

WELCOME!

Thank you for joining us at the first open house for the Center City Connector Transit Study!

AGENDA

5:30 Meet and Greet

6:00 Remarks by Mayor McGinn,
City Councilmember Conlin, and
SDOT Director Peter Hahn

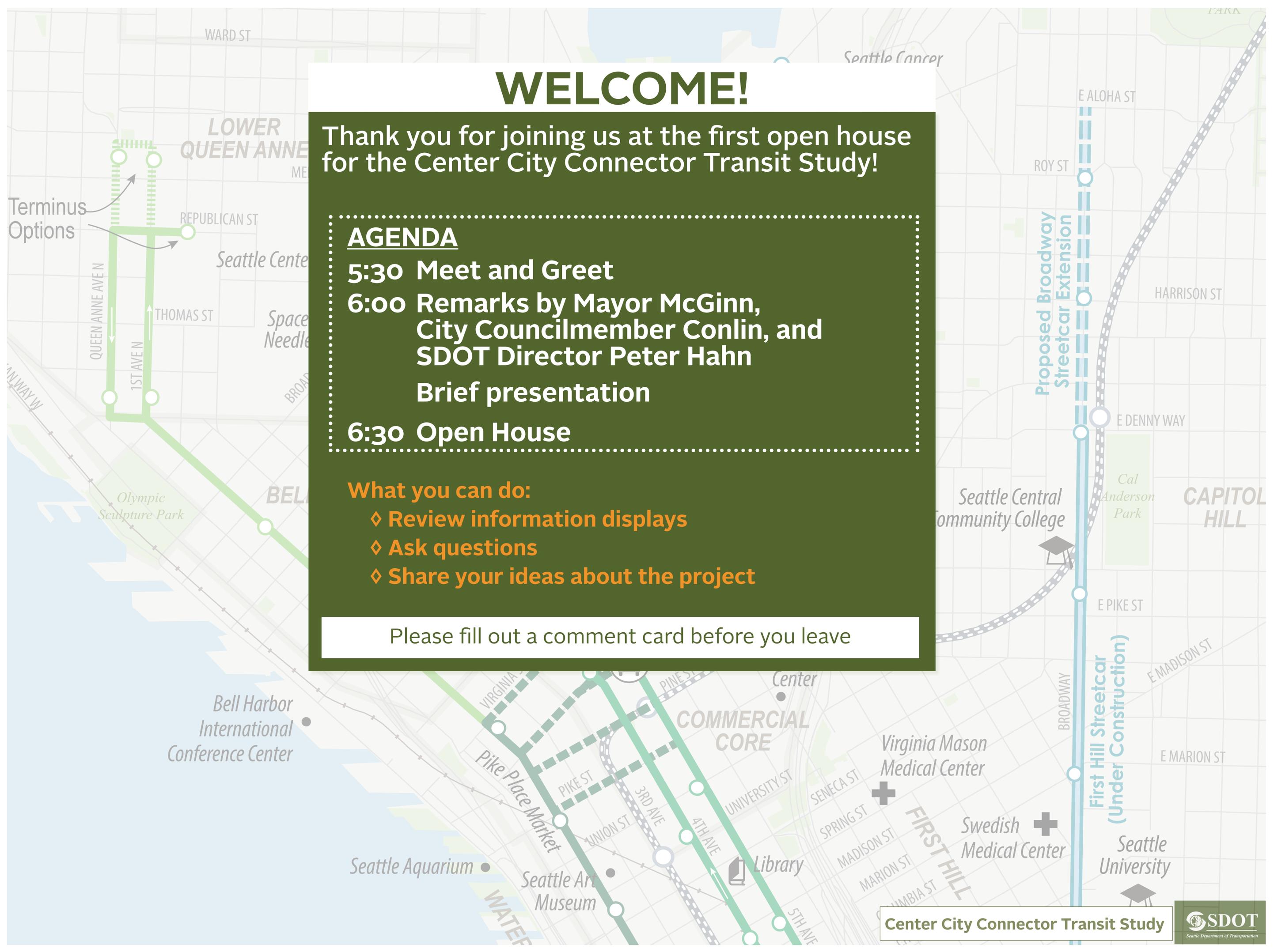
Brief presentation

6:30 Open House

What you can do:

- ◆ Review information displays
- ◆ Ask questions
- ◆ Share your ideas about the project

Please fill out a comment card before you leave



STUDY OVERVIEW

Project Overview

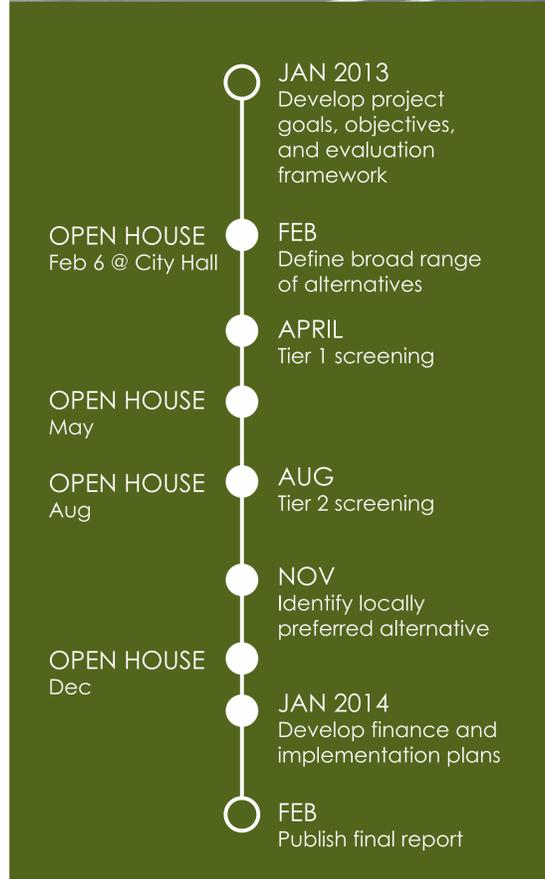
The goal of the Center City Connector Transit Study is to improve north-south transit mobility through downtown and link the First Hill and South Lake Union streetcars. It will:

- ⦿ Look at a variety of street alignment options
- ⦿ Result in selection of a locally preferred alternative (LPA) that:
 - Has stakeholder and public support
 - Is backed by a viable financial and implementation plan
 - Positions the city for future funding opportunities to help design and build a project

The Center City Connector Transit Study is funded with \$900,000 from the Federal Transit Administration and \$300,000 in local funding.



Center City Connector Transit Study Timeline



Study Area



PLANNED/PROPOSED TRANSIT IN THE CENTER CITY

High Capacity Transit Corridors

The Transit Master Plan prioritized four corridors with the highest ridership potential and the greatest need for higher-capacity transit (HCT) service, including:

- ⦿ Center City Connector – Subject of this study
- ⦿ Ballard to Downtown – Separate study underway
- ⦿ Roosevelt/University District to South Lake Union and Downtown (via Eastlake)
- ⦿ Central Area/First Hill to Downtown

The TMP also identified 12 other priority bus corridors citywide for service quality improvements and investments in speed and reliability.

Center City Priority Bus Corridors

The Transit Master Plan identified several priority bus corridors serving the Center City for service quality improvements and investments in speed and reliability:

- ⦿ Pike/Pine (Bus)
- ⦿ Madison (BRT)
- ⦿ Jefferson/Yesler (Bus)
- ⦿ Seattle Center East (Bus)
- ⦿ Jackson (Bus)

TMP Priority Corridors



Center City Priority Bus Corridors



PROJECT PURPOSE



The project purpose is used to guide the evaluation of alternatives by defining key outcomes the City of Seattle hopes to achieve in developing the Center City Connector transit project.

The purpose of the Seattle Center City Transit Connector project is:

To serve the growing demand for Center City circulation trips with a mode and street alignment that:

- ◎ **Is highly legible and easy-to-use for a variety of trip purposes**
- ◎ **Provides continuity of travel between the downtown commercial core and adjacent Center City neighborhoods** that are or will be served by the South Lake Union Streetcar and the First Hill Streetcar.

