

MADISON CORRIDOR BUS RAPID TRANSIT STUDY: WEB SURVEY

BRT is rubber-tired transit that has features similar to light-rail transit, providing high levels of service, passenger amenity, comfort, and convenience.

Walk through this brief informational survey to:

- Learn more about the Madison Corridor Bus Rapid Transit (BRT) Study
- Provide input on Bus Rapid Transit alternatives to be analyzed in early 2015
- Find out about next steps and input opportunities

To stay informed follow us on: <http://www.seattle.gov/transportation/madisonbrt.htm>
#MadisonBRT

FIRST, WE'D LIKE TO KNOW A LITTLE MORE ABOUT YOU...

Answering these few questions will help us plan for improvements in the Madison Street corridor.

*1. What is your age?

*2. In which zip code do you reside?

3. Do you consider yourself of Hispanic, Latino, or Spanish origin?

- No
- Yes
- I prefer not to answer

4. What race/ethnicity do you consider yourself?

- White/Caucasian
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or Pacific Islander
- I prefer not to answer

Other (please specify)

5. How many times a week do you use a particular mode to get to work, school, shopping, appointments, or other activities?

| | Rarely/never | 1-2 times | 3-5 times | 6 or more times |
|-----------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Use public transit | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Drive | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Walk | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Ride a bicycle | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cab/Uber/Lyft/Car2Go/Zipcar | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

BRT FEATURES UNDER CONSIDERATION IN THE MADISON CORRIDOR

Bus Rapid Transit can include a number of features that enhance transit speed, reliability, and passenger experience.



LEVEL BOARDING



SPECIALIZED, LOW FLOOR BRT VEHICLES



OFF-BOARD FARE PAYMENT



STOPS LIKE RAIL STATIONS



ENHANCED PEDESTRIAN ACCESS

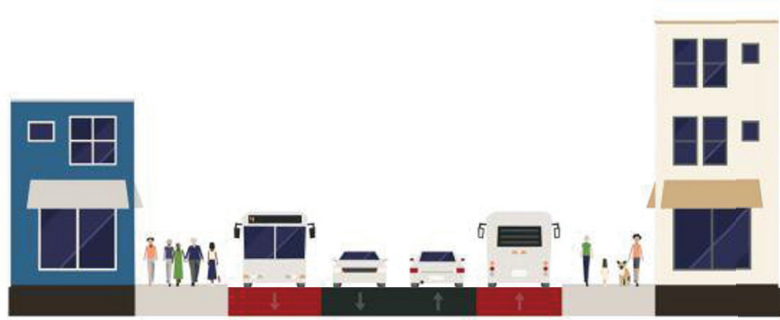
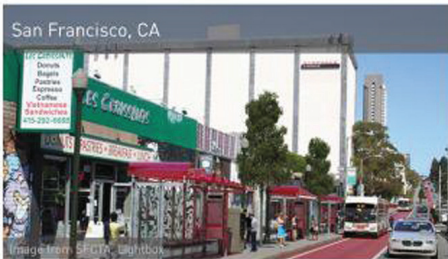


TRANSIT ONLY LANES

BRT DESIGN ALTERNATIVES

This study will analyze two BRT design alternatives. The two primary alternatives will represent a “side-running” alternative and a “center-running” alternative. There are a number of tradeoffs between side- and center-running BRT:

SIDE-RUNNING BRT



PROS:

- Stations can be on the sidewalk, which may be more comfortable for waiting passengers.
- Fewer left-turn restrictions may be necessary.
- The lane can double as a right-turn lane at intersections.

CONS:

- Buses must share the lane with cars and trucks turning right, slowing buses down.
- Side-running bus lanes are often used by regular buses, so people may be less aware of BRT.
- Sidewalk stations are less visible than stations in the street.

