

# FIRST HILL STREETCAR



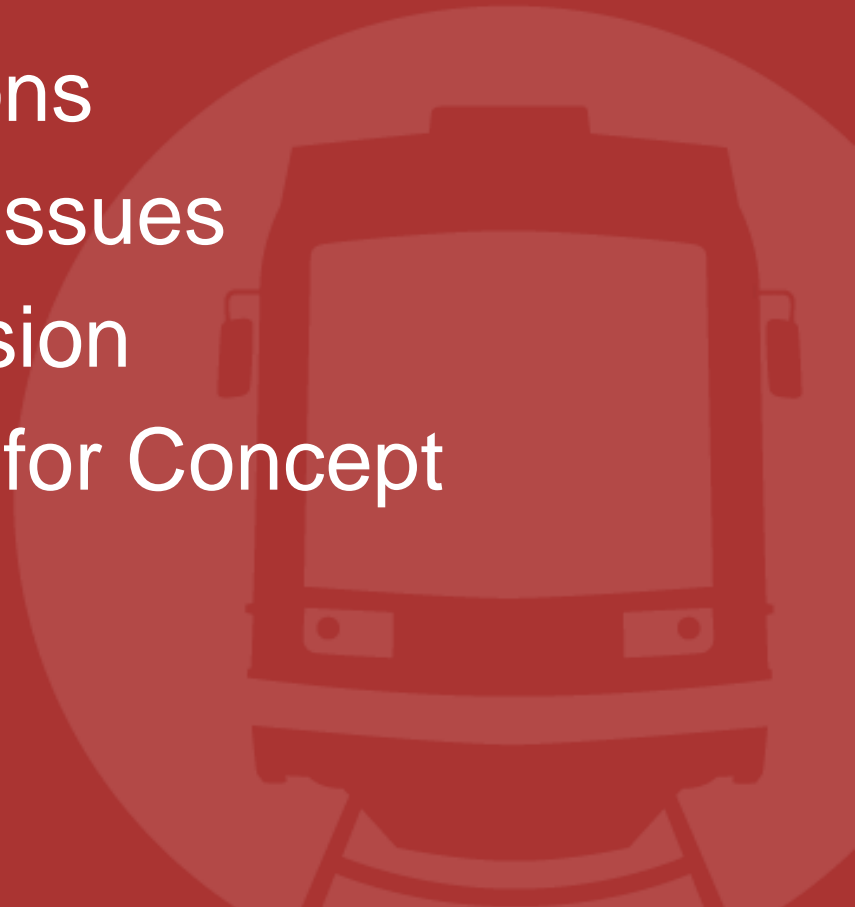
## First Hill Streetcar Project Update Seattle Design Commission

