

Center City Streetcar System

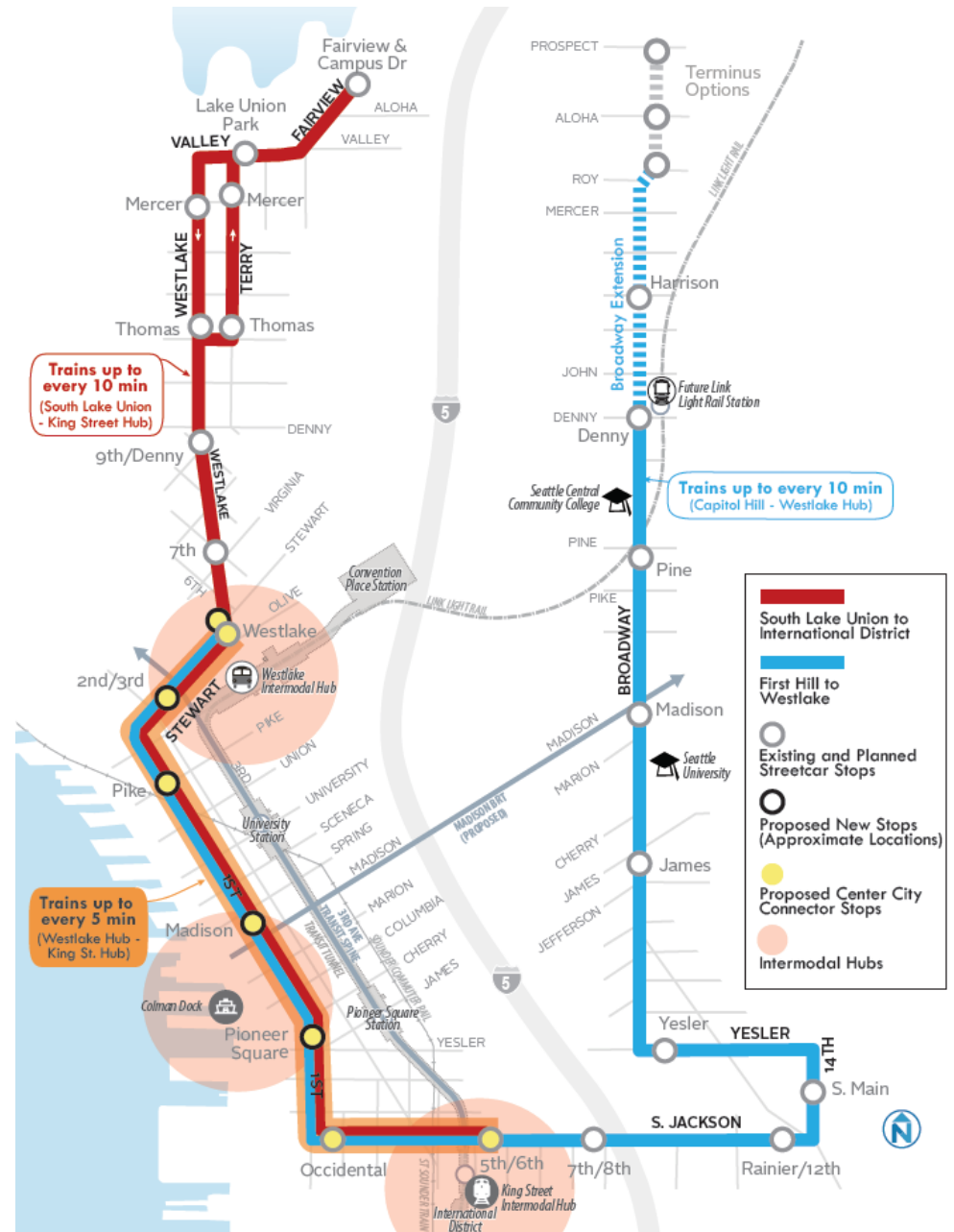
Seattle Design Commission



