

# MADISON

## BUS RAPID TRANSIT STUDY

### WHAT IS THE STUDY ABOUT?

The Madison Bus Rapid Transit (BRT) Study is a project of the Seattle Department of Transportation (SDOT). The purpose of the Study is to identify a preferred alternative for BRT service in the Madison corridor between the waterfront and 23rd Avenue or Martin Luther King, Jr. Way. Service is proposed to begin in 2019.

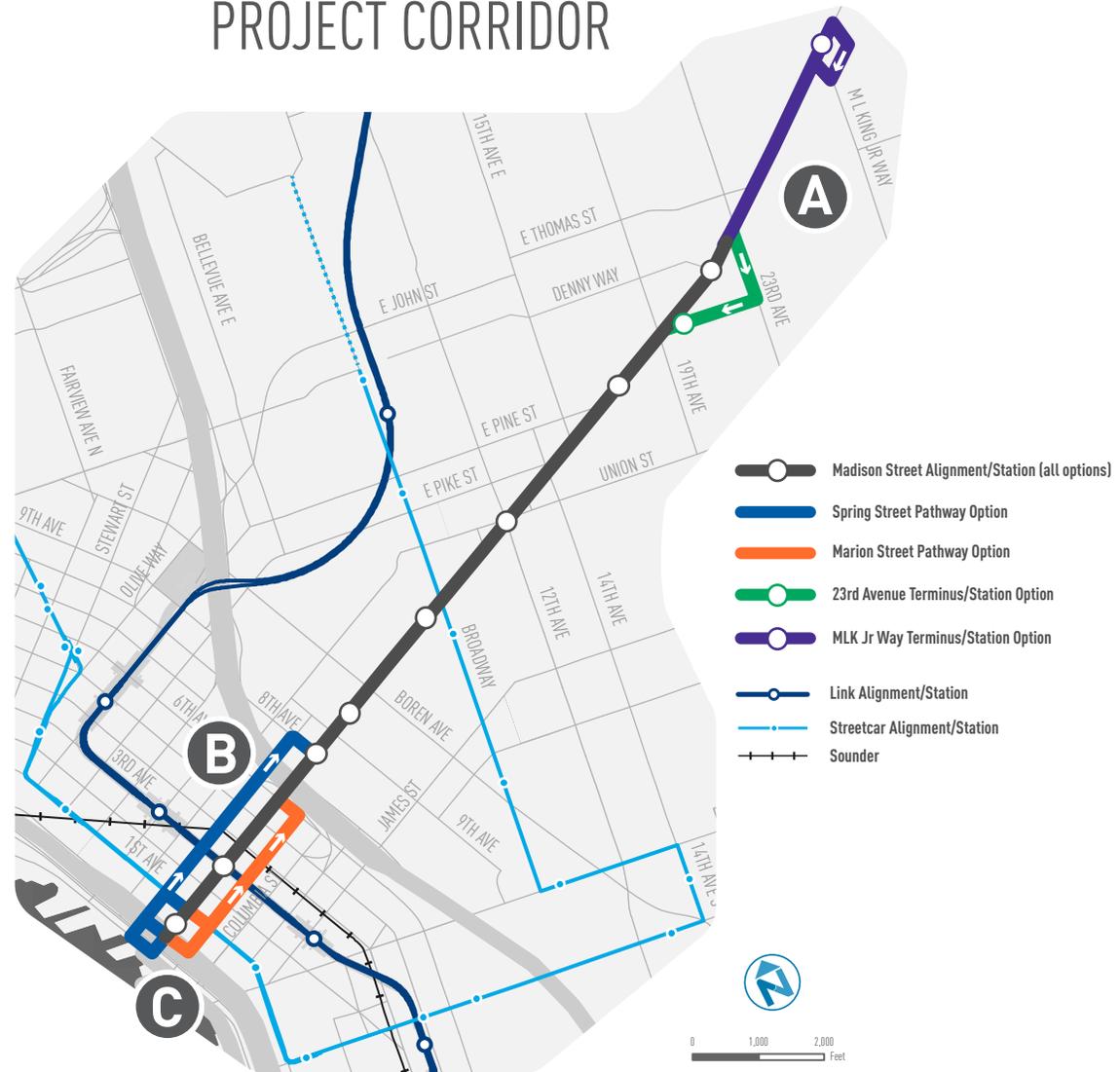
The study develops and evaluates BRT alternatives that include transit facilities and operations, streetscape and pedestrian improvements, and an alternate bike facility. The study process includes on-going community engagement, particularly at key decision points.

