



SEATTLE CITY COUNCIL

Legislative Summary

Res 31647

Record No.: Res 31647

Type: Resolution (Res)

Status: Adopted

Version: 1

In Control: City Clerk

File Created: 11/16/2015

Final Action: 02/05/2016

Title: A RESOLUTION relating to the Madison Corridor Bus Rapid Transit (BRT) Project; adopting the Madison Corridor BRT Locally Preferred Alternative (LPA); and endorsing efforts to pursue federal funding for the Madison BRT Project.

Notes:	Filed with City Clerk:	<u>Date</u> 2/5/2016
	Mayor's Signature:	2/5/2016
Sponsors: O'Brien	Vetoed by Mayor:	
	Veto Overridden:	
	Veto Sustained:	

Attachments: Att A - Madison Bus Rapid Transit Locally Preferred Alternative

Drafter: cheryl.swab@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published: Yes No

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor	12/22/2015	Mayor's leg transmitted to Council	City Clerk			
	Action Text:		The Council Bill (CB) was Mayor's leg transmitted to Council. to the City Clerk				
	Notes:						
1	City Clerk	01/06/2016	sent for review	Council President's Office			
	Action Text:		The Council Bill (CB) was sent for review. to the Council President's Office				
	Notes:						
1	Council President's Office	01/06/2016	sent for review	Sustainability and Transportation Committee			
	Action Text:		The Council Bill (CB) was sent for review. to the Sustainability and Transportation				
	Notes:						
1	Full Council	01/19/2016	referred	Sustainability and Transportation Committee			

Legislative Summary Continued (Res 31647)

- Action Text:** The Resolution (Res) was referred. to the Sustainability and Transportation
Notes:
- 1 Sustainability and Transportation Committee 01/22/2016 adopt Pass
Action Text: The Committee recommends that Full Council adopt the Resolution (Res).
Notes:
In Favor: 3 Chair O'Brien, Vice Chair Johnson, Alternate Herbold
Opposed: 0
- 1 Full Council 02/01/2016 adopted Pass
Action Text: The Resolution (Res) was adopted by the following vote, and the President signed the Resolution:
In Favor: 9 Councilmember Bagshaw, Councilmember Burgess, Councilmember González , Council President Harrell, Councilmember Herbold, Councilmember Johnson, Councilmember Juarez, Councilmember O'Brien, Councilmember Sawant
Opposed: 0
- 1 City Clerk 02/01/2016 submitted for Mayor Mayor's signature
Action Text: The Resolution (Res) was submitted for Mayor's signature. to the Mayor
Notes:
- 1 Mayor 02/05/2016 Signed
Action Text: The Resolution (Res) was Signed.
Notes:
- 1 Mayor 02/05/2016 returned City Clerk
Action Text: The Resolution (Res) was returned. to the City Clerk
Notes:
- 1 City Clerk 02/05/2016 attested by City Clerk
Action Text: The Resolution (Res) was attested by City Clerk.
Notes:
-

CITY OF SEATTLE
RESOLUTION 31647

1
2
3
4
5 A RESOLUTION relating to the Madison Corridor Bus Rapid Transit (BRT) Project; adopting
6 the Madison Corridor BRT Locally Preferred Alternative (LPA); and endorsing efforts to
7 pursue federal funding for the Madison BRT Project.
8

9
10 WHEREAS, on April 16, 2012, the Seattle City Council unanimously adopted Resolution 31367
11 which approved the Seattle Transit Master Plan; and

12 WHEREAS, the Madison Corridor was identified in the Seattle Transit Master Plan as one of
13 four corridors warranting high capacity transit based on growing demand, and because of
14 the steep grades present in the corridor was identified as a bus rapid transit corridor; and

15 WHEREAS, the goals of the Madison Corridor Bus Rapid Transit (BRT) Project are to connect
16 four of Seattle's densest neighborhoods with fast, reliable, frequent, high capacity transit
17 service; and improve east-west connections to the major north-south transit investments
18 made in RapidRide, streetcar, and Link light rail for people living, working and visiting
19 in these neighborhoods; and

20 WHEREAS, following adoption of the Seattle Transit Master Plan, the City Council dedicated
21 resources for a conceptual design study to analyze alternatives and identify a preferred
22 alternative for the Madison Corridor BRT Project; and

23 WHEREAS, the Seattle Department of Transportation (SDOT) has conducted a comprehensive
24 analysis of numerous routing options and street alignment alternatives; and

25 WHEREAS, project screening criteria included ridership potential, transit integration and
26 reliability, cost effectiveness, traffic and parking impacts, bicycle and pedestrian
27 connections, and public support; and

1 WHEREAS, in addition to technical analysis, SDOT conducted five rounds of outreach at each
2 phase of the study, including stakeholder interviews, open houses, neighborhood
3 briefings and design workshops, online surveys, and presentations to community groups;
4 and

