

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
BRT@cityofmadison.com*

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

Commonwealth Heritage Group – Historic Preservation

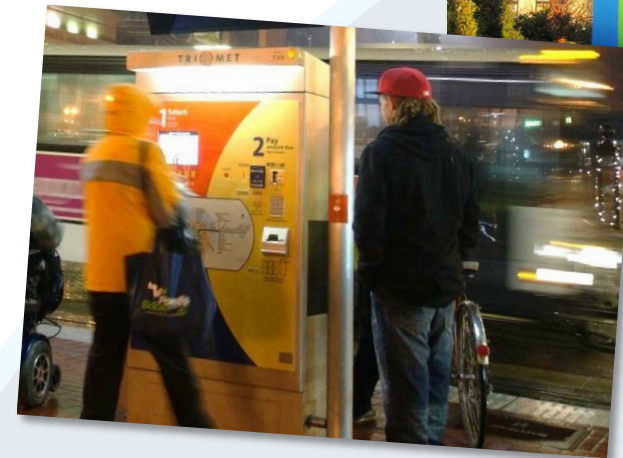
ZebraDog – Branding



Locally Preferred Alternative **Review**

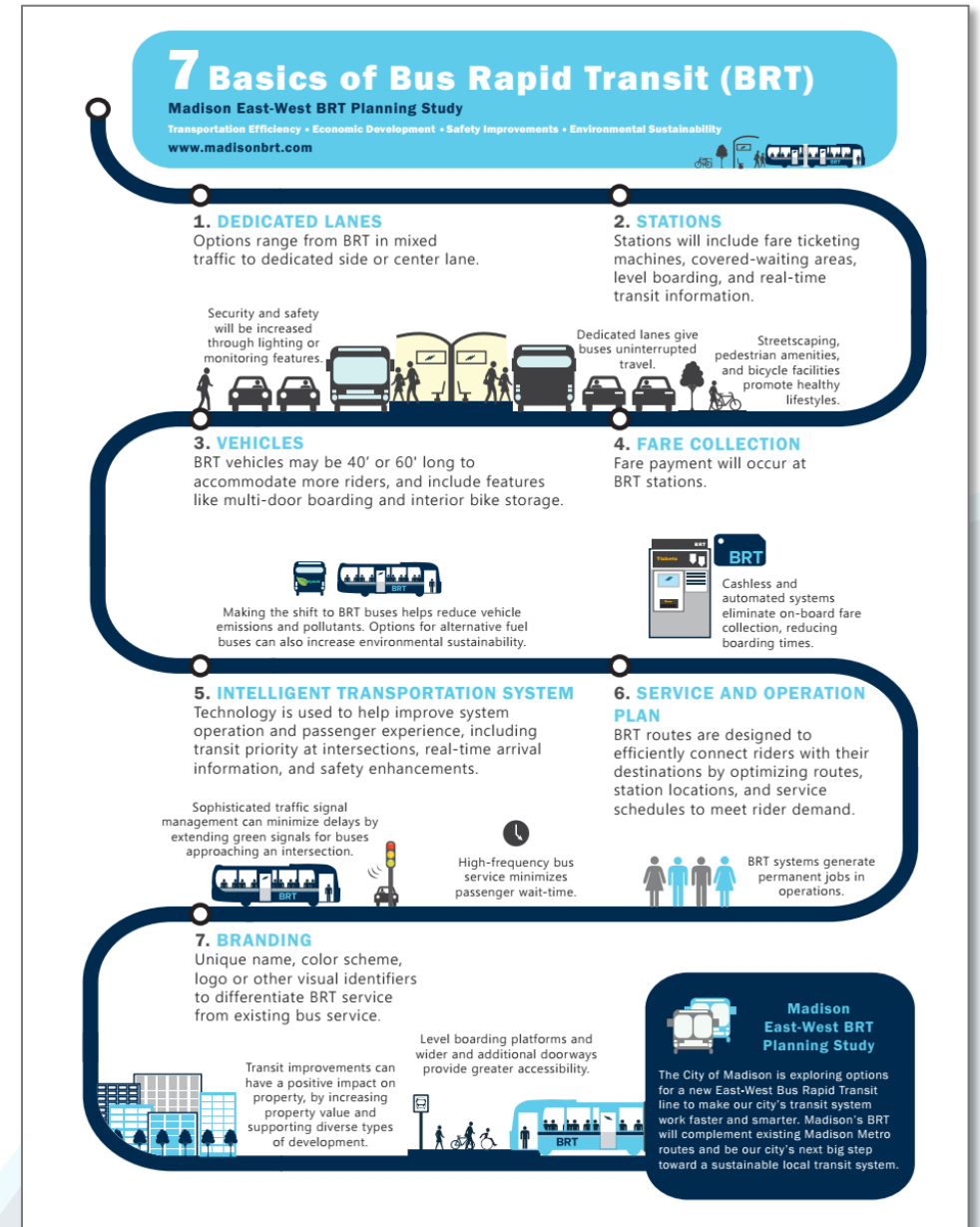
Bus Rapid Transit – Reminder

- 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



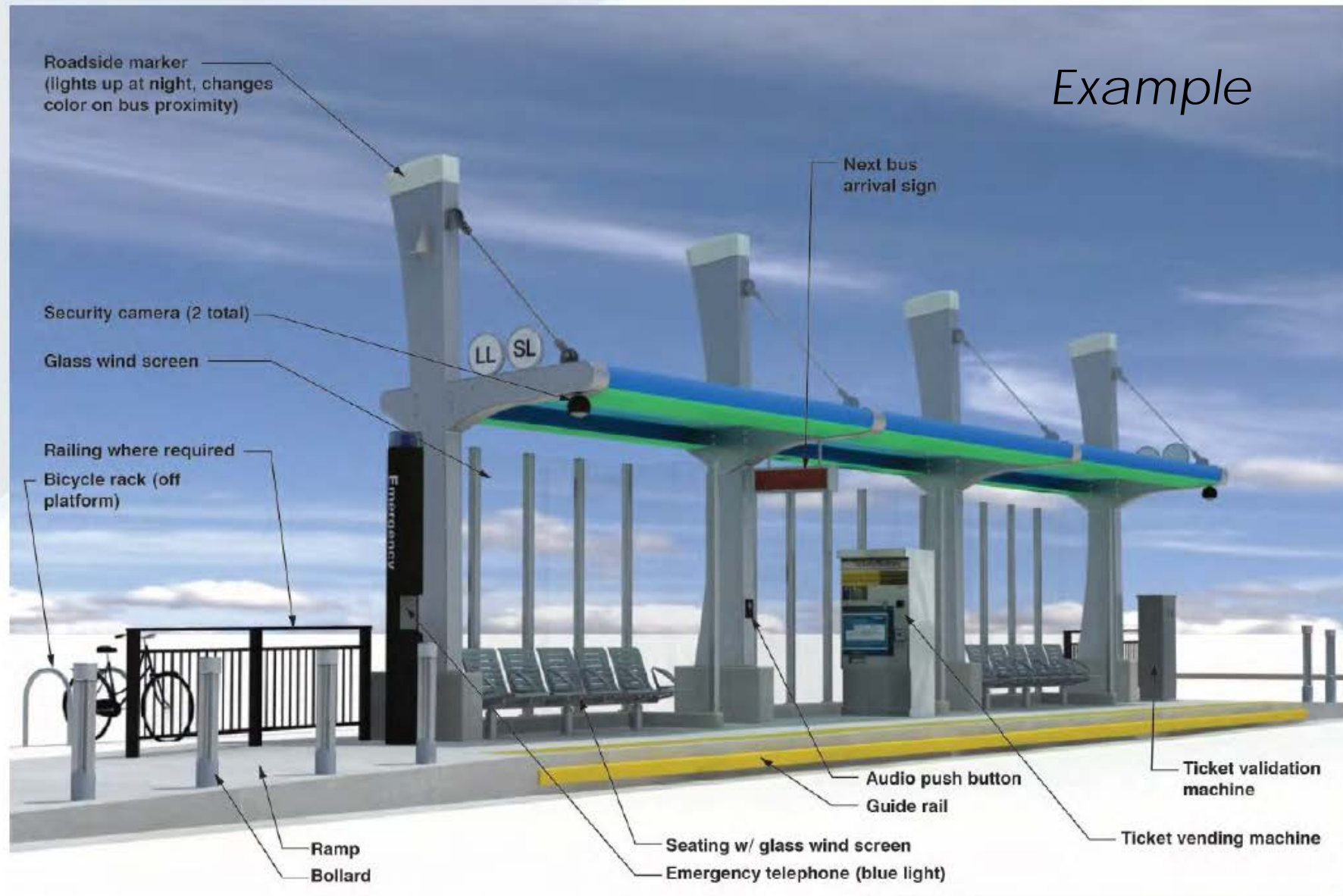
