Welcome!

Madison Street Bus Rapid Transit (BRT) open houses

**AUGUST 3**
5 - 7 PM
Seattle University, Campion Ballroom

**AUGUST 4**
11 AM - 1 PM
Town Hall

**AUGUST 9**
5 - 7 PM
Meredith Mathews
East Madison YMCA

Open house room layout

**AUGUST 2-16**
Online open house:
MadisonBRT.participate.online
Route developed with community input

The Madison St corridor is busy, dense, and still growing. Bus rapid transit (BRT) provides frequent, reliable, and comfortable bus service.
Seattle RapidRide Expansion Program

New RapidRide Corridors
1. Madison St
2. Delridge
3. Rainier / Jackson
4. 23rd Ave
5. Market / 45th St
6. Northgate / Fremont
7. Roosevelt

RapidRide Network
- New RapidRide Corridors
- Existing RapidRide
- Existing Seattle Streetcar
- Future Seattle Streetcar Connection
- Link Light Rail
- Future Link Light Rail

Preliminary timeline

<table>
<thead>
<tr>
<th></th>
<th>Open 2019</th>
<th>Open 2020</th>
<th>Open 2021</th>
<th>Open 2022</th>
<th>Open 2024</th>
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</thead>
<tbody>
<tr>
<td>Delridge</td>
<td>Rainier/Jackson</td>
<td>Roosevelt</td>
<td>Northgate/Fremont</td>
<td>23rd</td>
<td></td>
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<tr>
<td>Madison</td>
<td>Market/45th</td>
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What is bus rapid transit?

- Bus rapid transit (BRT) is a bus service that combines the capacity and speed of light rail with the flexibility, lower cost, and simplicity of a bus system.
- RapidRide is King County’s bus rapid transit system. 3 of the 6 routes serve Seattle.
- Madison St is 1 of 7 new RapidRide corridors in Seattle included in the voter-approved Levy to Move Seattle in 2015.
- We build RapidRide lines and King County Metro operates them.
Bus and station features

Other features:
- Real-time arrival information
- Off-board ORCA validation and other tools to speed up fare payment
- Stations with improved pedestrian access compliant with Americans with Disabilities Act (ADA) standards

Bus layout (conceptual)

Platform level with bus floor for quick and easy loading for all

Left side doors for center island stops

Door for left-side ADA loading

Door for left-side bike loading

Door for right-side ADA loading

Door for right-side bike loading

Any door boarding

Electric trolley with battery backup

Shelters with seating, lighting, and weather

Example RapidRide shelter/branding

RapidRide branding

www.seattle.gov/transportation/MadisonBRT.htm
3 lane types
Based on traffic conditions and access needs, the design uses 3 types of lanes.

**Bus-only lane**
- 60% of corridor
- Bus-only lanes are painted red.

**Business access and transit lane**
- 4% of corridor
- Business access and transit (BAT) lanes are bus-only lanes. However, vehicles can still reach driveways and side streets.

**General purpose lane**
- 36% of corridor
- General purpose lanes are open to all traffic, with no restriction.

Check out the long table to see where the lanes will be.
Efficiency

- We are focused on ways to improve travel times and move more people.
- Street design will help make Madison Street BRT more reliable than current buses.
- The project will convert general-purpose lanes to bus-only lanes in certain areas to improve travel times for more people.
- When service begins, Madison St will move more people than it does today.

Travel time

An updated traffic analysis is in progress and will be available later this summer. The 10% design traffic analysis noted these traffic changes during evening peak hours once service begins:

- 6.5 minutes faster from 1st Ave to 23rd Ave (eastbound) and about 4 minutes faster from 20th Ave to 1st Ave (westbound)
- 3.6 minutes slower from 1st Ave to 23rd Ave (eastbound) and about 20 seconds slower from 20th Ave to 1st Ave (westbound)

*Assumes 1.15 people/car, 60 people/bus, 100 people/BRT passing between Boylston Ave and Harvard Ave
**Approximate value
Madison Street BRT will connect into the existing and future transit system, creating quick and reliable connections to get you where you’re going.