March 18, 2010

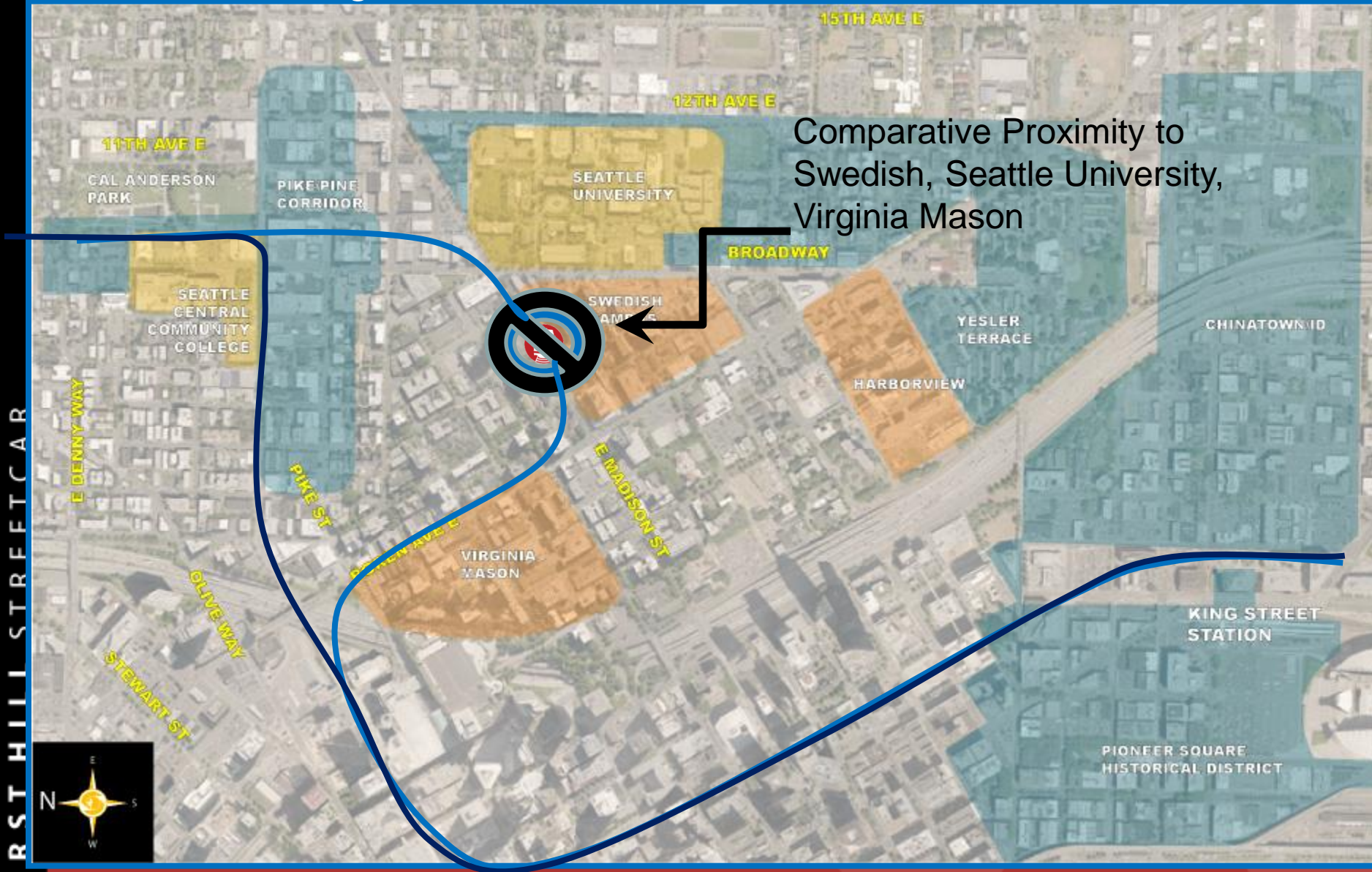


# Overview

- Project Background & Highlights of Recommended Route
- Alignment Considerations
- Other Alignments-Key Issues
- North Broadway Extension
- Design Considerations for Concept Design/PE



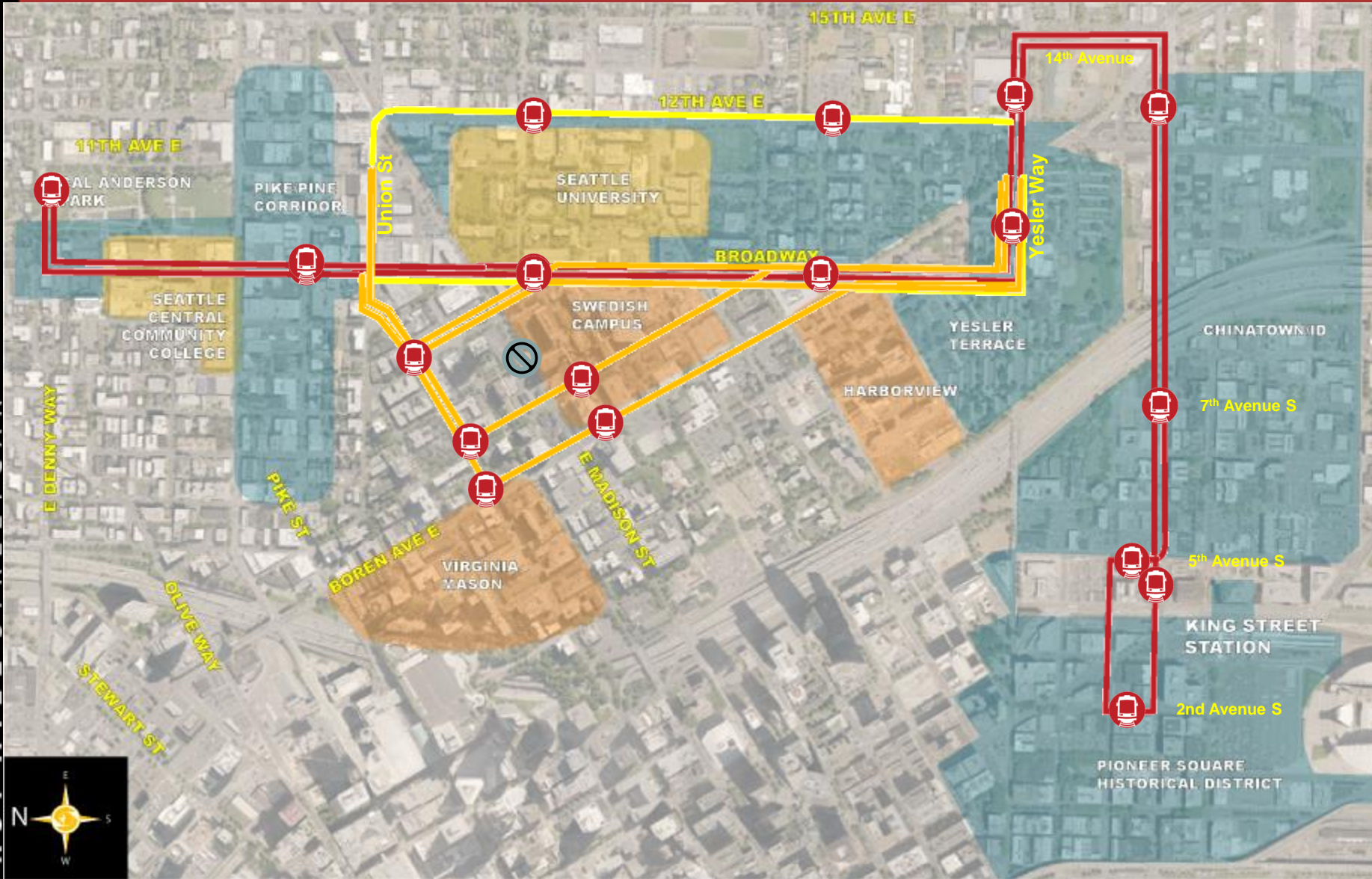
# 1996 Sound Move Plan: First Hill Link Light Rail Tunnel Station



