

Review of Phase I Recommendations

Seattle Transit Study for Intermediate Capacity Transit

**Submitted to:
City of Seattle Strategic Planning Office**

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October 13, 2000



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REVIEW OF PHASE I STUDY RESULTS AND ALIGNMENT RECOMMENDATIONS

STUDY PURPOSE (GOALS AND OBJECTIVES)

As part of a citywide effort to improve and possibly expand transit mobility within Seattle, the City of Seattle (City) along with its partnering agencies (Sound Transit, King County Metro, Washington State Department of Transportation, and the Elevated Transportation Company) initiated the Seattle Transit Initiative or STI. The Seattle Transit Initiative is an on-going sub-regional effort to improve mobility through transit investments in the central urban core of the Puget Sound Region. Improving basic mobility within the City of Seattle is important to the region as a whole, as many people from outside the immediate confines of the City of Seattle are dependent on the accessibility to employment, retail, and other opportunities that are located within its boundaries. Hence, regional agencies such as Sound Transit, King County Metro, and WSDOT are partnering with the City to examine opportunities for improving local and internal – neighborhood transit services.

The City and its partnering agencies identified the need to explore intermediate capacity transit (ICT) options for meeting the existing and future mobility needs of its residents and daily visitors. Stemming from this identified need, the participants in the STI initiated the Intermediate Capacity Transit Study (ICT Study). The specific goals of the ICT study were to:

- Identify opportunities for higher capacity transit service
- Examine transit strategies that will be strategically integrated with existing and planned bus and regional rail services, and
- Develop a detailed plan for service implementation.

Although the goals for the study were well stated by the City and the partnering agencies, a clear definition of the issues or problems in the existing transit system need to be identified. A definable purpose for the study, in terms of the problems and needs within the existing system, must be defined. Furthermore, in light of the current political environment, the defined purpose for the study needs to be one that the public easily recognizes.

A suggested statement of purpose and need for the ICT Study is provided as follows:

In 1996, the Central Puget Sound Region elected to pursue high capacity transit options to serve the regions mobility needs. The region is now developing a light-rail system to serve as the regional spine of a future high-capacity mass transit system. As this mostly north-south system nears implementation, local and inter-neighborhood routes within the City of Seattle should be examined to eliminate duplication between regional and local services. Likewise, as service shifts to respond to the regional system, deficiencies within the existing local service network should be examined. At this time, existing bus transit-service within specific corridors is being provided at maximum practical capacity, with demand for these transit services continuing to increase. With existing transit service at maximum capacity in some corridors and an ever-increasing demand, it may be that future demand will not be adequately addressed by existing service concepts. Primary local and inter-neighborhood transit corridors within the City of

Seattle should be identified and examined for their ability to meet existing and projected travel demands. Where current transit services are identified as unable to efficiently and effectively meet existing or future demand, alternate transit technologies and/or other operating techniques should be considered. Options to be considered should support existing and future land uses within the identified corridors and minimize impacts to the natural and built environment while maximizing the level of mobility provided.

The proposed statement of purpose and need can be divided into “sound bites” for decimation to the public. Each sound bite should be independently verifiable either by observation or by data already collected by the City of Seattle or its partnering agencies.

ICT STUDY PHASE I

Thus far, the ICT Study has been developed in two phases. The first phase of the study was conducted through an inter-agency partnering process, involving the City of Seattle and the involved regional transportation agency partners.

This review is being completed as part of Phase II and is intended to refine and verify the Phase I recommendations. The first phase of the study was largely conducted as a series of brainstorming efforts between the City of Seattle and the participating agencies. These brainstorming efforts were supported by preliminary level sub-regional data gathered from readily available sources. Examined data include: population, population density within a quarter mile of transit routes, transit ridership, residential density, employment, employment density, land use, and other data types.

