

SEATTLE STREETCAR CENTER CITY CONNECTOR

Seattle Design Commission
November 5, 2015

What We are Focusing on Today

- Project Introduction and Background (Ethan Melone)
- Overall Design Framework (Kara Weaver)
 - Vision and Design Principles
 - Street Design Zones
- 30% Design Development (Tess Schiavone)
 - Materials
 - Station Configurations
 - Station Amenities

The map illustrates the proposed light rail alignment through Seattle. The route begins at Rainier Beach in the north, travels south through South Lake Union, Belltown, and Pike-Pine, then turns east through Downtown and Pioneer Square, and finally turns south through Chinatown-International District to S Jackson St. A red segment highlights the downtown core from Pioneer Square to Pike Place Market, while the rest of the route is shown in blue. Key streets and landmarks are labeled throughout the city.

Seattle Streetcar System

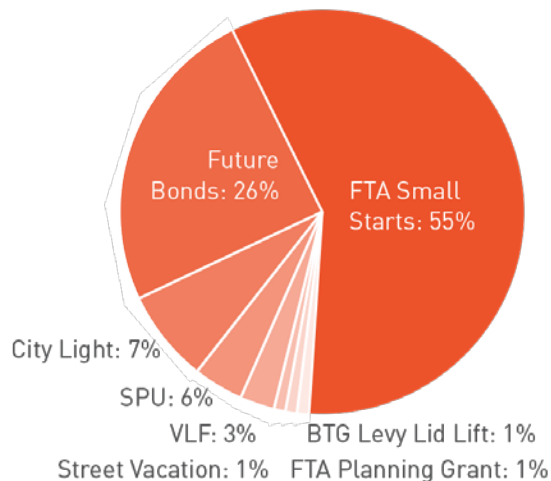
Seattle's 5.5-Mile System

- South Lake Union (opened in 2007)
- First Hill (Testing in Progress)
- Broadway Extension
- Center City Connector

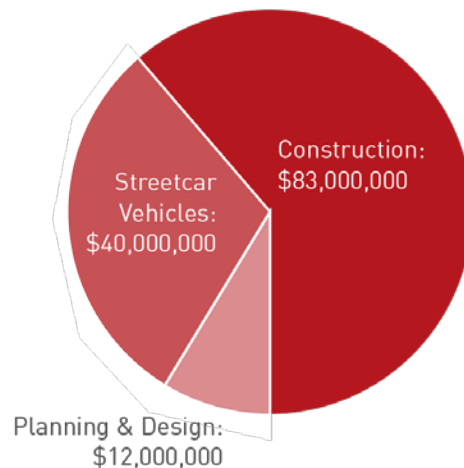


Project Cost and Funding

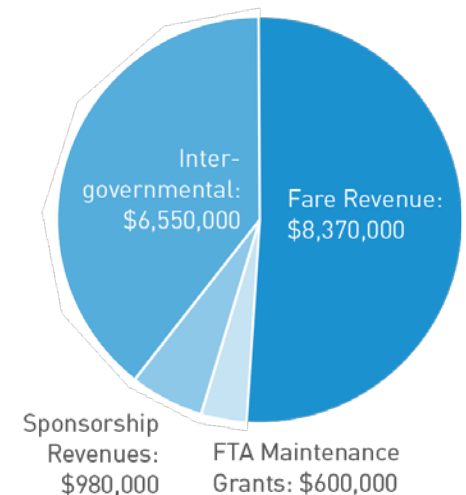
**Existing and Proposed
Sources of Funds**



**Project Cost
Summary**



**Operating Sources
and Uses-2019**



Project cost: \$135 million (includes \$20M utility upgrades)
Operating cost: \$15 million per year (entire Streetcar system)

Project Schedule



Purpose & Need

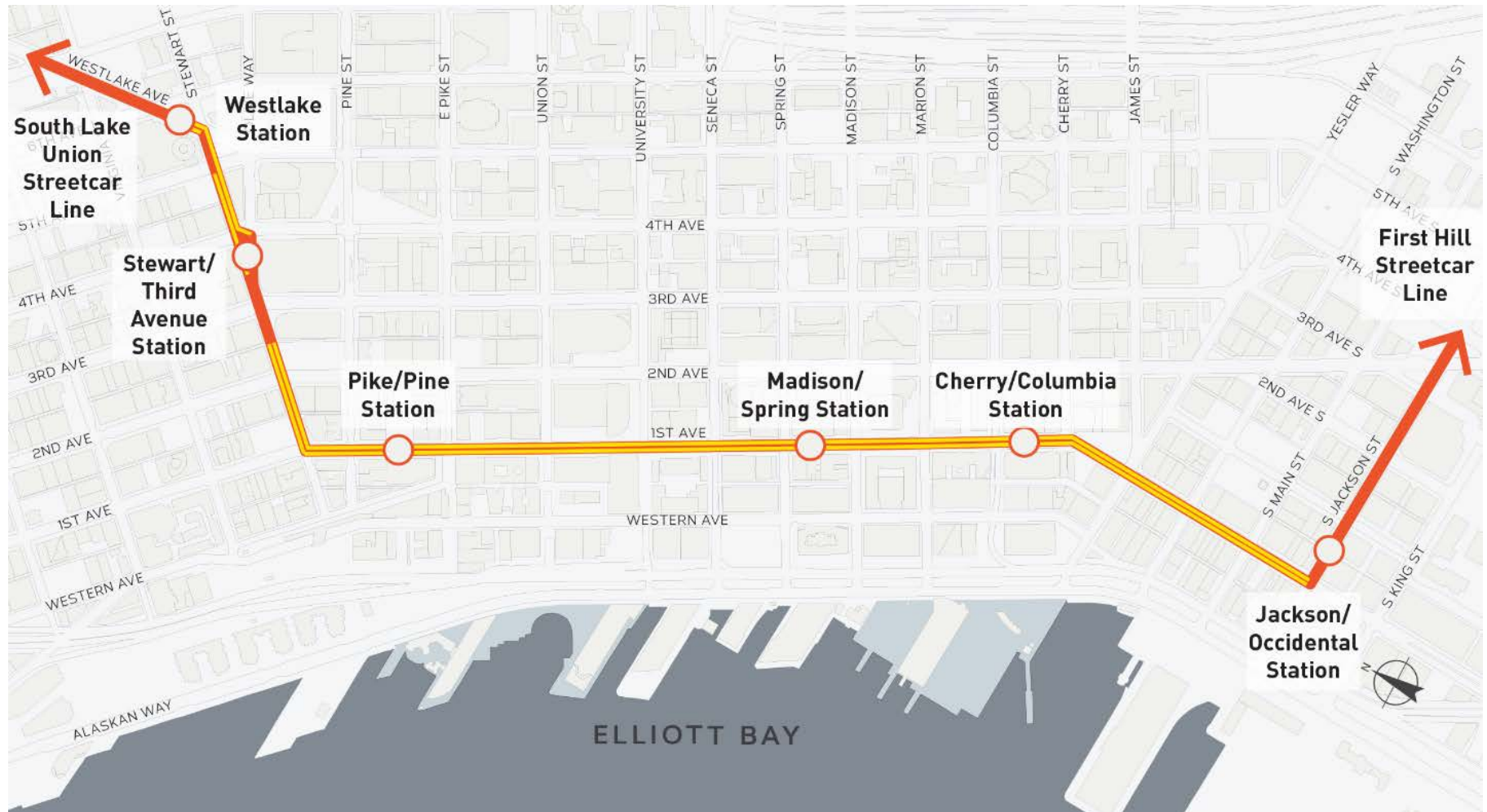
Purpose:

- Connect the South Lake Union and First Hill streetcars
- Improve north-south transit mobility through downtown

Role in Seattle Transit System:

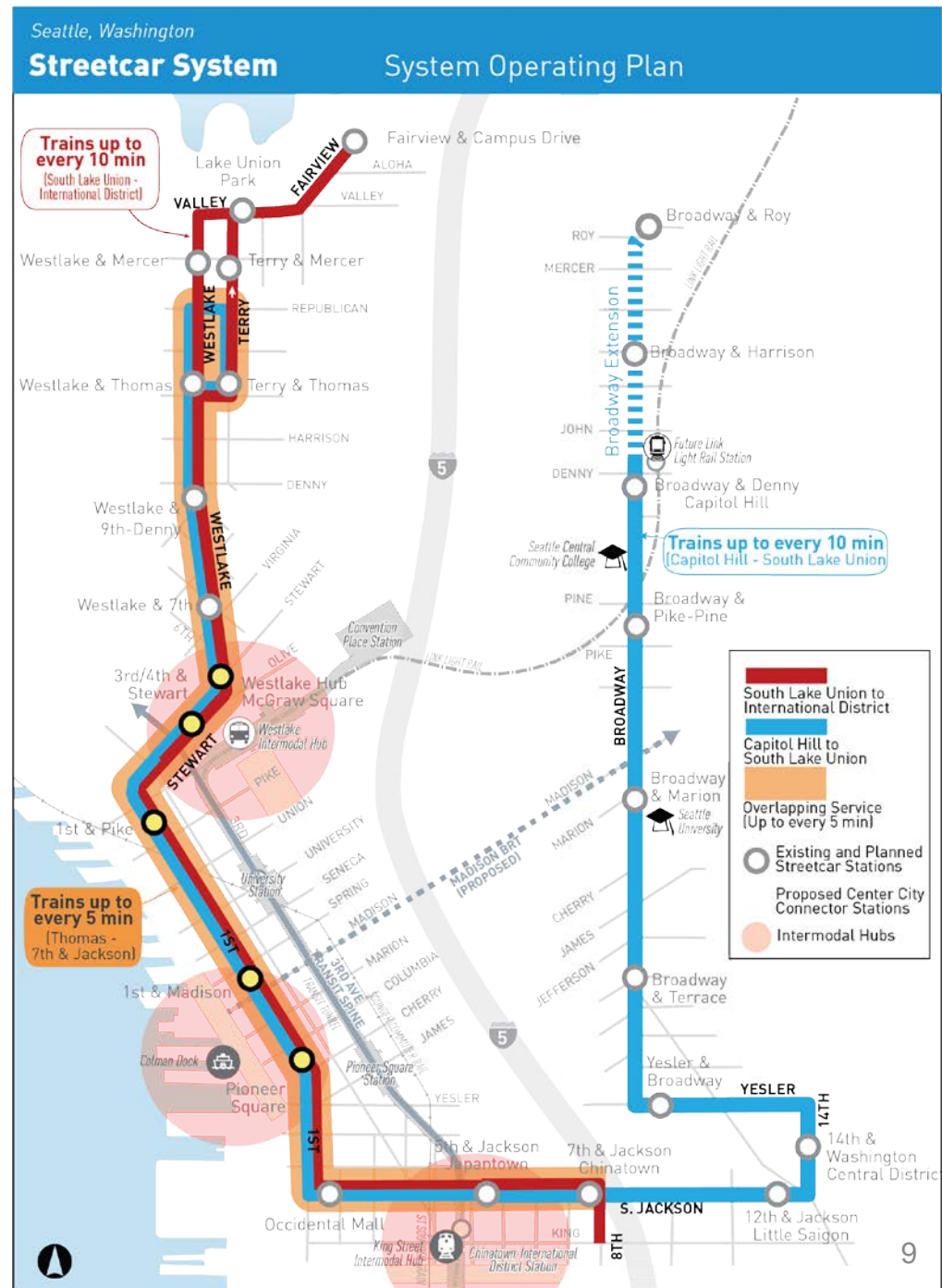
- Creates critical transit capacity in constrained Center City
- Center City Streetcar System enables “transit grid”
- Supports the growing regional rail system

Exclusive Transitway



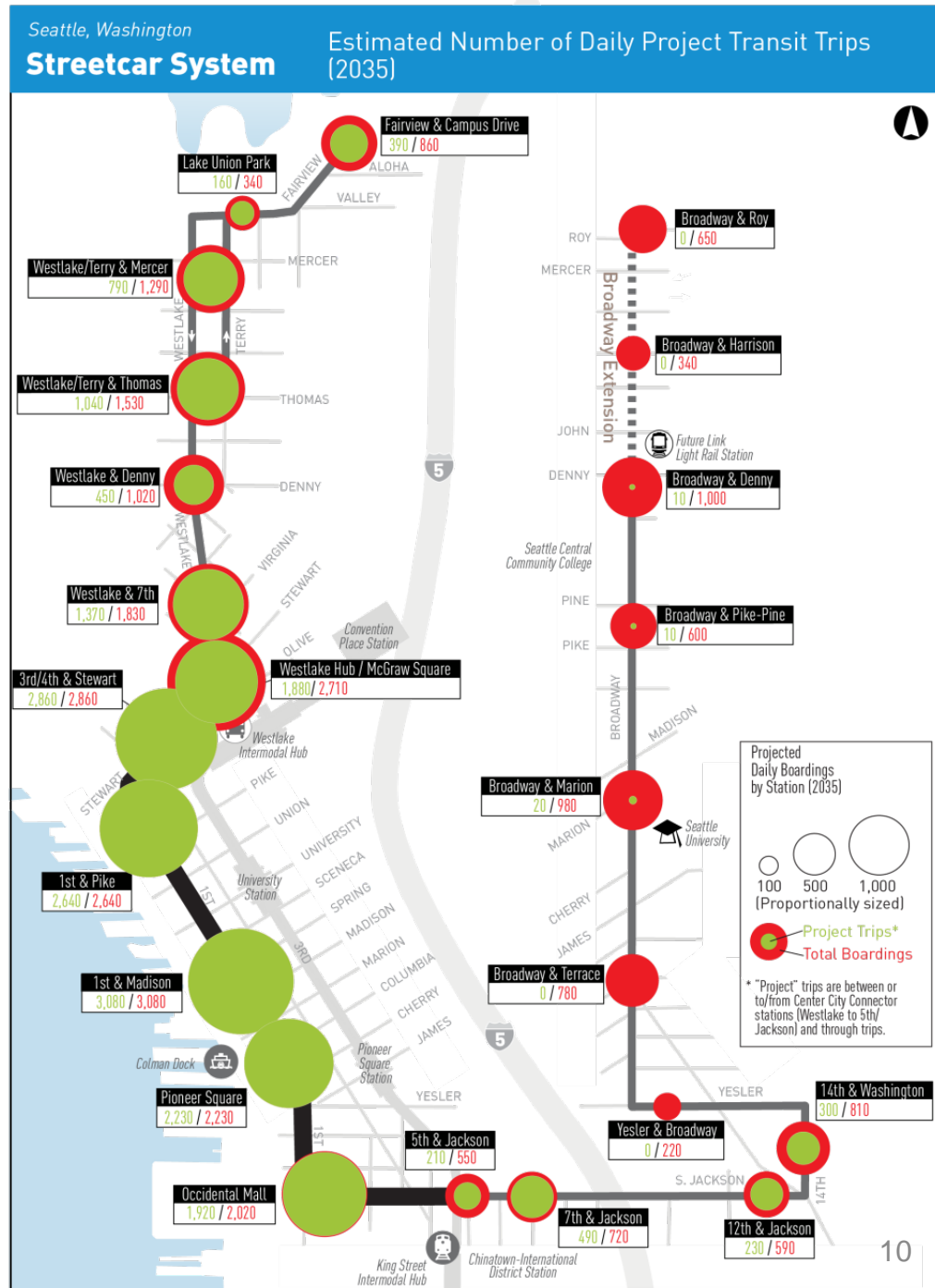
Operating Plan

- Reliable travel time (10-minute travel lane from Westlake to Occidental)
- Very frequent service (trains every 5 minutes between South Lake Union and International District)

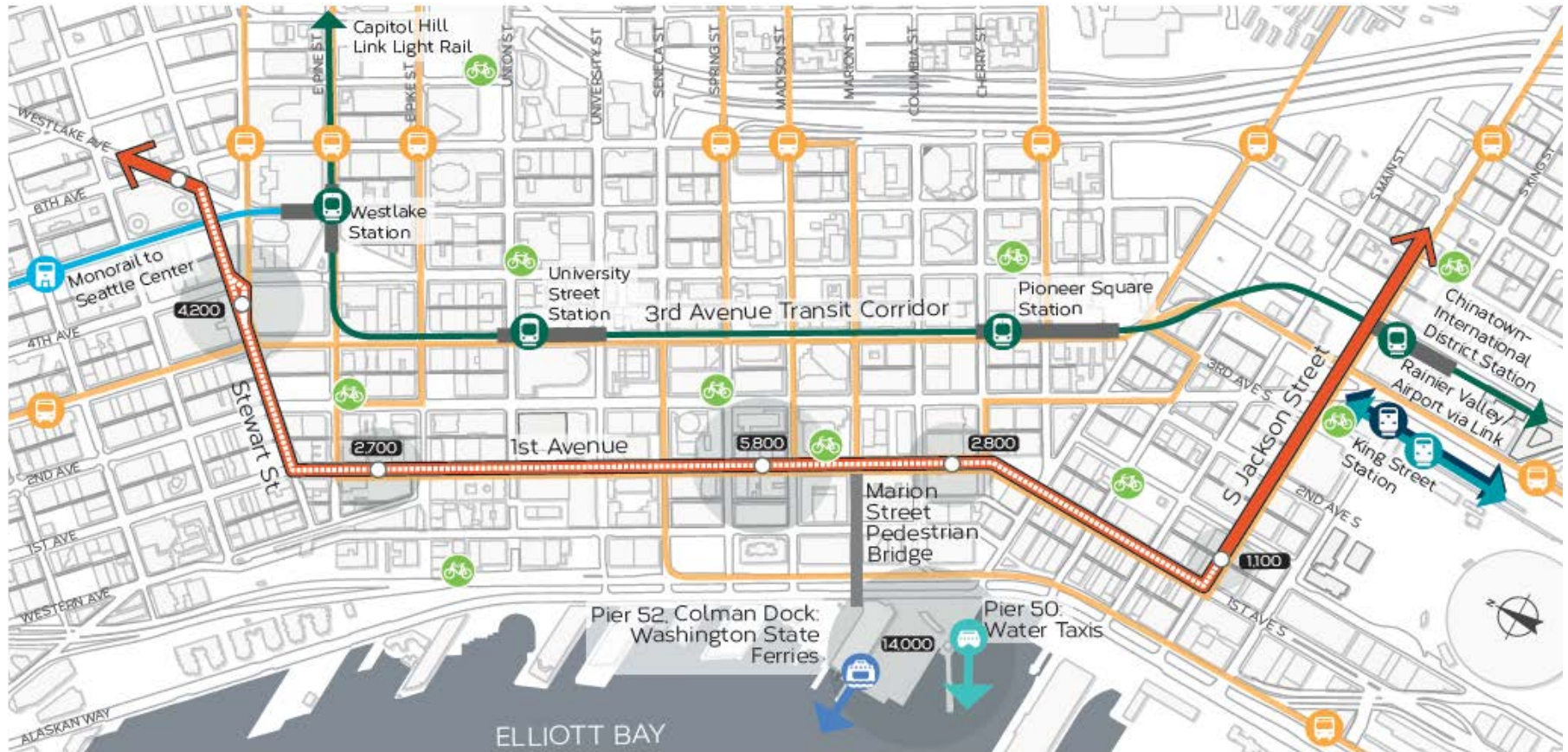


Projected Ridership

- Over 20,000 average weekday riders on the Streetcar system



Multi-modal Connections



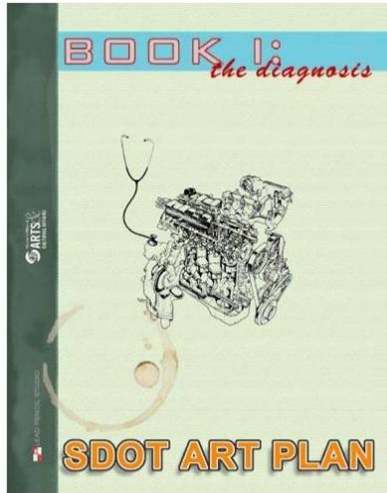
Center City Connector will connect passengers with ferries, Link light rail, Amtrak and Sounder trains.

Access to Parking



Nearby parking garages will allow visitors, employees and residents to park once and ride the streetcar to multiple destinations.

Public Art Plan for Center City



- The Office of Arts & Culture, in partnership with SDOT, will commission an artist to research, develop, and create a Public Art Plan for downtown Seattle. Work will take place between February – July 2016.
- Precedents include the SDOT Art Plan (2005) and Seattle Central Waterfront Art Plan (2012)
- An artist-in-residence will look at SDOT's Center City projects, including the Center City Connector, Third Avenue Transit Corridor Improvements, and Pike/Pine Improvements Project.
- Commissioned artist will work with SDOT project managers, project engineers, design teams, urban planners, and others. Artist will also work with cultural organizations and institutions, private developers, and the public at large.
- Goals of the public art plan include the creation of a cohesive vision for art projects and programming, budget allocations for future artworks, focus on equity and cultural spaces, typology of artistic elements, and identification of sites.
- Total budget \$30,000 USD.
- Open to artists residing in United States and British Columbia.

