Welcome

Thank you for visiting the Seattle Department of Transportation's Madison Street Bus Rapid Transit (BRT) online open house!

Madison Street BRT will improve east-west transit through one of Seattle's densest and fastest growing corridors by providing fast, frequent, and reliable bus service from downtown Seattle to Madison Valley.

Now is a critical time to provide feedback on both design and construction planning before we move to final design and break ground in 2018.

Click through the tabs at the top to learn more about the updated design and draft construction plan. And feel free to collect notes as you go to the bottom of each page. You can submit them on the Comment page.

Learn en español.

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项目

Quick links:
- Travel Times
- Parking and Loading
- 12th Ave Intersection
- Construction phasing plan (draft)

Project Brochure
- English
- 中文
- Español
- 한국어 - Hangul
- Soonamhi
- Tiếng

快速

Tani rasa onletik gurugura ame yiek nga aalja aam aada Madison BRT, uska Wadiyada Madison BRT waxaa la imanaya dhaqan, is labada, ku xiran maaltinkaco oo dhan ah. (Saan xuban laga xidhinyahay ama xud) iyadoo gaadii caduunka oo nabadood ee ka shaqeynaynta inta u dhismeynta jidka 1aad ee bartanashada magacaate Seattle iyada Dooxada Madison Valley. Waxa uu cug u neeryeynayaa inaad oo jiray ca khirita guduhaynayo naxariis magacaate kugu soo gudbiyeynayo. Su'aashaada: Loo xiran 266-615-1485 ama MadisonBRT@seattle.gov. Rase ama haddii aad u horreeyay, waxaa looga talagalay inaad u fahmo macluumaadka madaxbanaanka.

Madison Street BRT: Public Input on Design Progress

Comment on the draft construction phasing plan

Sign up for updates!

Text updates
To receive updates via text message text "Madison" to 100022.

Email updates
Sign up for regular email updates during construction

Take notes as you go

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an outreach service of

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Overview

Madison St is one of the densest and fastest-growing corridors in Seattle. Bus routes along the corridor are popular, often exceeding capacity during peak hours.

The Seattle Transit Plan prioritized Madison St for high-capacity bus rapid transit (BRT) service in 2012. In 2015, Madison St was selected as one of several new RapidRide corridors in Seattle included and funded through the voter-approved Levy to Move Seattle. Madison Street BRT will also be funded by the voter-approved Sound Transit 3 (ST3) ballot measure.

Read the Seattle Transit Plan (23 MB)

City of Seattle Department of Transportation
TRANSIT MASTER PLAN
FINAL SUMMARY REPORT
JUNE 2014

What we’ve been up to

Outreach began in 2014, to inform the concept design. Since the August 2016 open houses, we’ve been busy refining the design based on your feedback and have been seeking input from property and business owners on construction planning.

Our changes focus on the same elements we heard about most:

- Sidewalks and pedestrian access
- Parking and loading zones
- Station design
- Intersections of Madison St with Terry Ave, and 12th and 24th avenues
- Bus layover area near Arthur Pi and Martin Luther King Jr Way

What is RapidRide in Seattle?

It’s a combination of service improvements, capital investments, and design treatments that build on the success of existing Metro RapidRide service. It includes bus-only lanes, off-board fare collection, smart traffic signals, and more.

RapidRide corridors in Seattle also include improvements to make it easier and safer for people to get to transit. These improvements add up to significant travel time savings for people who use transit in the 7 corridors.

What is different about Madison Street BRT?

Madison Street BRT is making additional station improvements. Station platforms will be level with the bus floor for quick and easy boarding. Buses will have more doors and allow riders to board from both sides.

Did you know? As a part of King County’s RapidRide system, Madison Street BRT will be called RapidRide G Line when it starts service in late 2019!

Contact Us:

- MadisonBRT@seattle.gov / 206-615-1485
- www.seattle.gov/transportation/MadisonBRT.htm

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Schedule/funding

With anticipated funding from local, state, and federal sources, we expect to finish design in late 2017, build in 2018-2019, and open for service in late 2019. King County Metro will operate Madison Street BRT as the Red River G Line.