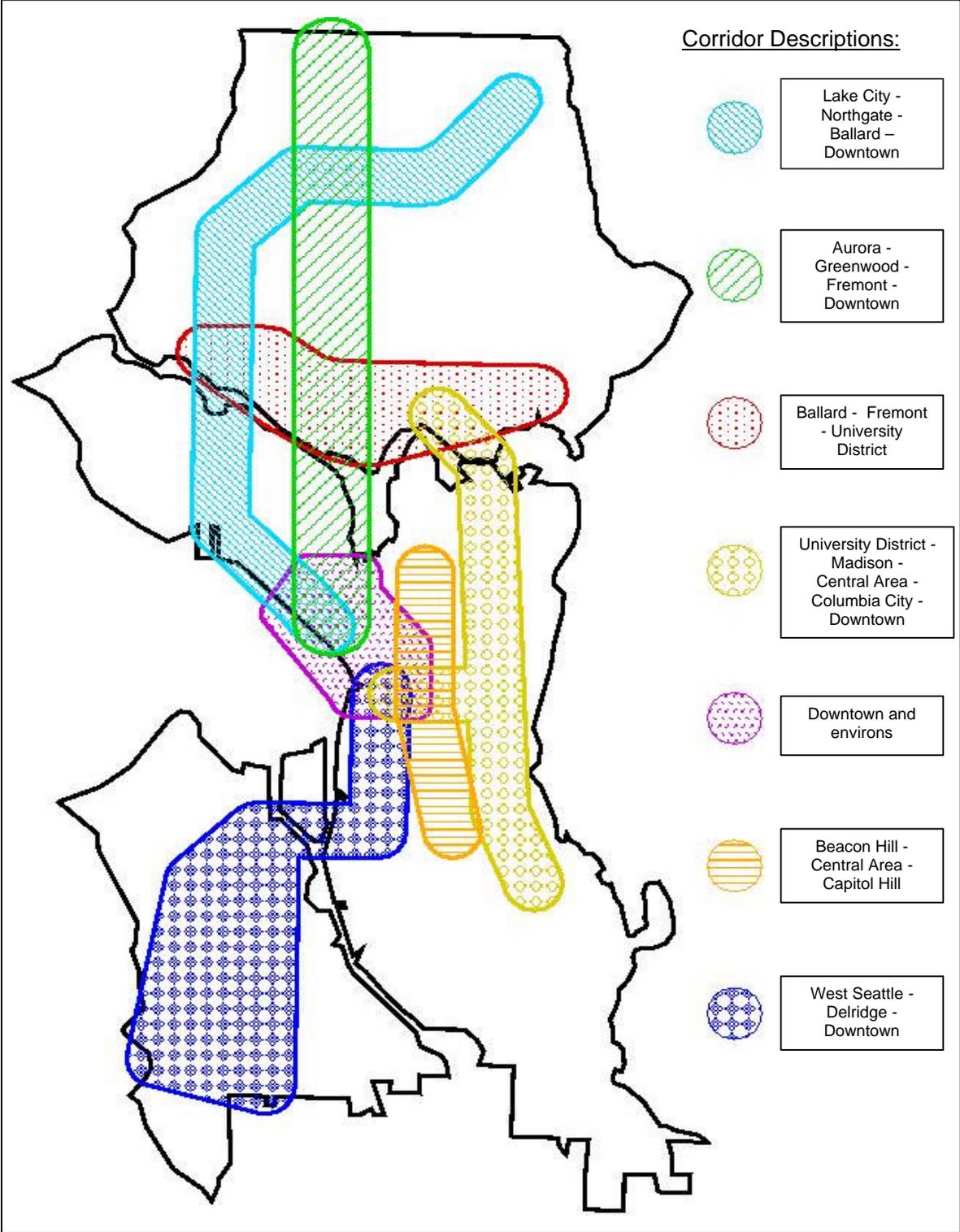
Analysis data for Phase I were developed at the sketch-planning level. Regional data, and data collected during previous transit studies were the basis for the planning effort. Combined with the professional experience of the participating agency staff members, this approach was appropriate for the initial stages of the study.

