

## Welcome

[Next](#)

Thank you for visiting the Seattle Department of Transportation's Madison Street Bus Rapid Transit (BRT) online open house!

Madison Street BRT will improve east-west transit through one of Seattle's densest and fastest growing corridors by providing fast, frequent, and reliable bus service from downtown Seattle to Madison Valley.

Now is a critical time to provide feedback on both design and construction planning before we move to final design and break ground in 2018.

Click through the tabs at the top to learn more about the updated design and draft construction plan, and feel free to collect notes as you go at the bottom of each page. You can submit them on the Comment page.

[Léalo en español.](#)

[閱讀中文.](#)

這是麥迪遜街捷運(BRT)的網上公開日。麥迪遜街BRT將為西雅圖市區的第一大道與麥迪遜地帶之間提供快速、多班次、可靠、全天候(5 a.m. - 1 a.m.)及安全的公共交通服務。我們歡迎您分享您的想法和設計，我們可以為您提供中文的資料。聯繫方式：電話 [206-615-1485](tel:206-615-1485) 或電郵 [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov)

ए मैडिसन स्ट्रीट बस रैपिड ट्रांजिट (BRT) का ऑनलाइन ओपन हाउस है। मैडिसन स्ट्रीट BRT सियाटल डाउनटाउन फर्स्ट एवेन्यु और मैडिसन स्ट्रीट के आईदा लगातार दिनभर (5 a.m. - 1 a.m.) तिब्र, भरोसेमंद और सुरक्षित जन परिवहन सेवा प्रदान करेगा। डिजाईन में हम आपके बिचारों को आमंत्रित करते है, और हिन्दी भाषा का सामग्री भी उपलब्ध करा सकते है। फ़ोन [206-615-1485](tel:206-615-1485) से या [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov) से संपर्क करें।

이것은 매디슨 도로 간선 급행버스 (BRT)에 대한 온라인 오픈 하우스입니다. 매디슨 도로의 BRT는 빠른, 자주 운행하는, 신뢰할 수 있는, 하루 종일 운행하는 (오전 5시부터 오전 1시까지) 서비스를 제공할 것이며, 시애틀 시내에 있는 1st Ave와 Madison Valley 사이에 안전한 대중 교통을 제공 할 것 입니다. 디자인에 대한 여러분의 의견을 요청합니다. 한국어로 자료를 제공할 수 있습니다. [206-615-1485](tel:206-615-1485) 또는 [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov) 로 연락해 주십시오.

Tani waa onleenka guriga furan ee Baska Deg-dega ama joogtada ah ee Waddada Madison (BRT). Baska Waddada Madison BRT wuxuu la imanayaa dhaqsi, is dabajoog, ku tiirsanaan maalinka oo dhan ah. (5ta subax ilaa 1da subax), iyo gaadiid dadweyne oo nabdoon oo ka shaqeyna inta u dhaxeysa jidka 1aad ee bartamaha magaalada Seattle iyo Dooxada Madison Valley. Waxannu kugu casumeynaa inaad ra'yigaaga ka dhiibato qaabeynta naqshadda innagoo qoraallada kugu soo gudbineyna luqadda Soomaali. La xiriir [206-615-1485](tel:206-615-1485) ama [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov).

Este es un evento abierto al público en línea para Madison Street Bus Rapid Transit (BRT). Madison Street BRT proporcionará un transporte público rápido, seguro y confiable todos los días de las 5 a.m. a la 1 a.m., entre la calle 1st Ave en el centro de Seattle y Madison Valley. Lo invitamos a que comparta sus opiniones sobre el diseño, para lo cual también le podemos proporcionar el material en español. Contáctenos al [206-615-1485](tel:206-615-1485) o en [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov).

Đây là ngày mở cửa trực tuyến cho Xe buýt Quá Cảnh Nhanh (Bus Rapid Transit - BRT) đường Madison. Xe buýt BRT đường Madison sẽ cung cấp sự giao thông công cộng nhanh chóng, thường xuyên, đáng tin cậy, cả ngày (05:00-1:00), và an toàn giữa đường 1st Ave ở trung tâm thành phố Seattle và Madison Valley. Chúng tôi mời các suy nghĩ của bạn về kế hoạch và có thể cung cấp tài liệu bằng tiếng Việt. Liên lạc [206-615-1485](tel:206-615-1485) hoặc [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov).

[Next page](#)

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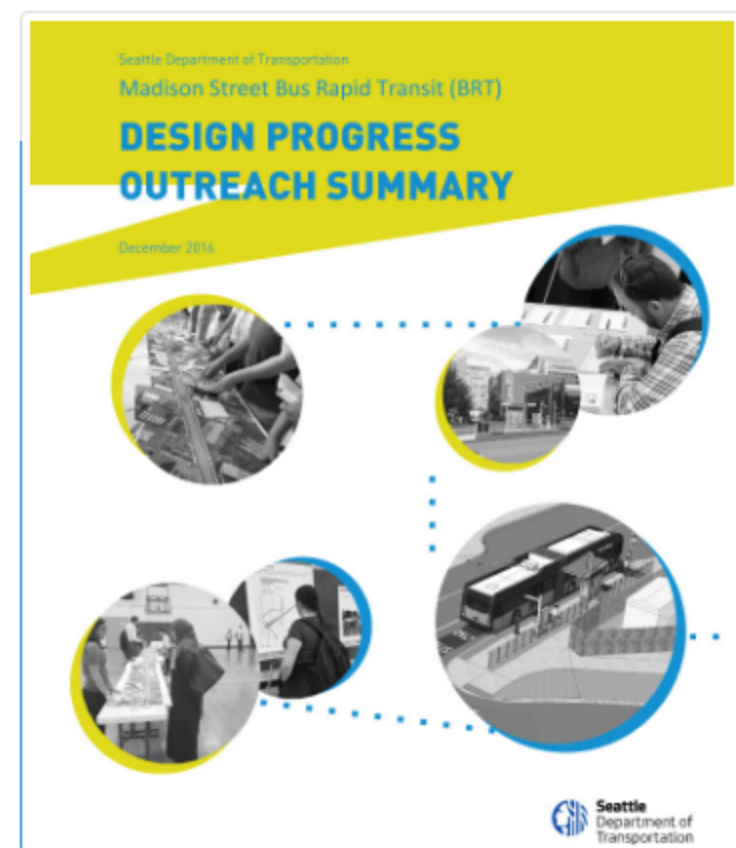


#### Quick links:

- [Travel times](#)
- [Parking and loading](#)
- [12th Ave intersection](#)
- [Construction phasing plan \(draft\)](#)

### Project Brochure

- [English](#)
- [中文](#)
- [Español](#)
- [한글 - Hangeul](#)
- [Soomaali](#)
- [हिंदी](#)



[Learn how community input has shaped the design to date](#)

[Comment on the draft construction phasing plan!](#)

### Sign up for updates!

#### Text updates

To receive updates via text message text "Madison" to 33222.

#### Email updates

[Sign up for regular email updates during construction](#)



# Madison Street Bus Rapid Transit

## Overview

Next

Madison St is one of the densest and fastest-growing corridors in Seattle. Bus routes along the corridor are popular, often exceeding capacity during peak hours.

The [Seattle Transit Plan](#) prioritized Madison St for high-capacity bus rapid transit (BRT) service in 2012. In 2015, Madison St was selected as one of several new RapidRide corridors in Seattle included and funded through the voter-approved Levy to Move Seattle. Madison Street BRT will also be funded by the voter-approved Sound Transit 3 (ST3) ballot measure.

[Léalo en español.](#)

[閱讀中文.](#)

### What we've been up to

Outreach began in 2014, to inform the concept design. Since the August 2016 open houses, we've been busy refining the design based on your feedback and have been seeking input from property and business owners on construction planning.

