Exhibit A: Center City Connector Transit Study Locally Preferred Alternative

MODE: MODERN STREETCAR

Modern streetcar vehicles[1]

[1] *Modern streetcar vehicles are known as double-ended trams or light rail vehicles and are commonly used in European Cities; 2.46 meter width, operating at 750V dc.*

TRANSIT PRIORITY

EXCLUSIVE TRANSIT RUNNING WAY

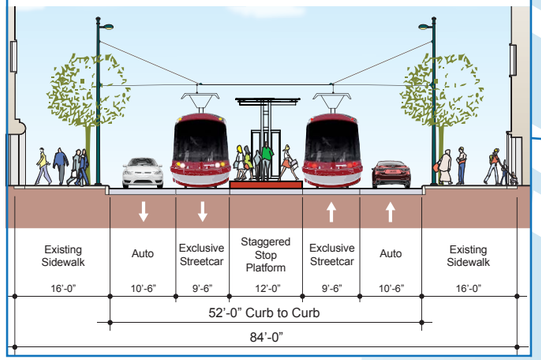
Streetcar would operate in exclusive streetcar lanes (or shared with bus) throughout the Center City Connector alignment.

TRANSIT SIGNAL PRIORITY

The Center City Connector will run in exclusive transit lanes for the full length of the project and employ transit signal priority treatments (TSP) at corridor intersections. Signal priority will be used to hold lights green for approaching streetcars and shorten red times for streetcars stopped at intersections. Separate streetcar signal phases will be employed where streetcars will need to operate across general purpose travel lanes. Details of signal design will be developed as the design is advanced.

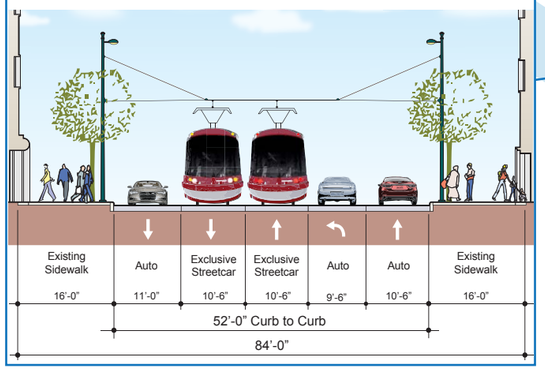
AT STOPS (TYPICAL)

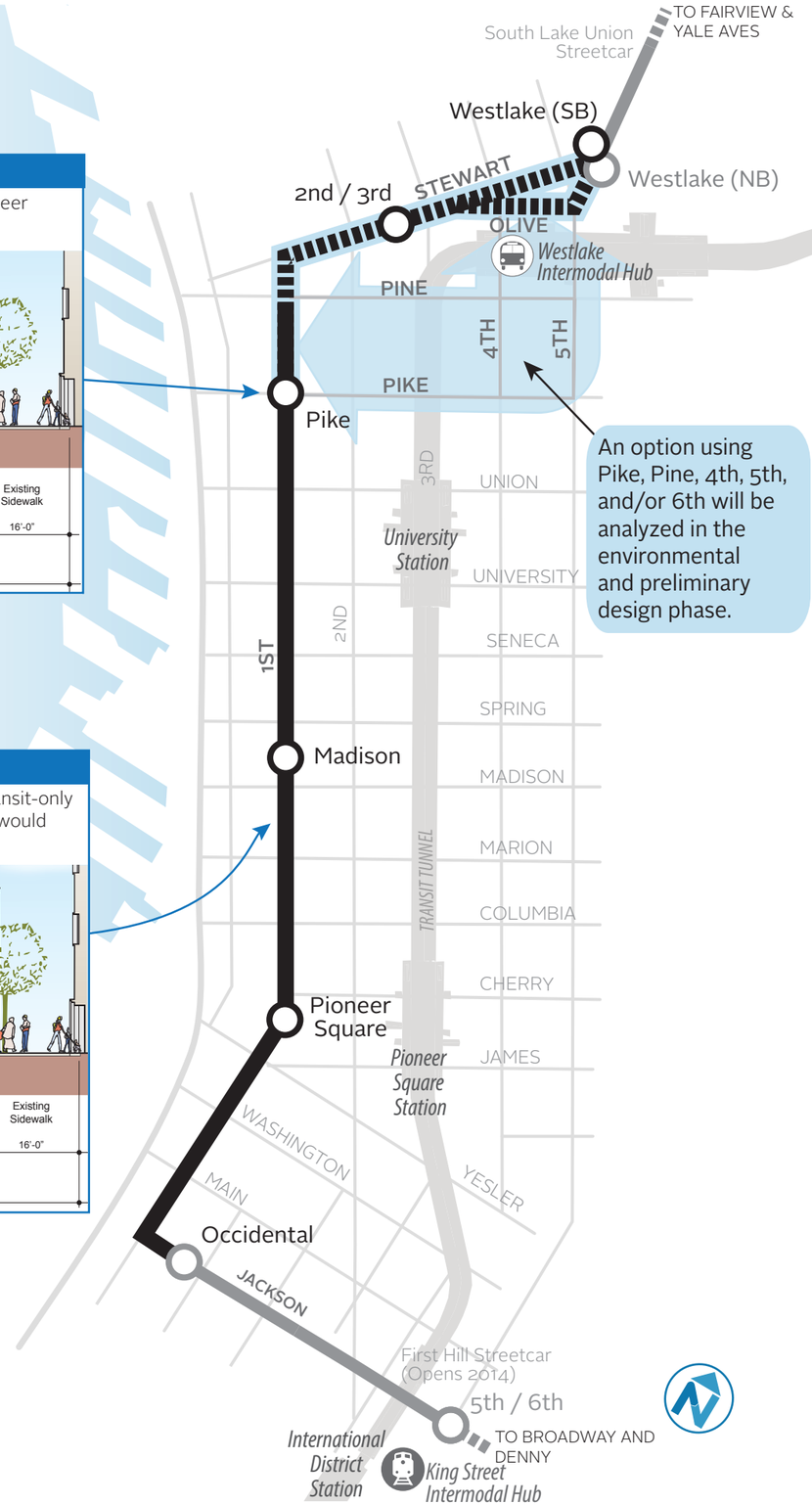
Streetcar stops at Pike, Madison/Spring, and Pioneer Square would be in the median of 1st Ave.



