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
Welcome

- Thanks for attending!
- Review the latest design concept for Madison Corridor Bus Rapid Transit
- Give us your feedback:
  - Posting comments on the maps
  - Talk to the project team
  - Fill out a comment card
Expanding Seattle’s BRT Network
BRT Network

- 7 new RapidRide BRT corridors by 2025
- 72% of residents with 10 min. or better all-day service within a 10-min. walk from their home

**HOUSEHOLDS WITH TRANSIT SERVICE WITHIN CLOSE WALKING DISTANCE***

<table>
<thead>
<tr>
<th>Year</th>
<th>10 min</th>
<th>15 min</th>
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</thead>
<tbody>
<tr>
<td>Feb. 2015</td>
<td>26%</td>
<td>37%</td>
</tr>
<tr>
<td>Sept. 2015</td>
<td>43%</td>
<td>48%</td>
</tr>
<tr>
<td>2020</td>
<td>53%</td>
<td>62%</td>
</tr>
<tr>
<td>2025</td>
<td>72%</td>
<td>78%</td>
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*3/8 mile, or approximately a 7.5 minute walk

3 existing and 7 proposed Seattle RapidRide BRT Corridors
BRT elements

Investments proposed for Madison will demonstrate success delivering transit speed, reliability, and quality in the most congested, dense areas of Seattle.

Passenger amenities, such as off-board fare payment, real-time arrival info, and improved lighting will be standard.
Madison BRT: The Preferred Concept
How we got here....

• Researched
• Evaluated
• Listened
• Designed
Project need

Transit travel time up to 67% longer than driving

Over 25% of trips on Routes 11 & 12 more than 5 minutes late
Project need

30,000 daily transit boardings within ½ mile of Madison Corridor

80% of AM peak trips have max loads over seated capacity
Evaluation of alternatives

1. Center vs. Side Running BRT Facilities (Could vary by segment)
   - Transit Reliability
   - Capital Cost
   - Transit Travel Time
   - Pedestrian and Bicycle Impacts

2. 23rd Avenue or MLK Terminus
   - Ridership
   - Operations & Maintenance
   - Capital Cost
   - Public Support

3. Spring Street vs. Marion Street Eastbound Pathway
   - Operations & Maintenance Cost
   - Capital Cost
   - Traffic Impacts
   - Public Support
   - Impacts and Benefits for Other Transit Users

4. 1st Avenue, Western Avenue, or Alaskan Way Terminus Street
   - Traffic Impacts
   - Quality of Connections/Transfers

5. I-5 Area Station Location
   - Proximity to Land Use/Demand Generators
   - Pedestrian Access
   - Traffic Impacts
   - Parking & Loading Impacts

Scoring individual metrics helps determine the best alternative for each decision factor.
Proposed preferred concept

1st Ave to Martin Luther King Jr. Way S

• 2.4 Miles
• 11 station pairs
Downtown alignment

- Offers connectivity within one block of the Downtown Seattle Transit Tunnel
- Allows Route 2 to take advantage of future bus-only lanes
- Offers opportunity for a seamless transfer to the Center City Connector streetcar with a shared platform
- Station provides a one block, level walk to the pedestrian causeway to Colman Dock

**COMMUNITY SUPPORT**

- 23% No Opinion
- 40% Spring St
- 32% Marion St
- 5% Other
Center transit lanes

- **Faster and more reliable BRT service** (40% faster) by separating transit vehicles from lanes with right-turn movements.
- Over time, as pedestrian and right-turn volumes increase, **transit service will remain fast and reliable** (travel time variability of less than a minute per trip).
- Separates transit waiting areas from sidewalks to **increase overall pedestrian space** in the corridor.
- Creates opportunities for **landscaping and sidewalk improvements** along the corridor.

**SURVEY RESPONSE**
Where would you prefer transit lanes between 8th and 20th Avenues?

- 68% Center of the street
- 24% Side of the street
- 8% No Opinion

**SURVEY RESPONSE**
How do you feel about the tradeoffs between auto and transit travel time?

- 86% Support tradeoffs
- 3% No Opinion
- 11% Do not support tradeoffs
Extent of transit lanes

- **1st to 6th**: BAT Lanes
- **6th to 9th**: Westbound Transit Only Lane
- **9th to 15th**: Median Transit Only Lanes
- **15th to 18th**: BAT Lanes
- **18th to MLK**: Mixed Traffic

Median lanes are more reliable for transit, but also help accommodate stations where street widths are narrow.
Eastern terminus

- Extent of dedicated transit facility balanced with overall travel needs in the corridor, including maintaining left turns and some parking.
- Leverages wider sidewalks and existing stop locations to minimize extent of roadway reconstruction.
- Provides zero-emission, quiet, all-electric, high-frequency transit service to Madison Valley.
- Responds to community request by providing an additional station pair and crossing improvements at 24th Ave.

**SURVEY RESPONSE**
Of the two options for an eastern end to the BRT service, which do you prefer?

- MLK Jr. Way: 76%
- 23rd Ave: 15%
- No Opinion: 9%
Madison Valley layover

• Consolidate layover in one location

• Stay off residential streets

• Reduce business and neighborhood impacts
Stations

• Full featured including real time information and platform level boarding
• Terry, Boylston, 12\textsuperscript{th} Ave, & 22nd Ave are opportunities for signature stations
Pedestrian realm

• New sidewalks, curb ramps, & landscaping on station blocks
• Sidewalk repair where conditions are poor
• I-5 crossing improvements
BRT Vehicles

- Boarding doors on both sides
- Electric Trolley Buses for quiet, fast operations
Bike route design alternatives

- Existing Protected Bicycle Lane
- Future Protected Bicycle Lane
- Neighborhood Greenway
- Determined by Center City Bike Network Study
Project performance
Average cost per trip ranges from $1.40 to $1.60, less than Metro’s transit fare.
Today a transit trip between 6th and 13th Avenues, westbound in the PM peak hour, may take as little as 7 minutes and as much as 14 minutes. Transit travel time in the corridor varies by an average of 7 minutes; nearly 50% of the corridor travel time. The BRT project would reduce travel time variability per trip to under a minute.

**7.0 min.**
variability between shortest and longest run

**0.6 min.**
variability between shortest and longest run
Transit travel time from 23rd to 1st Avenue improves 40% from 16.3 minutes to 9.8 minutes.
Auto travel time increases by 3.6 minutes eastbound and 20 seconds westbound.
TWO GENERAL PURPOSE LANES WITH LOCAL BUS IN MIXED TRAFFIC

1,200 persons during peak hour (2018)
7.1 minutes average person travel time (2015)

ONE GENERAL PURPOSE LANE, ONE TOL WITH FREQUENT BRT SERVICE

1,750 persons during peak hour (2018)
5.3 minutes average person travel time (2015)
Project cost and potential funding

Project Cost Estimate: $120M

Funding Sources:
Levy to Move Seattle: $15M (Secured)

Potential Sources: $120M
- FTA Small Starts
- ST3
- State Legislature
- Regional funds and partnerships
What is Next?

• **2015:** Preferred Concept finalized and presented to City Council

• **Early 2016:** SDOT will begin preliminary design and environmental assessment

• **September 2016:** Target date to apply for Federal grant funds

• **2018:** Project construction start

• **2019:** Projected opening of service
Questions?

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http://www.seattle.gov/transportation/madisonbrt.htm

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