CENTER CITY CONNECTOR

Seattle Design Commission: Schematic Design Update
March 16, 2017
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AGENDA

Project Status

Multi-Modal System

Schematic Design (60%)

- Urban Context
- Pedestrian & Bicycle Safety
- Design Elements
- User Experience

Operational Facilities

Questions
FEEDBACK

1. Integration with transit modes / related downtown masterplans
2. Lessons learned from SLU / First Hill
3. Pedestrian movement of users through corridor
4. Integration with downtown arts masterplan
5. Consideration of passenger volumes on design
6. Pedestrian safety / mid-block crossings / jaywalking
7. Bicycle safety measures – 1st/Jackson, 1st/Stewart, Westlake
8. Evaluate need for seating and seating alternatives
9. Sustainability – material sourcing
10. Provide visual cues to identify station locations (signage, shelter, etc.)
11. Consider operating plans for station placement and design
PROJECT STATUS
PURPOSE AND NEED

2035

25,000
MORE HOUSEHOLDS

2015

55,000
MORE JOBS

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Schematic Design

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Project Status  Multi-Modal  Context  Safety  Elements  Experience  Operations
PROJECT OVERVIEW

Move more people...
- Connecting the system will move more people during PM peak
- Projected **20,000-24,000** average weekday riders

With more reliability...
- Exclusive transit lane on 1st Ave
- Estimated **10-minute** travel time from Westlake to Occidental
- Arrivals **up to every 5 minutes** between South Lake Union and Chinatown-International District
PROJECT SCHEDULE

2012

Transit Master Plan Published

2013

Project Planning and Funding
- Mode selection
- Street alignment selection
- Conceptual design
- Project design outreach

2014

Locally Preferred Alternative
Route along 1st Ave and Stewart Street was approved by Seattle City Council

2015

PE & Environmental
- Preliminary engineering
- Environmental process
- Urban design

2016

Budget approval by city

2017

Environmental Assessment published
May 9, 2016, finding of no significant impacts (FONSI), complete SEPA/NEPA

2018

Submit Small Starts Grant

2019

Small Starts Grant Agreement in Place

2020

Final Design
- 100% design
- Bid documents
- Permitting

Vehicle Testing and Startup

Utility relocations

Construction

Schematic Design
Ongoing Outreach Activities

- Regular monthly meetings with key stakeholder groups
- Regular email updates about project status
- Stakeholder workshops
- Bike Advisory Board meetings
PUBLIC OUTREACH IMPACTS

Groups/Individuals

- Department of Neighborhoods Historic Boards
- Community Based Organizations
- Business Owners
- Residents adjacent to, and nearby, alignment
- Advisory Boards
  - Seattle Bicycle Advisory Board, Seattle Transit Advisory Board, Seattle Pedestrian Advisory Board

How Outreach Influenced Design

- Nord Alley Crossing Revision
- Bicycle Safety Improvements
- Modifications to On-Street Parking>Loading
- Operations and Maintenance Facility Location
MULTIMODAL SYSTEM
STREETCAR RIDERSHIP (2035)
STREETCAR + RAIL

Schematic Design
STREETCAR + RAPID RIDE
STREETCAR + REGIONAL BUS

Schematic Design
STREETCAR + FERRY / WATER TAXI
STREETCAR + BICYCLES

Schematic Design
PEDESTRIAN NETWORK

Schematic Design
STREETCAR + ALL MODES

Schematic Design
SCHEMATIC DESIGN (60%)
PROJECT VISION

“Integrate streetcar transit into downtown streets while allowing the unique, existing qualities of each street to define the physical design”
RETHINK “CORRIDOR”

Transit Corridor Design

Transit Integration Design
ACTIVATING & CONNECTING

Schematic Design
QUIET INTEGRATION – UNIQUE CHARACTER
SLIM, MINIMAL, LOW, OPEN
STREET DESIGN ZONES

Schematic Design
**KEY DESIGN CONSIDERATIONS**

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- **Project Status**
- **Multi-Modal**
- **Context**
- **Safety**
- **Elements**
- **Experience**
- **Operations**

Schematic Design
PIONEER SQUARE BOULEVARD

CONTEXT
PIONEER SQUARE SECTION (SOUTH)
PIioneer Square BoulevArD
SAFETY
CARING FOR PEOPLE

Pioneer Square
INTERSECTION TREATMENTS
SCRAMBLE INTERSECTIONS
SCRAMBLE INTERSECTIONS
BICYCLE SAFETY – CURRENT DESIGN

- Bicycles pass over tracks
- Drive lane shared with bicycles
- Combined transitway and drive lane
BICYCLE SAFETY – ALTERNATE ROUTES

