



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauk

Laurel Kunkler

Julie Parrett

Norie Sato

Donald Vehige

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

March 18, 2010

Convened 9:00am
Adjourned 2:00pm

Projects Reviewed

Alaskan Way Viaduct Replacement
Streetcar Network

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Brendan Connolly
Graham Black
Lauren Hauk
Laurel Kunkler
Julie Parrett
Norie Sato
Donald Vehige

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jenny Hampton



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March 18 2010 **Project:** **Streetcar Network**
Phase: Design Update
Last Reviewed: Jul 2 2009; Jun 5 2008
Presenters: Ethan Melone, SDOT

Attendees: Gary Johnson, DPD
 Geoff Wentlandt, DPD
 Patricia Hopper, Office of Arts and Cultural Affairs

Time: 1:15pm-2:00pm

(000/RS0000)

SUMMARY

The Design Commission would like to thank Ethan Melon and Darby Watson for the project update of the First Hill Streetcar. The Commission supports the cycle track concept and cycle track integration into the whole project. The Commission doesn't have any objections to overall concepts. The Design Commission supports the direction with the following comments:

- Attention should be paid to the pedestrian realm in the station designs allowing them to become activity hot spots.
- Station design cues should not be drawn from only the neighborhood context but from the streetcar itself.
- The streetcar should be viewed as a means to enhance the urban environment.
- The Design Commission would like to encourage clarity of the user experience.
- Commission confirms interest in participating in the station design workshop.
- Commission supports SDOT's preferred two way Broadway route recommendation.

Presentation

The First Hill Streetcar Project is in the alignment planning and design phase. There is a staff recommended route and the council will vote on a route soon. The design team will bring it back to the Design Commission later into the project.

First Hill is one of the major activity centers that will be linked by light rail and the streetcar system. The ST2 measure that was approved in 2008 provided funding for this project. The team has been looking at a variety of options through First Hill. Community stakeholders asked the design team to look at options further west and east in order to enhance overall neighborhood coverage.

The SDOT recommended alignment is S Jackson, 14th, Yesler, and Broadway. This project is estimated to cost \$125 million and have 10 stops. This alignment was chosen for its ability to affect change in the neighborhoods it'll cover as well as the ease of construction.

SDOT is proposing E Denny Way to be a one-way once it reopens after the construction of the Capitol Hill Station light rail station. Ethan presented alignments and right-of-way designs. The area covers much of the designated urban village but is also affected by the First Hill Station Area Overlay District that must be considered.

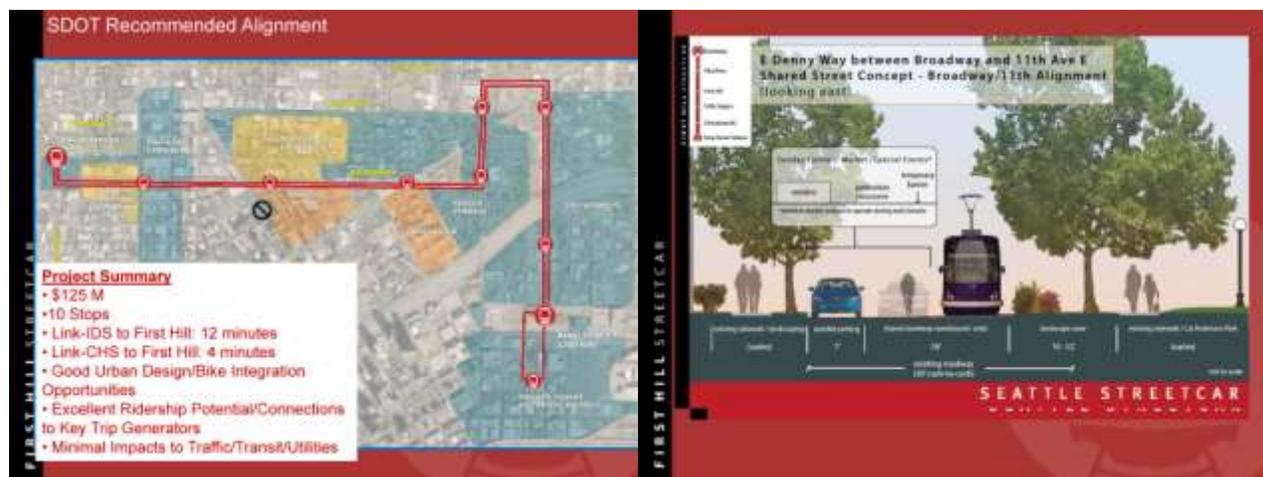
General consideration regarding streetcars include the fixed routes and their ability to attract ridership. Also, ease of access, ride quality, and compatibility with urban neighborhoods are considered positive aspects of streetcars. According to Ethan, there are several streetcar typologies that can be applied in a variety of contexts. SDOT

