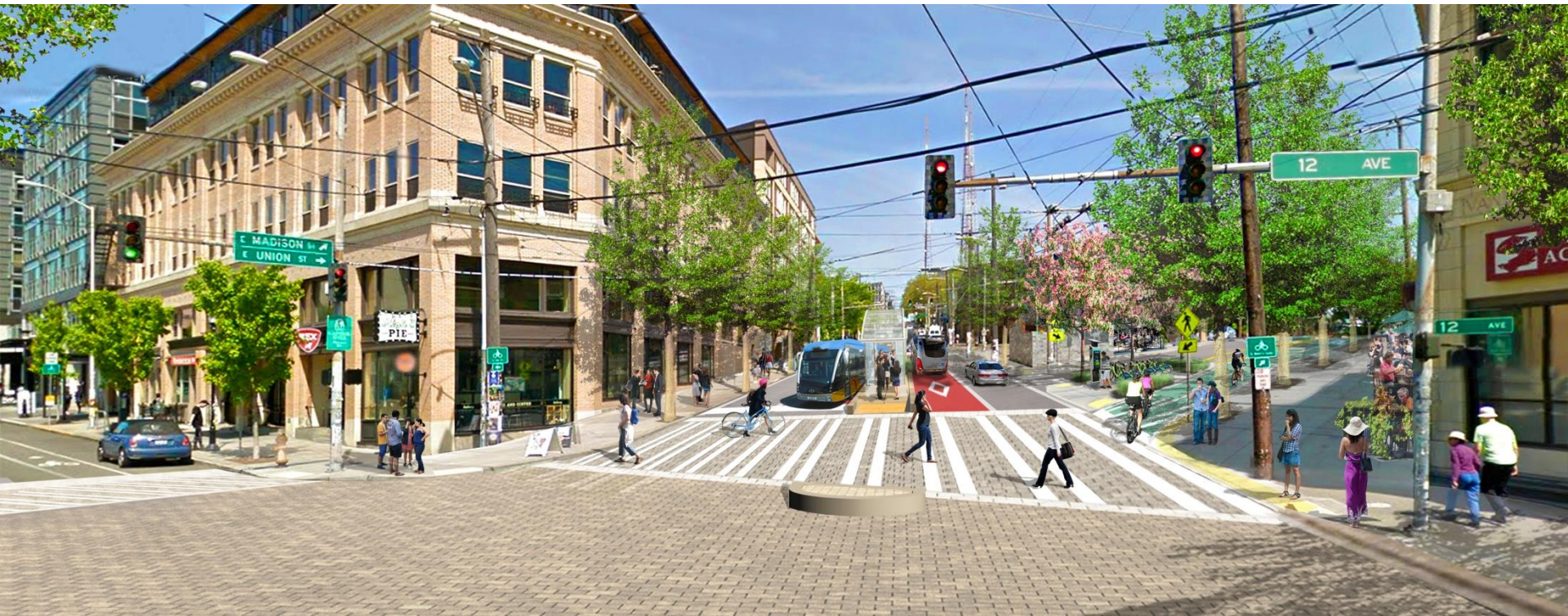


Madison Corridor Bus Rapid Transit

Concept Design Study



Madison Corridor BRT Open House

Maria Koengeter, SDOT

November 16, 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**

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



