#1

Tony Mazzella
SDOT Center City LPA RES
May 20, 2014
Version #3

CITY OF SEATTLE

RESOLUTION 31526

A RESOLUTION relating to the Center City Connector; adopting the Center City Connector Transit Study Locally Preferred Alternative (LPA); and endorsing efforts to pursue federal funding for the Center City Connector project.

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

WHEREAS, the Center City Connector was identified in the Seattle Transit Master Plan as one of four corridors warranting high capacity transit based on growing demand; and

WHEREAS, the goals of the Center City Connector are to connect downtown neighborhoods by linking the existing South Lake Union streetcar with the soon-to-be completed First Hill streetcar, and improve north-south transit mobility through Seattle's Center City; and

WHEREAS, following adoption of the Seattle Transit Master Plan, the Seattle Department of Transportation (SDOT) applied for and received a Federal Transit Administration (FTA) grant in the amount of $900,000 to conduct an Alternatives Analysis for the Center City Connector; and

WHEREAS, the goals of the Alternatives Analysis were to determine the most suitable transit technology and street alignment for the Center City Connector; and

WHEREAS, SDOT has conducted a multi-phase and comprehensive analysis of various transit mode and street alignment alternatives; and

WHEREAS, project screening criteria included ridership potential, transit integration, bicycle and pedestrian connections, economic development potential and cost-effectiveness; and

WHEREAS, in addition to this technical analysis, SDOT interviewed 40 Center City Stakeholder groups, held three open houses and numerous briefings with Center City community organizations to get feedback on community priorities; and

WHEREAS, public comments reflected a desire for frequent, fast and reliable transit in the Center City; and

DWS CITY CLERK

WHEREAS, based upon this analysis and public input, SDOT has determined that the preferred transit technology is modern streetcar; and

WHEREAS, based upon this analysis and public input, SDOT has determined that the preferred street alignment is First Avenue between the Westlake multimodal hub and the King Street station hub, as shown in Exhibit A; and

WHEREAS, SDOT recommends that two optional alignments for connecting from the Westlake multimodal hub to First Avenue be advanced to the preliminary engineering and environmental review phase of the project as shown in Exhibit A; and

WHEREAS, SDOT recommends proposed station locations as shown in Exhibit A; and

WHEREAS, SDOT analyzed streetcar performance and impacts of a streetcar operating in exclusive transit lanes with transit signal priority or in mixed traffic; and

WHEREAS, SDOT recommends that the streetcar operate in exclusive transit lanes (that may be shared with buses) with transit signal priority throughout the Center City Connector alignment since the analysis shows that the streetcar has faster travel times, lower operating costs, and higher fare revenue and ridership with exclusive lanes; and

WHEREAS, SDOT recommends that the Center City streetcar network effectively operate as two lines which, combined, could provide service frequency anticipated at a maximum of five-minute intervals in the downtown core - one line operating between South Lake Union (Fairview and Yale Avenues) and King Street multimodal hub and another line operating between Capitol Hill (Broadway and Denny Way) and Westlake multimodal hub as shown in Exhibit A; and

WHEREAS, SDOT has determined that given the exclusive lanes and the operating plan described above and shown on Exhibit A, the projected ridership in 2018 could be up to 23,000 to 30,000 for the entire system; and

WHEREAS, the FTA has indicated that based upon performance projections the City Center Connector would compete strongly for future federal funds; and

WHEREAS, the City of Seattle has appropriated sufficient funds to the City Center Connector to complete final design of the project, and

WHEREAS, construction of the City Center Connector would leverage past streetcar investment into a high-ridership Center City streetcar network; and

CITY CLERK

WHEREAS, following City Council adoption of an LPA, the Center City Connector project will progress into a project development phase to include environmental assessment, preliminary and final design, and development of an implementation and funding strategy, NOW, THEREFORE,

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

Section 1. The Center City Connector Transit Study Locally Preferred Alternative (LPA) (Exhibit A) is hereby approved.

Section 2. The Seattle City Council endorses efforts to pursue federal funding for the Center City Connector project, including progressing through the Project Development phase of the FTA's Small Starts program.

DIS CITY CLERK

Adopted by the City Council the ____ day of _____, 2014, and signed by me in open session in authentication of its adoption this_____ day of _____, 2014.

_____

President _____of the City Council

THE MAYOR CONCURRING:

_____

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2014.

