Welcome!

Madison Street Bus Rapid Transit (BRT) open houses

Open house room layout

AUGUST 3
5 - 7 PM
Seattle University,
Campion Ballroom

AUGUST 2-16
Online open house:
MadisonBRT.participate.online
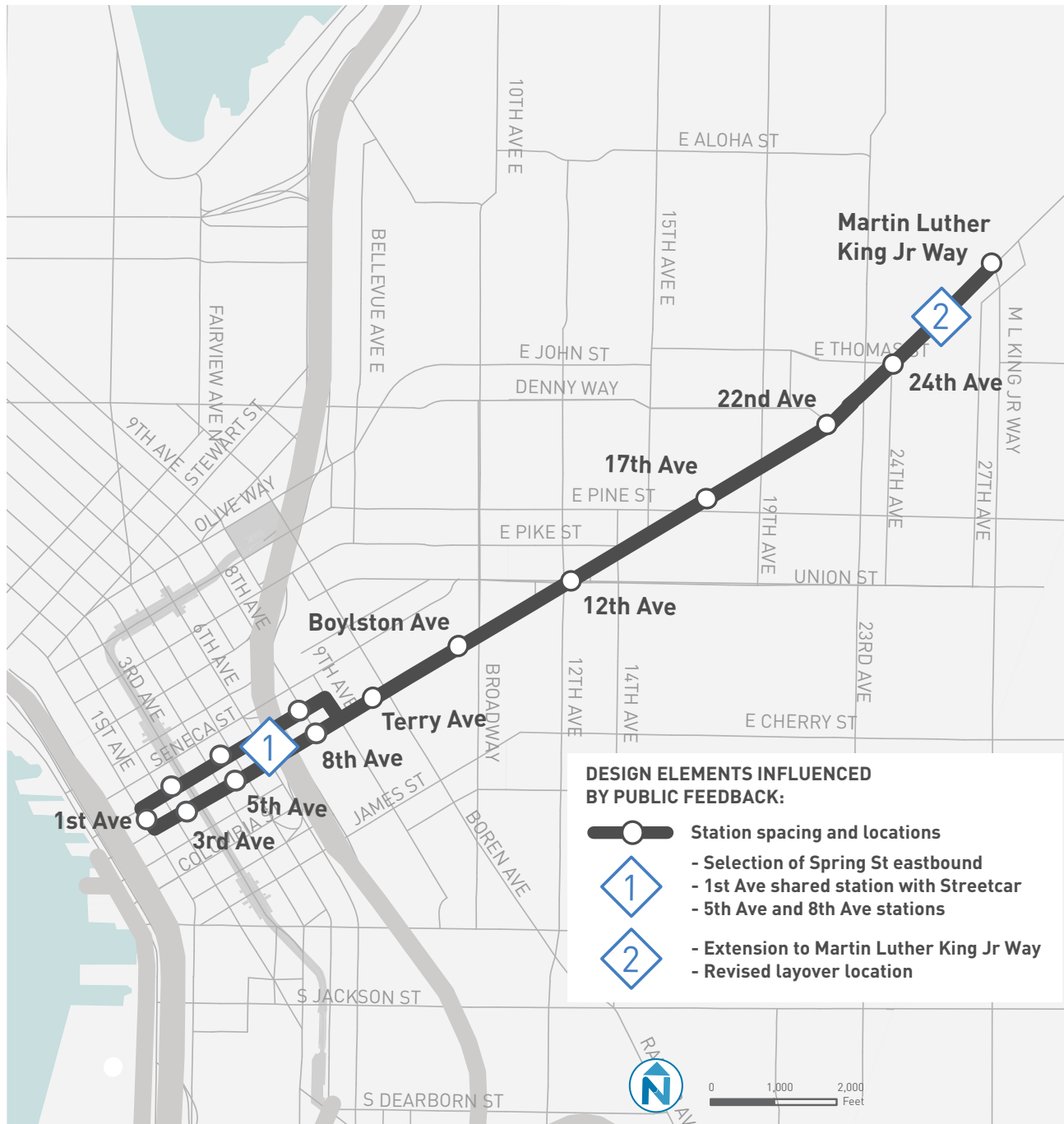
AUGUST 4
11 AM - 1 PM
Town Hall

