North Broadway Streetcar
Briefing Overview

Context of the Streetcar System
Project Design Parameters
Urban Design Analysis & Priorities
Context of the Streetcar System
Center City Streetcar

5.5-mile system

- South Lake Union (opened 2007)
- First Hill (opening 2015)
- Broadway (to open 2017)
- Center City Connector (to open 2018)
Role of Streetcar

Transit in Seattle

• Light rail is regional spine

• **Streetcar and BRT serve city’s high capacity corridors**

• Buses continue to serve most transit corridors and neighborhoods
Operating Plan

Streetcar Frequency (peak)

• Capitol Hill to South Lake Union—10-minute headways

• South Lake Union to Chinatown-International District—10-minute headways

• Center City—5-minute headways
North Broadway Streetcar

Attributes

• Connects established neighborhoods
• Runs every 10 minutes (peak)
• Operates in mixed-traffic lanes
• Extends the Protected Bike Lane
Project Design Parameters
North Broadway Streetcar

- 7 blocks (1/2 mile) north of Olive/John
- Fine-scale, colorful storefront district
- Transit hub
North Broadway Streetcar

Alignment

- Streetcar—center of roadway, terminates at E Roy St.
- Protected Bike—east side of Broadway, transitions at E Aloha St.
- Stations—shared with Metro buses
- Sidewalks not included—primarily spot improvements
North Broadway Streetcar

Turns & Parking

• No left turns for 3-4 blocks
• Retain parking in commercial heart
SEATTLE STREETCAR

North Broadway Streetcar

Existing
North Broadway Streetcar

New—typical
North Broadway Streetcar

Existing
32% pedestrian realm
68% vehicle realm

New—typical
47% pedestrian realm
53% vehicle realm
North Broadway Streetcar

New—turn lane
SEATTLE STREETCAR

North Broadway Streetcar

New—northbound station
North Broadway Streetcar

New—southbound station
North Broadway Streetcar

Existing
32% pedestrian realm
68% vehicle realm

New—at station platforms
60% pedestrian realm
40% vehicle realm
Urban Design Priorities

- Urban Design Vision & Continuity
- Special Character Areas
- Urban Design Features
SEATTLE STREETCAR

Urban Design Vision

• Accommodate North Broadway’s critical pedestrian needs
• Preserve and enhance North Broadway’s special character
Urban Design Continuity

1978

2015

128

North Broadway Streetcar Corridor Plan
February 2015

MAKERS
architecture • planning • urban design
Special Character Areas

- Howell-Denny—streetcar stop
- Olive/John—crossroads
- Harrison-Republican—streetcar stop
- Roy/10th—streetcar stop
- Aloha—PBL transition
Howell-Denny

Stops will be shared with Metro buses.

The Protected Bike Lane will continue north from the First Hill line.
Pedestrian volumes are expected to increase dramatically.

Existing sidewalk capacity is inadequate.
About 12-13 people fit on an existing Broadway corner.

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Source: Sound Transit
* Assumes 36 signal cycles per hour
Multiple pedestrian improvements will facilitate flow in the vicinity of the Link station.

A  Joint streetcar/bus stop: Build platform and streetcar/bus zone amenities.
B  E John St: Re-channelize roadway.
C  WB bus stop: Relocate bus zone; install sidewalk improvements and bus zone amenities.
D  10th & John intersection: Build curb extensions and pedestrian improvements.
Curb bulbs facilitate safe access to platforms ends.
Curb bulbs reduce the length of crosswalks and expand sidewalk area.
Aloha

The streetcar tail track terminates with a planted boulevard.

Bicycles transition to shared lanes north of Aloha.
Urban Design Features

• Signal Poles, Mast Arms & Heads
• Pedestrian Lighting
• Platform & Protected Bike Lane Integration
• PBL Buffer
• Public Art
Overhead elements are a significant visual feature.
Signal Poles & Mast Arms

The design currently calls for mast arms rather than span wires.
Signal Heads

The design team will balance safety and character in determining signal head sizes. The design currently calls for 8” signal heads.

8” heads – 30” high

12” heads – 42” high
Pedestrian Lighting

Strap mountings should be avoided.

Pedestrian luminaires are not required by code but may be desired by the community.

SCL catalog options (not approved).
Platform & Bike Lane Integration

Level access to streetcar platforms will provide a safe refuge for pedestrians.

Pedestrians creep past the PBL in order to see and be seen by traffic.
Protected Bike Lane Buffer

Current PBL buffer treatments in Seattle rely on paint and flex-posts.
Protected Bike Lane Buffer

The streetcar project is exploring a more architectural, integrated approach to defining the PBL.
Public Art

New public art will blend with Broadway’s existing, distinctive artwork.

The tile bend focuses attention toward buildings thresholds.

Jack Mackie’s Dancers’ Series: Steps artwork is a popular icon.
Project Schedule

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DESIGN & CONSTRUCTION

- CONCEPTUAL DESIGN
- PRELIMINARY ENGINEERING & URBAN DESIGN
- FINAL DESIGN
- FINAL FUNDING PLAN
- CONSTRUCTION

MILESTONES

- REVIEW BOARDS & COMMISSIONS
- ENVIRONMENTAL REVIEW
- OPEN HOUSES
- COMMUNITY MEETINGS

WE ARE HERE

STREETCAR OPERATIONS BEGIN
Thank you!

Design Team

SDOT:
- Ethan Melone—Rail Manager
- Catherine Maggio—Rail Strategic Advisor, Urban Design Lead
- Barbara Lee—Project Manager
- John Hammersmith—Lead Project Engineer
- Bill Bovey—Lead Construction Engineer
- Art Brochet—Project Information Officer

Consultants:
- AECOM
- Makers Architecture and Urban Design

North Broadway Streetcar