Map of alternative bicycle routes in the Pioneer Square area. The map includes various annotations indicating potential improvements such as adding 2-stage left turn boxes for north and south directions, evaluating intersection traffic control, and requiring northbound Costco flow bike lane and parking reconfiguration. The map also highlights street car and bike facilities with different color codes for existing and proposed facilities.
BICYCLE SAFETY – ALTERNATE 1

Reroute bicycles to south Jackson sidewalk
BICYCLE SAFETY – ALTERNATE 2

Proposed Northbound Track Centerline

Proposed Northbound Platform

Proposed Southbound Platform

Proposed Southbound Track Centerline

Jackson Street

Pioneer Square
BICYCLE SAFETY – ALTERNATE 2
BICYCLE SAFETY – ALTERNATE 3 (PREFERRED)
PIONEER SQUARE BOULEVARD
DESIGN ELEMENTS
STATION ELEMENTS

- Cast-iron Tactile Edge
- Steel Railing
- Concrete Transitway & Cast Iron Delineator Options
- Stone Transitway & Delineator
- Shelters (Center and Side Options)
- Waste Receptacle
- Ticket Vending Machine
- ORCA Reader

Schematic Design
PIioneer Sqaure Station Elements

Stone Transitway
Stone Delineator
Red Oak (Quercus Rubra)
PIONEER SQUARE BOULEVARD
USER EXPERIENCE
JACKSON STATION – SECTION (WEST)
CHERRY STATION – SECTION (NORTH)
1ST AVENUE BALCONY
CONTEXT
1ST AVENUE AS SEATTLE’S BALCONY PROMENADE

1st Ave Balcony
1st Avenue Street Section (North)
1ST AVENUE BALCONY
SAFETY
INTERSECTION TREATMENTS
INTERSECTION TREATMENTS
PIKE INTERSECTION MATERIALS
1ST AVENUE BALCONY
DESIGN ELEMENTS
STATION ELEMENTS

RapidRide Sign

1st Ave Balcony
1ST AVENUE BALCONY
USER EXPERIENCE
MADISON STATION - SITE PLAN

1st Ave Balcony
MADISON STATION – SECTION (NORTH)
PIKE STATION – SITE PLAN

1st Ave Balcony

- Project Status
- Multi-Modal
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- Elements
- Experience
- Operations
PIKE STATION – SECTION (SOUTH)
STEWART STREET ROOMS
CONTEXT
SAFETY

STEWARD STREET ROOMS

SAFETY
INTERSECTION TREATMENTS
BICYCLE SAFETY – 1ST AND STEWART

Map showing various streets and locations such as Westlake, Stewart, Pike, Madison, and Cherry. The map highlights the South Lake Union Line and the First Hill Line, with a City Center Connector and Stewart Rooms mentioned.
BICYCLE SAFETY – 1ST AND STEWART

Mixed Zone (Bikes and pedestrians)

Right turn prohibited for bicycles

Route bicycles across tracks through crosswalk

Mixed Zone (Bikes and pedestrians with widened shared curb ramp)

Construct bicycle ramp between roadway and sidewalk (Avoid existing tree pit)
BICYCLE SAFETY – WESTLAKE AND STEWART

Stewart Rooms

- Project Status
- Multi-Modal
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- Elements
- Experience
- Operations
BICYCLE SAFETY – WESTLAKE AND STEWART

Add bike only Signal Phase

Bike button for bike only phase

Stewart Rooms
STEWART STREET ROOMS
DESIGN ELEMENTS
STATION ELEMENTS

Stewart Rooms

Single-sided Shelter

Project Status  Multi-Modal  Context  Safety  Elements  Experience  Operations
STEWART STREET ROOMS
USER EXPERIENCE
STEWART STATION - SITE PLAN
WESTLAKE STATION - SITE PLAN

- Stewart Rooms
- Elements
- Experience
- Operations
OPERATIONAL FACILITIES
OVERHEAD CATEGARY SYSTEM
OVERHEAD CATENARY SYSTEM (OCS)

Schematic Design
OVERHEAD CATENARY SYSTEM (OCS)
OPERATIONS & MAINTENANCE FACILITY
OPERATIONS & MAINTENANCE FACILITY

Schematic Design
TRACTION POWER SUBSTATION (TPSS)
TPSS – SCREENED WRAPPING

Lawrence TPSS
- Mesa, AZ

Pumstation
- Rodenkirchen, GE

Central Signal Box
- Basel, CH

Elements
- Experience
- Multi-Modal
- Safety
- Context
- Project Status
- Operations
- Schematic Design
TPSS – URBAN PAVILION / FOLIES

Cairns TPSS
• Cairns, AU

Seaholm Substation
• Austin, TX

Parc de la Villette
• Paris, FR

Schematic Design
TPSS – CAMOUFLAGE

Denny Substation
• Seattle, WA

Folded Landscapes
• Los Angeles, CA; New York, NY

Substations
• Rotterdam, NL

Project Status Multi-Modal Context Safety Elements Experience Operations