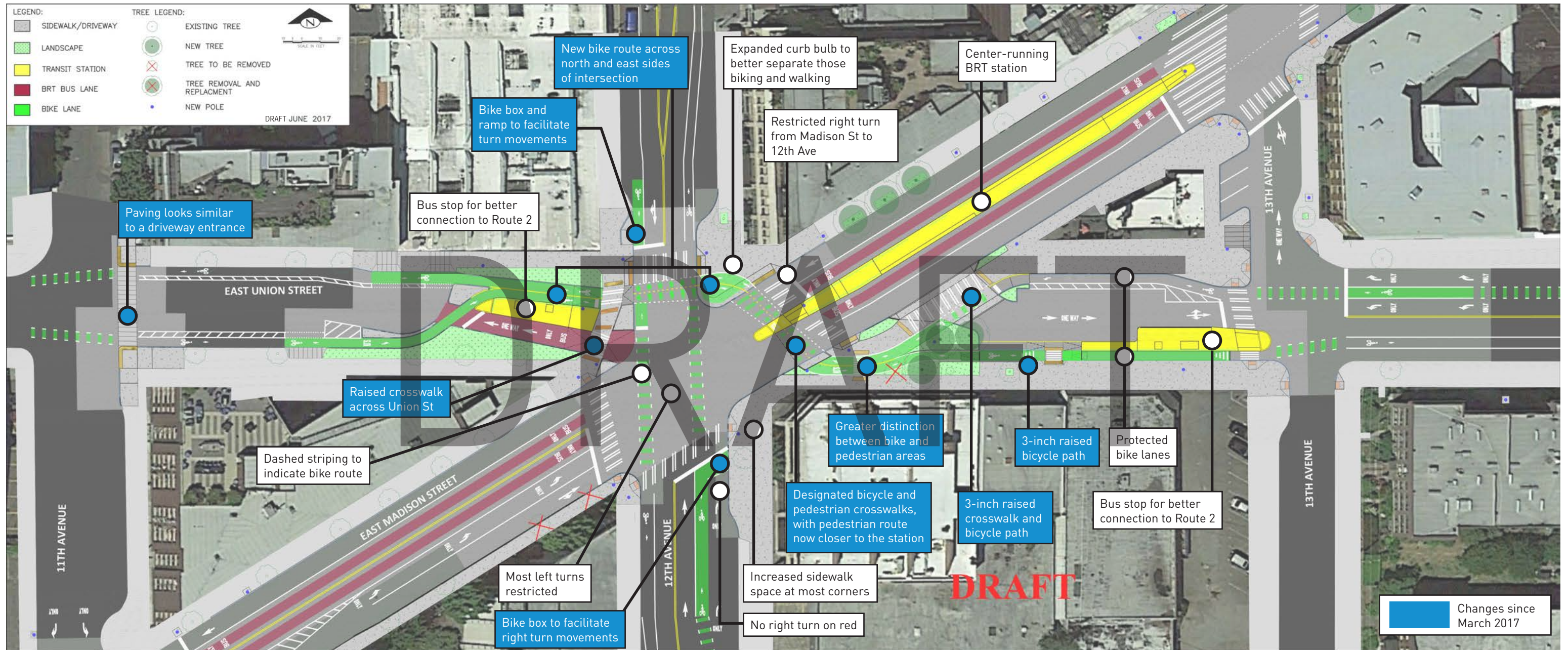
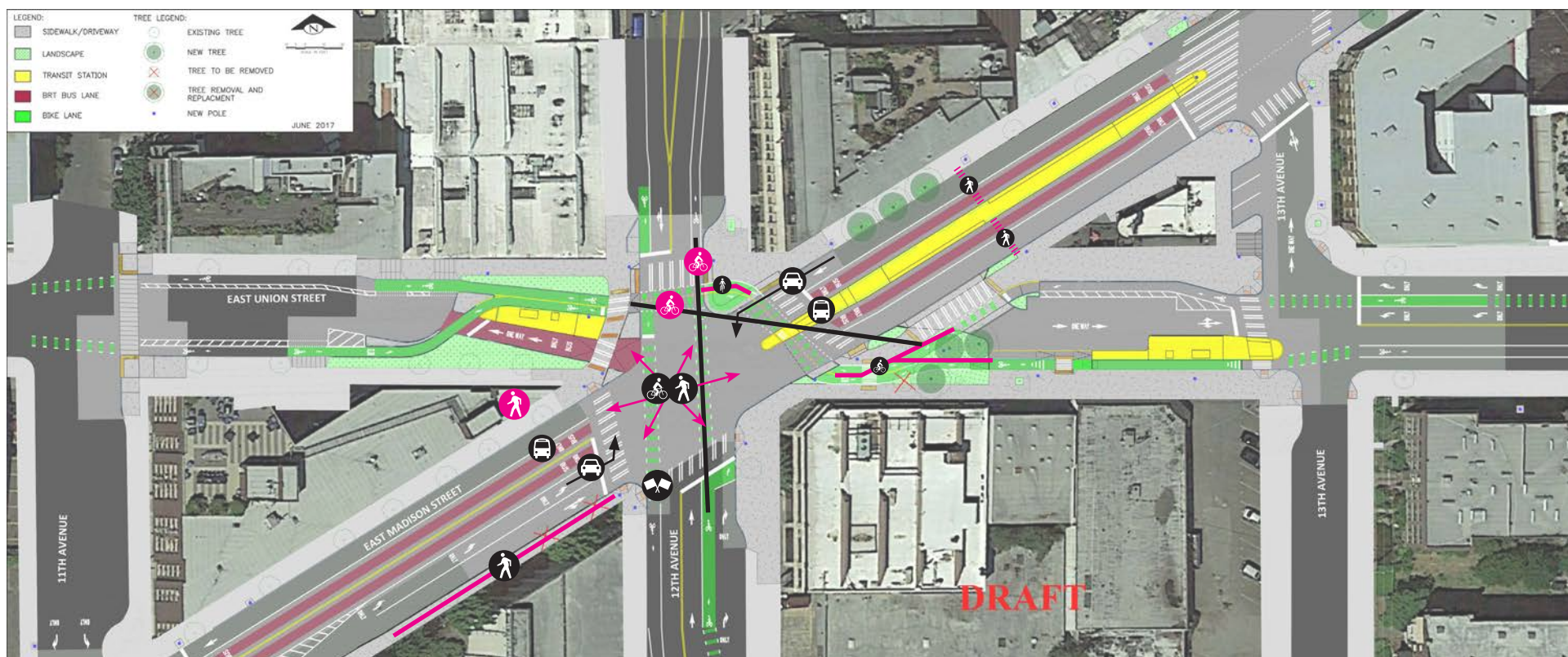


MADISON STREET BUS RAPID TRANSIT (BRT) CURRENT DESIGN



MADISON STREET BUS RAPID TRANSIT (BRT) SUGGESTED CHANGES FROM THE COMMUNITY



Map icons	Suggested change	Effect on intersection performance or project team response
	1. Dedicated bike lanes through intersection	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> All crosswalks at the intersection will be signaled, 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> All Madison Street BRT stations will include real-time arrival displays

Note: A delay refers to how much longer it would take someone to cross the intersection, compared to what is expected with the current design. The results presented here are draft only and subject to change.