AUGUST 9
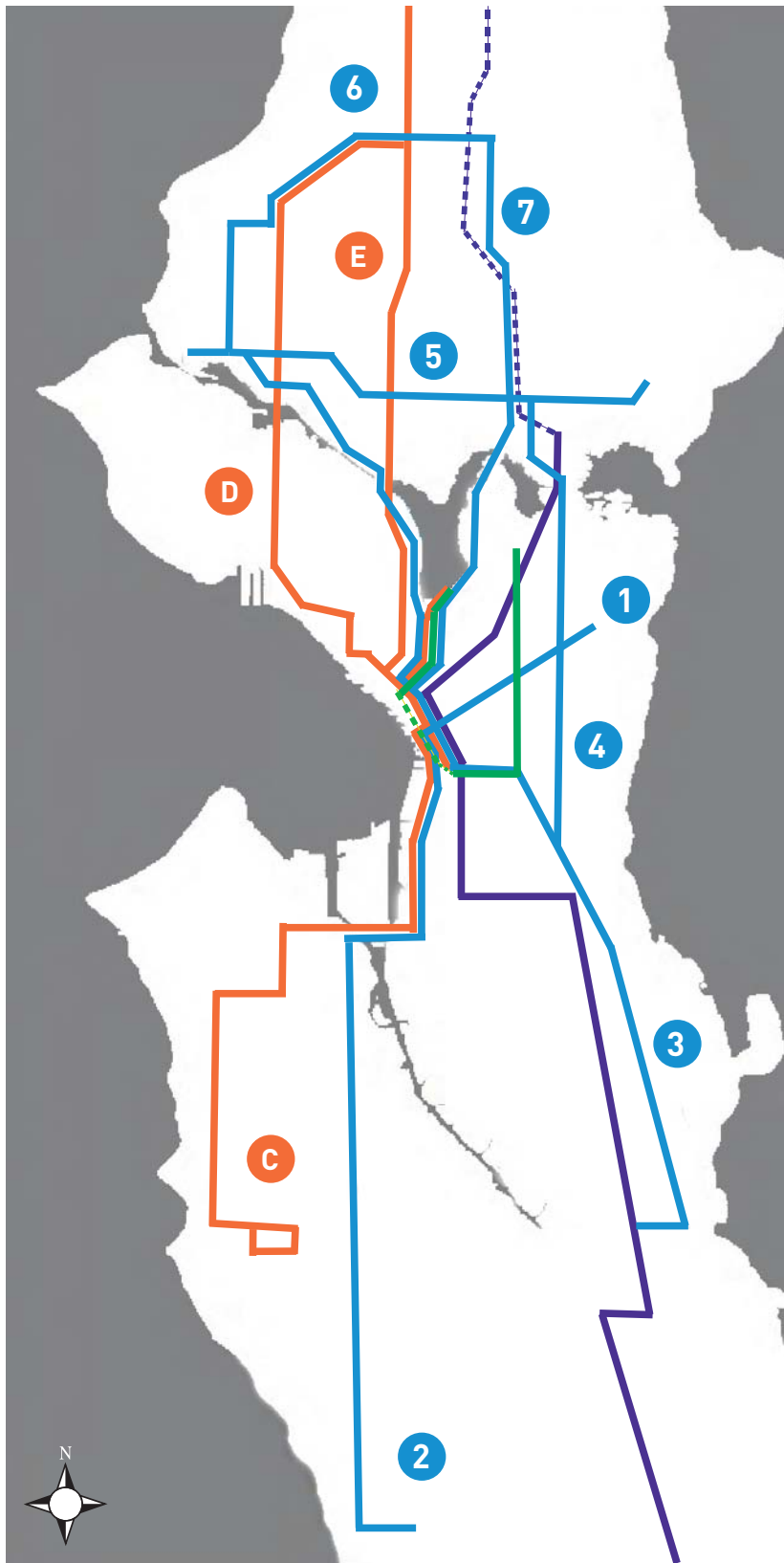5 - 7 PM
Meredith Mathews
East Madison YMCA

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.