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



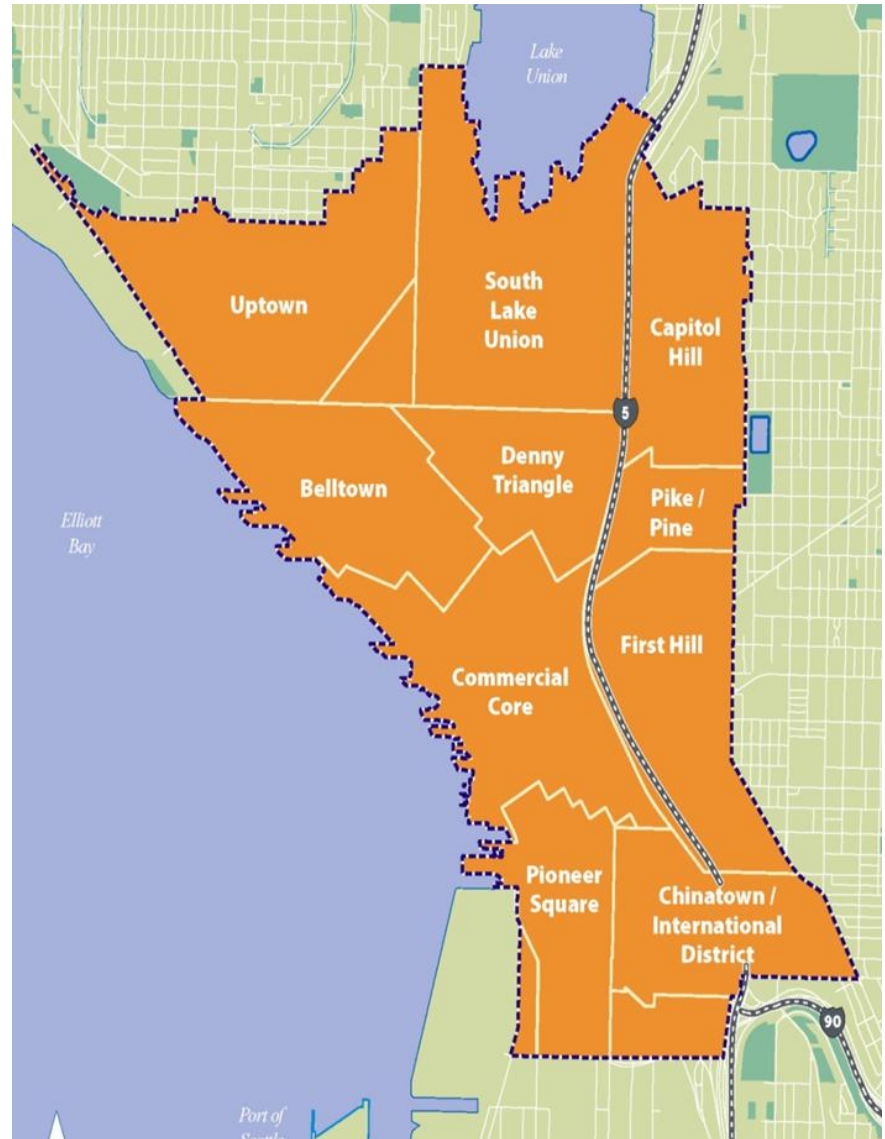
Transit in Seattle: The Role of Streetcars