BETWEEN STOPS (TYPICAL)

Streetcar would run in the center of 1st Ave, in transit-only lanes with signal priority. Peak-restricted parking would not be permitted in the curbside lanes.





CORRIDOR: 1ST AVENUE

The Locally Preferred Alternative corridor is First Avenue, between Pike Place Market and Pioneer Square. Two optional alignments for connecting to the Westlake intermodal hub will be advanced to the preliminary engineering and environmental review phase of the project. These are Stewart/Olive and Pike/Pine.

Proposed Center City Connector Alignment

East-West Alignment Options

STOP LOCATIONS

Five new streetcar stops will be developed for the project at the following approximate locations:

- **Westlake.** Southbound only; existing streetcar stop will serve northbound direction.
- **2nd/3rd Avenues.** Between 2nd and 3rd on Stewart Street or Pike/Pine Streets.
- **Pike.** Built as two separate center median platforms on either side of the Pike Street intersection with 1st Avenue.
- **Madison.** Center median between Madison and Spring Streets.
- **Pioneer Square.** Center median between Yesler Way and Cherry Street.

Streetcar stops will have similar scale, facilities, and amenities as existing streetcar stops in South Lake Union. Center median platforms will be 10.5 to 12 feet (3.2 to 3.6 meters) wide and a minimum of 60 to 70 feet (18 to 21 meters) in length.

Approximate Center City Connector Stop Locations

Existing and Planned Streetcar Stops

Stop locations and design will be refined in subsequent engineering and design phases.

OPERATING PLAN

Operates as two independent, overlapping lines:

- **SLU-King Street ("Red").** One line between South Lake Union (Fairview & Yale Aves) and King Street intermodal hub.
- **Capitol Hill-Westlake ("Blue").** One line operates between Capitol Hill (Broadway & Denny Way) and Westlake Intermodal Hub.

These lines provide overlapping service between these hubs in the downtown core (trains arrive as frequently as every 5 minutes in the core area).

Daily Span:
Mon-Sat: Up to 20 hours (5 am - 1 am)
Sun: Up to 17 hours (6 am - 11 pm)

