

# 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:

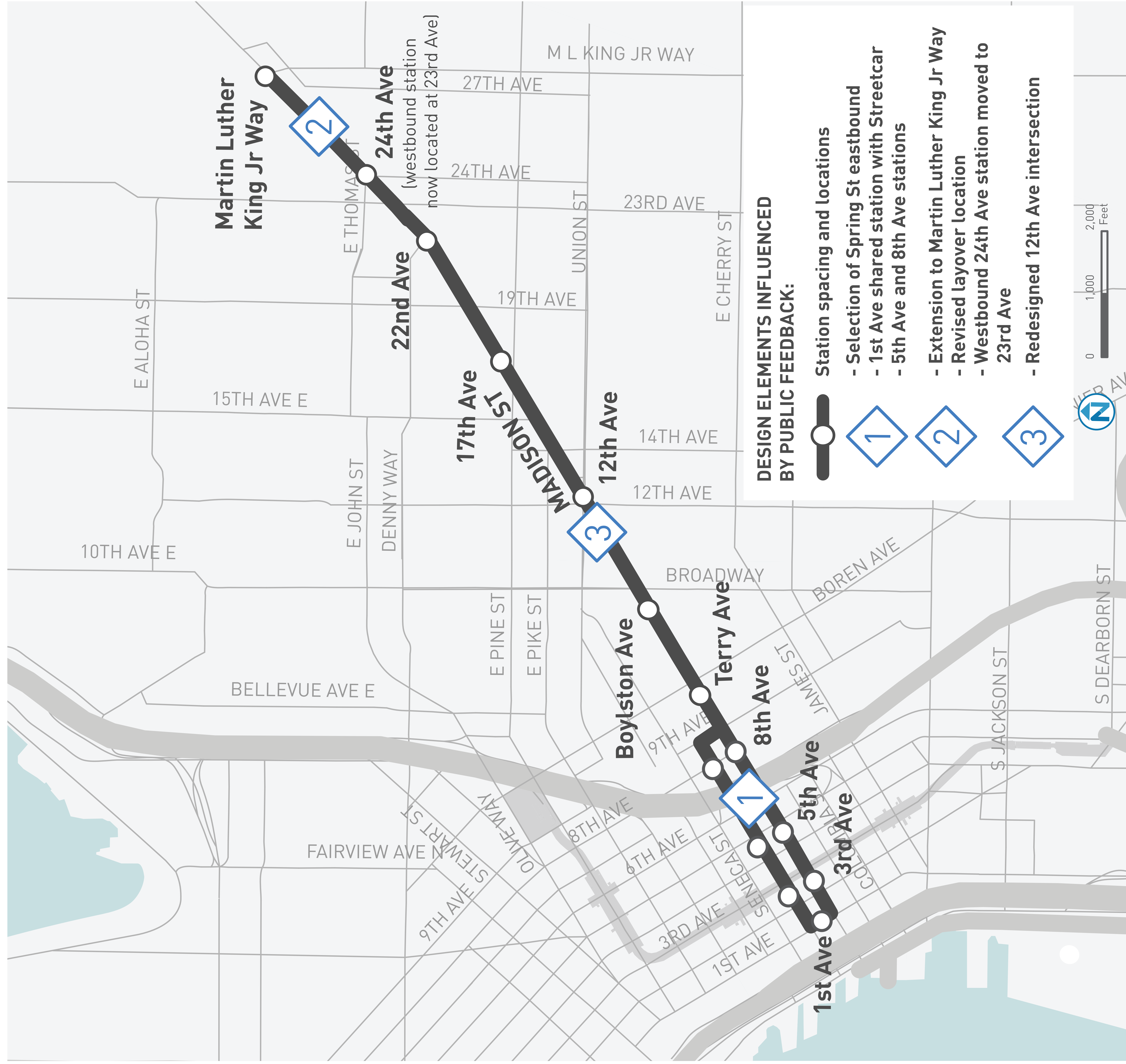
[MadisonStreetBRT.participate.online](https://MadisonStreetBRT.participate.online)

## Sign up for text updates

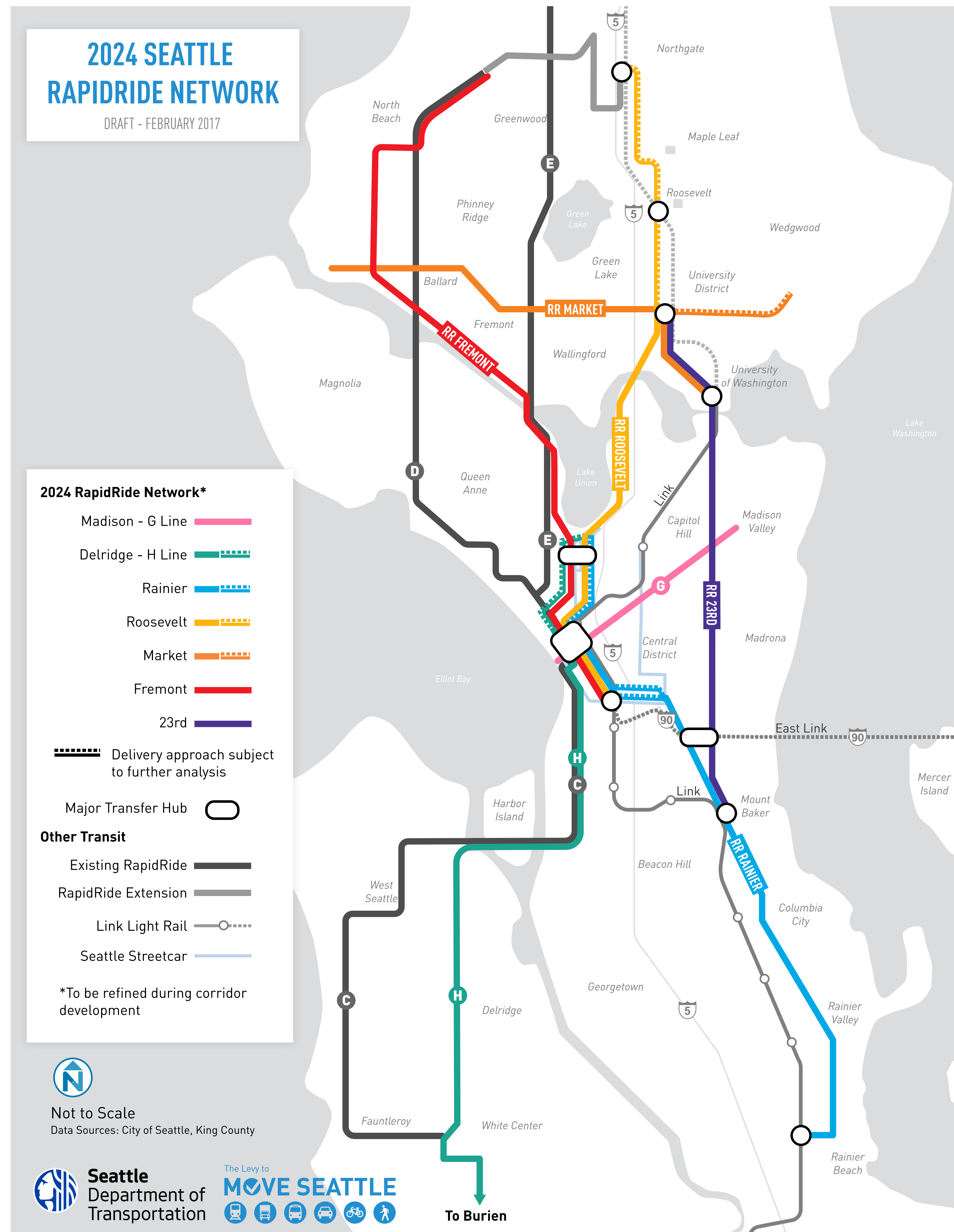
Text “Madison” to 33222

# 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.



## Madison Street BRT and RapidRide



### Preliminary timeline

Open 2019	Madison (RapidRide G Line)
Open 2020	Delridge (RapidRide H Line)
Open 2021	Roosevelt
Open 2021	Rainier
Open 2022	Market
Open 2023	Fremont
Open 2024	23rd

### 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?

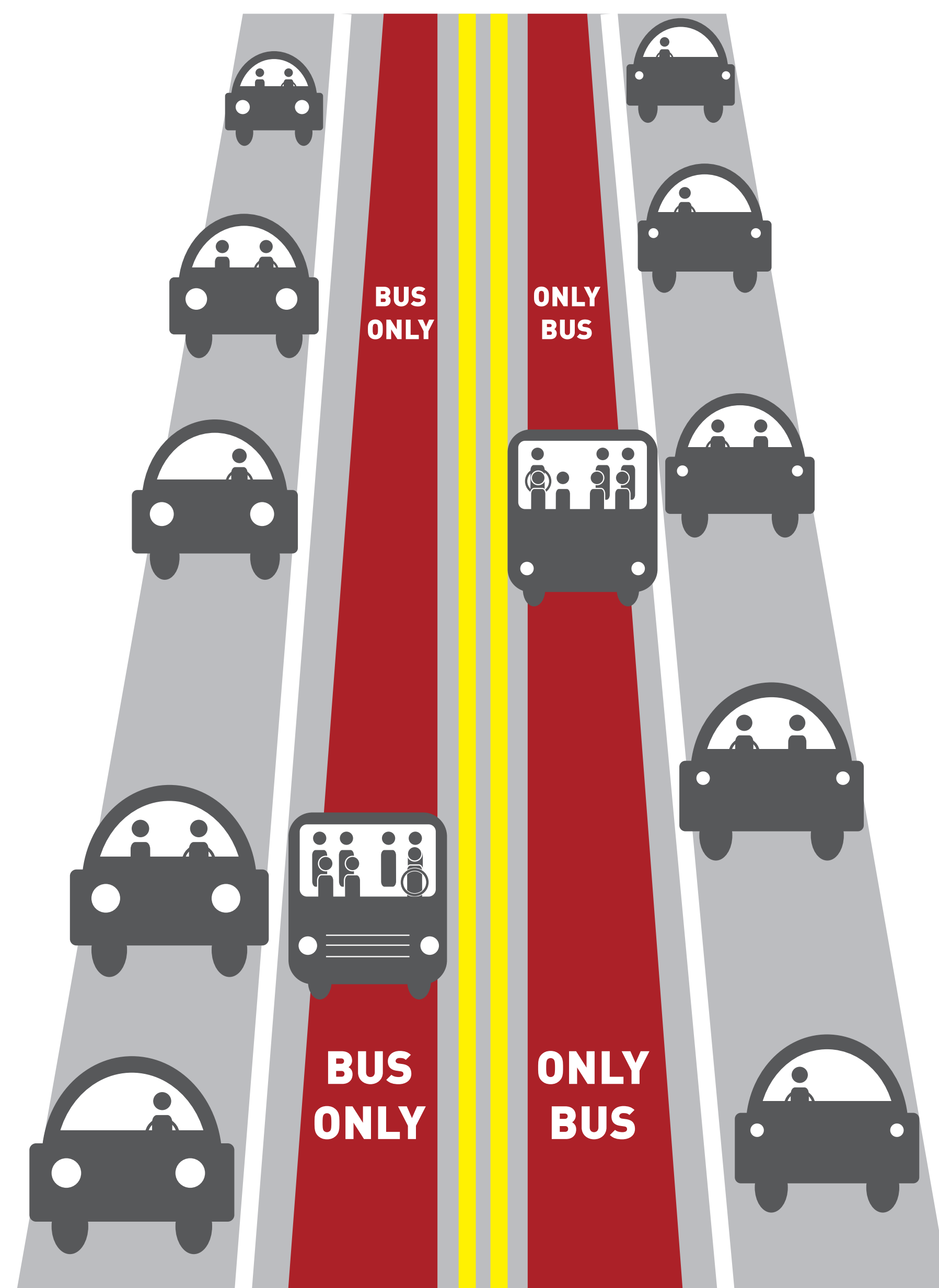
Madison Street BRT is making additional station improvements. Station platforms will be level with the bus floor for quick and easy boarding. Buses will have more doors and allow riders to board from both sides.

