



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:

Date
Filed with City Clerk: 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			

- 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:
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CITY OF SEATTLE
RESOLUTION 31647

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.

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

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

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

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

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

WHEREAS, project screening criteria included ridership potential, transit integration and reliability, cost effectiveness, traffic and parking impacts, bicycle and pedestrian 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,

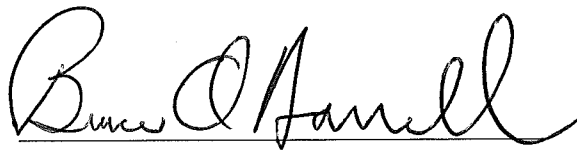
5 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
6 **MAYOR CONCURRING, THAT:**

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.

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

February, 2016.



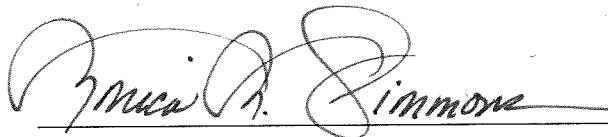
President _____ of the City Council

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



Edward B. Murray, Mayor

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



Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A – Madison Corridor Bus Rapid Transit Locally Preferred Alternative

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 PERFORMANCE

- 30,000 daily transit boardings within 1/2-mile of Madison.
- 89% of AM peak trips have max. loads over seated capacity.
- 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.

LEGEND

- Madison BRT Eastbound Stop
- Madison BRT Westbound Stop
- Street Platform
- LINK Light Rail Station
- Vaporator Stop
- Madison BRT Eastbound (dedicated)
- Madison BRT Eastbound (mixed traffic)
- Madison BRT Westbound (dedicated)
- Madison BRT Westbound (mixed traffic)
- Severus Line
- LINK Light Rail
- High-Speed Freeway
- Interstate 490
- Local Road