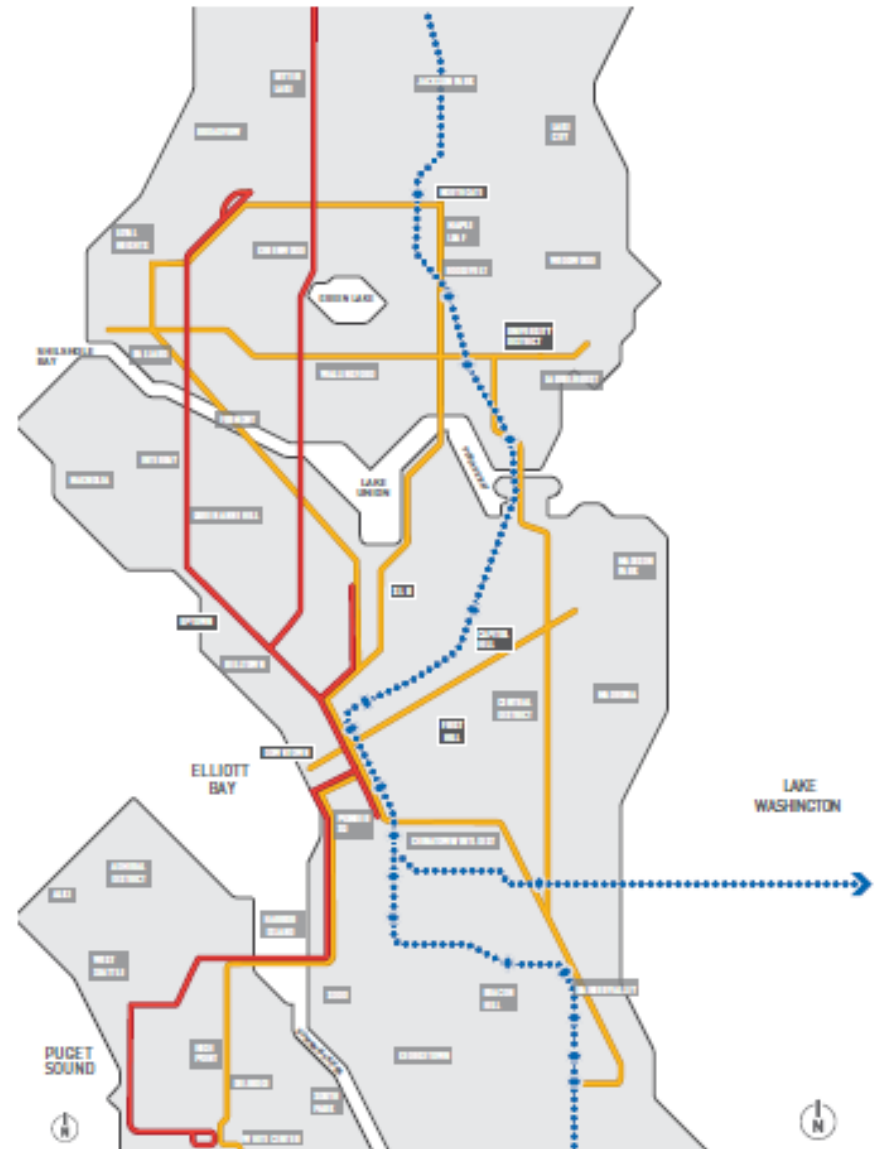
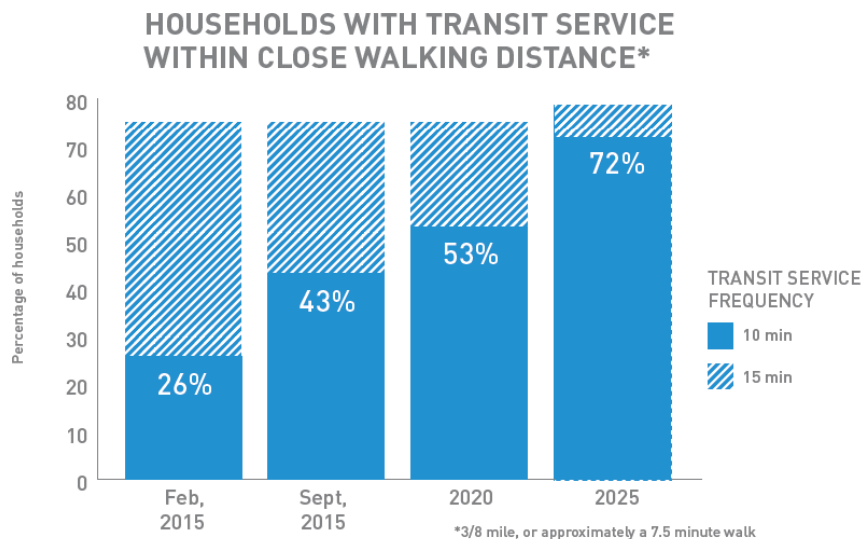
MADISON CORRIDOR BUS RAPID TRANSIT STUDY

Presenting the latest
design concept

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



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.