- 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

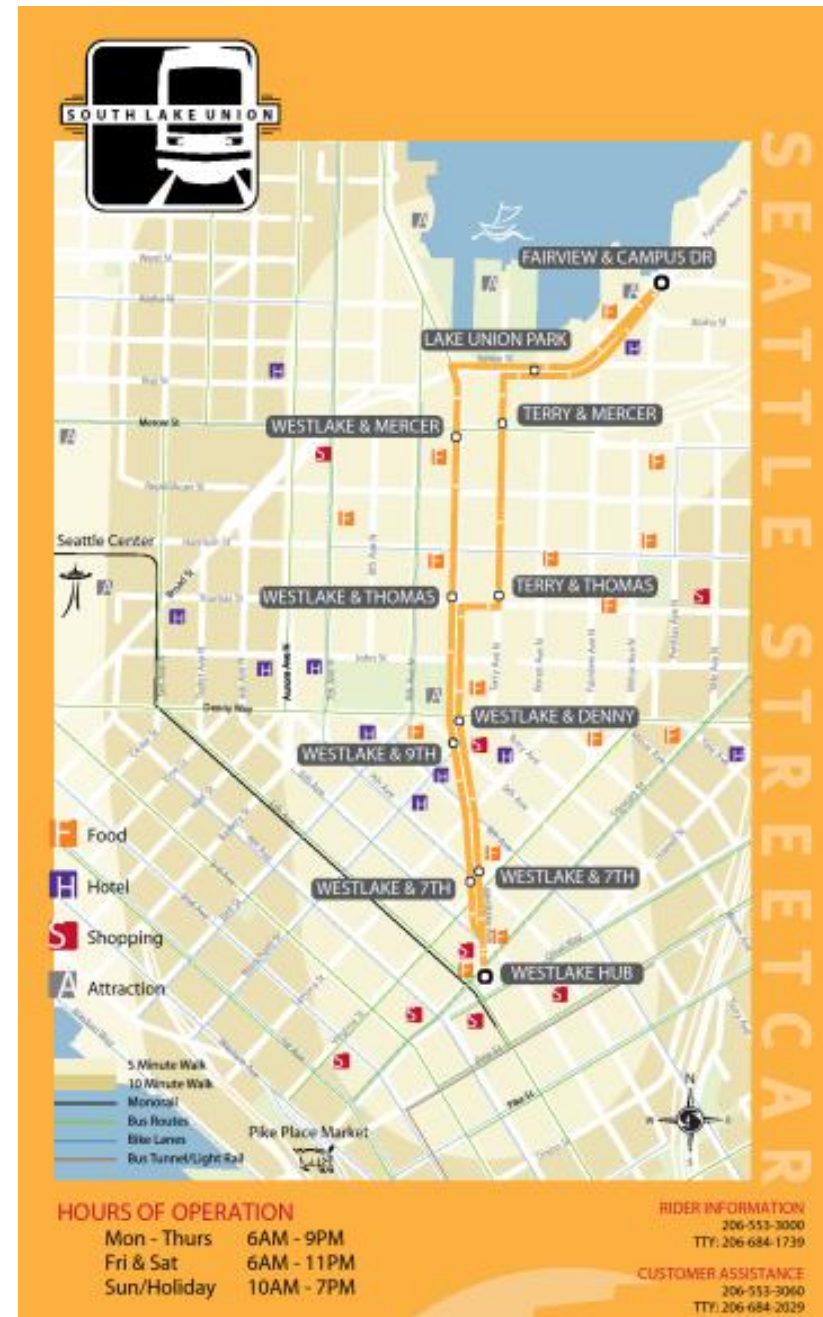


South Lake Union Streetcar

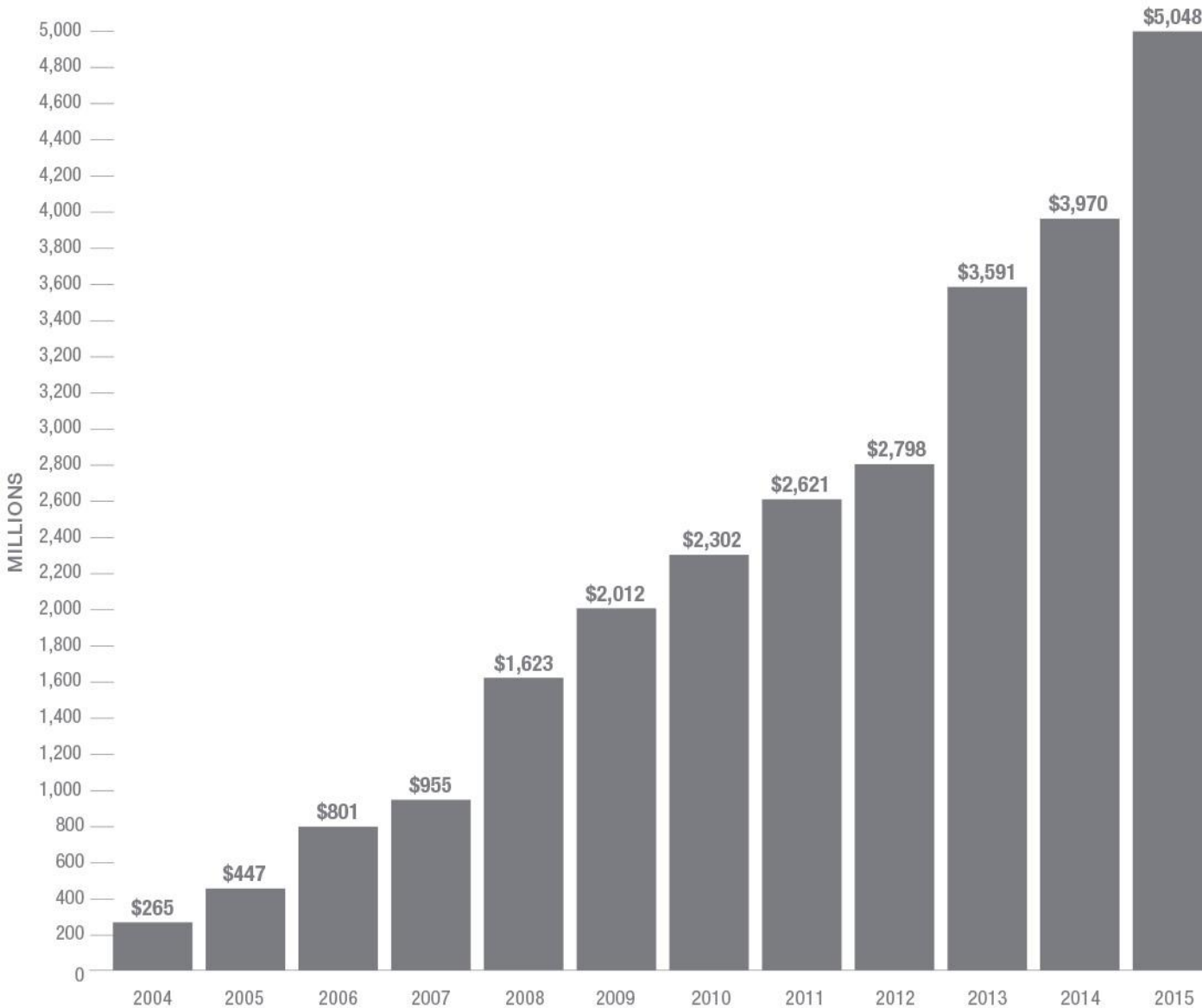


South Lake Union Streetcar

- 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



