

## Overview

Staff from the Madison Street Bus Rapid Transit (BRT) team met with 13 community stakeholders on Thursday, June 29, 2017 to discuss the current design and suggested changes from the community, focused on the intersections of E Madison St with 12th Ave and 14th Ave (see Exhibit A for photos). Additional analysis and potential design updates as a result of this walking tour are expected in fall 2017.

## Briefing Details and Attendees

ORGANIZATION	Multiple (see below)
BRIEFING DATE	Thursday, June 29, 2017
BRIEFING LOCATION	Intersection of E Madison St with 12th Ave/Union St and 14th Ave
PROJECT TEAM ATTENDEES	Eric Tweit, Project Manager Emily Reardon, Communications Lead Sara Colling, Communications Team Ron Leimkuhler, Design Team (KPF)F John McMillan, Design Team (KPF)F Chris Cunningham, Design Team (KPF)F Meagan Powers, Design Team (Concord Engineering) Tricia Tillmann, Outreach Team (EnviroIssues) Marcela Diaz, Outreach Team (G3 & Associates) Monisha Harrell, Outreach Team (Rule 7)
COMMUNITY ATTENDEES	<ul style="list-style-type: none"> <li>• Brie Gyncild, Central Seattle Greenways</li> <li>• Joanna Cullen, Squire Park Community Council</li> <li>• Roland Hyre, Madison Pub</li> <li>• Colleen Pike, Seattle University</li> <li>• Anne Knight, Madrona Community Council</li> <li>• Zev Siegel, Union Art Co-op</li> <li>• Beth Gaska, Alliance Residential</li> <li>• Bill Zosel, 12th Ave Stewards</li> <li>• Katie Sullivan, Viva Apartments</li> <li>• Kelli Refer, Cascade Bicycle Club</li> <li>• Doug Ambach, Seattle Academy of Arts &amp; Sciences</li> <li>• Autumn Ledbetter, State Farm Insurance</li> <li>• Jason Townsend, Essensuals Hair Salon</li> </ul>

## Meeting Purpose

- Listen to and understand participants’ goals for the design of Madison Street BRT, focused on the intersections of Madison St with 12th and 14th avenues

- Share and understand the operational and technical requirements of the design, as well as the criteria by which the design must be evaluated
- Review the updated design for the intersection of Madison St with 12th and 14th avenues
- Discuss participants' ideas and options for design (especially intersection design)
- Discuss the feasibility of various design ideas and how they would affect intersection performance for all roadway users, given the technical and operational requirements and participants' goals for Madison Street BRT
- Identify design elements or alternatives for further analysis and traffic modeling, to determine if they will be included in the project design
- Share and understand how information gathered will be used and considered, when results of follow-on analysis will be available, and what role participants will have going forward

## Handouts and Presentation Materials

- Presentation
- Meeting agenda
- Project factsheet
- Project contact card
- Handout showing current design on one side and on the other side, suggested design changes from the community and the design team response

## Questions and Comments – Responses in *Italics*

### E Union St, between 11th and 12th avenues

- The design of westbound E Union St between 11th and 12th avenues is now clearer.
- Cars exiting Viva Apartments wait for the garage to close before continuing. How will that operation be managed with the new bike lane?
- Garbage trucks and delivery trucks also need room to maneuver near Viva. How will that be accomplished without conflicts with those biking and buses?
- Could E Union St between 12th and 11th avenues be one-way westbound entirely, and be accessible to both buses and cars? *Allowing cars to go westbound on this block would increase the chance for pedestrian interactions and may be a safety risk; pedestrians would be less safe than in the current design. Another pedestrian signal phase would be needed as a result. The design team will assess the level of service at the intersection if this block were westbound for cars and buses, compared to the current design.*
  - In response to this suggestion, 3 participants encouraged the design remain as it is currently shown because it calms traffic. Someone observed they like the raised crosswalk as well.
- The area looks too small for all that is proposed. The suggestion was made to look for alternative loading zones near Viva Apartments.

- Prior to the meeting, Ferrari reviewed the design and emphasized they would like to preserve their driveway access on E Union St between 11th and 12th avenues. *The driveway will remain in the current design.*
- Please keep the eastbound bus stop at E Union St and 11th Ave.