CENTER-RUNNING BRT

Eugene, OR



Image from Nilsen/Nygard

Cleveland, OH

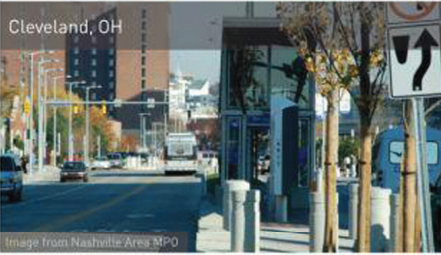


Image from Nashville Area MPO

San Francisco, CA

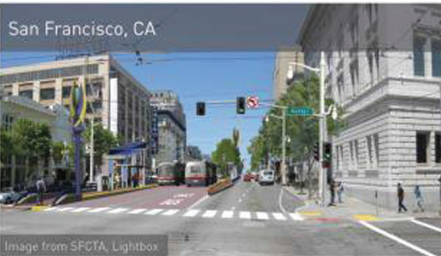


Image from SPCTA, Lightbox



PROS:

- Traffic is never allowed in the bus lanes, and lanes may even be physically separated by curbs or medians.
- Both center lanes and stations on islands are highly visible, and there may be more room on platforms for shelters and other amenities.
- Stations can double as refuges for pedestrians crossing the street.

CONS:

- Island platforms require more space.
- Some left turns may be restricted.
- Transit riders may not be comfortable waiting in the middle of the street.

BRT DESIGN ALTERNATIVES

6. Center- and side-running alternatives will provide different opportunities, how important is each of the following corridor improvements to you?

| | Very important | Important | Moderately important | Of little importance | Not at all important |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Transit Service reliability (how likely the bus will be on time) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Pedestrian crossing and safety | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Sidewalk conditions along Madison | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Transit passenger comfort and waiting environment | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maintaining or increasing turn opportunities for cars | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maintaining on-street parking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maintaining commercial load zones | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maintaining car passenger load zones | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maintaining or improving current driving speeds through the corridor | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

EASTERN AND WESTERN END-OF-LINE ROUTING OPTIONS

Madison BRT vehicles will need to turn around at each end of the corridor to make return trips. Factors used to evaluate and narrow end-of-line routing options include:

| | |
|--|------------------------------------|
| Transit Operations | Travel Times/Operating Costs |
| Transit Connection | Access to Major Destinations |
| Route Directness/Simplicity/Legibility | ADA Access/Level Platform Boarding |
| Multimodal System Support | Traffic Conflicts/Operations |
| Parking Impacts | Loading Zone Impacts |

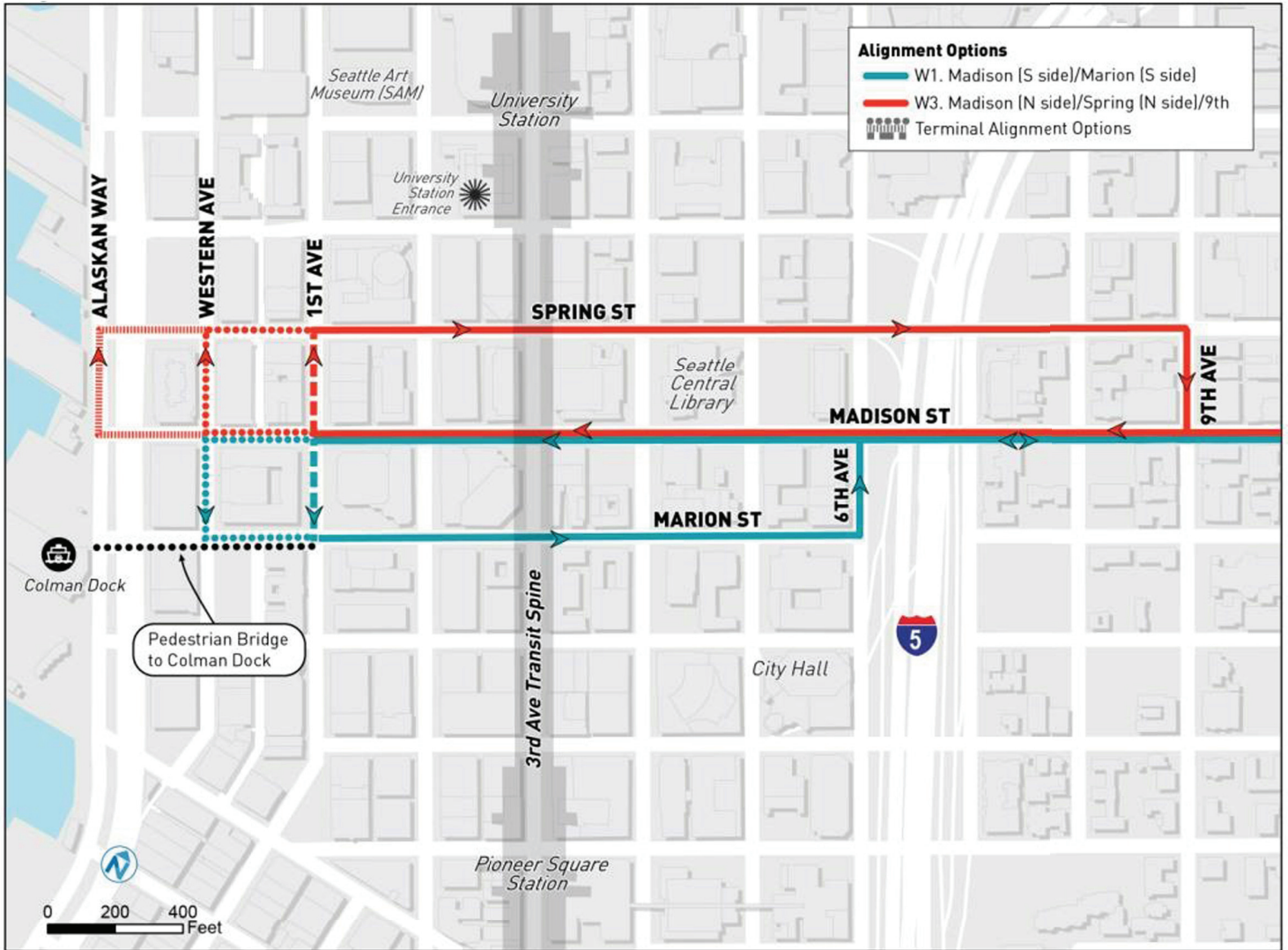
7. What are the highest priority transfer points with the BRT line (pick up to 3)?

