MADISON STREET BUS RAPID TRANSIT (BRT)
CURRENT DESIGN

Dashed striping to indicate bike route

Raised crosswalk across Union St

Bus stop for better connection to Route 2

Paving looks similar to a driveway entrance

New bike route across north and east sides of intersection

Bike box and ramp to facilitate turn movements

Expanded curb bulb to better separate those biking and walking

Restricted right turn from Madison St to 12th Ave

Center-running BRT station

Increased sidewalk space at most corners

No right turn on red

Designated bicycle and pedestrian crosswalks, with pedestrian route now closer to the station

Greater distinction between bike and pedestrian areas

3-inch raised bicycle path

Bus stop for better connection to Route 2

Changes since March 2017
### Map icons Suggested change Effect on intersection performance or project team response

1. Dedicated bike lanes through intersection
   - Dashed striping indicates 12th Ave bike route in current design
   - A direct crossing of Union St increases intersection complexity and would significantly delay vehicles and transit in all directions

2. All-way scramble signal for those biking and walking
   - Increases intersection complexity and significantly reduces overall intersection performance for those driving and riding transit.
   - The average delay at the intersection would be more than 3 minutes. Traffic would back up several blocks on E Madison St and 12th Ave.
   - Over half of the time in each signal phase would be used for the pedestrian crossing.

3. Pedestrian crossing to reach the bus where it stops at the station
   - A crosswalk without a signal raises safety concerns
   - Crosswalks in the current design are along the most common walking routes to and from the station

4. Separation between people who walk and bike so those biking do not use sidewalk at intersection
   - New, expanded curb bulb at the northeast corner better separates those biking and walking
   - Those biking on 12th Ave are already separated from those walking with dedicated bike lanes through the intersection
   - At the southeast corner, the mixing zone balances the needs of those walking and biking in an area with limited public right of way

5. Wider sidewalk on south side of E Madison St approaching 12th Ave
   - Public right of way space is limited on E Madison St and cannot accommodate a wider sidewalk at this location. However, near the intersection where trees will be removed, there will be more space to walk than there is today.

6. Safety improvements for people crossing 12th Ave on the south side of E Madison St
   - All crosswalks at the intersection will be signalized, with lights and textured curb ramps
   - Restricting left turns to and from 12th Ave reduces the chance of car and pedestrian interactions

7. Include more placemaking design at the intersection to drive enthusiasm for the project
   - Outreach for Madison Street BRT public art includes opportunities to discuss placemaking
   - Landscaping in current design provides some placemaking

8. Allow left turns through the intersection
   - Left turns are restricted through the busiest part of the corridor to keep all traffic moving
   - The center-running bus-only lanes on Madison St prevent westbound vehicles from turning left onto 12th Ave
   - 12th Ave is too narrow for left turn pockets. Turning cars would block the through lane.

9. Remove bus-only lanes at intersection to decrease congestion and allow for more parking
   - The bus-only lanes are needed in this area to ensure fast, frequent, reliable transit service

10. Include “real time” bus arrival display at the intersection
    - All Madison Street BRT stations will include real-time arrival displays