The primary outcome of Phase I was the identification of seven (7) corridors for more detailed analysis during Phase II of the ICT Study. Although numerous preliminary corridors were analyzed, the seven identified for further study were specifically selected because they do not compete with regional services and because they address areas of un-met need as identified by the participating agencies. These seven corridors include:

- Lake City-Northgate-Ballard-Downtown
- Aurora-Greenwood-Fremont-Downtown
- Ballard-Fremont-University District
- University District-Madison-Central Area-Columbia City-Downtown
- Downtown and environs
- Beacon Hill-Central Area-Capitol Hill
- West Seattle-Delridge-Downtown

Each of these corridors (See Figure 1) presents unique characteristics that suggest the need to consider them as candidates for higher-capacity transit.

**Figure 1
Corridors Identified in Phase I**



6/29/00 Review of Phase I

Lake City-Northgate-Ballard-Downtown

This corridor connects the western neighborhoods of Seattle, providing north-south access in an area with few alternatives. The corridor is focused on Lake City Way, Northgate Way, Holman Road, 15th Avenue NW and Elliott Avenue. The corridor connects Northeast Seattle with the Northgate Mall area, Northgate Mall area with Ballard, and Ballard to Downtown. This routing would allow integration with the regional mass transit system that will eventually serve the Northgate Transit Center. Additionally, the identified corridor provides access to both Magnolia and Queen Anne via connecting east-west service.

A unique feature about this corridor is that there are no freeways currently connecting the western neighborhoods directly with downtown Seattle. Primary vehicle access routes to the western neighborhoods are restricted to arterial access via 15th, 8th, or 3rd Avenues. Greenwood and Aurora Avenues, the closest high-speed north-south arterials, are geographically separated from the western neighborhoods for most of the Seattle study area by a steep elevation. Furthermore, east-west connections to the I-5 corridor are provided via the heavily congested 45th/Market Street Corridor, 85th Street, and Northgate Way, limiting easy access to this primary north-south corridor. The significance of the lack of competitive high-speed highway access to the western neighborhoods is that they have traditionally been strong transit markets focused on the Seattle Central Business District (CBD). Furthermore, these neighborhoods are undergoing rapid redevelopment as residential destinations for younger upwardly mobile professionals. These characteristics, combined with the historic high transit ridership levels, suggest an excellent market for the introduction of intermediate capacity transit options.

From an historic perspective, electric (rail) trolley systems (one form of intermediate capacity transit) have run in portions of this corridor in the past. An 1896 map of the Seattle Street Railway shows a streetcar line serving a Downtown Seattle to Ballard corridor. This early corridor operated along Western and First Avenues – Mercer Street – Beach Drive – Elliott Avenue – 15th and 13th Avenues and terminated at the intersection of Ballard Avenue and 3rd Avenue West. A later map of the Puget Sound Traction Light & Power Company, circa 1915, shows the Ballard network being expanded to provide circulation throughout lower Ballard and providing a northern connection to the Everett Inter-Urban line via 15th Avenue NW and N 85th Street. By 1933, a similar map shows the 15th Avenue corridor becoming the primary route to Ballard, bypassing the 13th Avenue crossing of the Ship Canal. By 1941, much of the streetcar network serving Ballard had been converted to electric trolley buses. However, the new electric trolley buses continued to serve the same routes, as did the previous electric rail trolleys. The significance of this historic account of the western corridor is that this corridor was a traditionally transit-oriented corridor. The basic land use patterns were laid when streetcar was the primary mode of access and travel throughout the region. Even though the private automobile has had a significant impact on the community, the basic land use infrastructure necessary to support intermediate capacity transit has been in place from as early as 1896.

(See appendix for historic Rail Maps of Seattle).

CORRIDOR/ALIGNMENT RECOMMENDATION

Intermediate capacity transit systems implemented in this corridor (much like the historic inter-urban streetcar system that once served this corridor) could provide the transportation spine for these neighborhoods, much as Aurora and I-5 have for neighborhoods surrounding those auto-oriented facilities. As such, this corridor is a strong candidate for further analysis as part of the Phase II ICT Study. Emphases on a 15th Avenue/Holman Road/Northgate Way corridor should

be the focus of the ICT analysis. In Ballard, the 3rd and/or 8th Avenues could be alternates to 15th Avenue. However, these streets do not provide the same connectivity to the north as does 15th. Likewise, they do not provide the neighborhood penetration into Ballard that a 15th Avenue alignment would. Consideration of a Ballard circulator or implementation of the Ballard to University ICT Corridor may be warranted to provide further connectivity to key activity destinations in the old Ballard and Fremont town centers from the 15th Avenue corridor. Furthermore, a major transfer option with the Greenwood and/or Aurora Avenue corridors, the regional mass transit network at Northgate, and an eastern corridor at Lake City should be incorporated in the Phase II analysis.

