Center City Streetcar System
Seattle Design Commission

June 5, 2014
Overview

- Transit In Seattle—The Role of Streetcars
- Center City Streetcar System, “Streetcar 101” & Precedents
- Broadway & Center City Segments—Purpose & Scope Overview
- Urban Design Issues & Opportunities
- Project Team Introduction
Transit in Seattle: The Role of Streetcars

- Light Rail as Regional Spine
- Streetcar & BRT in City’s High Capacity Corridors
- Buses Continue to Serve Most Transit Corridors
Transit in Seattle: The Role of Streetcars

• Ride quality, accessibility, & intangibles attract new riders
• Placemaking & catalyst for development
• Higher capacity for urban circulator service
Transit in Seattle: The Role of Streetcars

- Last-Mile Connections from Regional Transit to Center City Destinations
- Circulation within Center City
Streetcar 101 (Infrastructure)

- Embedded Track
- Traction Power System (Typically Overhead Contact System)
- Station Platforms—Typically More than a Bus Stop/Less than a Light Rail Station
Streetcar 101 (Infrastructure)

- Footprint typically limited to minimize cost & impact
- Streetscape—Strategic opportunities/phasing rather than comprehensive corridor reconstruction
- Miscellaneous upgrades as required for ADA, new code requirements, major maintenance
Streetcar 101 (Transportation Planning)

- May operate in mixed flow or exclusive lanes
- May serve side or center platforms
- Bicycle integration
- May accommodate all modes or reprioritize modal emphasis
- Typical tradeoffs—On-street parking v. transit & non-motorized emphasis
South Lake Union Streetcar

- Opened in 2007
- 900 Average Weekday Riders in 2008
- 2,600 Average Weekday Riders in 2013
- Post-Project, SDOT Completed McGraw Square Plaza & Developers Completed Terry Avenue Streetscape
SOUTH LAKE UNION
CUMULATIVE INVESTMENT

TOTAL INVESTMENT:
$5 Billion
11,300,000 Square Feet
$4.4B Development Projects
$590M Infrastructure Improv.
First Hill Streetcar

- Sound Transit (ST) 2 project
- Alternative to light rail station – connects Capitol Hill and International District
- ST agreement provides
  - $132.8 M
  - City design/construction authority, including station locations and complete streets design
  - City right to operate as part of broader system
First Hill Streetcar

- Stop locations selected to serve and connect diverse neighborhoods
First Hill Streetcar

- Broadway protected bike lanes
Broadway Streetcar
• Half-Mile to ¾ Mile Extension of First Hill Streetcar
• Ongoing Evaluation of Terminus Options (Broadway/Roy or 10th/Prospect)
Broadway Streetcar

- Serves Commercial Core of Broadway
- Increases Multimodal Access to Link Station
  - Extends Protected Bike Lanes
  - Frequent, Higher Capacity Transit
Broadway Streetcar: Urban Design

- Opportunity for Continuity with First Hill Streetcar (Protected Bike Lanes/Reclaiming the Street)
- Opportunity for Preservation/Enhancement of Existing Broadway District Streetscape Features
Broadway Streetcar: Urban Design

New Street Lights
New Sidewalks, Curbs and Gutters
New Tile Band at Store Fronts
Existing Street Trees with New Grates
New “Mega” Crosswalk
New Street Furniture at Specific Locations

BROADWAY
BUSINESS
IMPROVEMENTS
CITY OF SEATTLE / BROADWAY BUSINESS L.I.D.
Broadway Streetcar: Urban Design

- Pedestrian Crosswalks
- New Street Surfacing Throughout
- Electrical Undergrounding
- New Pedestrian Lights at Specific Locations
- New Planters and Screening
- New and Modernized Signals at all Intersections
Broadway Streetcar: Timeline

- **2013**: Conceptual Design
- **2014**: Preliminary Design
- **2015**: Final Design
- **2016**: Construction

**Design and Construction**

- **Environmental Review and Permitting**
- **Secure Funding**

**Opening**
Thanks!

http://www.seattle.gov/transportation