## 3 lane types

Based on traffic conditions and access needs, the design uses 3 types of lanes.

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

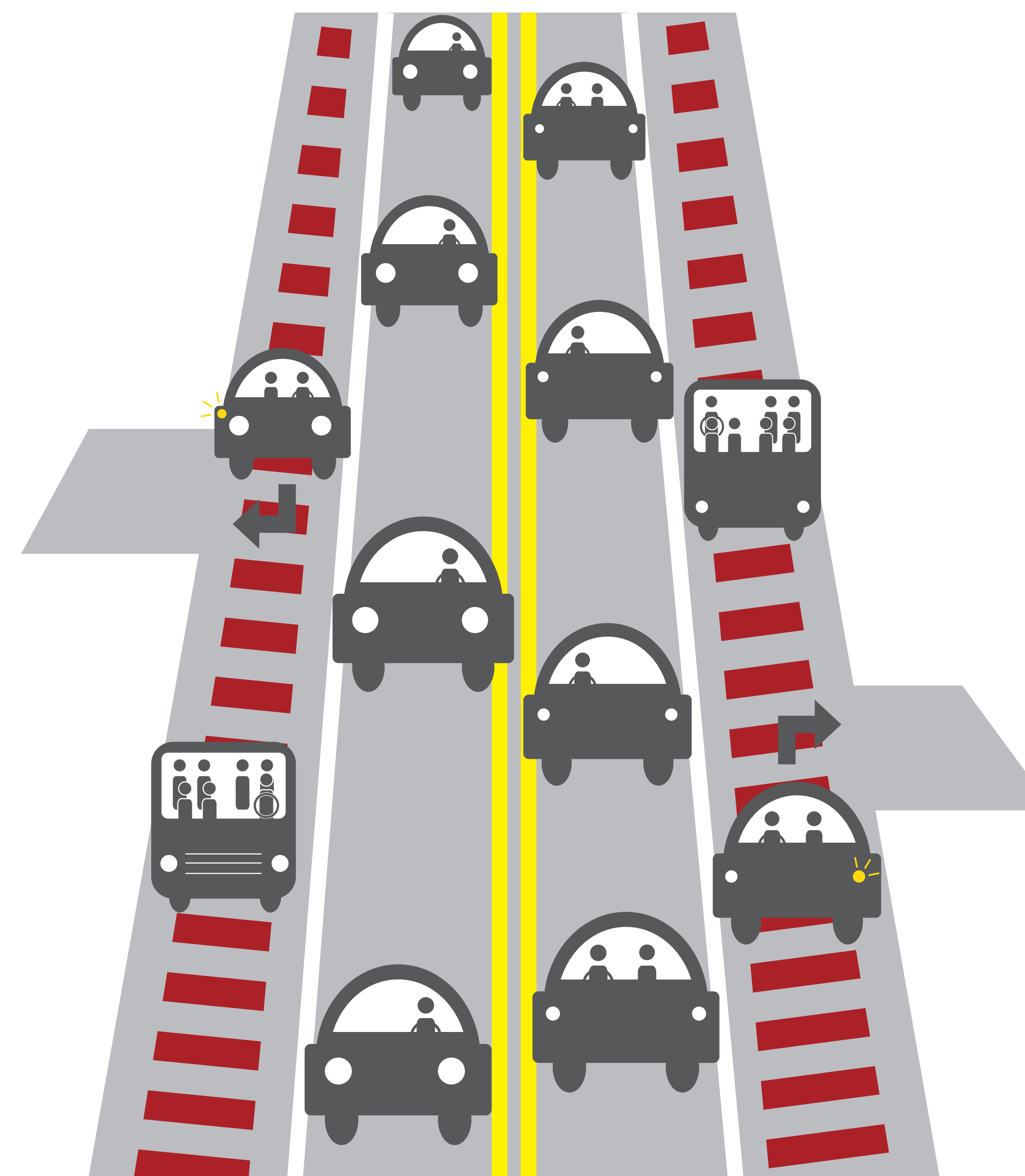
### Bus-only lane



**61% of corridor**

*Bus-only lanes are painted red.*

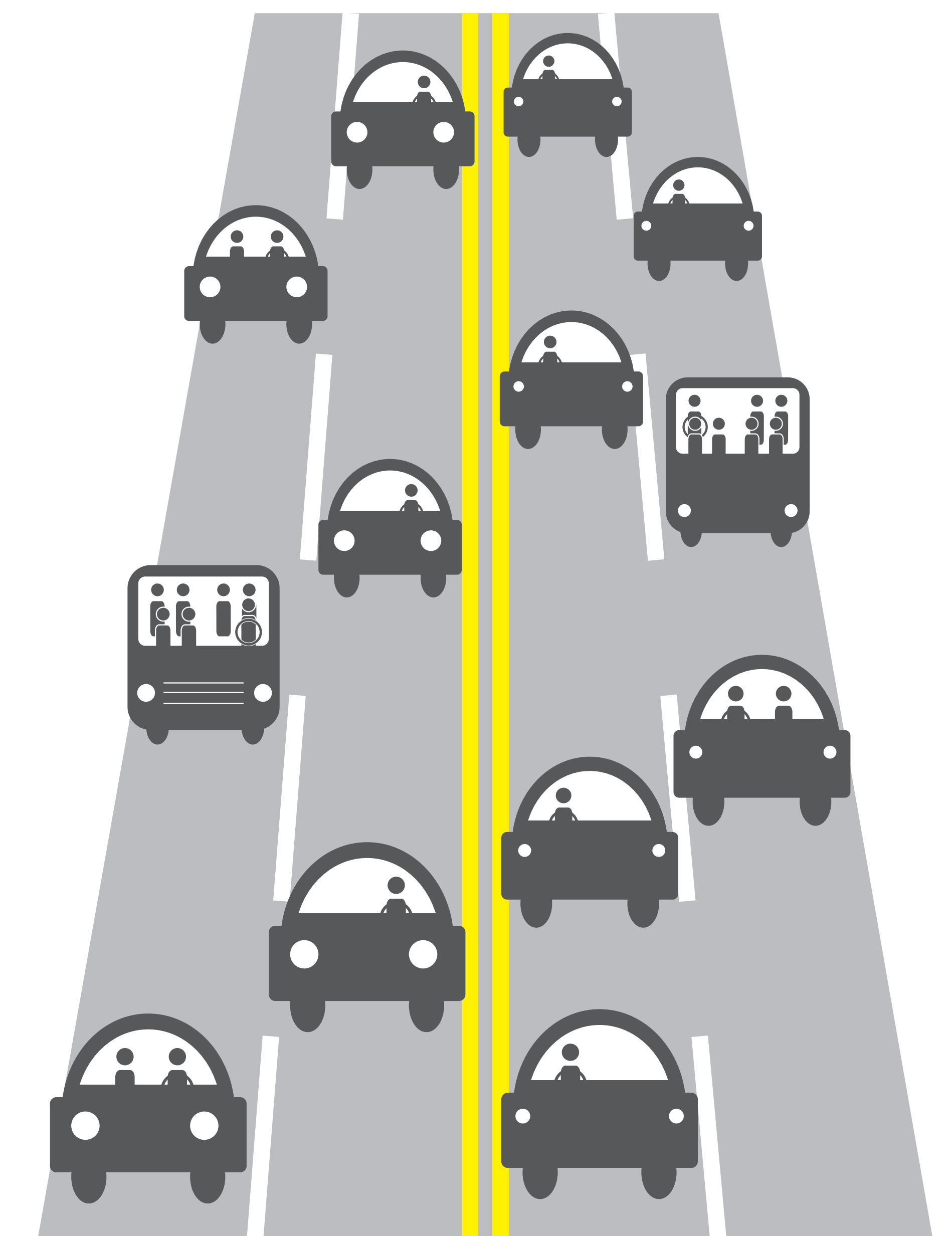
### Business access and transit lane



**5% of corridor**

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