believes the First Hill line falls somewhere on the edge of several of the typologies. Bicycle integration was a significant consideration when looking at street configurations. Development potential was analyzed for each of the route alternatives as well.

One of the alternatives was the Boren/Seneca option but it was not recommended due to incompatibility of the streetcar with the routes, slower travel times, existing frequencies of bus service, and expense. In general, this route posed many conflicts with existing service.

The Broadway/12th Avenue Couplet option posed fewer conflicts than the Boren/Seneca option. Key issues included the impacts involving the 12th Avenue bike corridor, accessibility issue, and a weaker relationship to First Hill employment centers. Additionally, transit loops often pose wayfinding problems for users, especially when they're first time riders. SDOT is looking to add a North Broadway Extension which is not part of the funded project but still being researched.

Ethan asked, "What are some of the things we'll be looking at when selecting the alignment?" SDOT has gone through the entire neighborhood plans to see what could be applicable. Pedestrian entrances to buildings were analyzed as a way to inform design elements. Two major historic districts are being crossed by this streetcar project and strict design standards are being adhered to in an effort to meet their requirements.



Recommended Alignment and Profile Along Broadway

Streetscape design will be completed once an alignment has been chosen. Cycle tracks are being considered, particularly along Broadway, in an effort to give more right-of-way to non-vehicular traffic. Reclaiming right-of-way is being looked into in a lot of center city. Marion St and Broadway is an example of where this is being analyzed for implementation.

Most of the stations will be center platforms. Common and distinctive elements are being identified as a way to standardize and well as create unique stations for such a diverse set of neighborhoods.

Next steps will include alignment selection, concept design and environmental review, artist selection, station design workshop, and concept design briefing.

Commissioners' Questions/Comments

What is the scale of the station stops?

The SLU stations are approximately the same size as a good sized bus shelter. These would likely be similar in scale – about 12 feet wide and 60 to 80-foot long. Streetcars have fairly minimal impacts along their route in terms of dedicated space. Opportunities for streetcars, however, are convenient for users as their platform heights are equivalent to the height of the floor of the streetcar. The station designs attempt to address convenience and safety by providing convenient crosswalks and demarcated space.

What are the anticipated headways?

15 min peak, 20 min off-peak. If funding is available, it would be advantageous to expand peak hours.

Do you have any idea where the maintenance facility might go?

That has not been resolved at this point and will vary with the alignment alternatives.

Are you sure this is the right configuration? Is there some controversy?

There is no resistance to this project. In fact, there has been more lobbying for it. This is the staff recommendation and the mayor has voiced his inclination of support as he's recently met with stakeholders to hear their views. It's not definite but this is what staff recommended.

I would like to support the alignment as shown. The reasoning behind not continuing with the loop design is sound.

I'm curious about the S Jackson detail impacts and where the tracks are relative to where busses and bikes run is important. My consideration would be for cyclists as this route is a key link.

To provide a station, between 8th and 5th, parking would need to be taken to create enough right-of-way. In other areas, it's already well set up for a streetcar along S Jackson.

I realize there is little space but these could be great opportunities to create little hot spots or gems

Is the King St Station stop directly in front of the station?

We don't know, but there will be a stop in front of Union Station due to the Link Light Rail. The stop would be near 2nd, where people would walk to King St Station. There is a lot more ridership at Union station which will aid in maximization of connections between the differing modes.

I think it would be good to create individual identities at the stations but the real spectacle is the train itself.

Be sure to include good signage. A symbol which demarcates the differing forms of transit would greatly aid in wayfinding for locals and visitors.

A real-time signage system is vital.

This is planned for the system.

Why is the ticketing system not on trains?

The idea is to secure the station so that only paid users would be at the platform.