

MADISON CORRIDOR BUS RAPID TRANSIT STUDY

November 2015

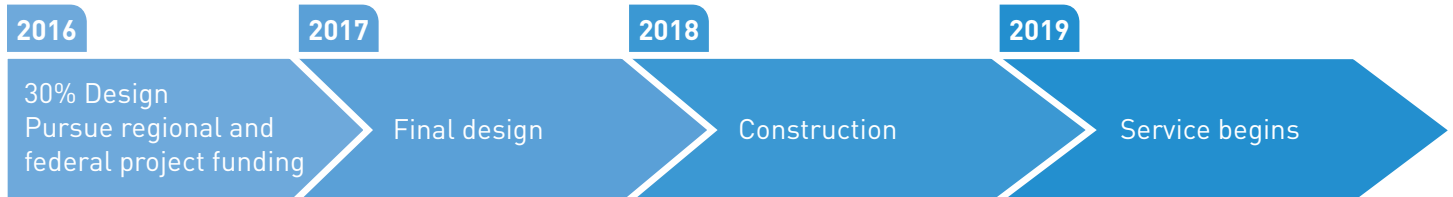
The Madison Street corridor is an opportunity for Seattle to design and implement state-of-the-art bus rapid transit (BRT) improvements. The 2.4 mile corridor will run from 1st Avenue, between Madison and Spring Street, to Martin Luther King Jr. Way in Madison Valley. The Madison BRT Project will deliver fast, frequent, easy-to-use transit service to neighborhoods and employment centers from downtown Seattle to First Hill, Capitol Hill, and the Central District.

Over the course of a year-long planning study, SDOT engaged community members and conducted an alternatives analysis to develop a preferred 10% design concept, detailed on the back of this sheet.

The project budget is \$98-120M. The Levy to Move Seattle (approved by Seattle voters in November 2015) will provide \$15M. Over the next year, as SDOT advances design to 30%, we will be seeking regional and federal funding partners to deliver the project.



NEXT STEPS:



PROJECT INFORMATION & CONTACT

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MADISON CORRIDOR BUS RAPID TRANSIT PREFERRED CONCEPT

OPERATING PLAN

The Madison BRT line operates as an independent high-capacity service between Downtown Seattle and Martin Luther King Jr. Way in Madison Valley, providing high-frequency, all-day service.

DAILY SPAN OF SERVICE

- Monday – Saturday: Up to 20 hours (5 am to 1 am)
- Sunday: Up to 17 hours (6 am to 11 pm)

FREQUENCIES

- 6 min: 6 am to 7 pm weekdays and Saturdays
- 15 min or better: evening and Sundays

RUNNING WAY

Madison BRT will use dedicated transit lanes between 1st and 18th Avenue.

The BRT line will run in median transit lanes between 9th and 14th Avenue.

PROJECT NEED

- Transit travel time up to 67% longer than driving.
- Over 25% of trips on Routes 11 and 12 are more than 10 minutes late.
- 30,000 daily transit boardings within 1/2-mile of Madison.
- 80% of AM peak trips have max. loads over seated capacity.

PROJECT PERFORMANCE

- Transit travel time from 23rd to 1st Ave improves 40% from 16.3 to 9.8 minutes. Auto travel time increases by 3.6 minutes.
- Travel time variance between trips reduced from 7 minutes to 0.6 minutes.
- 12,000 daily riders with 2015 land use; 71% increase versus existing ridership.

STATIONS

Madison BRT plans full-featured BRT stations including comfortable seating, weather protection, level-boarding, and real-time information so that passengers know exactly when the next bus will arrive.



COMPLETE STREETS INVESTMENTS

The project also includes sidewalk repair, ADA upgrades, landscaping, and investments in adjacent bicycle facilities in coordination with Bicycle Master Plan implementation.