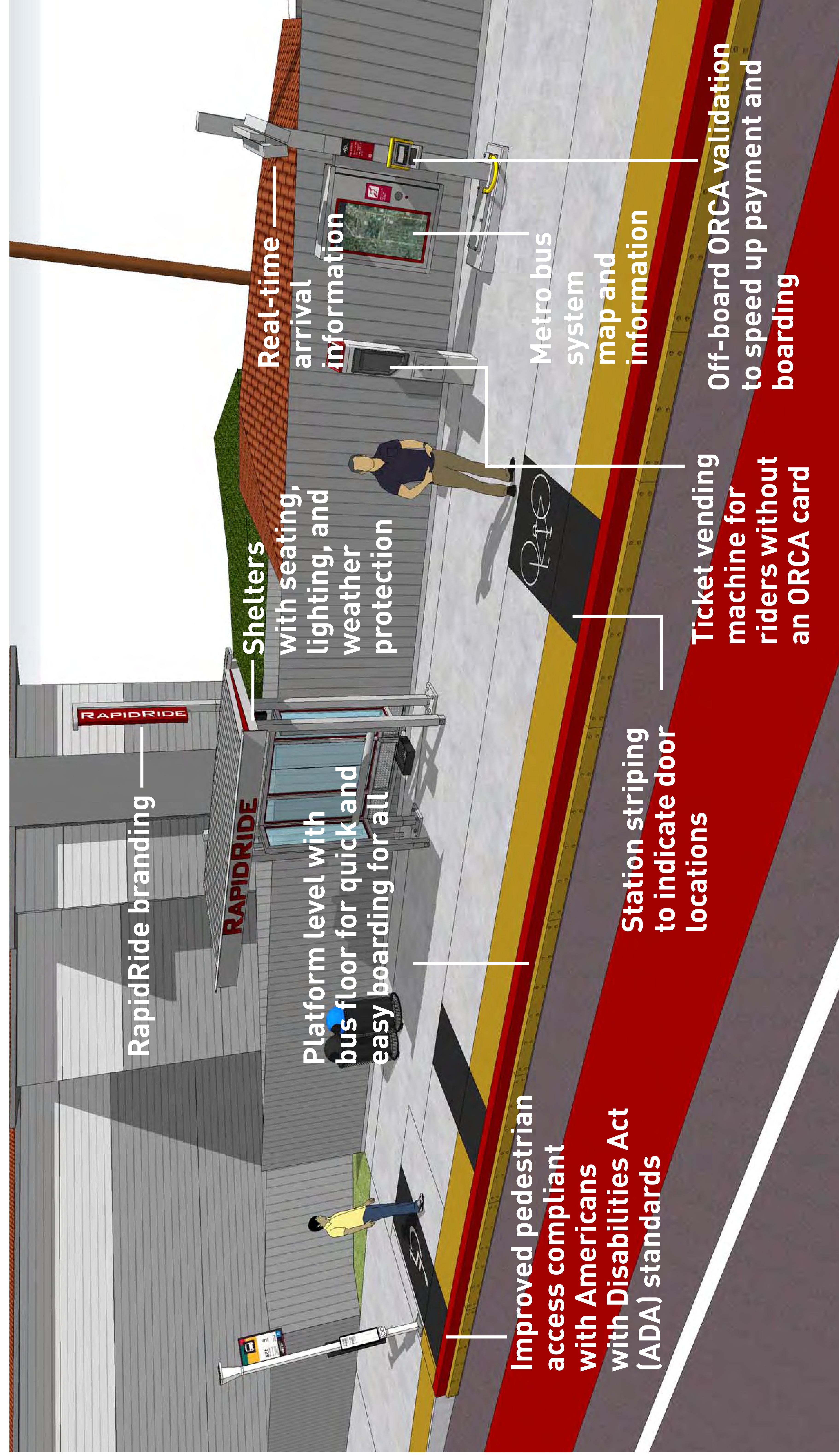
### General purpose lane



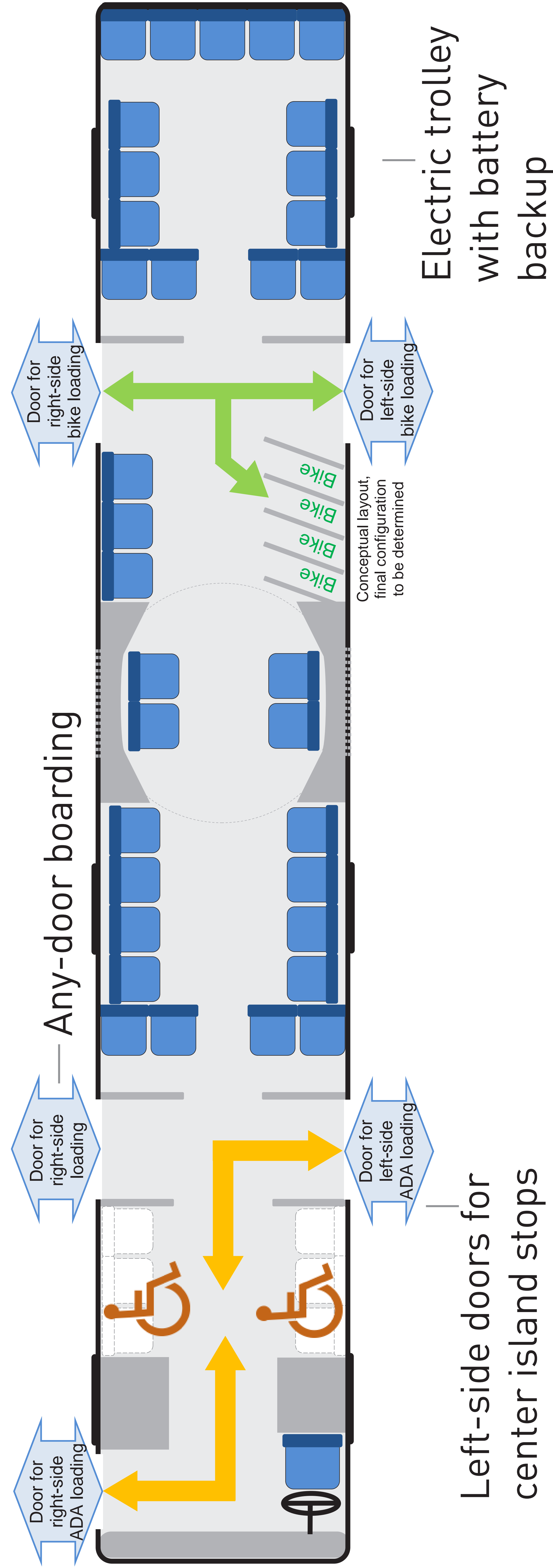
**34% of corridor**

*General purpose lanes are open to all traffic, with no restriction.*

# Bus and station features



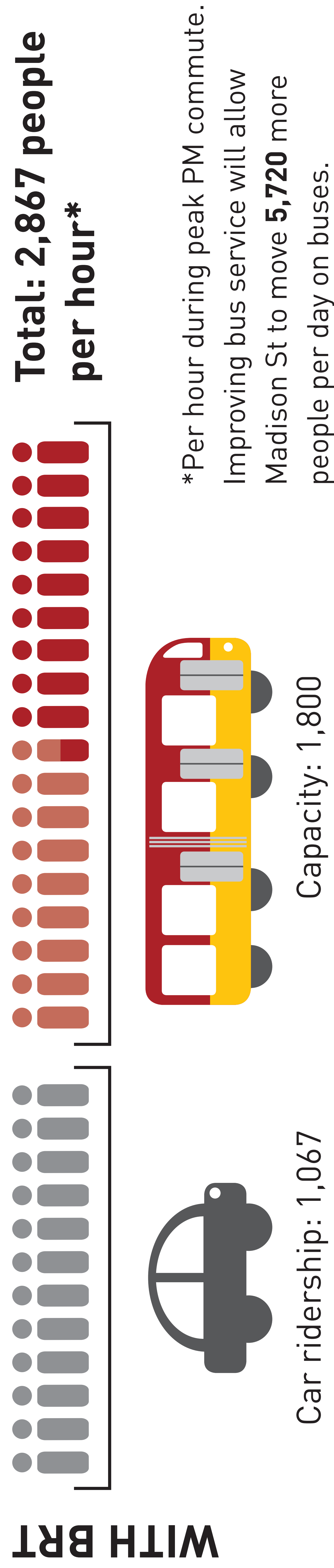
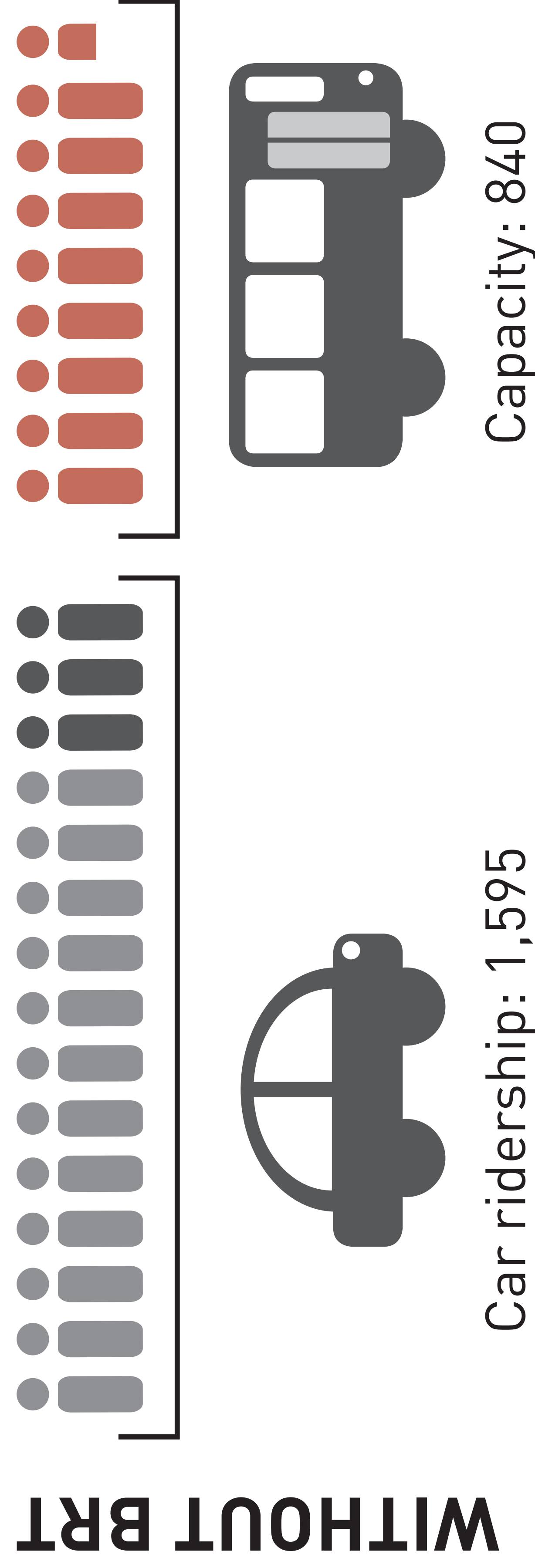
## Bus layout (conceptual)