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



Broadway Streetcar

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

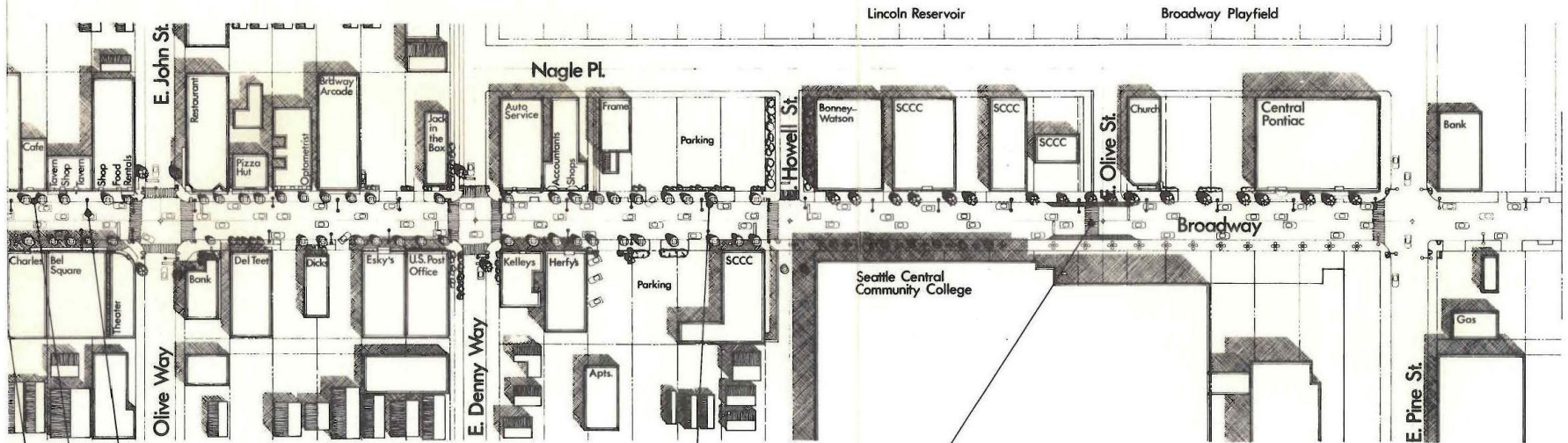


Broadway Streetcar: Urban Design

- 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

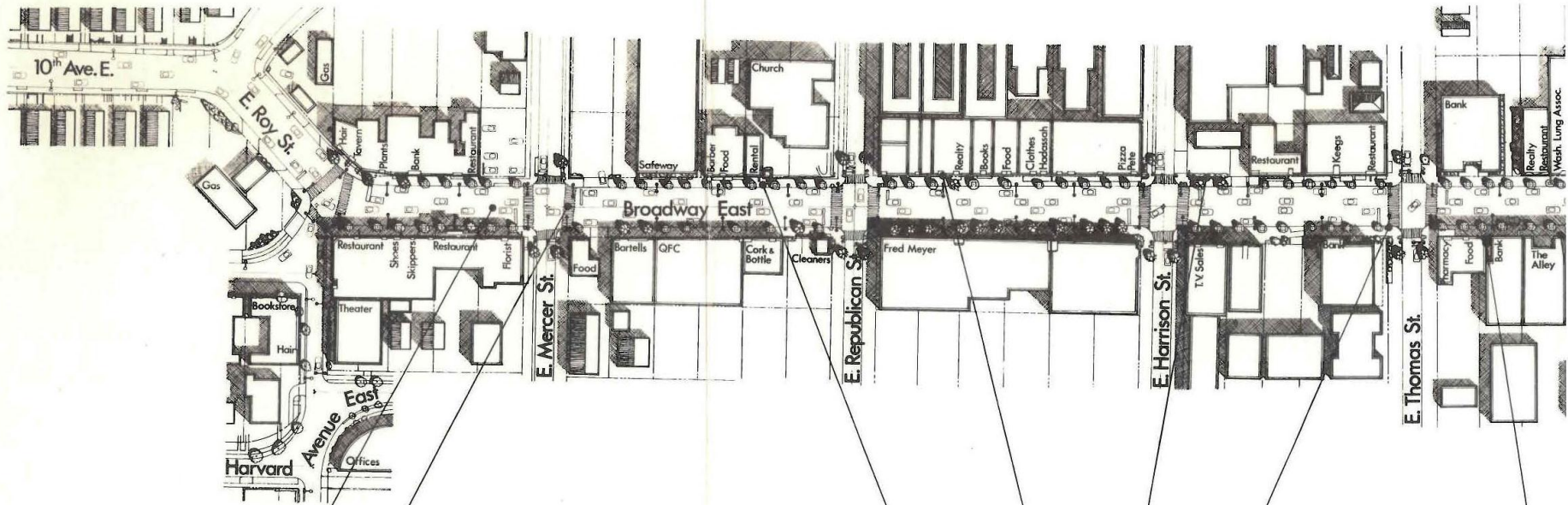


- New Street Lights
- New Sidewalks, Curbs and Gutters
- New Tile Band at Store Fronts
- Existing Street Trees with New Grates
- New "Mega" Crosswalk
- New Street Furniture at Specific Locations

BROADWAY BUSINESS IMPROVEMENTS

CITY OF SEATTLE / BROADWAY BUSINESS L.I.D.

