

2013 - 2014 Seattle City Council Statement of Legislative Intent

Approved

Tab	Action	Option	Version
76	3	A	1

Budget Action Title: Transit Master Plan Implementation

Councilmembers: Licata; O'Brien; Rasmussen

Staff Analyst: Bill Laborde

Budget Committee Vote:

Date	Result	SB	BH	TR	RC	TB	NL	JG	SC	MO
11/19/2012	Pass 9-	Y	Y	Y	Y	Y	Y	Y	Y	Y

Statement of Legislative Intent:

This Statement of Legislative Intent reiterates the Council’s support for the Seattle Transit Master Plan (TMP) and its priorities, with the intention that the Seattle Department of Transportation (SDOT) implement near-term improvements to the Priority Bus Corridors (PBC), utilizing existing rights-of-way to provide better transit service and reliability for today’s passengers. It is also the Council’s intent that SDOT continue planning for the High Capacity Transit (HCT) corridors identified in the TMP, including the Eastlake corridor, in a timely manner so that Seattle can meet longer-term growth in transit demand. Following the City Budget Office 1st Quarter update of revenue projections and upon review of the 1st Quarter Supplemental Budget, Council will examine prospects to move up the Eastlake HCT corridor planning to begin in 2013.

Because of the lower capital costs and shorter timeline for planning and construction of bus improvements, the City Council requests SDOT to work with King County Metro to pursue federal and state grant opportunities to accelerate development of Madison HCT, and to improve and expand the City’s electric trolley bus (ETB) network as identified in the TMP. In particular, Council requests the Department to look for opportunities to fill-in the missing trolley wire links on the 23rd Ave corridor served by Metro Transit’s historic Route 48 and to develop a plan to provide ETB service on Yesler between downtown and First Hill.

To demonstrate progress in delivering on these TMP goals, the Council requests a written TMP implementation work plan for 2013 by the end of the 1st quarter, along with a written report on measures planned or taken to pursue state and federal grant funds for the 23rd Ave and Madison corridors by the end of the 2nd quarter 2013.

Consistent with the TMP, Council expects SDOT to conduct a full alternatives analysis for each of the HCT corridors before allocating significant additional funds for preliminary engineering or construction. For each corridor, the alternatives analysis will assess existing transit capacity, potential ridership gains, capital and operating costs, travel time estimates and other relevant costs and benefits associated with each alternative transit enhancement identified in the TMP – enhanced bus service, bus rapid transit and rail.

Background

On April 16, 2012, by [Resolution 31367](#), the City Council adopted the TMP with the Mayor's concurrence. The TMP recommends six priority strategies for improving transit in Seattle: (1) Continue Implementation of Priority Bus Corridors; (2) Develop Center City Transit to Support Downtown Growth and Vitality; (3) Plan, Fund and Build High Capacity Transit Projects; (4) Enhance Walk-Bike-Ride Access where Needs are Greatest; (5) Improve Transit Information and System Usability; and (6) Pursue Funding to Enhance Transit Service and Facilities.

Through previous actions, and by adoption of the 2013-2014 budget, the City will be advancing improvements on 8 of the 12 PBC's identified in the TMP, including the City's three RapidRide corridors, along with Delridge, 23rd Ave and others. These projects are consistent with the intent of Council to provide near-term improvements to today's bus network while initiating long term planning for the HCT corridors.

Through actions already taken by Council and Mayor, the City is advancing design and environmental analysis of the Broadway Extension of the First Hill Streetcar; a corridor study for Center City HCT (Downtown Connector); and a joint study with Sound Transit of transit improvements between Ballard and Downtown. Council is providing funding in the 2013-2014 biennial budget to begin advancing the TMP's remaining two HCT corridor studies: (1) Central Area-First Hill-Downtown via Madison in 2013; and (2) Roosevelt-University District-South Lake Union via Eastlake beginning in 2014.

Responsible Council Committee(s): Transportation

Date Due to Council: March 31, 2013