Our changes focus on the same elements we heard about most:

- Sidewalks and pedestrian access
- Parking and loading zones
- Station design
- Intersections of Madison St with Terry Ave, and 12th and 24th avenues
- Bus layover area near Arthur Pl and Martin Luther King Jr Way

### 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.

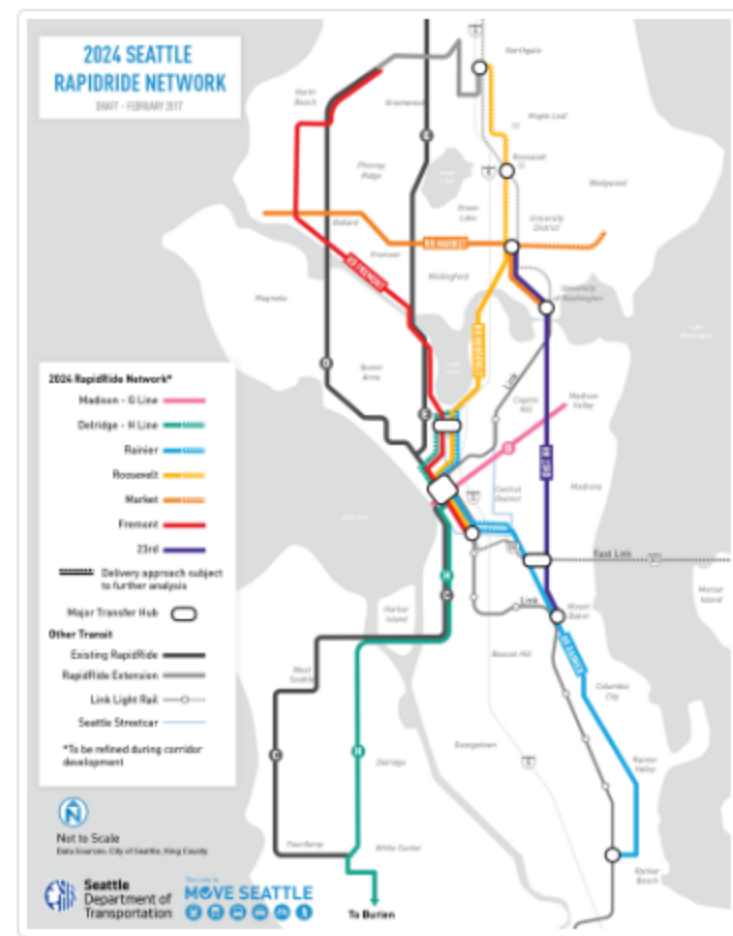
**Did you know?** As a part of King County's RapidRide system, Madison Street BRT will be called RapidRide G Line when it starts service in late 2019!



Read the Seattle Transit Plan (23 MB)



Public transportation network near Madison St



RapidRide Expansion Program map illustrating existing and future RapidRide lines

[Next page](#)

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## Schedule/funding

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With anticipated funding from local, state, and federal sources, we expect to finish design in late 2017, build in 2018-2019, and open for service in late 2019. King County Metro will operate Madison Street BRT as the RapidRide G Line.

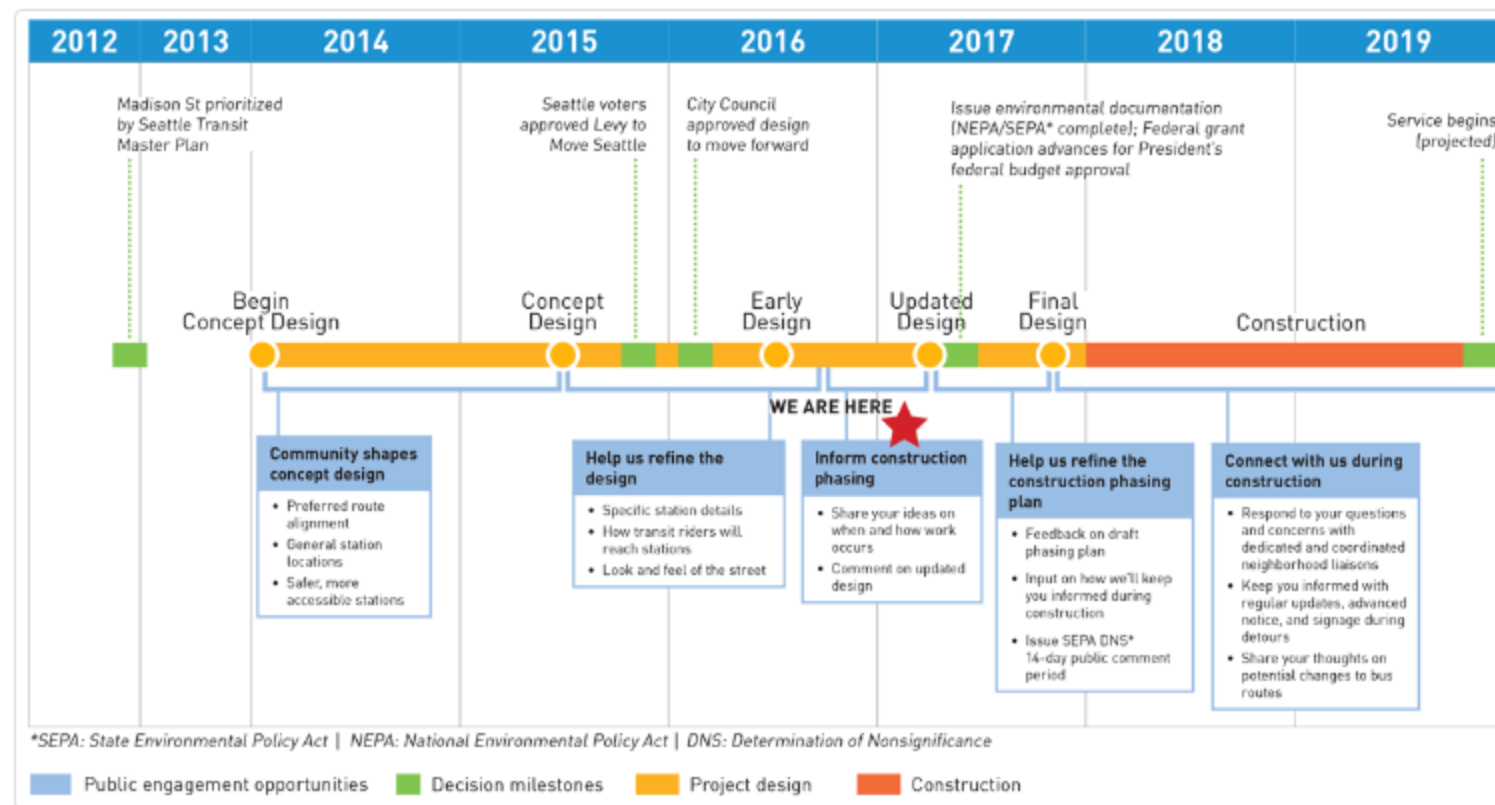
[Léalo en español.](#)

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**Quick links:**

- [Construction](#)
- [What's next?](#)