- Washington State Ferries at Colman Dock
- West Seattle Water Taxi
- Future 1st Ave Streetcar
- Link LRT – Downtown Seattle Transit Tunnel
- Buses on 3rd Ave
- Buses/Streetcar on Broadway
- Route 2 at Union
- Route 48 on 23rd Ave
- Route 8 at MLK
- Other King County Metro Routes
- No opinion

Other (please specify)

WESTERN END-OF-LINE ROUTING OPTIONS

Two end-of-line routing options will be evaluated for the west end of the corridor. They are shown below.



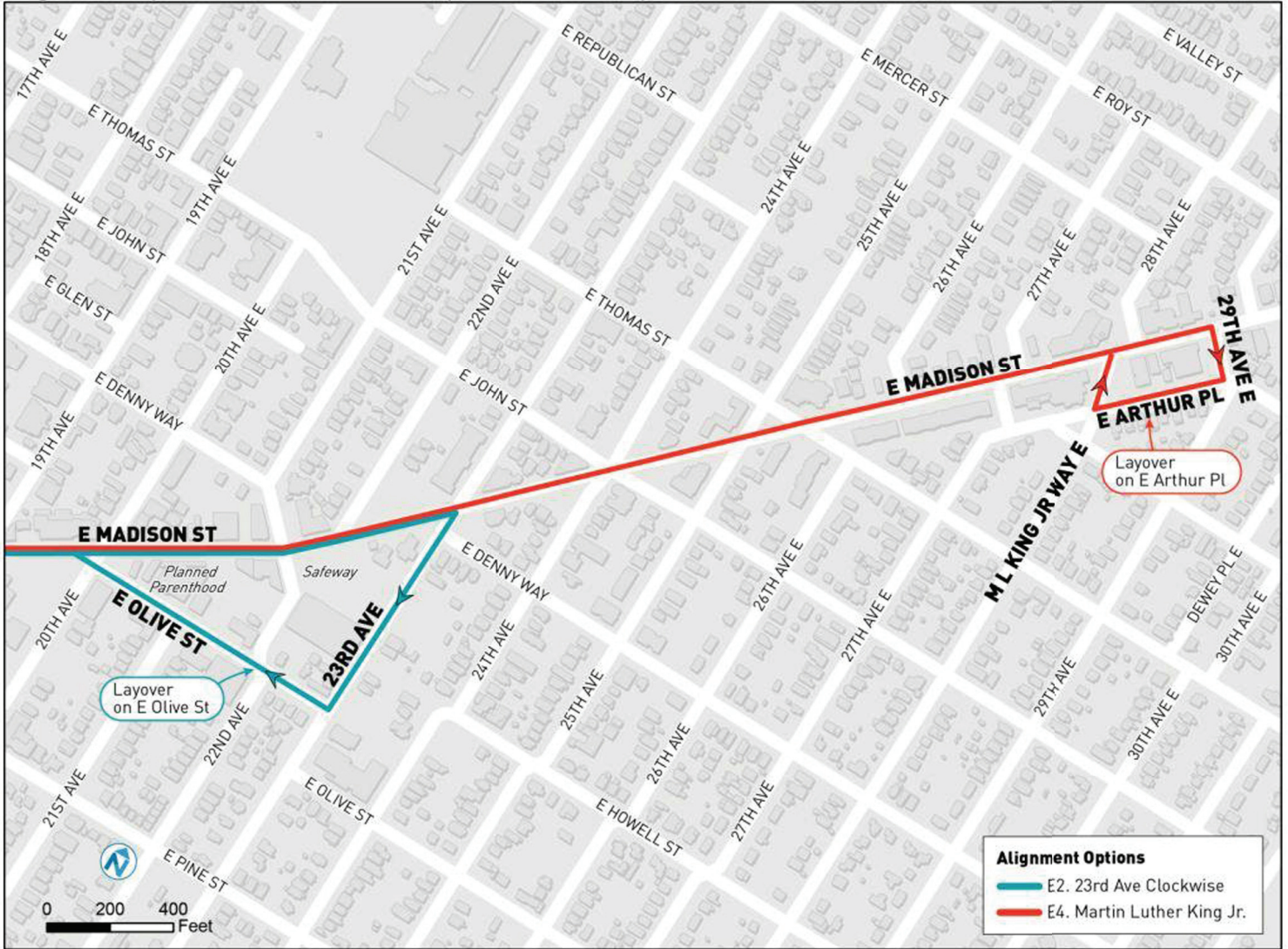
***8. Which routing option do you prefer for the western end of the line? See the map above to view the western end of line routing options.**

