

## Seattle Streetcar: Center City Connector and Broadway Extension

*Sponsored by Jack Whisner*

**Whereas** in November 2014, Seattle voters approved Prop 1 and increased Transportation Benefit District taxes to buy Metro service and transit ridership is increasing; and,

**Whereas** in November 2015, Seattle voters approved Move Seattle, a nine-year \$930 million property tax measure to build sidewalks, implement the bike master plan, improve transit flow, implement seven new RapidRide lines, improve safety, and improve pavement management; and,

**Whereas** even with Move Seattle and Prop 1, many worthy transportation projects will not be funded, our pavement management needs are immense, and waits for transit service outside downtown Seattle are often too long; and,

**Whereas** the Seattle seawall replacement and state project to replace the Alaskan Way Viaduct with the deep bore tunnel are both delayed, taking more funds, and uncertain; and,

**Whereas** transit circulation in downtown Seattle and on Broadway is already good and Sound Transit Link was extended to the University of Washington Station via Capitol Hill in March 2016 and its service frequency was improved and Metro is implementing a new fleet of low floor electric trolley buses; and,

**Whereas** the two new streetcar projects would be duplicative, redundant, and costly; and,

**Whereas** the surface streets of downtown Seattle are often congested and before the SR-99 deep bore tunnel opens, significant traffic will be going to and from the Columbia and Seneca ramps via 1st Avenue, so this is the wrong time to tear up 1st Avenue for the Center City Connector streetcar or its utility relocation; and,

**Whereas** the Broadway Extension streetcar would take about \$24 million total in capital and about \$1 million annually in new operating funds and is redundant to a frequent electric trolley bus route and the Link station has opened and this is the wrong time to tear up Broadway; and,

**Whereas** the Center City Connector streetcar would take at least \$111 million and at least \$36 million in local capital and at least \$8 million annually in new operating funds and is redundant to a frequent grid of bus and Link services; and,

**Whereas** Seattle estimated that each streetcar hour would cost about \$200 and each bus hour costs about \$150; and,

**Whereas** the Seattle Streetcar projects have repeatedly over estimated ridership, under estimated running times and therefor operating cost, and are using batteries more than expected; and,

**Therefore, be it resolved** that Seattle not spend city capital or operating funds on the Center City Connector or Broadway Extension streetcar projects until after the ST2 Link extensions are implemented (expected in 2023) and Seattle has completely funded the seven RapidRide lines of Move Seattle and added sidewalks to transit arterials Aurora and Greenwood avenues North and 30th Avenue NE in Lake City;

**Be it further resolved** that this resolution be sent to Mayor Murray and the Seattle City Council; and,

**Be it further resolved** and that this resolution be shared with the 34th, 37th, 43rd, and 46th Democratic legislative district organizations.

*Adopted* \_\_\_\_\_ *by* \_\_\_\_\_

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