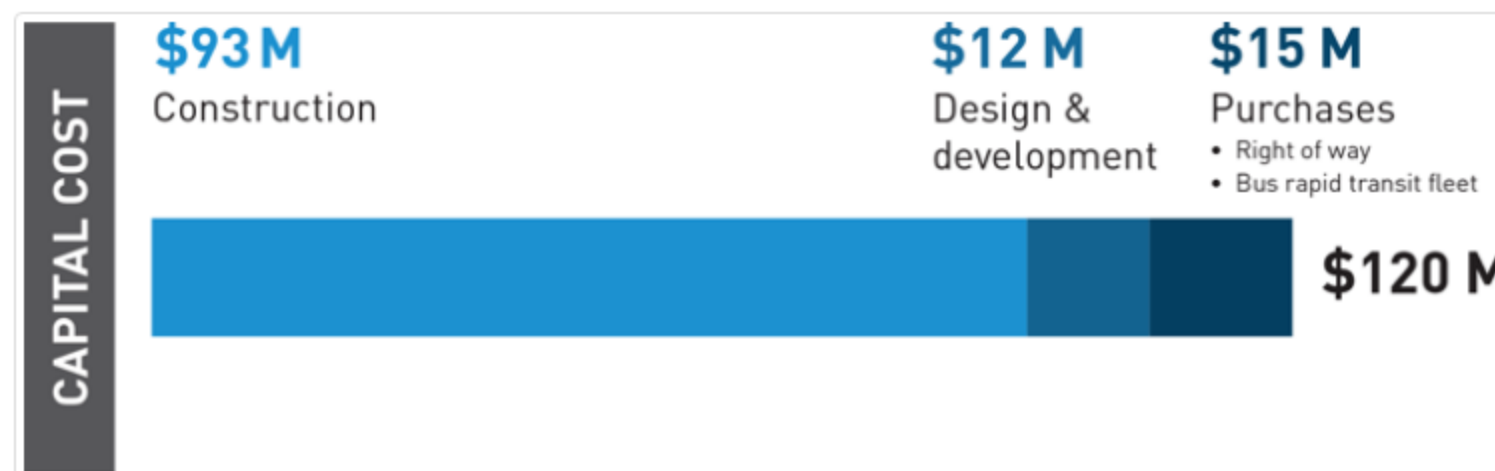
### Schedule



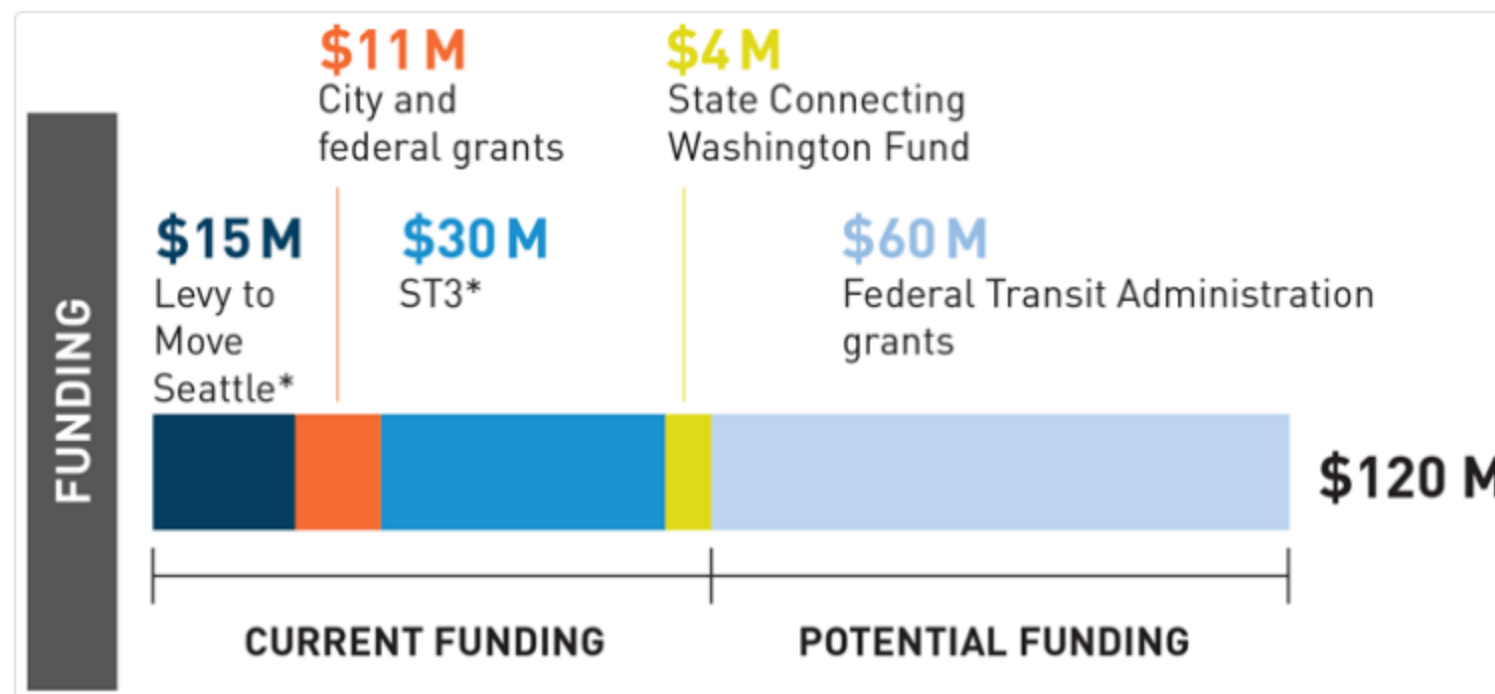
Project schedule

### Funding

Madison Street BRT will be funded by the voter-approved Levy to Move Seattle and the voter-approved Sound Transit 3 package. We continue to seek additional funding for construction from regional and federal grants.



Current capitol cost of Madison Street BRT



Current and potential funding for Madison Street BRT

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## Madison by bus or car

Next

We are focused on ways to improve travel times and move more people. Street design will help make Madison Street BRT safe and reliable, with quicker transit travel times.

When service begins in late 2019, Madison St will move more people than it does today.

[Léalo en español.](#)

[閱讀中文.](#)

### Travel times

We conducted a traffic analysis to study how travel times will change for buses and cars in 2019. We looked at how travel times would be affected with the project and without during the evening commute, the most congested time of day.

We found that:

- Madison St will move more people, more quickly than it does today.
- While traveling by car will take a few minutes longer, traveling by bus will be several minutes faster.
- Some drivers will choose to travel on streets other than Madison St. We will make improvements to maintain traffic flow in key areas.

### What we heard:

- General support, and some opposition, for bus-only lanes in areas where they are currently planned
- Some support for bus-only lanes further east on Madison St
- Questions about how bus-only lanes will be enforced
- Dismay with existing heavy traffic in the corridor
- Mixed support and opposition to parking removal for bus use

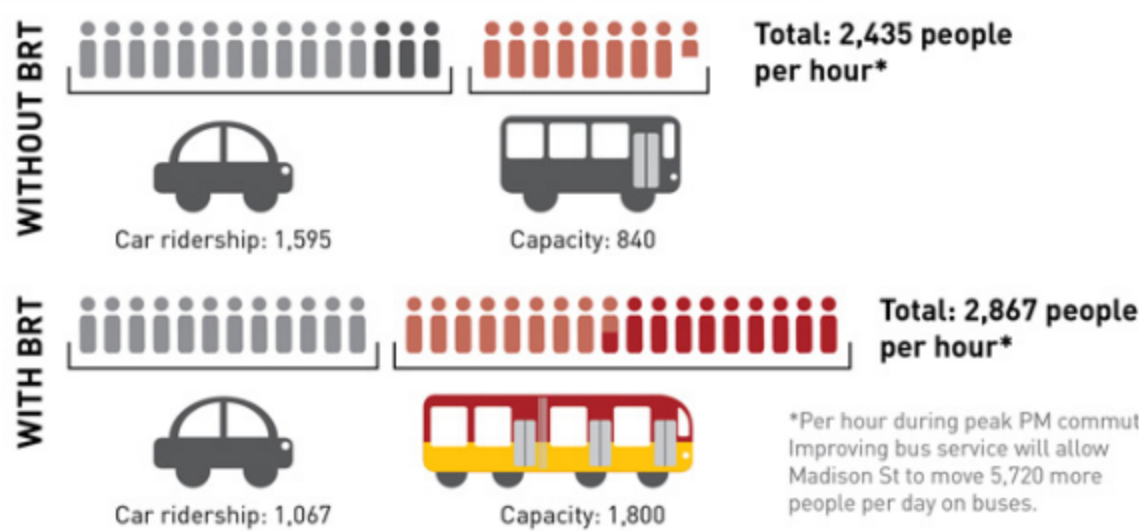
### Quick links:

- [What is RapidRide in Seattle?](#)
- [What is different about Madison Street BRT?](#)