DESIGN ELEMENTS INFLUENCED
BY PUBLIC FEEDBACK:

Station spacing and locations

1
- Selection of Spring St eastbound
- 1st Ave shared station with Streetcar
- 5th Ave and 8th Ave stations

2
- Extension to Martin Luther King Jr Way
- Revised layover location

SDOT
Seattle Department of Transportation

MOVE SEATTLE

www.seattle.gov/transportation/MadisonBRT.htm

Seattle RapidRide Expansion Program

New RapidRide Corridors

1. Madison St
2. Delridge
3. Rainier / Jackson
4. 23rd Ave
5. Market / 45th St
6. Northgate / Fremont
7. Roosevelt

RapidRide Network

— New RapidRide Corridors

— Existing RapidRide

— Existing Seattle Streetcar

---- Future Seattle Streetcar Connection

— Link Light Rail

---- Future Link Light Rail

Preliminary timeline

Open 2019	Open 2020	Open 2021	Open 2022	Open 2024
Delridge	Rainier/ Jackson	Roosevelt	Northgate/ Fremont	23rd
Madison		Market/ 45th		

What is bus rapid transit?

- Bus rapid transit (BRT) is a bus service that combines the capacity and speed of light rail with the flexibility, lower cost, and simplicity of a bus system.

- RapidRide is King County's bus rapid transit system. 3 of the 6 routes serve Seattle.

- Madison St is 1 of 7 new RapidRide corridors in Seattle included in the voter-approved Levy to Move Seattle in 2015.

- We build RapidRide lines and King County Metro operates them.

Photo courtesy of King County Metro

1st Ave
Ferries
Center City Streetcar (starting 2019)
3rd Ave Link light rail
5th Ave
8th Ave
Spring St
Madison St
Terry Ave
Boylston Ave First Hill Streetcar
12th Ave
17th Ave
22nd Ave
24th Ave
Martin Luther King Jr Way
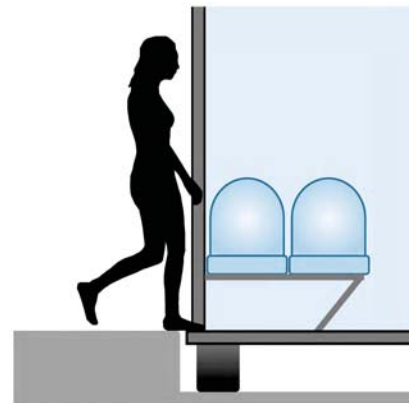
Bus and station features

RapidRide branding

Shelters with seating, lighting, and weather
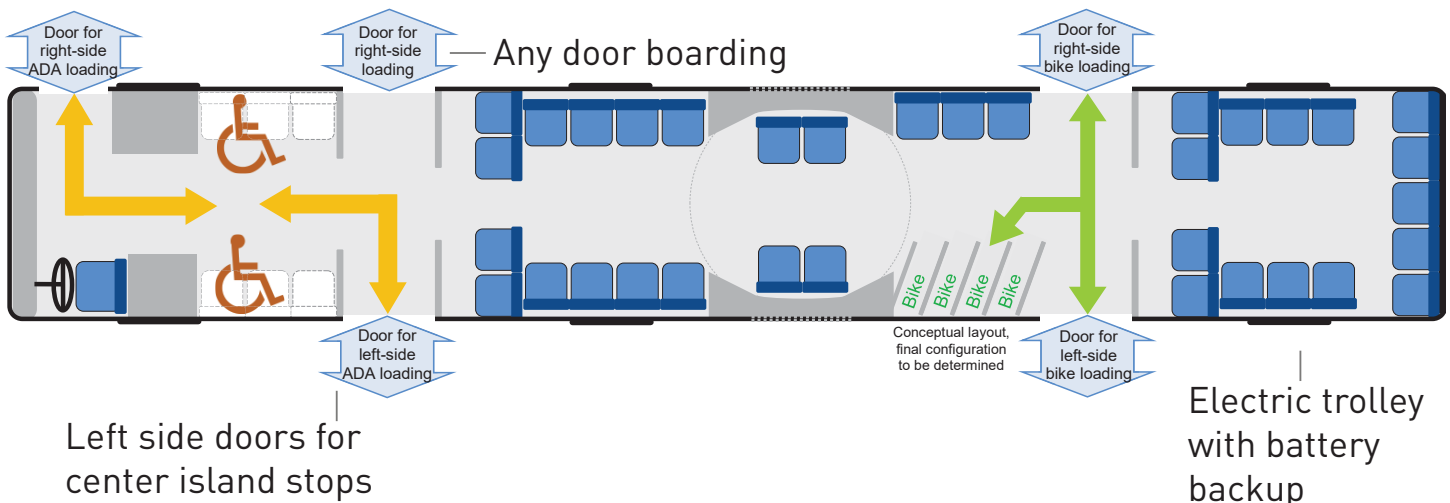
Example RapidRide shelter/branding