Benefits of BRT

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



BRT Station Components

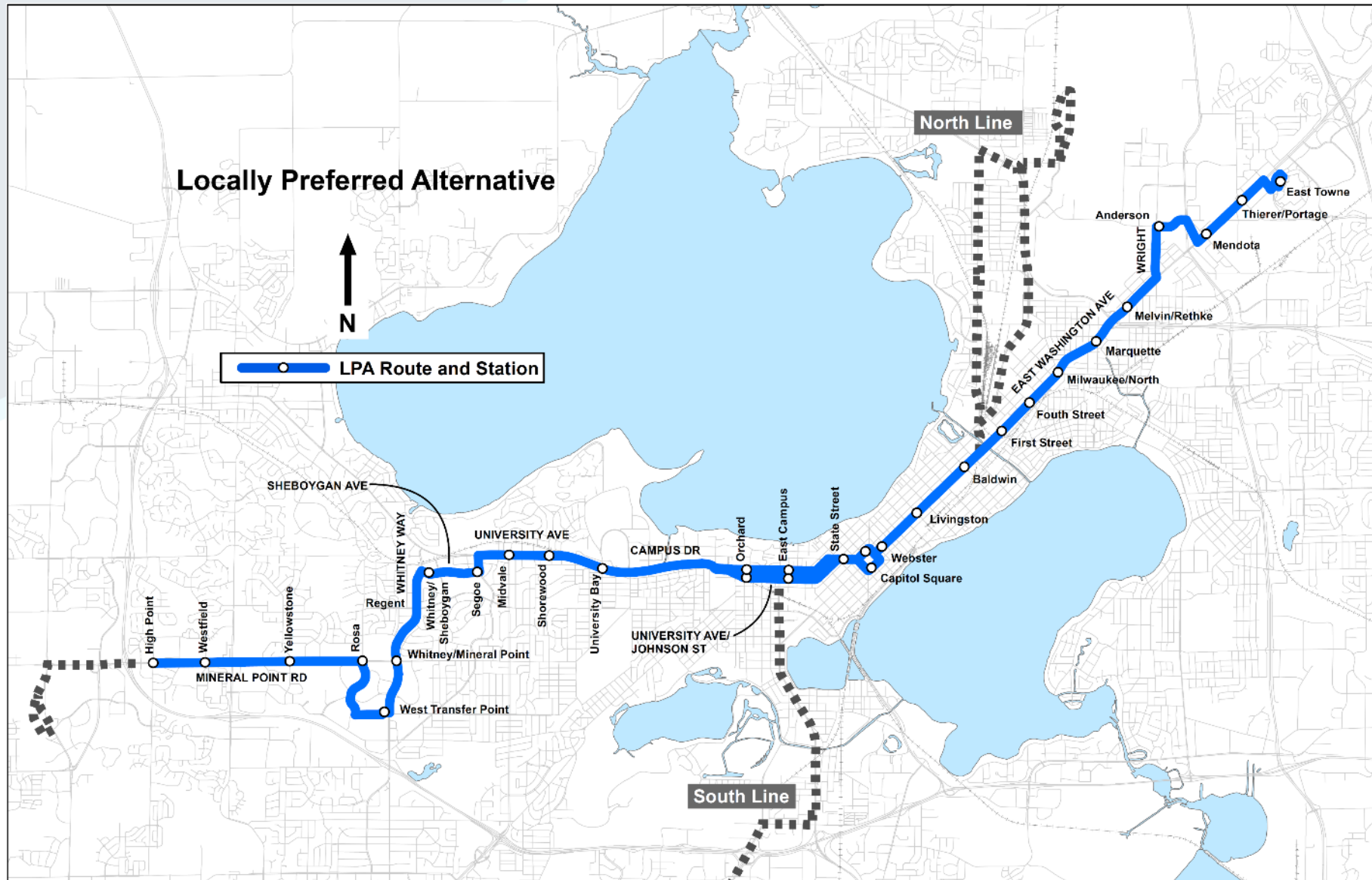
Example



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



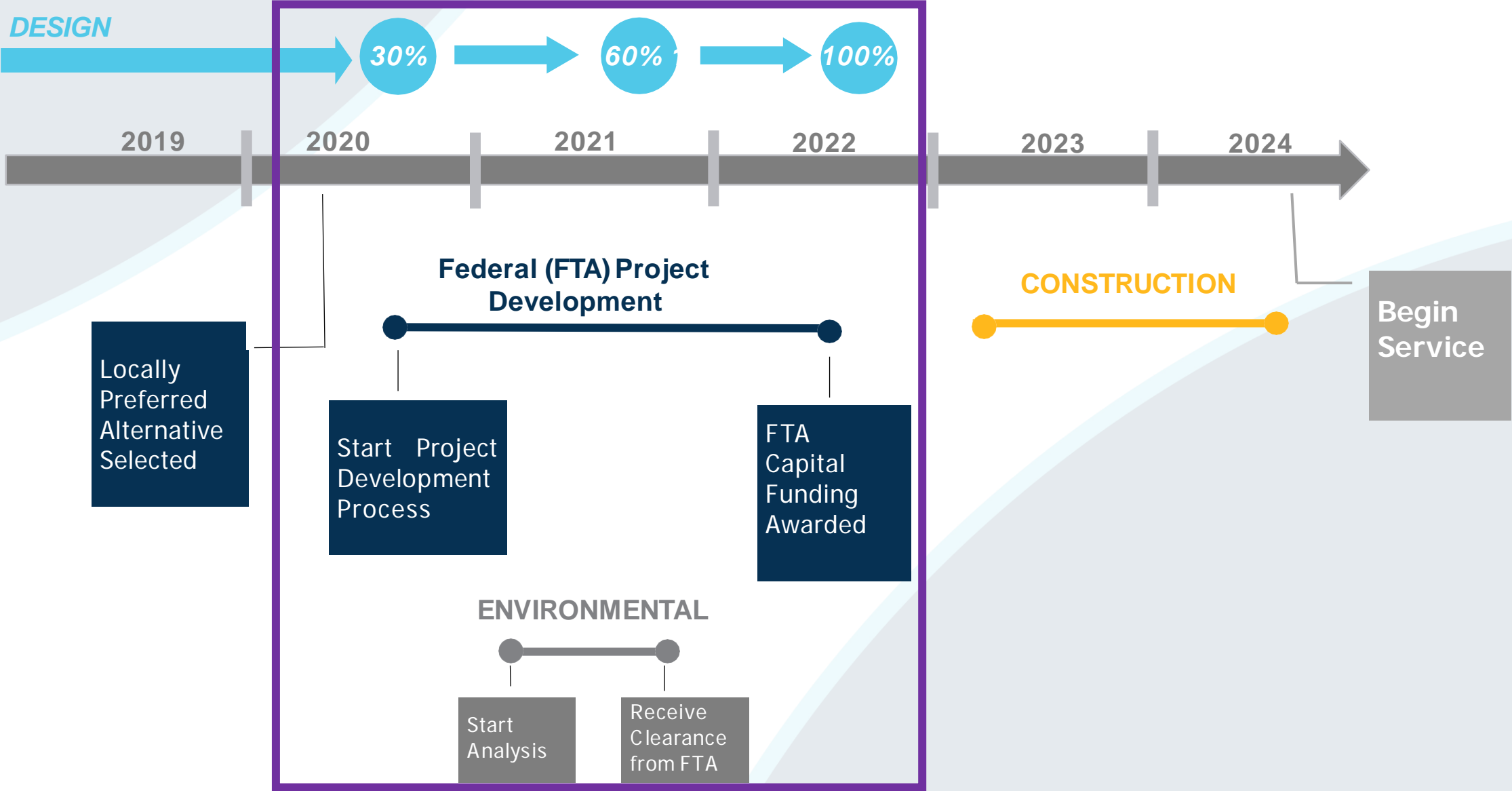
The slide features a white background with two large, light blue curved shapes. One shape is in the top-left corner, and the other is in the bottom-right corner, meeting at a diagonal line. The text is centered in the white space.

