What We are Focusing on Today

• Project Introduction and Background (Ethan Melone)

• Overall Design Framework (Kara Weaver)
  – Vision and Design Principles
  – Street Design Zones

• 30% Design Development (Tess Schiavone)
  – Materials
  – Station Configurations
  – Station Amenities
Seattle Streetcar System

Seattle’s 5.5-Mile System

- South Lake Union (opened in 2007)
- First Hill (Testing in Progress)
- Broadway Extension
- Center City Connector
**Project Cost and Funding**

**Existing and Proposed Sources of Funds**
- Future Bonds: 26%
- FTA Small Starts: 55%
- City Light: 7%
- SPU: 6%
- VLF: 3%
- BTG Levy Lid Lift: 1%
- Street Vacation: 1%
- FTA Planning Grant: 1%

**Project Cost Summary**
- Construction: $83,000,000
- Streetcar Vehicles: $40,000,000
- Planning & Design: $12,000,000

**Operating Sources and Uses-2019**
- Fare Revenue: $8,370,000
- Inter-governmental: $6,550,000
- Sponsorship Revenues: $980,000
- FTA Maintenance Grants: $600,000

**Project cost:** $135 million (includes $20M utility upgrades)

**Operating cost:** $15 million per year (entire Streetcar system)
Project Schedule

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- Mode selection
- Street alignment selection
- Conceptual design
| PE & Environmental |
- Preliminary engineering
- Environmental Assessment
- Urban design
| Final Design |
| Construction |
Construction duration could range from 12 months with significant detours and no construction moratorium, to 26 months with limited detours and seasonal moratoriums.
| Vehicle Testing and Startup |

Transit Master Plan
Prioritized improving north-south mobility through downtown

Locally Preferred Alternative
Route along First Avenue and Stewart Street was approved by Seattle City Council

Publish Environmental Assessment

Open Houses

12/2/2015
Purpose & Need

Purpose:
• Connect the South Lake Union and First Hill streetcars
• Improve north-south transit mobility through downtown

Role in Seattle Transit System:
• Creates critical transit capacity in constrained Center City
• Center City Streetcar System enables “transit grid”
• Supports the growing regional rail system
Exclusive Transitway
Operating Plan

- Reliable travel time (10-minute travel lane from Westlake to Occidental)
- Very frequent service (trains every 5 minutes between South Lake Union and International District)
Projected Ridership

- Over 20,000 average weekday riders on the Streetcar system
Center City Connector will connect passengers with ferries, Link light rail, Amtrak and Sounder trains.
Nearby parking garages will allow visitors, employees and residents to park once and ride the streetcar to multiple destinations.
Public Art Plan for Center City

- The Office of Arts & Culture, in partnership with SDOT, will commission an artist to research, develop, and create a Public Art Plan for downtown Seattle. Work will take place between February – July 2016.

- Precedents include the SDOT Art Plan (2005) and Seattle Central Waterfront Art Plan (2012)

- An artist-in-residence will look at SDOT’s Center City projects, including the Center City Connector, Third Avenue Transit Corridor Improvements, and Pike/Pine Improvements Project.

- Commissioned artist will work with SDOT project managers, project engineers, design teams, urban planners, and others. Artist will also work with cultural organizations and institutions, private developers, and the public at large.

- Goals of the public art plan include the creation of a cohesive vision for art projects and programming, budget allocations for future artworks, focus on equity and cultural spaces, typology of artistic elements, and identification of sites.

- Total budget $30,000 USD.

- Open to artists residing in United States and British Columbia.
Design Framework – Kara Weaver

• Vision and Design Principles

• Street Design Zones
  - Stewart Street Rooms
  - First Avenue Balcony
  - Pioneer Square Boulevard

• Raised Intersections
Integrate streetcar transit into downtown streets while allowing the unique, existing qualities of each street to define the physical design.
Design Principles

1. Rethink ‘Corridor’

2. Quiet Integration – Respect Urban Character

3. Activating and Connecting

4. Caring for People
1. Rethink ‘Corridor’

Transit Corridor Design ➔ Transit Integration Design
2. Quiet Integration - Unique Character
3. Activating and Connecting

- Hill Streets
- Westlake Center & Park
- Melrose Market
- Convention Center
- Freeway Park
- Avenues
- Seattle Civic Square
- Pike Place Market
- Pioneer Place Park
- City Hall Park
- Occidental Park
- Waterfront Development

12/2/2015
4. Caring for People
Raised Intersections
STEWART STREET ROOMS
FIRST AVENUE BALCONY
PIONEER SQUARE BOULEVARD
What We Heard from You in March 2015