_____

Monica Martinez Simmons, City Clerk

(Seal)

Form revised: February 26, 2014

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Department of Transportation	Tony Mazzella, 684-0811	Christie Parker, 684-5211

Legislation Title: A RESOLUTION relating to the Center City Connector; adopting the Center City Connector Transit Study Locally Preferred Alternative (LPA); and endorsing efforts to pursue federal funding for the Center City Connector project.

Summary of the Legislation:
This legislation approves the Center City Connector Transit Study Locally Preferred Alternative (LPA) (Exhibit A), and recommends endorsement to pursue federal funding for the Center City Connector project, including progressing through the Project Development phase of the Federal Transit Administration's Small Starts program.

Background:
The Transit Master Plan (adopted in 2012) prioritized four corridors with the highest ridership potential and the greatest need for higher capacity transit service, including the Center City Connector. The goal of the Connector is to link the South Lake Union and First Hill streetcars through downtown, and improve north-south mobility. While a significant amount of transit exists downtown, there is a growing demand for Center City circulation trips by visitors, casual users, residents and employees.

In 2012, SDOT secured a $900,000 grant from the FTA to conduct an Alternatives Analysis (AA) – a study to determine the most suitable transit technology and street alignment to achieve the project's goals. The AA was the first step in a larger process of going from concept to construction. Completing the study and identifying a locally preferred alternative will put the city in a competitive position for future federal funding opportunities.

Prior to beginning any technical analysis, SDOT's consultant team conducted interviews with over 40 Center City stakeholders, ranging from social service providers to downtown business interests. A strong majority of these stakeholders favored a First Avenue alignment, primarily because they saw it serving a wide variety of all-day transit users.

The Alternative Analysis involved a three-step evaluation process. The first step looked at a wide array of transit modes and street alignment options. These options were developed with staff input, as well as public input at the project's kick off open house, attended by over 100 people. After evaluating each option against the project's purpose and needs, several were screened out, and a streetcar on either First Avenue or a Fourth/Fifth Avenue couplet remained.

DIS CITY CLERK

The second level of evaluation compared mixed-traffic and exclusive operations of a streetcar on both alignments. At this level, the 4th/5th Avenue couplet was screened out, mainly because it would impact existing transit service on these streets. Throughout the evaluation process, SDOT and the consultant team worked closely with King County Metro and Sound Transit staff to review results and solicit input.

The third level of analysis showed how a streetcar on First Avenue performed in mixed-traffic versus exclusive right of way. The exclusive option outperformed the mixed-traffic option in ridership, travel speed, reliability, annual operating cost and cost per passenger trip.

However, the exclusive alternative increases auto travel time, removes more parking and loading zones, and causes more traffic diversion (though little delay on parallel streets).

At the completion of each stage of analysis, SDOT held an open house to present results and seek public input. After the third open house, SDOT conducted an on-line survey that was completed by about 300 people, over 80% of which favored exclusive-lane operations. Staff also briefed a number of downtown neighborhood organizations throughout the evaluation process.

The 2014-2019 Adopted Capital Improvement Program has allocated $6.5 million to fund the environmental assessment through to final design of the Center City Connector.

Please check one of the following:

_X_ This legislation does not have any financial implications.

Other Implications:

a) **Does the legislation have indirect financial implications, or long-term implications?**
The resolution recommends endorsement to pursue federal funding for the Center City Connector project, including progressing through the Project Development phase of FTA's Small Starts program. Construction of the Center City Connector in the future would require the City of Seattle to provide a local funding match, as well as funding for operations and maintenance.

b) **What is the financial cost of not implementing the legislation?**
None.

c) **Does this legislation affect any departments besides the originating department?**
No.

d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** N/A

e) **Is a public hearing required for this legislation?**
No.

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f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No.

g) **Does this legislation affect a piece of property?**
No.

h) **Other Issues:**

List attachments to the fiscal note below:

Exhibit A: Center City Connector Transit Study Locally Preferred Alternative

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Exhibit A: Center City Connector Transit Study Locally Preferred Alternative

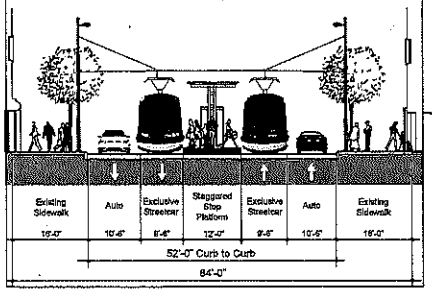
MODE: MODERN STREETCAR

Modern streetcar vehicles[1]

[1] Modern streetcar vehicles are known as double-ended trams or light rail vehicles and are commonly used in European Cities; 2.46 meter width, operating at 750V dc.