Project Development

Overview

BRT Timeline

Project Development

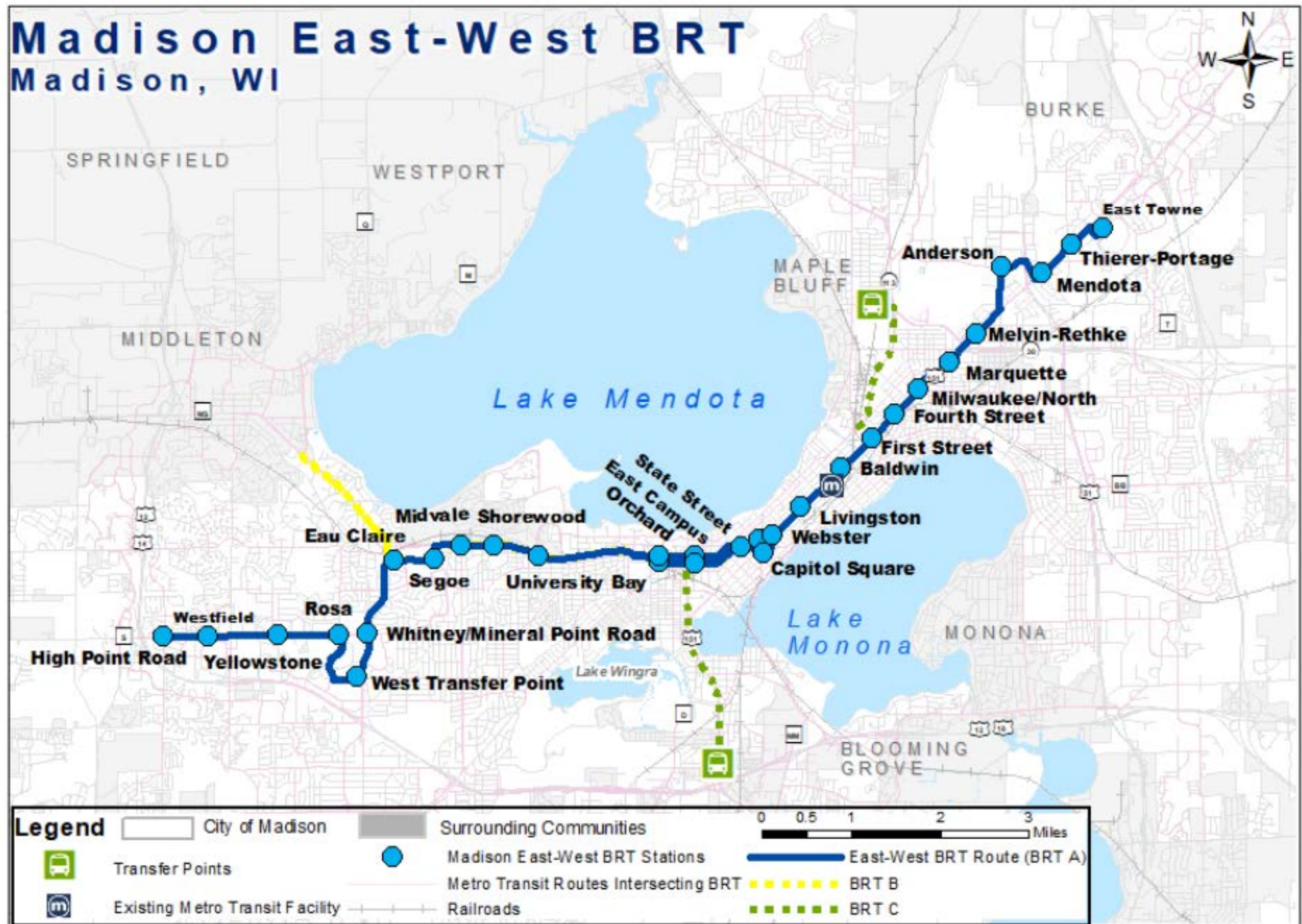


Goals of Project Development

- 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

Madison East-West BRT

Madison, WI



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

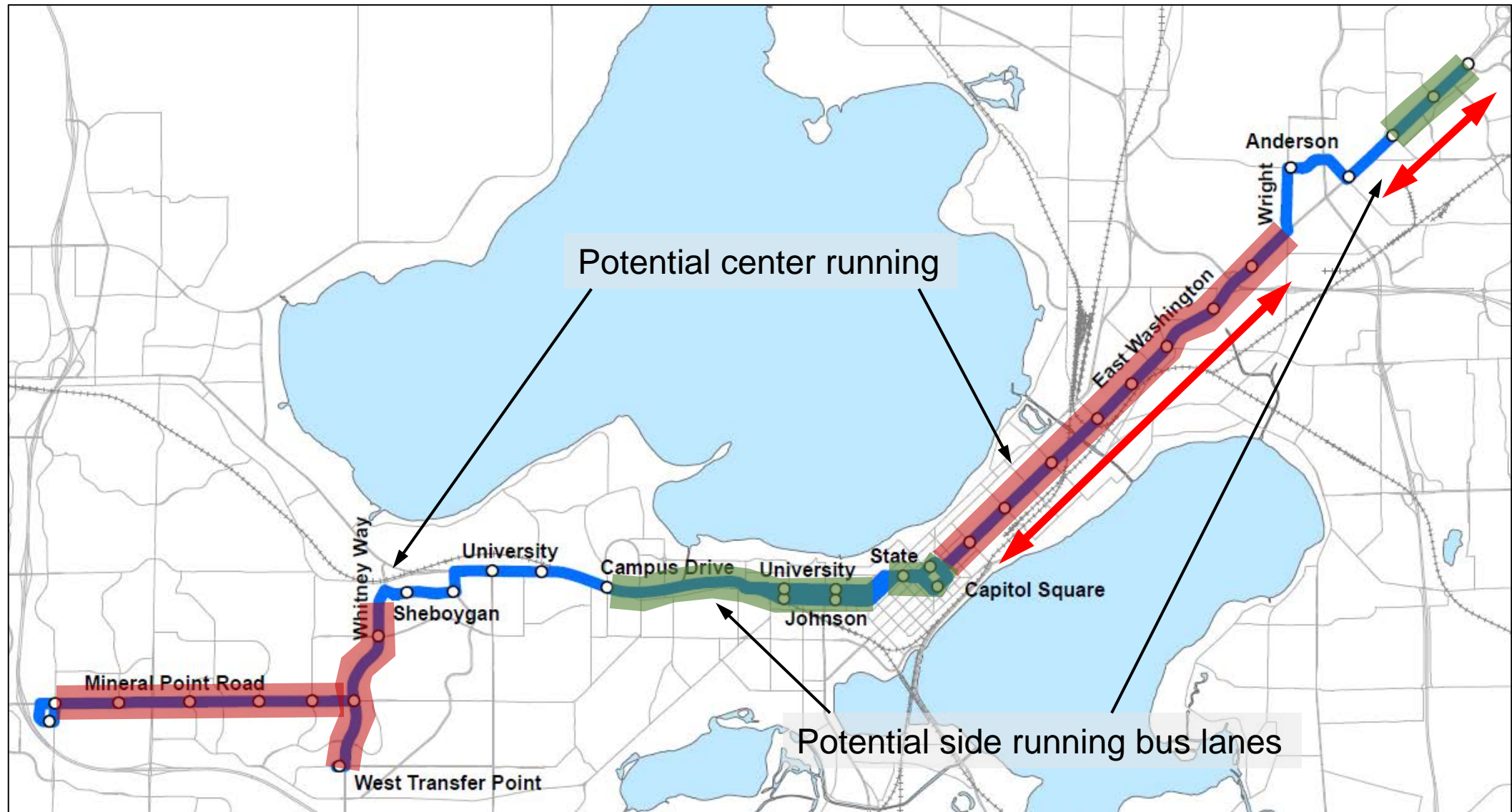
East Washington Center

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



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Side Running



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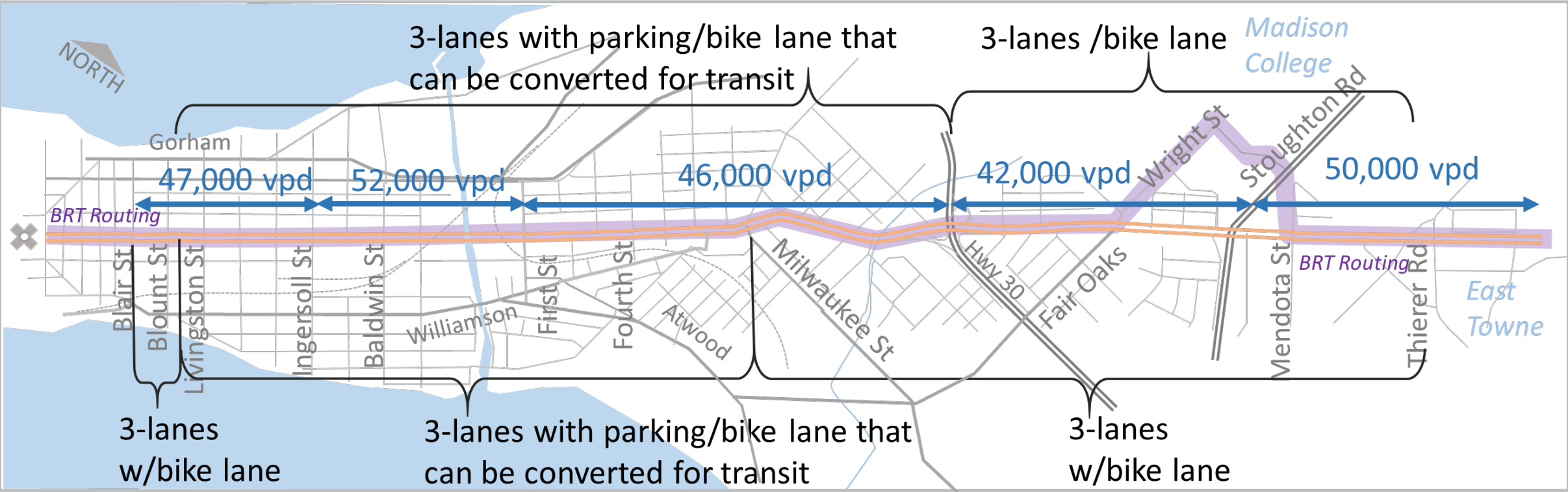