Broadway Streetcar: Urban Design



Pedestrian Crosswalks

New Street Surfacing Throughout

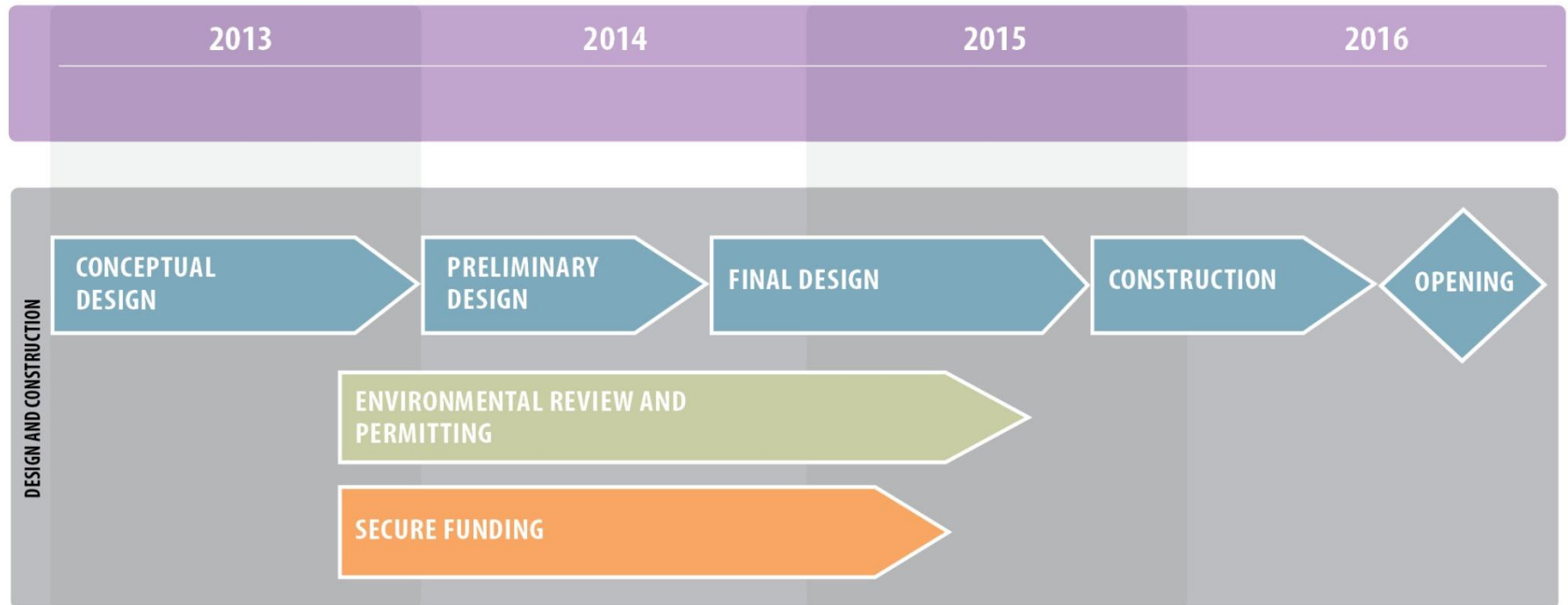
Electrical Undergrounding

New Pedestrian Lights at Specific Locations

New Planters and Screening

New and Modernized Signals at all Intersections

Broadway Streetcar: Timeline



Thanks!

<http://www.seattle.gov/transportation>