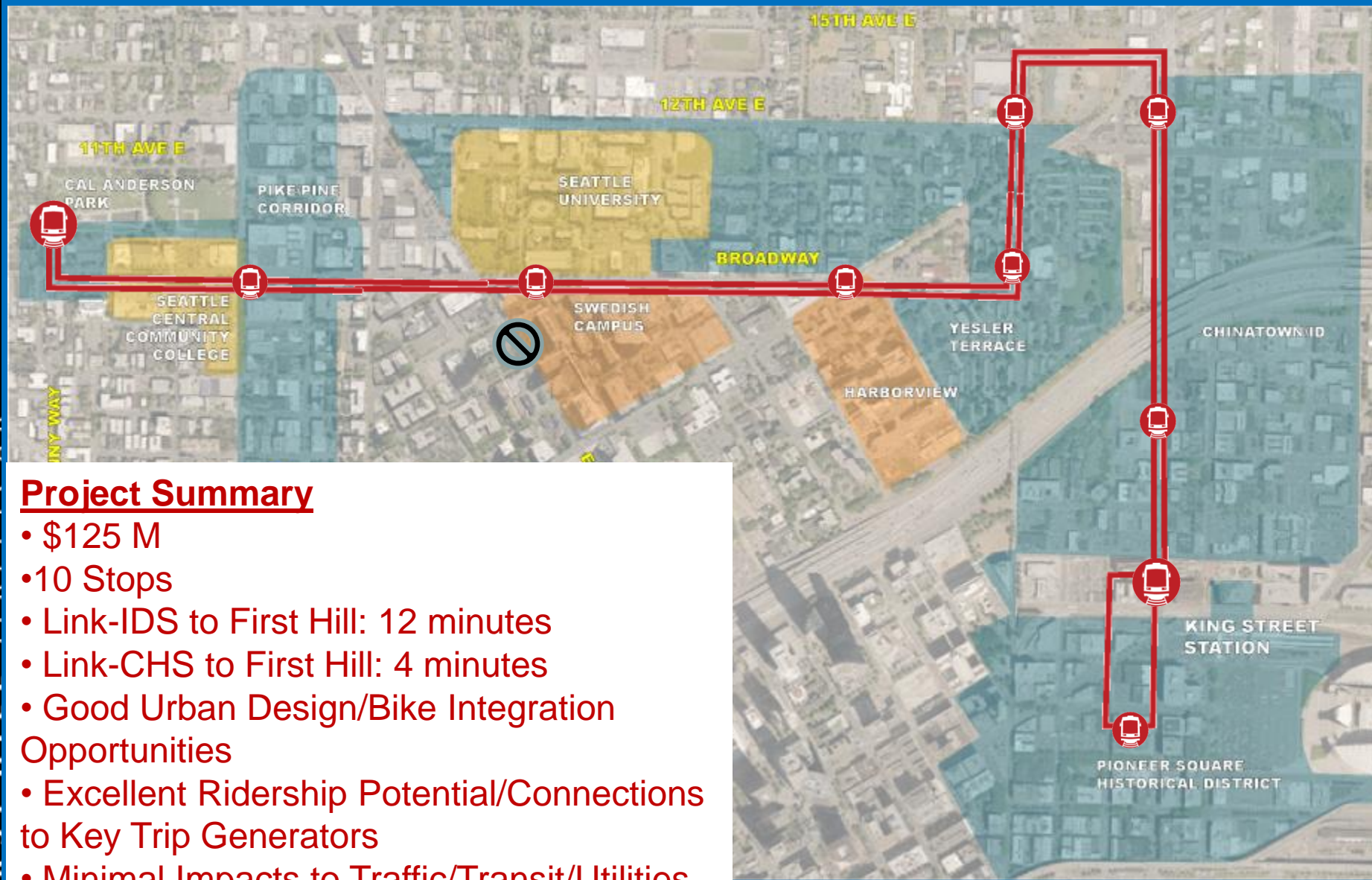


# Overview of Alignment Alternatives (With Pioneer Square Turnback Loop)

FIRST HILL STREETCAR



# SDOT Recommended Alignment



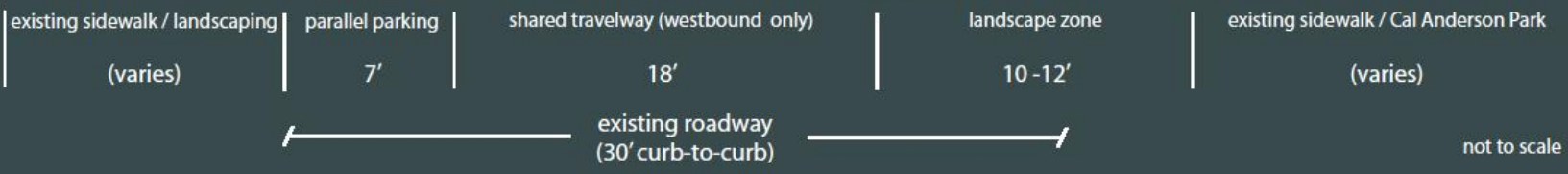
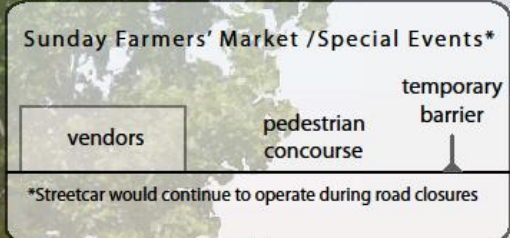
## Project Summary