OF TRANSPORTATION

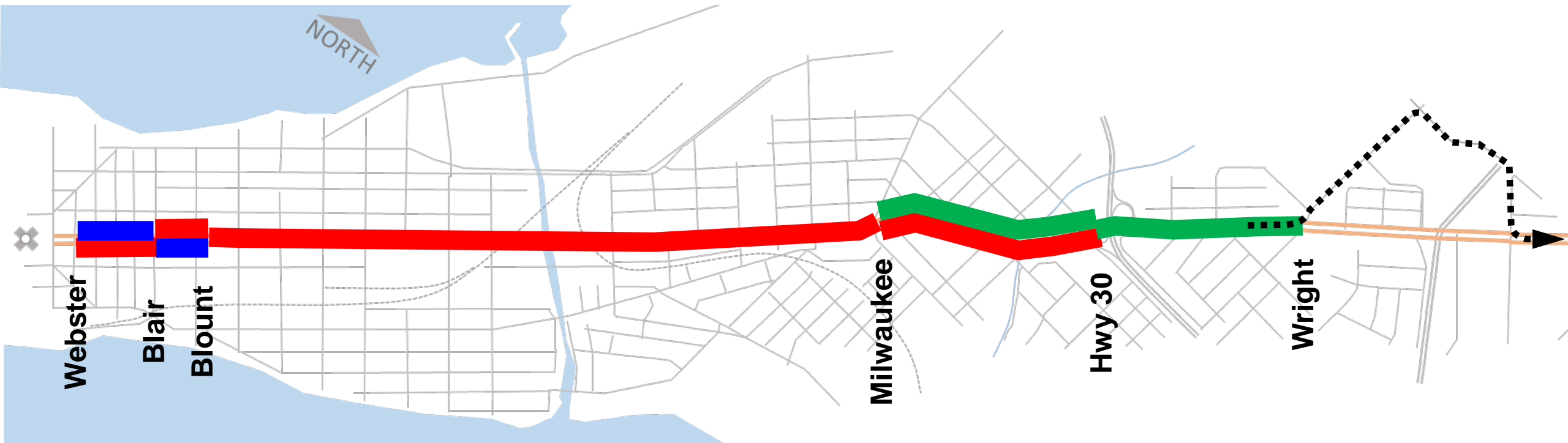
Center Running

- 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

East Washington Avenue

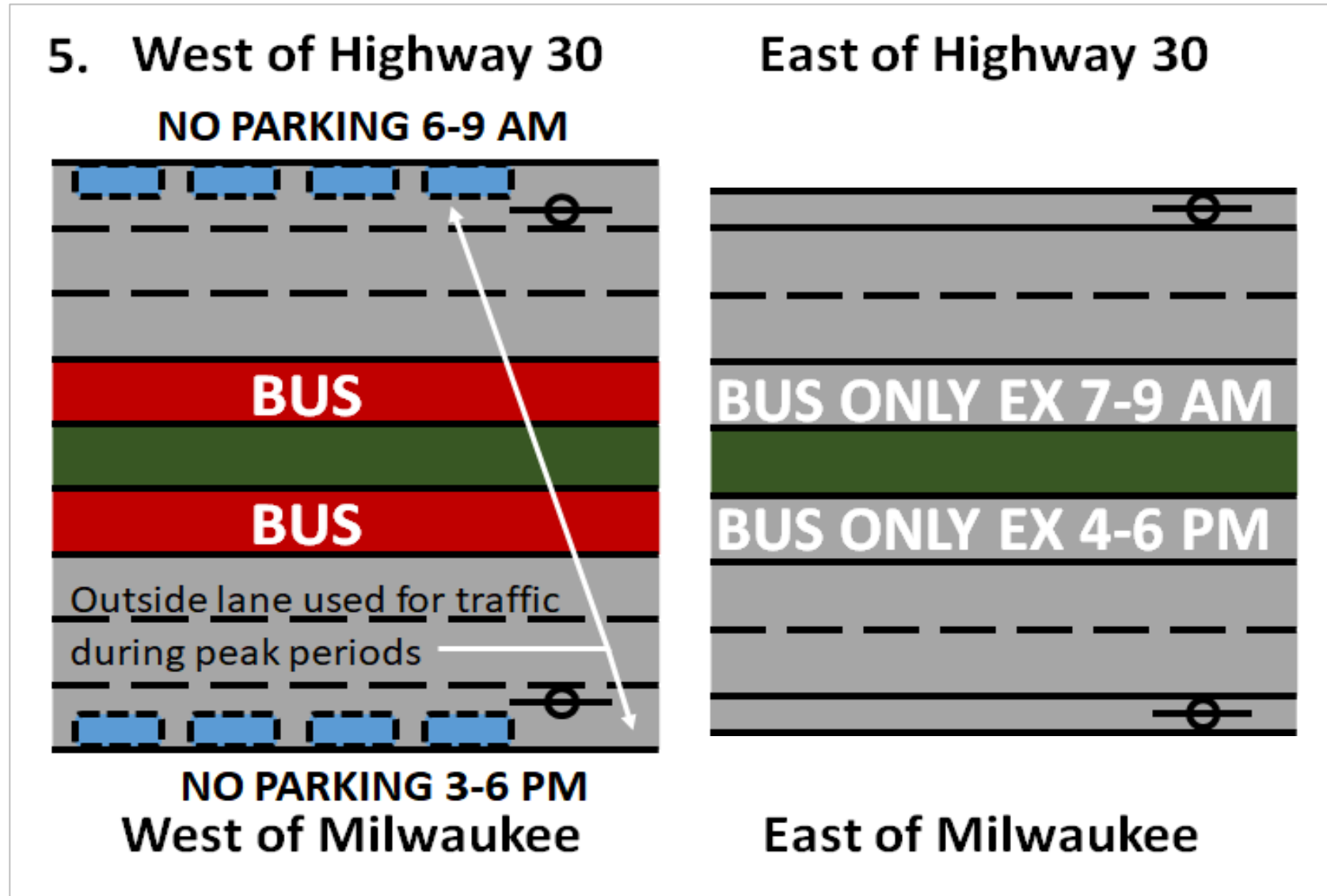


Proposed Runningway

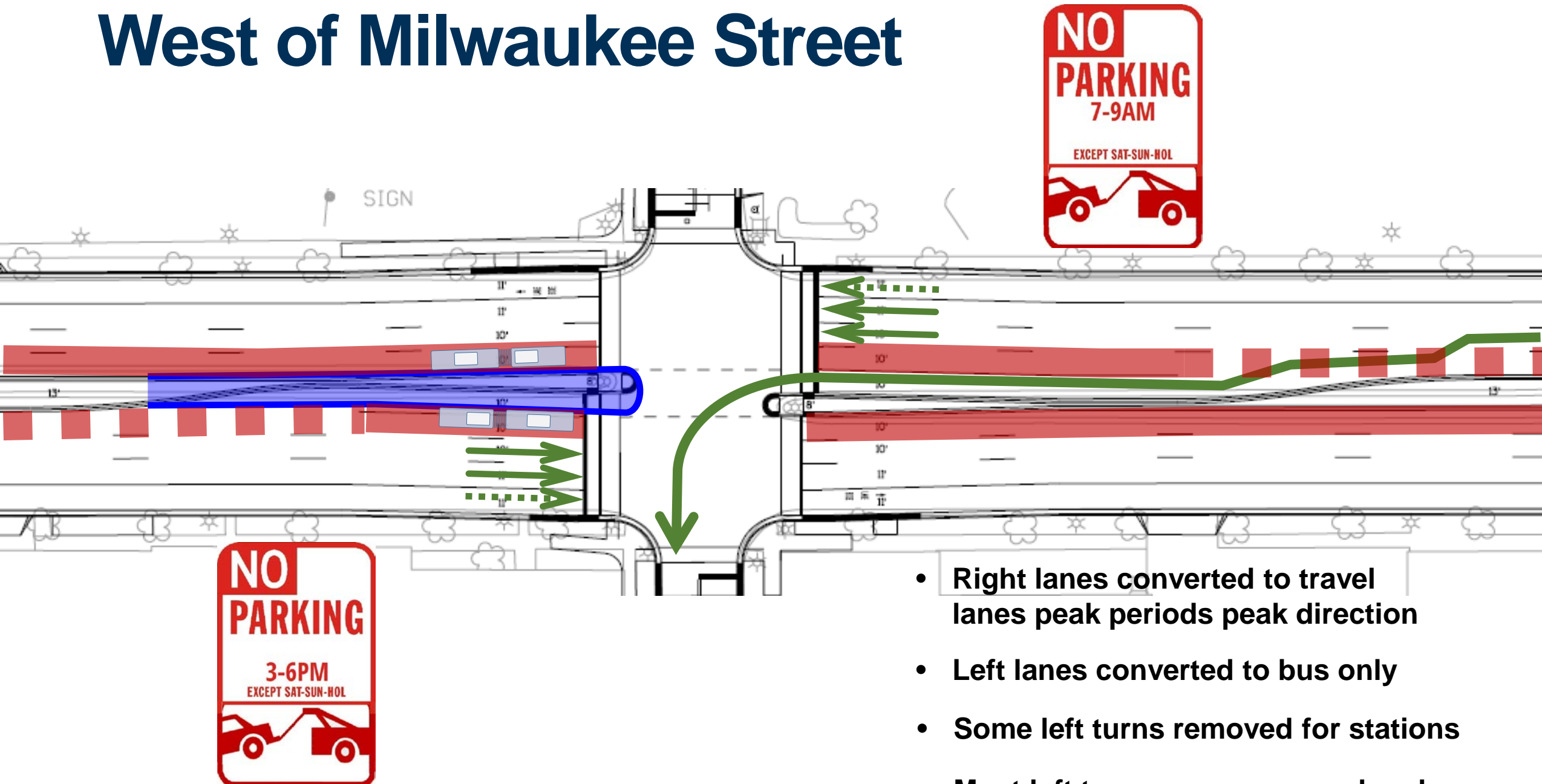


- Center running dedicated lane
- Center running mixed traffic
- Center running dedicated lane off peak, mixed traffic peak

Preferred Cross Section

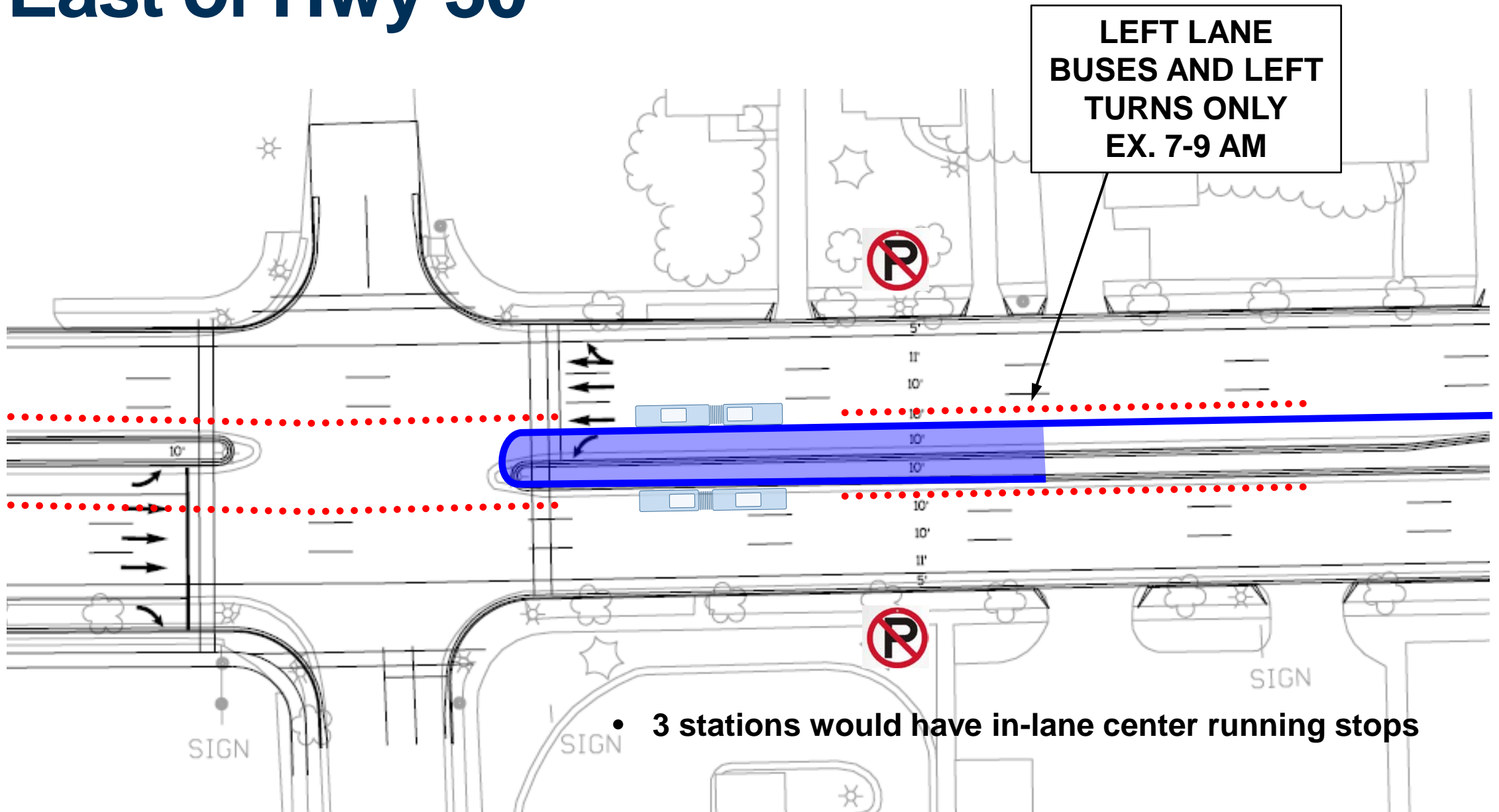


West of Milwaukee Street



- Right lanes converted to travel lanes peak periods peak direction
- Left lanes converted to bus only
- Some left turns removed for stations
- Most left turns merge across bus lane