## MADISON STREET BUS RAPID TRANSIT (BRT)

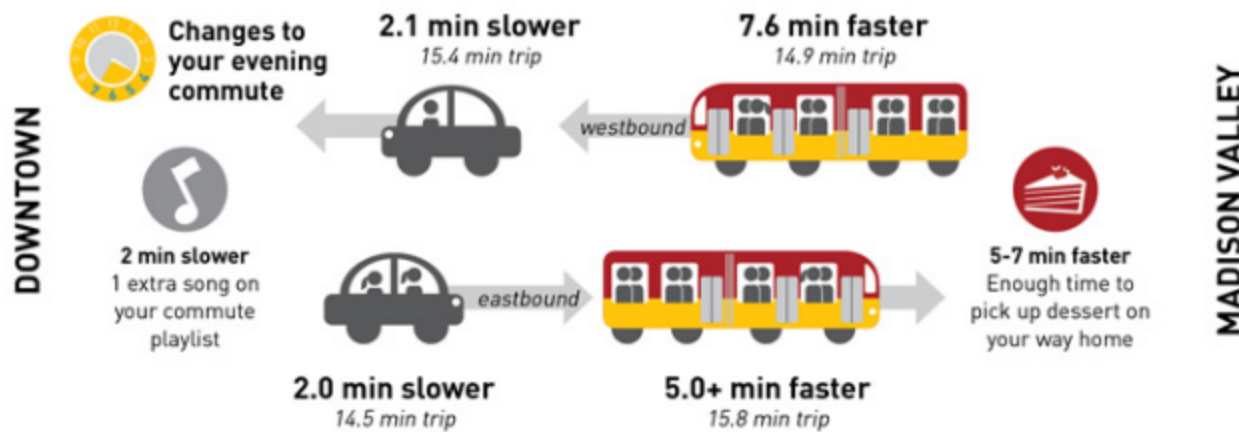
### BRT MOVES MORE PEOPLE

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



### BRT IMPROVES BUS SPEED

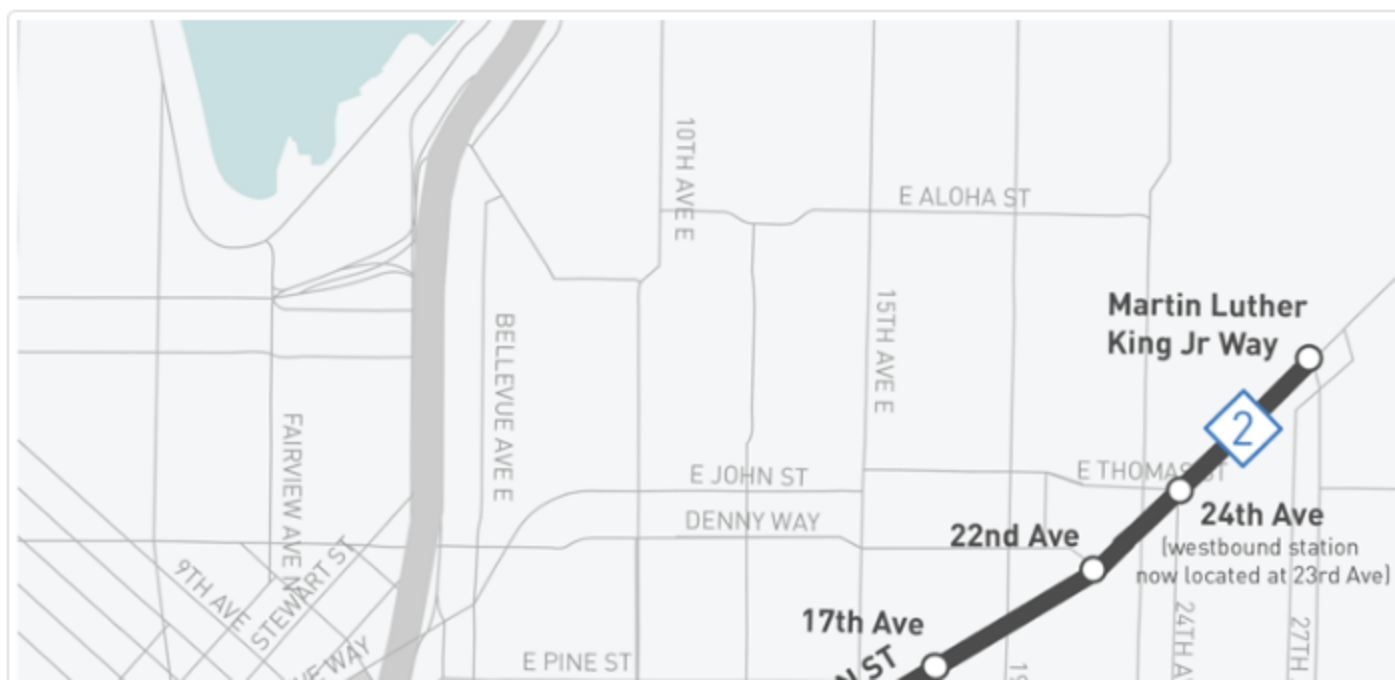
Bus-only lanes, signal priority, and other design elements will help make Madison Street BRT faster and more reliable than current buses on Madison St.

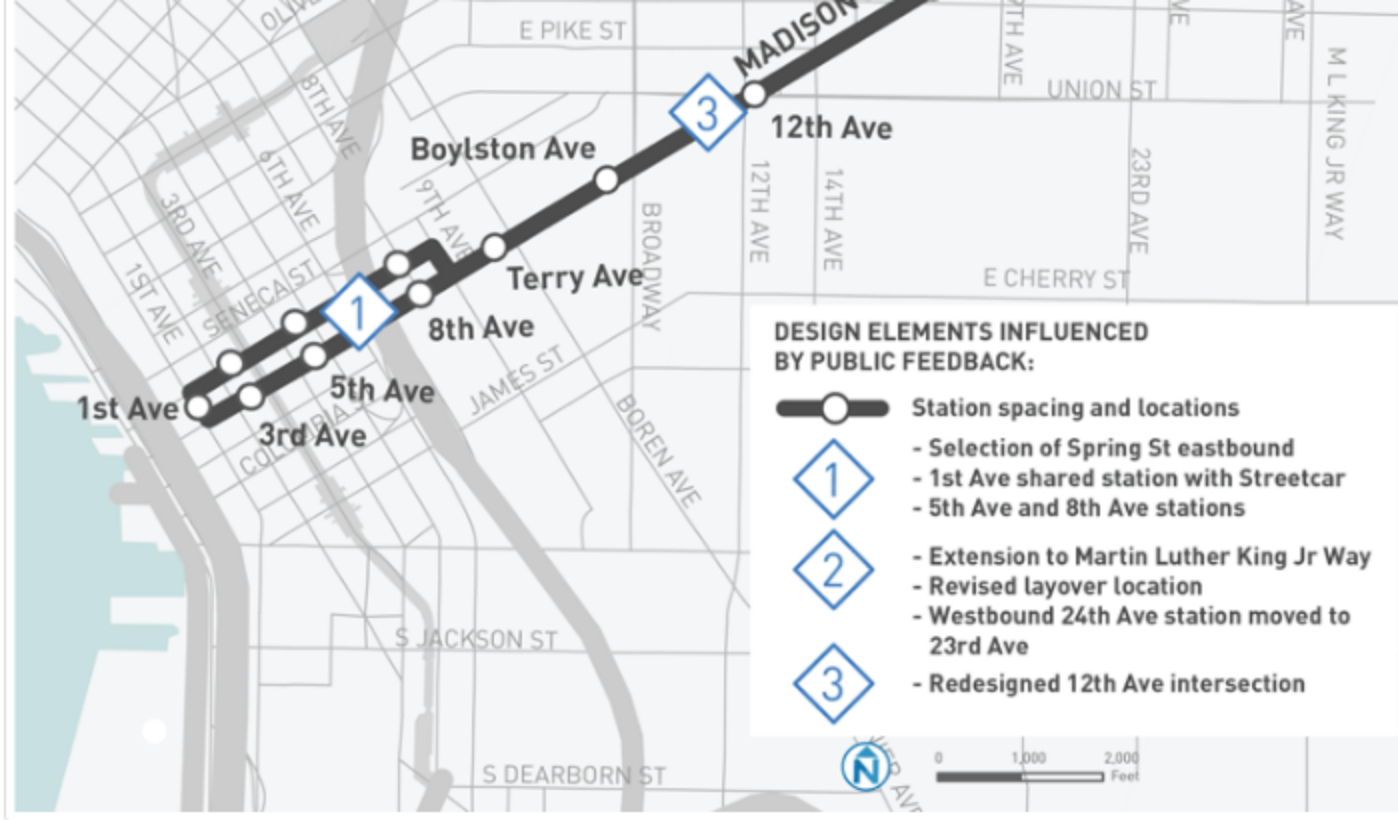


SDOT conducted a traffic analysis studying Madison Street BRT's effects on bus and vehicle travel times. The numbers shown are for PM peak, developed in winter 2016/2017.