- Would like to see more information regarding design at the station stops

- Would like to see how the streetcar interfaces with other projects and transit systems in Center City

- Keep infrastructure simple and light; integrate the streetcar into the urban fabric

- Celebrate the streetcar’s presence

- Consider art, egalitarian design, lighting and street furnishings in the design
30% Design Development – Tess Schiavone

• Materials
  - paving treatment of the transitway and intersections in the three design zones

• Station Configurations
  - access, pedestrian movement, delineating boarding and non-boarding

• Station Amenities
  - minimalist approach, organization of station elements
What We Will Focus on Next Time

- Development of paving details
- Configurations for Westlake and Jackson stations
- Station design development and details
- Signage and lighting
Station Stop Locations

- South Lake Union Streetcar Line
- Westlake Station
- Stewart Station
- Pike Place Market Station
- Madison Street Station
- Columbia/Cherry Street Station
- First Hill Streetcar Line
- Jackson Street Station
- Pioneer Square Preservation District
- Pike Place Market Historical District

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STEWART STATION
Stewart Station – Pedestrian
Stewart Station – Plan

Station Elements

- Signage Stand
  - Station name sign
  - System map/notification signage
  - Arrival Display
- Ticketing Machine
- ORCA Card Reader
- Berthing Marker

Stewart St
4th Ave
12/2/2015
Stewart Station – Elevation
PIKE PLACE MARKET STATION
Pike Place Market Station – Pedestrian
Pike Place Market Station – Section
Pike Place Market Station Platform

12’-0”

±10’-0”
SPRING / MADISON STATION
Spring/Madison Station – Pedestrian

First Ave
Spring St
Madison St

12/2/2015
Spring/Madison Station

Station Elements

- Signage Stand
  - Station name sign
  - System map/notification signage
  - Arrival Display

- ORCA reader
- Ticketing machine
- Berthing marker

- Lean Rail

Access Walk: 71'
Access Walk: 57'
50' Boarding
50' Boarding

First Ave
Spring St
Madison St

12/2/2015
COLUMBIA / CHERRY STATION
Looking Southeast towards Cherry

Looking Southwest towards Cherry

Looking Southeast towards Cherry

Looking North towards Columbia
Columbia/Cherry Station - Pedestrians

Columbia Street

Cherry Street

12/2/2015
Columbia / Cherry Station

Station Elements

- Signage Stand
  - Station name sign
  - System map/notification signage
  - Arrival Display

- ORCA reader
- Ticketing machine
- Berthing marker

Access Walk: 65’

50’ Boarding

Columbia St

Cherry St

First Ave

12/2/2015
TRANSITWAY MATERIALS
Stewart Street Transitway & Roadway – Concrete
Stewart Street Typical Intersection—Scored Concrete

12/2/2015
First Avenue Transitway
First Avenue – Existing Section
First Avenue – Proposed Section

16' - 0" SIDEWALK

8' - 3"
PARKING AND/OR LOADING

11' - 7"
SB LANE

10' - 6"
SB TRANSITWAY

10' - 6"
NB TRANSITWAY

11' - 3"
NB LANE

16' - 0"
SIDEWALK

Scale: 1/8" = 1'-0"
Section Enlargement – Transitway & Roadway Materials
Edge Delineator
Concrete Transitway

![Diagram of concrete transitway with dimensions and notations]

![Close-up image of concrete transitway]

12/2/2015
First Avenue Transitway – Textured Concrete with Metal Edge Delineator

12/2/2015
First Avenue Roadway – Asphalt
First Avenue Intersections
First Avenue Raised Intersection – Scored Concrete
First Avenue Scramble Intersection – Scored Concrete
Pike Street Intersection – Utilities

- Seattle City Light
- Water Main – Seattle Public Utilities

12/2/2015
Pioneer Square – Proposed Section
Section Enlargement / Transitway & Roadway Materials

12/2/2015
Pioneer Square Transitway

Cobble Precedent

Granite Pavers (top face: split, vertical faces: sawn)

Mountain Green Granite (Jay, NY)  Academy Black (Clovis, CA)  Charcoal Black (St. Cloud, MN)

12/2/2015
Pioneer Square Transitway

DIMENSIONS: 4" X 6" AND 4" X 8"
Pioneer Square Transitway – Stone Unit Pavers
Pioneer Square Roadway – Asphalt

S Washington St.

First Avenue
Jackson Street Transitway – Concrete
Pioneer Square Intersection – Concrete with Lampblack
Pike Place Market Station – Vehicles
Columbia/Cherry Station – Vehicles