# Moving more people with the same street

## BRT MOVES MORE PEOPLE

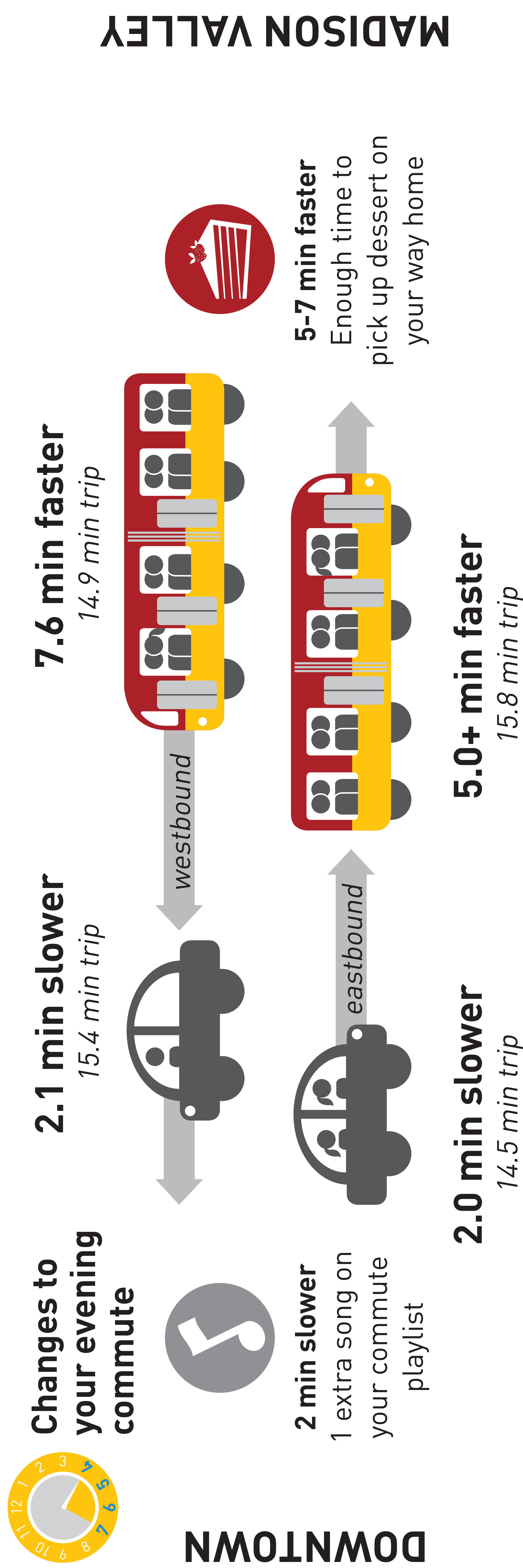
Providing reliable, frequent, and faster bus service will mean more available bus seats and make the bus a more attractive travel option.



\*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.

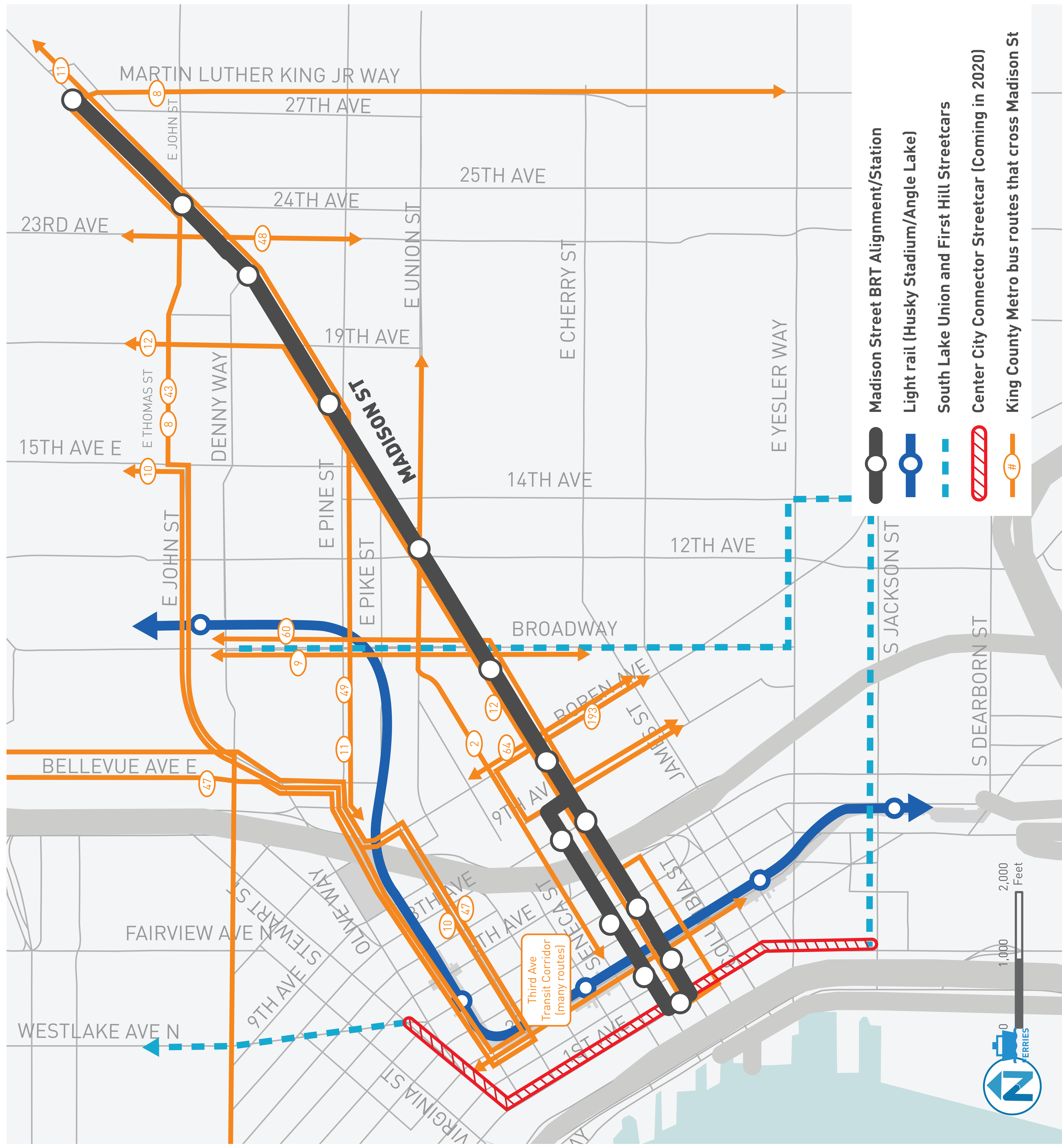


SDOT conducted a traffic analysis studying Madison Street BRT's effects on bus and vehicle travel times. The numbers shown are for PM peak, developed in winter 2016/2017.