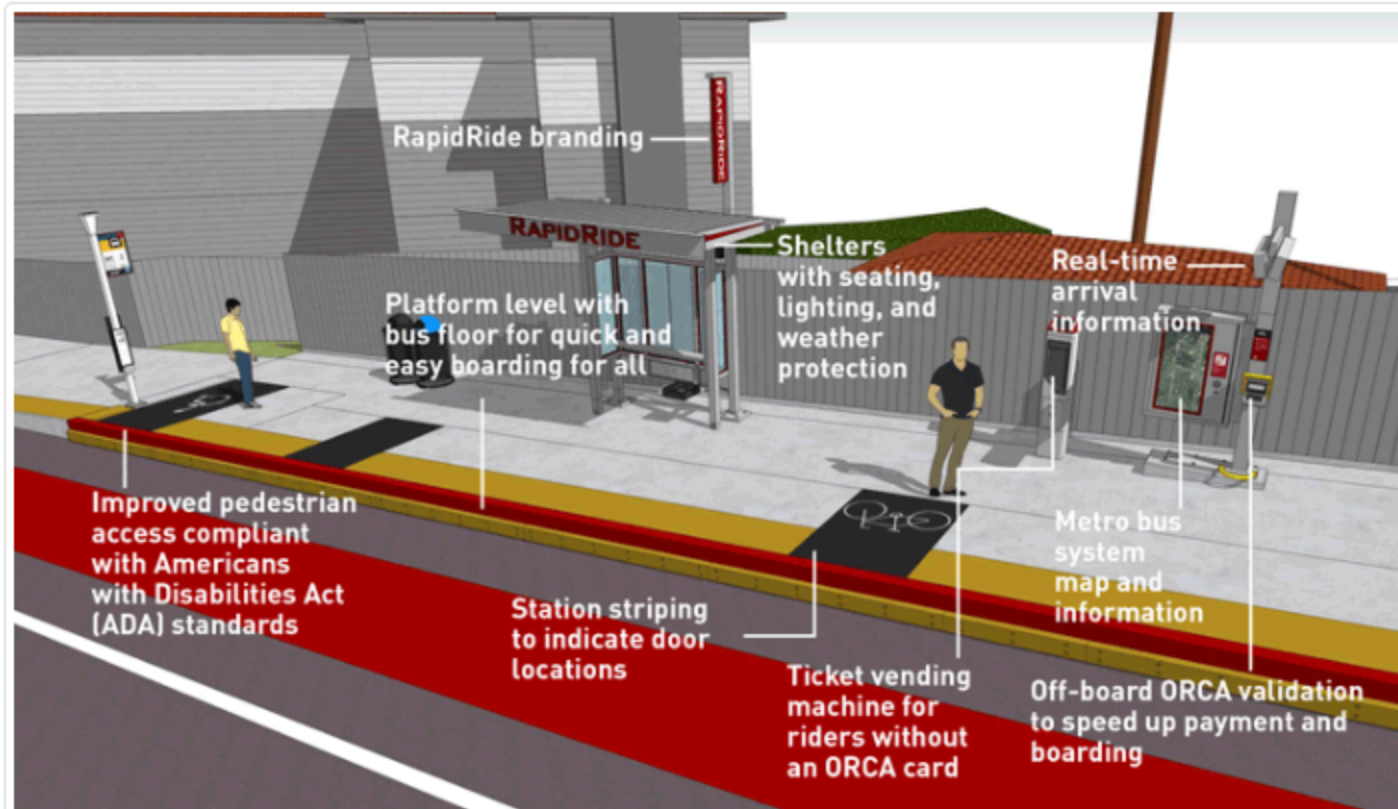
BRT moves more people and improves bus speed

### Station locations and design





Station locations



Station design details

### Parking and loading zones

We are using several types of information to determine where to locate on-street parking and loading zones once Madison Street BRT is in operation:

- **Traffic modeling and analysis** indicates where the removal of parking and loading zones is needed for safe and reliable BRT operations. 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 Street. Most changes are west of 20th Ave. We are replacing loading zones where we are able to do on nearby side streets, with a goal of 1-for-1 replacement.
- **A study of current parking conditions** assessed current on-street parking utilization and available off-street parking (such as parking garages) along Madison St and nearby side streets.
- **Public input on parking and loading needs.** We have begun to collect information on parking and loading needs, through interviews and meetings, and will use this information to help determine future [parking and street use](#).

### Your input requested

We are looking for suitable locations for loading zones and other ideas for how to use on-street parking on side streets near Madison St. We welcome your input on where future loading zones or other types of on-street parking might be best located.

The [updated design report \(2 MB\)](#) shows where parking remains along Madison St. Please review the current design and share your ideas on on-street parking and loading with us. You can use the comment box below, then submit your comment on the Comment page.

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## Madison by foot

Next

Check out the improvements we will make to sidewalks, crossings, and landscaping. To see what several intersections will look like, visit [Intersection design](#).

[Léalo en español.](#)

[閱讀中文.](#)

### Sidewalks and crossings

Many of the sidewalks along Madison St will be updated and replaced during construction. Intersection improvements include:

- Pedestrian-activated push buttons
- New crosswalks in some locations
- Shorter crossing distances in several locations

View the [updated design report \(2 MB\)](#) to see where new sidewalks and intersection improvements are planned.

### Trees/landscaping

New landscaping will provide multiple benefits including:

- Create a more attractive place to walk, bike, and drive
- Create a safety buffer between the street and sidewalk
- Help increase environmental sustainability

For every 1 tree that must be removed, 2 trees will be planted. View the [updated design report \(2 MB\)](#) to view specific locations.

### What we heard:

- Improve crossings, especially at Terry Ave, 12th Ave, 14th Ave, and 24th Ave
- Maintain emergency vehicle access at Terry Ave and Madison St
- Improve pedestrian access to and from stations: provide more time to cross the street, build more crosswalks and curb cuts, separate pedestrian and bicycle traffic
- Improve sidewalk conditions: make sidewalks wider, level sidewalks where tree roots have disrupted the surface, and remove trees on narrow portions of sidewalk

### Public art!

Seattle artist, Ben Zamora, [has been chosen](#) to create public works of art for the Madison St corridor. Learn more about Ben at one of our in-person open houses.

### Quick links:

- [Intersection design](#)

Seattle Department of Transportation

## MADISON STREET STREETScape CONCEPT PLAN



Draft March 2017



Read the Madison Street Streetscape Concept Plan (6 MB)

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## Madison by bike

Next

Madison Street BRT is improving and expanding the existing bike network to create more accessible stations and safer commutes for those on bikes.

[Léalo en español.](#)

[閱讀中文.](#)



Map of bicycle and greenway connections in the corridor

### What we heard:

- General request for more bicycle infrastructure in design
- The need for a good bike route from Madison Valley to downtown
- Many specific suggestions for the intersections of Madison St/12th Ave and Madison St/24th Ave
- Extend a bike lane on Spring St east of 4th Ave
- Questions about bike and pedestrian traffic interactions where bike lanes are not planned