STANDARD BRT FEATURES



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

Drive

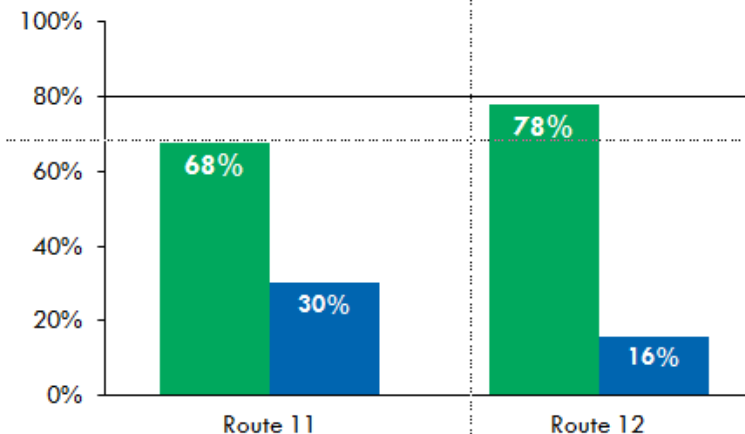


Transit



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

ON TIME PERFORMANCE



Project need

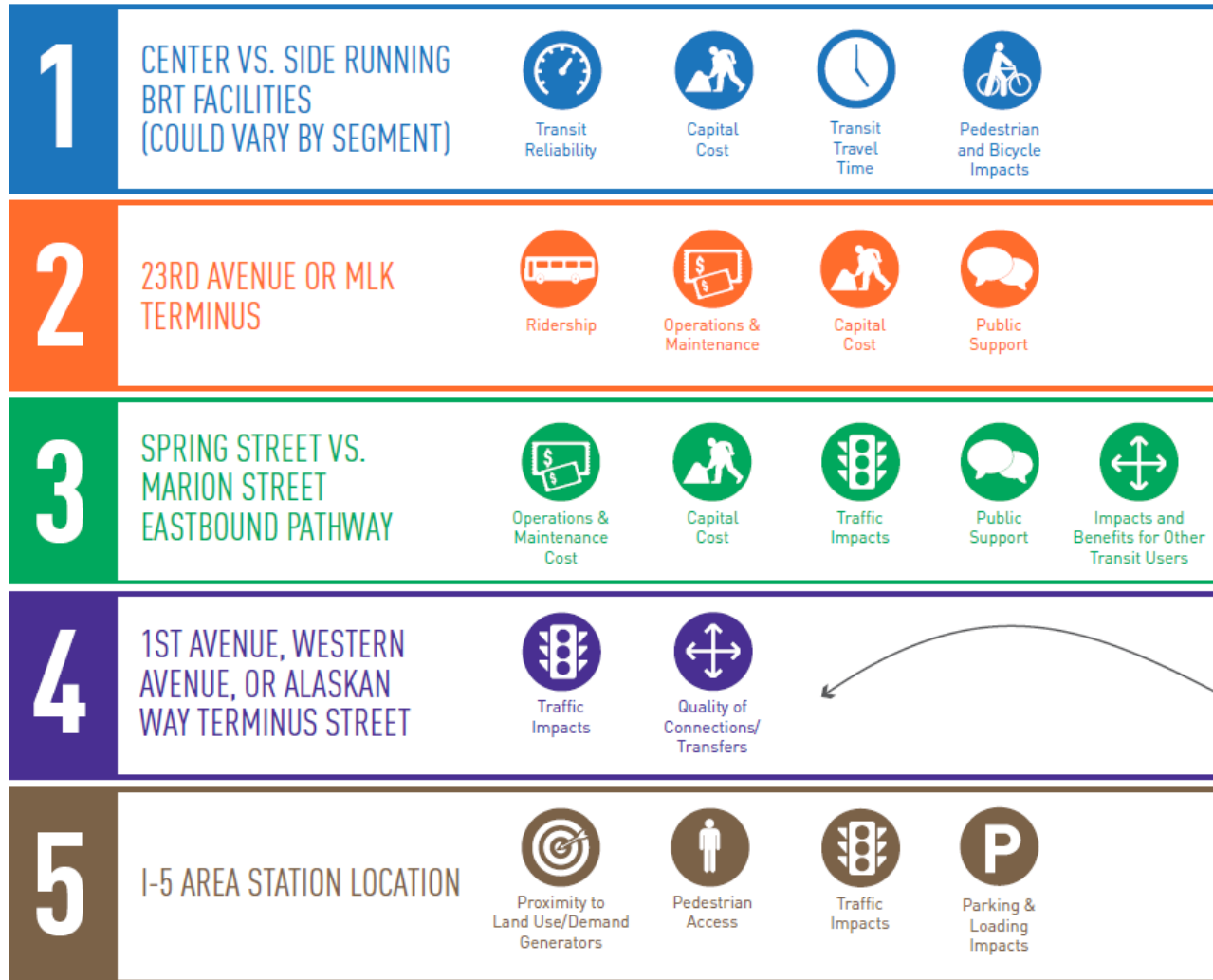
30,000 daily transit boardings within ½ mile of Madison Corridor



