



Seattle Transit Master Plan CENTER CITY

Transit Corridor Options



Imagine a transit system that zips you from lunch in the Chinatown International District, to shopping in Downtown, to enjoying the sunset at Lake Union Park. No schedule is needed because the transit is fast, frequent and reliable. With the right plan in place and input from people who live, work and play in Seattle it can become a reality.

The first step is figuring out what kind of transit would be best—streetcar or better bus service, and on which streets it should operate. Seattle recently received a \$900,000 grant from the Federal Transit Administration to do just that. Starting this summer the Seattle Department of Transportation (SDOT) will study two primary street alignments (see map):

- **Uptown to King Street Station along First Avenue**
- **Westlake Center to King Street Station along**
 - Fourth and Fifth avenues, or
 - Pike/Pine or Virginia/Stewart via First Avenue

The study will look at these streets in detail to determine benefits, costs and impacts of each alignment. SDOT will also consider how they integrate the South Lake Union and First Hill streetcar lines and possibly all three of Seattle’s transportation hubs at King Street, Colman Dock and Westlake Center.

It also aligns with the priorities Seattle’s recently adopted Transit Master Plan. The effort supports SDOT’s 2012 Action Agenda and its core principles of building healthy communities, supporting a thriving economy and providing great service.

CALL TO ACTION

Building a great transit system cannot happen without input from those that use it. Help us spread the word about the study and participate in outreach opportunities.

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SPECIFIC GUIDELINES

As SDOT gets into the nuts and bolts of studying Center City Seattle connector corridors, specific guidelines will be developed.

The study should:

- Ensure that the analysis clearly distinguishes the travel market needs for Center City circulation and access as well as inter-neighborhood travel.
- Optimize opportunity to connect Center City transportation hubs.
- Ensure that the Center City connector considers and addresses the mobility needs of the Central Waterfront.
- Develop a business plan that assumes that locally generated funds will be needed to support capital development and ongoing operating funds. The plan should include consideration of the private sector role.

Chapter 3 of the Transit Master Plan Final Report provides context and additional information about Center City transit priorities



OTHER RESOURCES

Interested in the future of transportation in Seattle? Check out these other resources and efforts.

Seattle Comprehensive Plan

http://www.seattle.gov/dpd/planning/seattle_s_comprehensive_plan/comprehensiveplan/default.asp

Seattle Department of Transportation's 2012 Action Agenda

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

Seattle Transit Master Plan

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

Seattle Bicycle Master Plan Update

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

Seattle Pedestrian Plan

http://www.seattle.gov/transportation/pedestrian_masterplan/