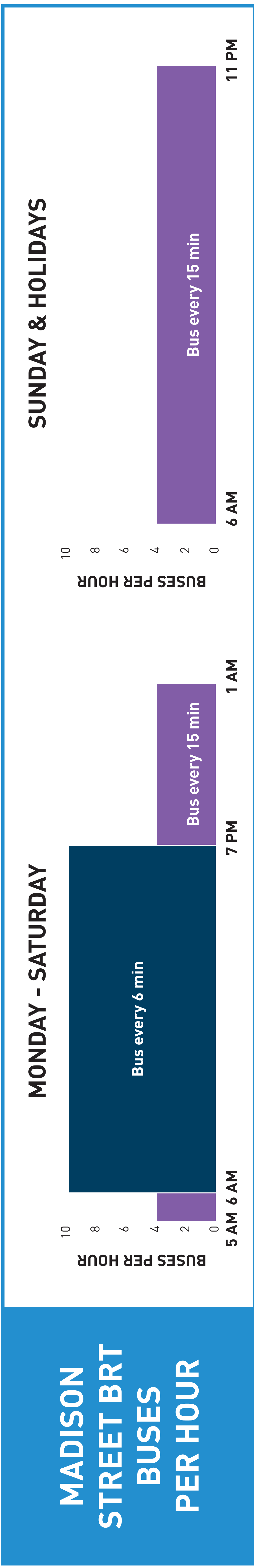
# MADISON STREET BUS RAPID TRANSIT

## 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

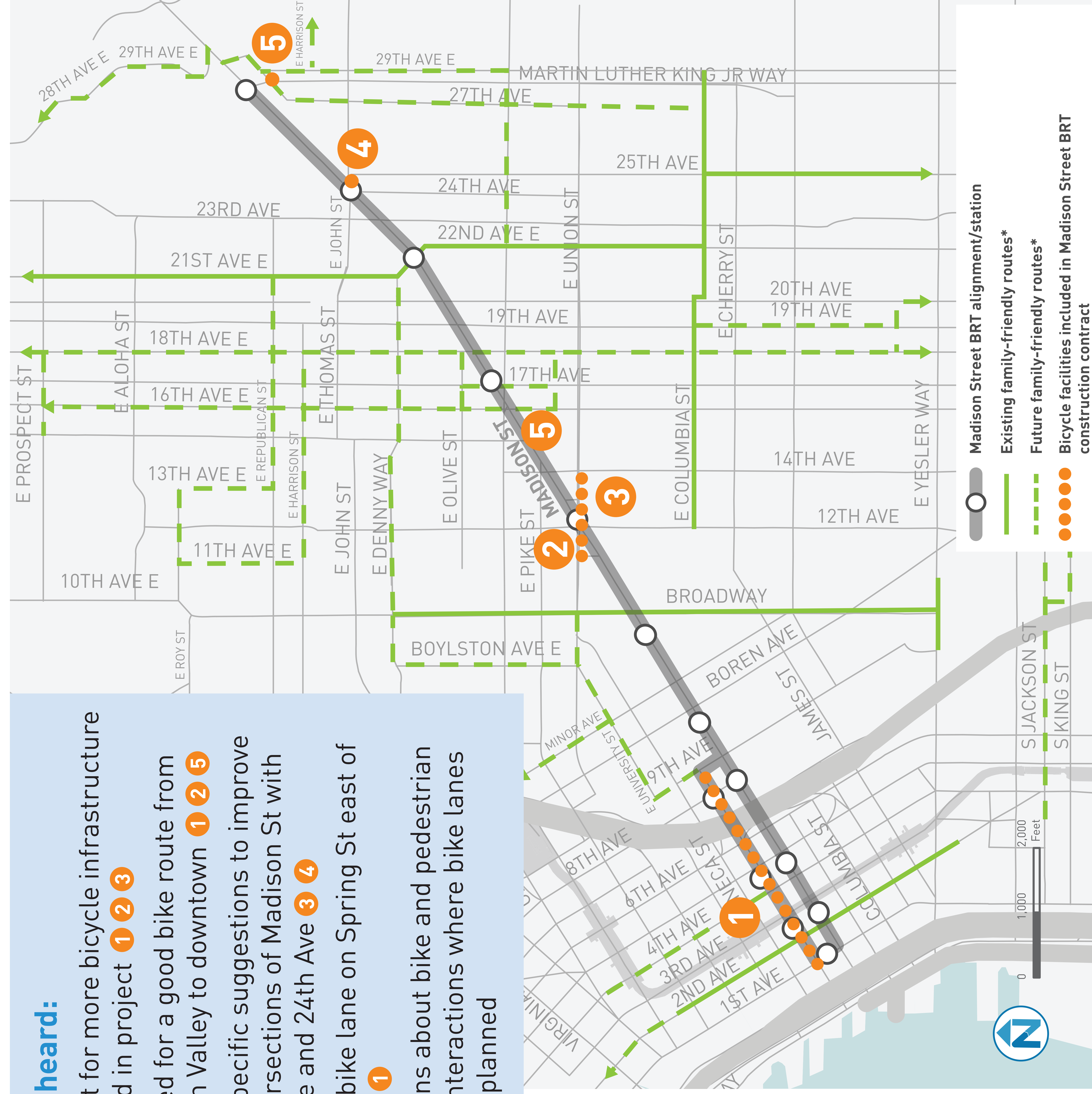
Madison Street BRT will expand the existing bike network, improve connections, and build more accessible stations to create a more family- and commuter-friendly bike network.

## 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 3 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



Seattle Department of Transportation





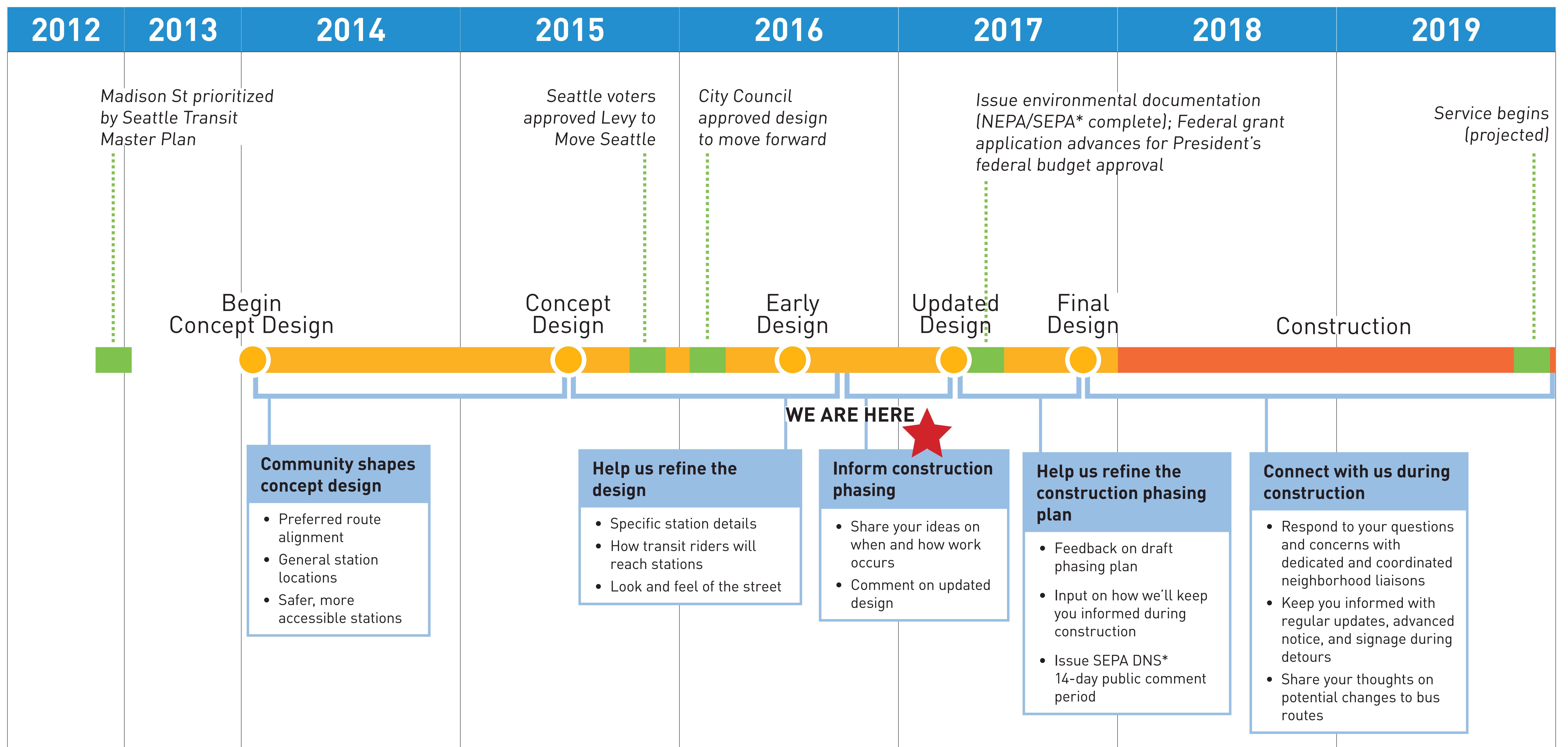
# Parking and loading

## VISIT THE ROLL PLOT

Draw where  
loading zones  
could go on  
side streets.

- 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.

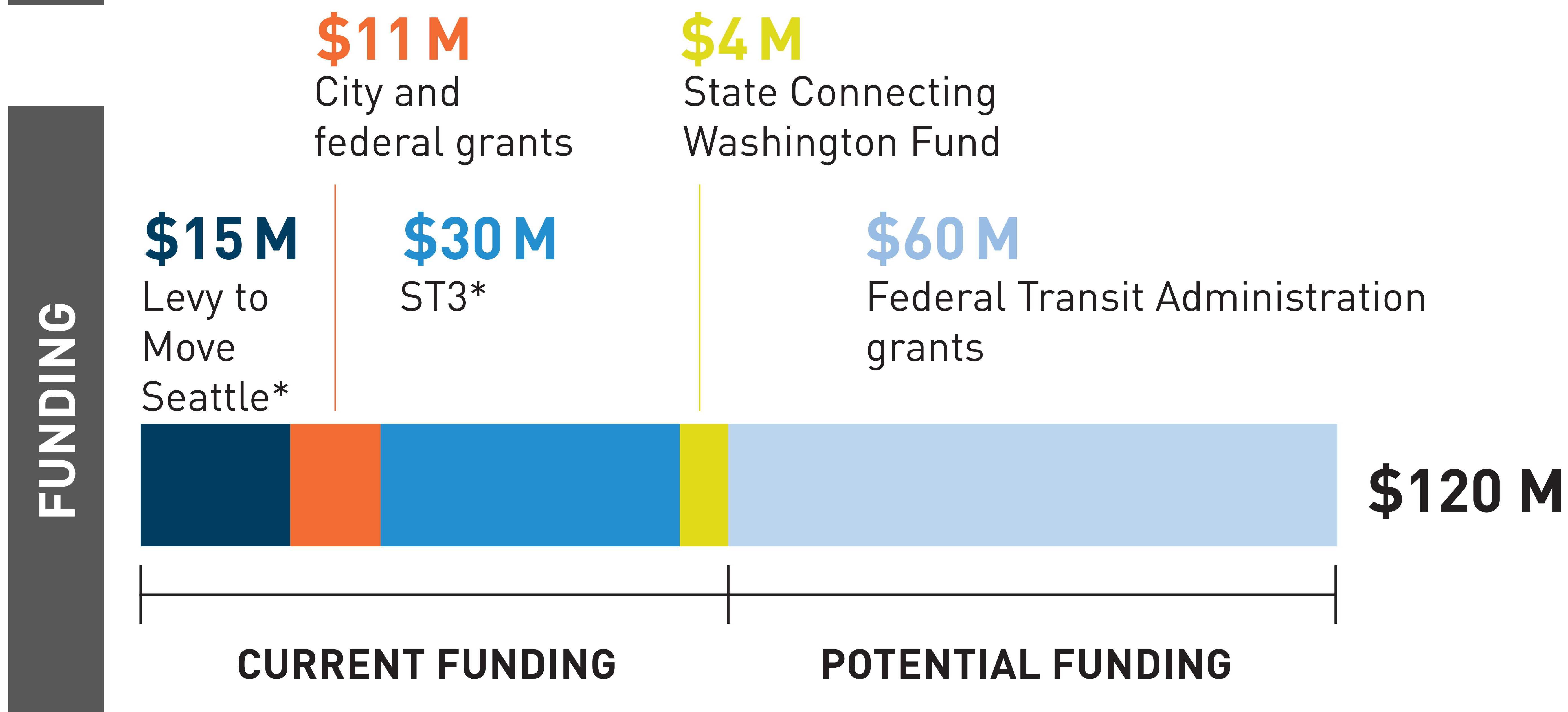
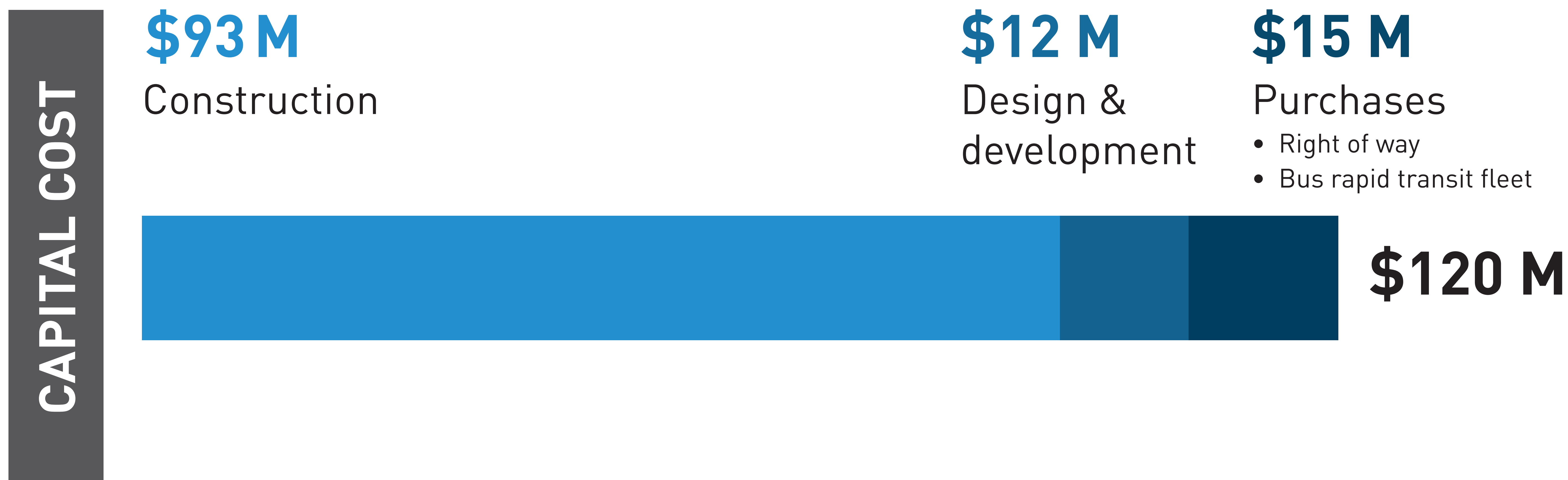
## Schedule