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



Evaluation of alternatives



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

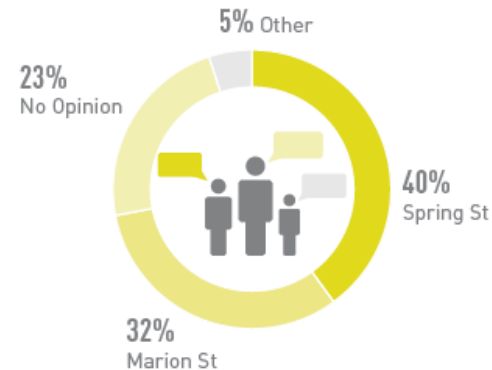


Downtown alignment

- 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

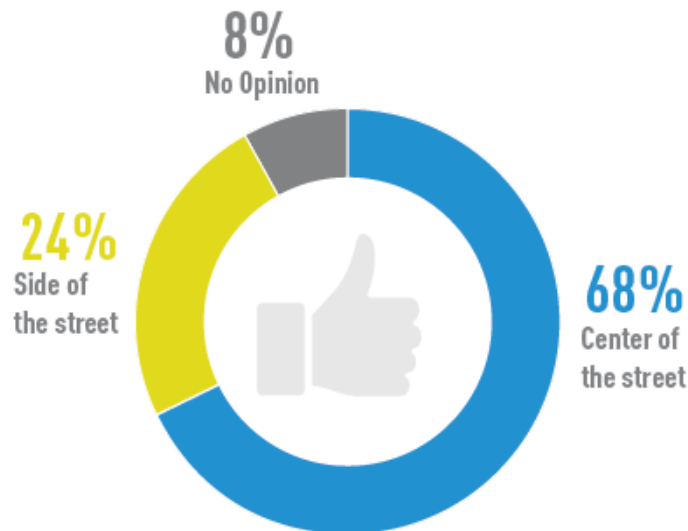


Center transit lanes

- **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.