- \$125 M
- 10 Stops
- Link-IDS to First Hill: 12 minutes
- Link-CHS to First Hill: 4 minutes
- Good Urban Design/Bike Integration Opportunities
- Excellent Ridership Potential/Connections to Key Trip Generators
- Minimal Impacts to Traffic/Transit/Utilities



- Broadway
- Pike/Pine
- First Hill
- Little Saigon
- Chinatown/ID
- King Street Station

# E Denny Way between Broadway and 11th Ave E Shared Street Concept - Broadway/11th Alignment (looking east)



# S. Jackson St between 12th Ave and Rainier Ave Conceptual Cross Section - Little Saigon Station (looking west)

\*Potential redevelopment per Livable South Downtown Plan



SEATTLE STREETCAR

# Streetcars as Urban Circulators

- Fixed Route-Ease of Use
- Easy On/Easy Off (Low Floor, Wide Doors)
- Ride Quality
- Compatibility with Urban Neighborhoods (Small, Quiet, Predictable)

FIRST HILL STREETCAR





# Streetcar Typologies



# Streetcar Typologies

Local  
Circulator

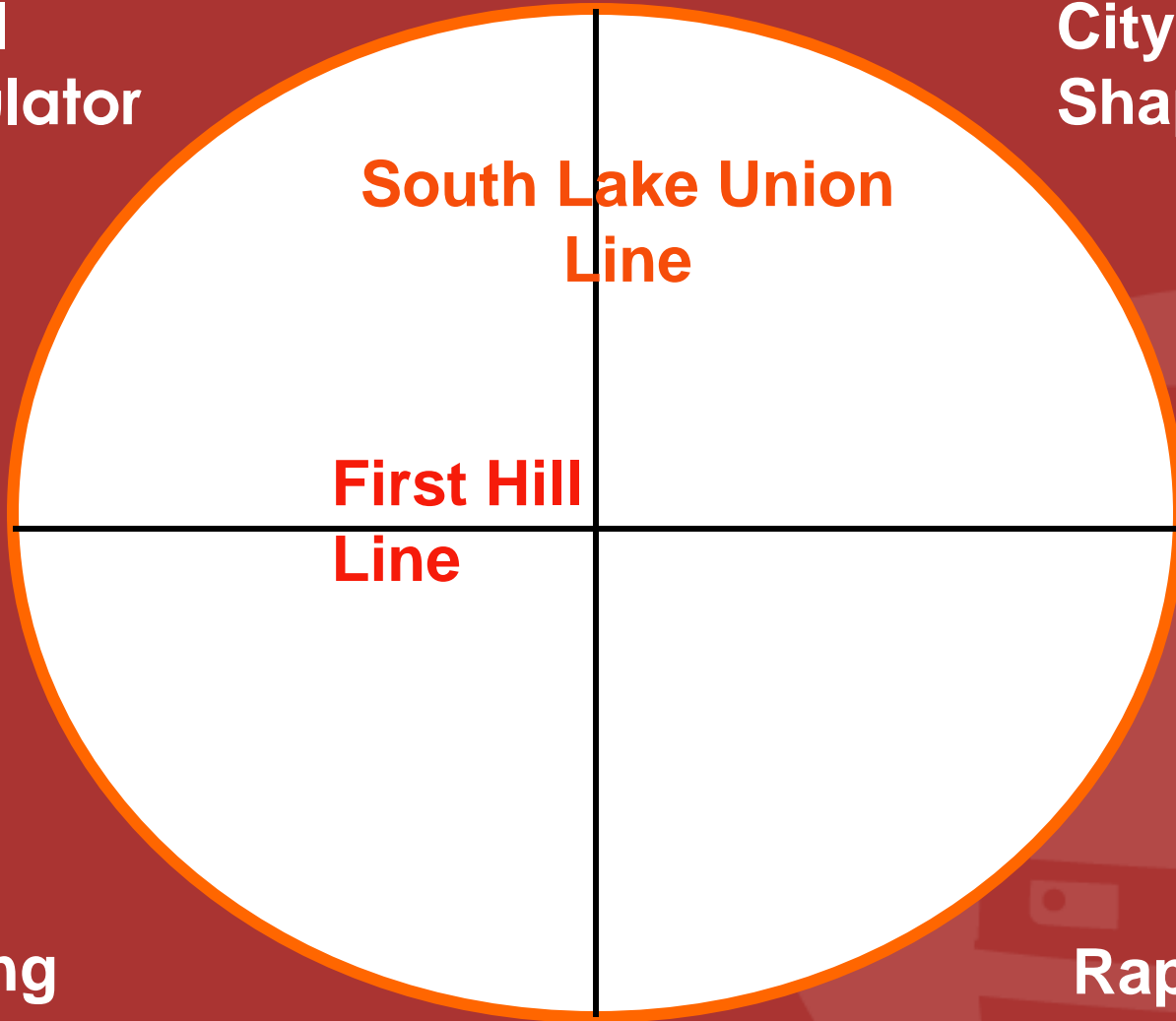
City  
Shaping

South Lake Union  
Line