\*SEPA: State Environmental Policy Act | NEPA: National Environmental Policy Act | DNS: Determination of Nonsignificance

Public engagement opportunities    Decision milestones    Project design    Construction

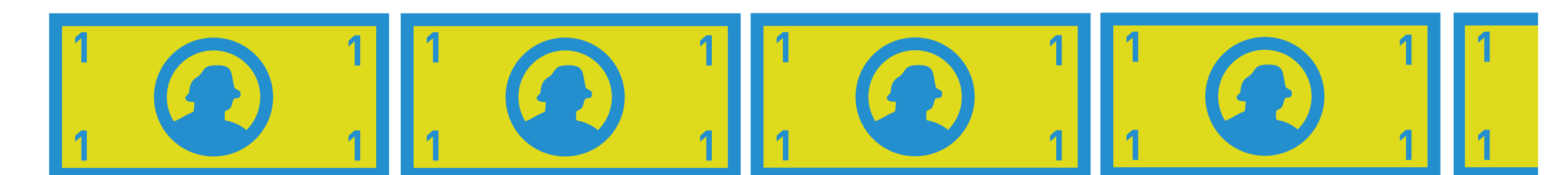
## Cost and funding



### 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 2015 voter-approved Levy to Move Seattle and 2016 voter-approved Sound Transit 3 package.

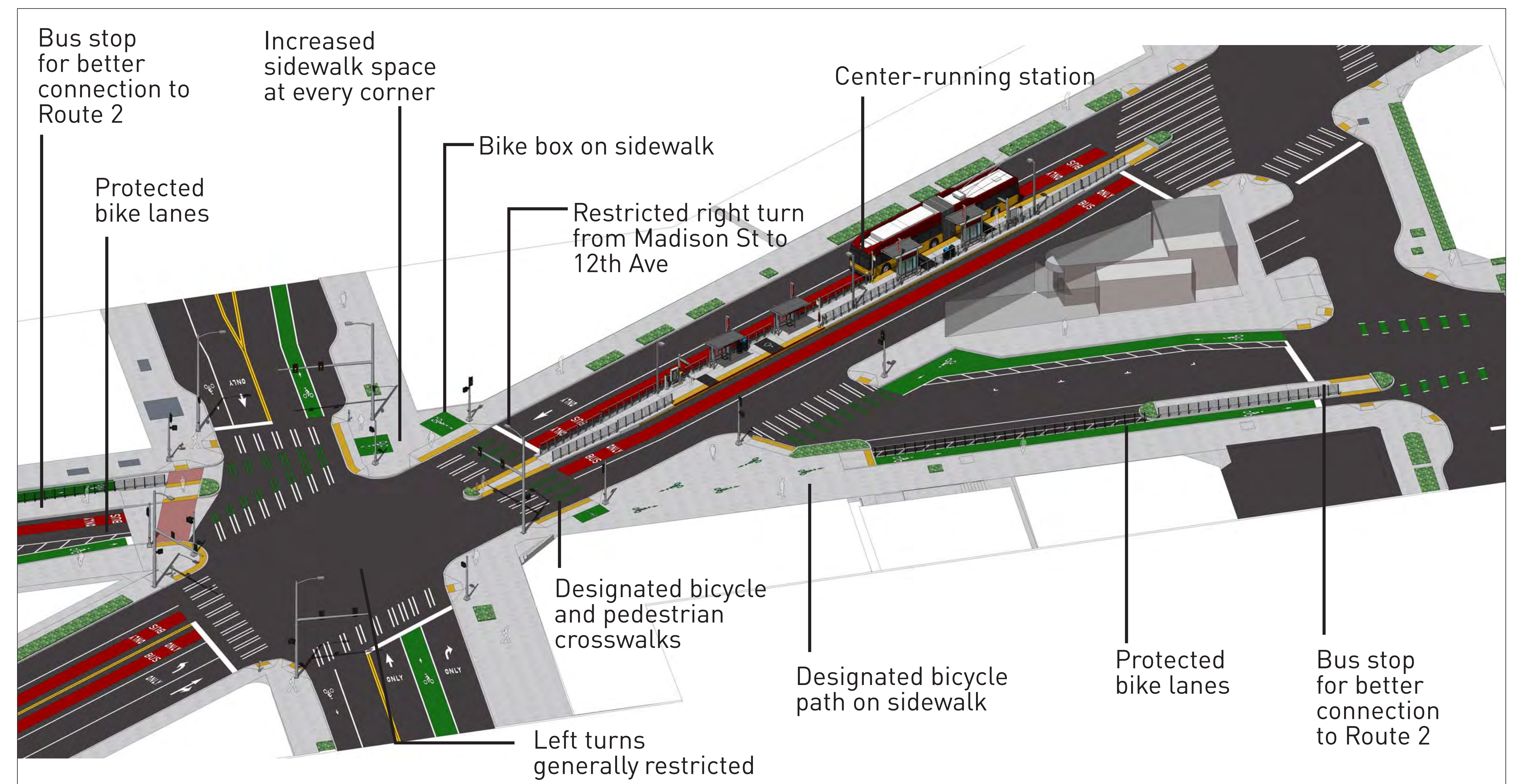
## Sample location: Madison/12th/Union

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](#)



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



View: Intersection of Madison St, 12th Ave, and E Union St looking north.

## Sample location: Madison/24th/John

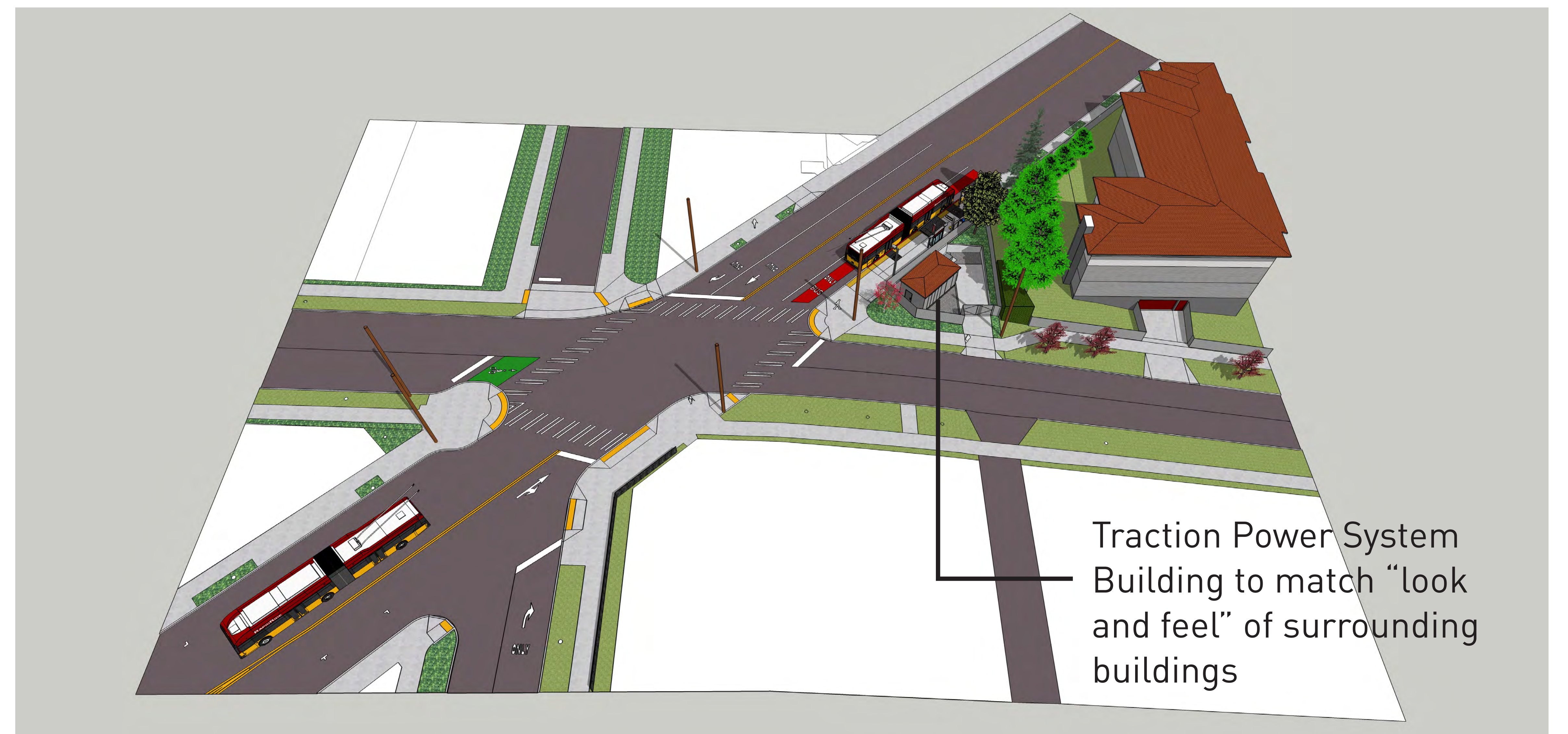
The Madison/24th/John intersection has been the focus of many conversations we've had with the community. The images show key design features and what we've changed since August 2016.