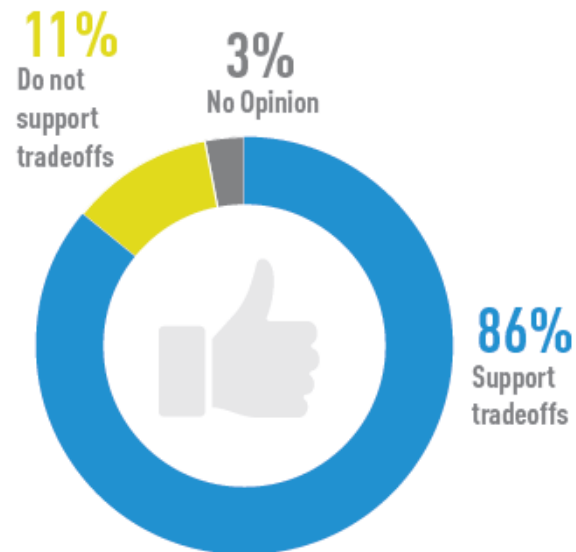
SURVEY RESPONSE

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



SURVEY RESPONSE

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



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

65% in Dedicated Lanes



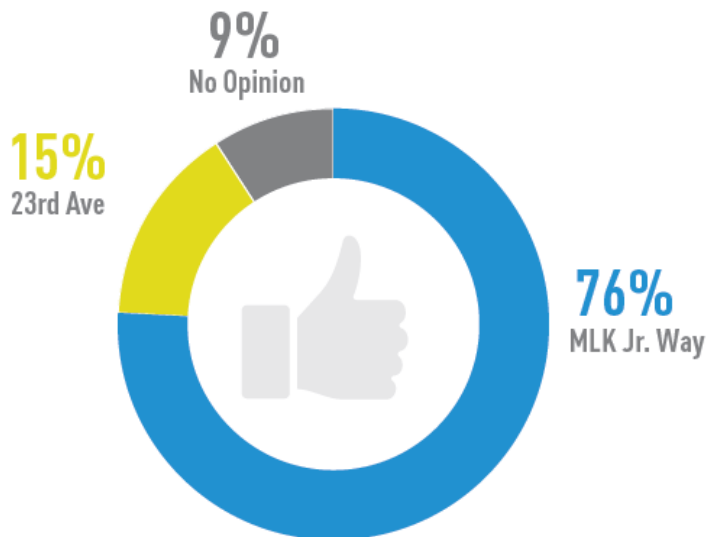
Median lanes are more reliable for transit, but also help accommodate stations where street widths are narrow

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.**

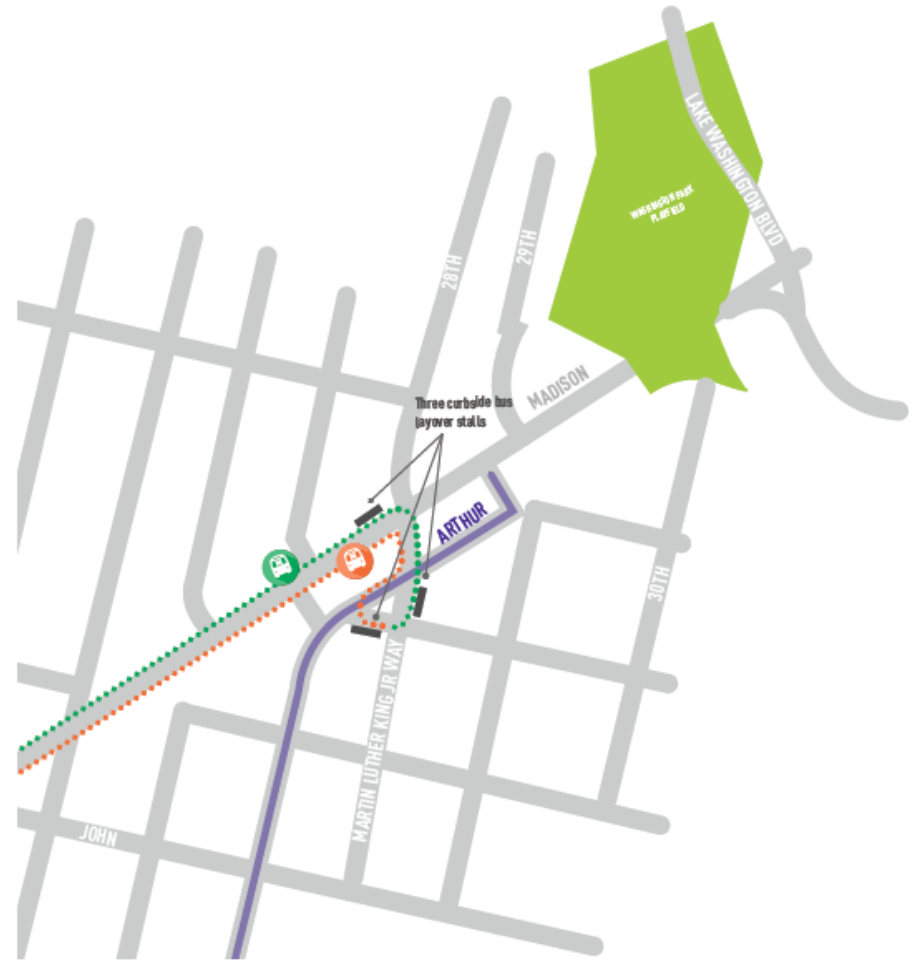
SURVEY RESPONSE

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



Madison Valley layover

- Consolidate layover in one location
- Stay off residential streets
- Reduce business and neighborhood impacts



