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

East Washington Center Running

Virtual November 16, 2020 6:30-8:00 PM











Zoom Meeting Protocols

- Turn off video to preserve bandwidth.
- Stay on mute during the presentation
- 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.

Questions during the meeting or technical difficulties, please email <u>BRT@cityofmadison.com</u>

Tonight's Agenda

- 1. Welcome from Alders
- 2. Introductions
- 3. Review Locally Preferred Alternative (LPA)
- 4. Overview Project Development
- 5. Refinements East Washington Center Running
- 6. Questions?



Introductions | City Staff

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

Commonweath 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

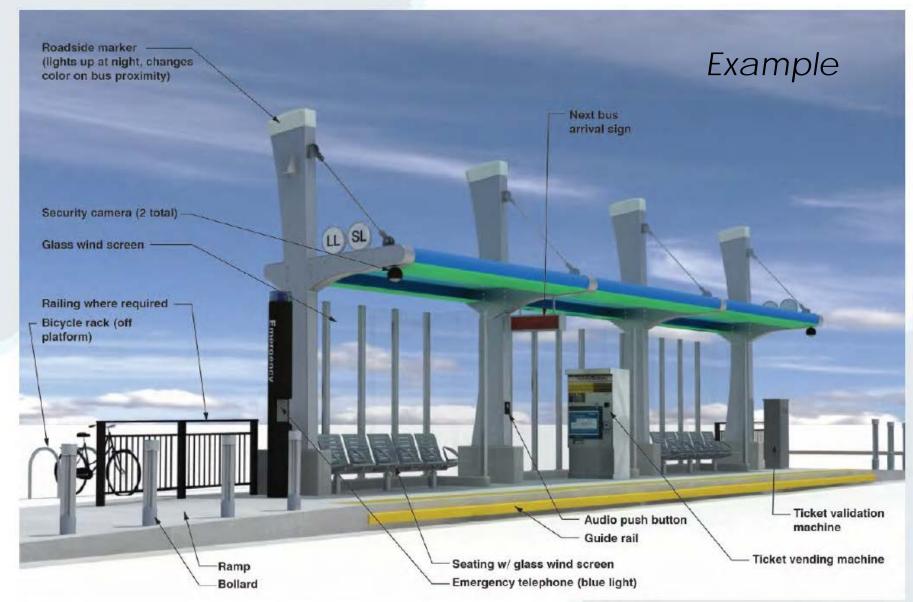


Benefits of BRT

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

7 Basics of Bus Rapid Transit (BRT) **Madison East-West BRT Planning Study** www.madisonbrt.com Stations will include fare ticketing Options range from BRT in mixed traffic to dedicated side or center lane. machines, covered-waiting areas, level boarding, and real-time transit information. Security and safety will be increased Dedicated lanes give Streetscaping. nedestrian amenities and bicycle facilities 4. FARE COLLECTION BRT vehicles may be 40' or 60' long to Fare payment will occur at accommodate more riders, and include features BRT stations. like multi-door boarding and interior bike storage. automated systems Making the shift to BRT buses helps reduce vehicle eliminate on-board fare emissions and pollutants. Options for alternative fuel collection, reducing buses can also increase environmental sustainability hoarding times 5. INTELLIGENT TRANSPORTATION SYSTEM 6. SERVICE AND OPERATION Technology is used to help improve system PLAN operation and passenger experience, including BRT routes are designed to transit priority at intersections, real-time arrival efficiently connect riders with their information, and safety enhancements. destinations by optimizing routes. station locations, and service Sophisticated traffic signal schedules to meet rider demand. management can minimize delays by extending green signals for buses High-frequency bus BRT systems generate service minimizes permanent jobs in passenger wait-time operations. Unique name, color scheme, logo or other visual identifiers to differentiate BRT service from existing bus service. **East-West BRT** Level boarding platforms and Planning Study wider and additional doorways Transit improvements can provide greater accessibility The City of Madison is exploring options have a positive impact on for a new East-West Bus Rapid Transit property, by increasing ine to make our city's transit system property value and upporting diverse types vill complement existing Madison Metro outes and be our city's next big step