### STUDY OUTCOMES

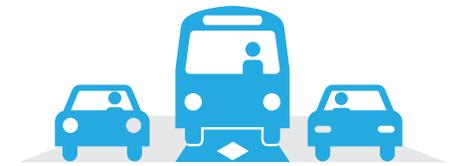
This study will develop a BRT concept for the corridor that:

- Has stakeholder, public, and elected official support
- Is backed by a viable phasing and implementation plan
- Positions the City for future funding opportunities to help design and build the project

## PROJECT CORRIDOR



There are two options under consideration for **A) the eastern terminus** (23rd Ave or MLK Jr Way) and three alternatives for **B) the western terminus** (1st Ave, Western Ave, or Alaskan Way). There are two options for **C) the eastbound pathway** alignment through downtown (Spring St or Marion St).



EXISTING	SIDE RUNNING	EVALUATION MEASURES	CENTER RUNNING
12.1-16.3 min.	 8.0-9.8 min.	 <b>TRANSIT TRAVEL TIME</b> (WB 20th-1st Ave, EB 1st-23rd Ave via Marion, PM peak hour)	 7.7-9.8 min.
7.3-14.3 min.	 5.8-6.6 min.	 <b>TRAVEL TIME RELIABILITY</b> (shortest and longest modeled travel times westbound between 13th and 6th Ave, PM peak hour)	 5.6-6.2 min.
18.7 min.	 18.8 min.	 <b>AUTO TRAVEL TIME</b> (WB 20th-1st Ave, EB 1st-23rd Ave via Marion, PM peak hour)	 21.7 min.
0	 3	 <b>INTERSECTION OPERATIONS</b> (number of intersections with Level of Service E or F, PM peak hour)	 2
N/A	 \$98M	 <b>TOTAL CAPITAL COSTS</b> (including vehicles, 2015 dollars)	 \$120M
94	 0	 <b>PARKING AND LOADING IMPACTS</b> (total number of spaces on Madison between 8th and 20th Ave)	 0

NOTE: Existing is Routes 11 and 12 with already-planned service increases. Assumes BRT service would operate every 5 mins peak and 10 mins off-peak to 23rd or MLK, and every other trip would continue to Madison Park.



LEAST DESIREABLE

MOST DESIREABLE

EXISTING	23RD AVENUE	EVALUATION MEASURES	MLK JR. WAY
N/A	 11,000	 <b>AVERAGE WEEKDAY BOARDINGS</b> (on BRT between Western and MLK, assuming 6-min all-day service)	 12,000
\$7.0M	 \$10.2 - \$11.5M	 <b>ANNUAL OPERATING AND MAINTENANCE COST</b> (see below)	 \$10.2 M - \$11.8M
N/A	 --	 <b>CAPITAL COST</b> (Additional cost over baseline estimate, 2015 dollars)	 \$13.4M
0	 4	 <b>PARKING AND LOADING IMPACTS</b> (total number of spaces removed east of 20th Ave)	 32

EXISTING	MADISON/MARION	EVALUATION MEASURES	MADISON/SPRING
\$7.0M	 \$10.2 - \$11.8M	 <b>ANNUAL OPERATING AND MAINTENANCE COST</b> (see below)	 \$10.2 - \$11.8M
N/A	 --	 <b>CAPITAL COST</b> (Additional cost over baseline estimate, 2015 dollars)	 \$5.8M
0	 36	 <b>PARKING AND LOADING IMPACTS</b> (total number of spaces removed west of 8th Ave)	 73

NOTE: Existing is Routes 11 and 12 with already-planned service increases. Assumes BRT service would operate every 5 mins peak and 10 mins off-peak to 23rd or MLK, and every other trip would continue to Madison Park.



# THE MADISON BRT PROJECT IS BASED ON THE FOLLOWING NEEDS:



**Residents, employees, visitors, students, and shoppers all need frequent, reliable transit service.** Bus service can be slow, unreliable, and crowded during peak hours and service could be more frequent.



**People using transit in the corridor need to make east-west connections to major transit hubs.** Madison BRT would connect Colman Dock, RapidRide, Link, Downtown transit corridors, and the First Hill Streetcar, helping to form a network of frequent, high-capacity transit.



**Intensifying land use necessitates a robust multimodal transportation network for the Madison corridor.** The Madison corridor connects Downtown Seattle with dense and growing mixed-use neighborhoods. Large-scale infill development is occurring throughout the corridor and more is expected. The transit network and supporting non-motorized facilities are needed to accommodate this growth.



**Pedestrian and bicycle improvements are needed to support the transit network and improve safety and comfort.** Pedestrian and bicycle volumes are high and growing, and the Pedestrian and Bicycle Master Plans identify needed improvements to support these modes.



**Public realm improvements would help support the transit investment, livability, and economic development.** The corridor could be made a more pleasant place to spend time by adding more green space, places to sit, and more comfortable and attractive bus stops.



**Affordable access is needed to Center City jobs and the health, social services, and educational facilities on First Hill.** Higher-quality transit service could ensure that employees, patients, visitors, students, and staff have an affordable and convenient travel option.



**Greenhouse Gas (GhG) emissions are on the rise.** Seattle's Climate Action Plan relies on high-capacity transit in major corridors, including Madison, to meet targets.