COMMENTS

Do you agree with the project purpose? Why or why not?
Please post a note here or write-in on your comment sheet.

PROJECT NEED



The statements of need identify specific needs and challenges that are to be addressed by the Center City Connector transit project and will be used to guide the evaluation of alternatives.

The need for the Center City Connector project is based on:

- ◎ **Significant existing population and employment and projected growth in the Seattle Center City.** Seattle's Center City neighborhoods have a significant concentration of households and employment, and are forecast to see employment growth of 60% and residential population growth of 97% by 2030.
- ◎ **Growth in demand for Center City circulation trips.** There is high demand for trips between Center City neighborhoods and for "last mile" connections on existing and planned local and regional transit.
- ◎ **Constraints on expansion of Center City transportation capacity.** There are limited north-south through streets available for transit. Existing and planned transit will utilize much of the available capacity.
- ◎ **Special mobility needs of tourists, visitors, and casual users in the Center City.** Approximately nine million annual tourists visit Seattle each year and many rely on transparent and easily understood transit connections.

- ◎ **Affordable transportation access to key social and human services located in the Center City.** A large concentration of social service agencies in the Center City relies on good transit connections.
- ◎ **Connections for low-income workers who live in the Center City to jobs in the Center City.** There is a growing concentration of affordable housing and low- and moderate-income jobs in the Center City.
- ◎ **Reduction in greenhouse gas (GhG) emissions from private vehicle travel and traffic congestion.** Seattle's Climate Action Plan relies on higher-capacity transit to support dense mixed-use neighborhoods in the Center City.

PROJECT NEED - COMMENTS



COMMENTS

Do you think there is a need for improved transit downtown? Why or why not? *Please post a note here or write-in on your comment sheet.*

OTHER NEEDS

Is the project needed for other reasons that are not listed? *Please post a note here or write-in on your comment sheet.*

PROJECT GOALS AND OBJECTIVES



GOAL 1

CONNECT *Connect neighborhoods and improve local circulation*

Objectives:

- Improve connections between Center City neighborhoods, the regional transit system, and major attractions and destinations
- Support walkable neighborhoods and multimodal transportation choices
- Maximize transit ridership
- Enhance the value of existing transit investments

GOAL 2

DEVELOP *Support local and regional economic development goals*

Objectives:

- Provide transit capacity to support and attract residential and commercial growth
- Support small and local businesses in Center City business and retail districts
- Support local and regional goals to foster compact, mixed-used development

GOAL 3

THRIVE *Strengthen downtown and Center City neighborhoods*

Objectives:

- Enhance access to jobs
- Increase access to affordable housing and social services
- Enhance access and mobility to tourist destinations, civic and cultural assets, and open spaces
- Improve transportation options for Seattle's most vulnerable residents

GOAL 4

SUSTAIN *Improve and sustain human and ecological health*

Objectives:

- Reduce greenhouse gas emissions
- Minimize impacts to natural, historical, and cultural resources
- Maximize placemaking opportunities
- Provide people with healthy travel options
- Enhance the safety of all roadway users

GOAL 5

ENHANCE *Enhance the customer experience on transit*

Objectives:

- Provide comfortable, visible, and easy to use transit services and facilities for all riders
- Ensure reliable, frequent transit service

COMMENTS

Do you agree with the project goals?

Please post a note here or write-in on your comment sheet.