BRT Station Components





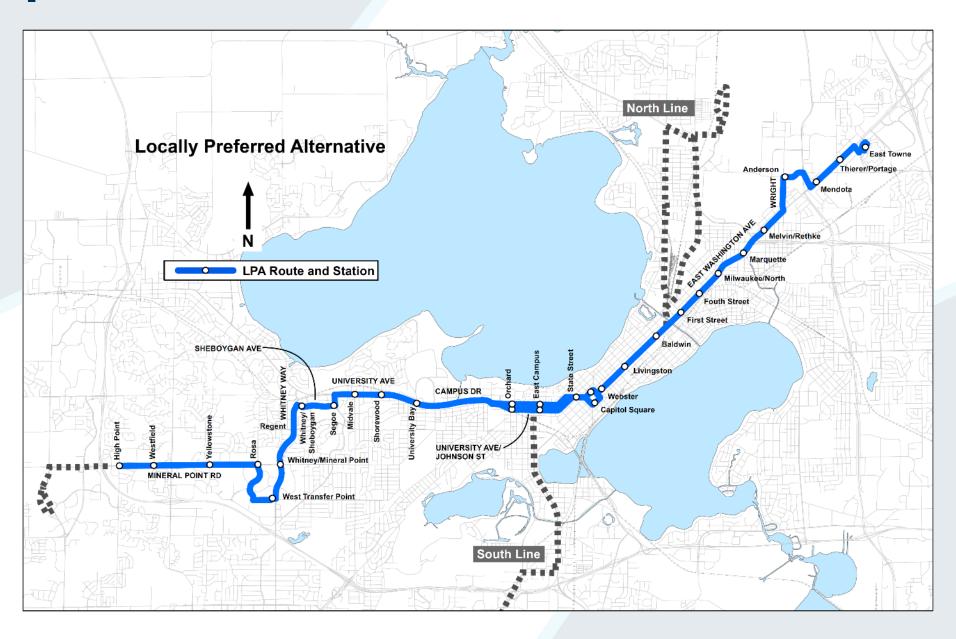




Adopted LPA - System Overview

- 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

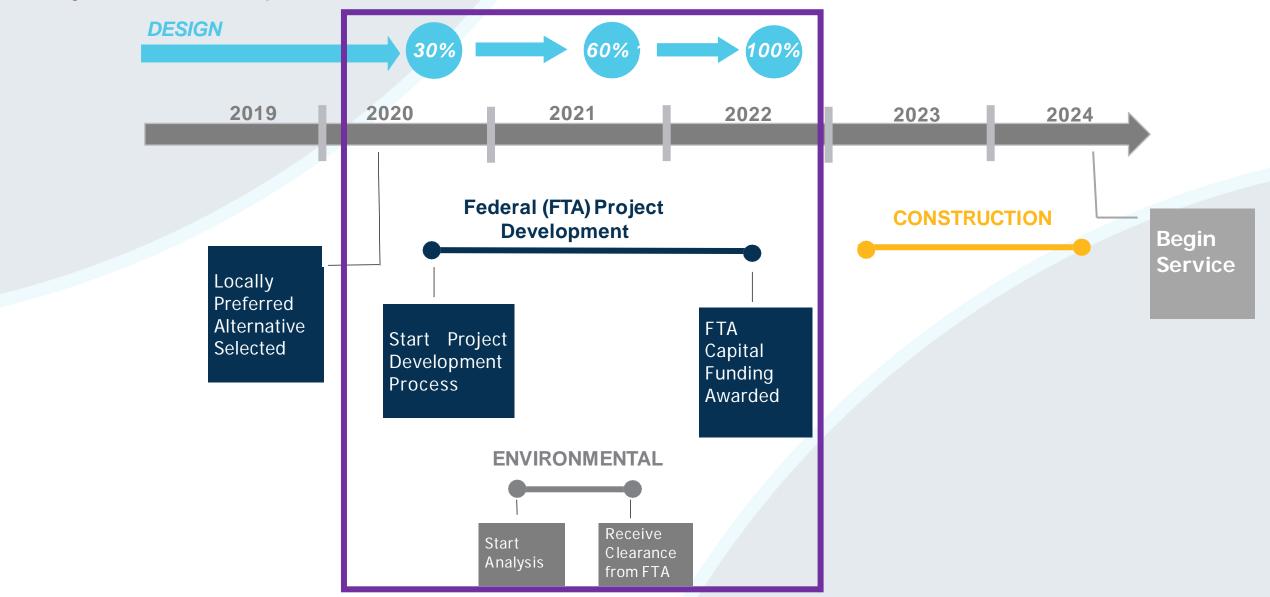
Adopted LPA Routes and Station Locations