Design Framework – Kara Weaver

- Vision and Design Principles
- Street Design Zones
 - Stewart Street Rooms
 - First Avenue Balcony
 - Pioneer Square Boulevard
- Raised Intersections

Vision

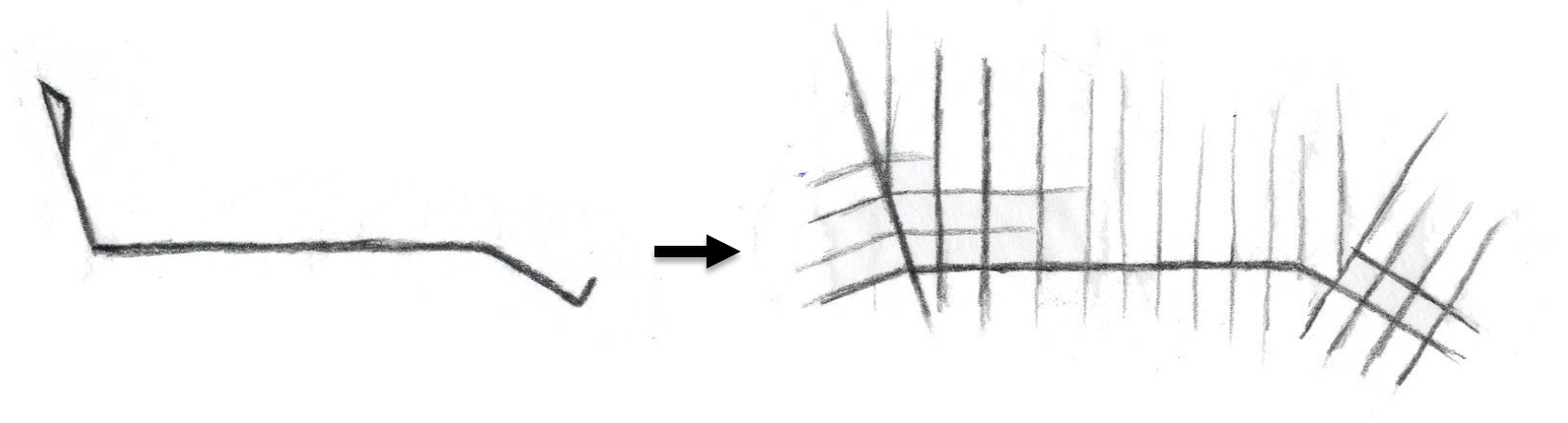
*Integrate streetcar transit into
downtown streets while
allowing the unique, existing
qualities of each street to
define the physical design.*

Design Principles

1. Rethink 'Corridor'
2. Quiet Integration –
Respect Urban Character
3. Activating and Connecting
4. Caring for People



1. Rethink 'Corridor'



Transit Corridor Design

Transit Integration Design

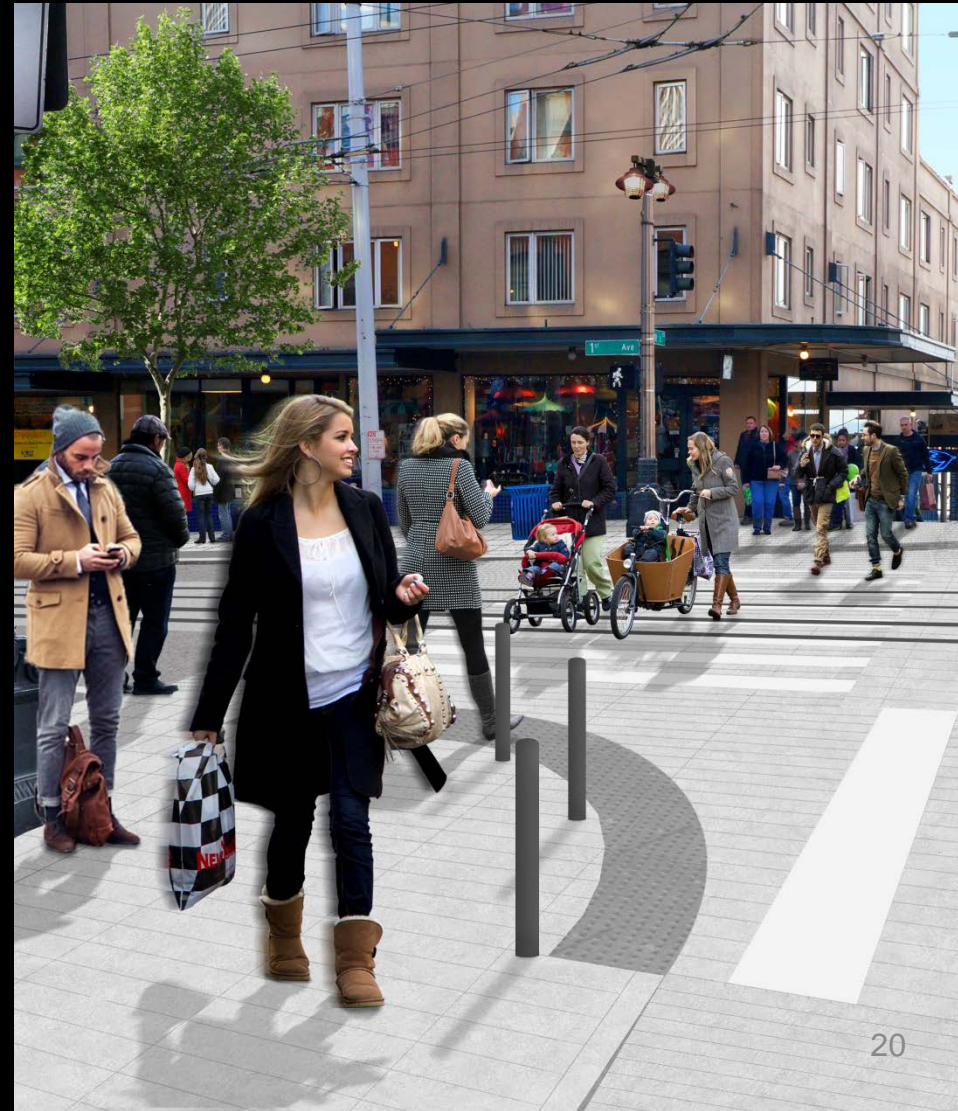
2. Quiet Integration - Unique Character



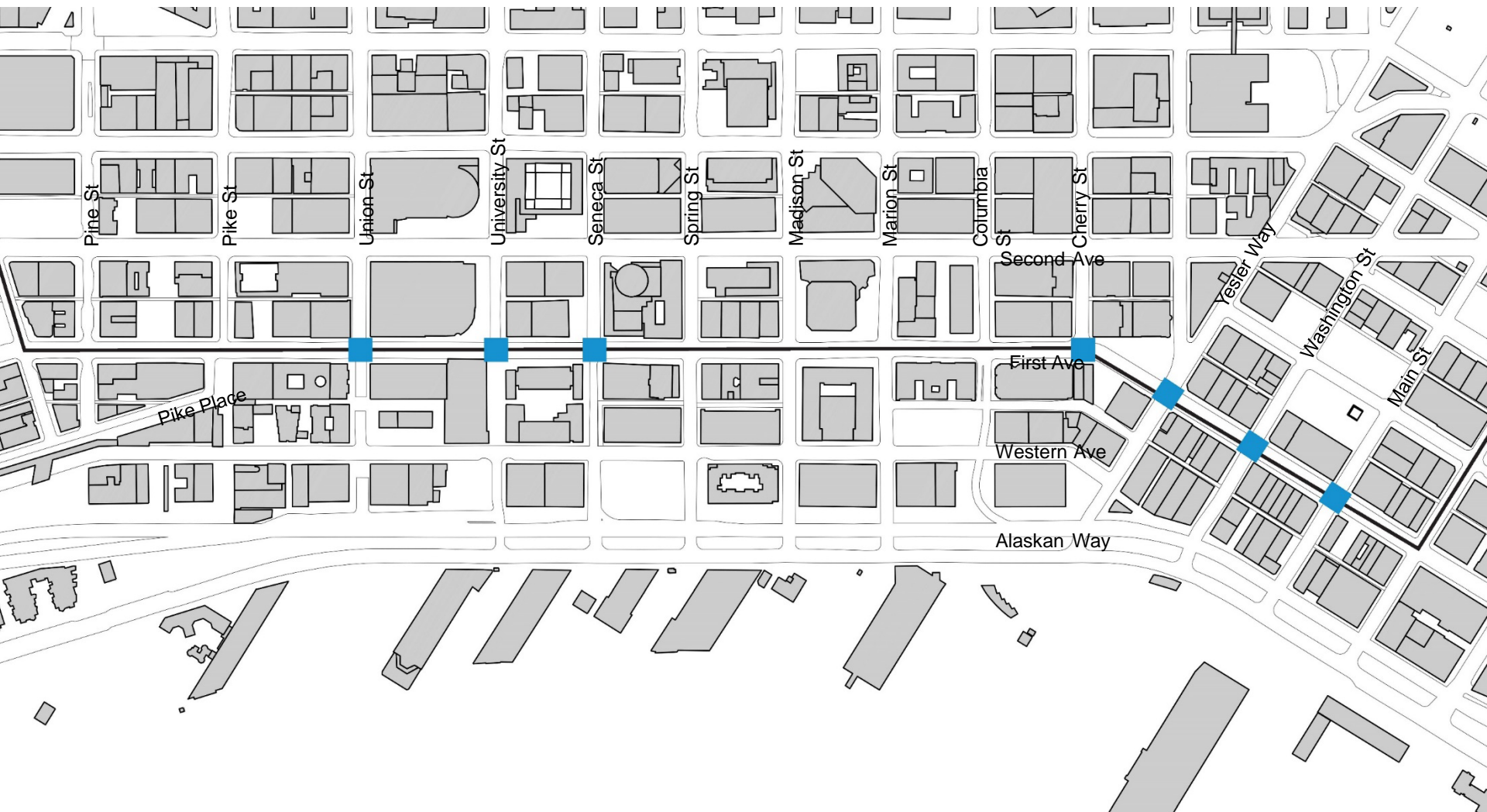
3. Activating and Connecting



4. Caring for People

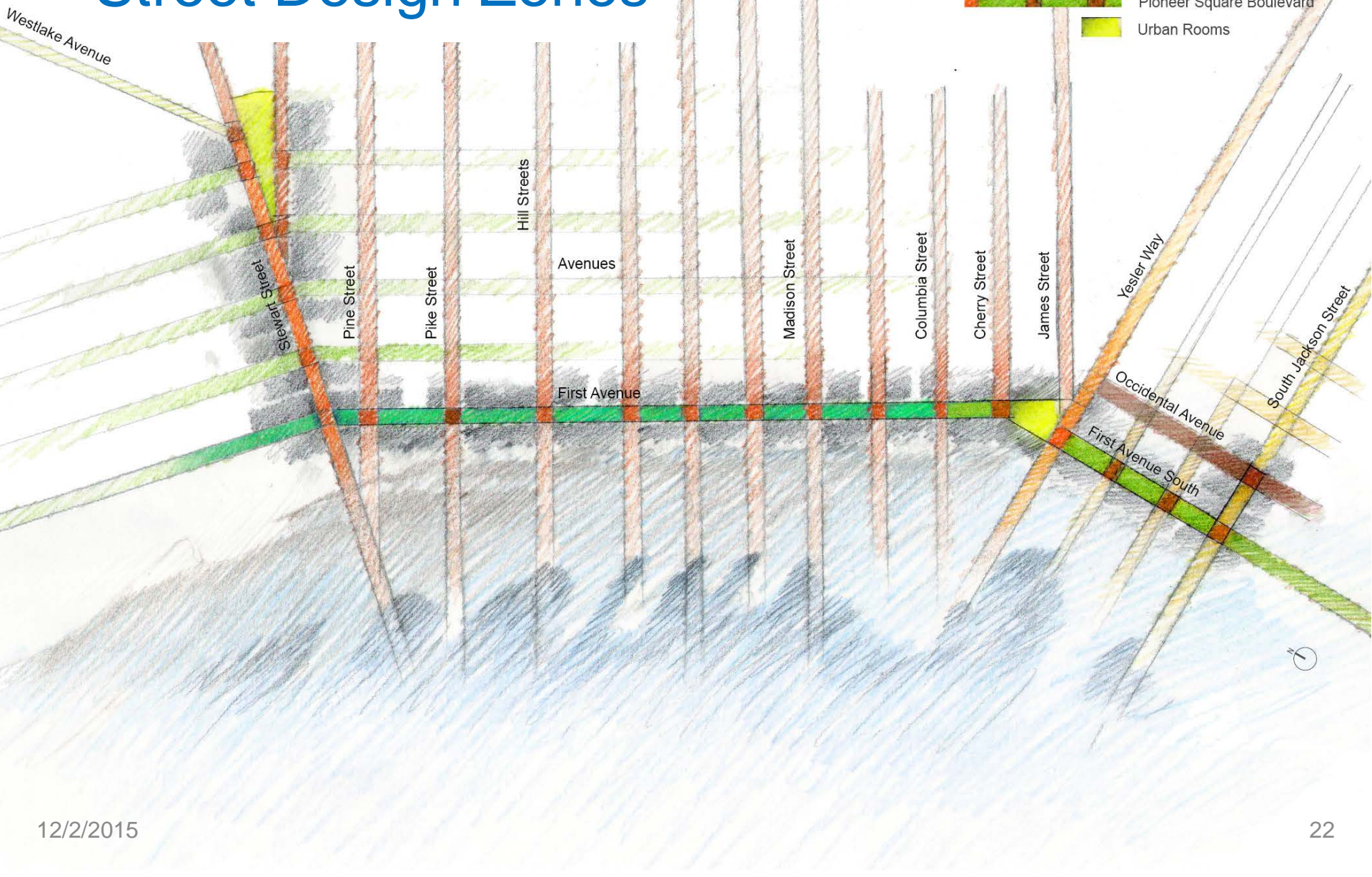


Raised Intersections

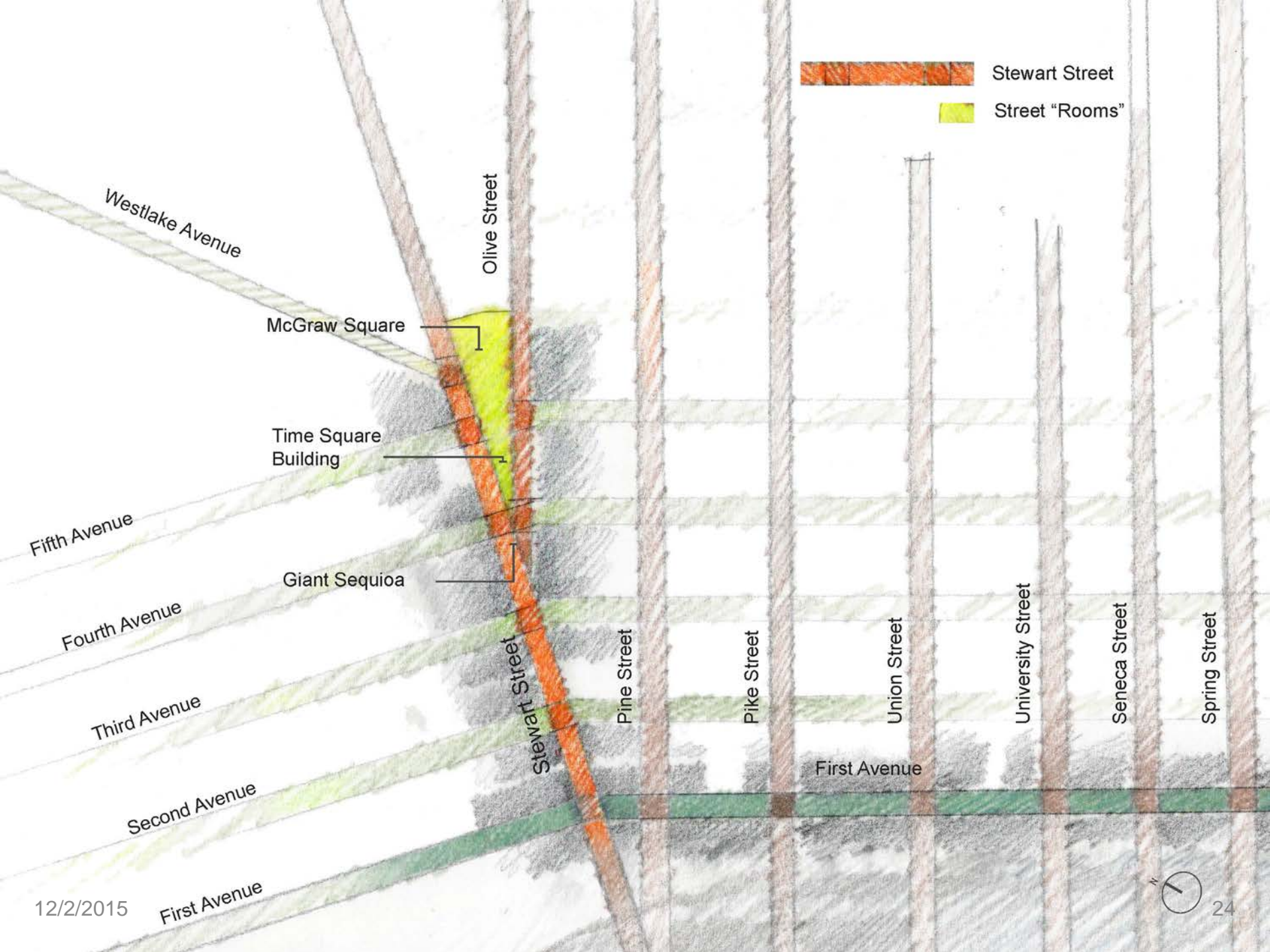




Street Design Zones



STEWART STREET ROOMS



Stewart Street



Street "Rooms"