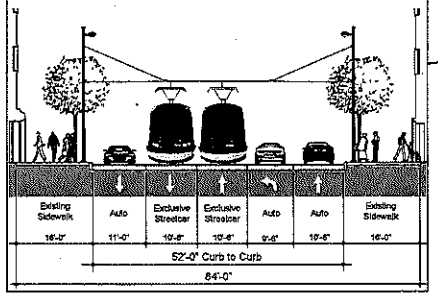
AT STOPS (TYPICAL)

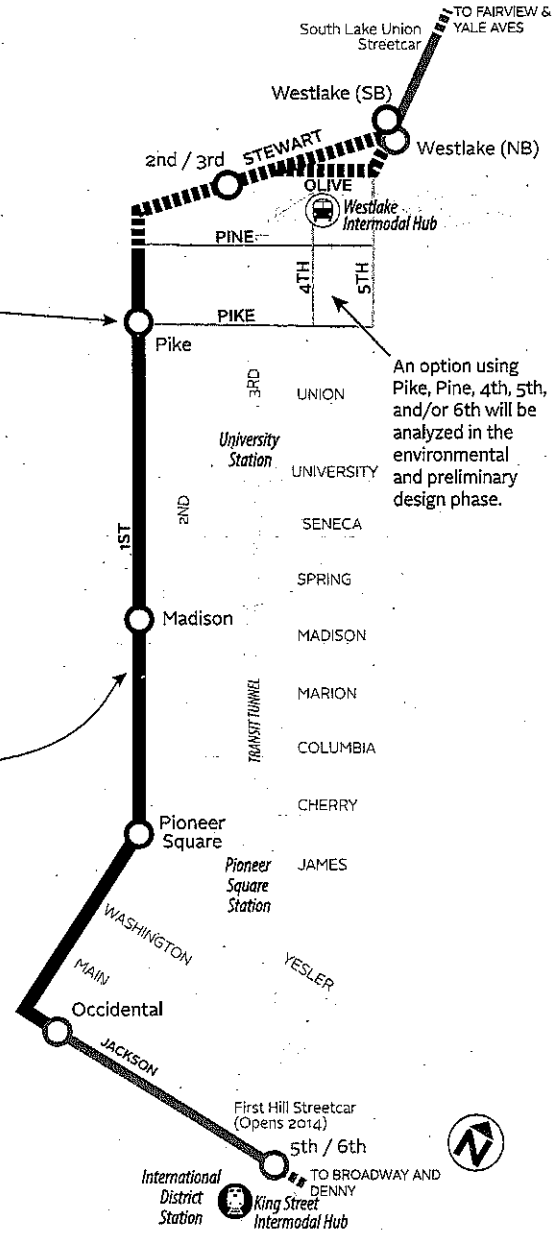
Streetcar stops at Pike, Madison/Spring, and Pioneer Square would be in the median of 1st Ave.



BETWEEN STOPS (TYPICAL)

Streetcar would run in the center of 1st Ave, in transit-only lanes with signal priority. Peak-restricted parking would not be permitted in the curbside lanes.





TRANSIT PRIORITY

EXCLUSIVE TRANSIT RUNNING WAY

Streetcar would operate in exclusive streetcar lanes (or shared with bus) throughout the Center City Connector alignment.

TRANSIT SIGNAL PRIORITY

The Center City Connector will run in exclusive transit lanes for the full length of the project and employ transit signal priority treatments (TSP) at corridor intersections. Signal priority will be used to hold lights green for approaching streetcars and shorten red times for streetcars stopped at intersections. Separate streetcar signal phases will be employed where streetcars will need to operate across general purpose travel lanes. Details of signal design will be developed as the design is advanced.

CORRIDOR: 1ST AVENUE

The Locally Preferred Alternative corridor is First Avenue, between Pike Place Market and Pioneer Square. Two optional alignments for connecting to the Westlake intermodal hub will be advanced to the preliminary engineering and environmental review phase of the project. These are Stewart/Olive and Pike/Pine.