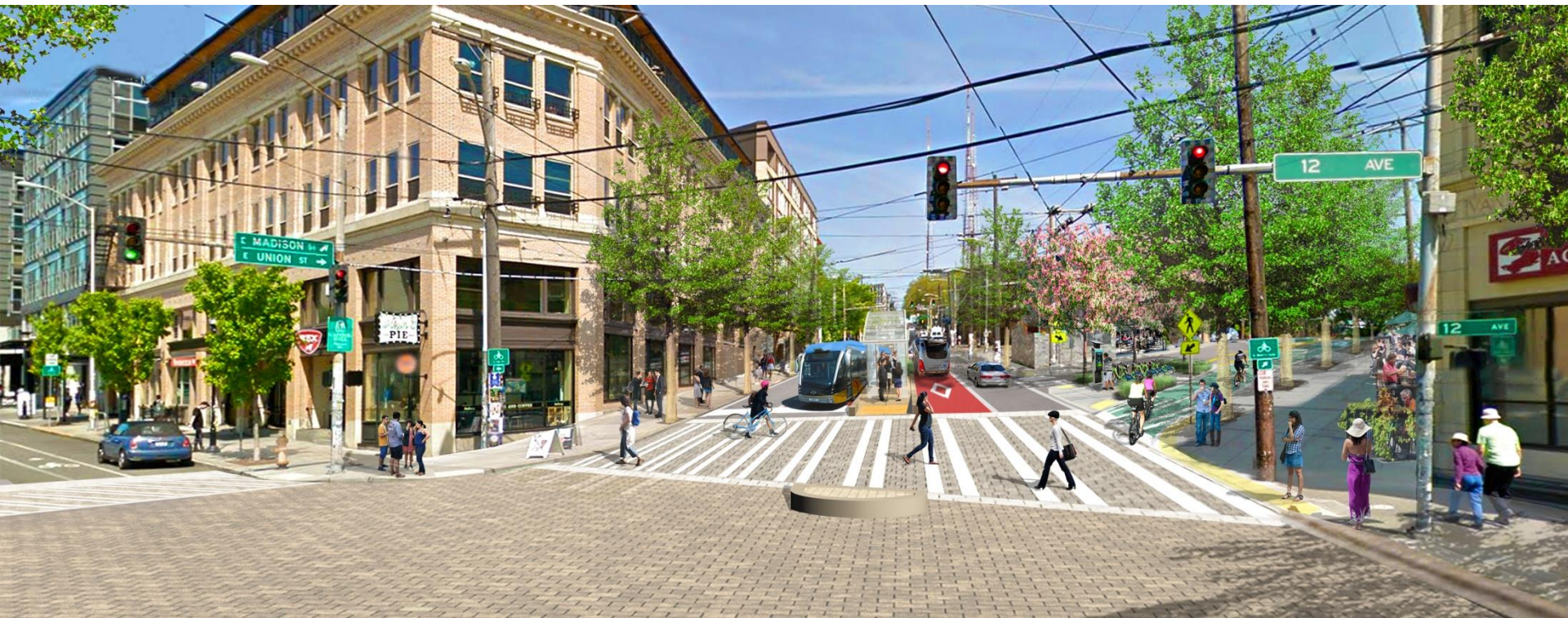
Stations

- Full featured including real time information and platform level boarding
- Terry, Boylston, 12th 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