Other features:

- Real-time arrival information

- Off-board ORCA validation and other tools to speed up fare payment

- Stations with improved pedestrian access compliant with Americans with Disabilities Act (ADA) standards

Platform level with bus floor for quick and easy loading for all

Bus layout (conceptual)

Door for right-side ADA loading

Door for right-side loading — Any door boarding

Door for right-side bike loading

Door for left-side ADA loading

Bike Bike Bike Bike

Conceptual layout, final configuration to be determined

Door for left-side bike loading

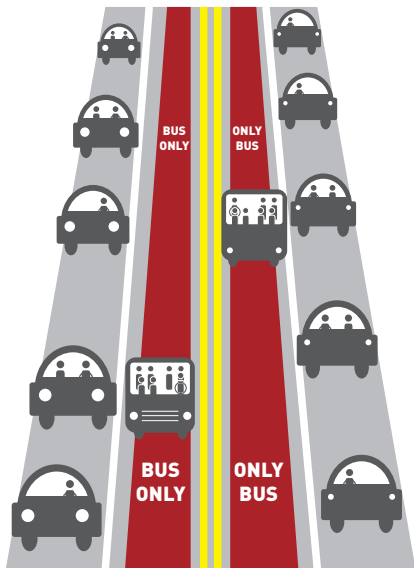Left side doors for center island stops

Electric trolley with battery backup

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
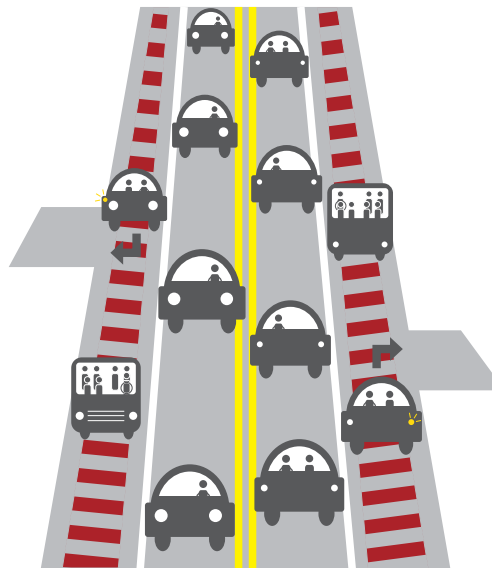
Bus-only lane

60% of corridor
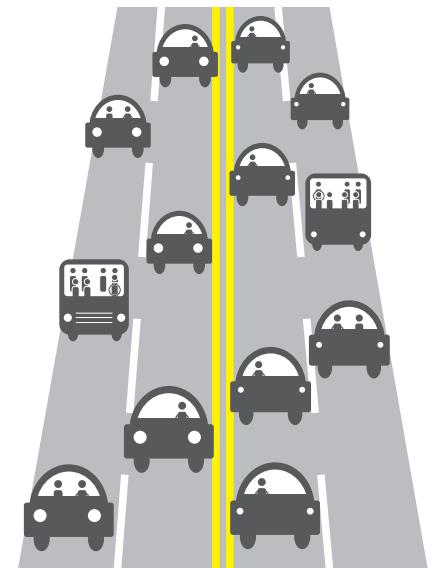
Bus-only lanes are painted red.