Aurora-Greenwood-Fremont-Downtown

The Aurora-Greenwood-Fremont-Downtown corridor represents the original interurban north-south corridor in Seattle. Aurora Avenue (State Highway 99) is the original north-south highway connecting Seattle to both Portland, Oregon and Vancouver, B.C. Many neighborhoods surrounding Aurora are still reminiscent of small communities that grew up along the old interregional route. The corridor provides north-south access roughly half way between the 15th Street corridor (discussed in the previous section) and I-5, as well as the future regional high capacity mass transit corridor through the University District.

Transit currently operates in this corridor and is well used by commuters destined for downtown Seattle. At the very north end of the Seattle study area, a directional transit lane is provided in the curb-lane of Aurora Avenue (north of 115th Street).

As the I-5 corridor becomes more and more congested with vehicle traffic, the Aurora/Greenwood Avenue corridor will become a more attractive corridor for north-south travel. This may impact existing transit services, especially south of 115th Street where no transit lane is available. Routes in this corridor are heavily used. Options that could give transit an operational advantage over the private automobile could further increase transit demand and encourage transit supportive land uses to develop along the corridor.

As with the Ballard corridor, the Aurora - Greenwood – Fremont Corridor represents an historic corridor for intermediate capacity transit operations. An Interurban Streetcar extending from Downtown Seattle, along 8th Avenue and Westlake Avenue generally followed an Aurora alignment north of the present day Ship Canal. By 1915, this line crossed the Ship Canal via the Fremont Bridge. It connected with Phinney and Greenwood Avenues and provided service to Ballard via the North 85th Street/15th Avenue corridor and interurban service to Everett via the Aurora Avenue alignment. This service, minus the regional connection to Everett, was converted to trolley bus service by 1941.

(See appendix for Historic Rail Maps of Seattle)

CORRIDOR/ALIGNMENT RECOMMENDATION

Both the Greenwood and Aurora alignments represent strong historic and existing transit alignments. The Greenwood route alignment provides access to higher density land uses than does the Aurora alignment. However, the Aurora route, with its higher operating speeds and generally straighter alignment, would provide higher potential travel speeds for express-type services.

The Greenwood and Aurora alignments provide an opportunity to test ICT technologies in two closely parallel corridors and are both recommended for further analysis. It is possible that the two corridors will be identified as inherently linked and a combination local/express service regime can be devised using the strengths of both corridors. The two corridors also provide an opportunity to look at competing technology concepts within the same corridor. For example, an extension of the high occupancy vehicle lanes that currently exist in the northbound lanes on Aurora Avenue (north of 115th Street) could be developed into a bus rapid transit concept. This in turn could be tested against an in-street light rail technology for the Greenwood Avenue alignment. The two corridors provide the opportunity to analyze the benefits of each within their optimum running environments.

Ballard-Fremont-University District

This corridor is an important east-west corridor, as it connects Ballard, Fremont and the surrounding neighborhoods to the west with I-5, the University District and neighborhoods to the east. Several major arterials serve this corridor, including the 45th and 50th Street corridor that cuts through the heart of Wallingford and carries the bulk of both transit and auto demand through the corridor. Transit demand on the 45th Street transit routes (Route 44 and 30) significantly exceeds the practical capacity of the routes during peak periods and throughout the day as well. Buses often run with their aisles full of standing patrons and typically run at very tight headways during the peak periods. An intermediate capacity transit network connecting the western neighborhoods, through Wallingford, to the University District and the future regional mass transit system would likely realize considerable demand. However, options for providing an intermediate transit route within this corridor will be difficult due to terrain and lack of available right-of-way options. Both 45th and 50th Streets are extremely congested and parking on these streets is very important to local businesses and residents.