First Hill  
Line

City  
Serving

Rapid  
Streetcar





Left side station



Right side station

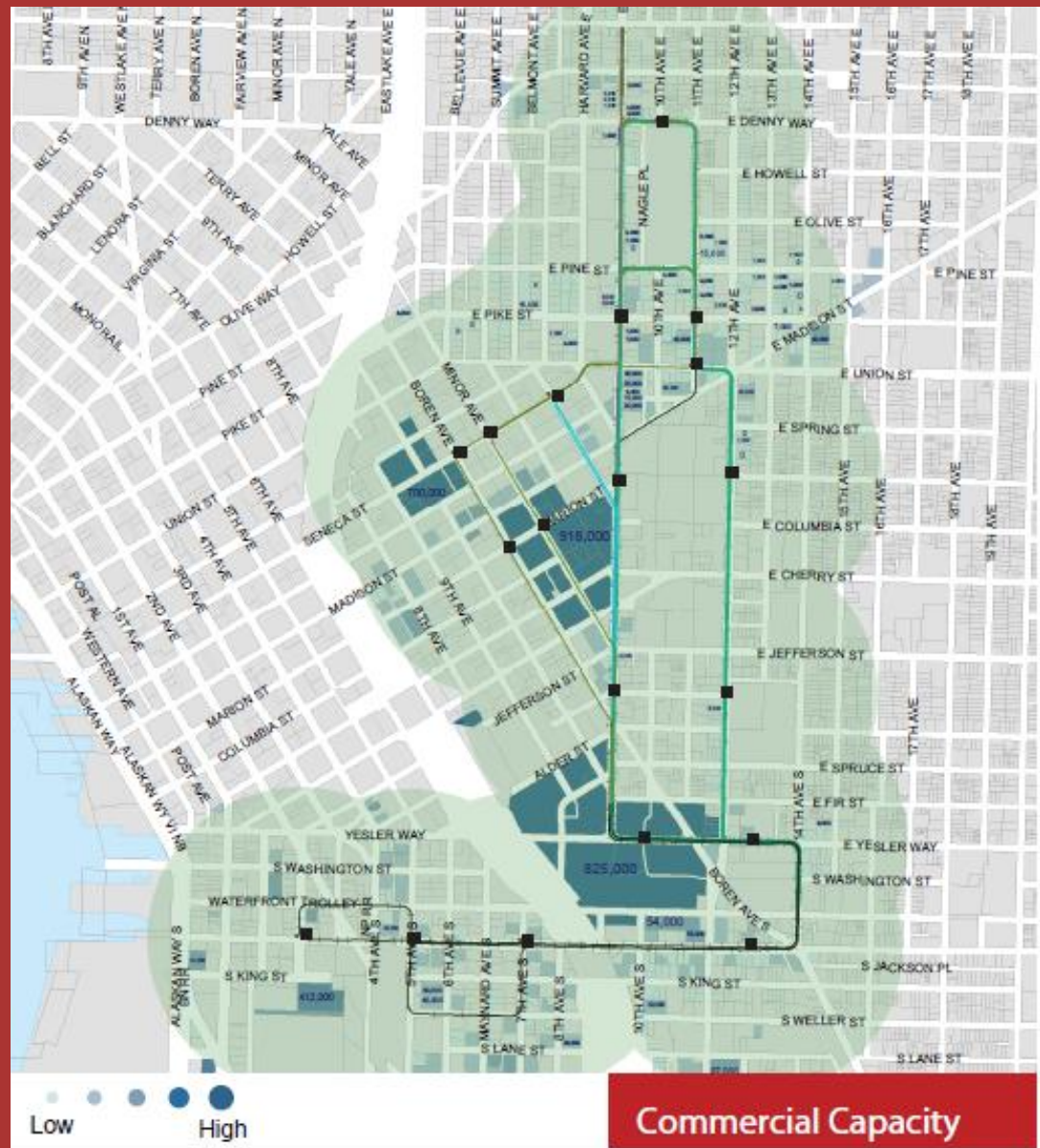


Center platform station

**Place stations outside the bicycle travel way to minimize conflicts.**



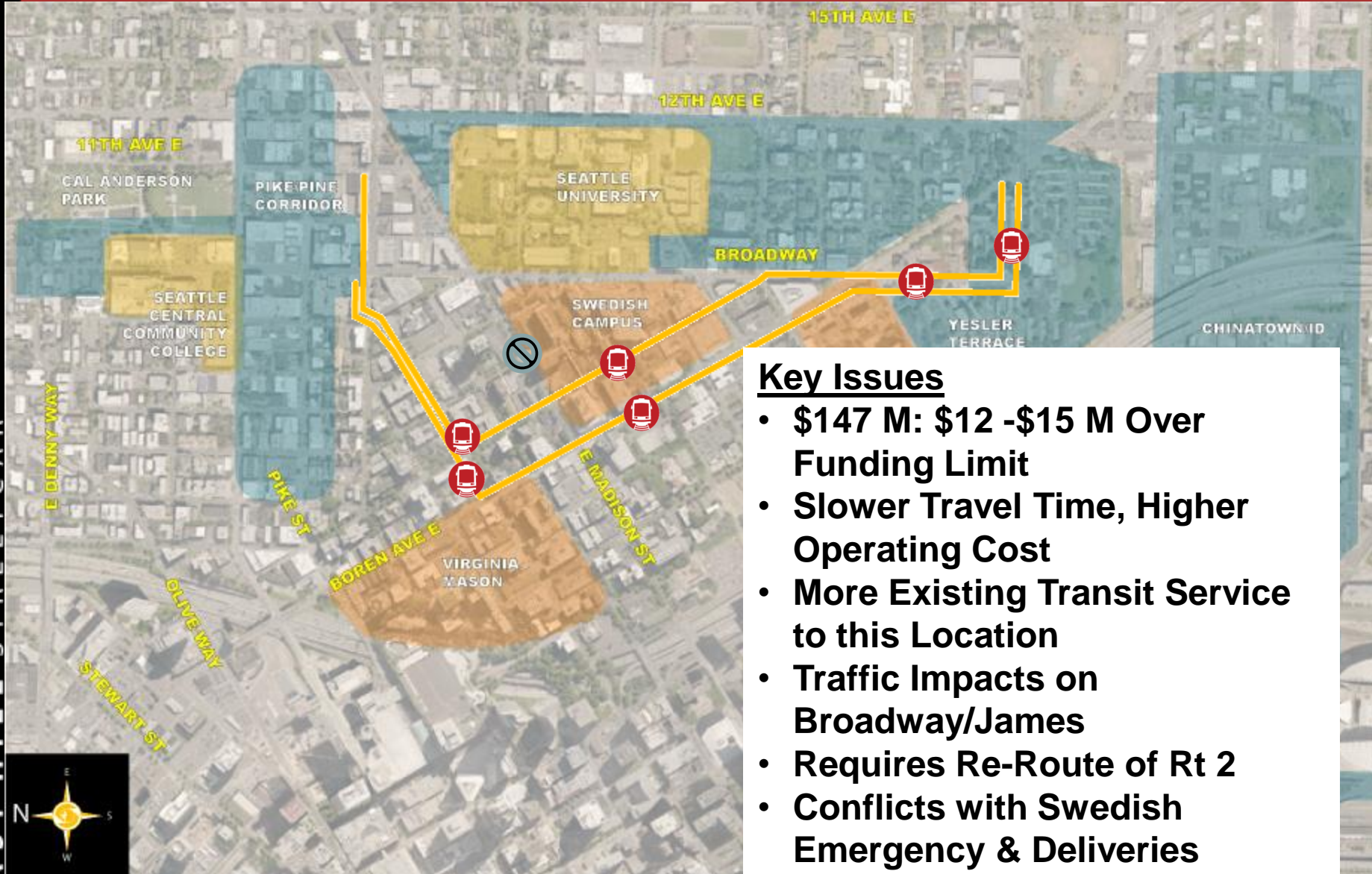
# Development Potential By Alternative







# Alternatives Considered But Not Recommended: Boren/Seneca

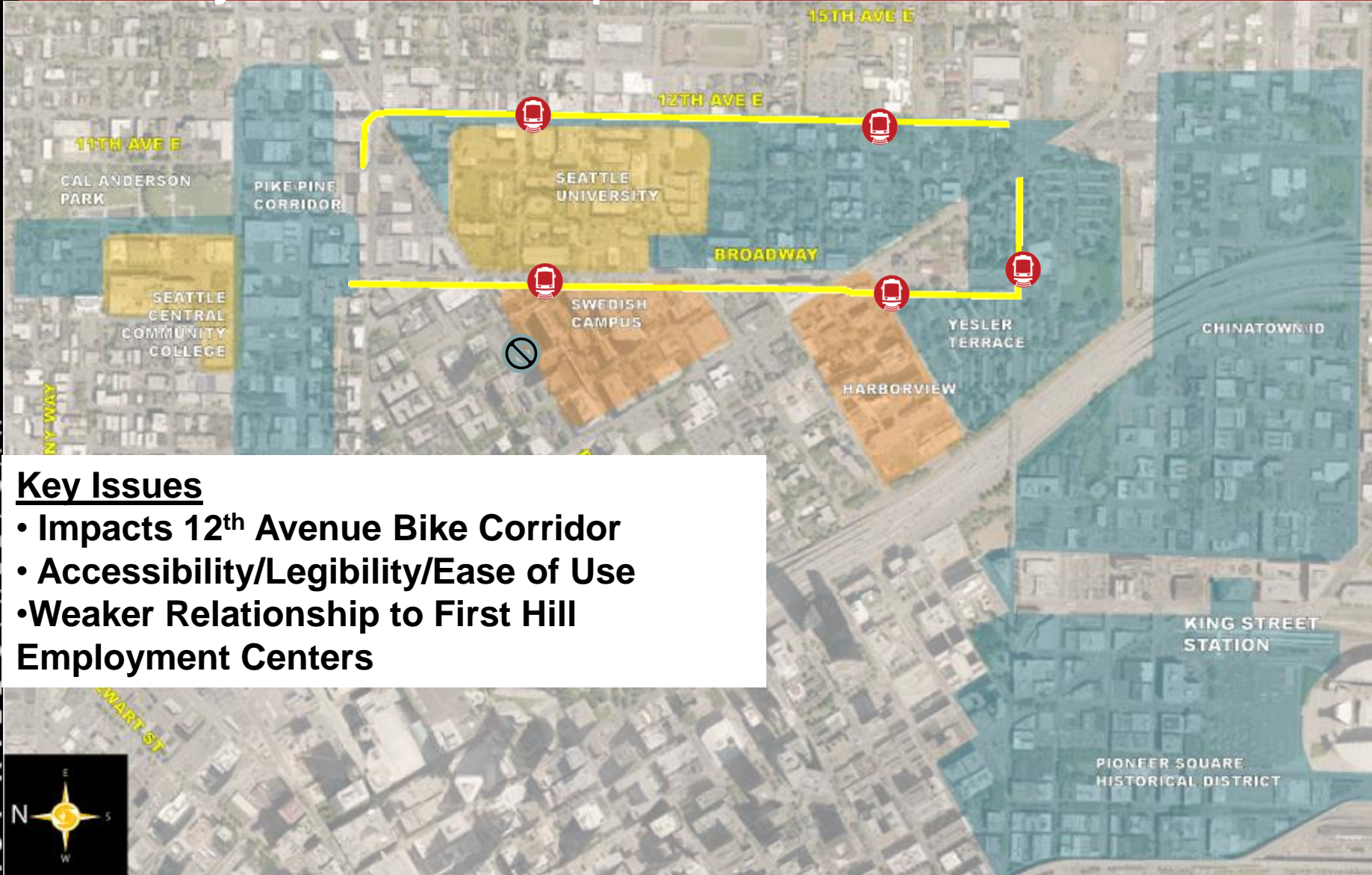


## Key Issues

- \$147 M: \$12 -\$15 M Over Funding Limit
- Slower Travel Time, Higher Operating Cost