Westlake Avenue

Olive Street

McGraw Square

Time Square Building

Giant Sequoia

Fifth Avenue

Fourth Avenue

Third Avenue

Second Avenue

12/2/2015

First Avenue

Stewart Street

Pine Street

Pike Street

Union Street

University Street

Seneca Street

Spring Street

First Avenue





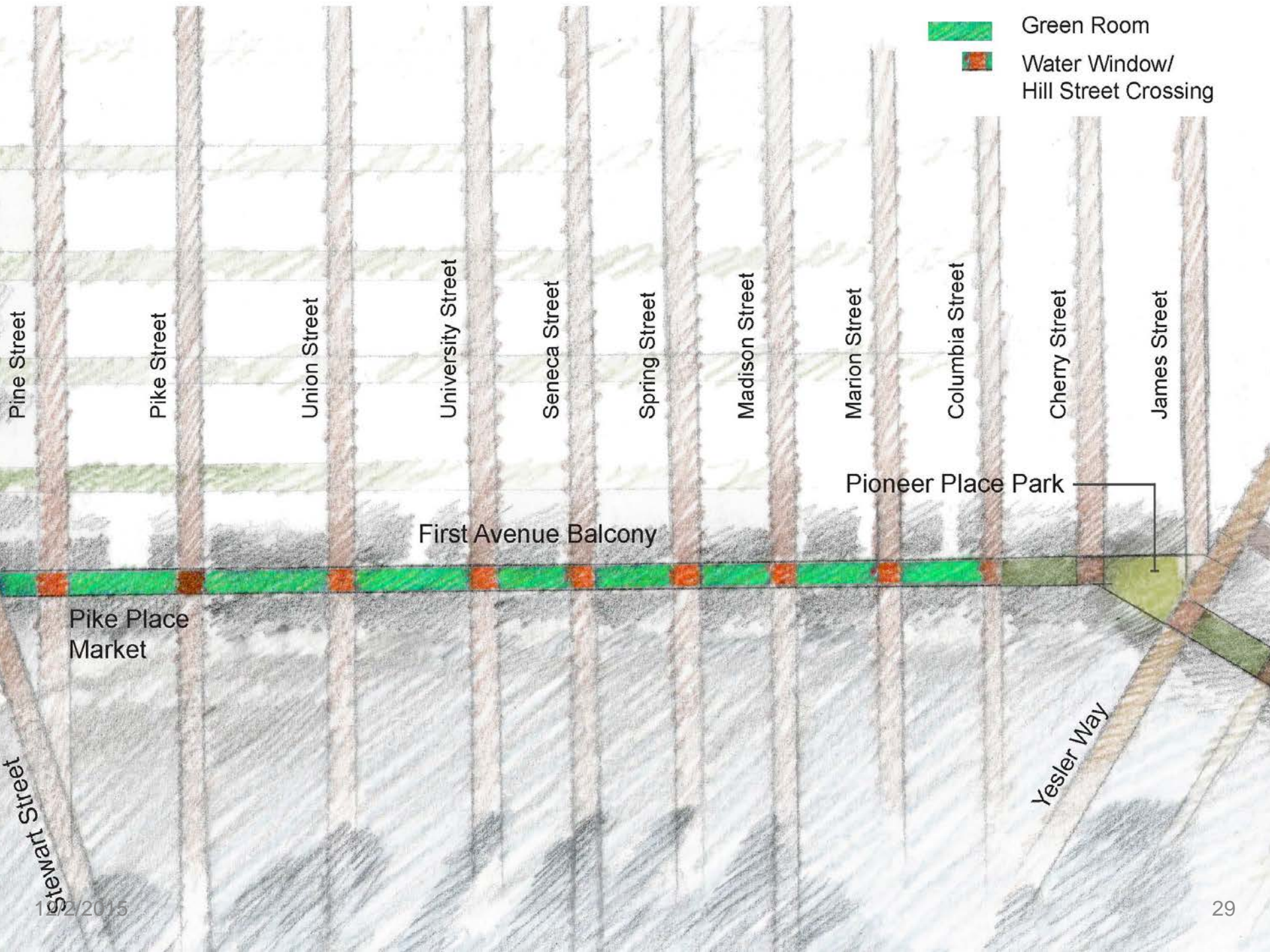
12/2/2015





12/2/2015

FIRST AVENUE BALCONY



Green Room



Water Window/
Hill Street Crossing

Pine Street

Pike Street

Union Street

University Street

Seneca Street

Spring Street

Madison Street

Marion Street

Columbia Street

Cherry Street

James Street

First Avenue Balcony

Pioneer Place Park

Pike Place
Market

Stewart Street

Yesler Way



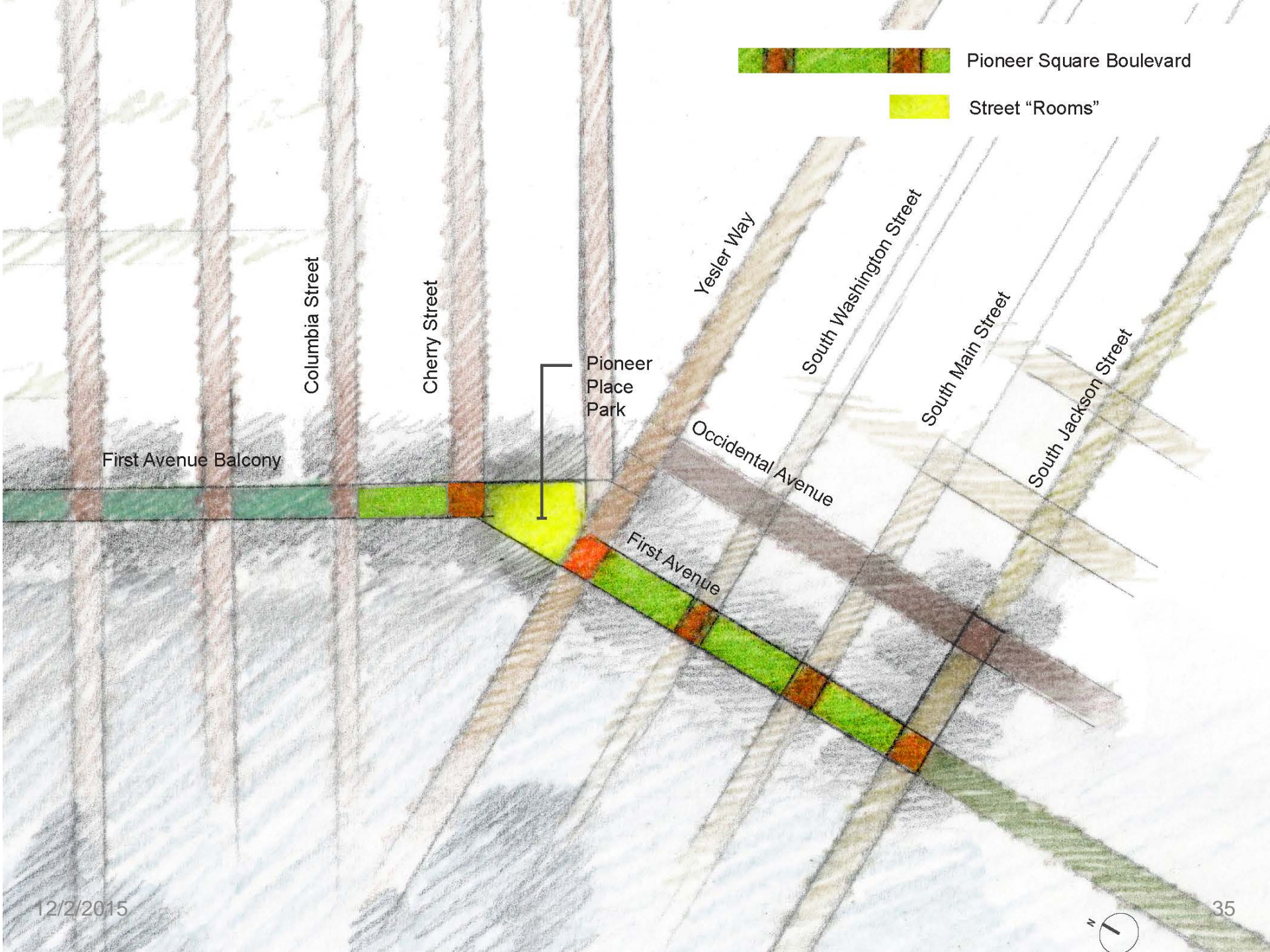


12/2/2015





PIONEER SQUARE BOULEVARD



Pioneer Square Boulevard



Street "Rooms"

Columbia Street

Cherry Street

Yesler Way

South Washington Street

South Main Street

South Jackson Street

Pioneer Place Park

Occidental Avenue

First Avenue

First Avenue Balcony









What We Heard from You in March 2015

- Would like to see more information regarding design at the station stops
- Would like to see how the streetcar interfaces with other projects and transit systems in Center City
- Keep infrastructure simple and light; integrate the streetcar into the urban fabric
- Celebrate the streetcar's presence
- Consider art, egalitarian design, lighting and street furnishings in the design



30% Design Development – Tess Schiavone

- Materials
 - paving treatment of the transitway and intersections in the three design zones
- Station Configurations
 - access, pedestrian movement, delineating boarding and non-boarding
- Station Amenities
 - minimalist approach, organization of station elements



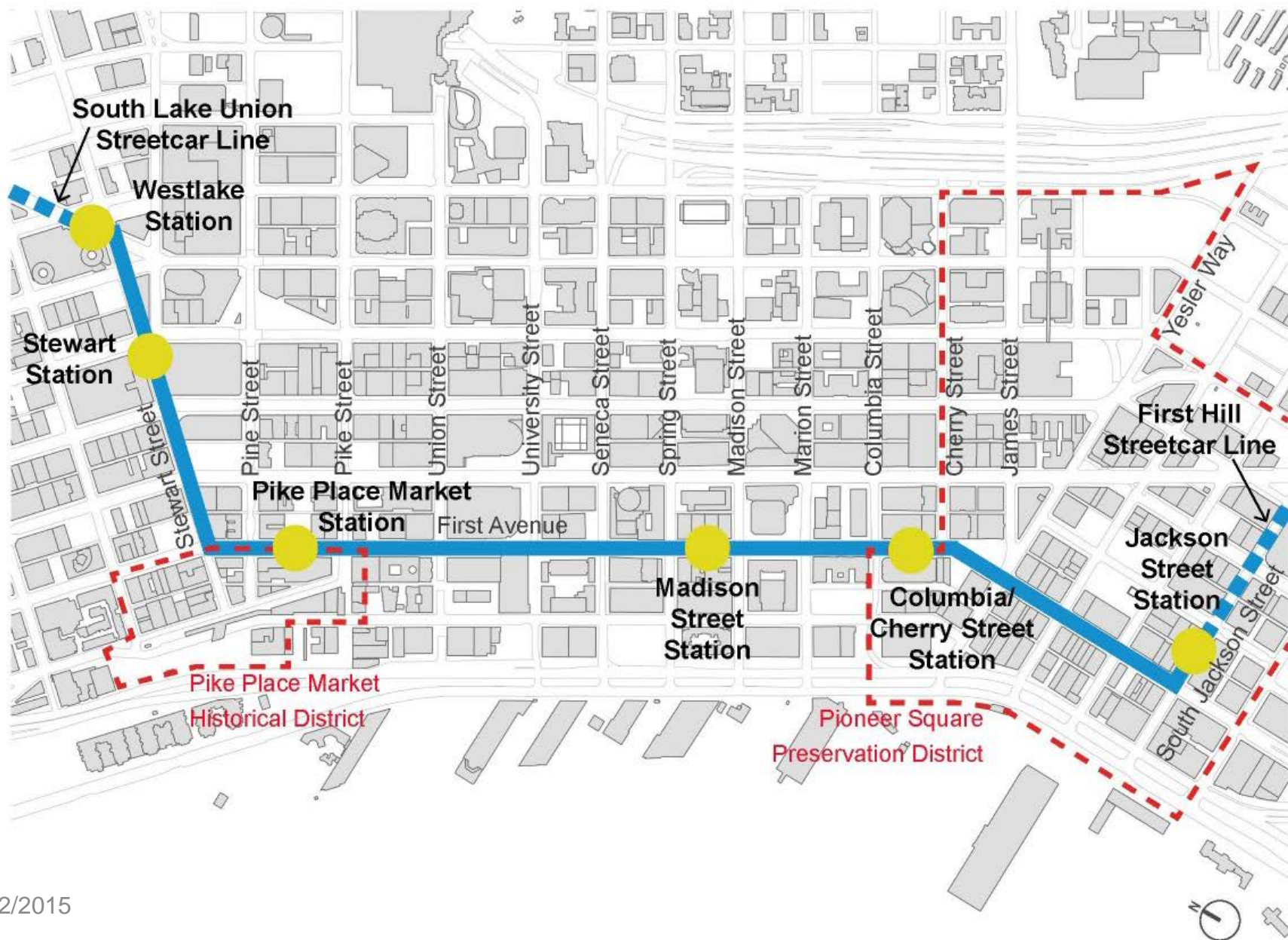
What We Will Focus on Next Time

- Development of paving details
- Configurations for Westlake and Jackson stations
- Station design development and details
- Signage and lighting