The first historic ICT concepts to serve this corridor are identified by Puget Sound Traction Light and Power Company in 1915. Electric streetcars feeding off the Aurora/Westlake Boulevard route crossed the Ship Canal at both the Fremont Bridge and at a location approximately even with Woodland Park Avenue. Service to the east was provided by a line continuing up Woodland Park Ave to where it joined the 45th Street corridor. From here, the line ran along 45th Street to the University district. A low route along North 40th street also provided service to the University District, connecting to 45th Street via 14th Avenue. Service to Ballard and the west was provided along the waterfront, connecting from the Fremont Bridge area via Kilboure Street and 6th Avenue NW, reentering the 45th/Market Street Corridor and providing east-west access through Ballard. By 1933, the eastern streetcars focused on the 45th Street corridor rather than 40th Street. The urban commercial development along 45th Street likely reflects this intensified focus on 45th Street.

To the west, Leary Way became the preferred tram alignment, likely due to the improved speeds provided over the Kilboure and 6th Street alignments. These pre-1940 alignments reflect the influence that the Market Street hill, between Phinney Avenue and 8th Avenue NW, had on transit services between Ballard and the University District. The grades on Market Street would have been too difficult for rail technologies to negotiate. Most electric streetcars were oriented to downtown rather than as cross-town services. Even the 45th Street corridor service was actually a radial route connecting the growing University District with Downtown Seattle. With the introduction of rubber-tired trolley buses in the early 1940's, service to the east was connected to downtown Seattle via the Aurora Avenue Corridor. By the 1970's, cross-town service was connected between Ballard and the University District. By this time, electric trolley buses could climb the grade on Market Street.

(See appendix for Historic Rail Maps of Seattle)

CORRIDOR/ALIGNMENT RECOMMENDATION

As evidenced by the historic evolution of the Ballard to University District Corridor, rail technologies have been and will be significantly impacted by the grades associated with the Market Street hill, whereas rubber-tired technologies are less significantly impacted. Given this historic perspective, both a 45th/Market Street corridor as well as a corridor that follows Leary Way to Wallingford Avenue or Stone Way and then continues on 45th Street should be considered. Additionally, a third alignment that follows the north shore of Lake Union might provide express routing from Ballard to the University, but would miss much of central Wallingford. In all, the Ballard to University corridor would likely be an important link in any future ICT system. The Ballard to University corridor would provide a vital link in such a future network, completing a grid system that could be optimized through sub-regional transfer stations located where the major ICT corridors would cross.

University District-Madison-Central Area-Columbia City-Downtown

This corridor, extending through the heart of Seattle's eastern and central neighborhoods, would serve the University District, Madison and Columbia City neighborhoods, and downtown Seattle. Connections to the regional freeway system are possible at Montlake and Roanoke in the north, near Olive Way, Madison Street and James Street in the central portion of the corridor, and in the south end of the corridor at I-90 and Columbian Way. North-south travel in this corridor is strongly transit oriented, with substantial transit ridership headed for employment and educational opportunities in the University District. The Central Area and Columbia City neighborhoods also have populations of transit-dependent patrons focused on regional employment in downtown Seattle and the industrial areas south of downtown.

From a geographic perspective, this corridor provides an eastern counterpart to the Lake City – Northgate – Ballard- Downtown corridor. However, the termination of the corridor in the University district leaves the northeastern portions of North Seattle (Wedgwood, Ravenna, and Lake City) without an intermediate capacity transit option. An extension of the University District – Madison – Central Area – Columbia City Corridor north on either 25th or 35th should be considered. Implementation of both an eastern and western corridors would provide network balance within the entire study area and feed the regional high-capacity system running into downtown Seattle. Implementing a western and eastern corridor approach could serve longer trips that were not of a regional orientation and effectively tie outlying neighborhoods into the regional system at key intersections.