- More Existing Transit Service to this Location
- Traffic Impacts on Broadway/James
- Requires Re-Route of Rt 2
- Conflicts with Swedish Emergency & Deliveries
- Steep Grade at Union
- Bike Conflicts



# Alternatives Considered But Not Recommended: Broadway/12<sup>th</sup> Avenue Couplet

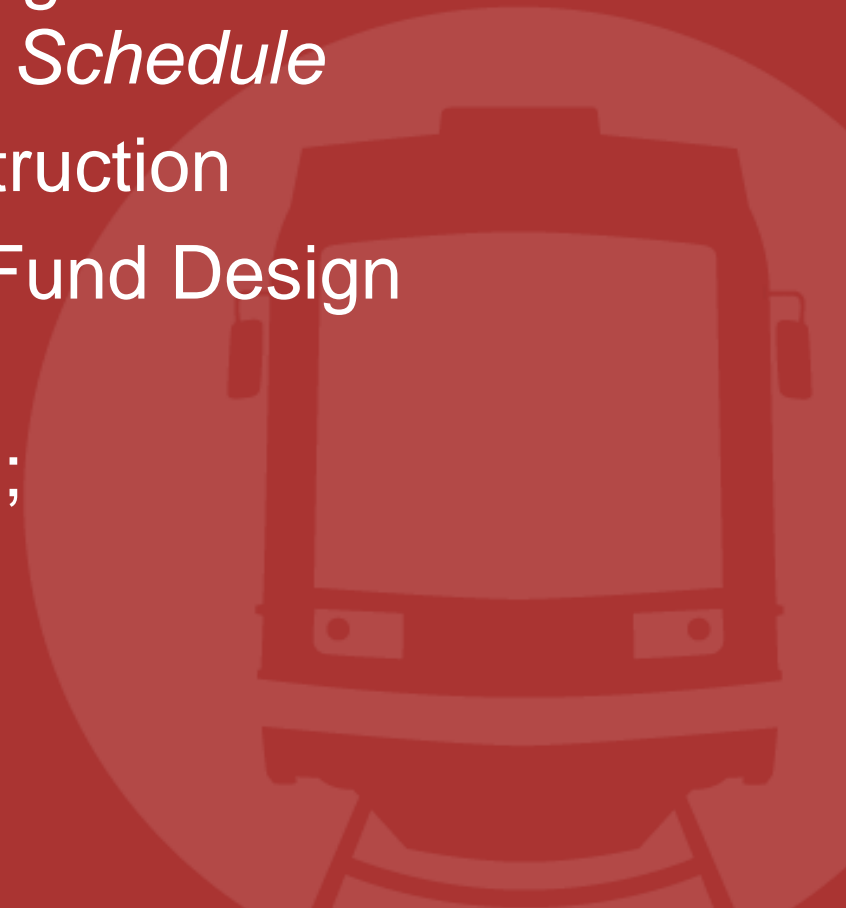


## Key Issues

- Impacts 12<sup>th</sup> Avenue Bike Corridor
- Accessibility/Legibility/Ease of Use
- Weaker Relationship to First Hill Employment Centers