Business access and transit lane

4% of corridor

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

General purpose lane

36% of corridor

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

Efficiency

- We are focused on ways to improve travel times and move more people.

- Street design will help make Madison Street BRT more reliable than current buses.

- The project will convert general-purpose lanes to bus-only lanes in certain areas to improve travel times for more people.

- When service begins, Madison St will move more people than it does today.

Travel time

An updated traffic analysis is in progress and will be available later this summer. The 10% design traffic analysis noted these traffic changes during evening peak hours once service begins:

TRANSIT — 6.5 minutes faster from 1st Ave to 23rd Ave (eastbound) and about 4 minutes faster from 20th Ave to 1st Ave (westbound)

AUTO — 3.6 minutes slower from 1st Ave to 23rd Ave (eastbound) and about 20 seconds slower from 20th Ave to 1st Ave (westbound)

USING THE SAME STREET TO MOVE MORE PEOPLE

Current Conditions	With BRT

GENERAL PURPOSE LANE	GENERAL PURPOSE LANE	GENERAL PURPOSE LANE	BUS-ONLY LANE WITH FREQUENT BRT SERVICE

Ridership* and throughput**

2,700 persons during peak hours (2016)

3,700 riders daily (Route 12)

Ridership* and throughput**

3,600 persons during peak hours (2019)

11,400 BRT riders daily
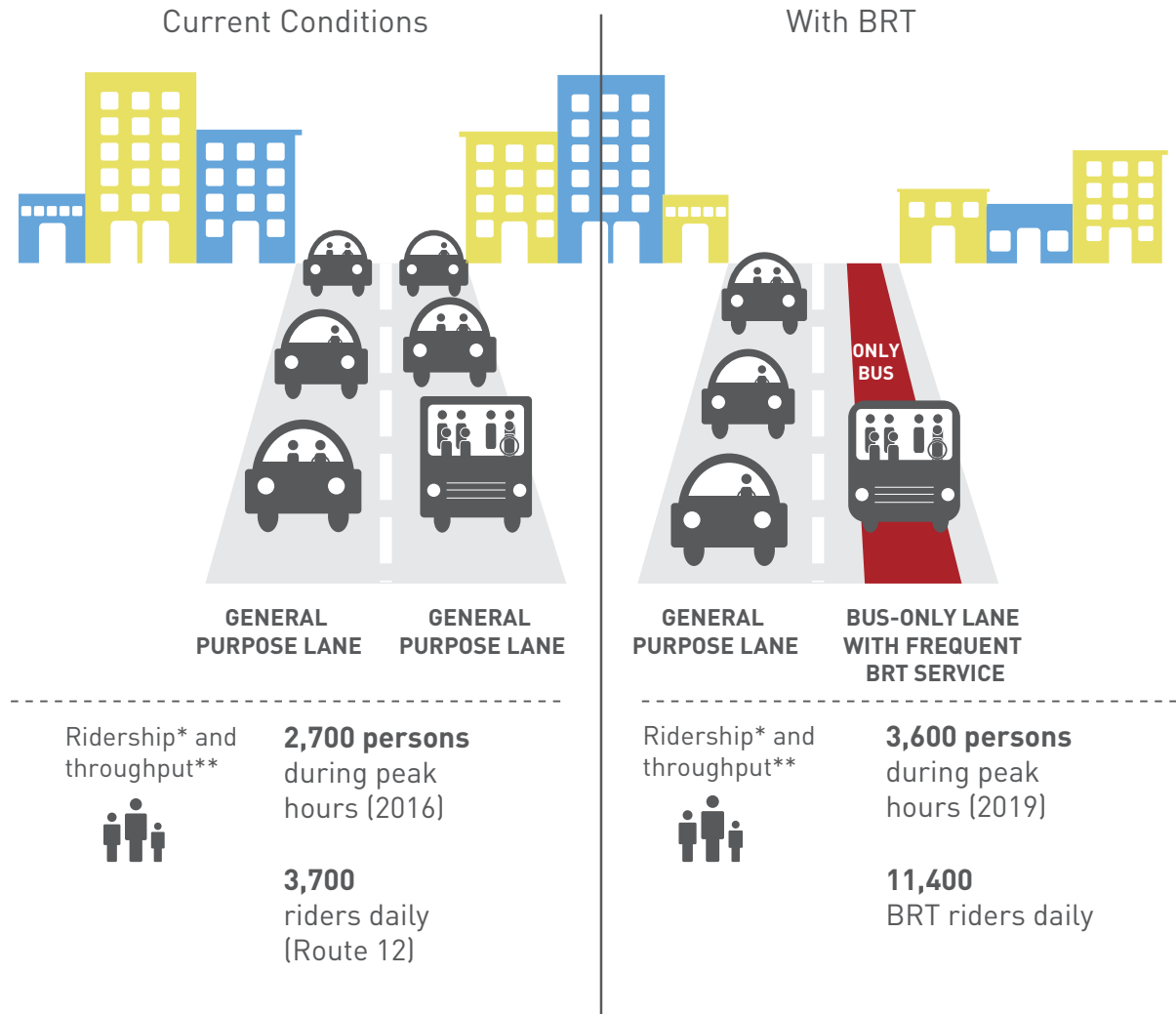
*Assumes 1.15 people/car, 60 people/bus, 100 people/BRT passing between Boylston Ave and Harvard Ave
**Approximate value