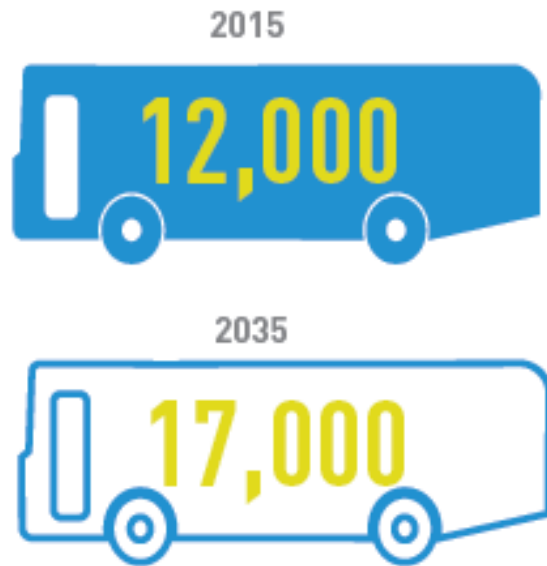
- Boarding doors on both sides
- Electric Trolley Buses for quiet, fast operations



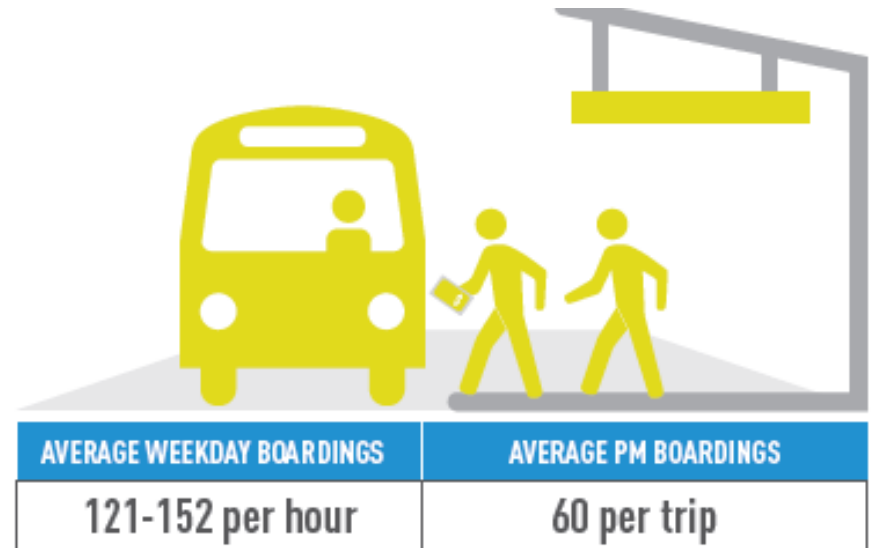


Project performance

AVERAGE WEEKDAY BOARDINGS



PRODUCTIVITY + LOADS



Average cost per trip ranges from \$1.40 to \$1.60, less than Metro's transit fare

TRANSIT RELIABILITY

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



EXISTING: MIXED TRAFFIC

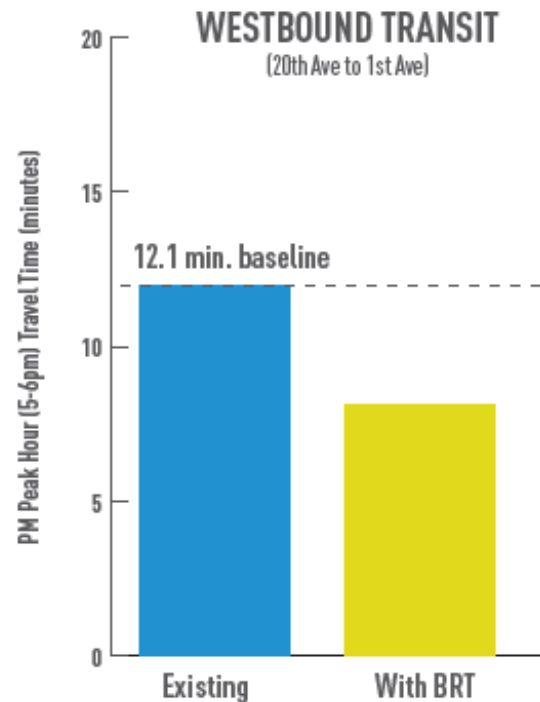
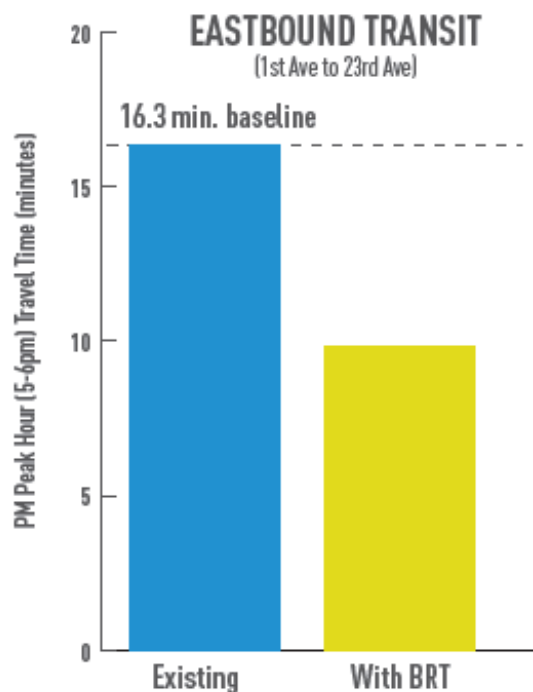
0.6 min.
variability between
shortest and longest run