### Key improvements:

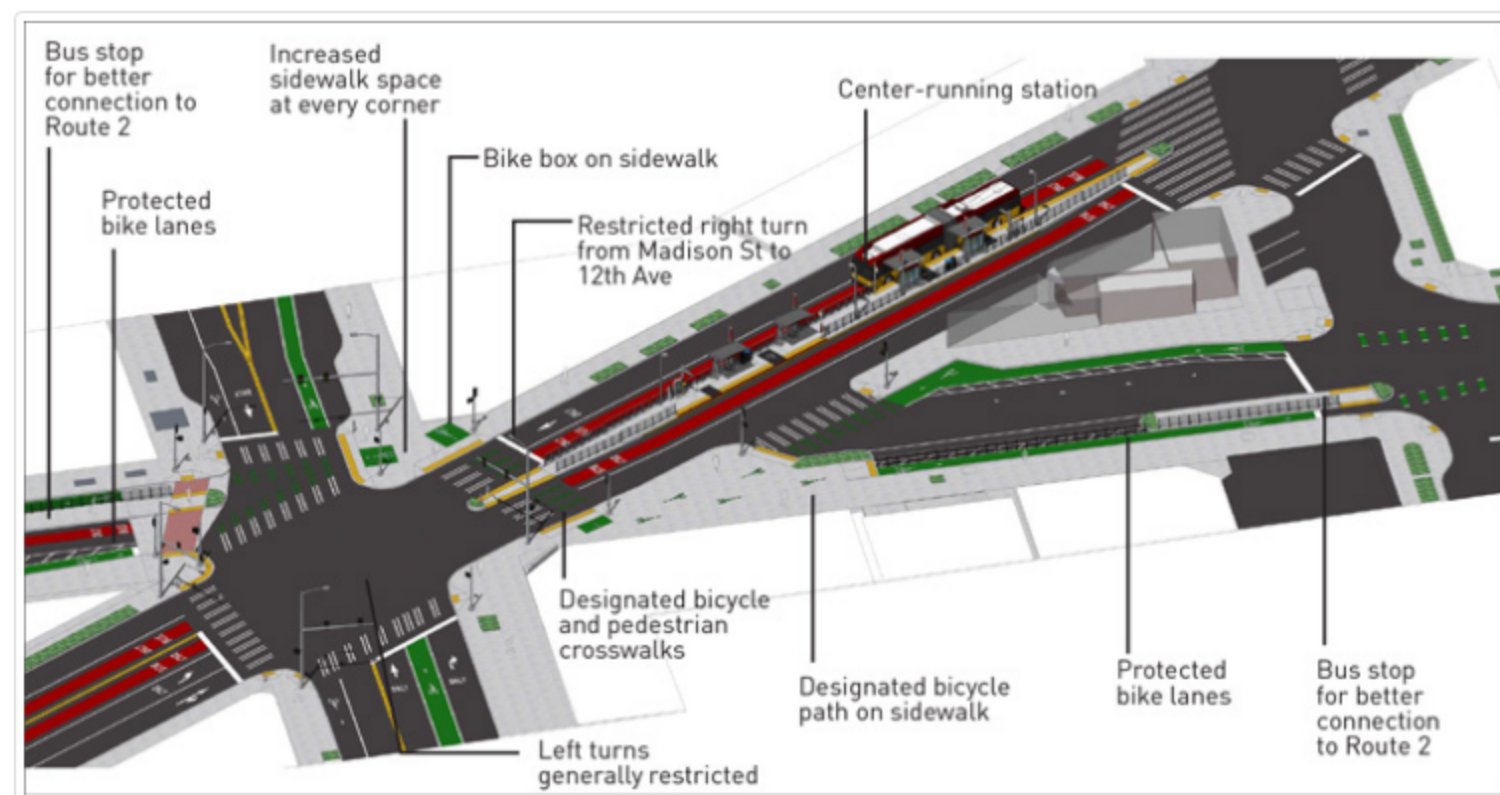
- 1 Bike lane on Spring St from 1st Ave to 9th Ave
- 2 Protected bike lanes on E Union St from 11th Ave to 14th Ave
- 3 Intersection improvements at Madison St, E Union St, and 12th Ave
- 4 Intersection improvements at Madison St, E John St, and 24th Ave
- 5 Improved connections to neighborhood greenways

### Quick links:

- [12th Ave intersection design](#)

## 12th Ave intersection redesigned

The Madison St and 12th Ave intersection has been the focus of many conversations we've had with the community. Based on feedback received the past several months, we worked to improve the 12th Ave intersection. The changes we have made since August 2016 will make the intersection safer and more efficient than it is today for everyone who uses the street.



Intersection improvements at 12th Ave

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## Intersection design

Next

Changes to the design were made with your feedback in mind. Key improvements include changes to bus lane locations and access improvements for those walking or biking near stations.

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### Madison St/12th Ave/E Union St

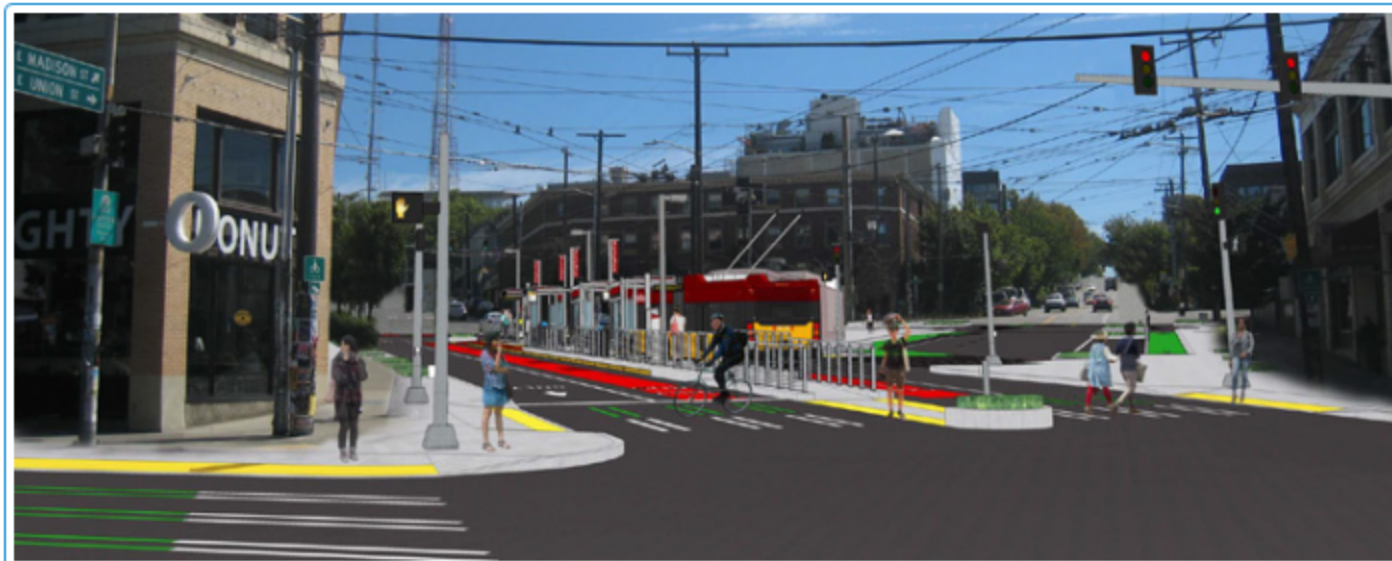
#### What we heard:

- This intersection needs better bike infrastructure
- Concerns about safety for those biking and walking across the intersection
- Concerns about intersection flow

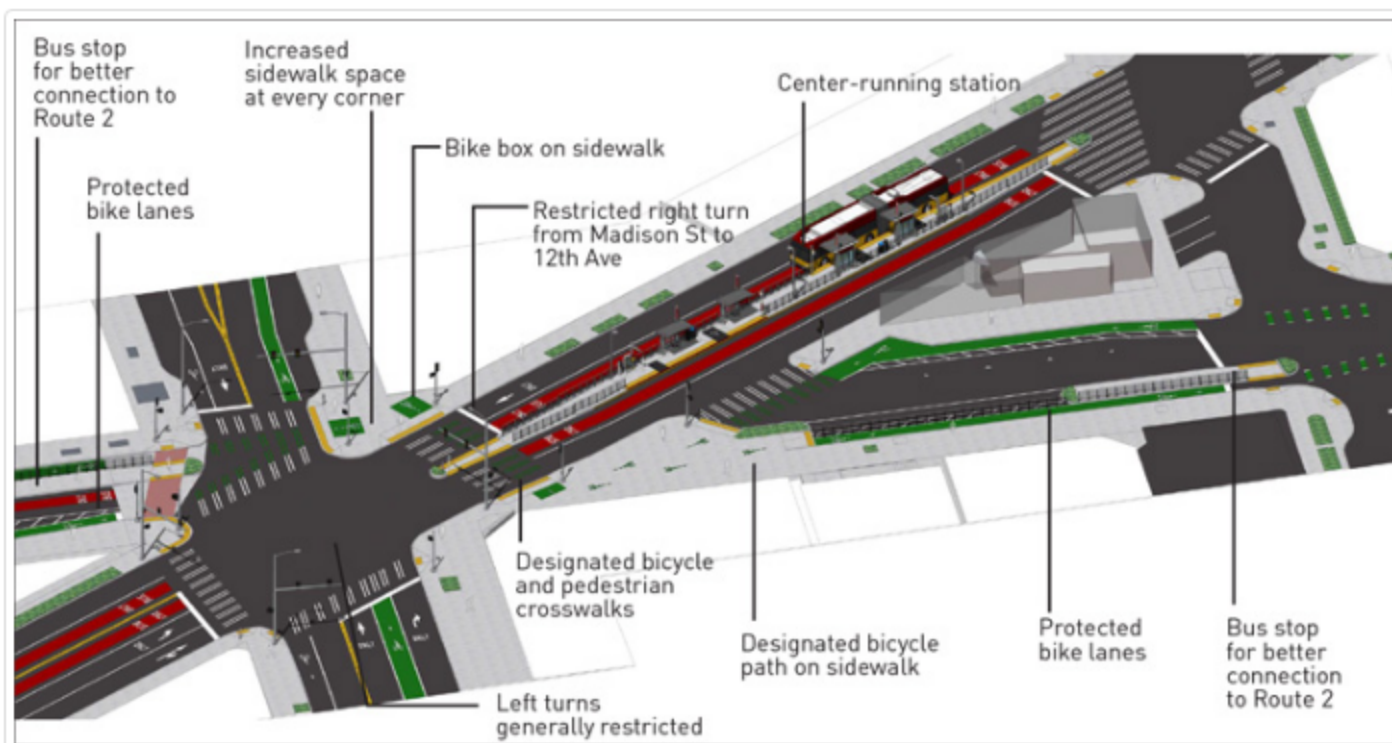
#### What has changed:

- New curb bulbs shorten the crossing distance for those biking and walking, and provide more room for everyone to wait for the signal
- Bus stops on Union St on both sides of 12th Ave provide better connections between Madison Street BRT and the Route 2
- To improve traffic flow for all modes, westbound vehicles will no longer turn right onto 12th Ave from Madison St. Instead, Pike St or 13th Ave offer alternatives.
- The southbound bike lane on 12th Ave will now extend to and through Madison St. A protected bike lane will run on Union St from 11th to 14th avenues. See Madison by bike for other improvements for those biking.

Together, these changes will make the intersection safer and more efficient than it is today, whether you walk, bike, drive, or ride the bus.



Station detail, looking east



Intersection perspective, looking north

### Madison St/24th Ave E/E John St

#### What we heard:

- This intersection is difficult to cross, and there are safety concerns for those biking and walking. It needs better bike infrastructure and pedestrian crossings.
- Concerns about intersection flow

#### What has changed:

### View the updated design

- [Updated design \(2 MB\)](#)

#### Design legend:

- [中文](#)
- [Español](#)
- [한글 - Hangeul](#)
- [Soomaali](#)
- [Viêt](#)
- [हिंदी](#)

#### Quick links:

- [December 2016 Outreach Report](#)
- [Madison St by bike](#)
- [Madison St by foot](#)



- The intersection will function more like a 4-way intersection, with a new curb bulb and straighter crosswalks to improve the crossing. Vehicles traveling south on 24th Ave will continue with a "right-turn only" onto E John St. Bicycles will use the improved crosswalks to safely cross Madison St.
- Westbound station moved to the current bus stop at 23rd Ave
- A traction power system substation (TPSS) will be near this intersection. The TPSS will convert power from the city's grid for use in the overhead trolley wires that will power the new, electric buses. We are working with the adjacent community to design the TPSS facility to match the look and feel of surrounding buildings. Check out [this factsheet](#) to learn more.



Station detail, looking east



Intersection perspective, looking north

### Madison St and Terry Ave

#### What we heard:

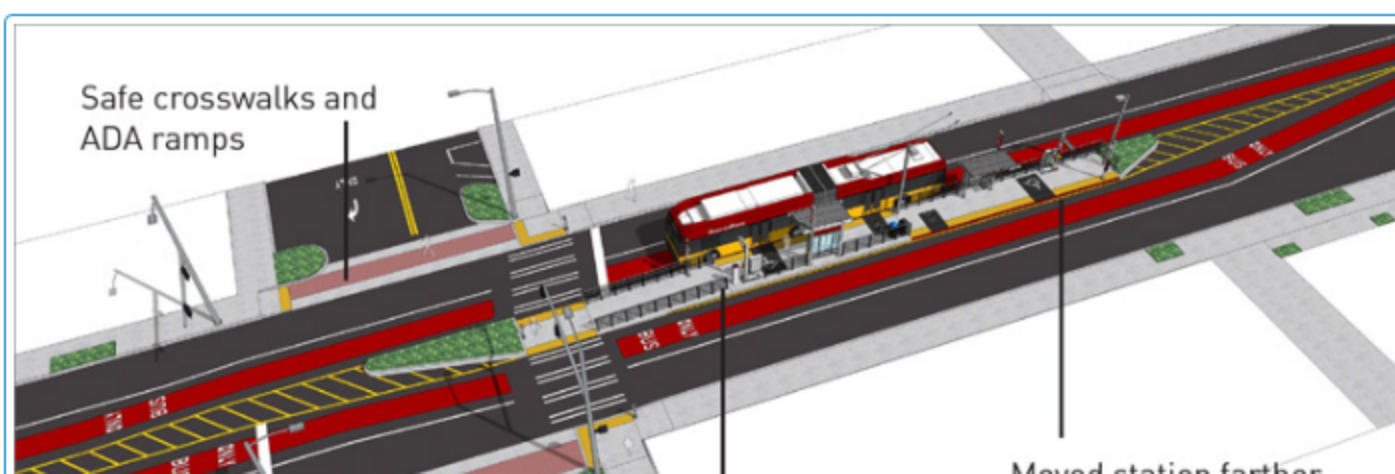
- Concern about emergency vehicle access to hospitals at this intersection
- Maintain pedestrian crossings at this intersection

#### What has changed:

- Station platform is further east, allowing emergency vehicles coming from downtown to access Terry Ave
- The north and south sides of the Terry Ave intersection will be more pedestrian-friendly, with slightly raised crosswalks



Station detail, looking north





Intersection perspective, looking north

#### 4th Ave and Spring St

##### What we heard:

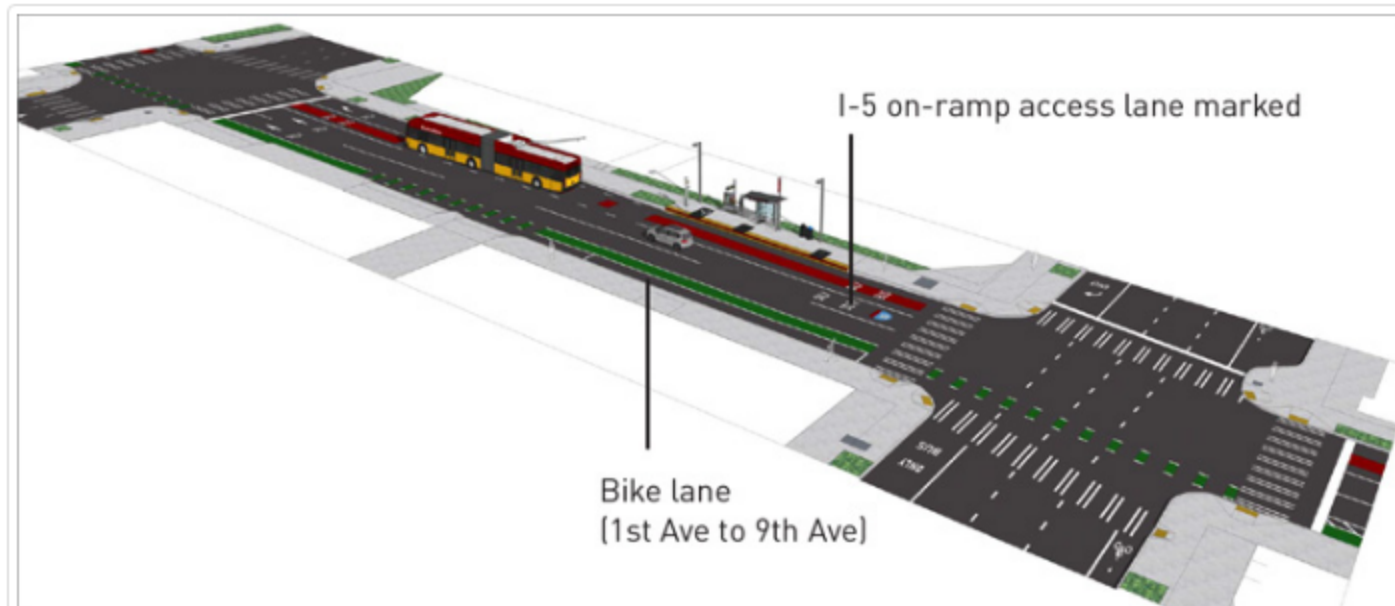
- Spring St near I-5 needs better management to reduce congestion, especially at garage entrance/exits and I-5 access ramps
- Extend bike lane on Spring St

