TIER 2 EVALUATION MEASURES

MIXED-TRAFFIC STREETCAR	EVALUATION MEASURES	EXCLUSIVE STREETCAR
11.5 minutes	**Streetcar Travel Time, PM Peak** (Jackson/Occidental - Stewart/Westlake, average north/southbound, including stops, 2018)	**7.5 minutes**
26%	**Streetcar Travel Time Reliability, PM Peak** (Variance between streetcar travel times, 2018)	**12%**
28,000 daily riders	**Forecasted Weekday Daily Riders** (Integrated CCC, First Hill, and SLU lines, 2018)	**31,000 daily riders**
$17.5 million/year	**Annual Operating & Maintenance Costs** (Integrated CCC, First Hill, and SLU lines, 2013 $)	**$15.8 million/year**
$110-$119 million	**Total Capital Costs** (Center City Connector, including vehicles, 2013 $)	**$104-$111 million**
6.5 minutes	**Auto Travel Time, PM Peak** (Jackson/Occidental - Stewart/Westlake, avg. north/southbound, 2018; "No-Build" travel time: 5.7 min)	8.0 minutes
Diversion: < 10% Avg. Delay Increase: 2 sec	**Traffic Delay from Diversion, PM Peak** (% diversion of vehicles from 1st Avenue and increase in average intersection delay on parallel streets, 2035)	Diversion: up to 50% Avg. Delay Increase: 3.5 sec
Peak-restricted: 80 All-day: 15 Loading: 45	**On-Street Parking and Loading Impacts** (Approx. number parking stalls and loading zone spaces retained. No-Build: about 145 peak-restricted, 25 all-day parking stalls; 80 general/passenger loading spaces)	Peak-restricted: 5 All-day: 20 Loading: 15

RATING SCALE

MORE INFORMATION

Project documents can be accessed at the SDOT Center City Connector website: http://www.seattle.gov/transportation/centercityconnector.htm

CENTER CITY CONNECTOR SURVEY

SDOT is conducting a survey to obtain additional public input. It can be accessed at: https://www.surveymonkey.com/s/centercityconnector

SDOT Seattle Department of Transportation

FOR FURTHER INFORMATION, CONTACT:
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SDOT Seattle Department of Transportation

SEATTLE CENTER CITY CONNECTOR TRANSIT STUDY

OPEN HOUSE

OCTOBER 29, 2013

Thank you for joining us at the third open house for the Center City Connector Transit study!

Agenda

5:00-7:00	Open House
5:30	Remarks by Mayor McGinn and Project Team

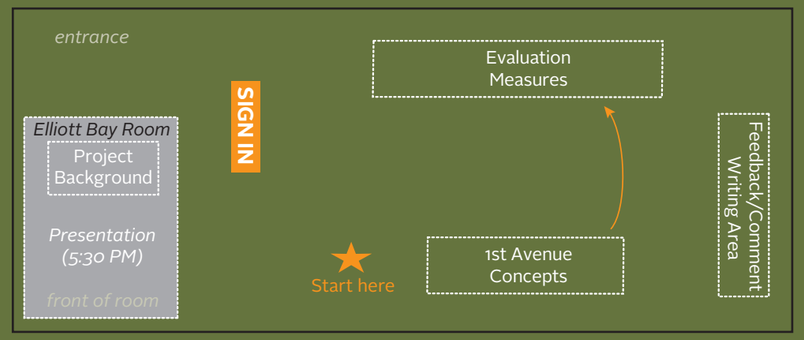
What You Can Do

- Review information displays
- Listen to presentation
- Ask questions
- Provide input

Please return the enclosed comment card before you leave

ORIENTATION

The open house is organized into several stations presenting information about the study.



PROJECT UPDATE - OCTOBER 2013

Study Overview

The Transit Master Plan (TMP) prioritized four corridors with the highest ridership potential and the greatest need for higher-capacity transit service, including the Center City Connector. The goal of the Connector is to link the South Lake Union and First Hill streetcars through downtown, and improve north-south mobility. While a significant amount of transit exists downtown, there is a growing demand for Center City circulation trips by visitors, casual users, residents and employees.

This planning study is primarily funded by a $900,000 grant from the Federal Transit Administration and is the first step in a larger process of going from concept to construction. Completing this study should put the city in a competitive position for future federal funding opportunities. The outcome of the study will be the selection of a locally preferred alternative, which will need public support and will be adopted by Council likely in early 2014.

Study Timeline

- **JAN 2013** — Develop project goals, objectives, and evaluation framework
- **OPEN HOUSE** Feb 6 @ City Hall
- **FEB-MAR** — Define and evaluate a broad range of alternatives
- **APRIL-MAY** — Tier 1 screening
- **OPEN HOUSE** June 6 @ SLU Discovery Center
- **JULY** — Council Briefing
- **AUG-SEPT** — Tier 2 screening
- **OPEN HOUSE** Oct 29 @ Pike Place Market
- **FALL 2013** — Recommend draft locally preferred alternative
- **JAN 2014** — Develop finance and implementation plans
- **FEB 2014** — Submit draft report to Mayor and City Council

