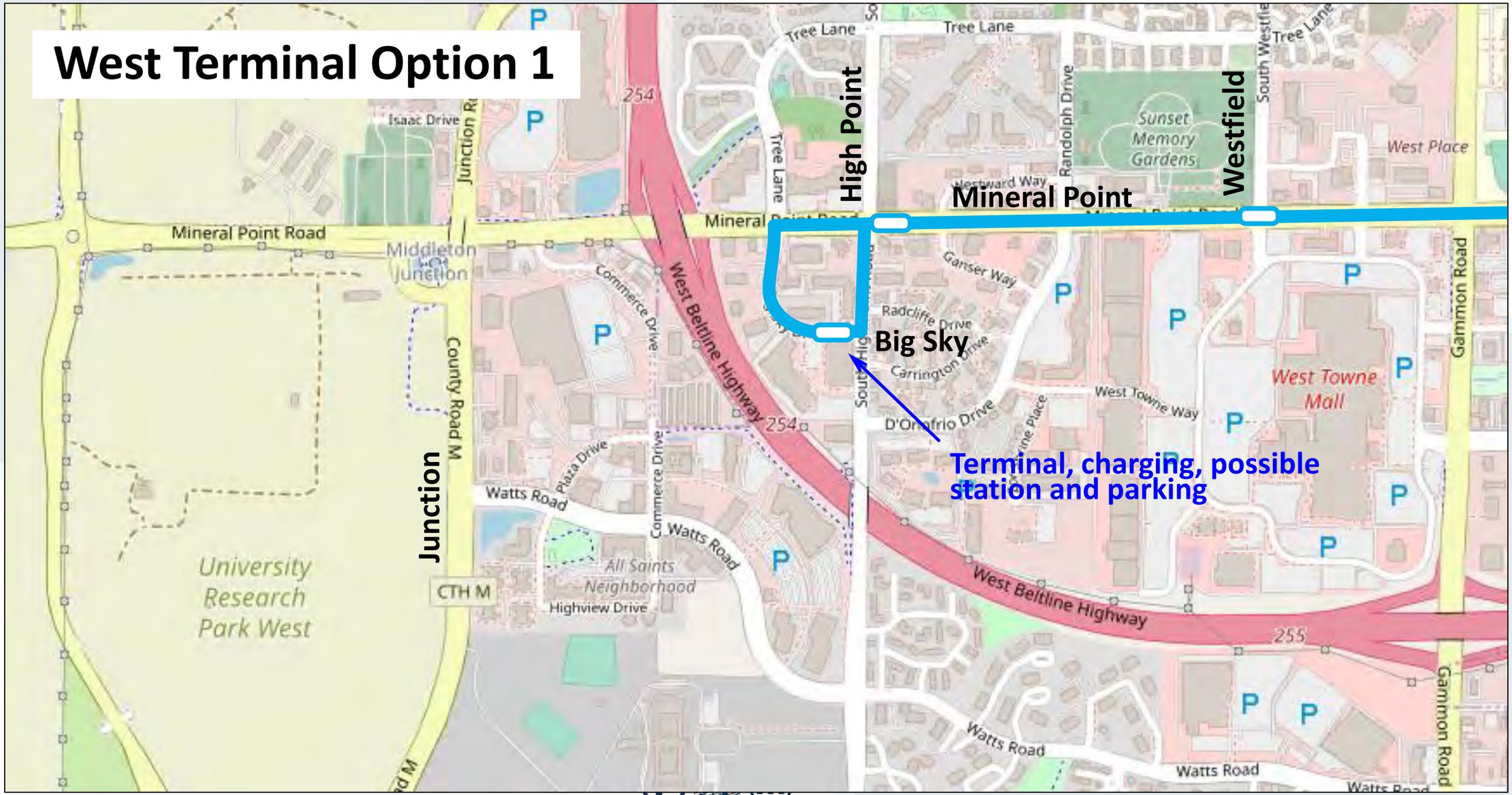
West Transfer Point

Whitney Way and West Transfer Point

Options include:

- BRT to West Transfer Point and back to Mineral Point Road
- 2 BRT routes, one to WTP and one to Mineral Point Road
- Relocate West Transfer Point to a BRT station
- Close the West Transfer Point