Proposed Center City Connector Alignment

East-West Alignment Options

STOP LOCATIONS

Five new streetcar stops will be developed for the project at the following approximate locations:

- Westlake. Southbound only; existing streetcar stop will serve northbound direction.
- 2nd/3rd Avenues. Between 2nd and 3rd on Stewart Street or Pike/Pine Streets.
- Pike. Built as two separate center median platforms on either side of the Pike Street intersection with 1st Avenue.
- Madison. Center median between Madison and Spring Streets.
- Pioneer Square. Center median between Yesler Way and Cherry Street.

Streetcar stops will have similar scale, facilities, and amenities as existing streetcar stops in South Lake Union. Center median platforms will be 10.5 to 12 feet (3.2 to 3.6 meters) wide and a minimum of 60 to 70 feet (18 to 21 meters) in length.

Approximate Center City Connector Stop Locations

Existing and Planned Streetcar Stops

Stop locations and design will be refined in subsequent engineering and design phases.

SDOT Center City Connector Locally Preferred Alternative FISC EXH A
May 15, 2014
Version #4

EXHIBIT A to SDOT Center City Connector Locally Preferred Alternative FISC

OPERATING PLAN

Operates as two independent, overlapping lines:

- SLU-King Street ("Red"). One line between South Lake Union (Fairview & Yale Aves) and King Street intermodal hub.
- Capitol Hill-Westlake ("Blue"). One line operates between Capitol Hill (Broadway & Denny Way) and Westlake Intermodal Hub.

These lines provide overlapping service between these hubs in the downtown core (trains arrive as frequently as every 5 minutes in the core area).

Daily Span:
Mon-Sat: Up to 20 hours (5 am - 1 am)
Sun: Up to 17 hours (6 am - 11 pm)

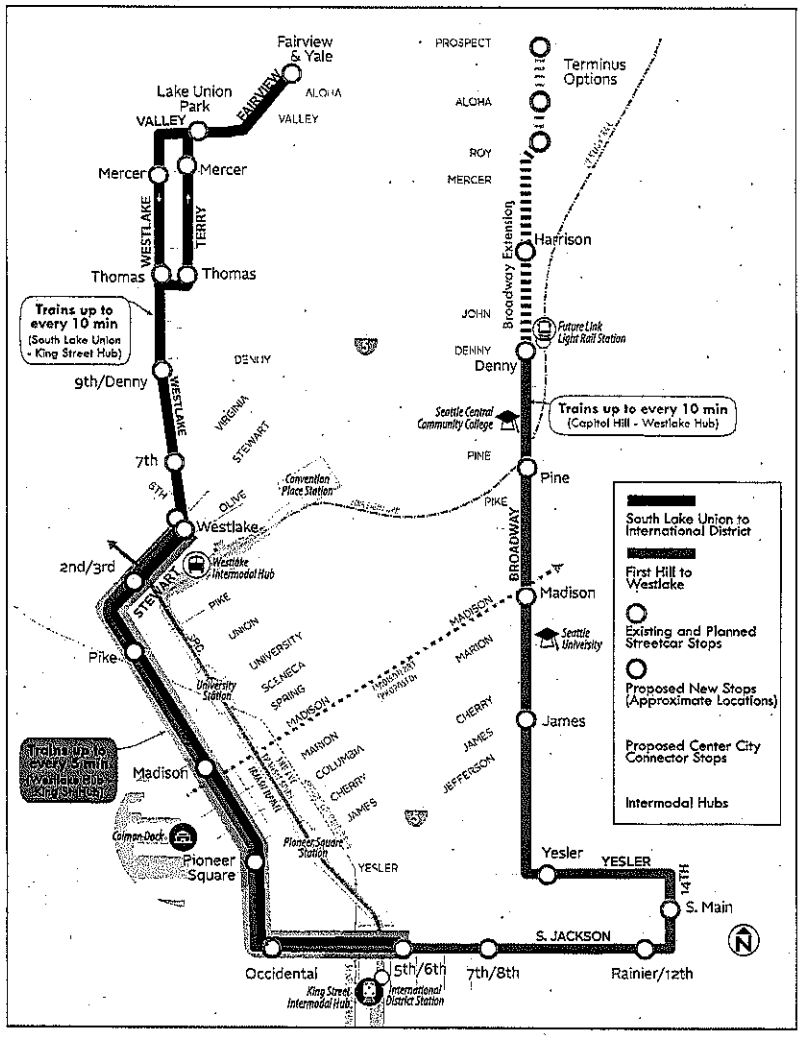
Headway (per line):
10 min: 7 am - 7 pm weekdays
8 am - 7 pm weekends
15 to 20 min: Other times