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.

Madison Street BRT service frequency	
Monday-Saturday	
5 AM - 6 AM	Every 15 min
6 AM - 7 PM	Every 6 min
7 PM - 1 AM	Every 15 min
Sunday + Holiday	
6 AM - 11 PM	Every 15 min

Legend:
- Madison Street BRT Alignment/Station
- Light rail (Husky Stadium/SeaTac Airport)
- First Hill Streetcar
- Center City Connector Streetcar (Coming in 2019)
- King County Metro bus routes that cross Madison St
- Current protected bike lanes and greenways*

*See Bike Master Plan for future bike routes

SDOT — Seattle Department of Transportation
MOVE SEATTLE
www.seattle.gov/transportation/MadisonBRT.htm

Access

We will make it easier and safer for those walking and biking to reach stations. You can expect:

- Sidewalk repair and new curb bulbs

- New landscaping

- Improved bike facilities at key crossings

Painted bike crossing areas and bike facilities at key crossings

Sidewalk repair, including new curb bulbs to shorten crosswalk distances and other accessibility improvements

New landscaping, including planting 2 trees for every 1 tree removed

Sample location: Madison and Terry

View: Corner of Terry Ave and Madison St, looking north towards Virginia Mason Medical Center

View: Intersection of Terry Ave and Madison St looking north, including new right-turn only configuration from Terry Ave