Historic electric streetcars have run on various portions of this corridor. Maps from 1915 show lines extending along Madison and 23rd Avenues, crossing the Montlake Cut across the Montlake Bridge. By 1933, these routes had been extended up University Avenue and 15th Avenue NE with a spur to the east via 55th Street. By 1941, these streetcars had been converted to a network of trolley bus lines that operate to this day. Various bus lines have served the length of the corridor since the introduction of electric bus lines, but a continuous intermediate capacity type system has not run the length of the corridor.

(See appendix for Historic Rail Maps of Seattle).

CORRIDOR/ALIGNMENT RECOMMENDATION

The University of Washington has become a primary destination for routes serving the northeast neighborhoods as well as those along 15th Avenue NE and Madison Avenue. This demand has been well served by the existing bus operations, but portions of the corridor have become extremely congested and should be analyzed for potential ICT improvements such as expanded lane restrictions, dedicated right-of-way, signal preemption, etc. Furthermore, as previously suggested, the corridor should extend north and east of the University via 25th or 35th Avenues NE, connecting with the Lake City – Northgate – Ballard – Downtown corridor in Lake City. Connection of these corridors would provide a connected network of sub-regional intermediate capacity transit options, with transfer opportunities at Lake City and the University District (if a 45th Street Corridor is implemented).

The recommended alignment for Phase II study would be along 25th and/or 35th Avenues, to Montlake Avenue and along 23rd Avenue to Rainier Avenue South. This alignment follows traditional transit routings and provides a nearly continuous and direct on-street alignment potential. Lastly, the connection to Downtown Seattle is recommended to be deleted from this corridor in favor of a separate connecting route by an extension of the Capitol/Beacon Hill corridor or a Downtown Circulator route structure. This would provide an eastern bypass to downtown, recognizing the independent importance of the University District and employment and residential concentrations in this eastern corridor.

Downtown and Environs

This designated corridor is more of an area rather than a corridor, due to the nature of its boundaries and the inherent geography of the area. Steep grades between 6th Avenue and the waterfront present significant barriers to convenient pedestrian access and as the downtown continues to expand north into Belltown and Queen Anne and south into the Safeco Field area, there is a greater need to provide circulation between all parts of the downtown. Such a circulation system could provide feeder service into the regional mass transit network being designed to serve downtown Seattle through the existing transit tunnel. This could provide a wider distribution system from the new regional mass transit network to all parts of downtown Seattle, increasing overall transit ridership throughout the region.

Due to geographic constraints, downtown Seattle has a very linear growth pattern with a strong north-south street grid and land use alignment. Likewise, transit services in downtown Seattle have traditionally operated north-south, avoiding the steep grades associated with east-west travel across the ridges. Historic streetcar routes running on north-south on Western Avenue, 1st, 2nd, and 3rd Avenues are clearly identifiable in network maps as early as 1896.

In addition to the north-south routes of 1896, east-west streetcar and cable car routings were developed at James, Pike and Cedar Streets. Due to their location at either end of the financial and retail core of downtown Seattle, these streets provided the opportunity for downtown circulation. Additional east-west or cross circulation was added by 1915, with streetcars on Union, Madison, and Pine and Denny Way. By 1933, the Cedar Street corridor appears to have been the preferred streetcar/cable car alignment. This was reinforced once rubber-tired electric buses were introduced as replacement vehicles for the many of the streetcars. Some grades in downtown required that cable cars continue operating, but these were replaced as improved rubber-tired vehicles were developed. Throughout this historic time frame however, it is not clear that these cross routes were used to provide downtown circulation. The majority of the routes, including those into lower Queen Anne and Belltown appear to have remained radially

oriented to the downtown core, much as the current service is oriented on 1st, 2nd, and 3rd Avenues today.

(See appendix for Historic Rail Maps of Seattle).