Evaluation Process

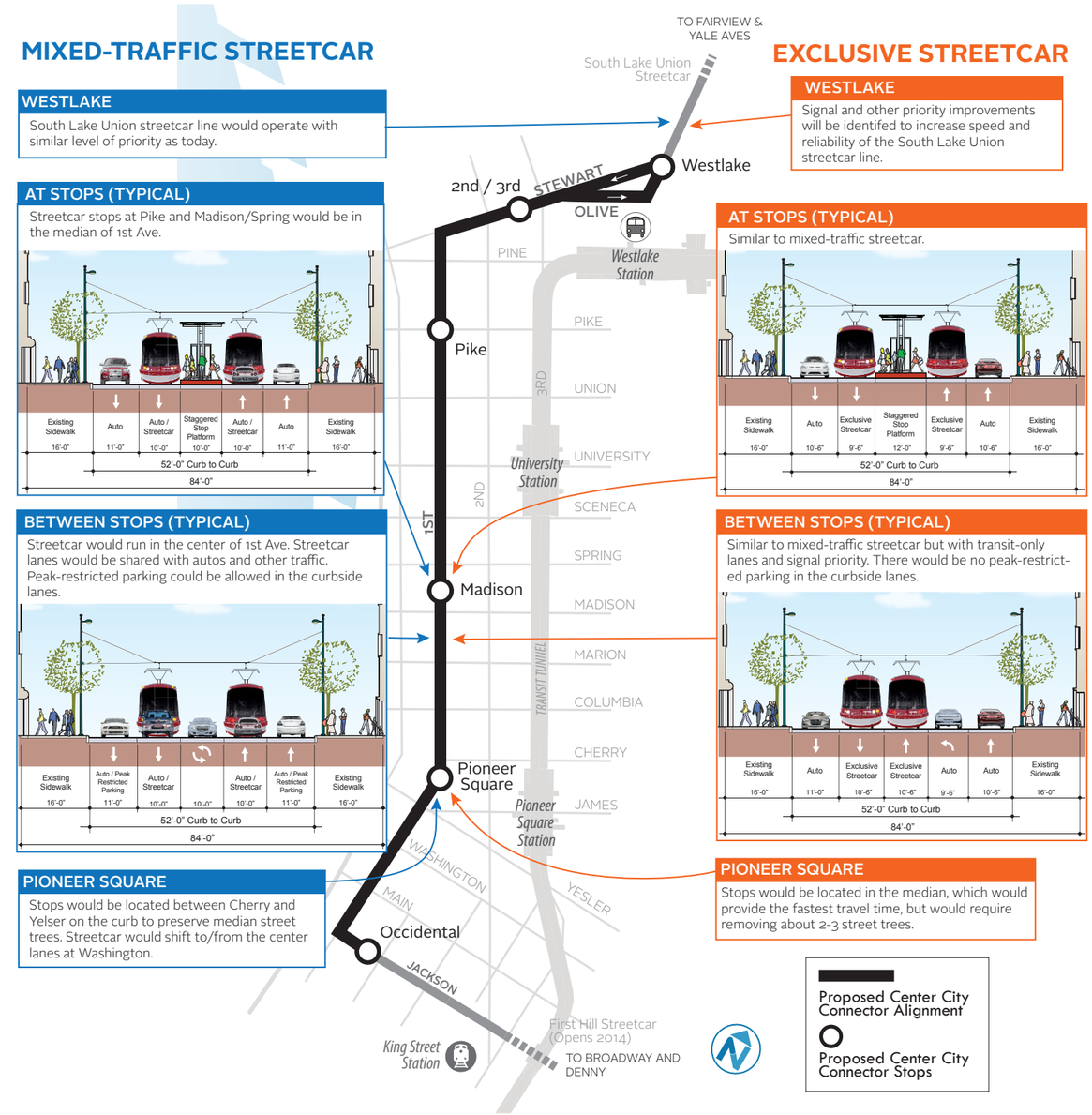
To get there, SDOT and its consultant team are conducting a three-step evaluation process:

- **Initial Screening.** The initial step looked at a wide array of transit modes and street alignment options, drawn from sources including the TMP, stakeholder interviews (Fall 2012), and input received at a kick-off open house (February 2013). These mode and alignment options were evaluated against the project's stated purpose and needs (consistency with local plans, mobility/connectivity, public support, transit capacity, and reduction in greenhouse gas emissions). Several options were screened out, and a streetcar on either 1st Avenue or a 4th/5th Avenue couplet remained.
- **Tier 1 Screening.** The next level of evaluation compared mixed-traffic and exclusive operations on 1st and 4th/5th Avenues. At this level, the 4th/5th Avenue couplet was screened out, mainly because it would significantly impact existing transit service on these streets. Feedback at the second open house in June 2013 also indicated a strong preference for a 1st Avenue exclusive option, due to faster travel times (with the exclusive option), and potential economic development opportunities along an iconic Seattle street.
- **Tier 2 Evaluation.** Tonight's open house presents results from the third and most detailed level of evaluation – how a streetcar on 1st Avenue performs in mixed-traffic versus exclusive right of way. A summary of the concepts that were developed and evaluated is shown on the facing page. Evaluation measures include streetcar ridership and travel times, impacts to parking and loading, and capital and operating and maintenance cost estimates. A summary table of evaluation measures can be found on the back page. More detailed information is provided on the open house display boards.
- **Historic Streetcars.** The consultant team is also analyzing options for running the historic waterfront streetcars on 1st Avenue.

Next Steps

The next steps are to develop a funding and implementation plan, and present a recommendation for a locally preferred alternative to the Mayor and City Council, likely in late 2013/early 2014.

TIER 2 EVALUATION CONCEPTS FOR 1ST AVENUE



PROVIDING INPUT

The enclosed comment card asks for your preference between Mixed-Traffic and Exclusive Streetcar concepts on 1st Avenue. The graphic above summarizes these concepts. The comment card also asks which evaluation measures influenced your decision the most; a summary of evaluation measures is on the next page.