East of Hwy 30



- 3 stations would have in-lane center running stops

In-Lane Center Running Stations

- EB Milwaukee Street
- EB Marquette Street
- EB+WB Melvin Court



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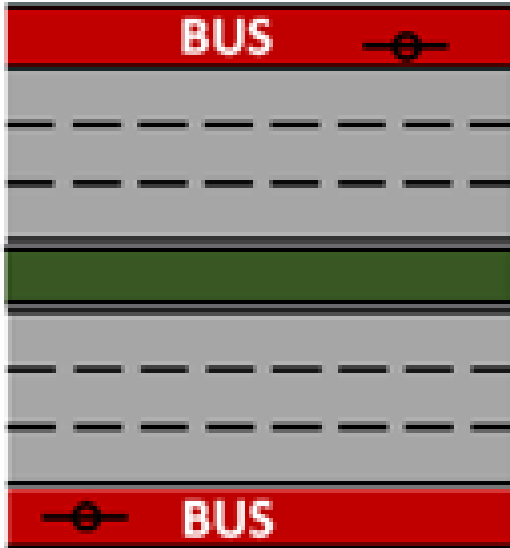
OF TRANSPORTATION

Left Turns



Alternatives

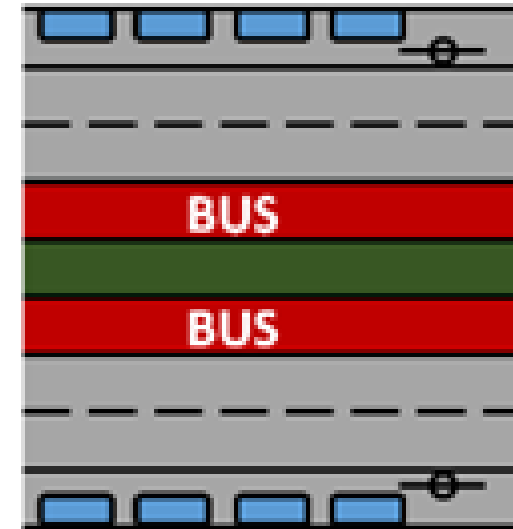
1. West of Milwaukee



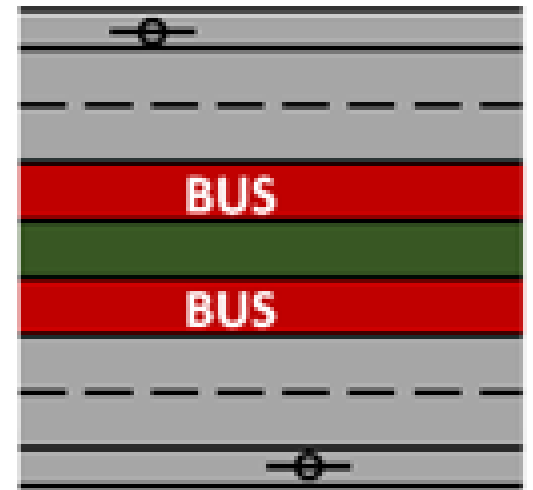
East of Milwaukee



2. West of Milwaukee



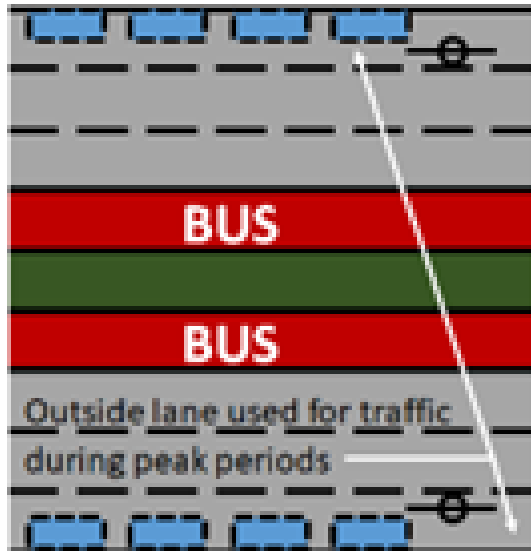
East of Milwaukee



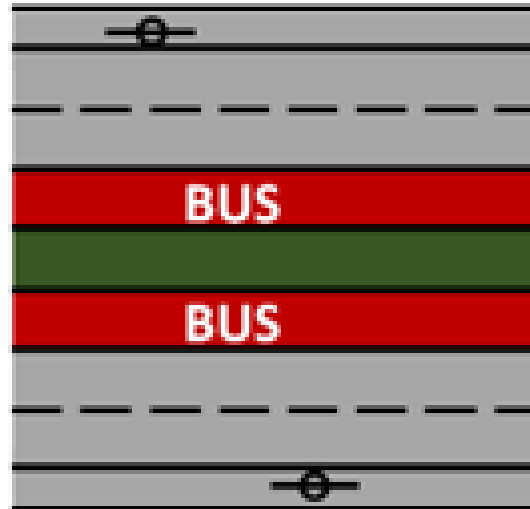
Alternatives

3. West of Milwaukee

NO PARKING
6-9 AM, 3-6 PM

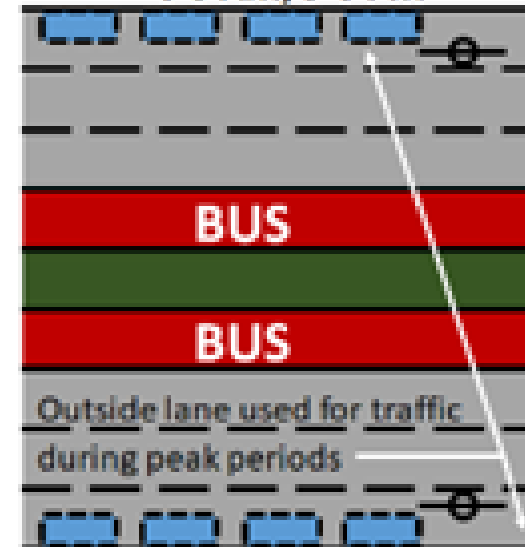


East of Milwaukee



4. West of Milwaukee

NO PARKING
6-9 AM, 3-6 PM



East of Milwaukee



MADISON DEPARTMENT

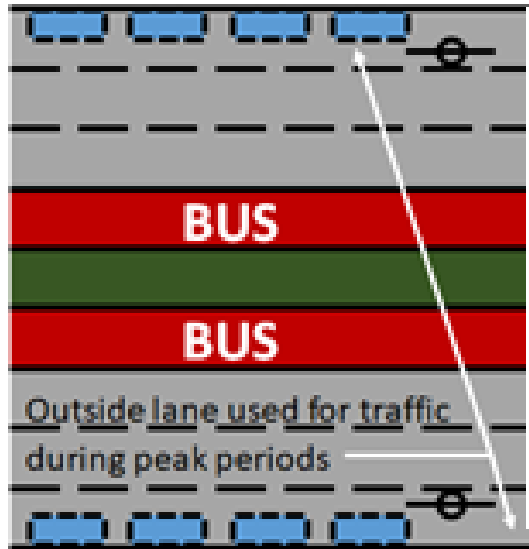


OF TRANSPORTATION

Alternatives

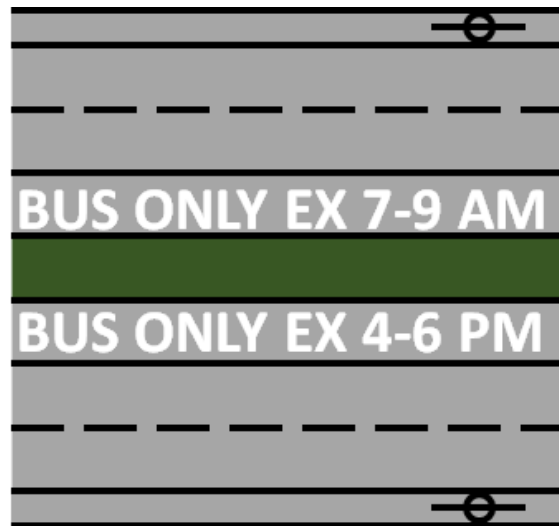
5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

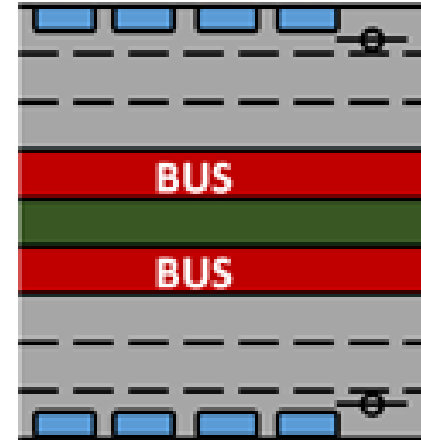
East of Highway 30



East of Milwaukee

6. West of Hwy 30

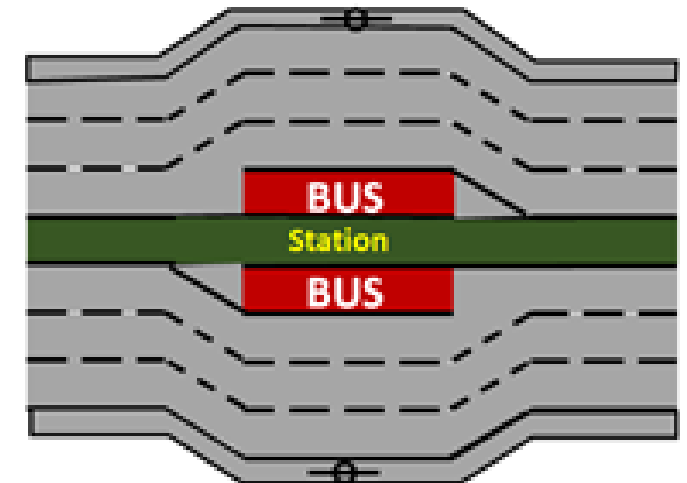
NO PARKING: 6-9 AM



NO PARKING: 3-6 PM

West of Milwaukee

East of Hwy 30



East of Milwaukee

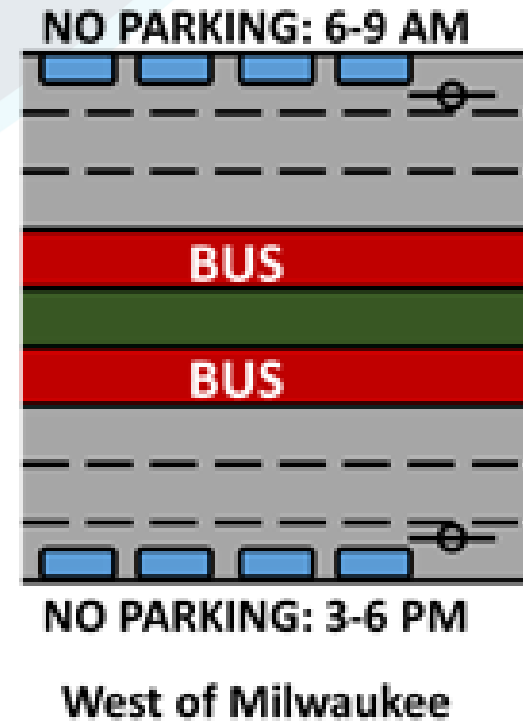
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OF TRANSPORTATION

