Welcome!

Public input has shaped the design and draft construction phasing plan. Thank you! Today is one of several opportunities to share your thoughts with the team.

Attend an open house

**MARCH 9**
11 AM – 1 PM
Town Hall
1119 8th Ave

**MARCH 15**
5:30 – 7:30 PM
First African Methodist Episcopal Church
1522 14th Ave

Participate online

**MARCH 8 – 22**
Online open house:
MadisonStreetBRT.participate.online

Sign up for text updates

Text “Madison” to 33222
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.
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.

Preliminary timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Madison (RapidRide G Line)</td>
</tr>
<tr>
<td>2020</td>
<td>Delridge (RapidRide H Line)</td>
</tr>
<tr>
<td>2021</td>
<td>Roosevelt</td>
</tr>
<tr>
<td>2021</td>
<td>Rainier</td>
</tr>
<tr>
<td>2022</td>
<td>Market</td>
</tr>
<tr>
<td>2023</td>
<td>Fremont</td>
</tr>
<tr>
<td>2024</td>
<td>23rd</td>
</tr>
</tbody>
</table>

*To be refined during corridor development*
3 lane types
Based on traffic conditions and access needs, the design uses 3 types of lanes.

**Bus-only lane**
- 61% of corridor
- Bus-only lanes are painted red.

**Business access and transit lane**
- 5% of corridor
- Business access and transit (BAT) lanes are bus-only lanes. However, vehicles can still reach driveways and side streets.

**General purpose lane**
- 34% 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.
Bus and station features

- Improved pedestrian access compliant with Americans with Disabilities Act (ADA) standards
- Platform level with bus floor for quick and easy boarding for all
- RapidRide branding
- Shelters with seating, lighting, and weather protection
- Real-time arrival information
- Metro bus system map and information
- Ticket vending machine for riders without an ORCA card
- Off-board ORCA validation to speed up payment and boarding
- Station striping to indicate door locations
- Electric trolley with battery backup

Bus layout (conceptual)

- Left-side doors for center island stops
- Door for left-side ADA loading
- Door for left-side bike loading
- Conceptual layout, final configuration to be determined
- Any-door boarding
- Door for right-side ADA loading
- Door for right-side loading
- Door for right-side bike loading

www.seattle.gov/transportation/MadisonBRT.htm
MADISON STREET BUS RAPID TRANSIT

Moving more people with the same street

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.

<table>
<thead>
<tr>
<th>WITHOUT BRT</th>
<th>WITH BRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car ridership: 1,595</td>
<td>Car ridership: 1,067</td>
</tr>
<tr>
<td>Capacity: 840</td>
<td>Capacity: 1,800</td>
</tr>
</tbody>
</table>

Total: 2,435 people per hour* vs. Total: 2,867 people per hour*

*Per hour during peak PM commute.

Improving bus service will allow Madison St to move 5,720 more people per day on buses.

BRT IMPROVES BUS SPEED

Bus-only lanes, signal priority, and other design elements will help make Madison Street BRT faster and more reliable than current buses on Madison St.

Changes to your evening commute:

- DOWNTOWN:
  - 2.0 min slower (14.5 min trip)
  - 5-7 min faster
  - Enough time to pick up dessert on your way home

- MADISON VALLEY:
  - 7.6 min faster (14.9 min trip)

SDOT conducted a traffic analysis studying Madison Street BRT’s effects on bus and vehicle travel times. The numbers shown are for PM peak, developed in winter 2016/2017.
Connectivity

Madison Street BRT will connect into the existing and future transit system, creating quick and reliable connections to get you where you’re going. Beginning in 2018, King County Metro will engage with the community to identify potential changes to other routes serving this area.

*See Bicycles and greenways board and Bike Master Plan for future bike routes*
Bicycles and greenways

Madison Street BRT will expand the existing bike network, improve connections, and build more accessible stations to create a more family- and commuter-friendly bike network.

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

What we heard:

- Request for more bicycle infrastructure included in project 1 2 3
- The need for a good bike route from Madison Valley to downtown 1 2 5
- Many specific suggestions to improve the intersections of Madison St with 12th Ave and 24th Ave 4 4
- Extend bike lane on Spring St east of 4th Ave 1
- Questions about bike and pedestrian traffic interactions where bike lanes are not planned

*Family-friendly routes include paths, protected bike lanes, and neighborhood greenways
Parking and loading

- 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 St. The changes are mostly west of 20th Ave.
- We are replacing loading zones where we are able to on nearby side streets, with a goal of 1-for-1 replacement.