### **Bicycle and pedestrian infrastructure**

- Two participants stated they liked the pedestrian and bicycle infrastructure improvements in the current design, especially those near Mighty O donuts on the northeast corner of E Madison St and 12th Ave.
- How many bikes can stage at the northeast corner of E Madison St and 12th Ave, near Mighty O donuts? *The design team will assess and respond to this question at a later date.*
- Could there be a straight crossing between the northeast corner of E Madison St and 12th Ave (near Mighty O donuts) and the southeast corner of E Madison St and E Union St (right in front of SAAS)? This would eliminate the uphill grade and better match the way people want to naturally cross the street. *This is a design option the team has studied many times in detail. It would result in less queuing area for both those walking and biking, and would mean those walking and biking would no longer be separated as is achieved in the current design.*

### **E Union St, between 12th and 14th avenues**

- To prevent traffic from backing up to the west, could the street be redesigned so cars can go around eastbound buses stopped at E Union St and 13th Ave E? A narrower platform may make this possible. *The current bus stop location allows for a few cars to queue behind the bus. Allowing cars to go around in this location would increase the chance of conflicts with pedestrians crossing E Union St at 13th Ave E. A pedestrian signal may be needed as a result. The design team will assess options that would allow cars to go around buses in this area.*
- For those traveling westbound on E Union St to E Madison St, they will use 13th Ave to connect. The design shows there will now be 1 lane instead of 2 lanes feeding onto E Madison St from E Union St. Will this lane reduction increase the bus queue? Could the parking on the east side of Pony Bar be removed to preserve 2 lanes feeding onto E Madison St? Could it remain 2 lanes instead? *SDOT will look into the effect on the bus queue from the proposed design.*

### **General feedback**

- Prior to the meeting, Banner Bank and Pony Bar stated they liked the current design. Two additional participants in the meeting concurred.
- Where will traffic divert as a result of Madison Street BRT, in particular the left turn restrictions between 12th and 18th avenues? Could SDOT share the results of the traffic diversion analysis? For example, what

## Madison Street BRT

Walking Tour Summary for Madison St at 12th Ave and 14th Ave (DRAFT)



happens to traffic at 14th Ave and Cherry St? This area already experiences delays. *SDOT will share the results of the traffic diversion analysis.*

- Consider making 13th Ave and 14th Ave each one-way streets in opposite directions to improve traffic flow in this area. *This would be a concern for at least 2 stakeholders (Chloe and First AME Church) on or near 14th Ave.*
- How will those driving travel from the Pike/Pine corridor to the Union/Madison corridors? *14th Ave is an option.*
- Please include ORCA readers at both ends of the stations. *The current design includes ORCA readers at both ends of the station, as well as on the real-time arrival display.*
- At the southwest corner of 12th Ave and E Madison St, please consider including a buffer between the street and the sidewalk.

### Actions Item(s) and Commitments

ACTION ITEM(S)/COMMITMENT(S)	ASSIGNED TO	CURRENT STATUS (as of July 26, 2017)
Share results of traffic diversion analysis	Emily Reardon	The analysis will be shared following Federal Transit Administration review.
Assess the duration of the bus queue in the current design compared to current conditions, for buses traveling westbound on E Union St via 13th Ave onto E Madison St	SDOT/KPFF	In progress
Assess options to allow cars to go around buses on eastbound Union St at 13th Ave, near the bus stop	KPFF	In progress
Determine approximately how many bikes can queue at the northeast corner of E Madison St and 12th Ave (near Mighty O donuts) in the current design	KPFF	In progress
Assess the level of service at the E Union St/E Madison St/12th Ave intersection if E Union St were accessible to both buses and cars instead of buses only	KPFF	In progress

### Summary Prepared By

- Tricia Tillmann, EnviroIssues

Exhibit A. Photos



Participants discuss the current design for the southeast corner of E Madison St, E Union St, and 12th Ave.



Compared to today, the current design (shown at bottom) includes shorter crossing distances, improved infrastructure for those biking and walking, and street improvements to support BRT operations.