CONNECTIVITY

The Center City Connector will link over a dozen Seattle neighborhoods with a Seattle Streetcar system that stretches from Capitol Hill and First Hill, to the International District and South Downtown, and north to the Denny Triangle and South Lake Union, passing through the heart of downtown. By linking existing streetcar investments, the Connector will provide a streetcar system that is highly legible and easy-to-use for a variety of trip purposes serving areas where the City is experiencing intense urban development.

The Center City Connector will link the City of Seattle's three Intermodal Hub areas including, Westlake Intermodal Hub, Colman Dock Intermodal Hub, and King Street Intermodal Hub. The Connector will provide convenient transfers to the Third Avenue Transit Spine at both ends of Downtown, to Link Light Rail via multiple Downtown Seattle Transit Tunnel station entries, and to Sounder Commuter Rail. Future transit investments such as Madison Street Bus Rapid Transit would bisect the Center City Connector.

The Center City Connector will be highly accessible to pedestrians using Seattle's well developed downtown sidewalk system. The Pike Street stop will be accessible from all points of the intersection via the current "all walk" or "barn dance" intersection design. All streetcar platforms will be accessed at signalized intersections or marked mid-block crossings and will be ADA accessible.



FARE COLLECTION

Seattle Streetcar system will be fully integrated with ORCA, the regional transit fare system. ORCA card readers will be installed at stop platforms and on trains. Other fare media will be available for purchase at each streetcar stop.

MAINTENANCE FACILITIES

The Center City Connector will require storage capacity for six additional streetcar vehicles. The City of Seattle owns a streetcar operating and maintenance base in South Lake Union and is developing a second facility for the First Hill line in the International District. Existing capacity and new storage tracks at one or both of these existing maintenance facilities will allow the Center City Connector to be built and operated without constructing new facilities to maintain vehicles.

Costs for expanding the existing maintenance facility or facilities (land purchase, design, construction) are included in the overall project cost estimates.

The specific site will be selected in the next phase of project development.

SDOT Center City Connector Locally Preferred Alternative FISC EXH A
May 15, 2014
Version #1

DOS CITY CLERK

City of Seattle
Edward B. Murray
Mayor

May 20, 2014

Honorable Tim Burgess
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Burgess:

I am pleased to transmit the attached proposed Resolution that adopts the City of Seattle Center City Connector Transit Study Locally Preferred Alternative (LPA). Adopting this resolution will demonstrate the City's commitment to high capacity, frequent, and reliable transit in the Center City. The City Center Connector will improve north-south transit connectivity by connecting the existing South Lake Union streetcar with the nearly complete First Hill streetcar. By linking existing streetcar investments, the Connector will provide a streetcar system that is easy to understand, highly useable for a variety of trip purposes, and serves areas where the City is experiencing intense urban development.

The Center City Connector was one of four high capacity transit corridors identified in the Seattle Transit Master Plan, which was adopted by Council in April 2012. Following adoption, Seattle Department of Transportation (SDOT) was awarded a $900,000 Federal Transit Administration (FTA) grant to conduct an Alternatives Analysis. The purpose of the analysis is to determine the preferred transit mode and street alignment to connect the two streetcar lines and Center City neighborhoods. The outcome of the Alternative Analysis forms the basis of the LPA.

Following a comprehensive public outreach effort and multi-phase technical analysis, I support SDOT's recommendation for a new streetcar line running in its own lane on First Avenue from the Westlake intermodal hub to the King Street Station intermodal hub. By operating the streetcar system as two independent, overlapping lines, it will provide exceptional service to people living, working, and visiting downtown.

If approved by Council, the Center City Connector project will move into the environmental review and design phase. All indications are that this project stands an excellent chance of receiving at least 50 percent of its capital costs from the federal New Starts program. Thank you for consideration of this legislation. Should you have any questions, please contact Tony Mazzella, SDOT Project Manager, at (206) 684-0811 or tony.mazzella@seattle.gov.

Sincerely,

Edward B. Murray
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

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