Alternatives

7. West of Hwy 30



East of Hwy 30



Considerations

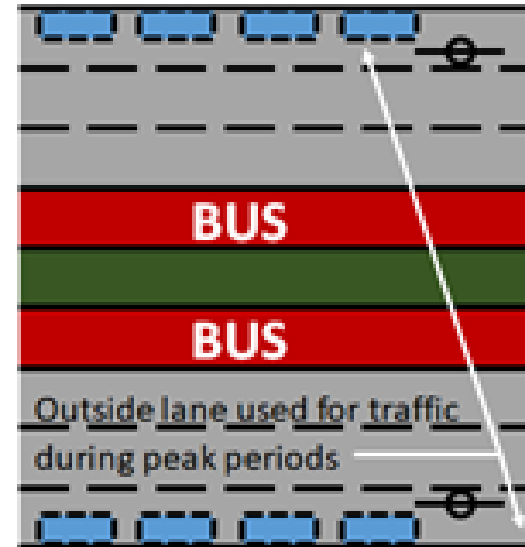
- BRT operations
- Motor vehicle congestion and diversion
- Bike impact
- Parking impact
- Pedestrians impact

BRT – Currently Preferred Option

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

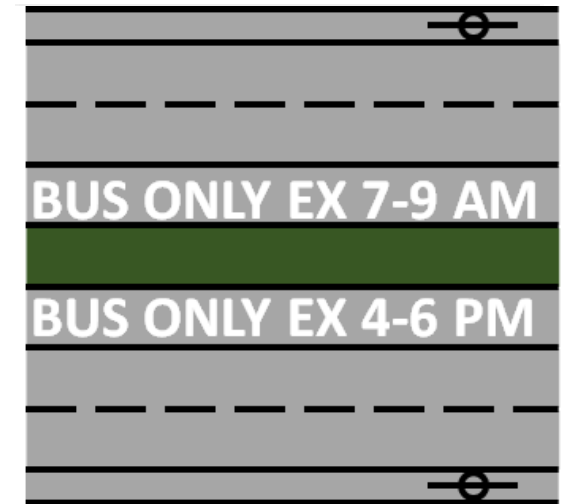
5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



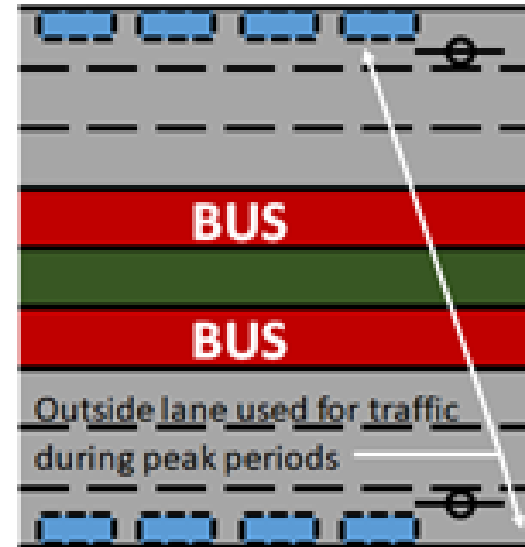
East of Milwaukee

Motor Vehicle Impact

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

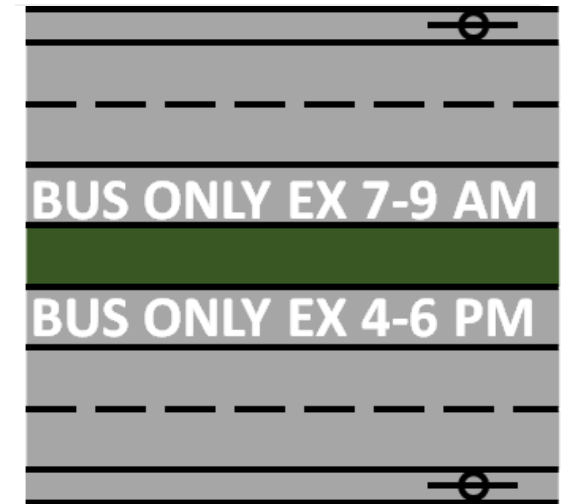
5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



East of Milwaukee

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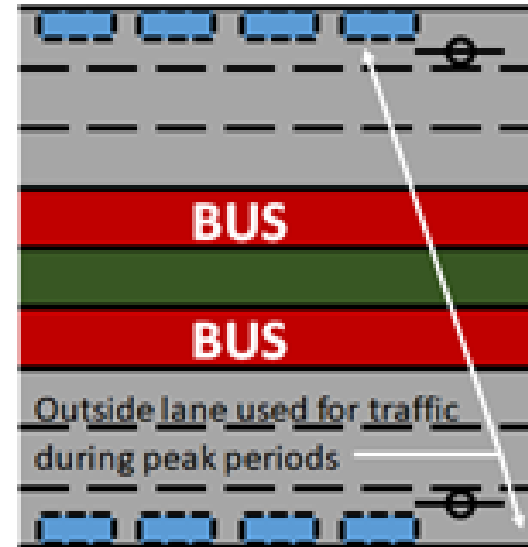


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Bike Impact

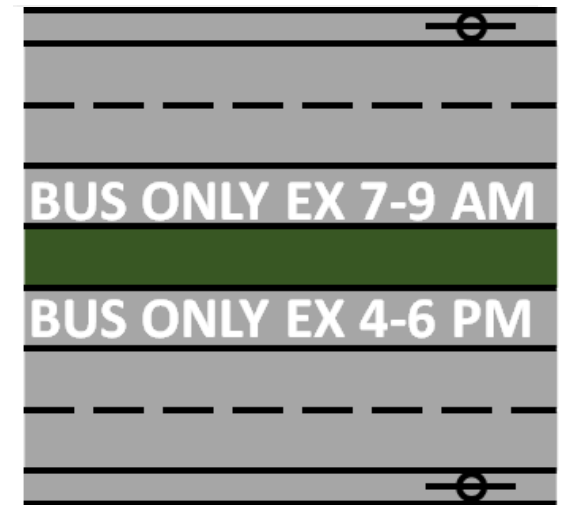
- Bike lanes lost on East Washington, Blair to Milwaukee / Hwy 30, during peak periods peak direction
- Potential improvements to parallel routes

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



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



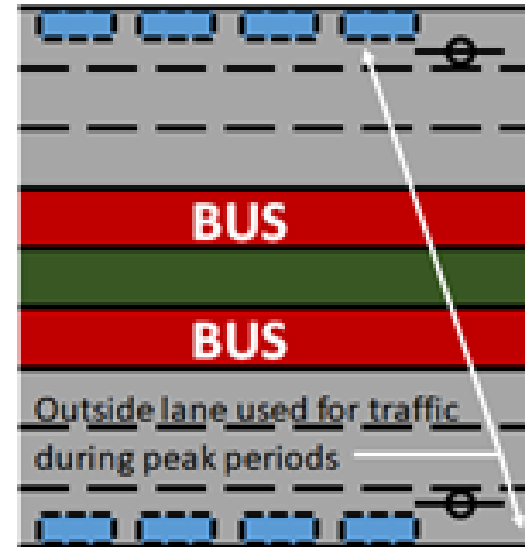
East of Milwaukee

Parking Impact

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

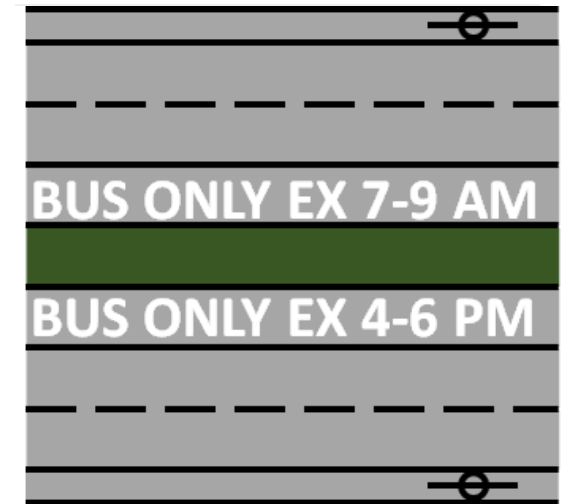
5. West of Highway 30

NO PARKING 6-9 AM



NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30



East of Milwaukee

MADISON DEPARTMENT



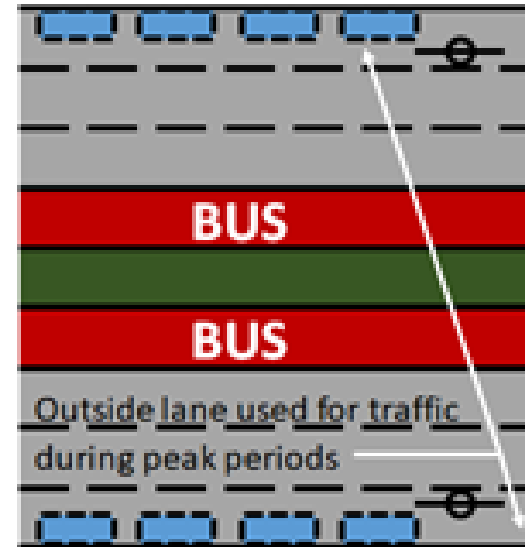
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Pedestrian Impact