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](#)



View: 24th Ave station, looking east.



View: Intersection of Madison St, 24th Ave E, and E John St, looking north.

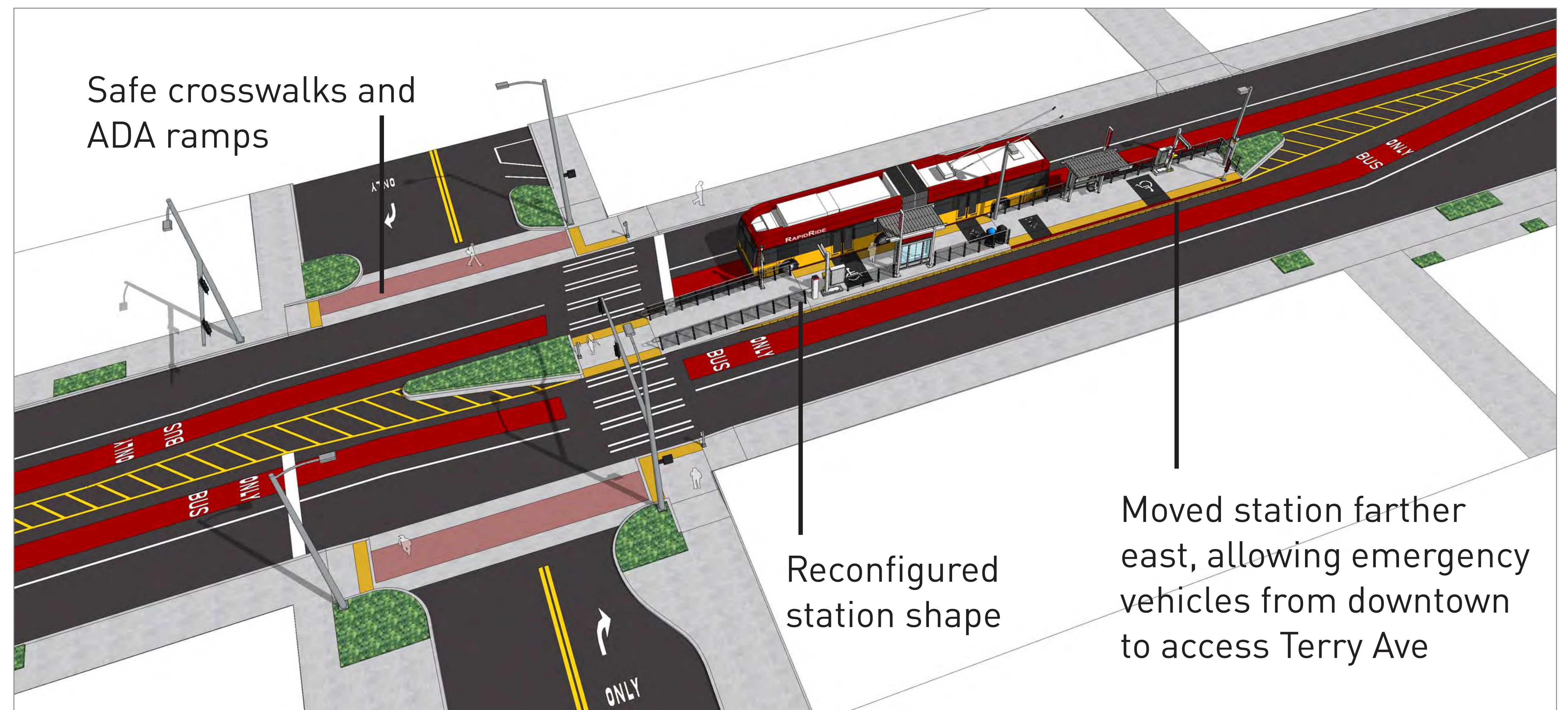
## Sample location: Madison and Terry

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](#)



View: Terry Ave station, looking north.



View: Terry Ave station, looking north.

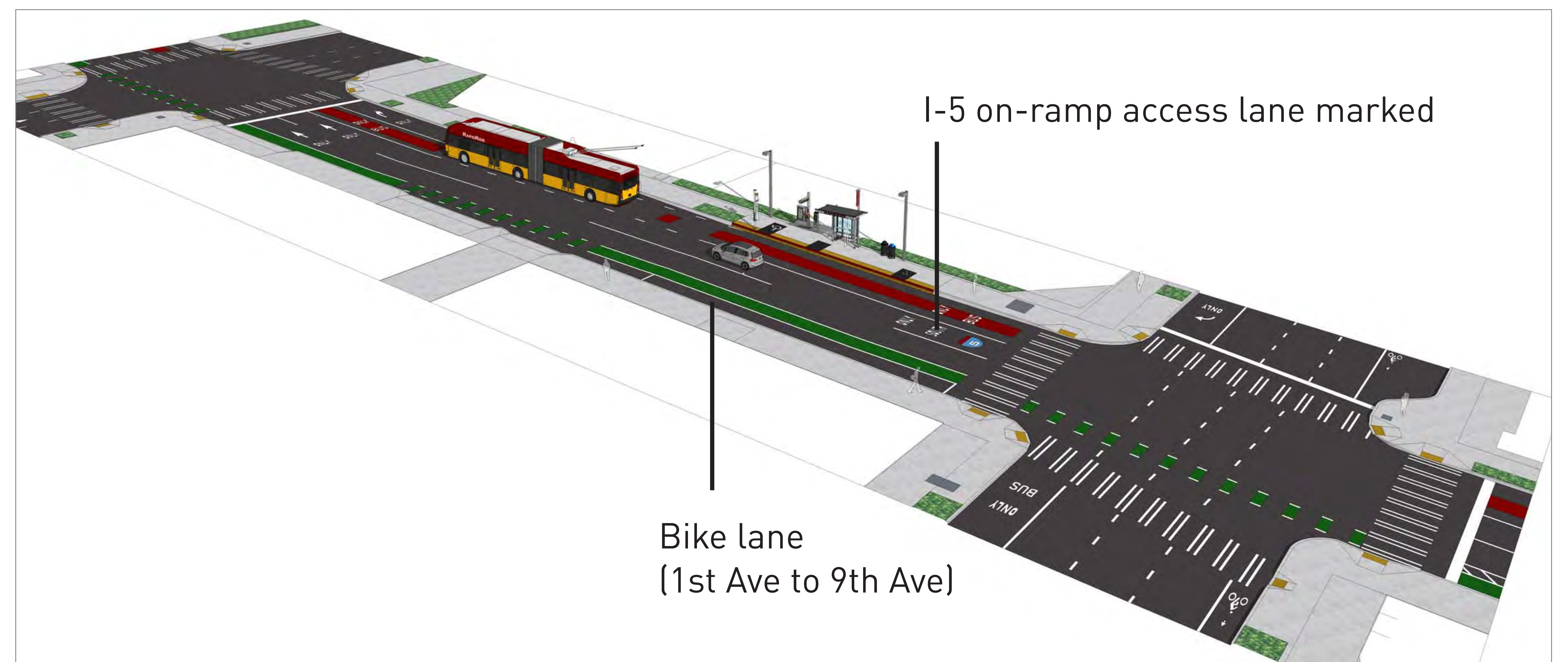
## Sample location: 4th and Spring

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

[POST COMMENTS HERE](#)



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

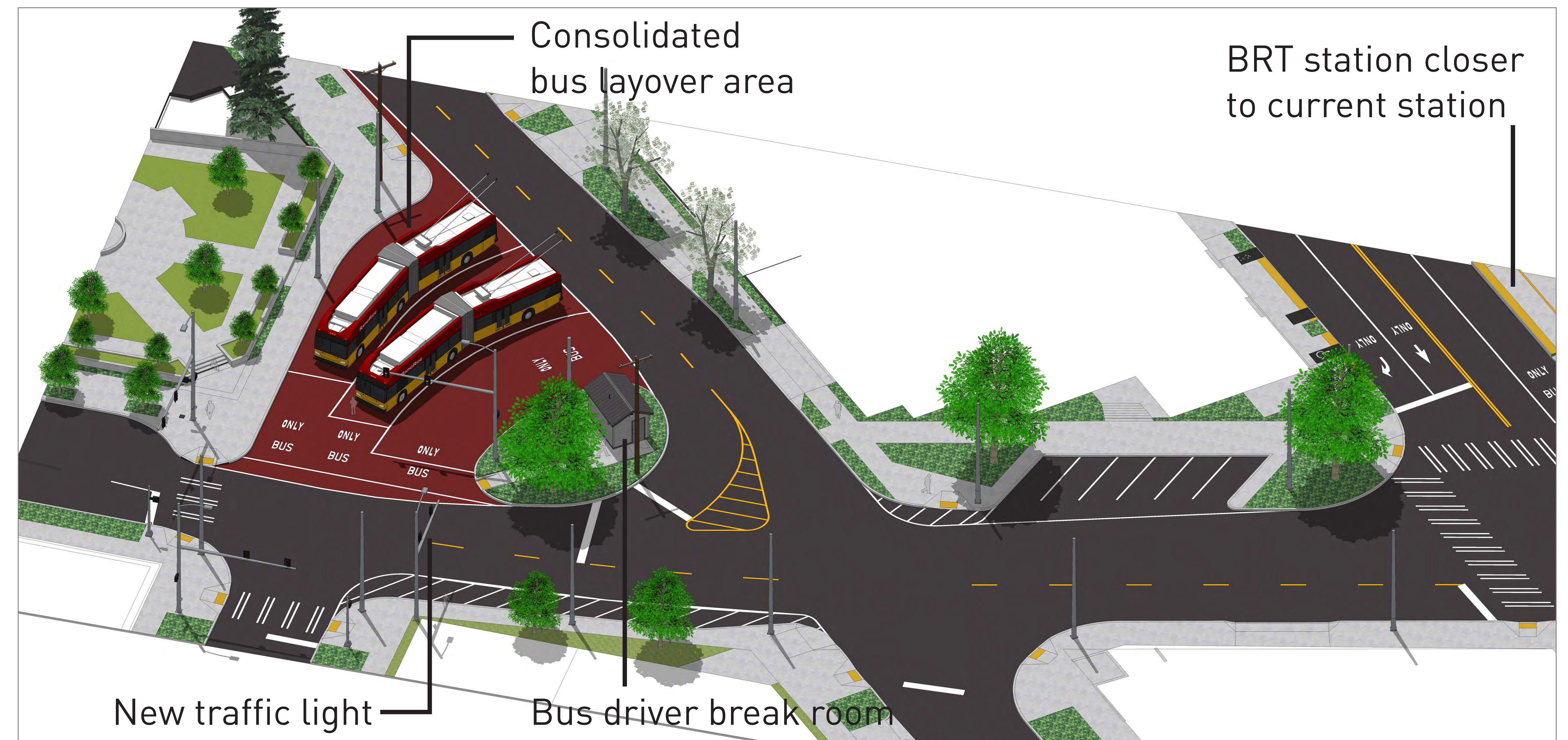


View: 4th Ave and Spring St station looking southeast.