STATIONS

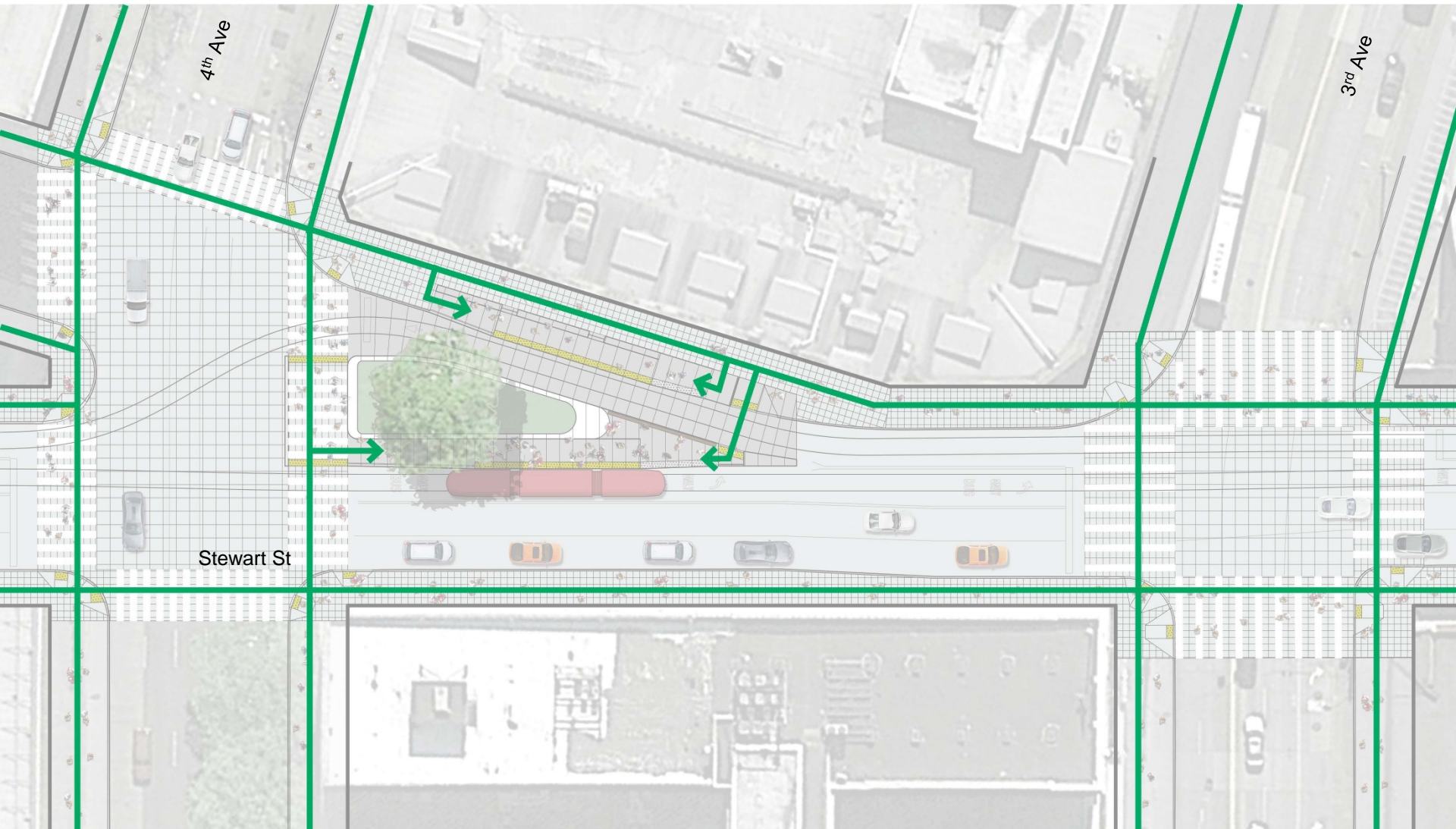
Station Stop Locations



STEWART STATION



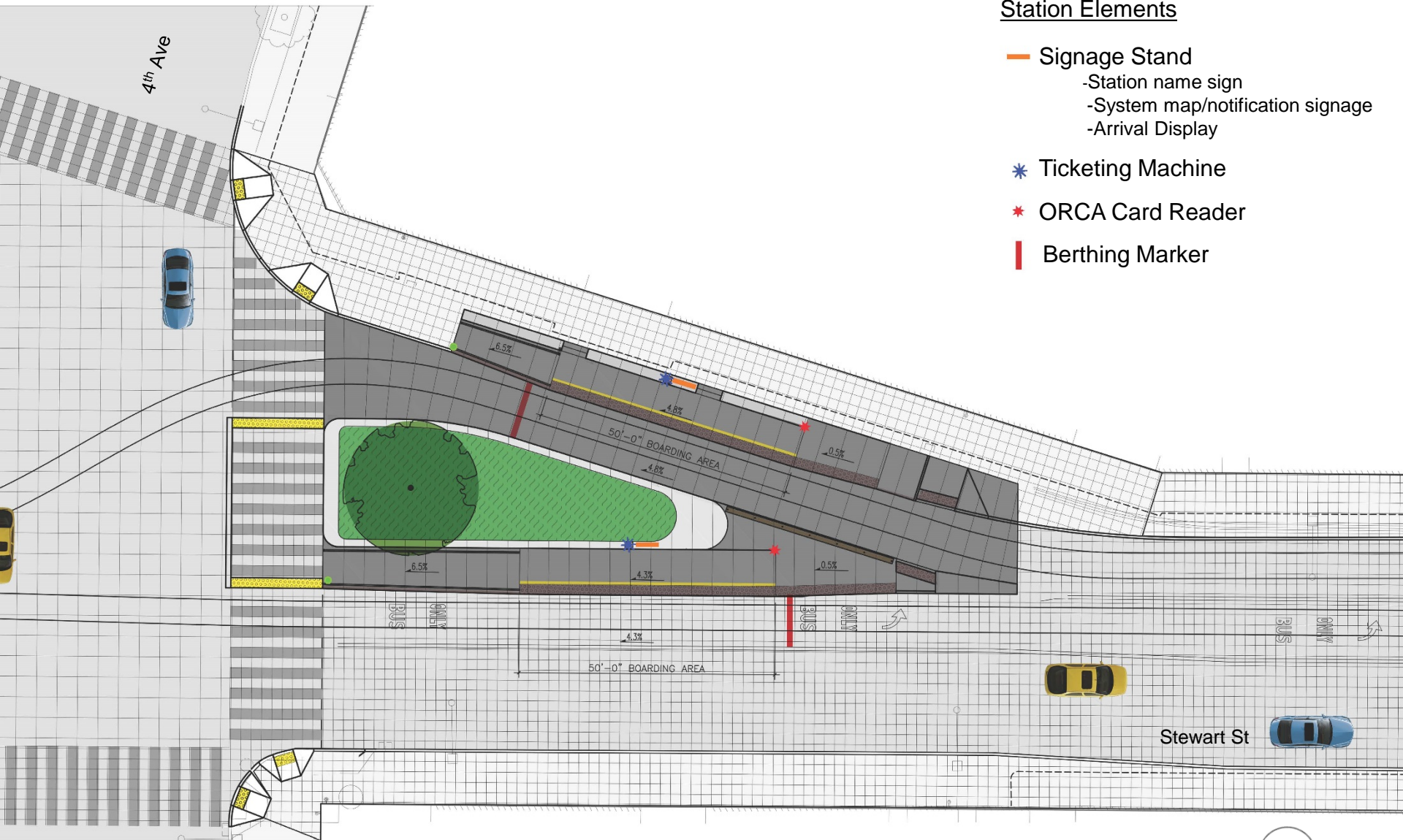
Stewart Station – Pedestrian



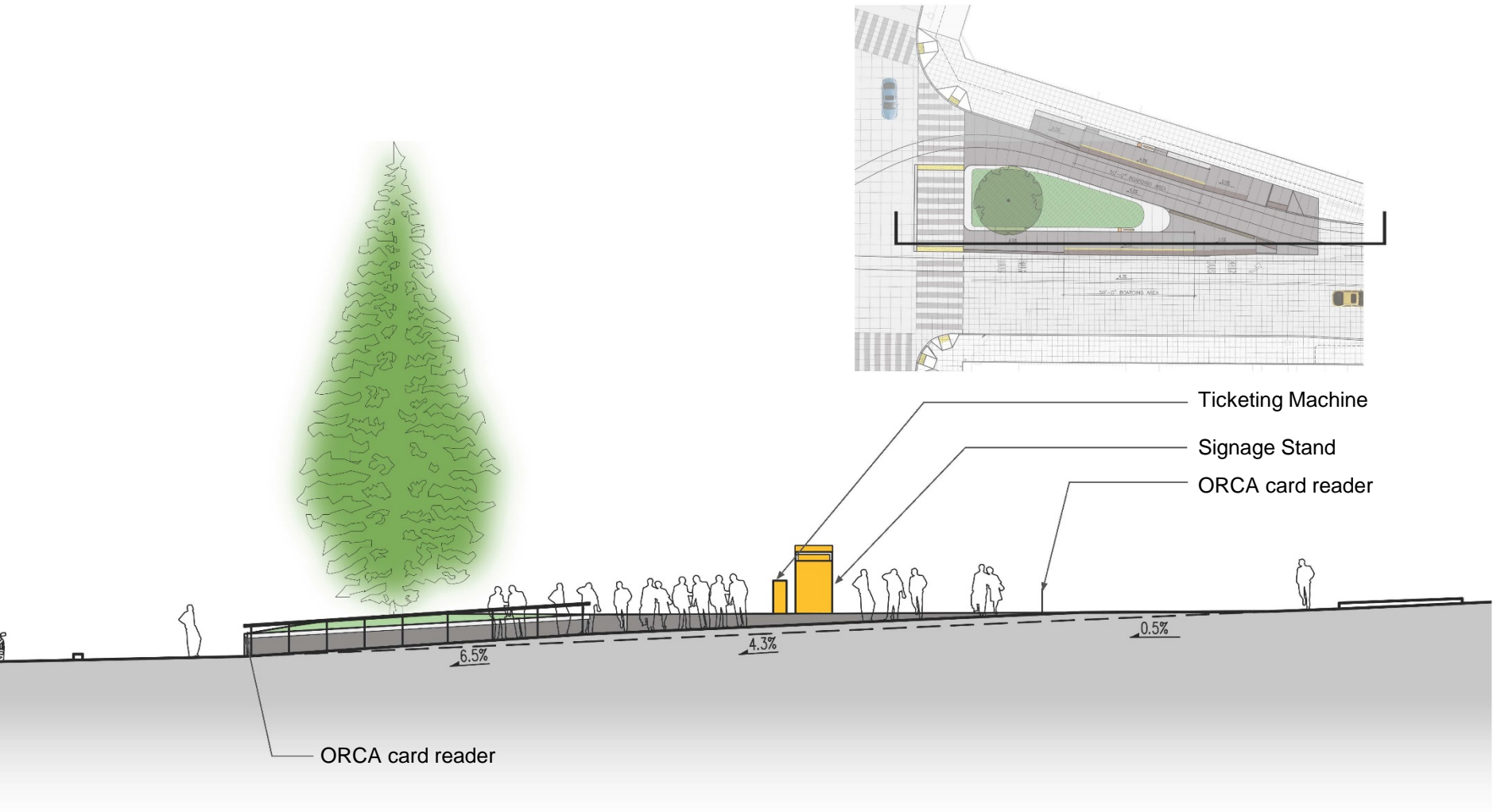
Stewart Station – Plan

Station Elements

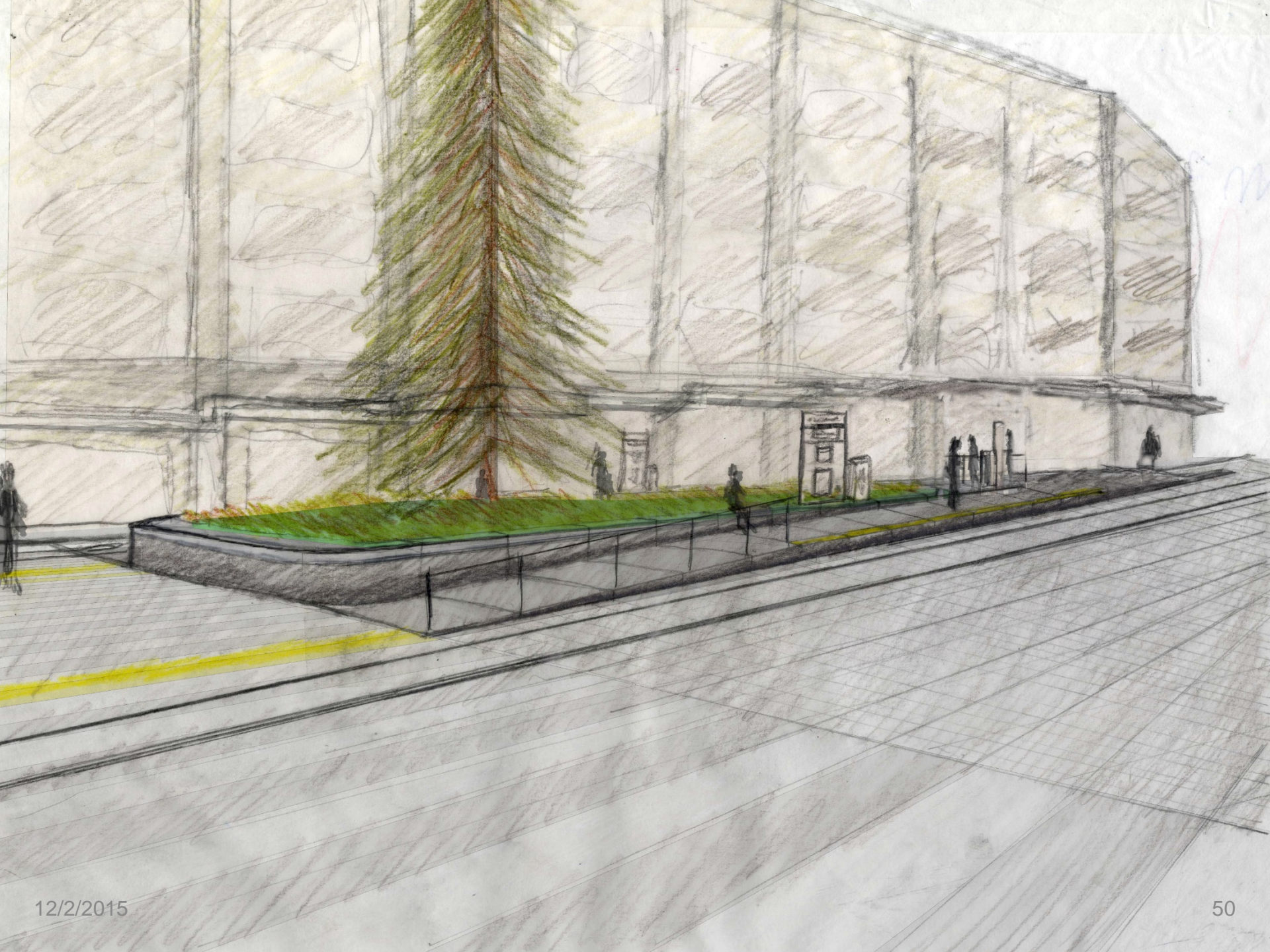
- Signage Stand
 - Station name sign
 - System map/notification signage
 - Arrival Display
- * Ticketing Machine
- * ORCA Card Reader
- | Berthing Marker

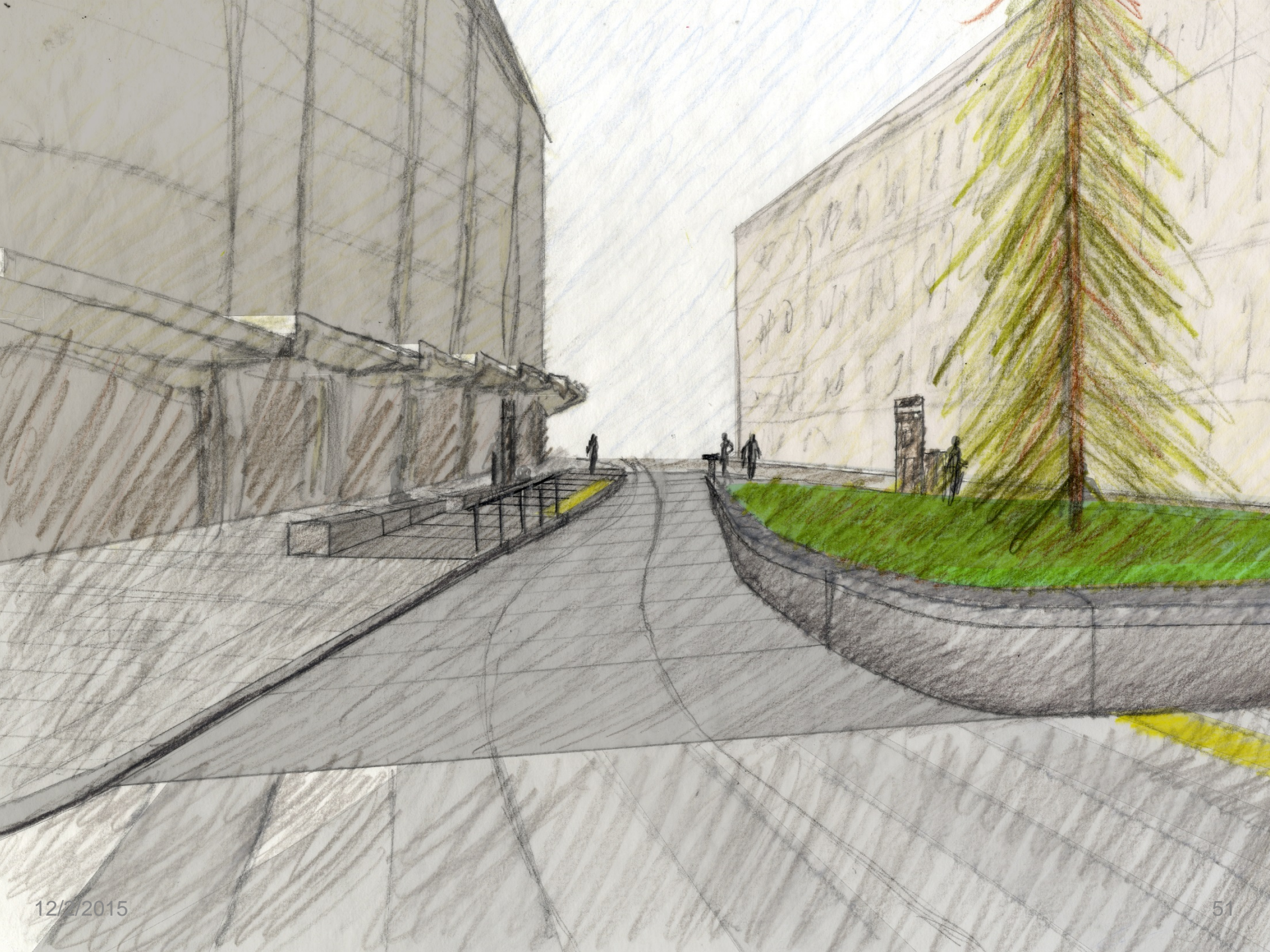


Stewart Station – Elevation









PIKE PLACE MARKET STATION



1912

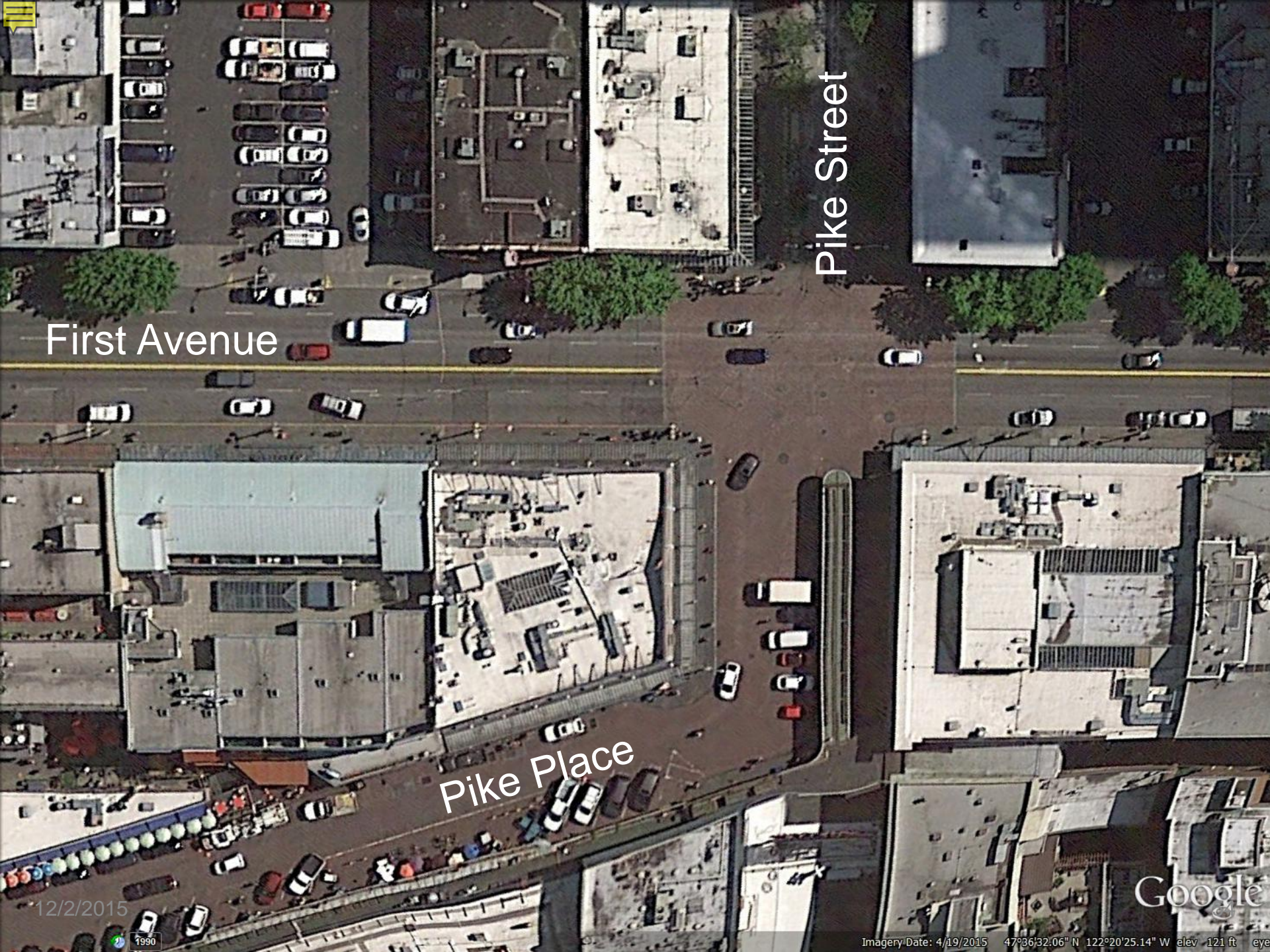


12/6/2015
1972



1978

53



First Avenue

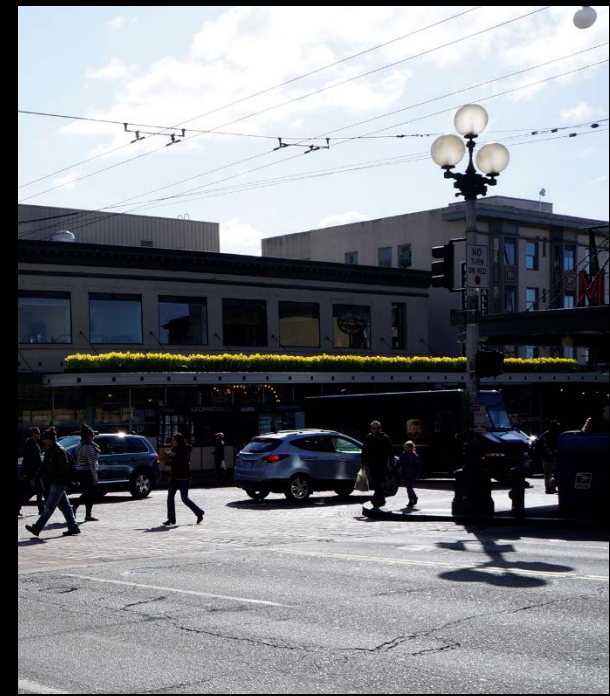
Pike Street

Pike Place

12/2/2015

Google

Imagery Date: 4/19/2015 47°36'32.06" N 122°20'25.14" W elev 121 ft



12/2/2015





NO
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ON RED

NO
STOPS

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FAIR TRADE
COFFEE

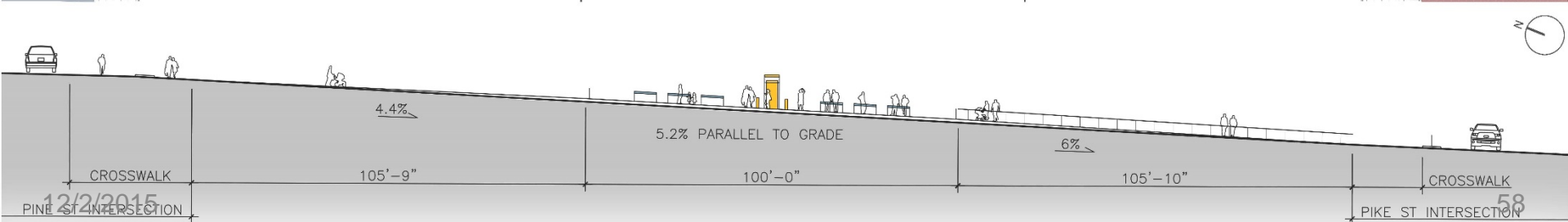
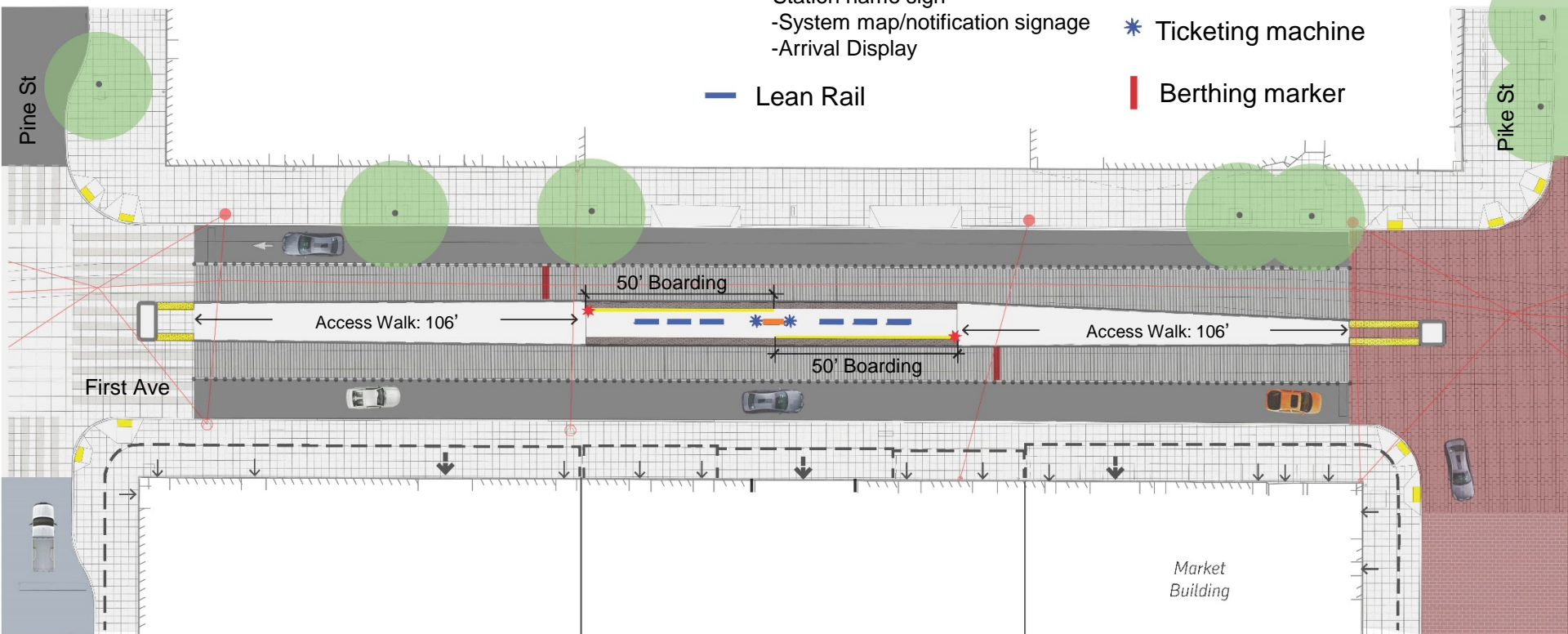


