



The Madison Street Bus Rapid Transit Project aims to provide frequent, reliable and comfortable bus service along the Madison Street corridor, from First Ave to Martin Luther King Jr. Way.

Madison Street BRT is funded in part by the 9-year Levy to Move Seattle, approved by voters in 2015.

## Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**



The values Mayor Murray laid out in that levy, and our core values, are reflected in this project: delivering a high-quality transportation system for Seattle that connects people to where they want to go.

Here is an overview of where we are with the project in the summer of 2016.

## Project need

- Madison St corridor bus service improvements
  - Capacity
  - Efficiency
  - Connectivity
  - Access
- 2012: Madison St picked as future BRT corridor



25% of weekday trips 5+ min late



The Madison Street corridor is both dense and growing, and congestion is slowing everyone down. Buses are frequently both full and running late. In 2012, the Seattle Transit Master Plan identified Madison St as a corridor for future high-capacity transit. Our goal is to find ways to use the existing street to move more people.

## Madison Street BRT

- Design and technology speeds up buses and make service more reliable and comfortable
  - Faster boarding
  - Frequent arrivals
  - Faster trips
- RapidRide is King County Metro's BRT system



Bus rapid transit, or BRT, is a bus service that combines the capacity and speed of light rail, with the lower cost and simplicity of buses. BRT improves transit on Madison through the design of the buses, the stations, and the street itself.

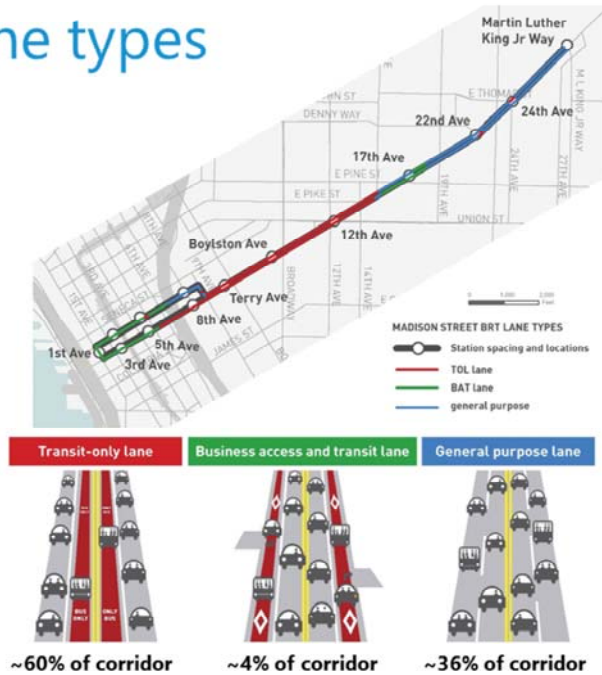
## Stations and bus features

- Stations will be comfortable and passenger-friendly
  - Seating and lights
  - Protected from the weather
  - Off-board ORCA validation and other tools to speed up fare payment
  - Real-time arrival information



The stations will have real-time arrival screens, with platforms at the same level as the bus floor, so no more stairs for climbing aboard. The buses will be electric, feature any-door boarding, and will enjoy signal priority at traffic lights to keep them moving.

## 3 lane types



Madison Street BRT vehicles will operate in three types of lanes. Transit-only lanes in the center of the street, shown in red, transit lanes on the shoulder that allow for right turns and access to driveways, shown in green, and general purpose lanes, shown in blue.

## Community input and influence

- 2014-2015: Design concept study
  - Open houses
  - Online surveys
  - Design workshops
  - Neighborhood and stakeholder briefings



- Community input helped shape the concept design
  - Route alignment
  - General station locations
  - Safer, more accessible stations

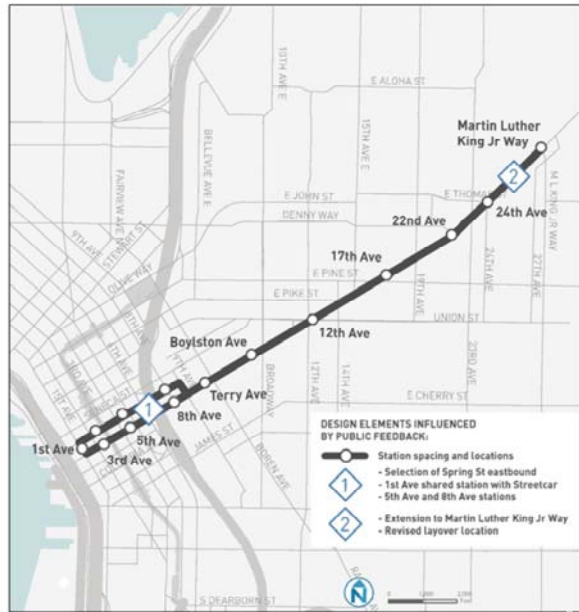
Community input has been shaping the project since design began in 2014. We have worked consistently with the downtown, First Hill, Capitol Hill, Central Area and Madison Valley neighborhoods to develop and refine the design.

This summer we've arrived at the next step in that collaboration: the 30 percent design.



## Project map

- First Ave to Martin Luther King Jr Way
- 21 stops
- Serves Madison Valley
- Stops in every neighborhood



The route includes 21 stops between downtown and Madison Valley.

This design reflects public input in a number of ways. Extending the route beyond 23<sup>rd</sup> Ave to Martin Luther King Jr Way, and running on Spring Street instead of Marion Street downtown, are both the direct result of public feedback.



## Community-oriented design

- Balances performance with neighborhood needs
- Improves biking and walking environment
- Safer and more accessible



The project includes landscape, sidewalk and bike path improvements to make it safer and easier for everyone who uses the street to reach the stations.

Most importantly, the design reflects what we heard were your highest priorities: better transit service, more reliable service, and increased pedestrian safety.

## Service frequency and throughput

- 1st Ave to Martin Luther King Jr Way

Mon – Sat	Frequency
5 AM – 6 AM	Every 15 min
6 AM – 7 PM	Every 6 min
7 PM – 1 AM	Every 15 min
Sun + Holiday	
6 AM – 11 PM	Every 15 min

- 3,600 people are expected to ride the bus in 2019 in peak hours, compared to 2,700 today (+33%)



One place that better service shows up is in the schedule. Madison Street BRT will run every 6 minutes for most of its service window. You won't need to look at a schedule in order to catch a bus. By providing better and more frequent service, Madison Street will move more people than it does today.

## Improving connectivity



Ferries | Light Rail | Local buses | Streetcar | Bike lanes & greenways

Madison Street BRT will help you get where you want to go, with stops close to ferries, light rail, King County Metro buses, Seattle Streetcar and bike lanes and greenways. Together, the changes coming to Madison St will help deliver an integrated, high-quality transportation system for Seattle.

## Outreach next steps

- Community briefings
- Meetings with adjacent properties
- Open houses and online open house in early August



Online Open House: August 2 - 16  
[MadisonBRT.participate.online](https://MadisonBRT.participate.online)



So what do you think of the design? Whether you have been a part of the process from the beginning or are new to the project, we want to hear from you. At the open houses in early August you can ask questions of project staff and provide feedback. Visit the online forum before August 16 to view the current design, leave your comments, and join the project mailing list.

## How to reach us

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Thanks for tuning in. Please reach out to us anytime using the information shown here.