Project Development Overview

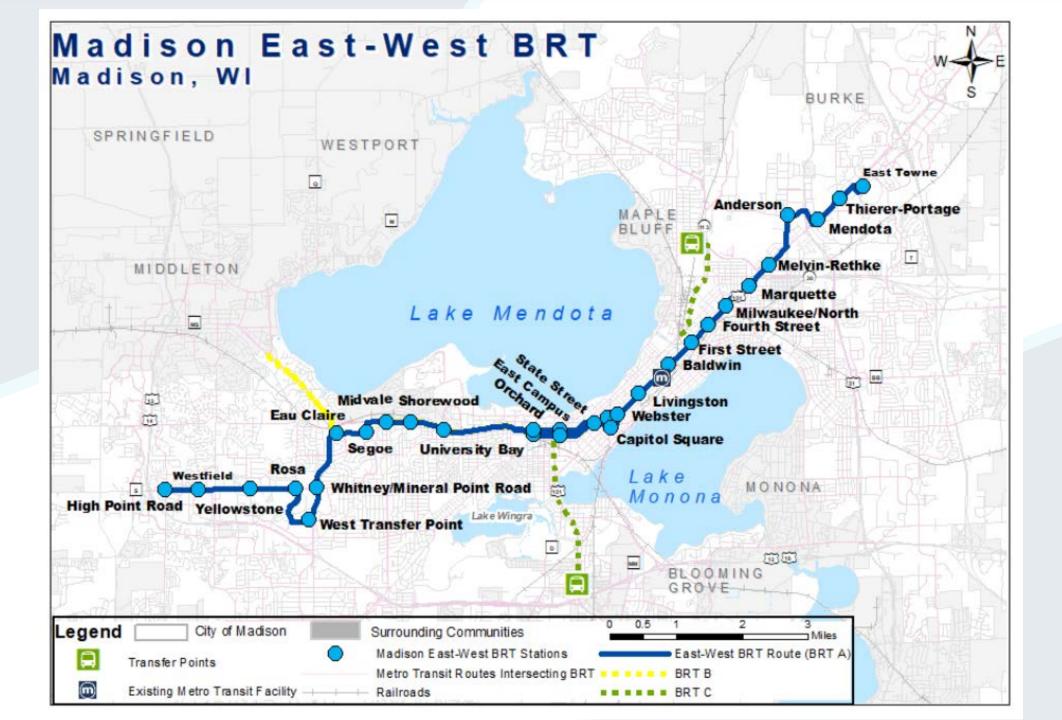
BRT Timeline

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



Impact of BRT on Transit Service

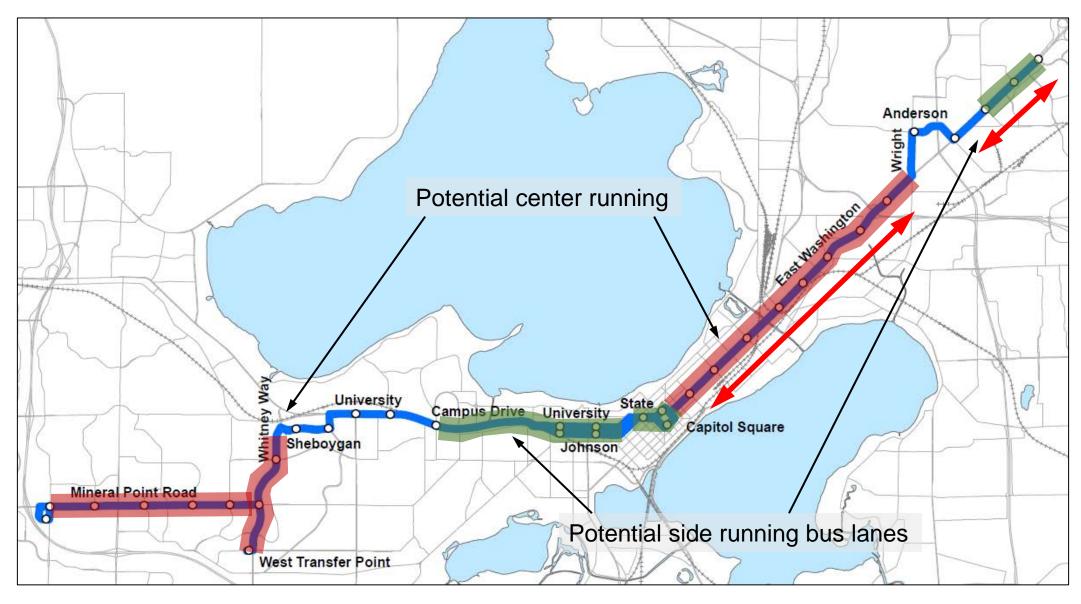
- North and South transfer points service improved from every 30 minutes to every 15 minutes
- Improve system capacity by providing 5 minute service in Downtown
- System primed for future North South BRT implementation

Proposed Refinements East Washington Center Running

Proposed LPA Refinements

- 1. Center running East Washington
- 2. Rosa Road extension
- 3. Mendota Street Option
- 4. Revised East Terminal
- 5. Revised station locations