Pike Place Market Station – Elements

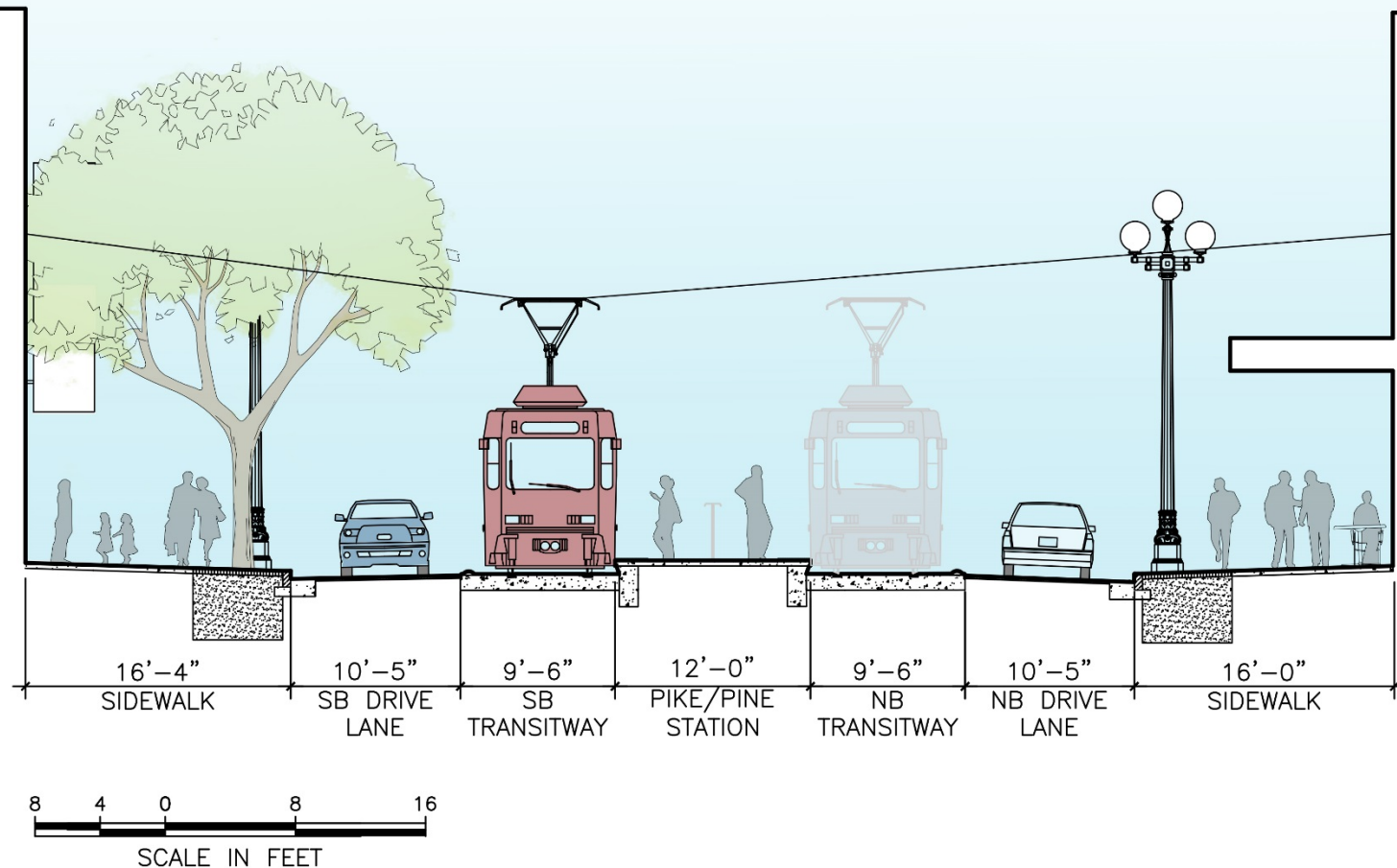
Station Elements

- Signage Stand
 - Station name sign
 - System map/notification signage
 - Arrival Display
- Lean Rail

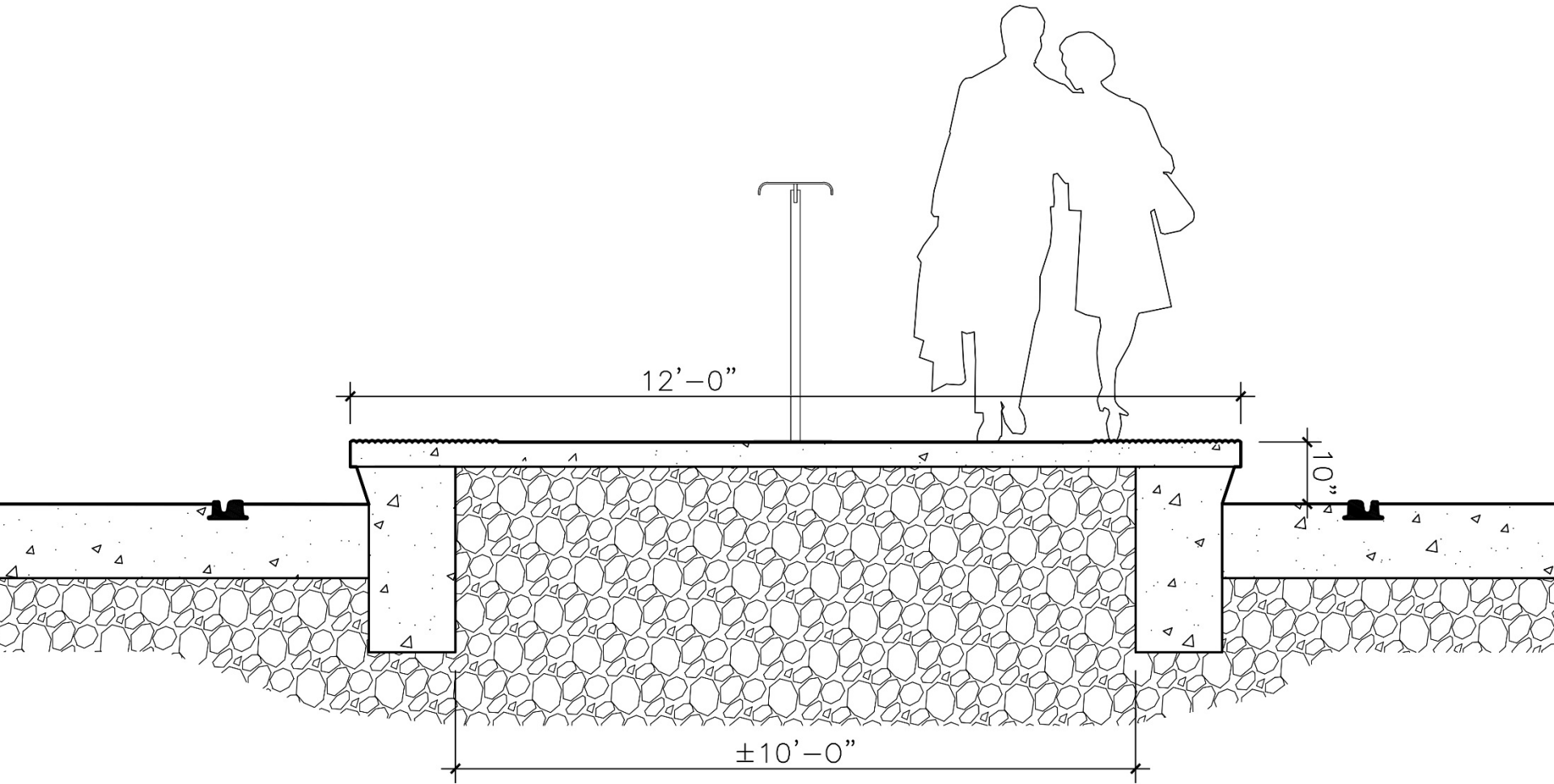
- * ORCA reader
- * Ticketing machine
- | Berthing marker



Pike Place Market Station – Section



Pike Place Market Station Platform





SPRING / MADISON STATION



Looking North from Madison towards Spring



Looking Southwest towards Madison



Looking at Southwest Corner of Madison and First



Looking Southeast from Spring towards Madison

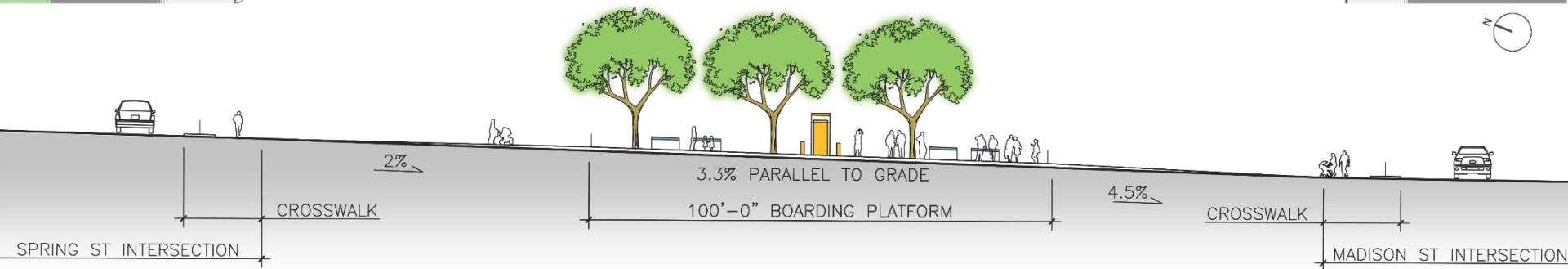
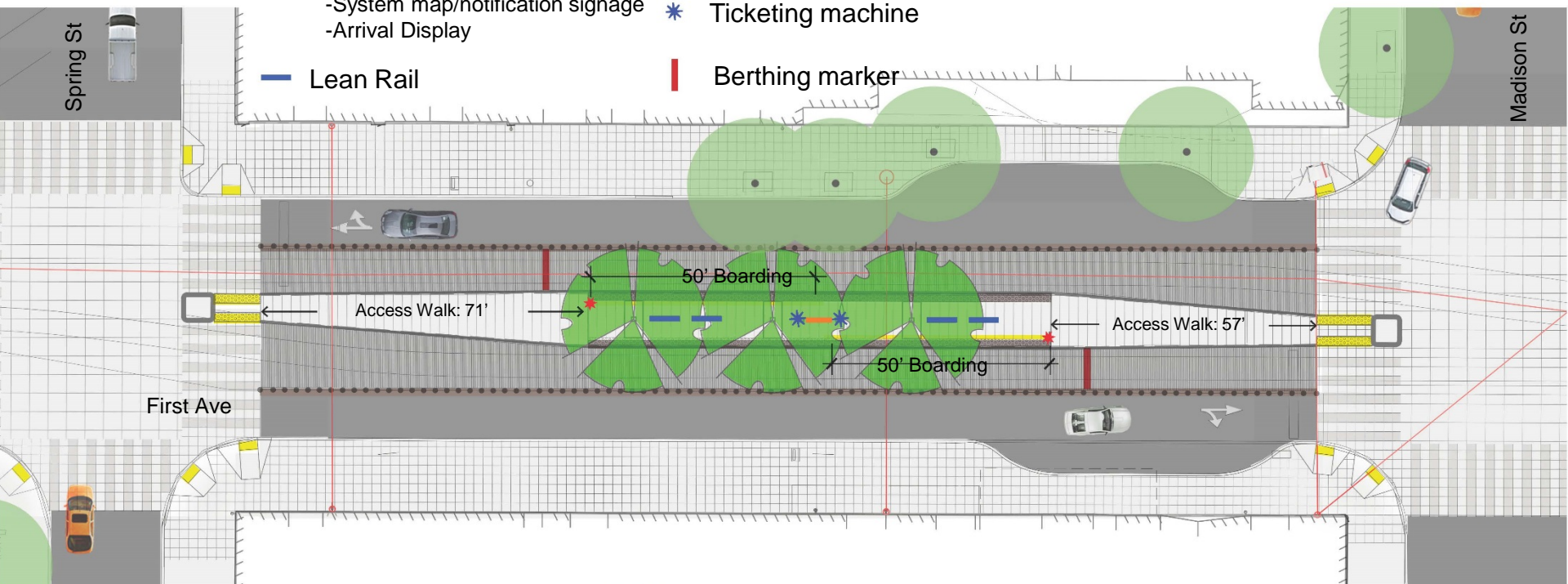
Spring/Madison Station – Pedestrian



Spring/Madison Station

Station Elements

- Signage Stand
 - Station name sign
 - System map/notification signage
 - Arrival Display
- Lean Rail
- * ORCA reader
- * Ticketing machine
- | Berthing marker



COLUMBIA / CHERRY STATION



Looking Southeast towards Cherry



Looking Southwest towards Cherry



Looking Southeast towards Cherry



Looking North towards Columbia

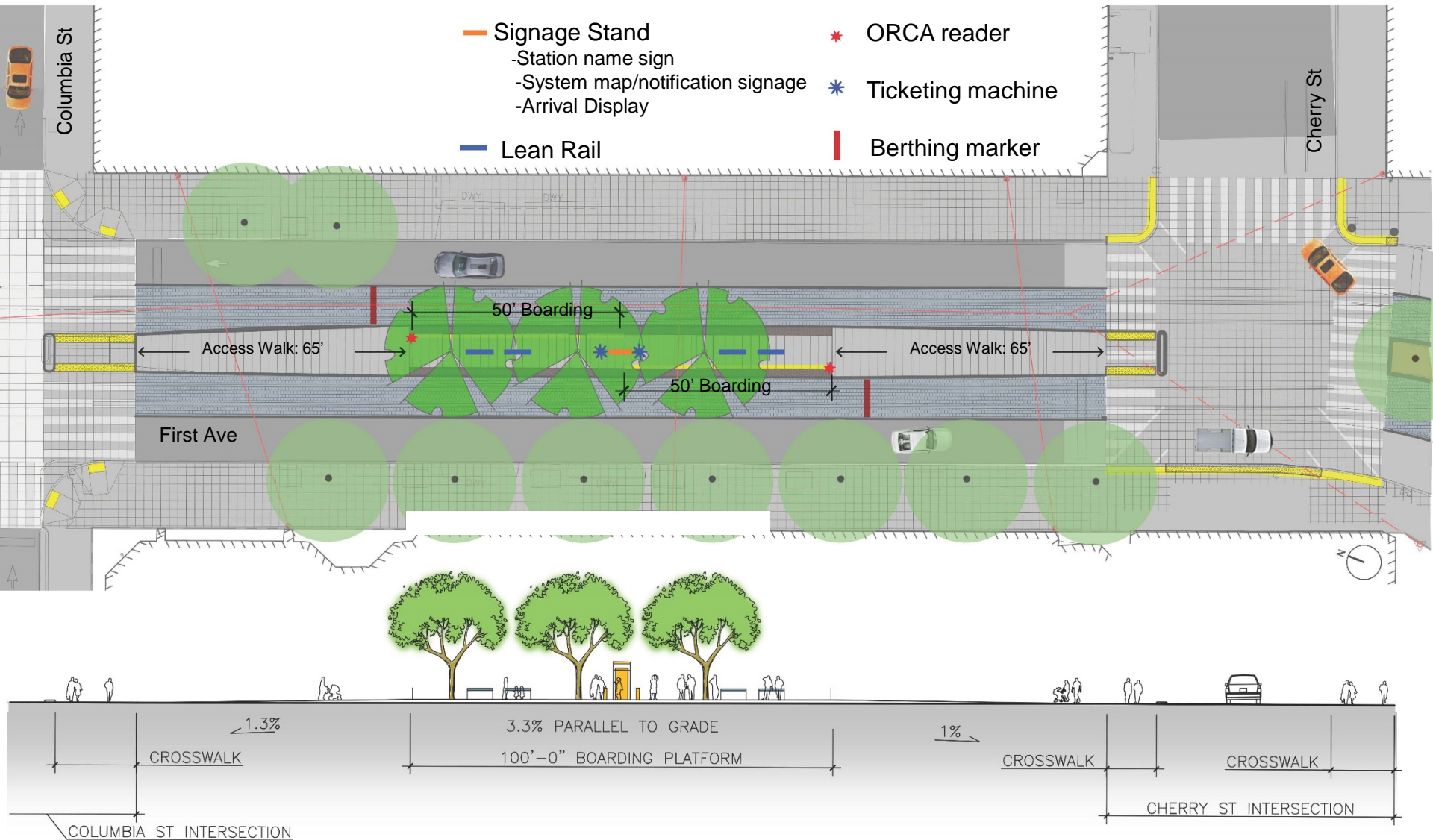
Columbia/Cherry Station - Pedestrians



Columbia / Cherry Station

Station Elements

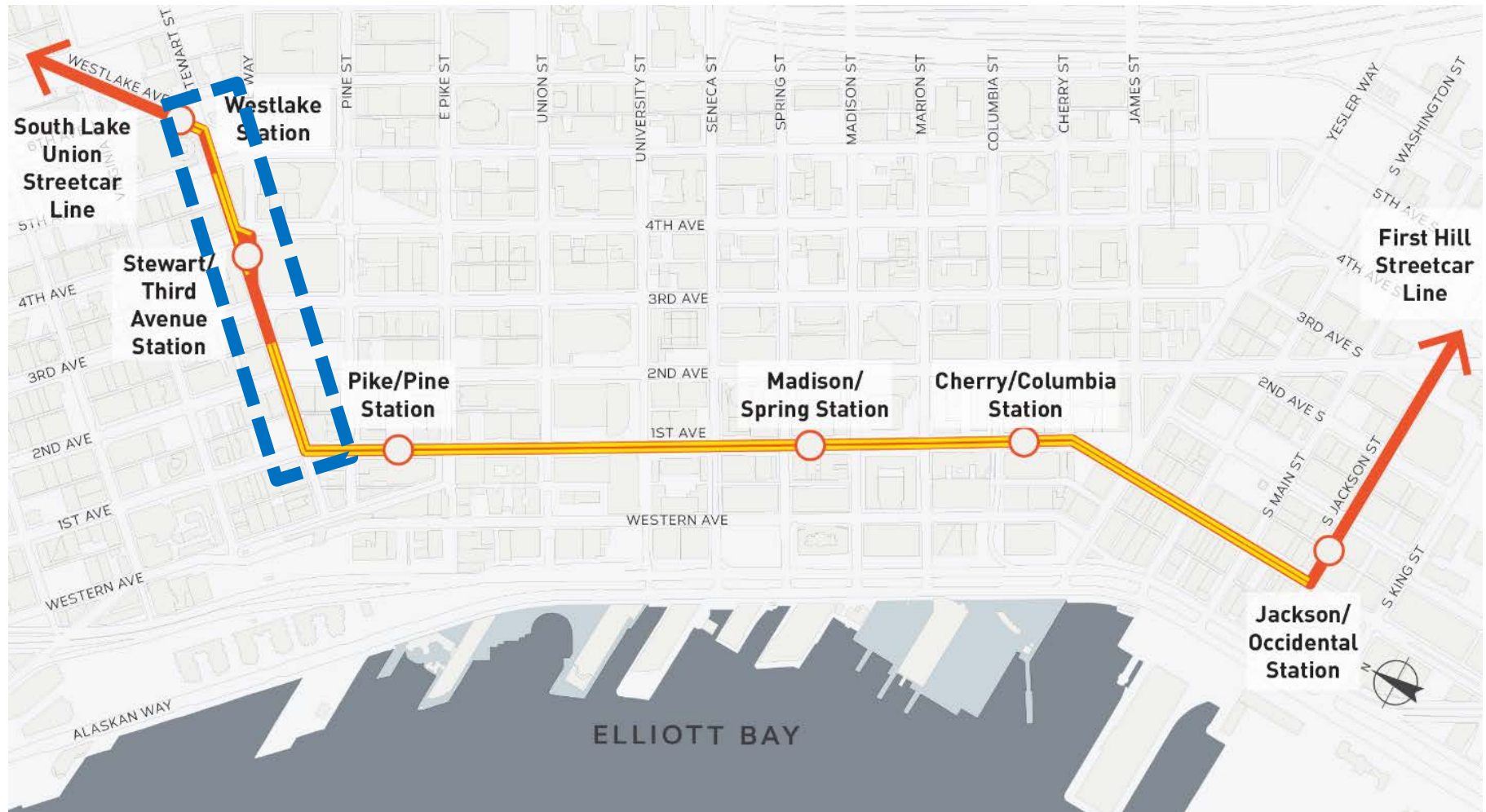
- Signage Stand
 - Station name sign
 - System map/notification signage
 - Arrival Display
- Lean Rail
- * ORCA reader
- * Ticketing machine
- | Berthing marker



