

For a complete report on the Center City Streetcar Workshop go to:
<http://www.seattle.gov/transportation/streetcarnetwork.htm>

Resources

Mayor's Center City Seattle Strategy

http://www.seattle.gov/DPD/Planning/center_city/Overview/

SDOT's Center City Access Strategy

<http://www.seattle.gov/transportation/centercityaccess.htm>

SDOT's Center City Circulation Study

<http://www.seattle.gov/transportation/ppmpcentercity.htm>

SDOT's Seattle Transit Plan

<http://www.cityofseattle.net/transportation/transitnetwork.htm>

Why consider more streetcars in Seattle?

Streetcars attract up to 40% more riders than the bus, all conditions being equal. New rail lines replacing buses have doubled previous ridership. Streetcars attract choice markets because they provide predictable routes and stops and have greater ride comfort.

Why not just add some nice buses?

Streetcars help shape development and often generate public and private financing. They attract commuters, tourists and occasional riders. They operate more compatibly in the pedestrian environments.

What other cities are considering streetcars?

Existing Systems in San Francisco, Philadelphia, Toronto, Tacoma, Portland, Dallas and New Orleans have lines that serve local circulation downtown, enhance economic development and are integrated with bus routes, light rail transit and subway systems.

Planned Systems for Atlanta, Boston, Spokane, Detroit and Sacramento will create a better commute system, better local circulation and result in increased property values along streetcar lines.



Creating a Center City Streetcar Network

Center City Streetcar Workshop - Connecting Seattle's Downtown and Neighborhoods

Seattle Department of Transportation (SDOT) hosted an all-day workshop on July 20, 2006, bringing together Streetcar Alliance members and an array of technical and agency staff from SDOT, Puget Sound Regional Council, Sound Transit, King County Metro and Washington State Department of Transportation.

The Streetcar Alliance is a community based alliance with public sector partners facilitated by the Urban League. Participants include Cascadia Center for Regional Development, Allied Arts, Transportation Choices Coalition, Futurewise, Build the Streetcar, Downtown Seattle Association, Seattle Chamber of Commerce, neighborhood and labor councils.

The goals of the workshop included:

- Develop evaluation criteria for successful streetcar applications in Seattle
- Explore feasible streetcar alignments
- Prioritize alignments that best meet the evaluation criteria

The workshop resulted in a conceptual plan that includes:

- alignments that appear achievable within the next ten years
- an extension that would be a priority but needs additional analysis before a commitment is made
- additional projects that require significant analysis and/or time to determine their feasibility

This conceptual plan builds on and enhances the following networks:

- **Existing Rail Network.** The plan starts with the city's existing and funded rail network, including Link light rail, the Seattle Center Monorail, the South Lake Union Streetcar and the Waterfront Streetcar. Sound Transit's proposed extension to Capitol Hill/First Hill is included since conceptual design is complete and this project is included in various Sound Transit 2 funding packages which will go to the voters in 2007. It is important that any new streetcar investments capitalize upon the existing and planned system, connecting to key stops and hubs.

- **Existing Core Bus Network.** These are the trunklines of the city's transit system, running every 15 minutes or better all day long for at least 18 hours a day. Some of these routes are the best candidates for replacement with streetcar, in part since most of them are historic streetcar routes.

- **Center City Transportation Hubs.** The routes connect to one or more of the hubs at King Street Station, Colman Dock or Westlake Center.



TRANSIT NETWORK	
	Link Light Rail
	Seattle Center Monorail
	South Lake Union Streetcar
	Waterfront Streetcar
	Existing Core Bus Network
	Ferry Routes
	Center City Transportation Hubs
	Link Light Rail Station

STREETCAR RECOMMENDATIONS	
	2016 Streetcar Lines
	Priority Extension
	Further Study

Streetcars are Most Successful When...

Land Use

They travel through high density corridors with a rich mixture of land uses.

Walking to, from and between streetcar stops is convenient and comfortable.

The mixture of land uses along the corridor encourages many short, convenience trips. Retail, employment and housing are all well served by streetcars.



Integrated with a Citywide Transit System

They are part of a citywide transit network, such as the Urban Village Transit Network defined in Seattle's Transit Plan. Since they can generate high all day ridership, streetcar lines are envisioned as part of the Seattle Transit Plan along corridors where the land uses and street characteristics are supportive.

They have a strong terminus on at least one end of the line. The Center City Transit Hubs (King St Station, Colman Dock and Westlake Center) are likely choices. The other end can be a major destination like Seattle Center, a neighborhood shopping street or another transit hub like a light rail station.

They can operate quickly and reliably. People make decisions to take transit largely based on travel speed and reliability. More reliable service usually means more ridership. Since streetcars cannot maneuver around obstacles, corridors without significant congestion are optimal.

Street Characteristics

Street grades are 6% or less.

Travel lanes are 11 feet wide and intersection geometry is simple.

Overhead clearances are at least 14 feet.

Tracks are placed away from underground utilities to reduce construction costs and minimize disruption to operations during utility work.



Social Justice

A strategy is established to ensure that both owners and renters are able to benefit from the streetcar investment, which can produce a significant increase in property values.

Economic Development Potential

They are linked to a clear economic development strategy in order to encourage transit-oriented development.



Phasing and Funding

They are funded through a mix of public and private funding sources. Streetcars generally need financial support from those property owners who will benefit from the project. Corridors where property owners would support taxing themselves in the form of a Local Improvement District have the greatest chance of success.