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

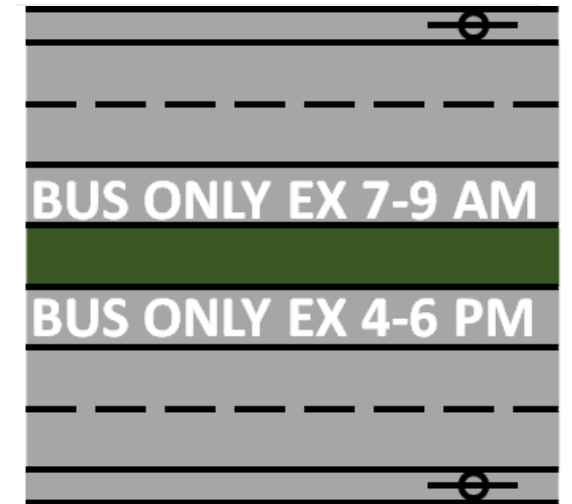
5. West of Highway 30

NO PARKING 6-9 AM



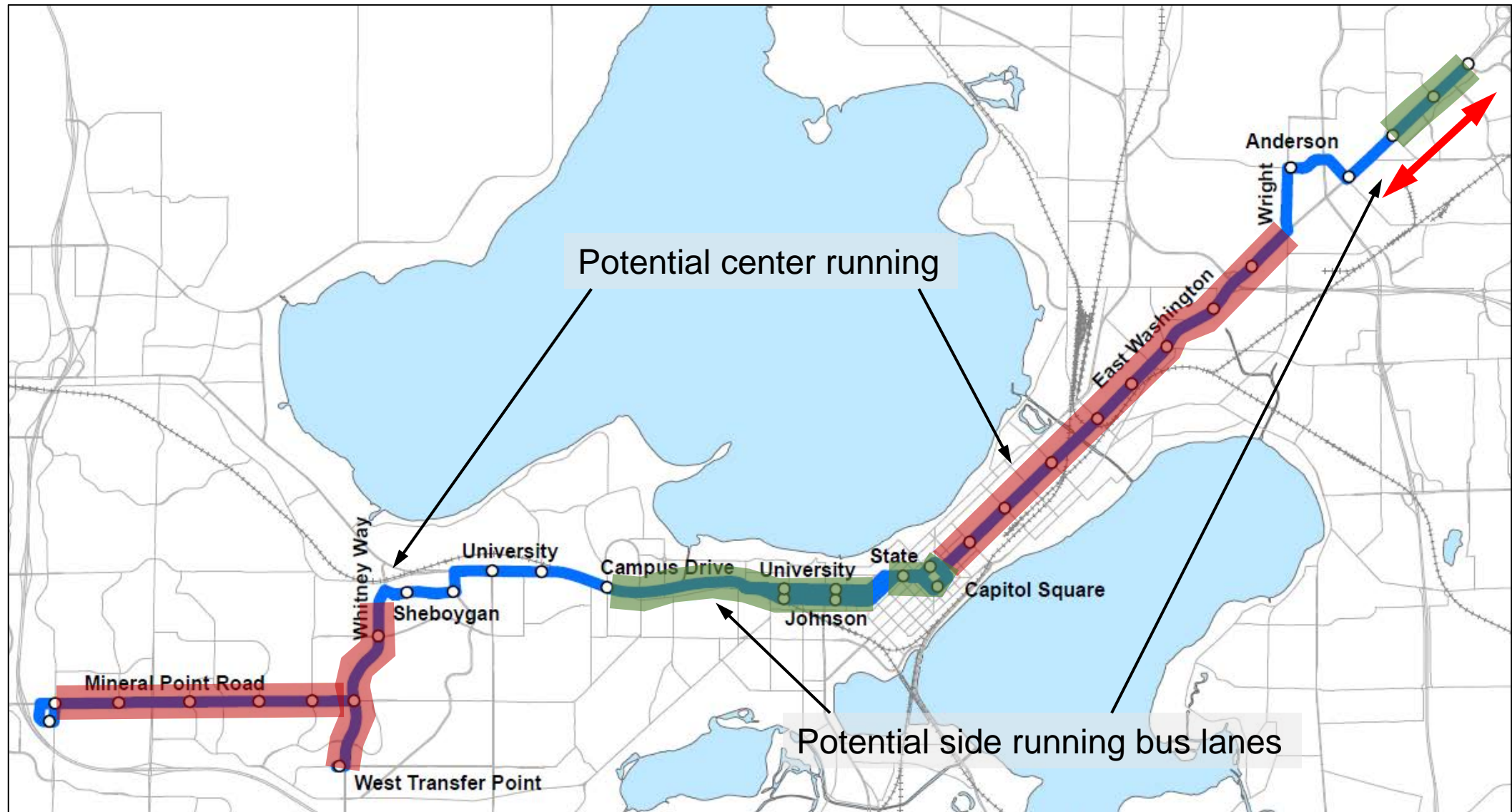
NO PARKING 3-6 PM
West of Milwaukee

East of Highway 30

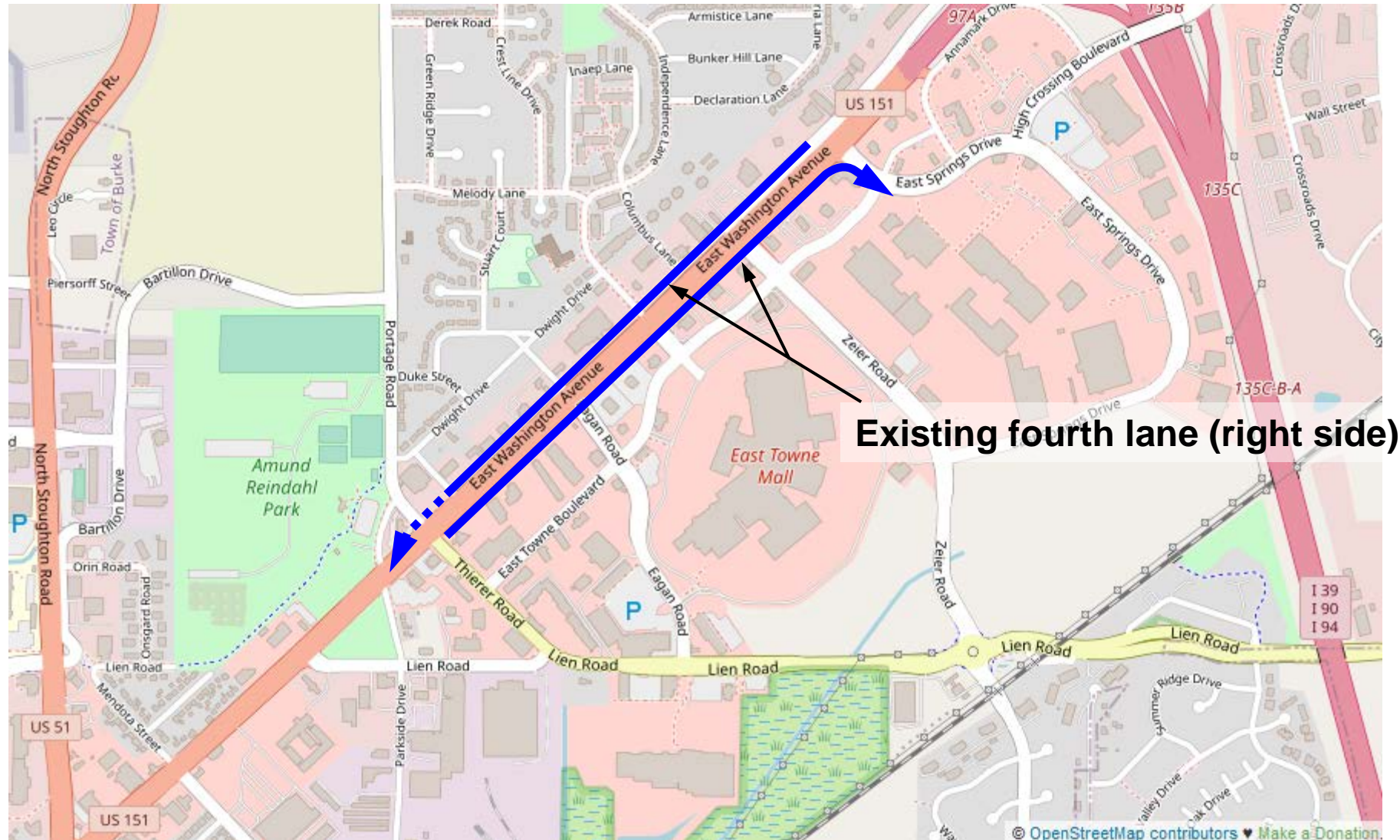


East of Milwaukee

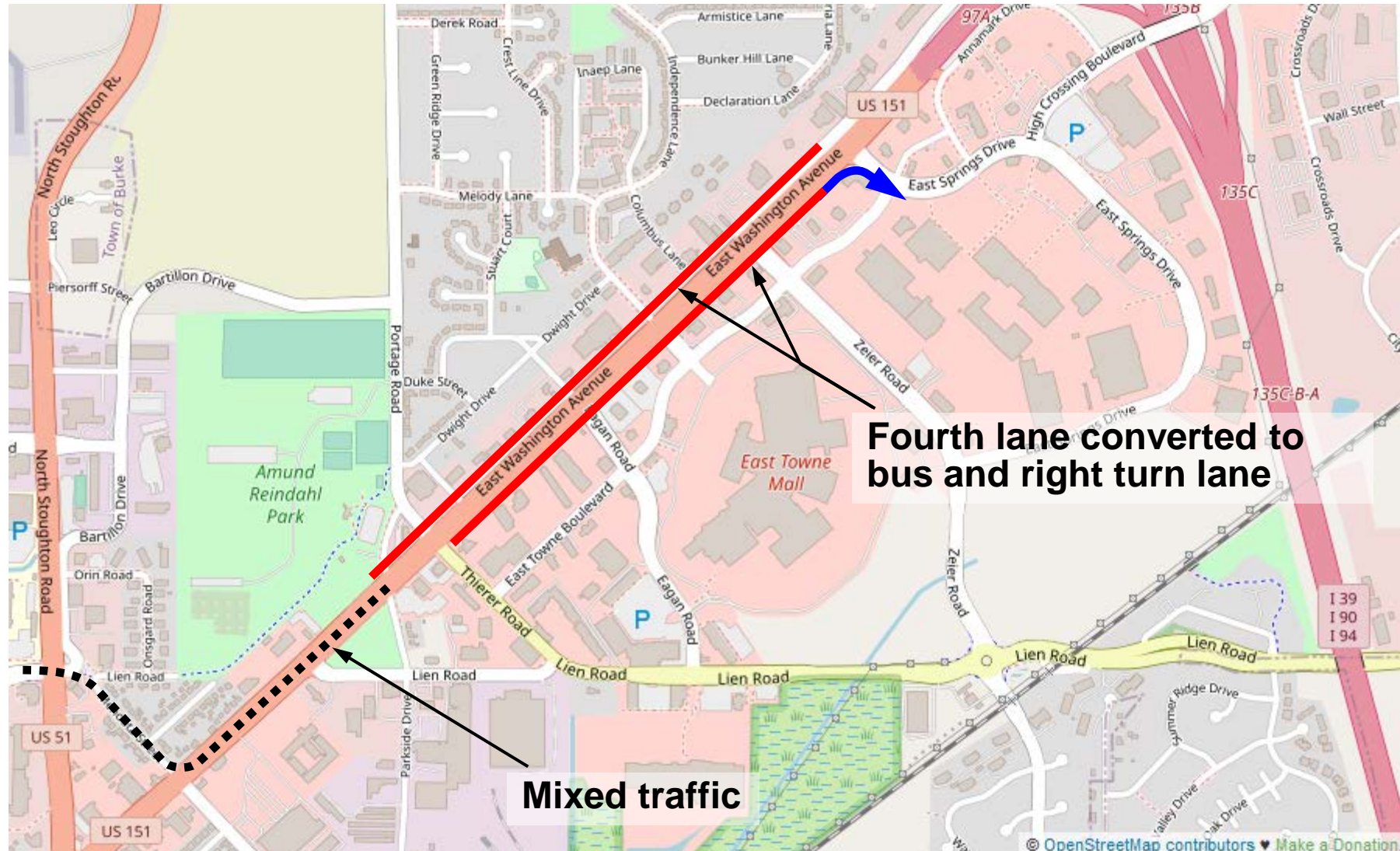