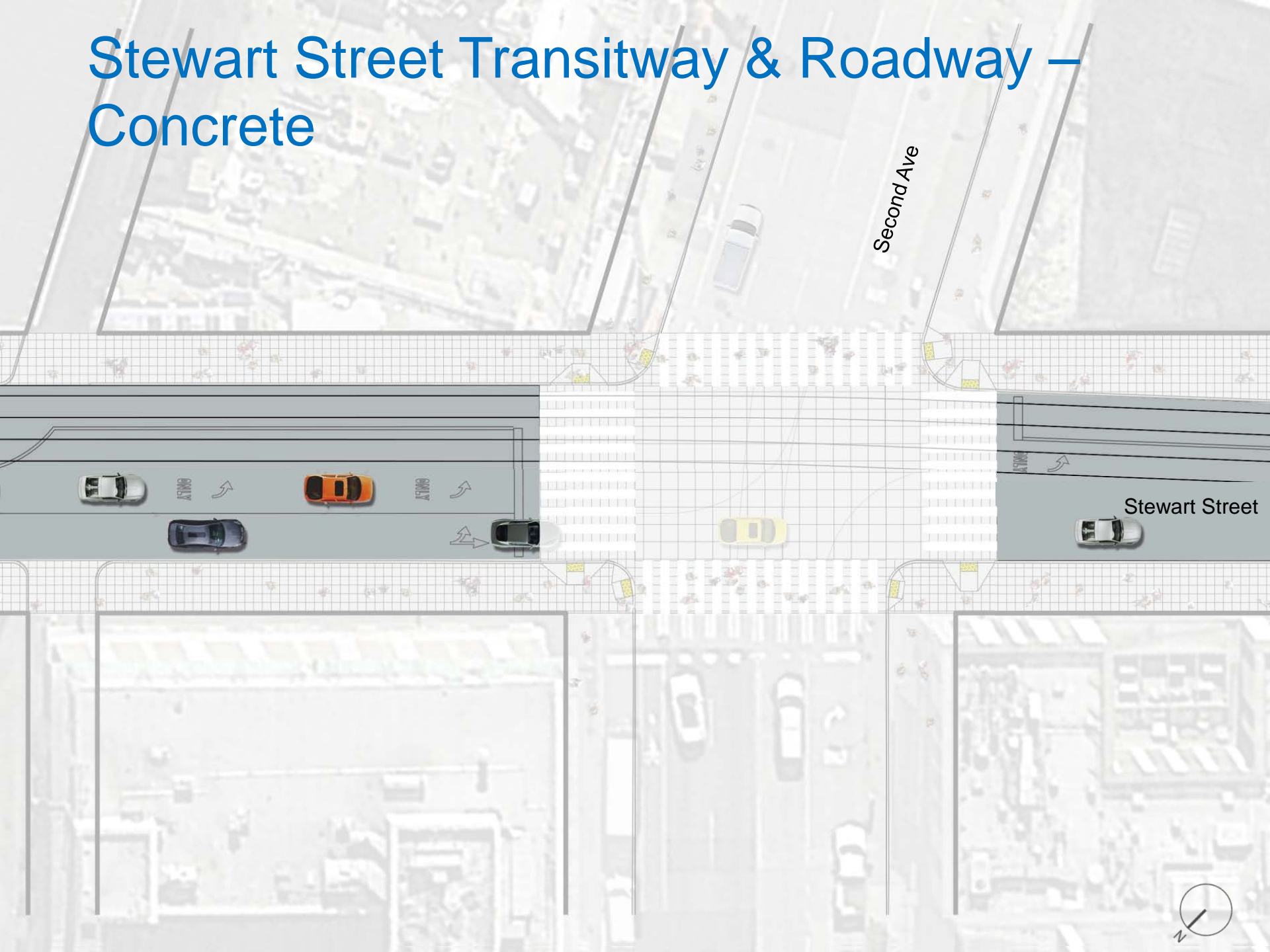


TRANSITWAY MATERIALS

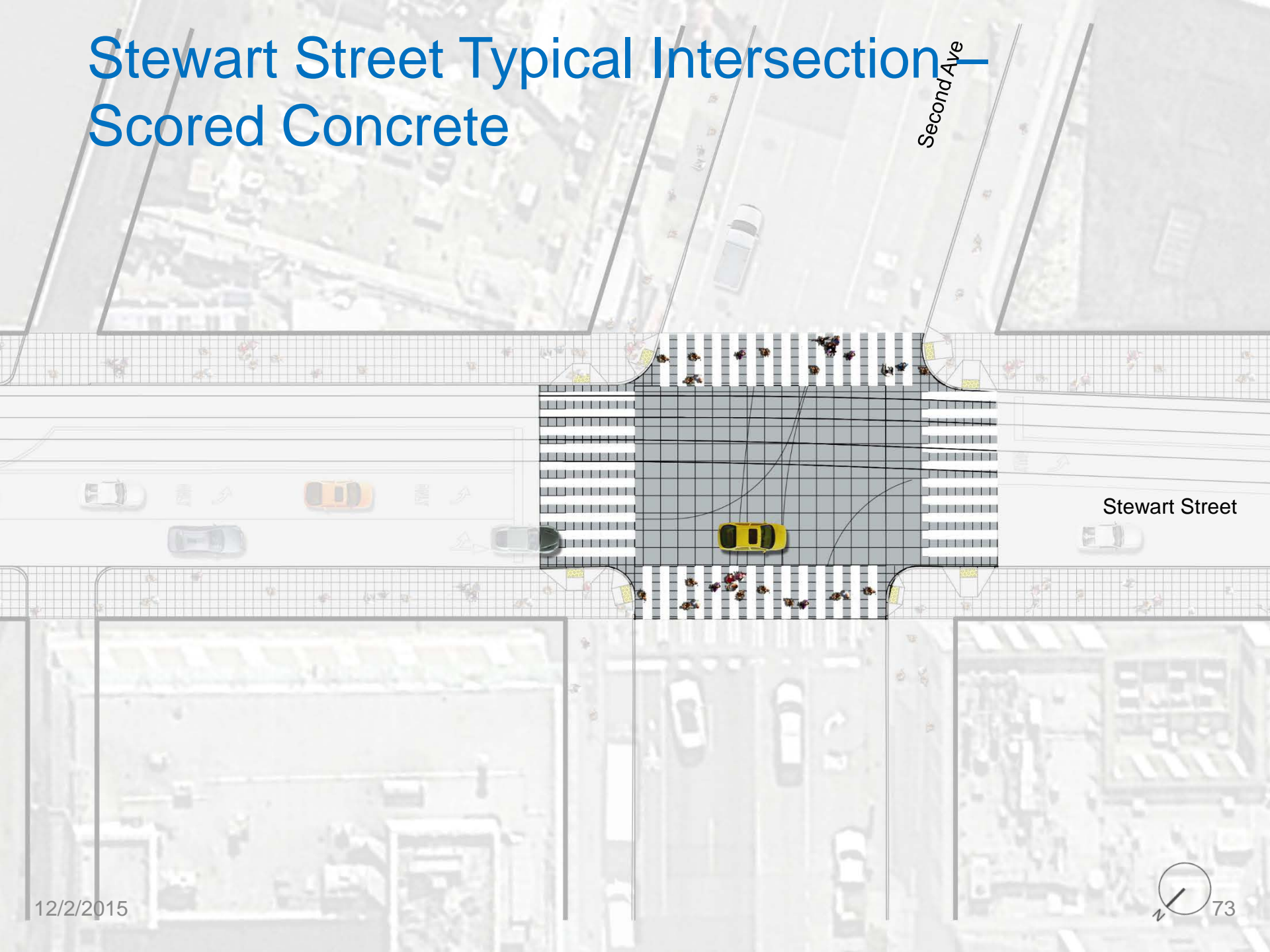
Stewart Street Transitway



Second Ave



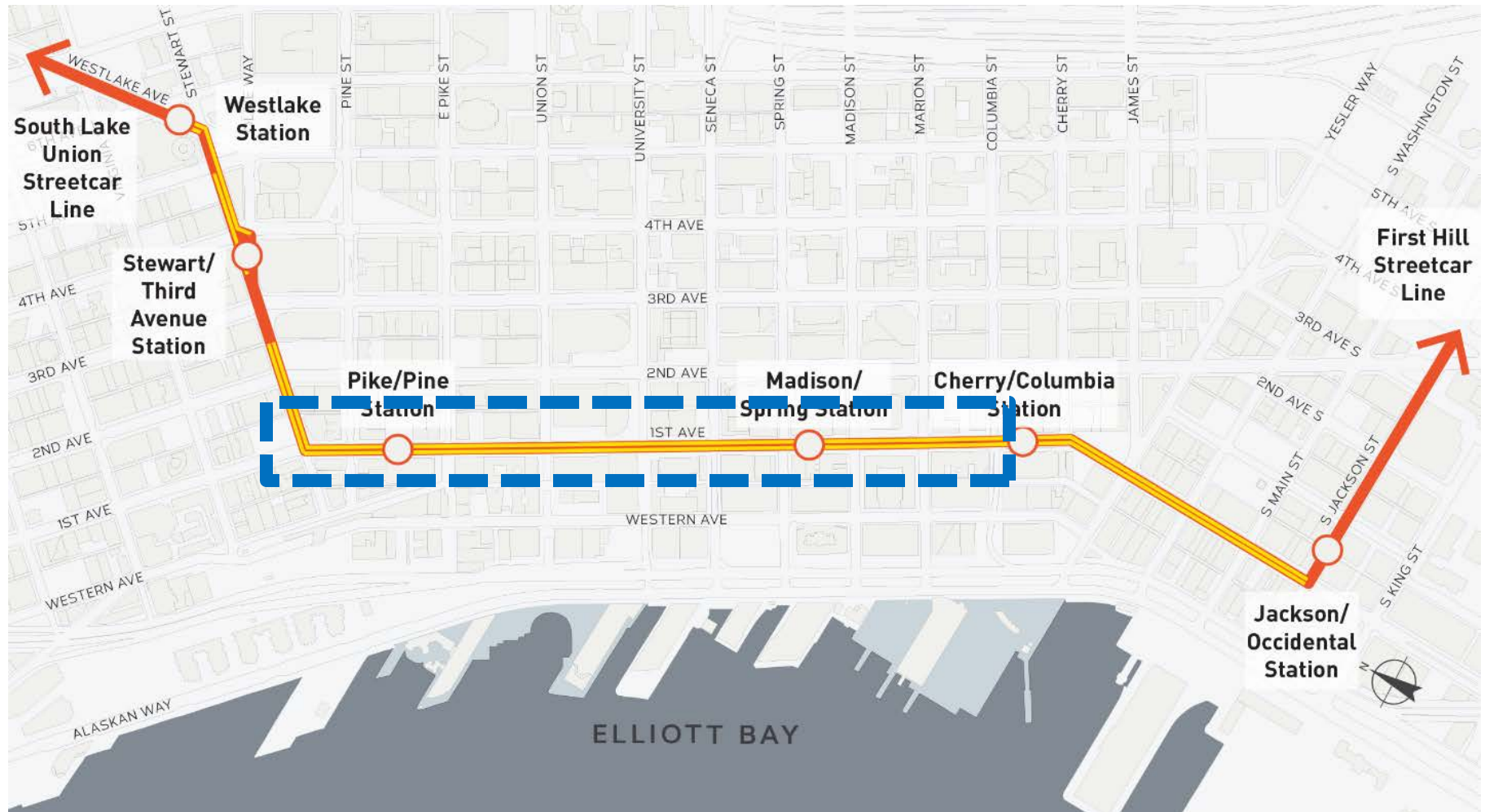
Stewart Street Typical Intersection— Scored Concrete



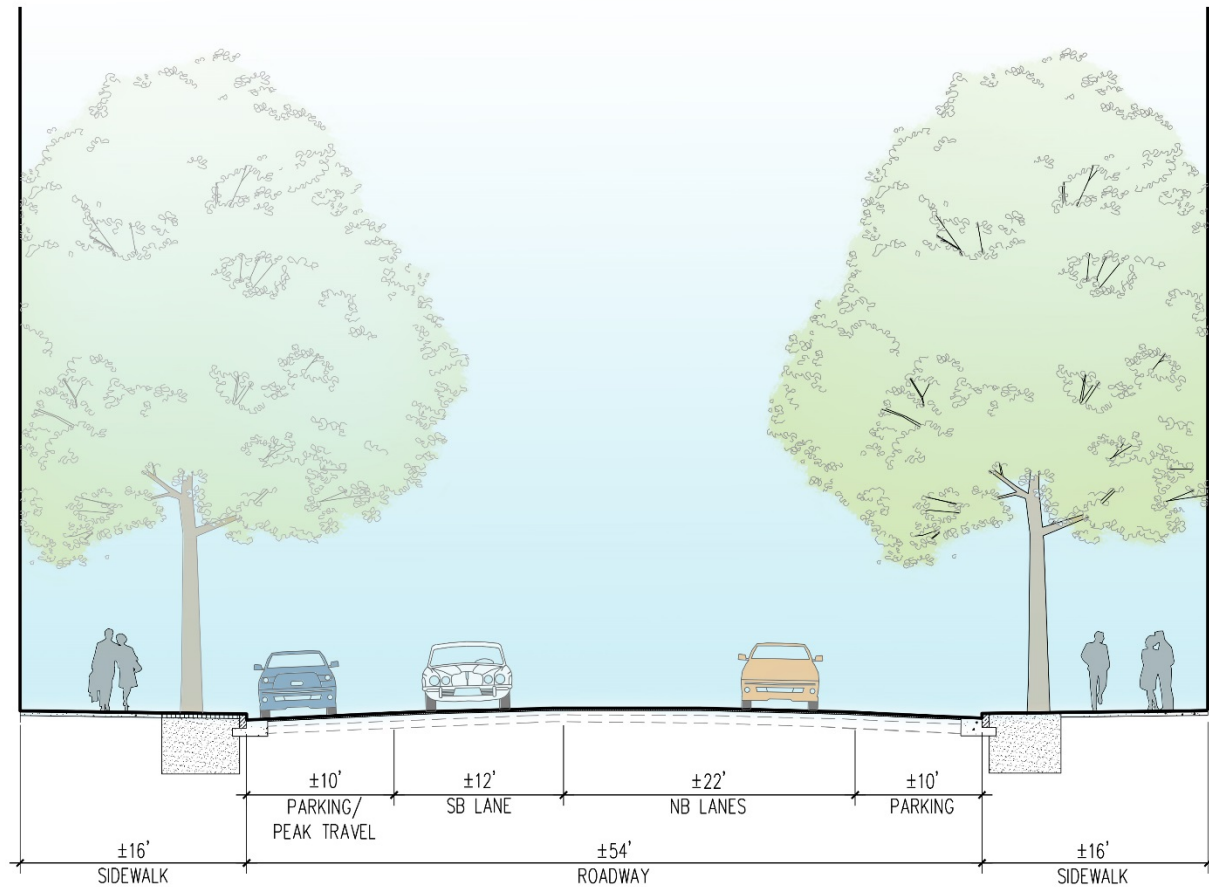
Second Ave

Stewart Street

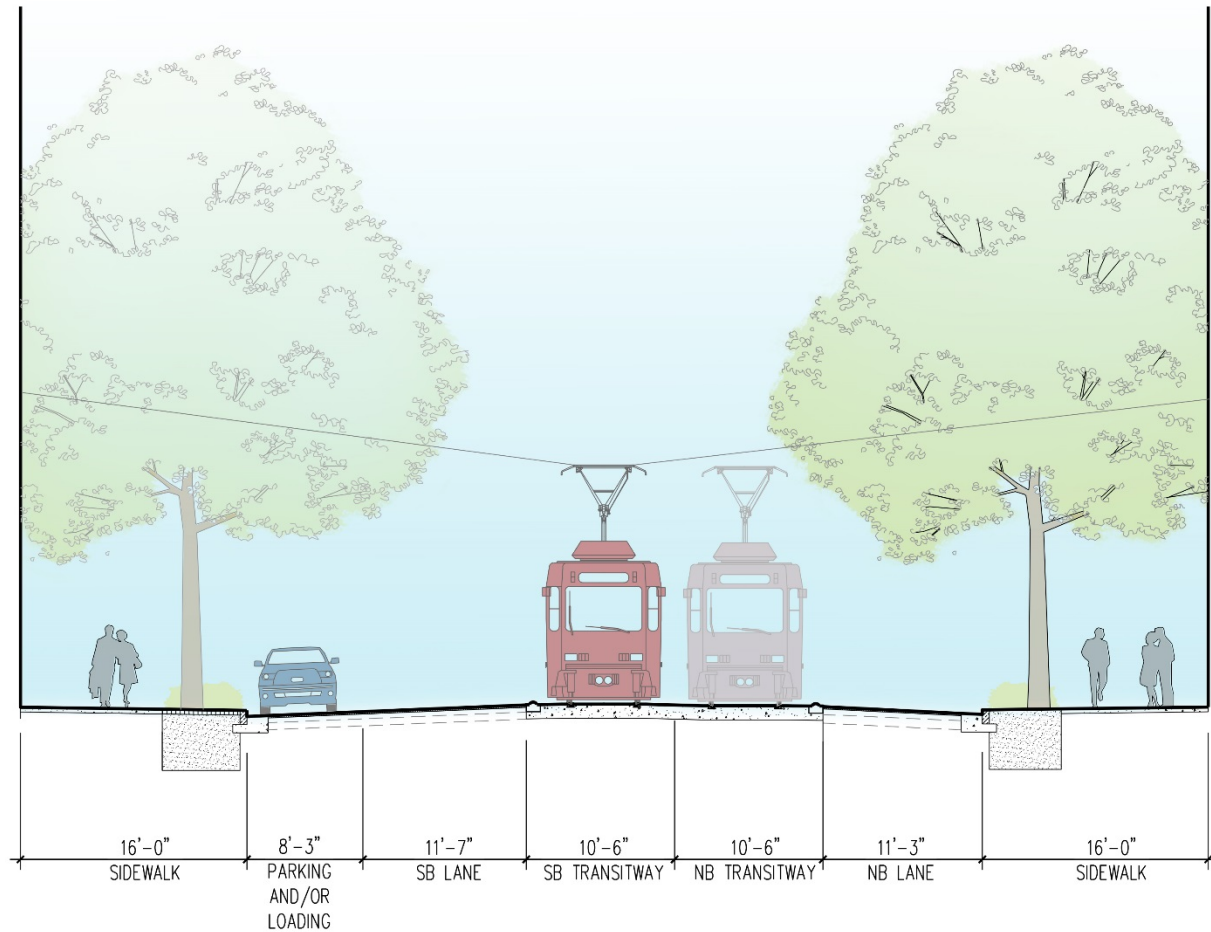
First Avenue Transitway



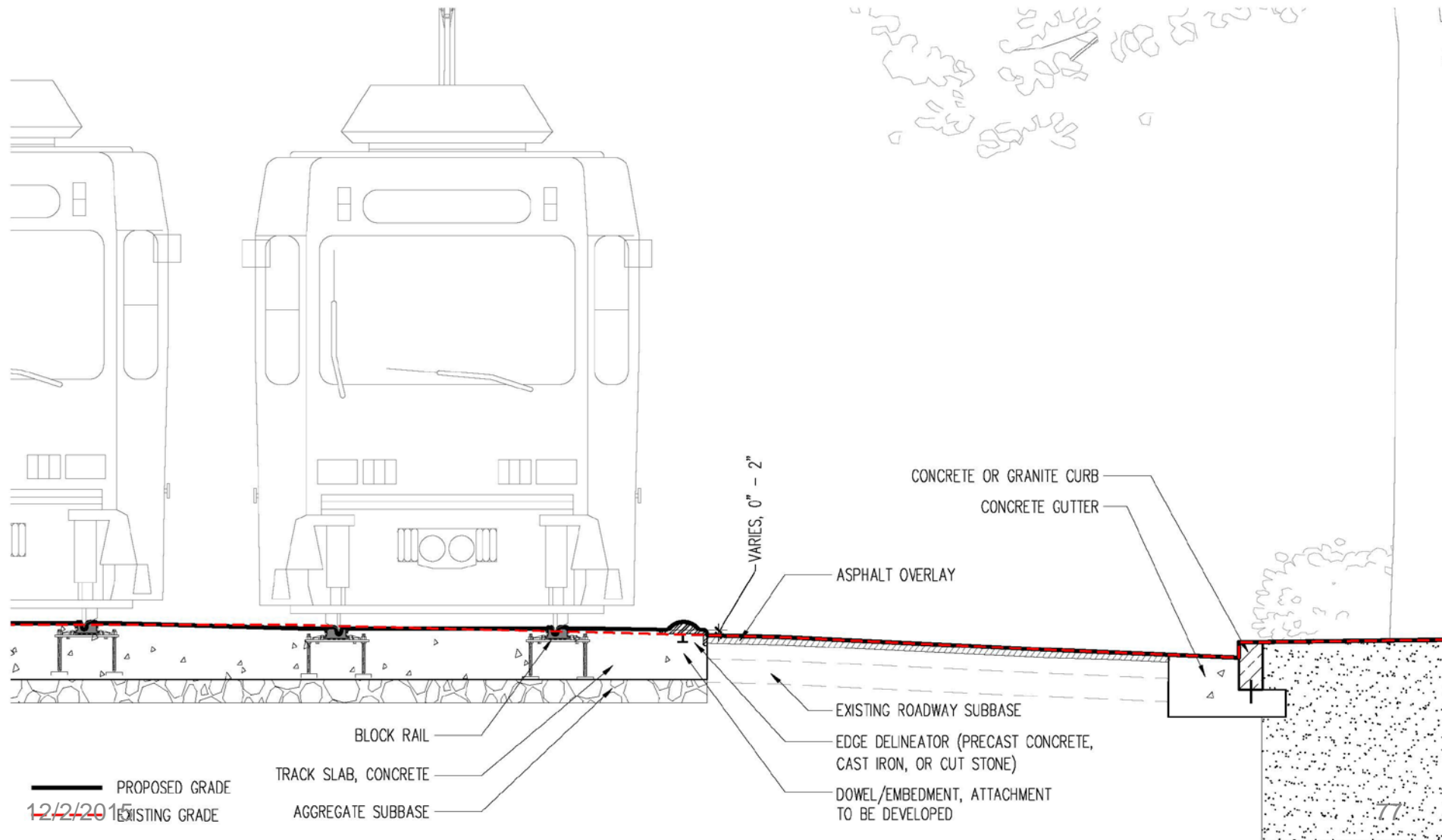
First Avenue – Existing Section



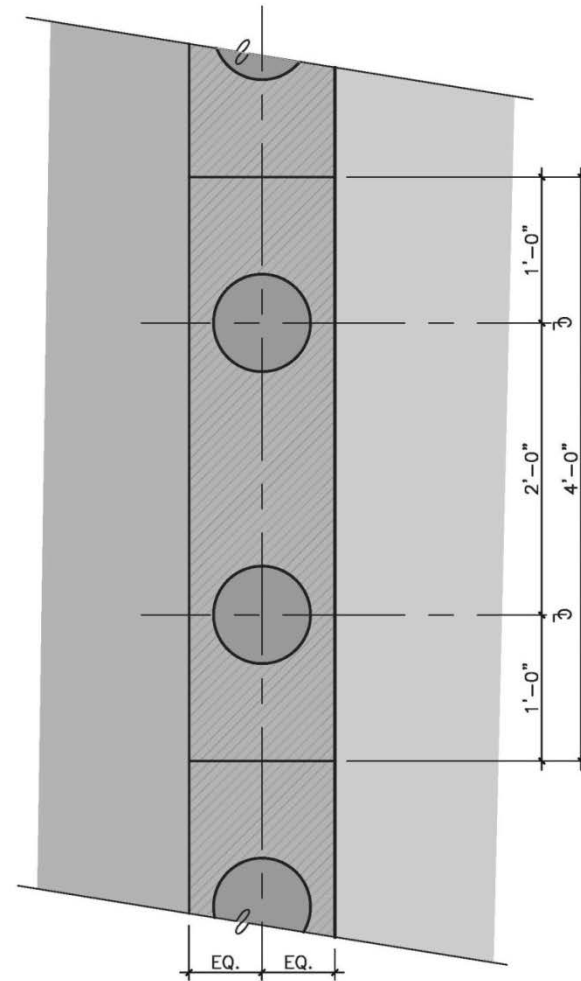
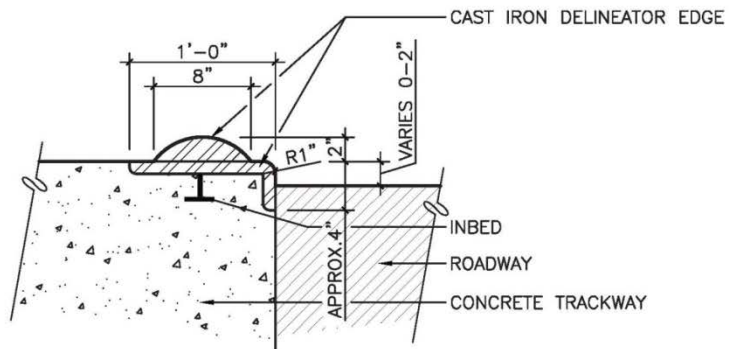
First Avenue – Proposed Section