**Madison Street BRT service frequency**

<table>
<thead>
<tr>
<th>Time</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>Monday-Saturday</td>
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<tr>
<td>5 AM - 6 AM</td>
<td>Every 15 min</td>
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<tr>
<td>6 AM - 7 PM</td>
<td>Every 6 min</td>
</tr>
<tr>
<td>7 PM - 1 AM</td>
<td>Every 15 min</td>
</tr>
<tr>
<td>Sunday + Holiday</td>
<td>Every 15 min</td>
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<tr>
<td>6 AM - 11 PM</td>
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*See Bike Master Plan for future bike routes*
Access

We will make it easier and safer for those walking and biking to reach stations. You can expect:

- Sidewalk repair and new curb bulbs
- New landscaping
- Improved bike facilities at key crossings

New landscaping, including planting 2 trees for every 1 tree removed

Painted bike crossing areas and bike facilities at key crossings

Sidewalk repair, including new curb bulbs to shorten crosswalk distances and other accessibility improvements
Sample location: Madison and Terry

View: Corner of Terry Ave and Madison St, looking north towards Virginia Mason Medical Center

View: Intersection of Terry Ave and Madison St looking north, including new right-turn only configuration from Terry Ave
Sample location: Madison/12th/Union

View: Intersection of Madison St, 12th Ave, and Union St, looking east down Union St

View: 12th Ave station and access improvements, including new bicycle lanes on Union St
Sample location: Madison/24th/John

View: Corner of E Madison St and E John St, looking northeast

View: Intersection of E Madison St and E John St, including potential location for a small building used to power electric trolley buses
### Schedule

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<tbody>
<tr>
<td>Event</td>
<td>Madison St prioritized by Seattle Transit Master Plan</td>
<td>Begin Concept Design</td>
<td>10% Design</td>
<td>30% Design</td>
<td>60% Design</td>
<td>100% Design</td>
<td>Construction</td>
<td>Service begins (projected)</td>
</tr>
<tr>
<td>Notes</td>
<td></td>
<td></td>
<td>Community shapes concept design • Preferred route alignment • General station locations • Safer, more accessible stations</td>
<td>Help us refine the design • Specific station details • How transit riders will reach stations • Look and feel of the street</td>
<td>Inform construction phasing • Share your ideas on when and how work occurs • Comment on updated design • SEPA* 14-day public comment period</td>
<td>Help us get ready for construction • Feedback on phasing plan • Input on how we’ll keep you informed</td>
<td>Connect with us during construction • Dedicated, responsive, and coordinated neighborhood liaisons • Regular updates, advanced notice, and signage during detours • Your thoughts on construction and potential changes to bus routes</td>
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*SEPA: State Environmental Policy Act

**Public engagement opportunities**

- Dedicated, responsive, and coordinated neighborhood liaisons
- Regular updates, advanced notice, and signage during detours
- Your thoughts on construction and potential changes to bus routes

**Decision milestones**

- Community shapes concept design
- Help us refine the design
- Inform construction phasing
- Help us get ready for construction
- Connect with us during construction

**Project design**

- Madison St prioritized by Seattle Transit Master Plan
- Seattle voters approved Levy to Move Seattle
- City Council approves design to move forward
- Submit federal grant application; Issue SEPA* environmental documentation
- Construction

**Construction**

- Service begins (projected)
**Cost and funding**

**Capital Cost**
- **$93 M**
  - Construction

**Purchases**
- **$12 M**
  - Design & development

**$15 M**
- Purchases
  - Right of way
  - Bus rapid transit fleet

**$120 M**

**Funding**
- **$15 M**
  - Levy to Move Seattle*

- **$4 M**
  - State Connecting Washington Fund

- **$101 M**
  - Federal Transit Administration grant & Sound Transit 3 ballot measure

**$120 M**

**Current Funding** và **Potential Funding**

**COST EFFECTIVENESS**

BRT will be more cost-effective to operate per boarding

**2013 Metro System-Wide**
- **$4.26**
  - per boarding

**BRT Cost per Boarding**
- **$1.36-1.68**
  - per boarding

*Source: Metro Online*

*Madison St is 1 of 7 new RapidRide corridors in Seattle included in the voter-approved Levy to Move Seattle in 2015.*
Looking ahead

In late 2016 we will work with property owners and businesses along the corridor to seek input on developing a construction phasing plan. We will bring the 60% design to you for your feedback at another public open house in early 2017.

Communication during construction

- Business and parking signage during detours
- 24-hour hotline
- Community liaisons
- Advance notices and regular updates
- Neighborhood and property owner briefings
- Translated materials

Your input and collaboration will be as important to the pre-construction and construction phases as it has been in the design phase.