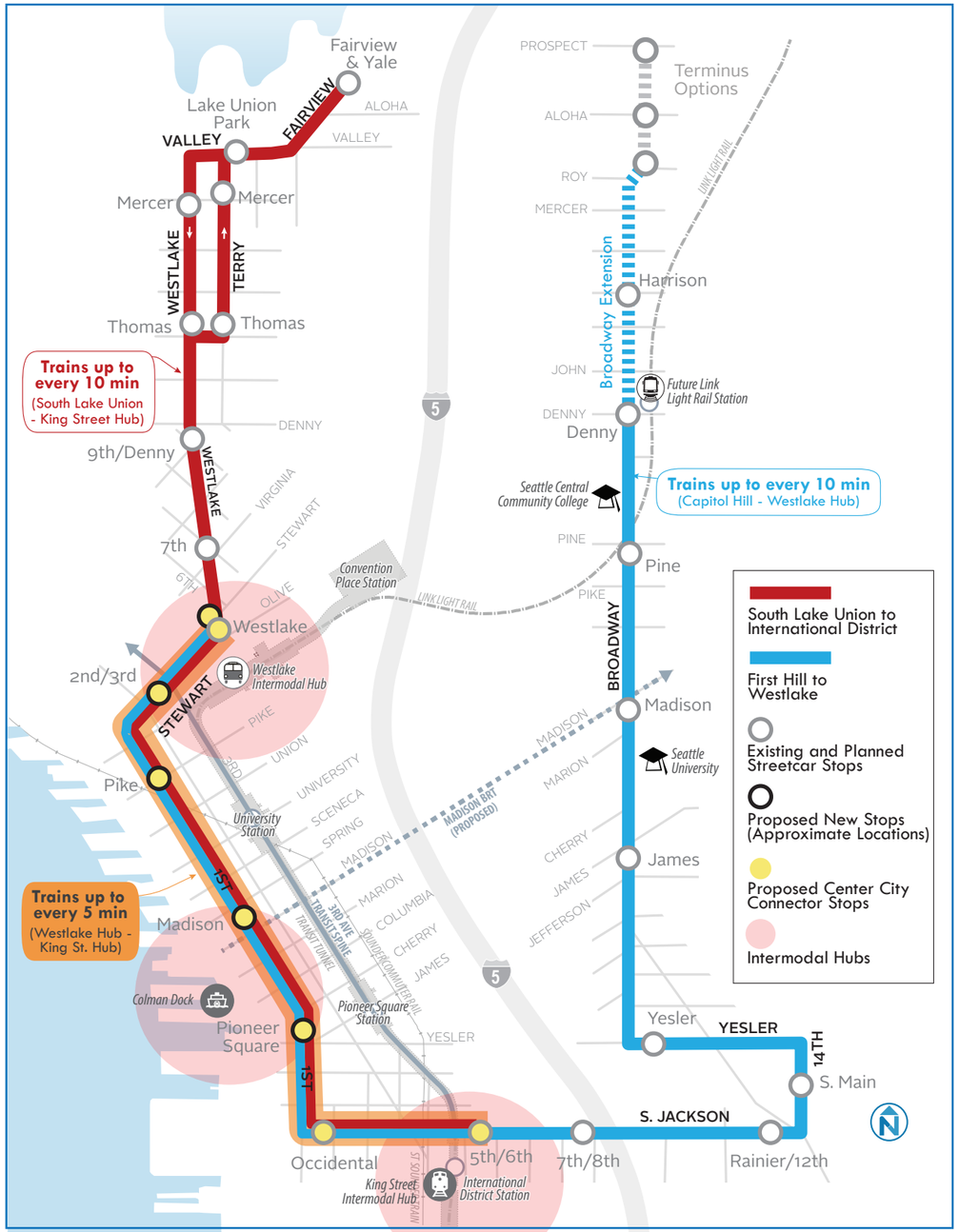
Headway (per line):
10 min: 7 am - 7 pm weekdays
8 am - 7 pm weekends
15 to 20 min: Other times

CONNECTIVITY

The Center City Connector will link over a dozen Seattle neighborhoods with a Seattle Streetcar system that stretches from Capitol Hill and First Hill, to the International District and South Downtown, and north to the Denny Triangle and South Lake Union, passing through the heart of downtown. By linking existing streetcar investments, the Connector will provide a streetcar system that is highly legible and easy-to-use for a variety of trip purposes serving areas where the City is experiencing intense urban development.

The Center City Connector will link the City of Seattle's three Intermodal Hub areas including, Westlake Intermodal Hub, Colman Dock Intermodal Hub, and King Street Intermodal Hub. The Connector will provide convenient transfers to the Third Avenue Transit Spine at both ends of Downtown, to Link Light Rail via multiple Downtown Seattle Transit Tunnel station entries, and to Sounder Commuter Rail. Future transit investments such as Madison Street Bus Rapid Transit would bisect the Center City Connector.

The Center City Connector will be highly accessible to pedestrians using Seattle's well developed downtown sidewalk system. The Pike Street stop will be accessible from all points of the intersection via the current "all walk" or "barn dance" intersection design. All streetcar platforms will be accessed at signalized intersections or marked mid-block crossings and will be ADA accessible.



FARE COLLECTION

Seattle Streetcar system will be fully integrated with ORCA, the regional transit fare system. ORCA card readers will be installed at stop platforms and on trains. Other fare media will be available for purchase at each streetcar stop.

MAINTENANCE FACILITIES

The Center City Connector will require storage capacity for six additional streetcar vehicles. The City of Seattle owns a streetcar operating and maintenance base in South Lake Union and is developing a second facility for the First Hill line in the International District. Existing capacity and new storage tracks at one or both of these existing maintenance facilities will allow the Center City Connector to be built and operated without constructing new facilities to maintain vehicles.

Costs for expanding the existing maintenance facility or facilities (land purchase, design, construction) are included in the overall project cost estimates.

The specific site will be selected in the next phase of project development.