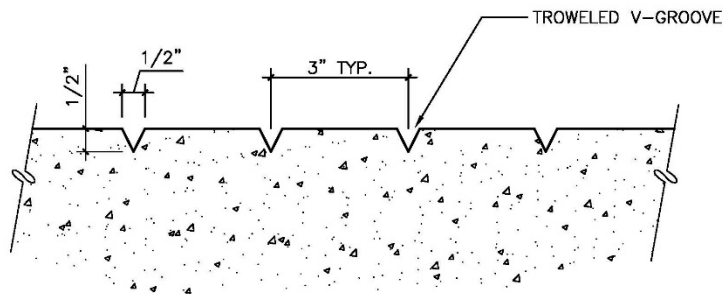
Section Enlargement – Transitway & Roadway Materials



Edge Delineator

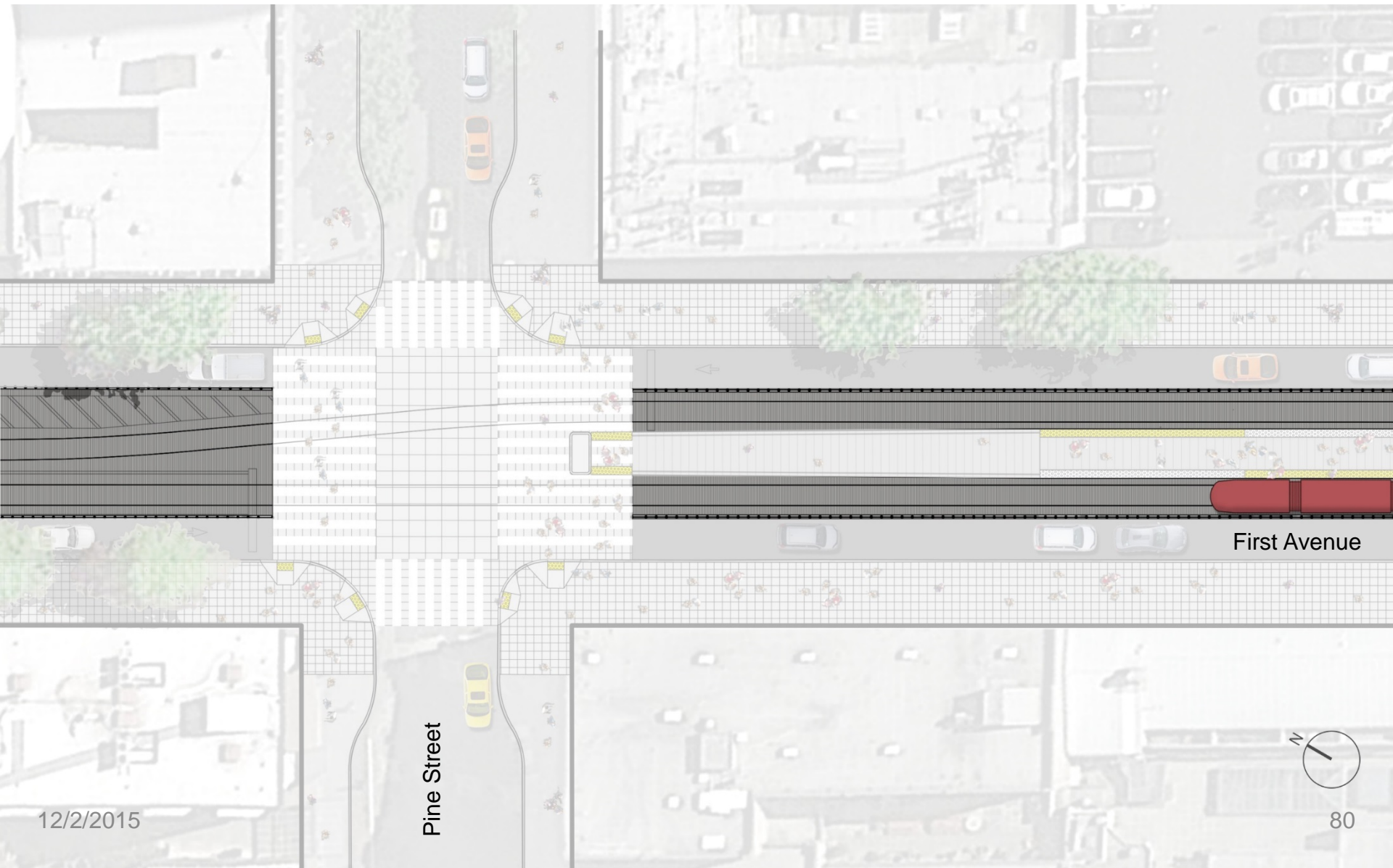


Concrete Transitway





First Avenue Transitway – Textured Concrete with Metal Edge Delineator



12/2/2015

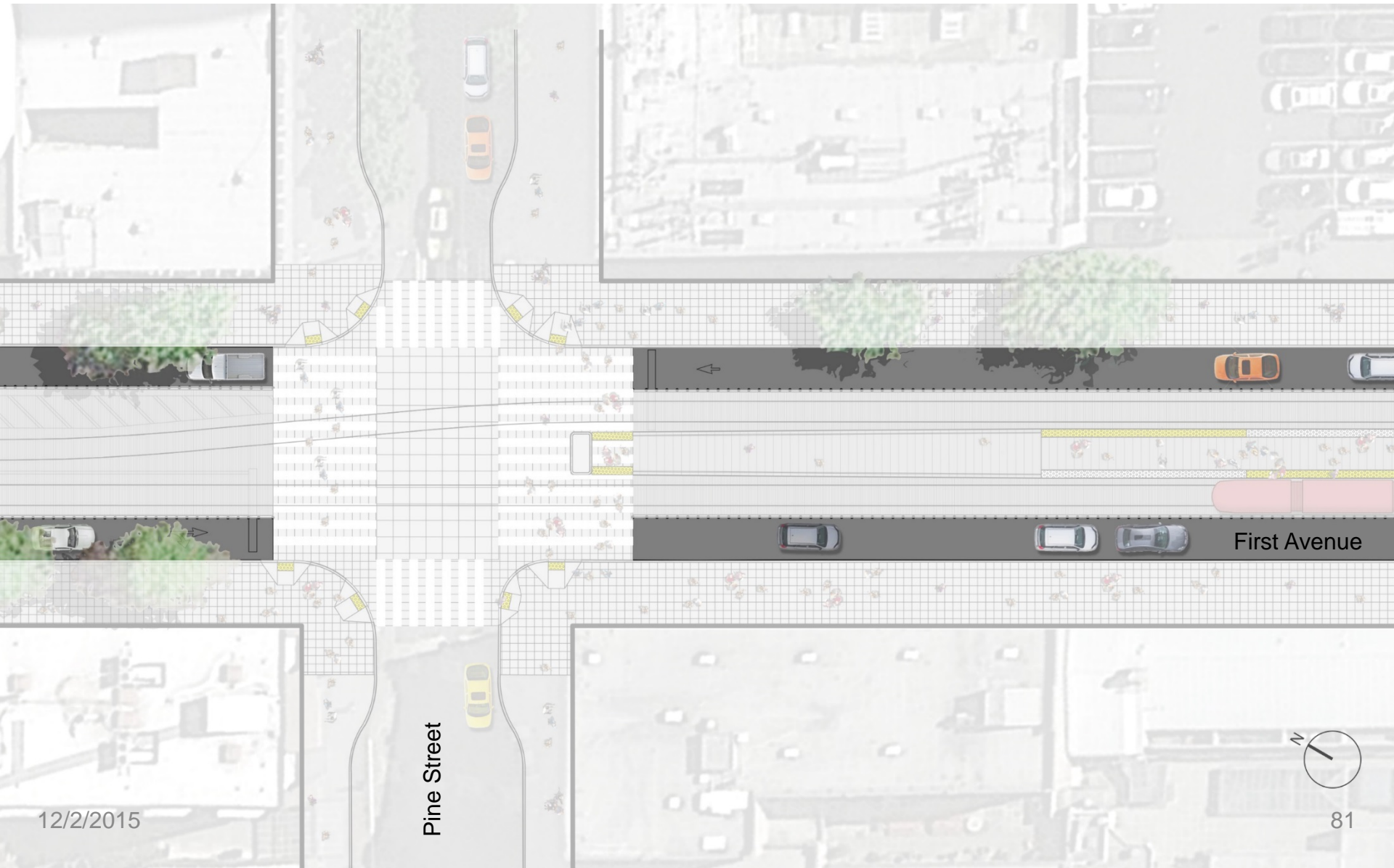
Pine Street

First Avenue

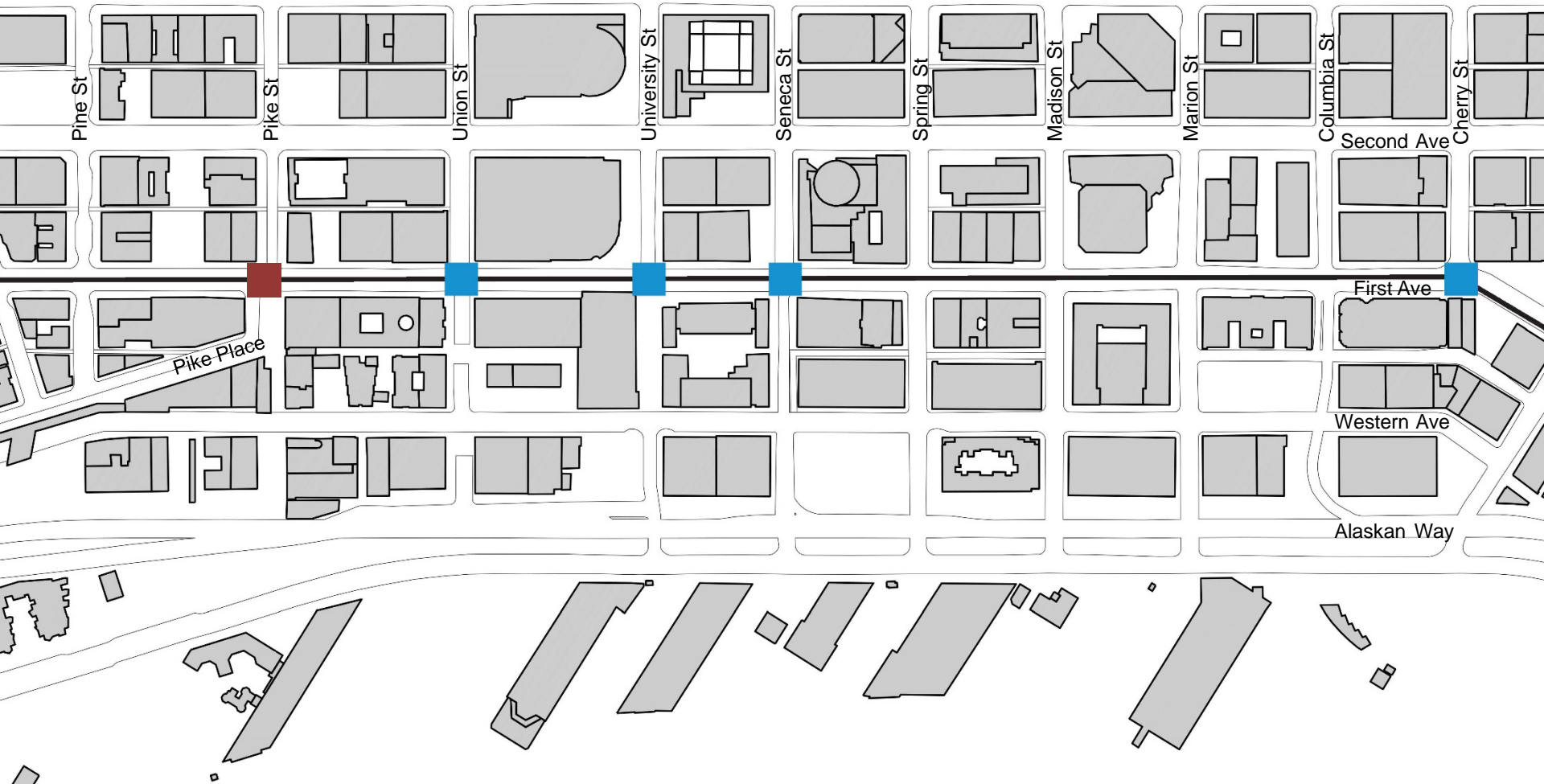


80

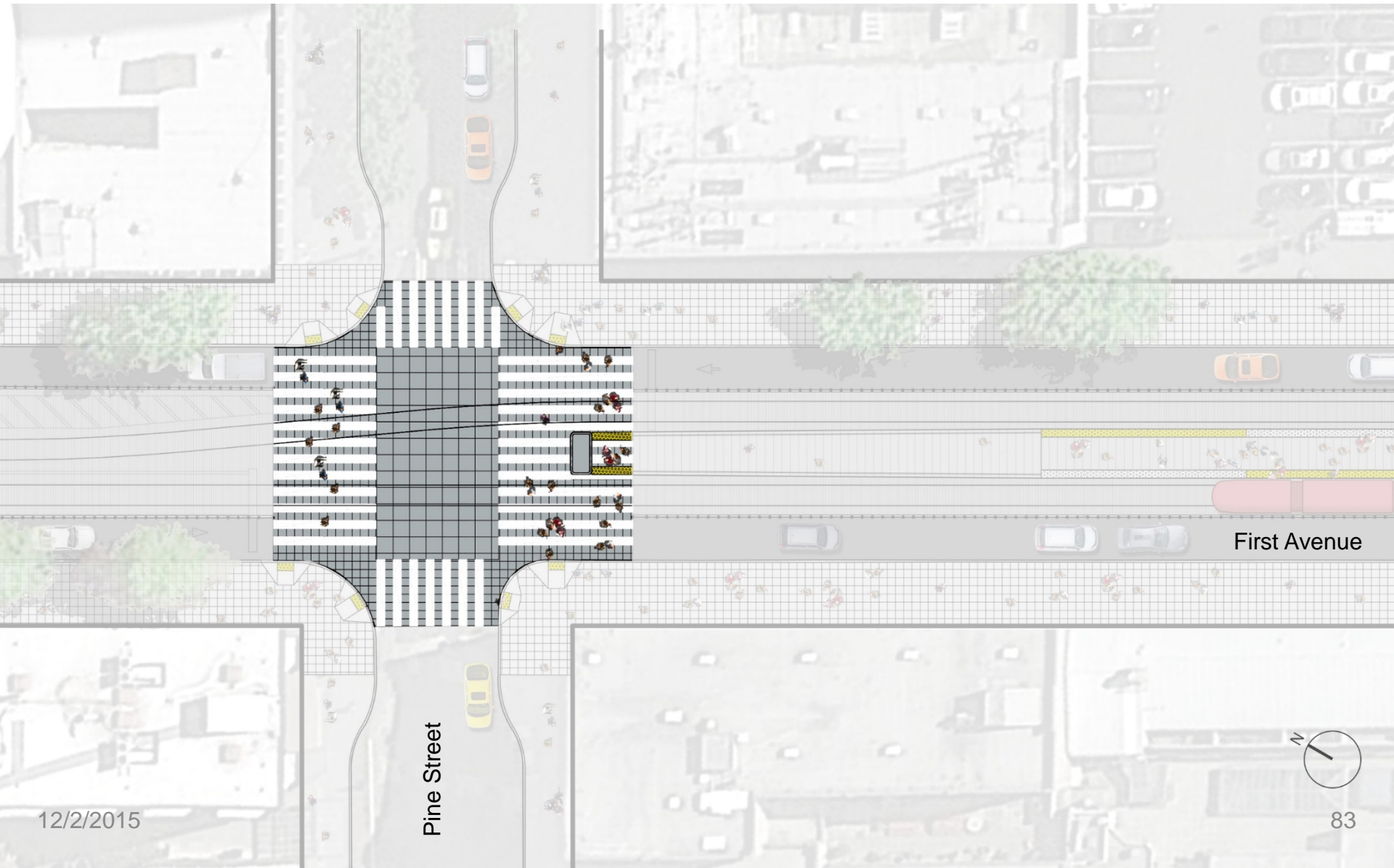
First Avenue Roadway – Asphalt



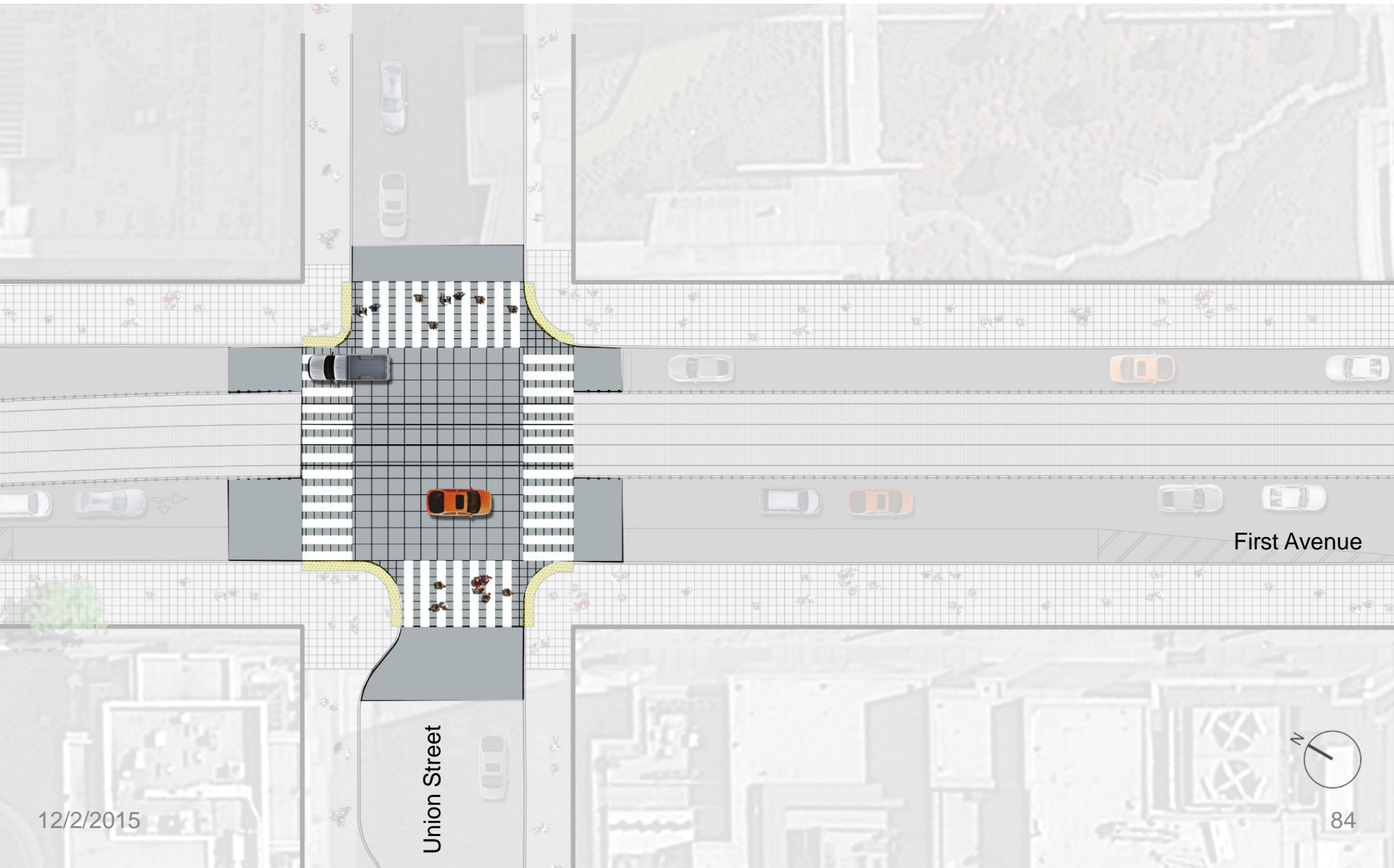