- Madison and Marion Couplet (W1)
- Madison and Spring Couplet (W3)
- No opinion
- Other

Please specify other options or comments below

EASTERN END-OF-LINE ROUTING OPTIONS

We will evaluate two end-of-line routing options for the east end of the corridor. They are shown below.



***9. Which routing option do you prefer for the eastern end of the line? See the map above to view the end of line routing options.**

- 23rd Ave and Olive Way (E2)
- Martin Luther King Jr. Way and Arthur Pl (E4)
- No opinion
- Other

Please specify other options or comments below

10. Other comments on end of line routing options to be evaluated?

BICYCLE AND PEDESTRIAN ACCESS

The Madison Corridor BRT project will advance the design of one east – west bicycle facility that generally connects the same neighborhoods as the Madison Street corridor. The bicycle facility will provide a better bike connection to the Madison corridor, while offering comfortable connections along the corridor for people of all ages and abilities. The selected route will be consistent with the Seattle Bicycle Master Plan Update adopted in 2014.

Two bicycle routing options are being considered east of Broadway. Please let us know if you have a preference or feedback on these alternatives.

Madison BRT - Alternate Bicycle Routes and Difficult Crossings



***11. Which route do you prefer?**

- Alternative 1: Broadway/Denny Way/21st Ave/Thomas St/24th Ave
- Alternative 2: Union St/27th Ave/Aurthur Pl
- No opinion
- Other

