



## Legislation Text

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**File #:** Res 31648, **Version:** 1

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### **CITY OF SEATTLE** **RESOLUTION \_\_\_\_\_**

..title

A RESOLUTION relating to transportation; repealing and amending various sections of the Transit Master Plan as adopted by Resolution 31367 and adopting new sections.

WHEREAS, on April 16, 2012, the Seattle City Council adopted the Seattle Transit Master Plan (TMP)

unanimously by Resolution 31367; and

WHEREAS, Chapter 3 of the TMP, “Corridors,” identified and described Priority Bus Corridors, a Center City

Streetcar Connector, High Capacity Transit Corridors, and Center City bus priority corridors; and

WHEREAS, since the adoption of the TMP, much progress has been made toward implementing the transit recommendation included in the plan, such as:

- City Council adoption of a Locally-Preferred Alternative (LPA) for the Center City Streetcar Connector (Resolution 31526), and completion of the project’s Environmental Assessment and Preliminary Engineering;
- Development of an preferred concept for the Madison Street bus rapid transit (BRT) project;
- Conceptual advancement of a Roosevelt bus rapid transit corridor;
- In partnership with Sound Transit, completion of an analysis of multiple high capacity transit alternatives to connect Ballard and Downtown;
- Continued transit speed and reliability improvements, such as bus-only lanes at selected locations throughout the bus network;
- The voter-approved Proposition 1 to maintain and expand bus transit service within Seattle by

increasing frequencies and reducing overcrowding on certain routes and provide fare subsidy for low-income riders; and

- The voter-approved Transportation Levy to Move Seattle to regular property taxes for up to nine years to provide transportation improvements, both capital and operating; and

WHEREAS, in addition to the above accomplishments, the Seattle Department of Transportation (SDOT) has developed a bus rapid transit network plan that refines transit priority corridor development begun in the TMP for the existing RapidRide within Seattle and seven additional RapidRide corridors; and

WHEREAS, the bus rapid transit network plan identifies project scope, design issues, ridership potential, travel time benefits, vehicle fleet requirements, and capital and operations and maintenance costs for all of the corridors to help prepare SDOT to submit RapidRide corridor projects for local, state, and federal funding; and

WHEREAS, the bus rapid transit network plan effectively replaces related sections of the TMP (Chapter 3 and other sections and maps) to reflect SDOT's corridor refinements; and

WHEREAS, the bus rapid transit network plan influences and benefits from future Sound Transit 3 (ST3) investments; and

WHEREAS, Seattle has identified priority investments for ST3; and

WHEREAS, in order for these bus rapid transit projects to be considered for federal funding in 2018 to 2020, they must be entered into and included in the Puget Sound Regional Council (PSRC) Transportation 2040 (T2040) project list; and

WHEREAS, to be included in T2040, the bus rapid transit network plan and accompanying projects must be first adopted by the Seattle City Council, prior to projects being submitted to PSRC by the end of the first quarter of 2016; NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR**

**CONCURRING, THAT:**

Section 1. Amendments to the Seattle Transit Master Plan adopted by Resolution 31367, summarized in Attachment A and included in Attachment B, are hereby approved.

Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2016, and signed by me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

The Mayor concurred the \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Edward B. Murray, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - Seattle TMP 2015 Amendment | Repeals & Revisions

Attachment B - Transit Master Plan Amendment