##### What has changed:

- The bus lane is now located on the right and a bike lane on the left. Vehicles will still be able to use the lane to turn right; otherwise, the lane is for BRT buses only.
- This spring as part of a different project, Spring St will be restriped as shown below, to improve access to I-5 and overall traffic flow for all vehicles
- Bike lanes on the north side of Spring St, from 1st to 9th avenues



Station detail, looking southeast



Intersection perspective, looking southeast

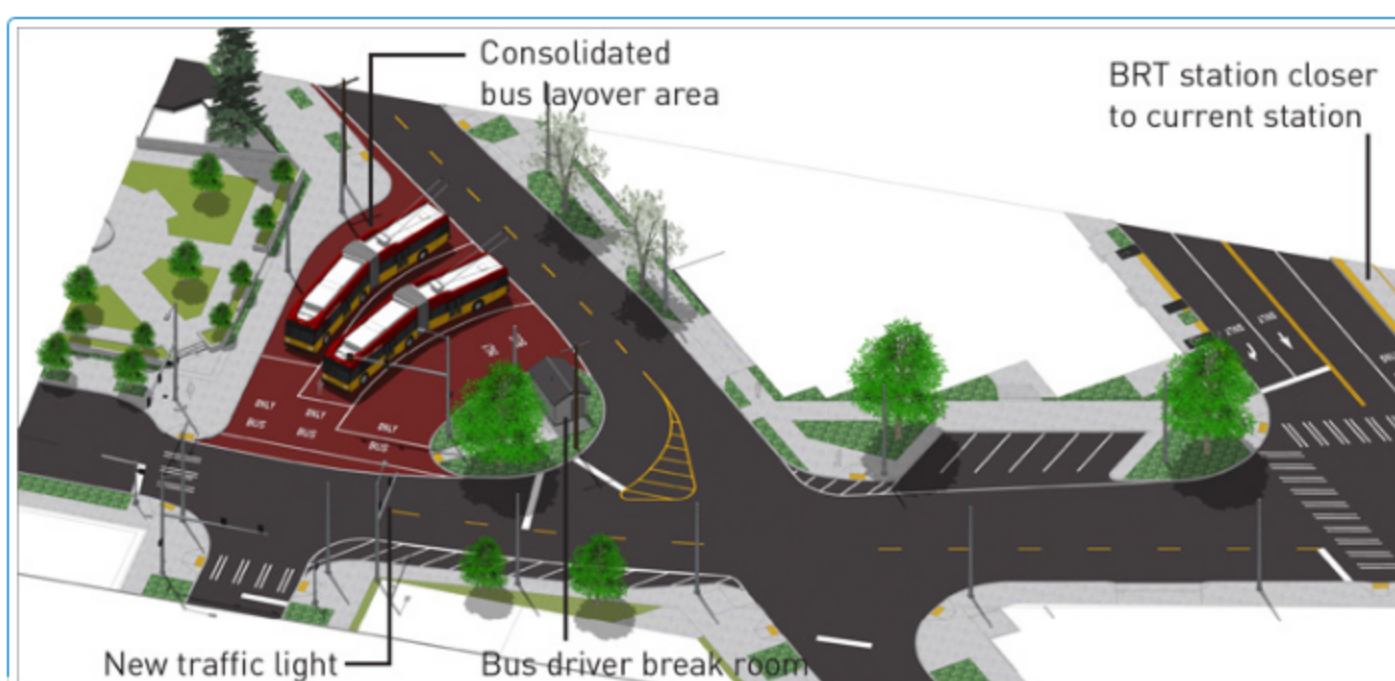
#### Arthur Pl bus layover

##### What we heard:

- Concerns about noise and exhaust. Since the BRT buses will be electric, they will be far quieter than current buses and have no exhaust.
- Concerns about blocking or restricting access to businesses
- Questions about how long buses would layover

##### What has changed:

- BRT buses will no longer layover on Madison St or Martin Luther King Jr Way. Instead, all buses will use the layover area shown in red below.
- Shifted westbound BRT station location near Martin Luther King Jr Way to its current location





Bus layover, looking southwest

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## Construction

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### Preliminary construction planning

Madison Street BRT construction is scheduled to begin in early 2018. We'd like your feedback on when and how work occurs.

This past fall and winter, we met with property and business owners along the corridor to gather initial input for the draft construction phasing plan. Through door-to-door outreach and 13 listening sessions, we discussed needs and preferences for construction timing, sequencing, and approach. Based on this input, and engineering and safety considerations, we developed the draft construction phasing plan.

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#### Draft construction phasing plan

The plan shown below is subject to change based on your input and will be finalized this summer. We encourage your feedback. Please note, the boundaries between color zones are approximate and will overlap during construction. This plan only proposes the general construction season; additional construction details will be available this fall and as construction progresses.



Preliminary construction phasing plan

#### Staying in touch during construction

As we look ahead to construction in 2018, we will continue to work closely with the community, the Office of Economic Development, and the Department of Neighborhoods to plan for construction. We will also coordinate with private development projects. Sign up for our text or email updates to be sure you hear the latest.

Communication during construction is planned to include:

- 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

[Next page](#)

### What we heard:

- Concern about construction impacts
- Support for completing construction on Spring St early in the project
- Dismay with current high levels of public and private construction in the corridor
- Support for frequent and timely communication from the project team
- General comfort with weekend and evening work in most, but not all, of the corridor
- General preference for shorter, more intense construction rather than longer, less intense construction

### Sign up for updates!

#### Text updates

To receive updates via text message text "Madison" to 33222.

#### Email updates

[Sign up for regular email updates during construction](#)

### Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

df

### Contact Us:

- [MadisonBRT@seattle.gov](mailto:MadisonBRT@seattle.gov) | 206-615-1485
- [www.seattle.gov/transportation/MadisonBRT.htm](http://www.seattle.gov/transportation/MadisonBRT.htm)

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# Madison Street Bus Rapid Transit

- Welcome
- Overview
- Schedule/funding
- Madison by bus or car
- Madison by foot
- Madison by bike
- Intersection design
- Construction
- Comment

## Comment

Thank you for your participation and interest in the Madison Street BRT design process. Please share your input on the updated design and draft construction phasing plan. Please also consider attending an in-person open house.

We encourage you to provide feedback using the form below, or via our project email and phone number. You may also join our mailing list or sign up for text updates (text "Madison" to 33222).

[Léalo en español.](#)

[閱讀中文.](#)

### In-person open houses

#### Thursday, March 9, 2016

11 AM – 1 PM  
Town Hall (downstairs)  
[1119 8th Ave](#)

#### Wednesday, March 15, 2016

5:30 – 7:30 PM  
First AME Church  
[1522 14th Ave](#)

### Comment

First name

Last name

Email address

Comment

*Required*

df

**Please provide additional input on community outreach. Since the August 2016 open houses, we have conducted business surveys and “listening sessions” for adjacent properties, shared the design progress and outreach summary via email, met with community groups and responded to emails and calls. What has gone well? Where can we improve?**

Submit

### What's next?

We will consider and incorporate the feedback we receive on the updated design and draft construction phasing plan. We expect to complete environmental review this spring, finalize the construction phasing plan this summer, finalize the design late this year, and build the project in 2018-2019. King County Metro will operate Madison Street BRT as the RapidRide G Line once service begins in late 2019.

### Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

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