Bus Rapid Transit



USH 151



Center Running BRT





Side Running

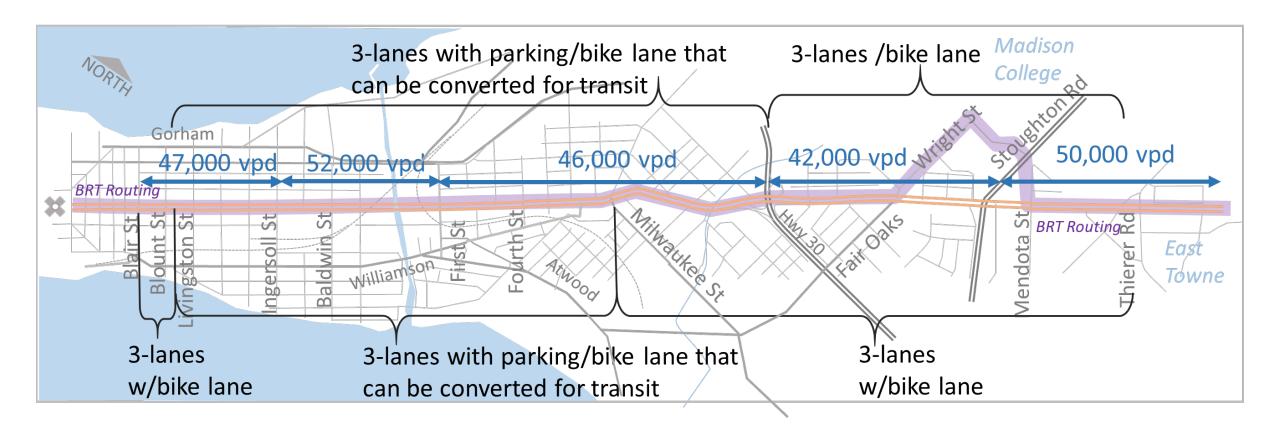




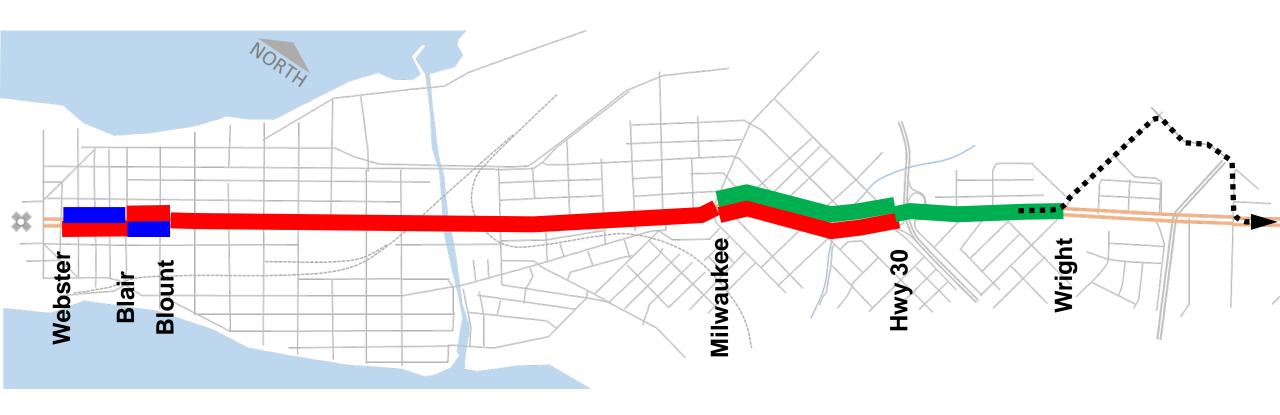
Center Running

- 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

East Washington Avenue

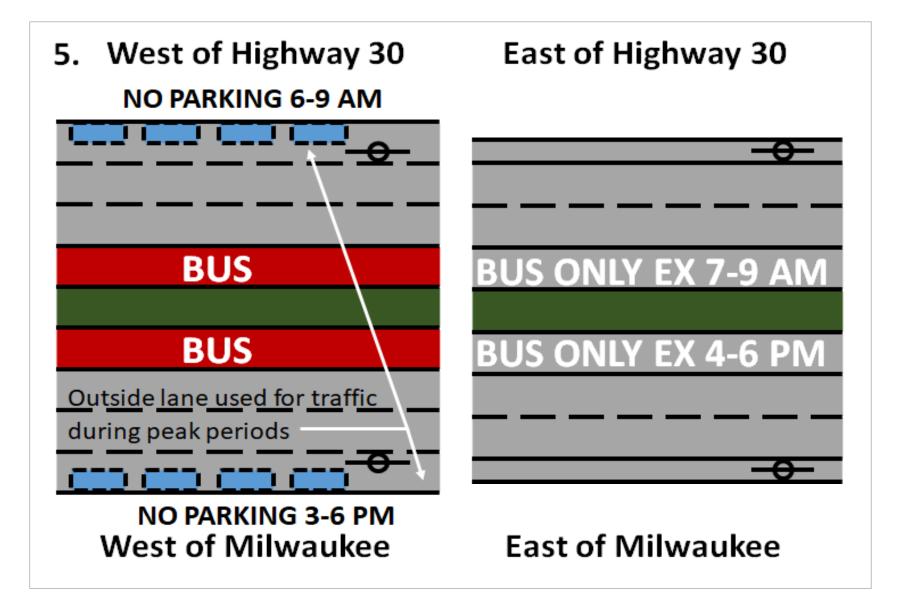


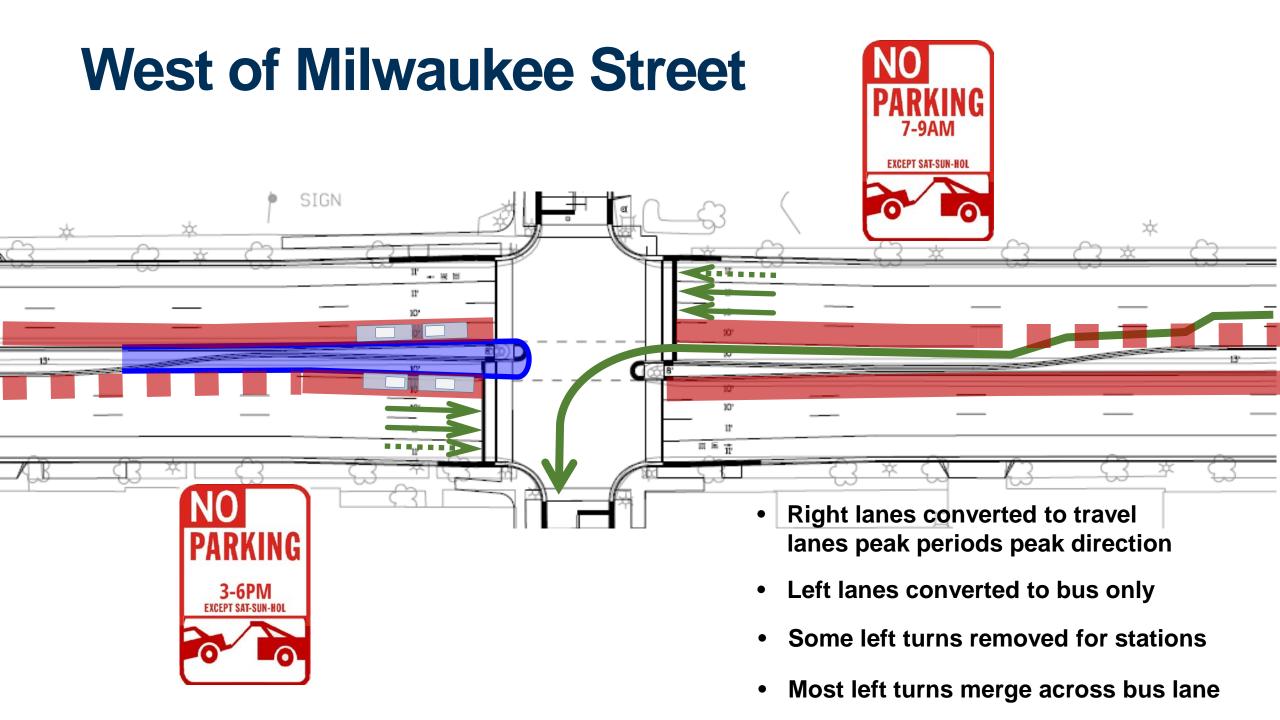
Proposed Runningway



Center running dedicated lane
Center running mixed traffic
Center running dedicated lane off peak, mixed traffic peak