## Sample location: Arthur Pl bus layover

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

[POST COMMENTS HERE](#)



View: Arthur Pl bus layover looking west.



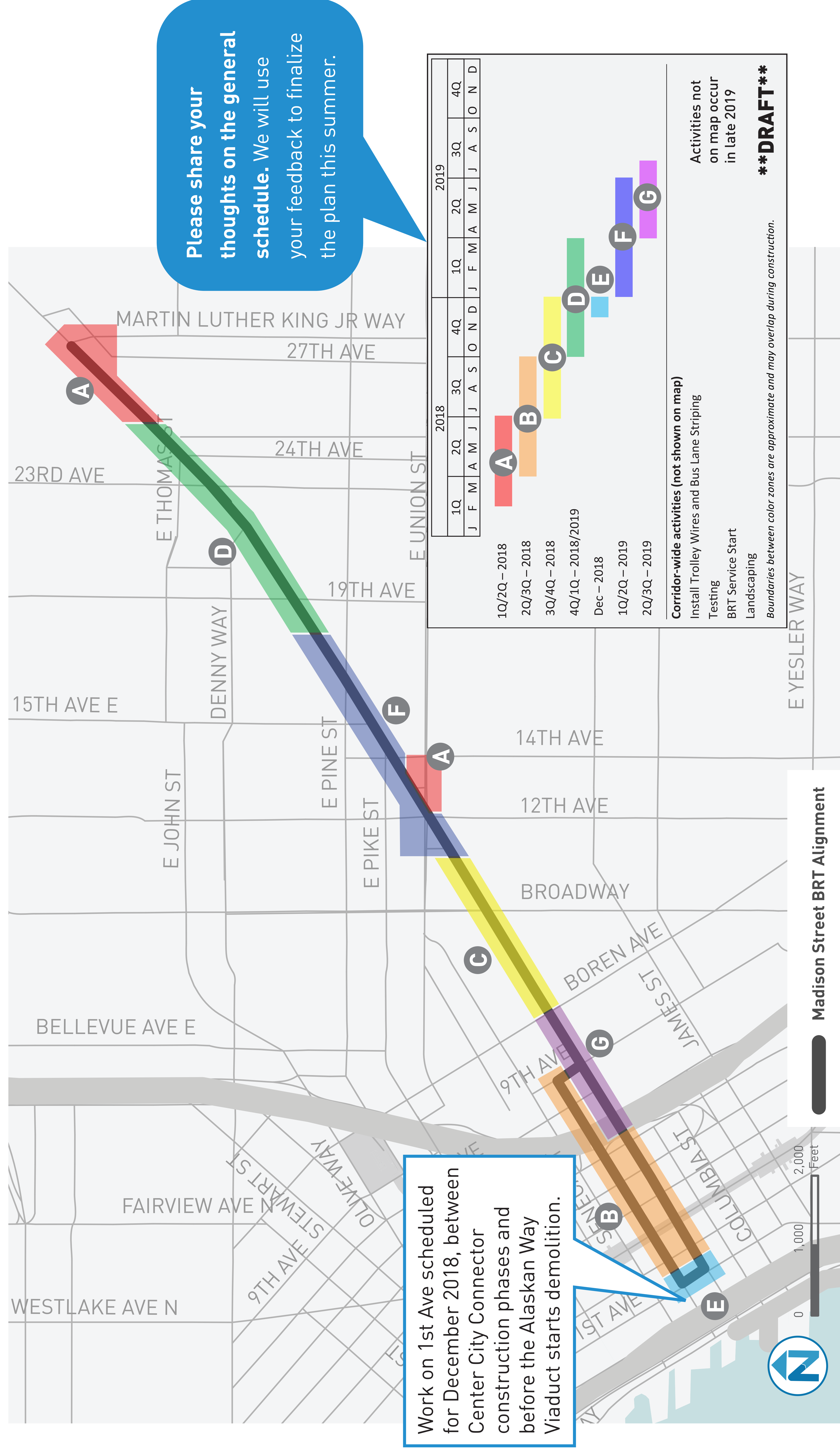
View: Arthur Pl bus layover looking southwest.



# 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.

This plan proposes the general construction schedule. Additional construction details will be available this fall.



## 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

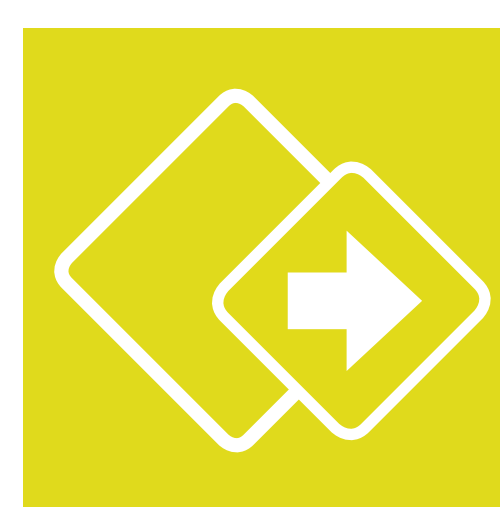
**Fall 2017:** Finalize design

**Early 2018:** Begin construction



*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.*

## Communication during construction



Business and parking signage during detours



Advance notices and regular updates



Text service and 24-hour hotline



Neighborhood and property owner briefings



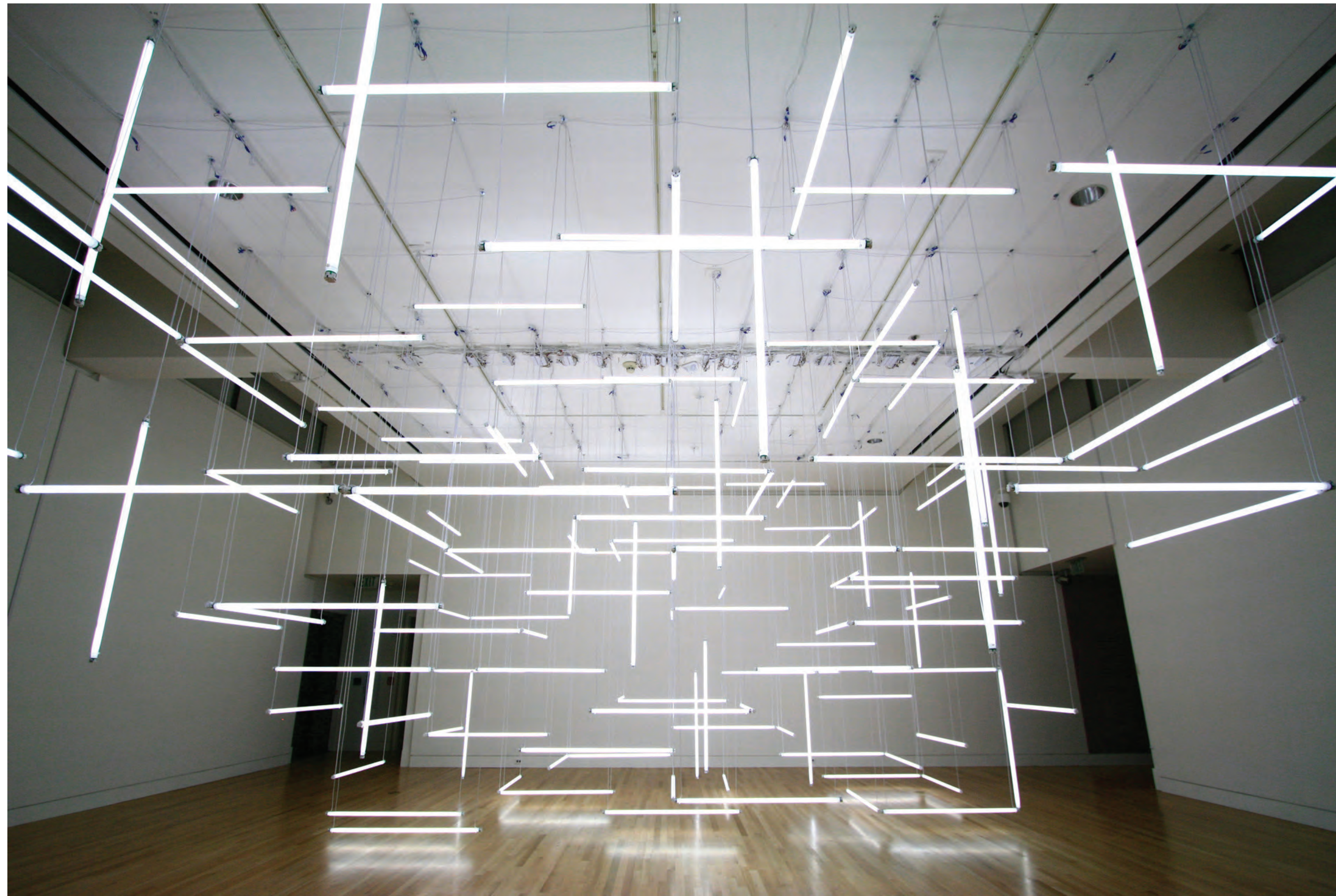
Community liaisons



Translated materials

## 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*