5 WHEREAS, community input revealed a desire for frequent, fast and reliable transit throughout
6 downtown, First Hill, and Capitol Hill, with BRT service extending to Madison Valley;
7 and

8 WHEREAS, SDOT analyzed BRT performance and traffic impacts in downtown with Marion
9 Street or Spring Street as eastbound routes; on First Hill and Capitol Hill in center- and
10 side-running alternatives; and eastern terminals of 23rd Avenue and Madison Valley; and

11 WHEREAS, based upon technical analysis and the community engagement process, SDOT has
12 developed a preferred alignment, as shown in Attachment A to this resolution, for a full-
13 featured zero-emission electric BRT project with a mix of dedicated-transit facilities that
14 responds to the unique transportation and community needs for each neighborhood; and

15 WHEREAS, the preferred alignment from First to Ninth Avenues is Madison Street westbound
16 and Spring Street eastbound, with business-access transit (BAT) lanes, with a shared
17 station at the Center City Connector streetcar on First Avenue and additional stops at
18 Third, Fifth and Eighth Avenues; and

19 WHEREAS, the preferred alignment from Ninth to 13th Avenues is center-running, exclusive
20 transit lanes on Madison Street, with stations at Terry, Boylston, and 12th Avenues; and

21 WHEREAS, the preferred alignment transitions to side-running, business-access transit lanes to
22 18th Avenue with a station at 17th Avenue; and

1 WHEREAS, the alignment transitions to mixed-travel lanes east of 18th Avenue with service
2 extending to Madison Valley, with stations at 22nd Avenue, 24th Avenue, and Martin
3 Luther King Jr. Way; and

4 WHEREAS, SDOT recommends a full-featured BRT project including this level of transit
5 exclusivity, high-frequency, all-day service, transit signal priority, off-board fare
6 payment, near-level and all-door boarding throughout the corridor, to deliver the transit
7 capacity, reliability, travel time, and ridership projected, while maintaining overall
8 mobility throughout the corridor; because the analysis shows that center-running transit
9 lanes in the core of the corridor will maintain the transit performance over time; because
10 the analysis shows that this configuration improves overall person travel-time in the
11 corridor; and

12 WHEREAS, SDOT has determined that given the exclusive lanes and high-frequency service
13 described above and shown in Attachment A, the projected ridership would be 12,000 per
14 day in 2015 and 17,000 in 2035; and

15 WHEREAS, an assessment of Federal Transit Administration (FTA) funding criteria and review
16 of other FTA-funded projects indicates the Madison BRT Project would compete
17 strongly for future federal funds; and

18 WHEREAS, the project has been adopted in the Sound Transit long-range plan and could be
19 funded in part by Sound Transit, and King County Metro is engaged in partnering to
20 deliver the project as part of the RapidRide network; and

21 WHEREAS, The City of Seattle has prioritized this corridor in the Move Seattle Plan as the first
22 new line in the BRT network; and

1 WHEREAS, following City Council adoption of an LPA, the Madison Corridor BRT Project
2 will progress into a project development phase to include environmental assessment,
3 preliminary engineering, and development of an implementation and funding strategy;

4 NOW, THEREFORE,

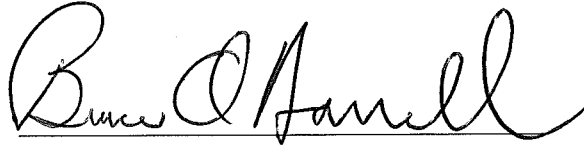
5 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
6 **MAYOR CONCURRING, THAT:**

7 Section 1. The Madison Corridor Bus Rapid Transit Locally Preferred Alternative (LPA),
8 as shown in Attachment A to this resolution, is hereby approved.

9 Section 2. The City Council endorses efforts to pursue funding partnerships for the
10 Madison BRT Project, including progressing through the Project Development phase of the
11 Federal Transit Administration's Small Starts program, working with Sound Transit to secure
12 funding in the Sound Transit 3 program, and partnering with King County Metro to develop a
13 project delivery agreement.

1 Adopted by the City Council the 1st day of February, 2016, and
2 signed by me in open session in authentication of its adoption this 1st day of

3 February, 2016.

4 

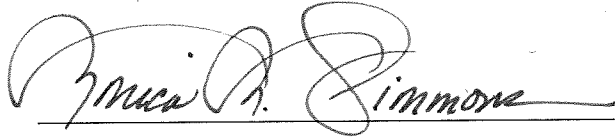
5 President _____ of the City Council

6
7 The Mayor concurred the 5th day of February, 2016.

8
9 

10 Edward B. Murray, Mayor

11
12 Filed by me this 5th day of February, 2016.

13
14 

15 Monica Martinez Simmons, City Clerk

16
17 (Seal)

18 Attachments:

19 Attachment A – Madison Corridor Bus Rapid Transit Locally Preferred Alternative

Att A – Madison Bus Rapid Transit Locally Preferred Alternative

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.