EVALUATION PROCESS

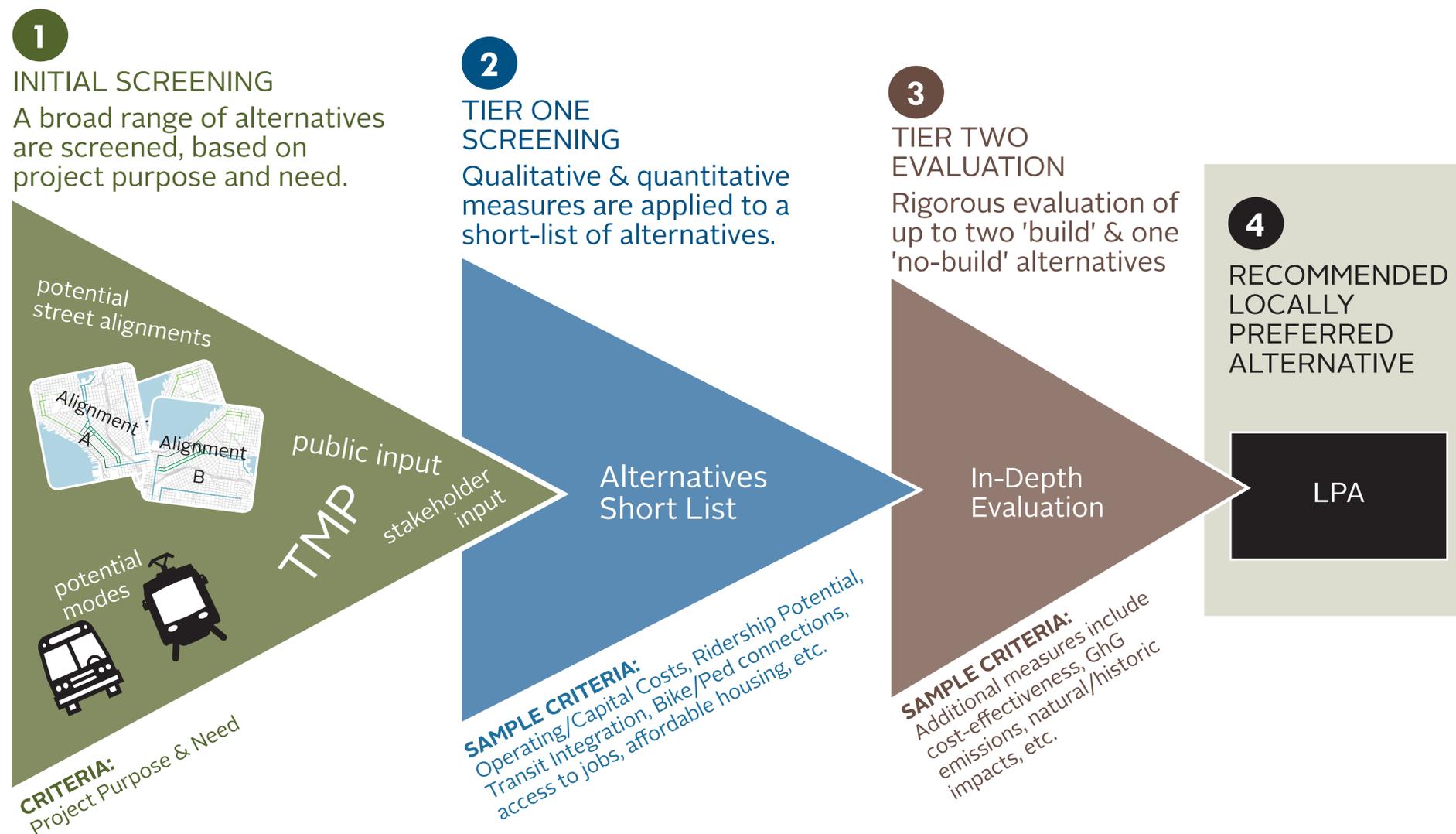


Evaluation Process Overview

Potential street alignments and modes (alternatives) for the Center City Connector will be evaluated in several stages. Each stage will screen out alternatives and the narrowed set of alternatives will be evaluated at an increasing level of detail. The evaluation will be based on the project Purpose and Need statement and criteria that measure how well each alternative meets the project goals and objectives. The result will be a "locally preferred alternative."

COMMENTS

Please post your comments here



POTENTIAL CENTER CITY CONNECTOR ALIGNMENTS

The study will evaluate a broad range of potential Center City street alignment options, including but not limited to those identified in the Transit Master Plan.