Quick links:
- Construction
- What's next?

Schedule

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Funding

Madison Street BRT will be funded by the voter-approved Levy to Move Seattle and the voter-approved Sound Transit 3 package. We continue to seek additional funding for construction from regional and federal grants.

Current capital cost of Madison Street BRT

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Current and potential funding for Madison Street BRT

- **Capital Cost**: $120 M
  - $11 M City and federal grants
  - $4 M State Connecting Washington Fund
  - $15 M Levy to Move Seattle
  - $30 M ST3
  - $60 M Federal Transit Administration grants

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- [www.seattle.gov/transportation/MadisonBRT.htm](http://www.seattle.gov/transportation/MadisonBRT.htm)

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Madison by bus or car

We are focused on ways to improve travel times and move more people. Street design will help make Madison Street BRT safe and reliable, with quicker transit travel times.

When service begins in late 2019, Madison St will move more people than it does today.

What we heard:

- General support, and some opposition, for bus-only lanes in areas where they are currently planned
- Some support for bus-only lanes further east on Madison St
- Questions about how bus-only lanes will be enforced
- Dismay with existing heavy traffic in the corridor
- Mixed support and opposition to parking removal for bus use

Travel times

We conducted a traffic analysis to study how travel times will change for buses and cars in 2019. We looked at how travel times would be affected with the project and without during the evening commute, the most congested time of day.

We found that:

- Madison St will move more people, more quickly than it does today.
- While traveling by car will take a few minutes longer, traveling by bus will be several minutes faster.
- Some drivers will choose to travel on streets other than Madison St. We will make improvements to maintain traffic flow in key areas.

MADISON STREET BUS RAPID TRANSIT (BRT)

BRT MOVES MORE PEOPLE

Providing reliable, frequent, and faster bus service will mean more available bus seats and make the bus a more attractive travel option.

TOTAL: 2,435 people per hour*

Car ridership: 1,395
Capacity: 480

TOTAL: 2,867 people per hour*

Car ridership: 1,847
Capacity: 1,800

* Per hour during peak PM commute. Improving bus service will allow Madison St to move 8,750 more people per day on buses.

BRT IMPROVES BUS SPEED

DOWNTOWN

2.1 min slower 7.6 min faster
15.4 min trip 11.4 min trip

2 min slower 5 min faster
1 extra song on your commute, possible
5 min faster Enough time to pick up dessert on your way home

MADISON VALLEY

2.0 min slower 5.0 min faster
14.5 min trip 10.5 min trip

30 min slower
1 extra song on your commute, possible

BRT moves more people and improves bus speed

Station locations and design
Parking and loading zones

We are using several types of information to determine where to locate on-street parking and loading zones once Madison Street BRT is in operation:

- **Traffic modeling and analysis** indicates where the removal of parking and loading zones is needed for safe and reliable BRT operations. Extra space is needed along Madison St to accommodate bus-only and general purpose lanes, and those who bike and walk. To make room, most on-street parking and loading will be removed along Madison Street. Most changes are west of 20th Ave. We are replacing loading zones where we are able to do on nearby side streets, with a goal of 1-for-1 replacement.

- **A study of current parking conditions** assessed current on-street parking utilization and available off-street parking (such as parking garages) along Madison St and nearby side streets.

- **Public input on parking and loading needs.** We have begun to collect information on parking and loading needs, through interviews and meetings, and will use this information to help determine future parking and street use.

Your input requested

We are looking for suitable locations for loading zones and other ideas for how to use on-street parking on side streets near Madison St. We welcome your input on where future loading zones or other types of on-street parking might be best located.

The [updated design report (2 MB)](#) shows where parking remains along Madison St. Please review the current design and share your ideas on on-street parking and loading with us. You can use the comment box below, then submit your comment on the Comment page.
Madison by foot

Check out the improvements we will make to sidewalks, crossings, and landscaping. To see what several intersections will look like, visit intersection design.