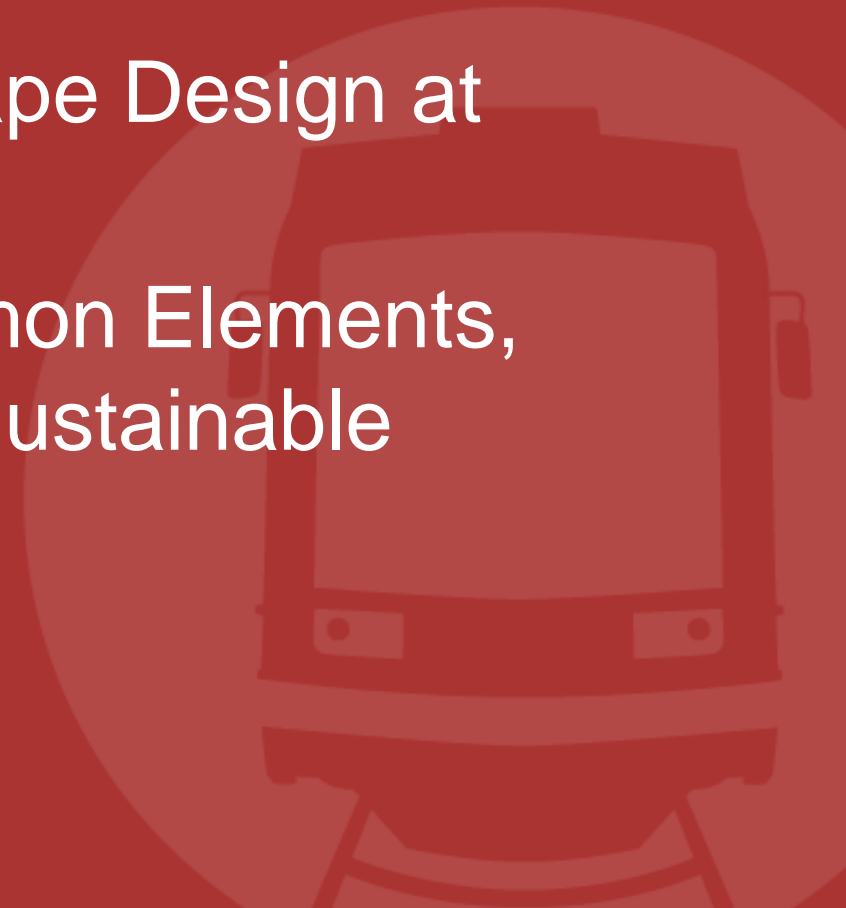
# North Broadway Extension

- \$20 M
- Extension Planning/Funding/Construction:  
*No Impact to Core Project Schedule*
- Flexibility of GC/CM Construction
- Seek ST Authorization to Fund Design
- Potential Sources:  
FTA Small Starts Program;  
ST if Bid Savings;  
Others TBD



# Concept Design—Opportunities and Considerations

- Streetscape Design & Consideration of Cycle Tracks
- Placemaking/Streetscape Design at Stations
- Station Design—Common Elements, Distinctive Elements, Sustainable Elements
- Wayfinding
- Public Art

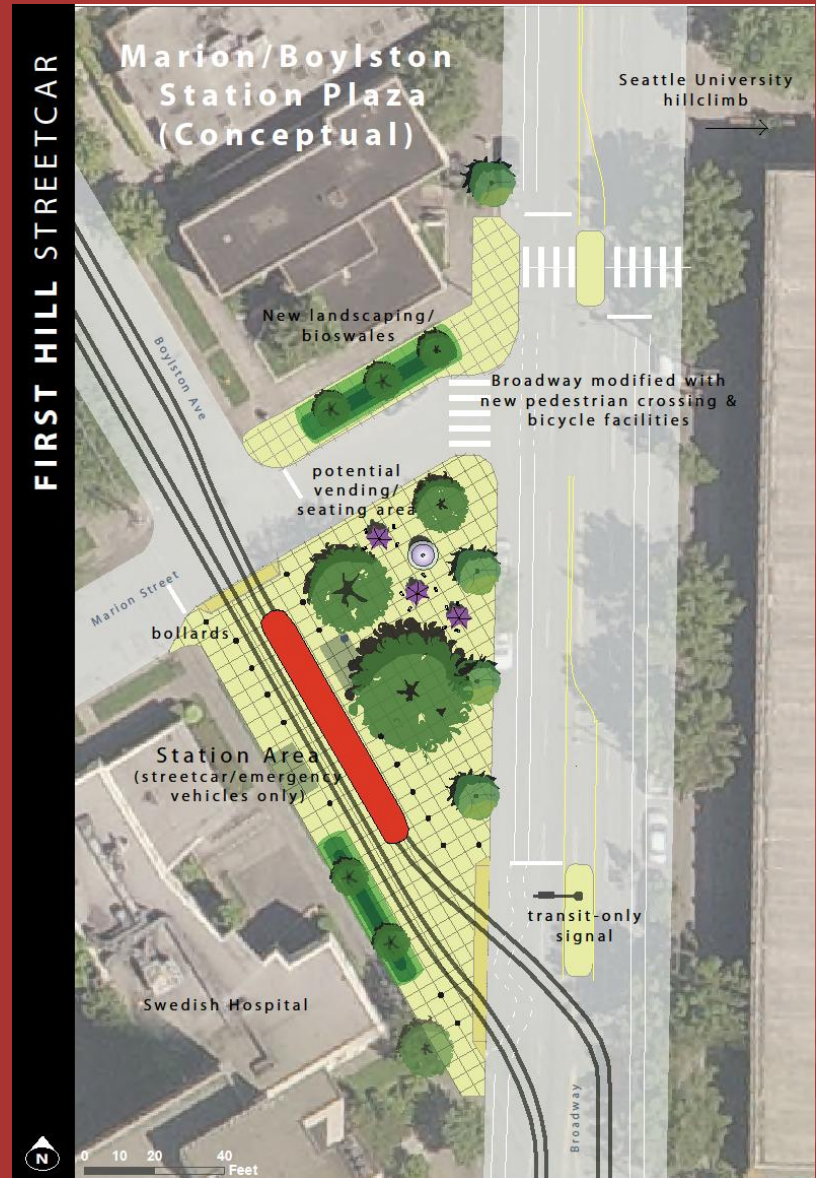




# Streetscape Design & Consideration of Cycle Tracks



# Placemaking/ Streetscape Design at Stations



# Station Design

## Anticipated Common Elements

- Safety & Accessibility Requirements
- Station Identification
- Wayfinding
- Fare Vending/Collection
- Real-Time Arrival

## Possible Distinctive Elements

- Materials
- Shelter Design
- Lighting/Art





# Next Steps

- Alignment Selection (City Council)
- Concept Design & Environmental Review
- Artist Selection
- Station Design Workshop?
- Concept Design Briefing