Sample location: Madison/12th/Union

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

View: 12th Ave station and access improvements, including new bicycle lanes on Union St
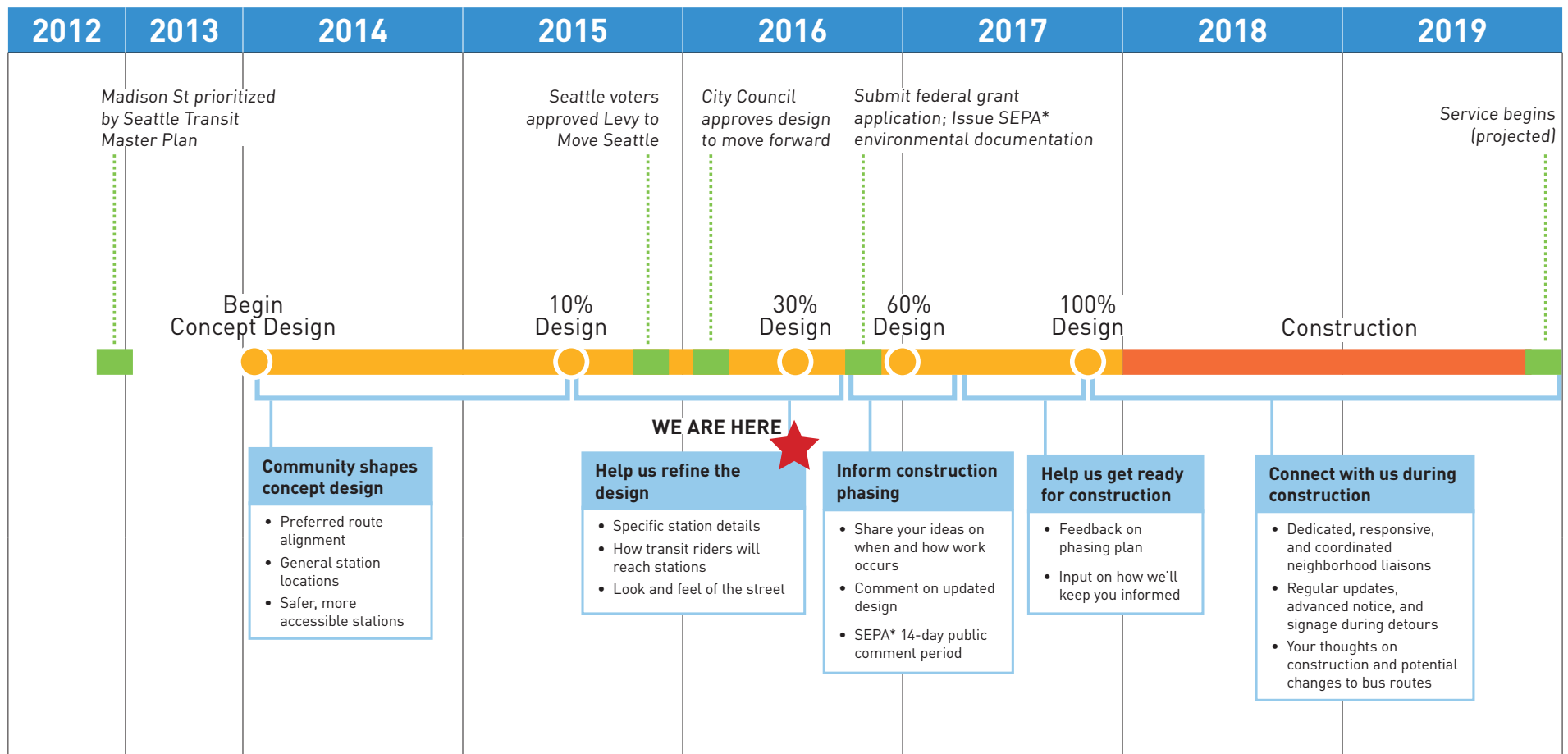
Sample location: Madison/24th/John

