PROJECT DESCRIPTION
Madison Street BRT will improve east-west transit in Seattle. By prioritizing transit in high-traffic areas along the corridor, we will provide high-frequency, fast, reliable, and safe public transportation between First Ave and Madison Valley. When street improvements are complete, King County Metro will operate BRT service on Madison St.

El servicio de transporte de Madison Street bus rapid transit (BRT) ofrecerá un servicio de transporte público de alta frecuencia y durante todo el día (de 5 AM a 1 AM) de manera rápida, segura y confiable desde la calle First Ave en el centro de Seattle hasta Madison Valley. Lo invitamos a que contribuya con sus ideas para el diseño y podremos ofrecerle el material en español. Comuníquese al 206-615-1485 o a MadisonBRT@seattle.gov.

Community input is essential to refining project design. Public feedback (2014-2015) led to major decisions, including extending BRT service to Madison Valley and using Spring St for eastbound routing through downtown. We will continue to gather and incorporate feedback as the project progresses.

WHAT YOU NEED TO KNOW
- Bus rapid transit is a suite of design and technology features that speed up buses and make service more reliable and comfortable.
- Construction will begin in 2018. BRT service will begin in 2019. Community input has and will continue to influence design.
- Once completed, Madison Street BRT service will run 5 AM - 1 AM Monday - Saturday; 6 AM - 11 PM Sundays and holidays.
- Madison Street BRT is the first of 7 new RapidRide lines funded in the voter-approved Levy to Move Seattle.

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ROUTE AND STOP LOCATIONS

WEB:  www.seattle.gov/transportation/MadisonBRT.htm
CALL:  Emily Reardon, Public Information Officer, 206-615-1485
EMAIL:  MadisonBRT@seattle.gov
**BENEFITS**

Madison Street BRT will include new bus stations and roadway improvements. Different sections of the route will have either bus lanes on the curb-side of the street (while maintaining access to driveways and turns), dedicated bus lanes in the center of the street, or the buses will share a lane with other traffic.

The route will serve communities, businesses, and visitors in downtown Seattle, First Hill, Capitol Hill, Central Area, and Madison Valley. It will also connect to the Link light rail, First Hill Streetcar, Center City Connector, downtown ferry terminal, and other Metro bus routes.

**Madison Street BRT will include:**
A. Traffic signal priority for buses
B. Buses with more capacity and doors
C. Stations with seating, lighting, weather protection, and real-time displays showing exactly when the bus will arrive
D. Platforms that are level with the bus floor
E. ORCA card readers and ticket vending machines at stations
F. RapidRide branding so stations stand out

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*BRT service begins*

**BUDGET AND FUNDING**

The estimated total project cost is $120 million. Madison Street BRT is funded partially by the voter-approved Levy to Move Seattle. Additional funding is proposed in the Sound Transit 3 ballot measure, which the public will vote on in November. We are seeking additional funding for final design and construction from regional and federal grants.