Languages:

English

Spanish

Chinese

Sidewalks and crossings

Many of the sidewalks along Madison St will be updated and replaced during construction. Intersection improvements include:

- Pedestrian-activated push buttons
- New crosswalks in some locations
- Shorter crossing distances in several locations

View the updated design report (2 MB) to see where new sidewalks and intersection improvements are planned.

Trees/landscaping

New landscaping will provide multiple benefits including:

- Create a more attractive place to walk, bike, and drive
- Create a safer buffer between the street and sidewalk
- Help increase environmental sustainability

For every 3 trees that must be removed, 2 trees will be planted. View the updated design report (2 MB) to view specific locations.

What we heard:

- Improve crossings, especially at Terry Ave, 12th Ave, 14th Ave, and 24th Ave
- Maintain emergency vehicle access at Terry Ave and Madison St
- Improve pedestrian access to and from stations; provide more time to cross the street, build more crosswalks and curb cuts, separate pedestrian and bicycle traffic.
- Improve sidewalk conditions: make sidewalks wider, level sidewalks where tree roots have disrupted the surface, and narrow treeless on narrow portions of sidewalks

Public art!

Seattle artist, Ron Zarroa, has been chosen to create public works of art for the Madison St corridor. Learn more about him at one of our in-person open houses.

Quick Links:

- Intersection design

MADISON STREET STREETSCAPE CONCEPT PLAN

Draft March 2017

Read the Madison Street Streetscape Concept Plan (6 MB)

Next page

Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

Read the Madison Street Streetscape Concept Plan (6 MB)

Next page

Contact Us:

- madison83@seattle.gov | (206) 684-2485
- www.seattle.gov/transportation/madison83.htm

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Madison by bike

Madison Street BRT is improving and expanding the existing bike network to create more accessible stations and safer commutes for those on bikes.

What we heard:
- General request for more bicycle infrastructure in design
- Thirst for a good bike route from Madison Valley to downtown
- Many specific suggestions for the intersections of Madison St/12th Ave and Madison St/24th Ave
- Extend a bike lane on Spring St east of 4th Ave
- Questions about bike and pedestrian traffic interactions where bike lanes are not planned

Key improvements:
1. Bike lane on Spring St from 1st Ave to 9th Ave
2. Protected bike lanes on E Union St from 11th Ave to 14th Ave
3. Intersection improvements at Madison St, E Union St, and 12th Ave
4. Intersection improvements at Madison St, E John St, and 24th Ave
5. Improved connections to neighborhood greenways

Quick links:
- 12th Ave intersection design

12th Ave intersection redesigned

The Madison St and 12th Ave intersection has been the focus of many conversations we've had with the community. Based on feedback received in the past several months, we worked to improve the 12th Ave intersection. The changes we have made since August 2015 will make the intersection safer and more efficient than it is today for everyone who uses the street.

Intersection improvements at 12th Ave

Take notes as you go

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Intersection design

Changes to the design were made with your feedback in mind. Key improvements include changes to bus lane locations and access improvements for those walking or biking near stations.

Léalo en español.

In English:

What we heard:

- This intersection needs better bike infrastructure
- Concerns about safety for those biking and walking across the intersection
- Concerns about intersection flow

What has changed:

- New curb bulb shortens the crossing distance for those biking and walking, and provide more room for everyone to wait for the signal
- Bus stops on Union St on both sides of 12th Ave provide better connections between Madison Street BRT and the Route 2
- To improve flow for all modes, westbound vehicles will no longer turn right onto 12th Ave from Madison St. Instead, Pike St or 13th Ave offer alternatives.
- The southbound bike lane on 12th Ave will now extend to and through Madison St. A protected bike lane will run on Union St from 11th to 14th avenues. See Madison by bike for other improvements for those biking.

Together, these changes will make the intersection safer and more efficient than it is today, whether you walk, bike, drive, or ride the bus.
• The intersection will function more like a 4-way intersection, with a new curb bulb and straighter crosswalks to improve the crossing. Vehicles traveling south on 24th Ave will continue with a “right-turn only” onto E John St. Bicycles will use the improved crosswalks to safely cross Madison St.