Preferred Cross Section





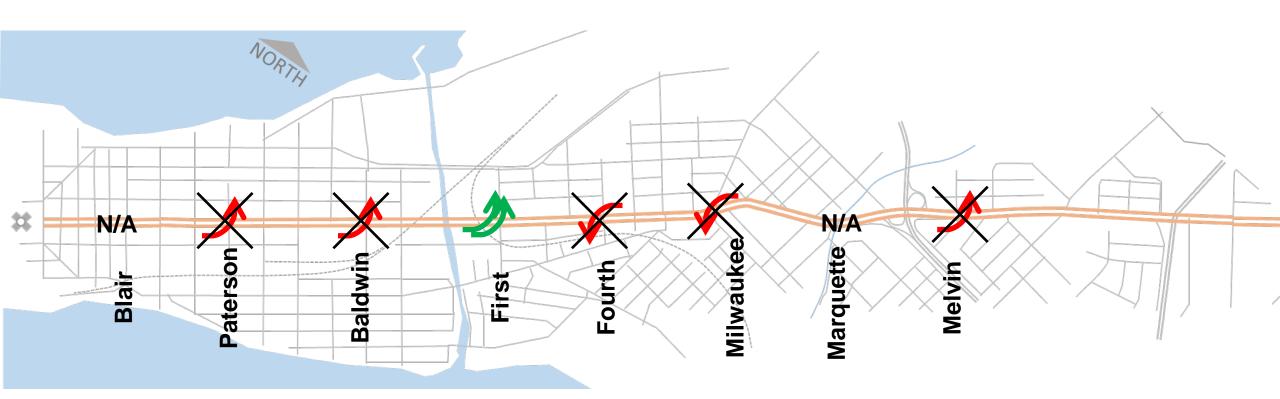
East of Hwy 30 **LEFT LANE BUSES AND LEFT TURNS ONLY EX. 7-9 AM** * SIGN 3 stations would have in-lane center running stops SIGN