CORRIDOR/ALIGNMENT RECOMMENDATION

This area, because of its status as the central business district and primary transit destination in the region, should be considered as a necessary link in a future ICT network serving the City of Seattle. A future system should be considered that ties the waterfront area of Seattle into the retail and business core, as well as the emerging sports and entertainment core on the south end of downtown. The system should provide connectivity to the other ICT corridors being considered and provide local access between residential and employment land uses that continue to grow in downtown and the surrounding neighborhoods. At a minimum, an exclusive right-of-way concept, such as extension of the existing monorail, should be considered as well as an extension of the Waterfront Streetcar. Previous studies have suggested a downtown loop for the monorail as well as various extensions of the Waterfront Streetcar. These earlier studies provided alignments that should be evaluated as part of the ICT study.

Beacon Hill-Central Area-Capitol Hill

This corridor is the shortest of the corridors identified by the ICT Phase I Study. It serves the Capitol Hill, Beacon Hill and Central Areas of Seattle. Both Capitol Hill and the Central Area are relatively close to downtown Seattle and are within walking distance of the major employment centers in downtown Seattle and First Hill. The Beacon Hill community is somewhat more removed than either the Central Area or Capitol Hill. At least one other corridor (the University District – Madison – Central Area – Columbia City – Downtown Corridor) overlaps portions of the designated Beacon Hill – Central Area - Capitol Hill corridor. Major employers in this corridor include the regional hospitals of Virginia Mason, Swedish, Group Health, Harbor View, and the Veterans Administration. Other employers include Amazon.com, Seattle University, and many small and mid-sized retailers. Portions of the corridor, especially on Broadway in the central Capitol Hill area, are very congested and demonstrate strong transit ridership. The ability of existing transit services to meet the transit demands within this corridor should be considered. Unlike the University District – Madison – Central Area – Columbia City corridor to the east, the Beacon/Capitol Hill corridor likely serves shorter, more localized trips within the corridor.

Like the other corridors under investigation, the Beacon/Capitol Hill corridor has had electric trolley and cable car operations associated with it in the past. These routes provided circulation into Seattle and along the top of Capitol and Beacon Hills.

(See appendix for Historic Rail Maps of Seattle).

CORRIDOR/ALIGNMENT RECOMMENDATION

A circulation and distribution system, focusing on the proposed high capacity transit station on Capitol Hill and Beacon Hill, could provide a shortcut route between these two communities and would also allow transfer between the south and north legs of the proposed regional light rail system, bypassing downtown. Such a system could provide connectivity between Beacon Hill, Seattle University, Broadway, and North Capitol Hill. However, this corridor would operate more independently from the other proposed ICT corridors.

As with the University District – Madison – Central Area – Columbia City corridor, it is recommended that a separate connector to downtown be provided through the Downtown Circulator, as opposed to the Beacon/Capitol Hill corridor. This alternative concept can be evaluated in conjunction with the other Downtown Circulator concepts. While this concept would require a transfer center or location, there is independent utility in through routing a shuttle system between the Beacon Hill and Capitol Hill regional light rail stations.

West Seattle-Delridge-Downtown

West Seattle is perceived as more remote than other neighborhoods of the Seattle study area because of its limited accessibility with downtown, via the West Seattle Bridge. This is despite the fact that it is no further than Ballard or the University District.

Much of West Seattle is residential in nature with local supportive retail employment centers located at key arterial intersections, like the West Seattle Junction, Morgan Junction, and White Center. A key destination in West Seattle is the Vashon Island Ferry terminal. Significant transit ridership between the terminal and Downtown Seattle is also an important market for transit operations.

Historic data with regards to former ICT systems in this corridor support this initial observation. Maps of the 1896 Seattle Street Railway System indicate that a West Seattle Cable Railway operated along Grand, Cascade, Olympic and Vashon Avenues. The system essentially operated in a loop, with no connections to the remainder of the developing rail system in Seattle. By 1915, this initial cable system appears to have been replaced with electric streetcars operating along Spokane Street, Arbor Avenue, Avalon Way, California, and Fautleroy Avenues. Connectivity to the Seattle central business district was along First Avenue, via the Seattle to Tacoma interurban rail line. Transit service was not significantly expanded in West Seattle until rubber tired buses were introduced. This is likely due to the greater maneuverability of rubber-tired technologies as compared to rail technologies.

(See appendix for Historic Rail Maps of Seattle).