View: Corner of E Madison St and E John St, looking northeast

View: Intersection of E Madison St and E John St, including potential location for a small building used to power electric trolley buses
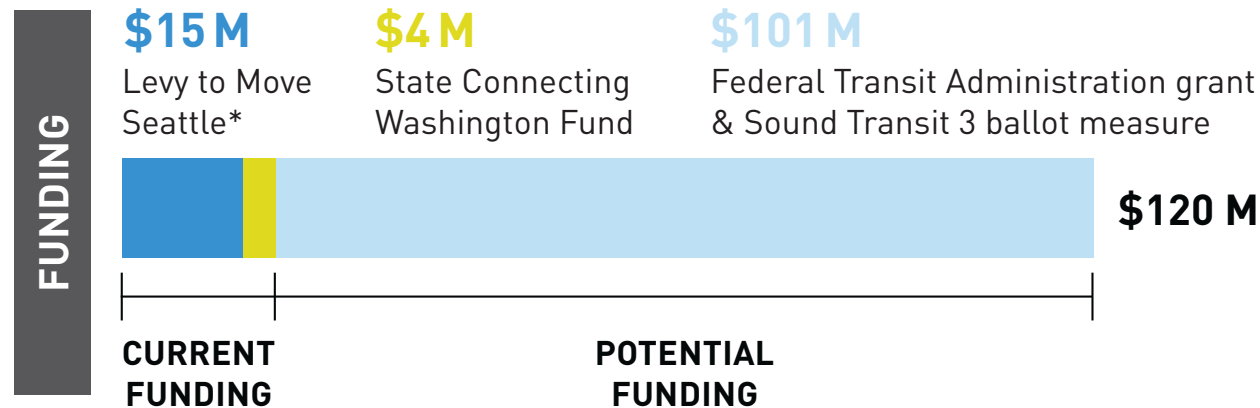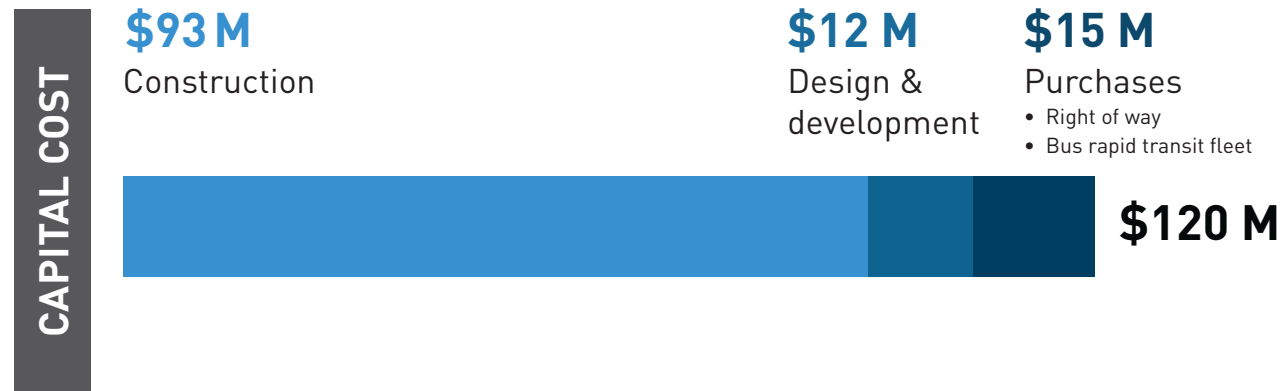
MADISON STREET BUS RAPID TRANSIT

Schedule

2012	2013	2014	2015	2016	2017	2018	2019

Madison St prioritized by Seattle Transit Master Plan

Seattle voters approved Levy to Move Seattle

City Council approves design to move forward

Submit federal grant application; Issue SEPA* environmental documentation

Service begins (projected)

Begin Concept Design

10% Design

30% Design

60% Design

100% Design

Construction

WE ARE HERE

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
- SEPA* 14-day public comment period

Help us get ready for construction
- Feedback on phasing plan
- Input on how we'll keep you informed

Connect with us during construction
- Dedicated, responsive, and coordinated neighborhood liaisons
- Regular updates, advanced notice, and signage during detours
- Your thoughts on construction and potential changes to bus routes

*SEPA: State Environmental Policy Act

Legend:
- Public engagement opportunities
- Decision milestones
- Project design
- Construction

Cost and funding

CAPITAL COST

$93 M
Construction

$12 M
Design & development

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

$120 M

FUNDING

$15 M
Levy to Move Seattle*

$4 M
State Connecting Washington Fund

$101 M
Federal Transit Administration grant & Sound Transit 3 ballot measure

$120 M

CURRENT FUNDING

POTENTIAL FUNDING

* Madison St is 1 of 7 new RapidRide corridors in Seattle included in the voter-approved Levy to Move Seattle in 2015.

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

Looking ahead

In late 2016 we will work with property owners and businesses along the corridor to seek input on developing a construction phasing plan. We will bring the 60% design to you for your feedback at another public open house in early 2017.

Your input and collaboration will be as important to the pre-construction and construction phases as it has been in the design phase.

Communication during construction

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