VISIT THE ROLL PLOT
Draw where loading zones could go on side streets.
## Schedule

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Event</td>
<td>Madison St prioritized by Seattle Transit Master Plan</td>
<td>Begin Concept Design</td>
<td>Seattle voters approved Levy to Move Seattle</td>
<td>City Council approved design to move forward</td>
<td>Issue environmental documentation (NEPA/SEPA* complete); Federal grant application advances for President’s federal budget approval</td>
<td>Service begins (projected)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Public engagement opportunities
- **Community shapes concept design**
  - Preferred route alignment
  - General station locations
  - Safer, more accessible stations

- **Help us refine the design**
  - Specific station details
  - How transit riders will reach stations
  - Look and feel of the street

- **Inform construction phasing**
  - Share your ideas on when and how work occurs
  - Comment on updated design

- **Help us refine the construction phasing plan**
  - Feedback on draft phasing plan
  - Input on how we’ll keep you informed during construction
  - Issue SEPA DNS* 14-day public comment period

- **Connect with us during construction**
  - Respond to your questions and concerns with dedicated and coordinated neighborhood liaisons
  - Keep you informed with regular updates, advanced notice, and signage during detours
  - Share your thoughts on potential changes to bus routes

*SEPA: State Environmental Policy Act | NEPA: National Environmental Policy Act | DNS: Determination of Nonsignificance
**Cost and funding**

**CAPITAL COST**

- **$93 M**
  - Construction

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

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

**CURRENT FUNDING**

- **$120 M**

**FUNDING**

- **$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

**POTENTIAL FUNDING**

- **$120 M**

**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

*Madison St is 1 of 7 new RapidRide corridors in Seattle included in the 2015 voter-approved Levy to Move Seattle and 2016 voter-approved Sound Transit 3 package.
Sample location: Madison/12th/Union

The Madison/12th/Union intersection has been the focus of many conversations we’ve had with the community. The image below shows key design features and what we’ve changed since August 2016. These changes will make the intersection safer and more efficient than it is today, whether you walk, bike, drive, or ride the bus.

POST COMMENTS HERE
Sample location: Madison/24th/John

The Madison/24th/John intersection has been the focus of many conversations we’ve had with the community. The images show key design features and what we’ve changed since August 2016.

This intersection will function more like a 4-way intersection, with a new curb bulb and straighter crosswalks for safer crossings. Please note that the westbound station has been moved to the current bus top at 23rd Ave.

POST COMMENTS HERE
Sample location: Madison and Terry

We’ve had several conversations with the community about the Madison and Terry intersection. The images show key design features and what we’ve changed since August 2016. The updated design maintains existing emergency vehicle access routes and makes Terry Ave more pedestrian-friendly.

POST COMMENTS HERE
Sample location: 4th and Spring

The images show key design features and what we’ve changed since August 2016 near the 4th Ave and Spring St station.

View: 4th Ave and Spring St station looking southeast.

- Bike lane (1st Ave to 9th Ave)
- I-5 on-ramp access lane marked
- Sidewalk remains same width as today
- Access to driveways on both sides of the street maintained. Current roadway width preserved

POST COMMENTS HERE
Sample location: Arthur Pl bus layover

The images show key design features and what we’ve changed since August 2016.

View: Arthur Pl bus layover looking west.

View: Arthur Pl bus layover looking southwest.
Preliminary construction planning

We went door-to-door last fall and talked to hundreds of businesses along the Madison St corridor about their needs during and preferences for construction. We based the draft construction phasing plan shown below on these conversations, as well as on a series of 13 listening sessions with businesses and property owners. We also consulted about their needs during and preferences for construction, and we went door-to-door last fall and talked to hundreds of businesses along the corridor.

This plan proposes the general construction schedule. Additional details will be available this fall. We will use your feedback to finalize the plan this summer.

What we heard:
1. General preference for shorter, more intense construction rather than longer, less intense construction, with a few exceptions
2. Concern about on-street loading areas
3. Frustration with many public and private construction projects currently underway and planned along the corridor
4. Concern about business impacts

How we plan to implement feedback:
1. Plan construction to be shorter/more intense in areas that requested this method
2. Work with businesses to identify locations for on-street loading areas
3. Work with other public and private projects to coordinate construction impacts and schedules
4. Continue listening to business concerns and working with the Office of Economic Development (OED) to provide small business assistance tools ahead of construction
Looking ahead

**Spring 2017:** Spring St restriping; complete environmental review

**Summer 2017:** Finalize construction phasing plans

**Fall 2017:** Finalize design

**Early 2018:** Begin construction

Communication during construction

- Business and parking signage during detours
- Text service and 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 planning and design phases.
Public Art
Seattle artist, Ben Zamora, has been chosen to create public works of art for the Madison St corridor. The artist will participate in a variety of outreach and community conversations to develop a proposed design and location.

Ben Zamora, NEVER FINISHED
2014, Seattle, Washington
Photo credit: Mark Woods.

Ben Zamora, INVISIBLE
12th Avenue South and S Elmgrove Street, Seattle, Washington