CORRIDOR/ALIGNMENT RECOMMENDATION

One market in West Seattle is the connection between the Fautleroy Ferry terminal and downtown Seattle. Sound Transit currently provides a regional service connection between the Fautleroy Terminal and downtown Seattle. Any new alignments considered in West Seattle should avoid competition with this service, but should incorporate improvements to complement it. In other words, improvements that provide faster travel times for buses could benefit regional transit services as well.

Existing transit volumes and preliminary projections show a strong transit orientation in West Seattle. Ridership on routes such as the 20, 21, 22, 55, and 56 is quite strong. This suggests that there is significant demand for transit in the whole of West Seattle. This is consistent with the historical information about previous ICT systems that have operated in West Seattle.

For purposes of analyzing ICT concepts in this corridor, a Fautleroy/California Avenue/West Spokane Street/1st Avenue or SW Spokane to Fautleroy Way SW alignment would be the optimal alignment to consider. Implementing a redesigned West Seattle Junction at California and Fautleroy Avenue may be an element considered for further analysis.

RECOMMENDATIONS RELATED TO PHASE I ICT STUDY

Phase I of the ICT study evaluated the City of Seattle's geographic area for potential intermediate capacity transit service and made recommendations based on the collective knowledge of the participating transportation providers. Recommendations developed as part of Phase I analysis were based on available regional data and the professional judgement of staff from the involved agencies.

Information provided by the City of Seattle documenting the findings and agency recommendations from Phase I were reviewed. The following consultant recommendations are offered for discussion as the basis for the Phase 2 analysis.

- Identify a clear statement of purpose and need and seek public input/support of the study.
- Lake City-Northgate-Ballard-Downtown Corridor: Focus on a 15th Avenue NW / Holman Road / Northgate Way alignment connecting with Elliott Avenue into Downtown Seattle as the primary central alignment. Alternates in Ballard may be relevant depending upon community and traffic constraints.
- Aurora-Greenwood-Fremont-Downtown Corridor: Focus on Aurora as a higher speed alignment with an alternate alignment on Greenwood Avenue. Incorporation of both alignments as part of this corridor will allow the testing of competing technology concepts in a parallel route network (i.e., bus rapid transit – BRT on Aurora Avenue and in-street light rail transit – LRT on Greenwood).
- Ballard-Fremont-University District: Three alignment options are recommended for consideration, including: a Market /45th Street alignment, a Leary Way/Stone Way or Wallingford Ave/45th Street alignment, and a north Lake Union alignment.
- University District-Madison-Central Area-Columbia City-Downtown Corridor: Extension of this corridor north of the University to serve the neighborhoods of Ravenna, Wedgwood, and Lake City should be considered. Such an extension would provide system connectivity and parity with the Western Corridor. A 35th or 25th Avenue/Montlake Avenue/24th - 23rd /Rainier Avenue South alignment should be considered as the focus of detailed analysis. Direct service to downtown from this corridor, should be provided by a connecting service via Madison Street, with the corridor ICT service continuing as a bypass to downtown.
- Downtown and Environs: This area should be considered for a circulator type system to serve the existing employment and residential land uses throughout downtown, as well as the emerging residential and employment land uses in the north and south ends of the core, such as Belltown and the Safeco Field Area. Service to Coleman Dock should also be served by any circulator system under consideration. Alignments suggested by previous Monorail and Waterfront Streetcar studies should be considered as a starting point and basis for evaluation. However, all major north-south and east-west streets should remain in the analysis at this time.

- Beacon Hill – Central Area - Capitol Hill Corridor: An alignment in this corridor should focus on Broadway and 12th Avenue and provide shuttle service between the Capitol Hill and Beacon Hill regional light rail stations. Service to Downtown Seattle should be provided via connecting service rather than routing direct service between the corridor and downtown.
- West Seattle-Delridge-Downtown: An alignment focusing on California and Fauntleroy Avenues should be considered with a potential spur or circulator service on Delridge. Connections to Downtown Seattle via 1st Avenue should be the primary access to the rest of the network.

APPENDIX