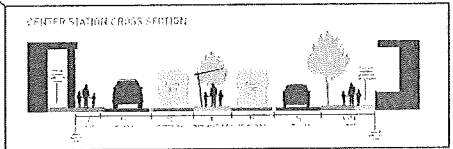
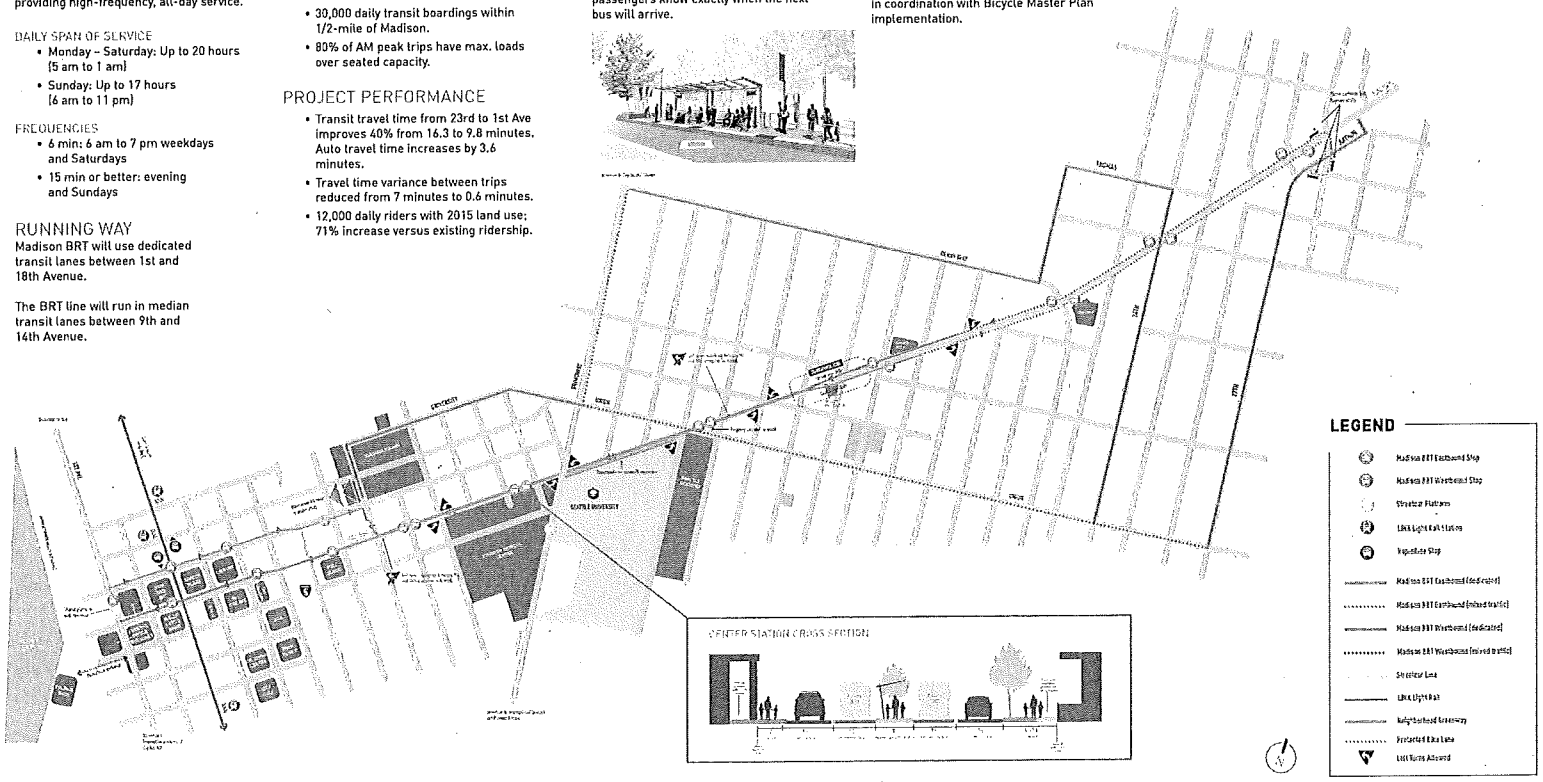
STATIONS

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.



LEGEND	
	Madison BRT Eastbound Stop
	Madison BRT Westbound Stop
	Streetcar Platform
	Link Light Rail Station
	Rapid Ride Stop
	Madison BRT Gas tunnel (dedicated)
	Madison BRT Eastbound (dedicated)
	Madison BRT Westbound (dedicated)
	Madison BRT Two-lane (shared)
	Shared Lane
	Link Light Rail
	Rapid Ride Arterial
	Rapid Ride Local
	Link Light Rail
	Link Light Rail