West Terminal Option 1



High Point

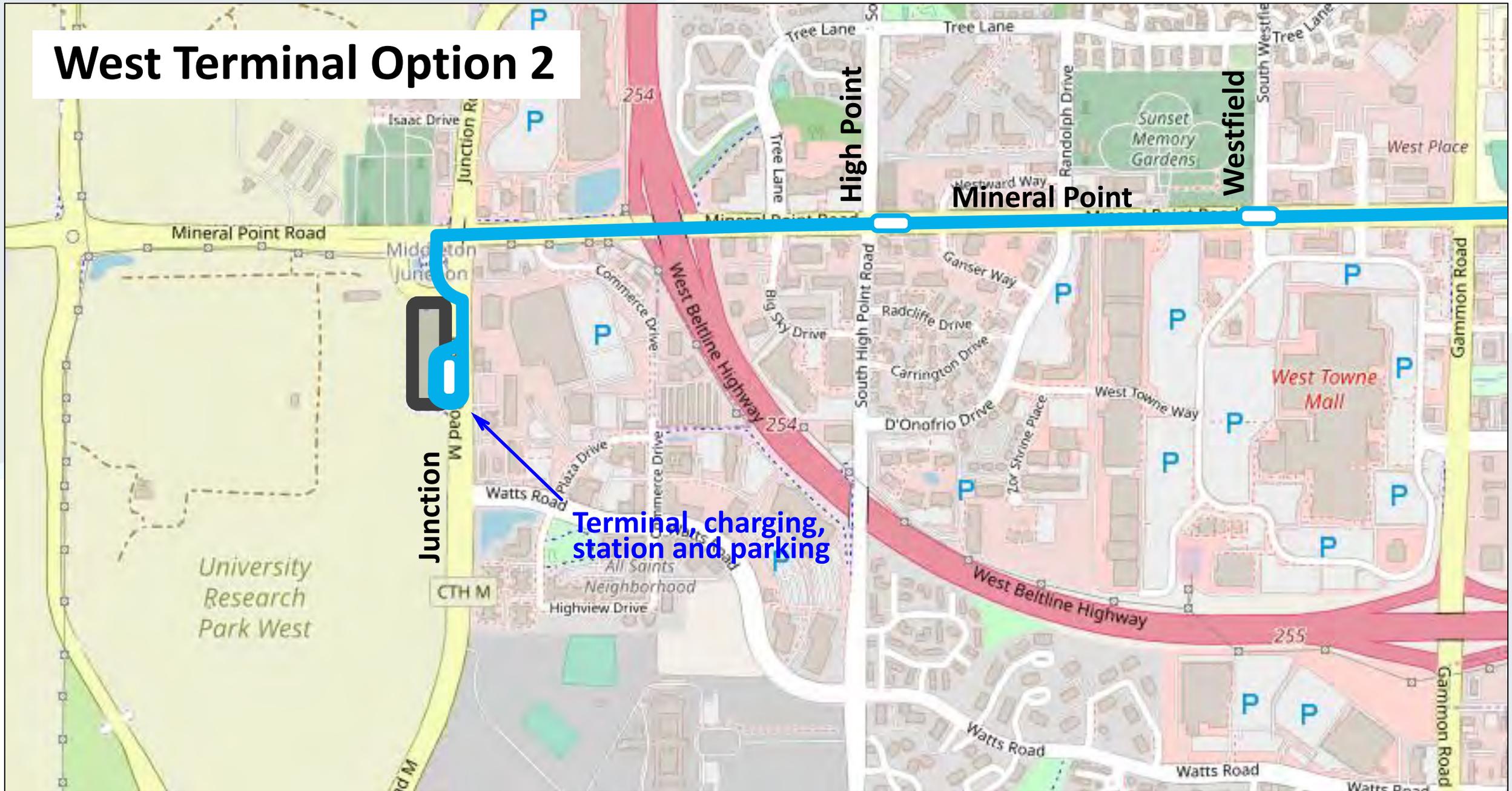
Westfield

Mineral Point

Big Sky

Terminal, charging, possible station and parking

West Terminal Option 2



Junction

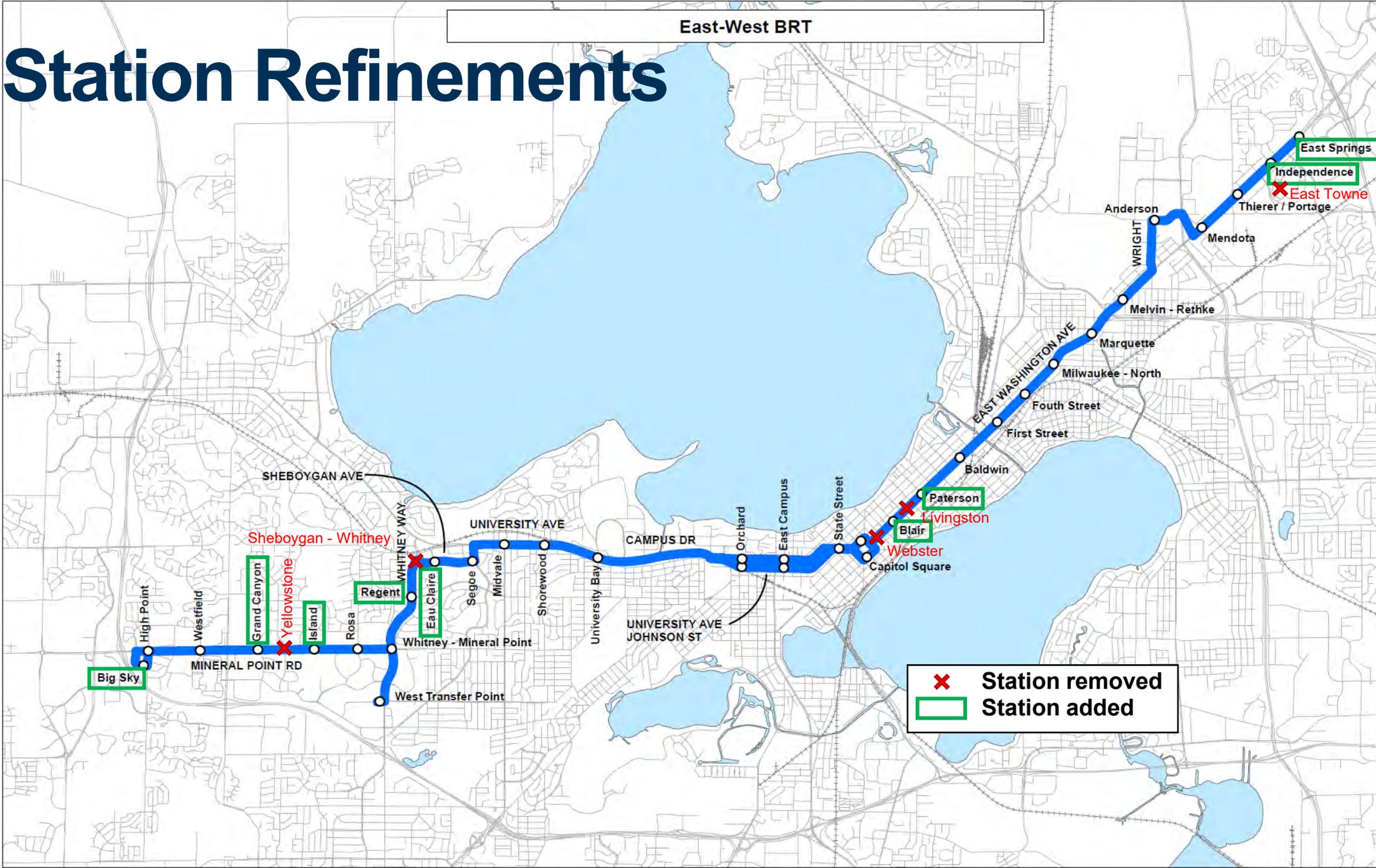
Terminal, charging, station and parking

High Point

Mineral Point

Westfield

Station Refinements



How to Ask a Question

Zoom - Click on Participants. Raise Hand is in the bottom left corner.

Once your question is addressed, please lower hand.

Phone - Press *9 to raise hand and *9 again to lower hand.

Questions?



WRAP UP

Future Meetings

Community Meetings

1. Branding Unveiling – Winter 2021
2. Station Design Workshop – Winter 2021
3. 30% Design & Engineering Meeting – Spring 2021
4. 60% Design & Engineer Meeting – Fall 2021
5. 90% Design & Engineering Meeting – Summer 2022

Neighborhood Meetings

1. Hill Farms Neighborhood Meeting, December 17, 2020
2. Capitol Square Station Design – Winter 2021
3. UW Madison – Spring 2021
4. West Transfer Point – Spring 2021

Other Opportunities

1. Tabling (COVID permitting)

- Transfer Stations
- Community Events

2. Project Website & Email

- www.madisonbrt.com
- brt@cityofmadison.com

3. Social Media

- Facebook
- Twitter
- Instagram

Thank You!

www.madisonbrt.com

@cityofmadison

@mymetrobus

Project Contacts:

- David Trowbridge, (608) 267-1148
- Melissa Huggins, (608) 345-0996
- brt@cityofmadison.com