• Westbound station moved to the current bus stop at 23rd Ave

• A traction power system substation (TPSS) will be near this intersection. The TPSS will convert power from the city’s grid for use in the overhead trolley wires that will power the new, electric buses. We are working with the adjacent community to design the TPSS facility to match the look and feel of surrounding buildings. Check out this factsheet to learn more.

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**Madison St and Terry Ave**

What we heard:

• Concern about emergency vehicle access to hospitals at this intersection

• Maintain pedestrian crossings at this intersection

What has changed:

• Station platform is further east, allowing emergency vehicles coming from downtown to access Terry Ave

• The north and south sides of the Terry Ave intersection will be more pedestrian-friendly, with slightly raised crosswalks
**4th Ave and Spring St**

**What we heard:**
- Spring St near I-5 needs better management to reduce congestion, especially at garage entrance/exits and I-5 access ramps
- Extend bike lane on Spring St

**What has changed:**
- The bus lane is now located on the right and a bike lane on the left. Vehicles will still be able to use the lane to turn right; otherwise, the lane is for BRT buses only.
- This spring as part of a different project, Spring St will be restriped as shown below, to improve access to I-5 and overall traffic flow for all vehicles
- Bike lanes on the north side of Spring St, from 1st to 9th avenues

**Arthur Pl bus layover**

**What we heard:**
- Concerns about noise and exhaust. Since the BRT buses will be electric, they will be far quieter than current buses and have no exhaust.
- Concerns about blocking or restricting access to businesses
- Questions about how long buses would layover

**What has changed:**
- BRT buses will no longer layover on Madison St or Martin Luther King Jr Way. Instead, all buses will use the layover area shown in red below.
- Shifted westbound BRT station location near Martin Luther King Jr Way to its current location
Construction

Preliminary construction planning

Madison Street BRT construction is scheduled to begin in early 2018. We'd like your feedback on when and how work occurs.

This past fall and winter, we met with property and business owners along the corridor to gather initial input for the draft construction phasing plan. Through door-to-door outreach and 13 listening sessions, we discussed needs and preferences for construction timing, sequencing, and approach. Based on this input, and engineering and safety considerations, we developed the draft construction phasing plan.

Sign up for updates!

Text updates
To receive updates via text message text "Madison" to 33222.

Email updates
Sign up for regular email updates during construction.

What we heard:

- Concern about construction impacts
- Support for completing construction on Spring St early in the project
- Dismay with current high levels of public and private construction in the corridor
- Support for frequent, and timely communication from the project team
- General comfort with weekend and evening work in most, but not all, of the corridor
- General preference for shorter, more intense construction rather than longer, less intense construction

Please share your thoughts on the general schedule. We will use your feedback to finalize the plan for construction.

Staying in touch during construction

As we look ahead to construction in 2018, we will continue to work closely with the community, the Office of Economic Development, and the Department of Neighborhoods to plan for construction. We will also coordinate with private development projects. Sign up for our text or email updates to be sure you hear the latest.

Communication during construction is planned to include:

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

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Comment

Thank you for your participation and interest in the Madison Street BRT design process. Please share your input on the updated design and draft construction phasing plan. Please also consider attending an in-person open house.

We encourage you to provide feedback using the form below, or via our project email and phone number. You may also join our mailing list or sign up for text updates (text "Madison" to 33222).

¿Están listos en español?

In-person open houses

**Thursday, March 9, 2016**
11 AM – 1 PM
Town Hall (downtown)
1111 8th Ave

**Wednesday, March 15, 2016**
5:30 – 7:30 PM
First AME Church
1522 14th Ave

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**Comment**

**First name**

**Last name**

**Email address**

Please provide additional input on community outreach. Since the August 2016 open houses, we have conducted business surveys and “listening sessions” for adjacent properties, shared the design progress and outreach summary via email, met with community groups and responded to emails and calls. What has gone well? Where can we improve?

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**What's next?**

We will consider and incorporate the feedback we receive on the updated design and draft construction phasing plan. We expect to complete environmental review this spring, finalize the construction phasing plan this summer, finalize the design later this year, and build the project in 2018-2019. King County Metro will operate Madison Street BRT as the RapidRide G Line once service begins in late 2019.

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