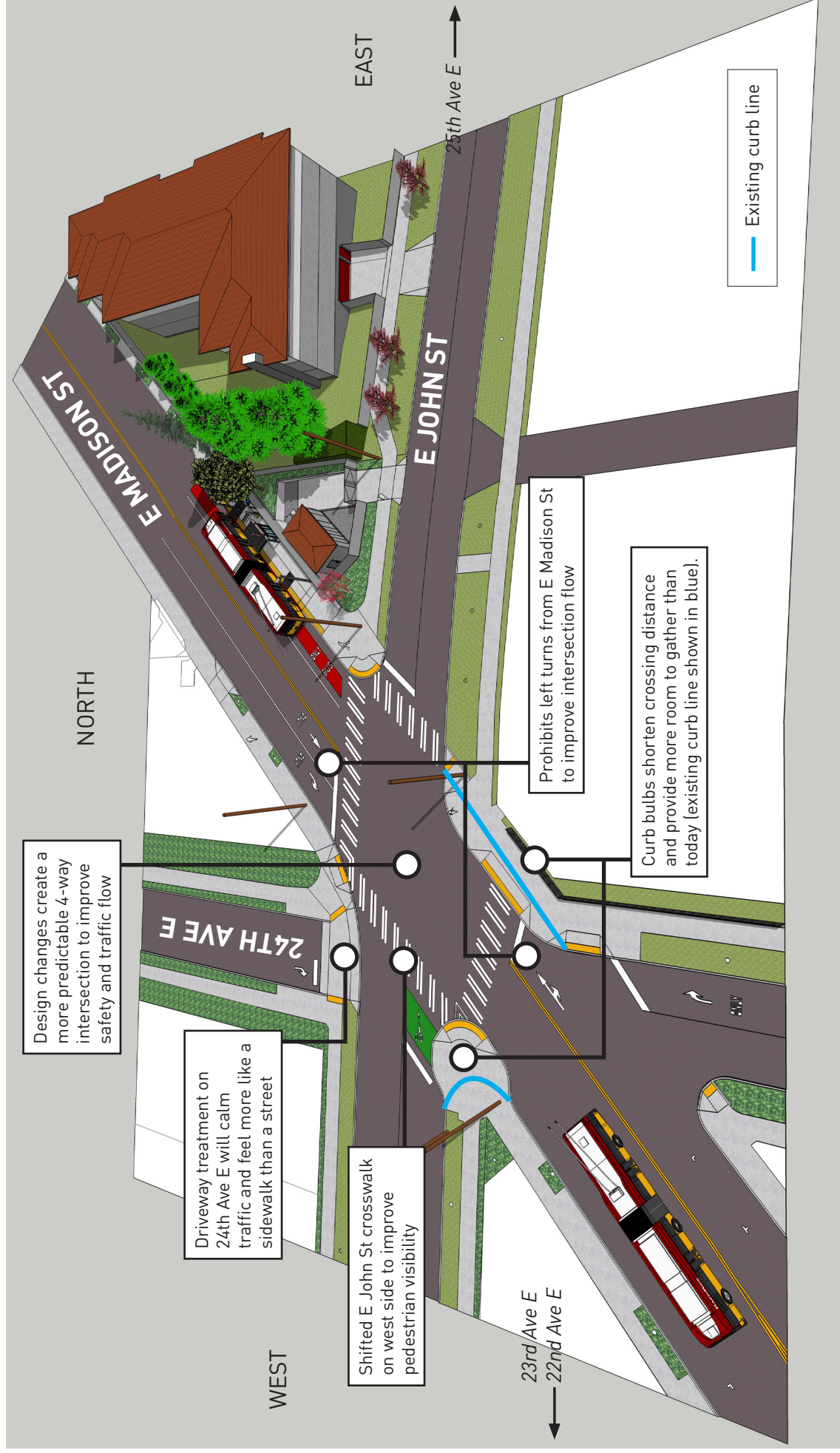


MADISON STREET BUS RAPID TRANSIT (BRT) CURRENT DESIGN

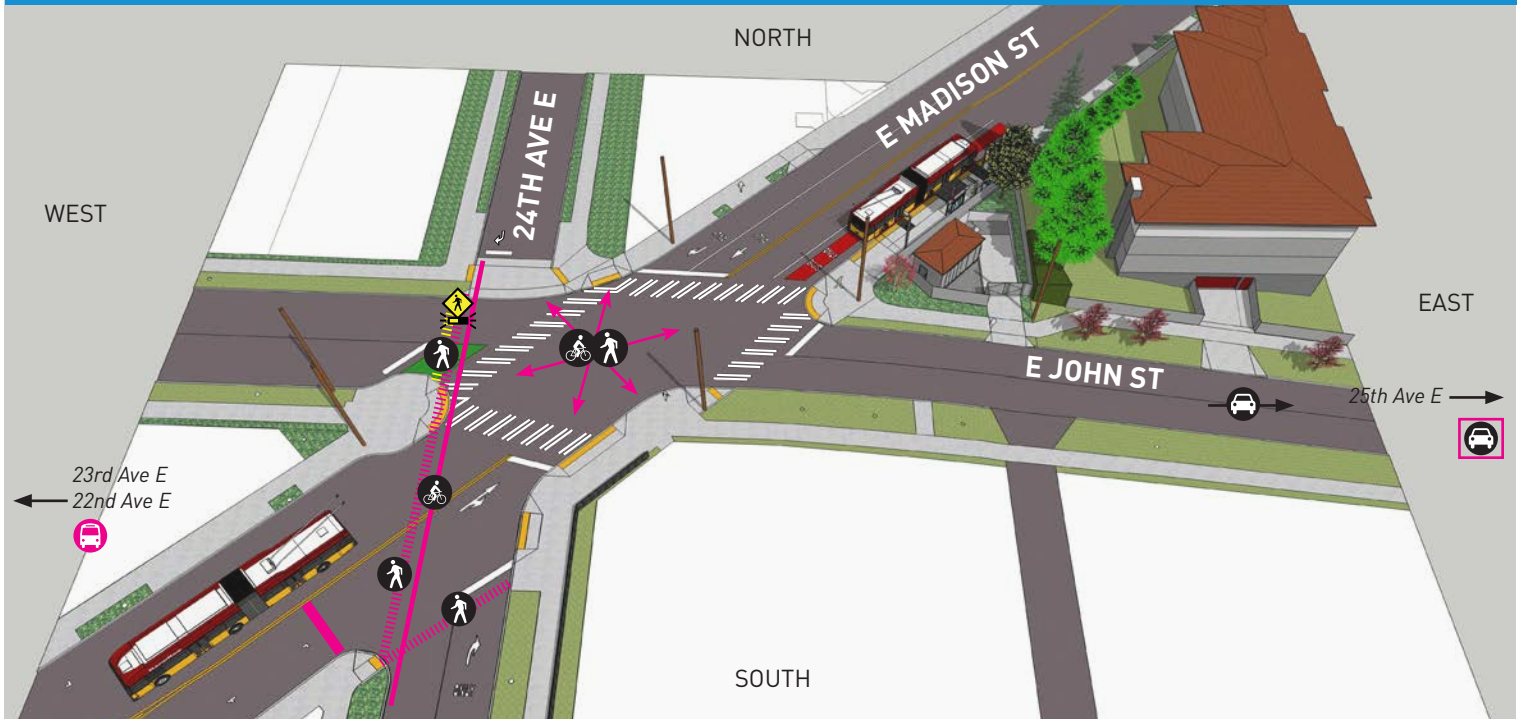


DRAFT

MARCH 2017

MADISON STREET BUS RAPID TRANSIT (BRT)

SUGGESTED CHANGES FROM THE COMMUNITY



Map icons	Suggested change	Effect on intersection
   	1. Crosswalk across E Madison St on west side of 24th Ave E 2. Crosswalk across 24th Ave E on south side of E Madison St 3. Create direct bike route on 24th Ave E crossing E Madison St that does not push bikes onto sidewalk or require 2 light phases to complete 4. Move eastbound E Madison St stop bar back to before 24th Ave E intersection	• Recreates a 6-way intersection • Side street traffic waits longer for green light • Almost 3 min delay for eastbound E John St • Straight pedestrian crossing on 24th Ave E is too long to complete in 1 light cycle
  	5. Flashing crosswalk across E John St on north side to protect those walking from cars making high-speed turns from E Madison St onto E John St 6. Raised crosswalks across E John St to protect pedestrians from cars making high-speed turns from Madison onto E John St 7. Crosswalk directly across E John St on west side of 24th Ave E	• A crossing at E John St means those walking are less visible • Current design moves crosswalk parallel to E Madison St, so those walking are more visible
	8. All-way scramble signal for bicycles and pedestrians	• Those walking would have about 45 seconds to cross; if the "no walk" signal is on, the longest wait would be about 45 seconds • Side street traffic waits longer for green light • On E John St, about 2 min delay for westbound and 5 min delay for eastbound traffic • Traffic would back up into neighborhoods
	9. Consolidate 22nd Ave E and 23rd Ave E BRT stations into one stop	• Eliminates a BRT station, increasing distance between stations in this area
 	10. Make E John St one-way eastbound between 24th Ave E and 25th Ave E 11. Create a four-way stop at 25th Ave E and E John St	• One way street further simplifies intersection and calms street for those walking and biking

Note: A delay refers to how much longer it would take someone to cross the intersection, compared to what is expected with the current design. The current design improves overall intersection performance compared to today's conditions. The results presented here are draft only and subject to change.