Bus Rapid Transit



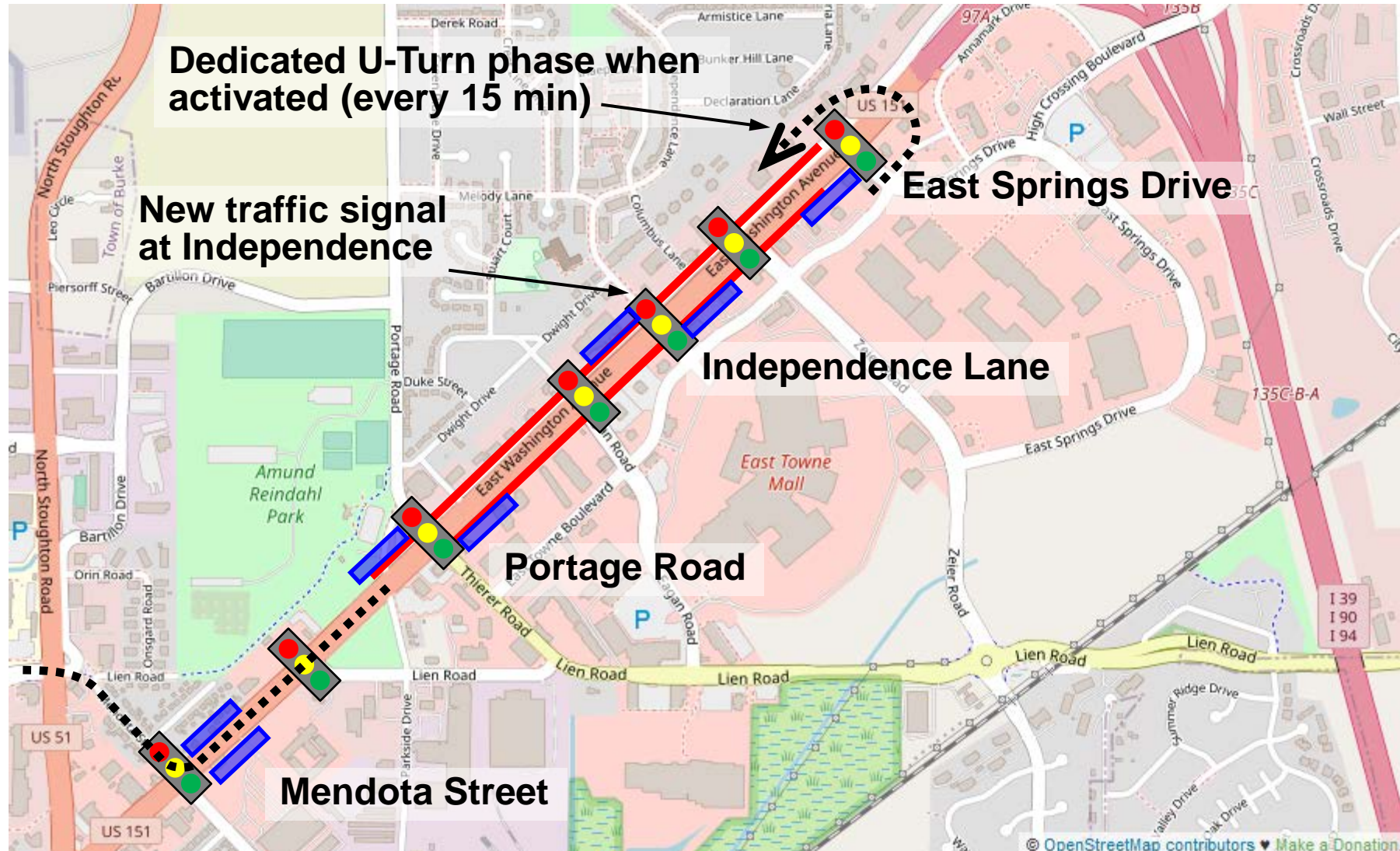
Mendota Street to East Springs Drive



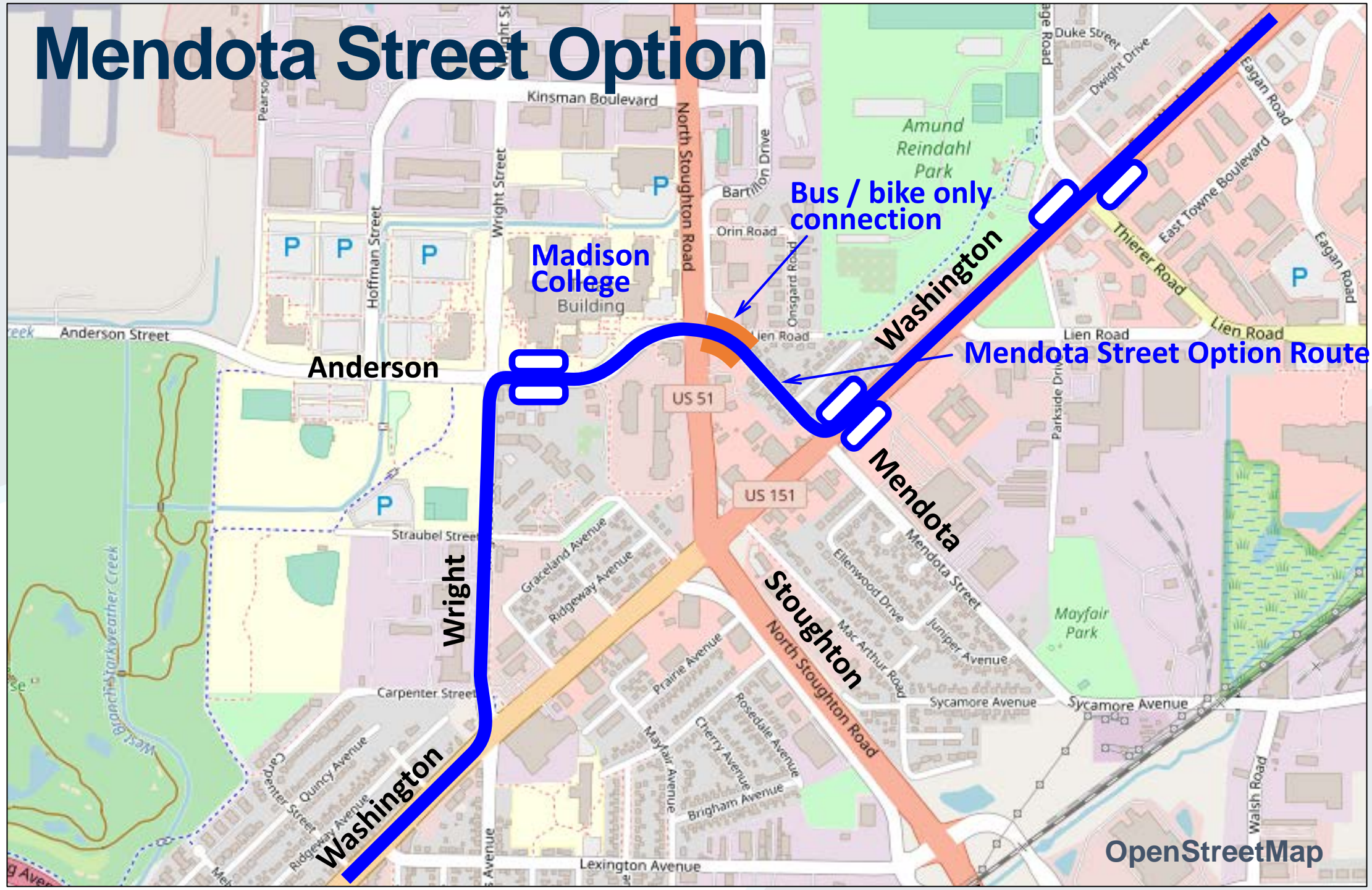
Mendota Street to East Springs Drive



Mendota Street to East Springs Drive



Mendota Street Option



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

- 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