Please use the maps on the tables to provide the project team with your ideas about:

☉ Potential street alignments

- Draw in additional street alignment options using maps on the tables
- Place dot(s) by street alignment options that should be considered

☉ Challenges, connections, and activity centers

- Use sticky notes to identify key challenges, and connections or additional activity centers that the Center City Connector should serve

COMMENTS

Which street alignment option(s) best meets the purpose and need for the Center City Connector? Why? Please post a note here or write-in on your comment sheet.

Potential Alignment Options



POTENTIAL CENTER CITY CONNECTOR MODES

The study will evaluate potential mode options for the Center City Connector, including local streetcar and bus circulator.

Potential Modes for the Center City Connector

Local Streetcar Circulator



Seattle South Lake Union Streetcar



Portland Streetcar

- Electrically-powered (possible to run off-wire)
- Rails embedded in the pavement (fixed guideway)
- Overhead power above guideway
- Generally runs in mixed-traffic, but can have priority features and/or dedicated right-of-way
- Vehicles have low floors and multiple, wide doors for easy boarding
- Can carry up to 160-170 passengers per vehicle

Bus Circulator



Washington D.C. Circulator



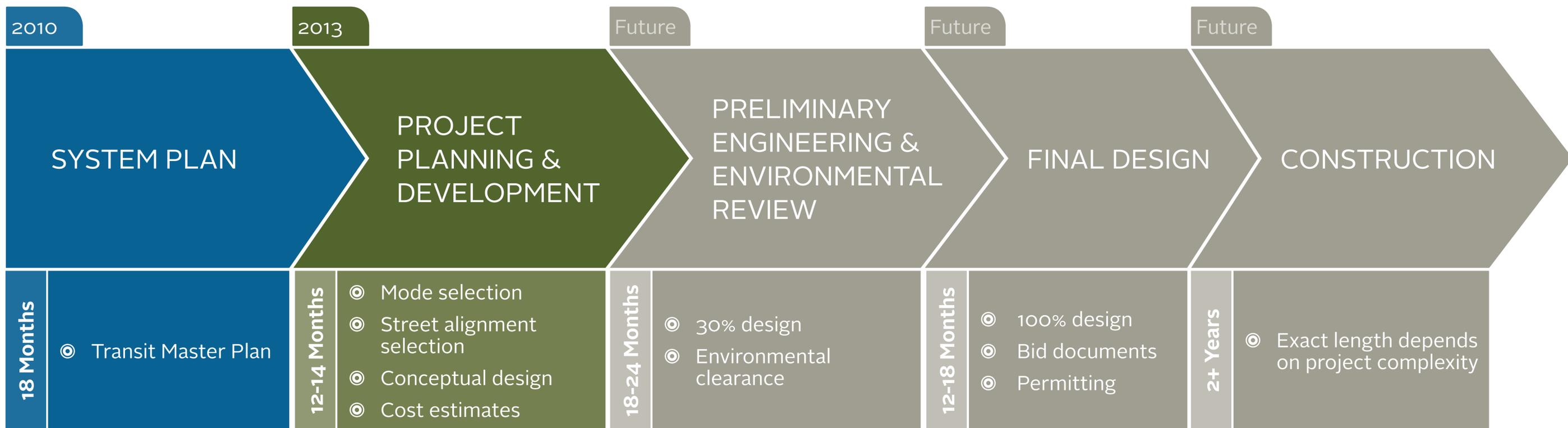
Denver Mall Shuttle

- May be diesel or electric trolley (possible to run off-wire)
- Rubber-tired
- Overhead power (electric trolley)
- Generally runs in mixed-traffic, but can have priority features and/or dedicated right-of-way (same as streetcar)
- Vehicles can have low floors and multiple, wide doors for easy boarding (same as streetcar)
- Can carry up to 110-120 passengers (60-foot bus)

COMMENTS

Which mode do you think best meets the purpose and need for the Center City Connector? Why? Please post a note here or write-in on your comment sheet.

PROJECT TIMELINE



Center City Connector Transit Study Timeline