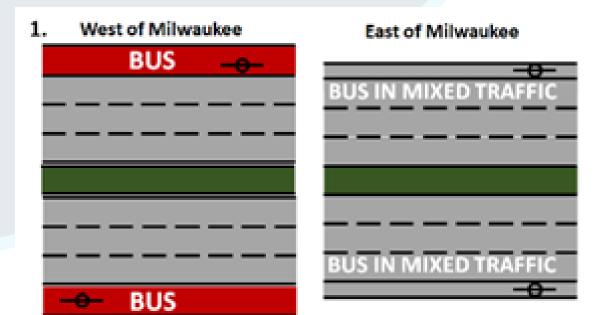
In-Lane Center Running Stations

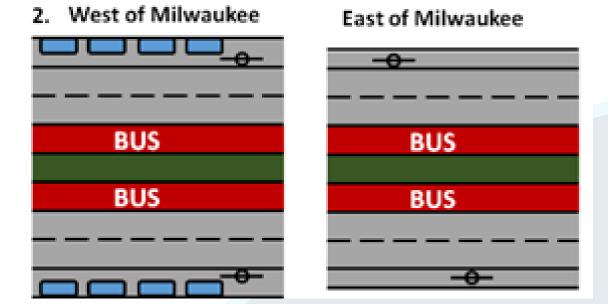




Left Turns

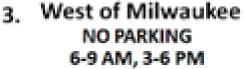


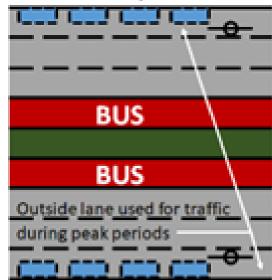




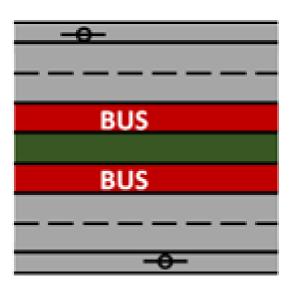




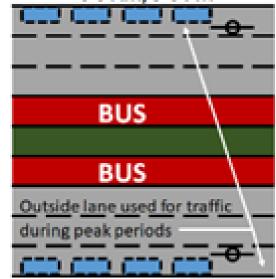




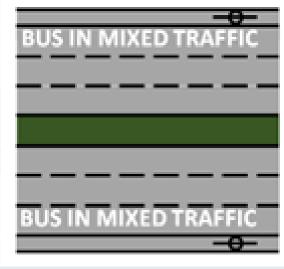
East of Milwaukee



4. West of Milwaukee NO PARKING 6-9 AM, 3-6 PM

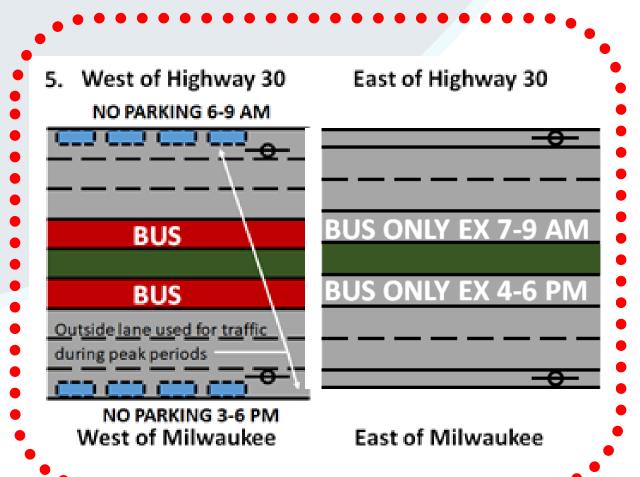


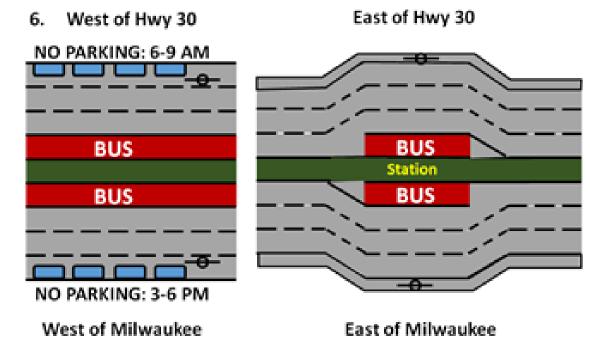
East of Milwaukee





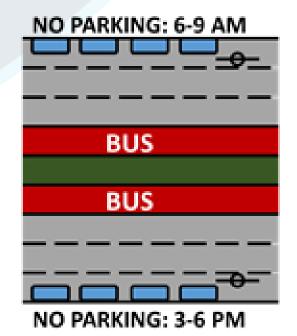








7. West of Hwy 30



West of Milwaukee

East of Hwy 30



East of Milwaukee



Considerations

- BRT operations
- Motor vehicle congestion and diversion
- Bike impact
- Parking impact
- Pedestrians impact

BRT – Currently Preferred Option

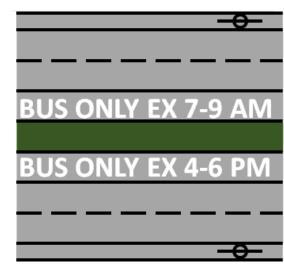
- Center running the whole way
- Short section of mixed traffic

5. West of Highway 30 NO PARKING 6-9 AM

BUS

Outside lane used for traffic during peak periods

NO PARKING 3-6 PM West of Milwaukee East of Highway 30

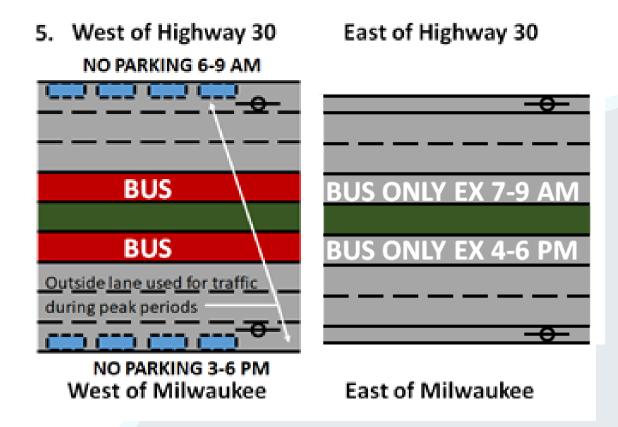


East of Milwaukee



Motor Vehicle Impact

- No capacity reduction during peak periods, peak direction
- Little to no diversion

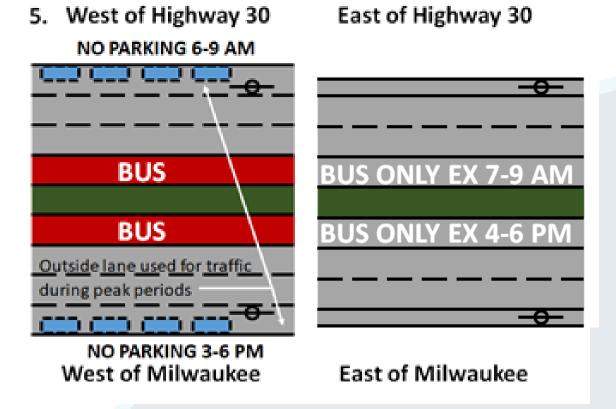






Bike Impact

- Bike lanes lost on East Washington, Blair to Milwaukee / Hwy 30, during peak periods peak direction
- Potential improvements to parallel routes



MADISON DEPARTMENT







Parking Impact

- Parking lost from Blount to Hwy 30 only during peak periods, peak direction
- Affects about 400 parking spaces

West of Highway 30 East of Highway 30 NO PARKING 6-9 AM BUS BUS ONLY EX 7-9 AN BUS **BUS ONLY EX 4-6 PM** Outside lane used for traffic during peak periods NO PARKING 3-6 PM West of Milwaukee East of Milwaukee

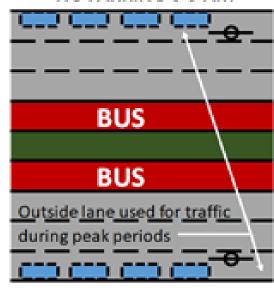




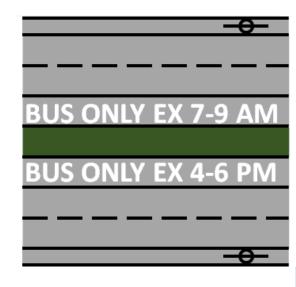
Pedestrian Impact

- Bumpouts removed
- Crossings improved, transit riders removed from sidewalk traffic