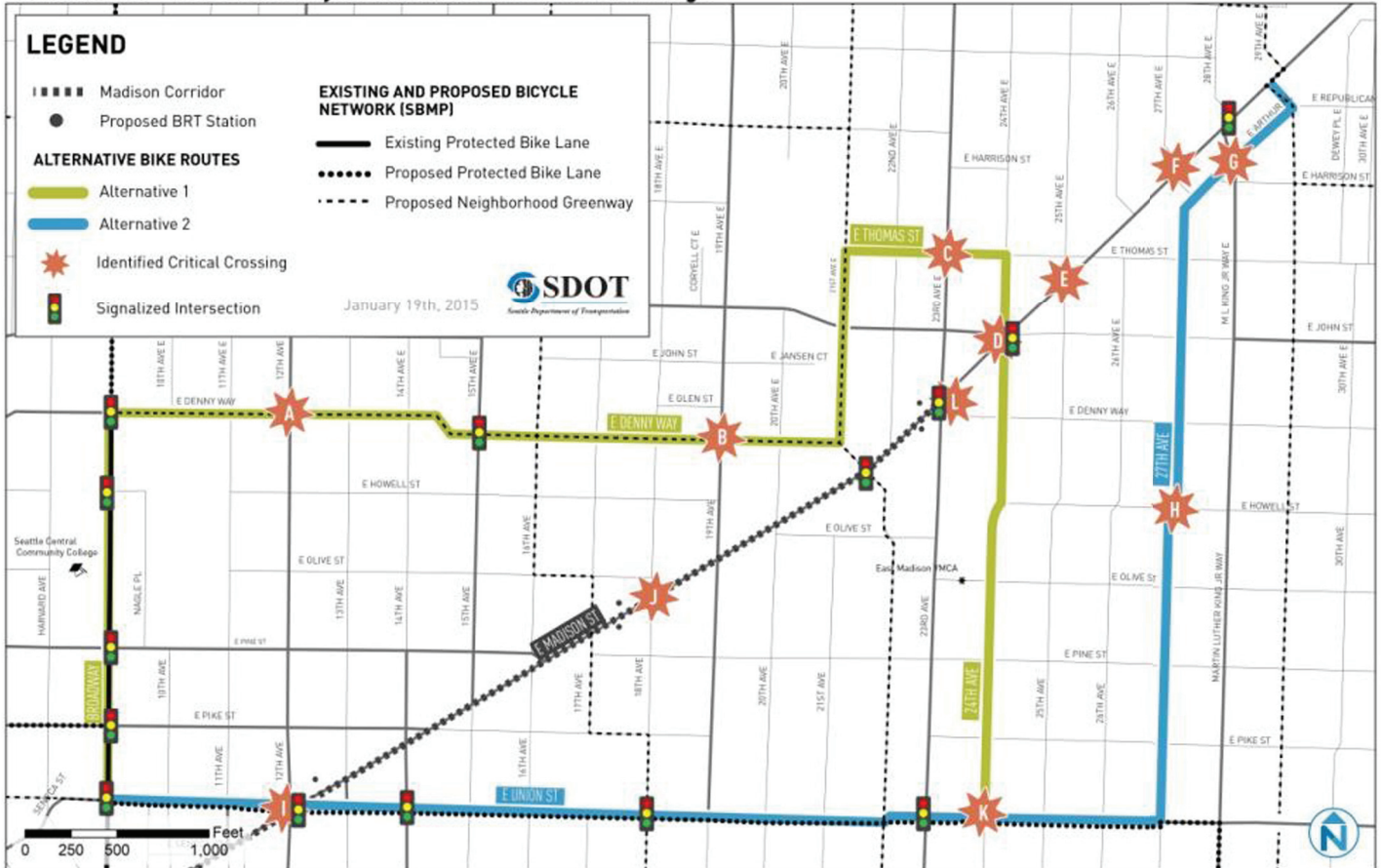
Please specify other options or comments below

NOTE: SDOT will study a parallel bicycle facility to the entire Madison BRT corridor from Coleman Dock to 23rd Ave. Work is underway on the Center City Bicycle Network project which includes east-west bicycle facilities connecting the waterfront to First Hill. The bike facility serving the Madison corridor west of Broadway will be consistent with the Center City Bicycle Network project recommendations. The Madison BRT corridor project and Center City Bike Network project are working closely to connect the bicycle facilities east and west of Broadway.

BICYCLE AND PEDESTRIAN ACCESS

Some major intersections along Madison present challenges for bicyclists and pedestrians. SDOT would like to make accessing and crossing the Madison corridor easier for bicyclists and pedestrians. Please indicate the most important intersections that should be improved.

Madison BRT - Alternate Bicycle Routes and Difficult Crossings



12. For bicyclists and pedestrians, which intersections are most important to improve (choose up to 3)?

A. 12th Ave and Denny Way

B. 19th Ave and Denny Way

C. 23rd Ave and Thomas St

D. 24th Ave and Madison St

E. 25th Ave and Madison St

F. 27th Ave and Madison St

G. MLK King Jr Way and E Arthur Pl

Other (please specify)

H. 27th Ave and Howell St

I. 12th Ave and Madison St

J. 18th Ave and Madison St

K. 24th Ave and Union St

L. 23rd Ave and Madison St

I do not ride bicycles and have no opinion

I have no opinion