PROPOSED: CENTER-RUNNING

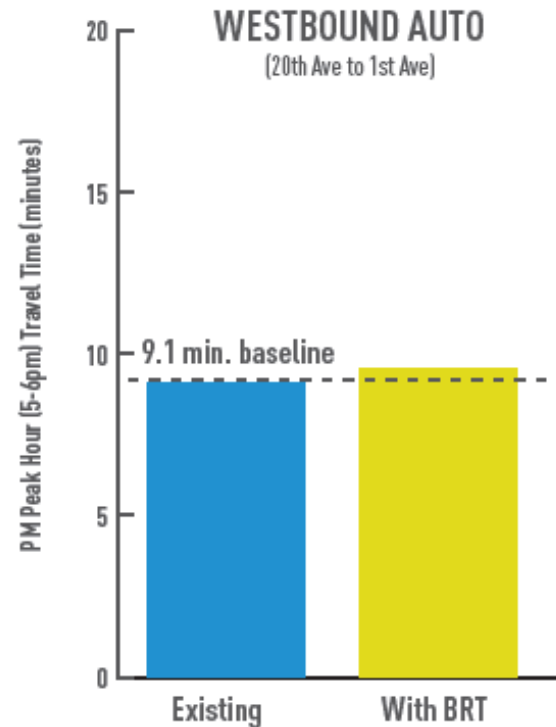
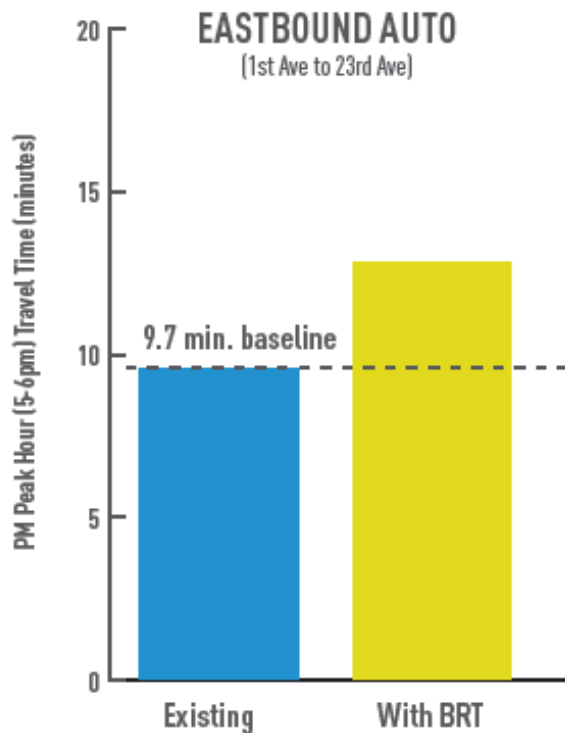
TRANSIT TRAVEL TIME

Transit travel time from 23rd to 1st Avenue improves 40% from 16.3 minutes to 9.8 minutes.



AUTO TRAVEL TIME

Auto travel time increases by 3.6 minutes eastbound and 20 seconds westbound.





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>

www.seattle.gov/transportation