West of Highway 30 NO PARKING 6-9 AM



NO PARKING 3-6 PM West of Milwaukee East of Highway 30

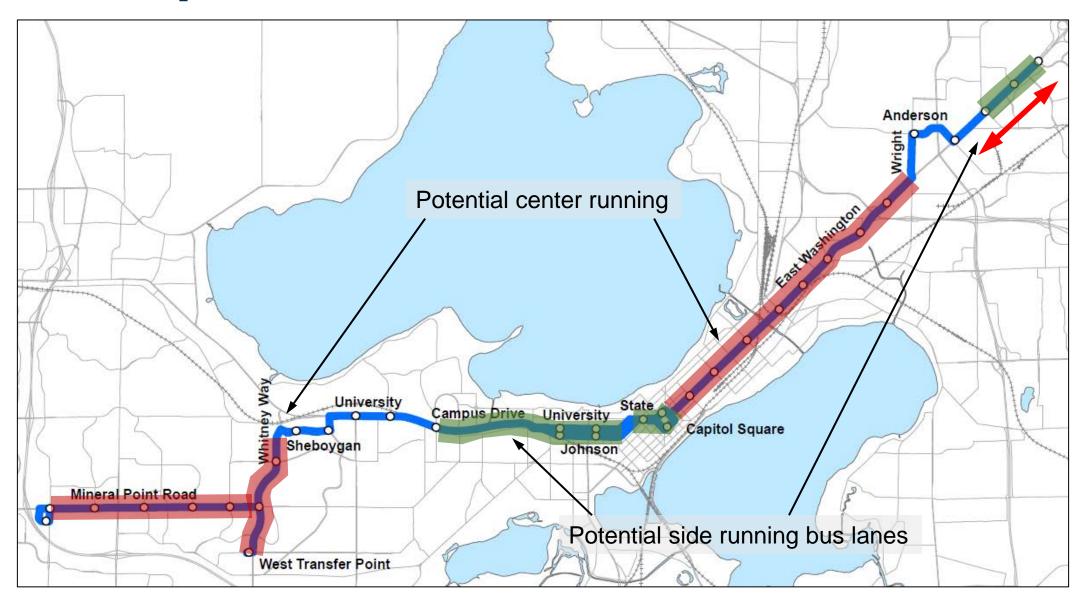


East of Milwaukee

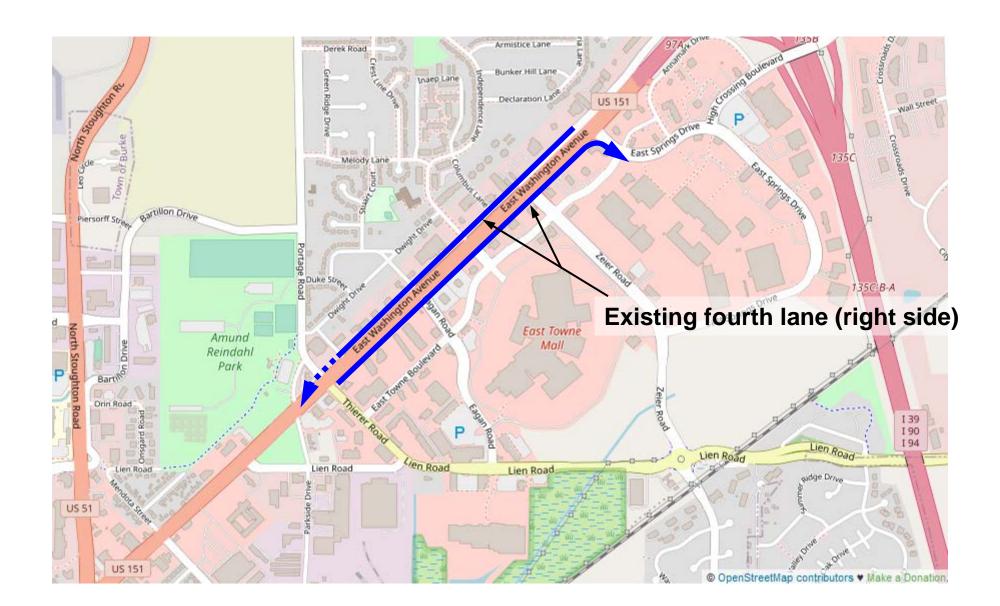




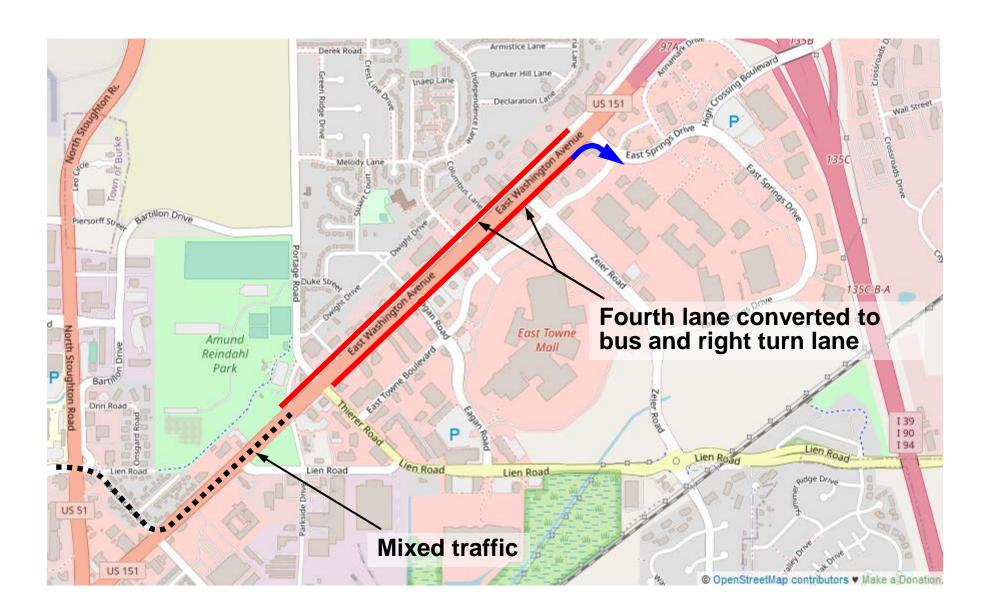
Bus Rapid Transit



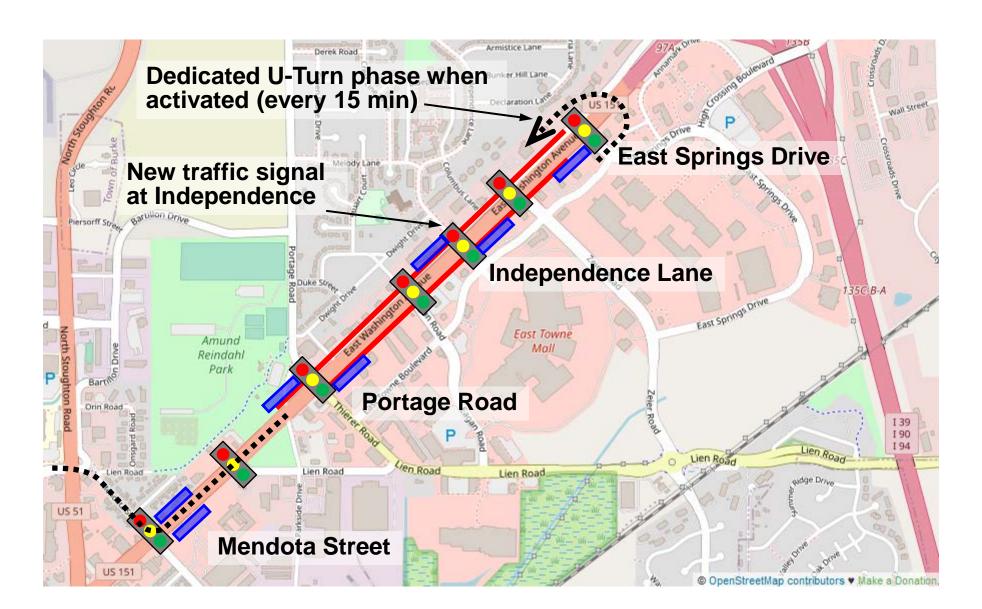
Mendota Street to East Springs Drive

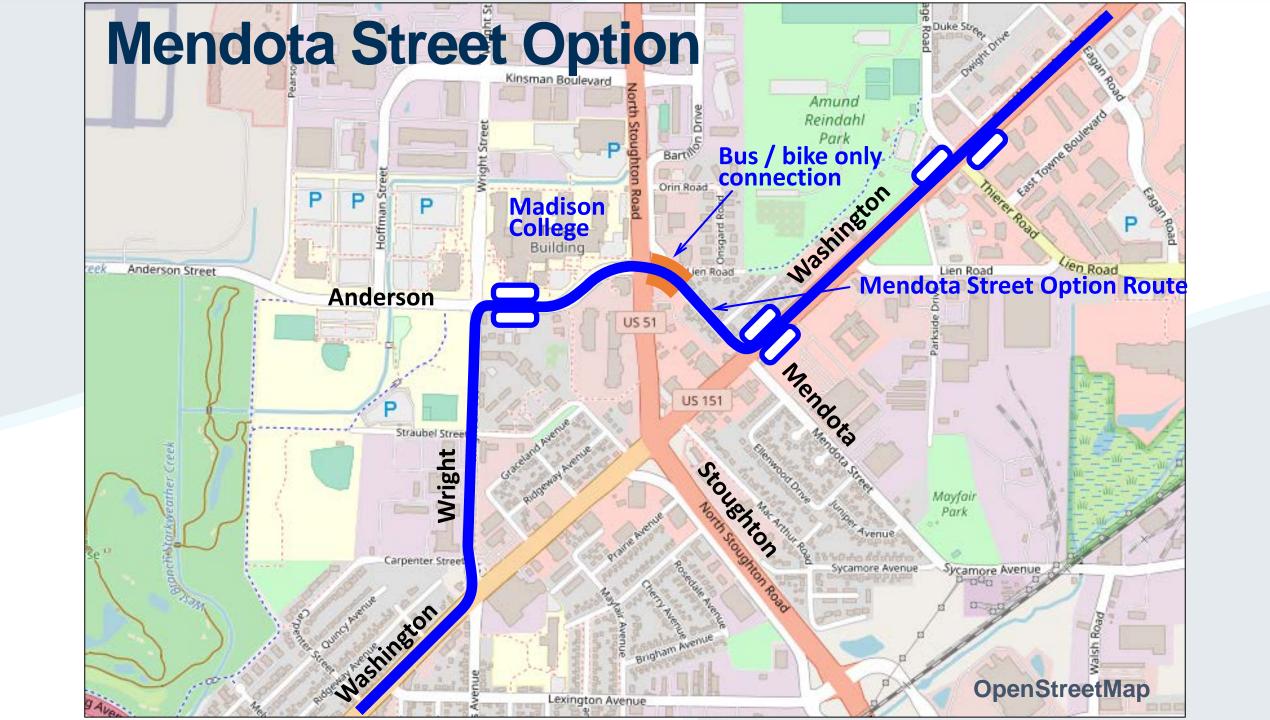


Mendota Street to East Springs Drive



Mendota Street to East Springs Drive





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. Mineral Point Center Running December 3, 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

- <u>www.madisonbrt.com</u>
- brt@cityofmadison.com

3. Social Media

- Facebook
- Twitter
- Instagram

Thank You!

www.madisonbrt.com

@cityofmadison

@mymetrobus

Project Contacts:

- David Trowbridge, (608) 267-1148
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- <u>brt@cityofmadison.com</u>