First Avenue Intersections



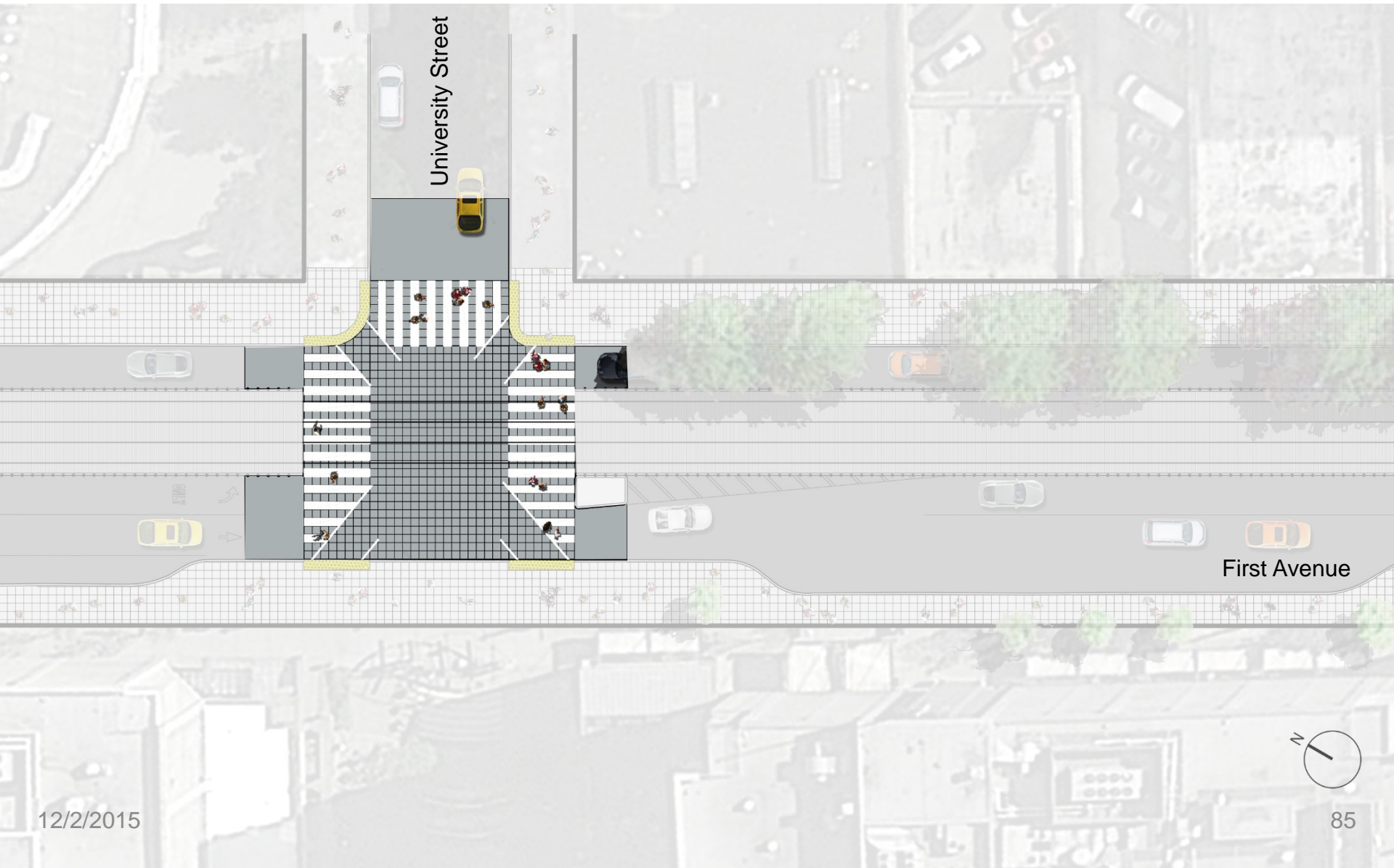
First Avenue Conventional Intersection – Scored Concrete



First Avenue Raised Intersection – Scored Concrete

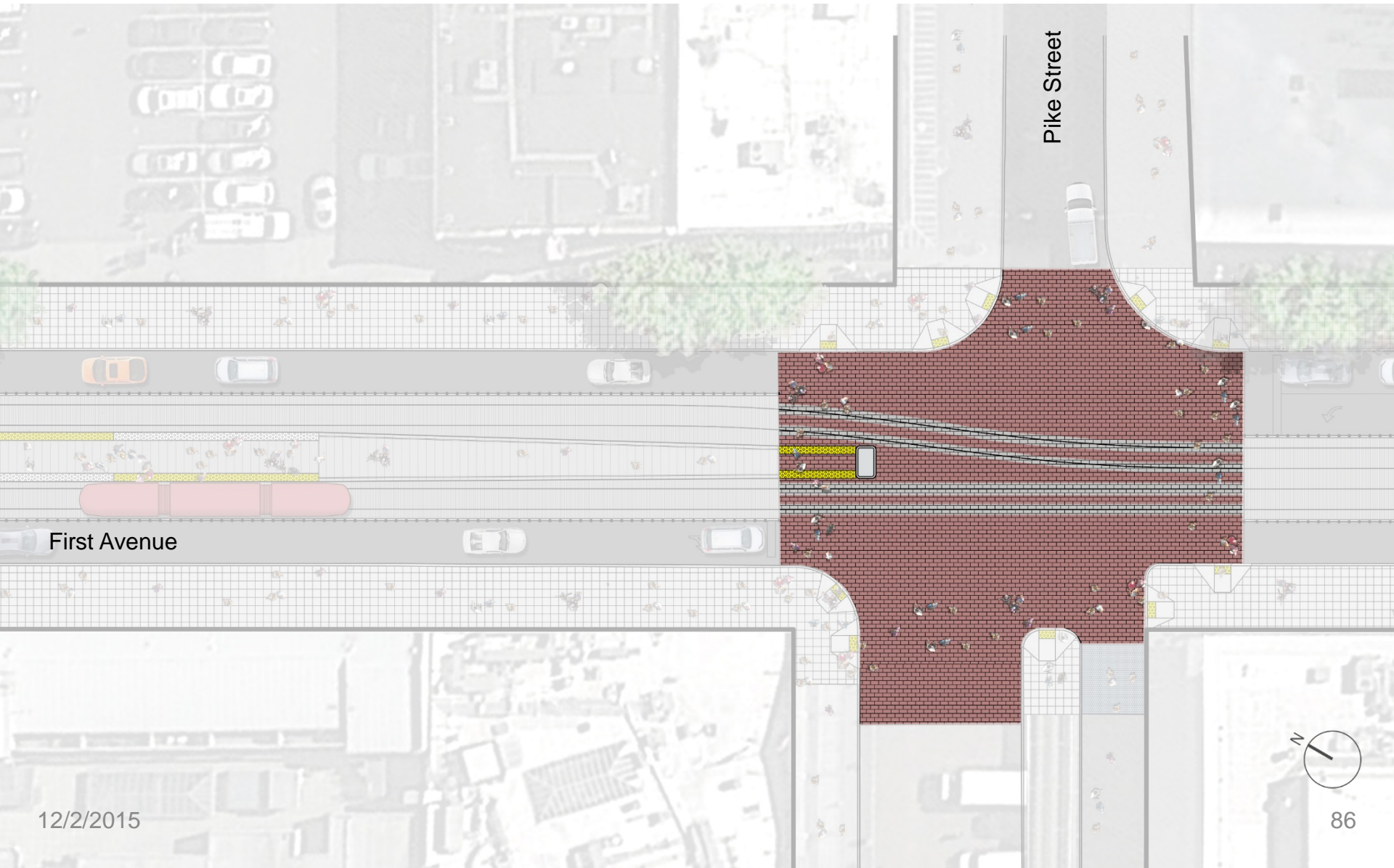


First Avenue Scramble Intersection – Scored Concrete



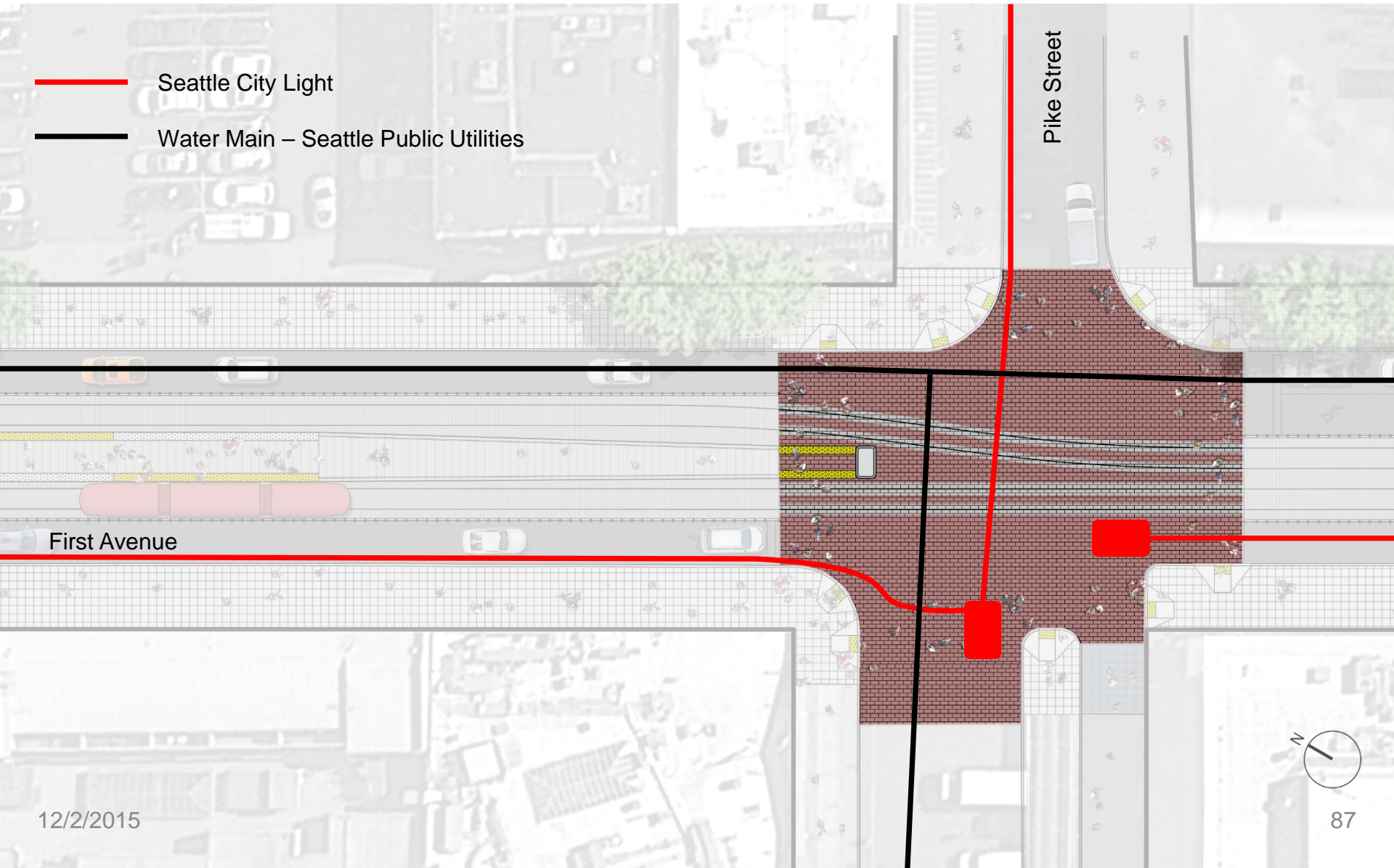


Pike Street Intersection - Brick

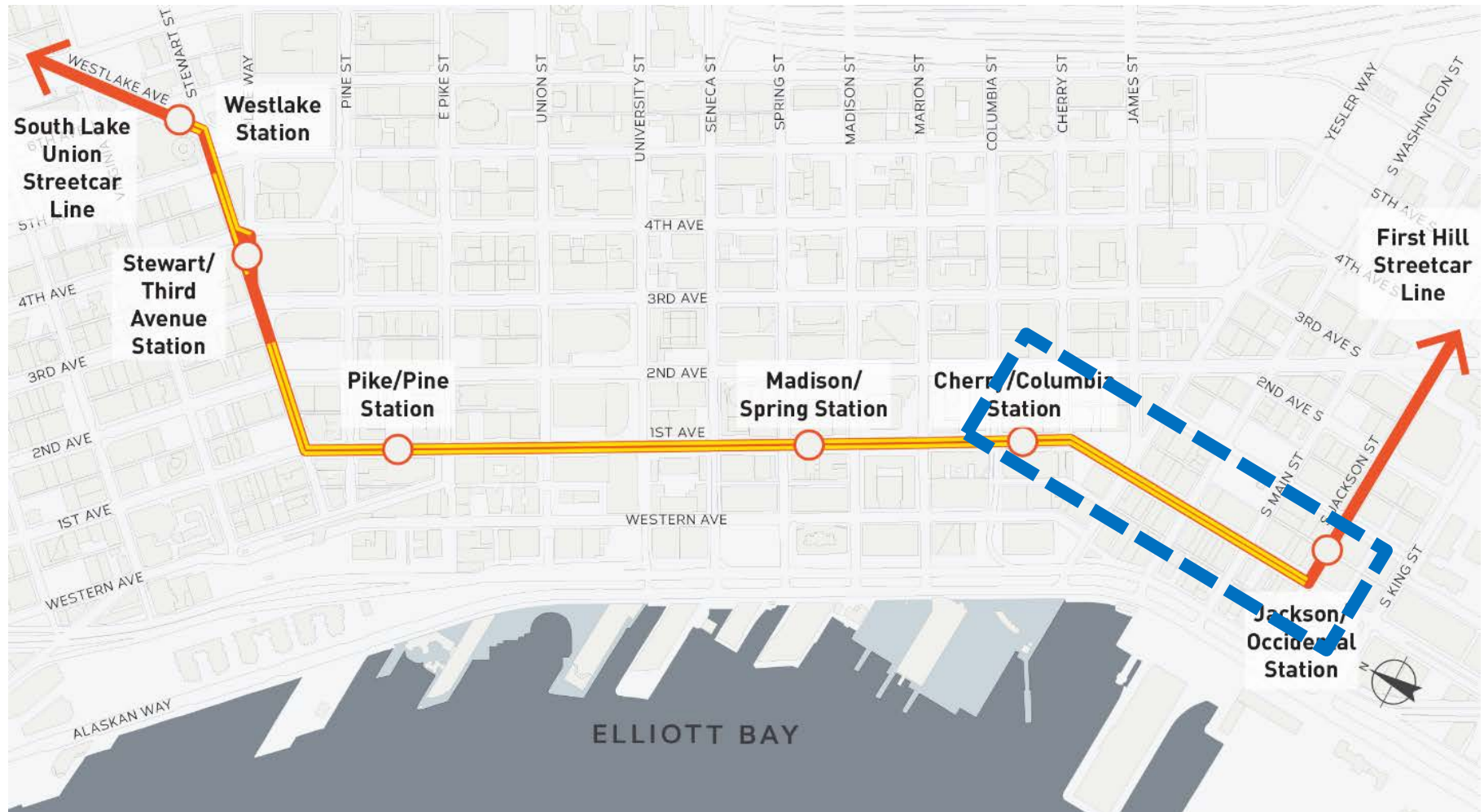




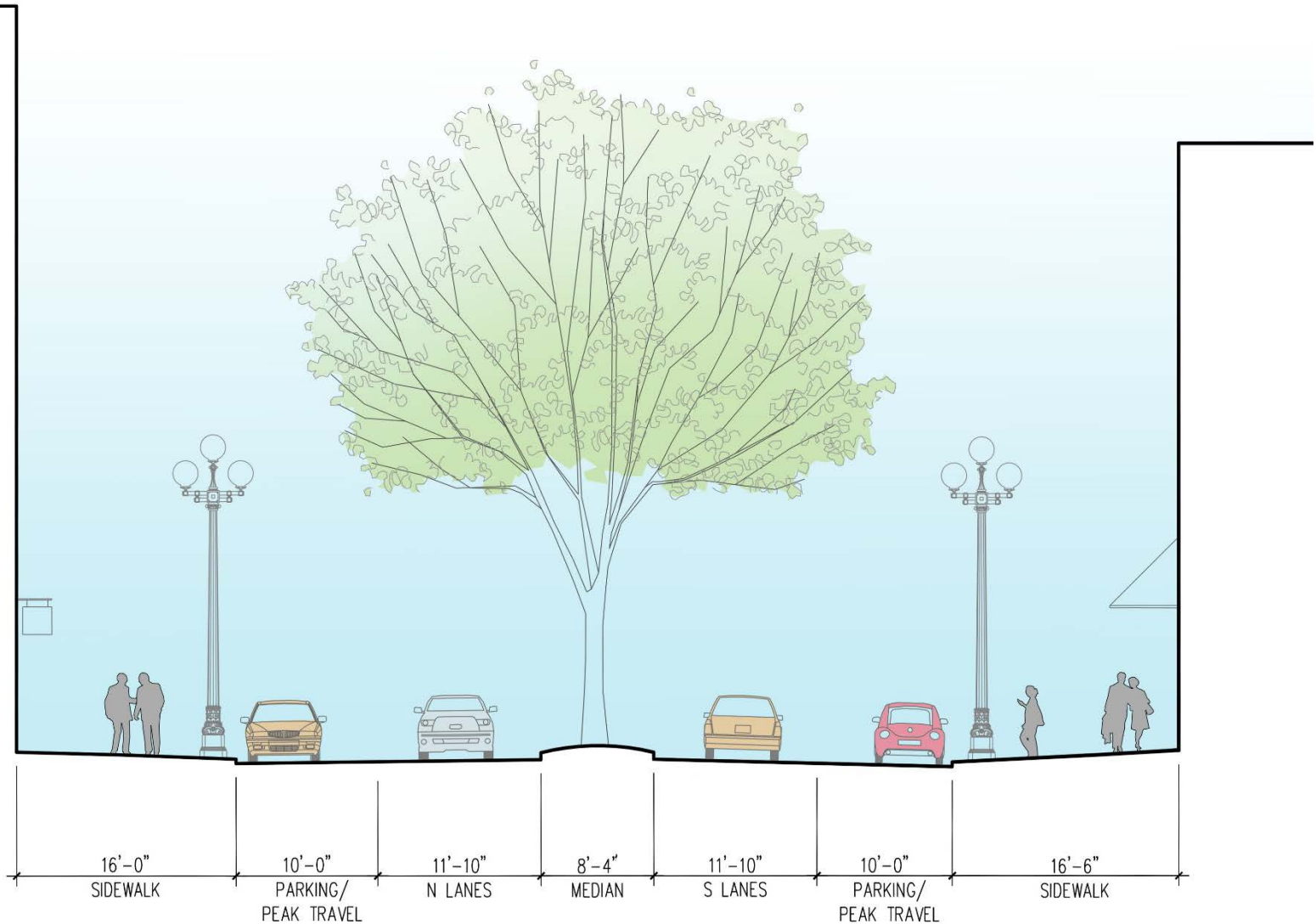
Pike Street Intersection – Utilities



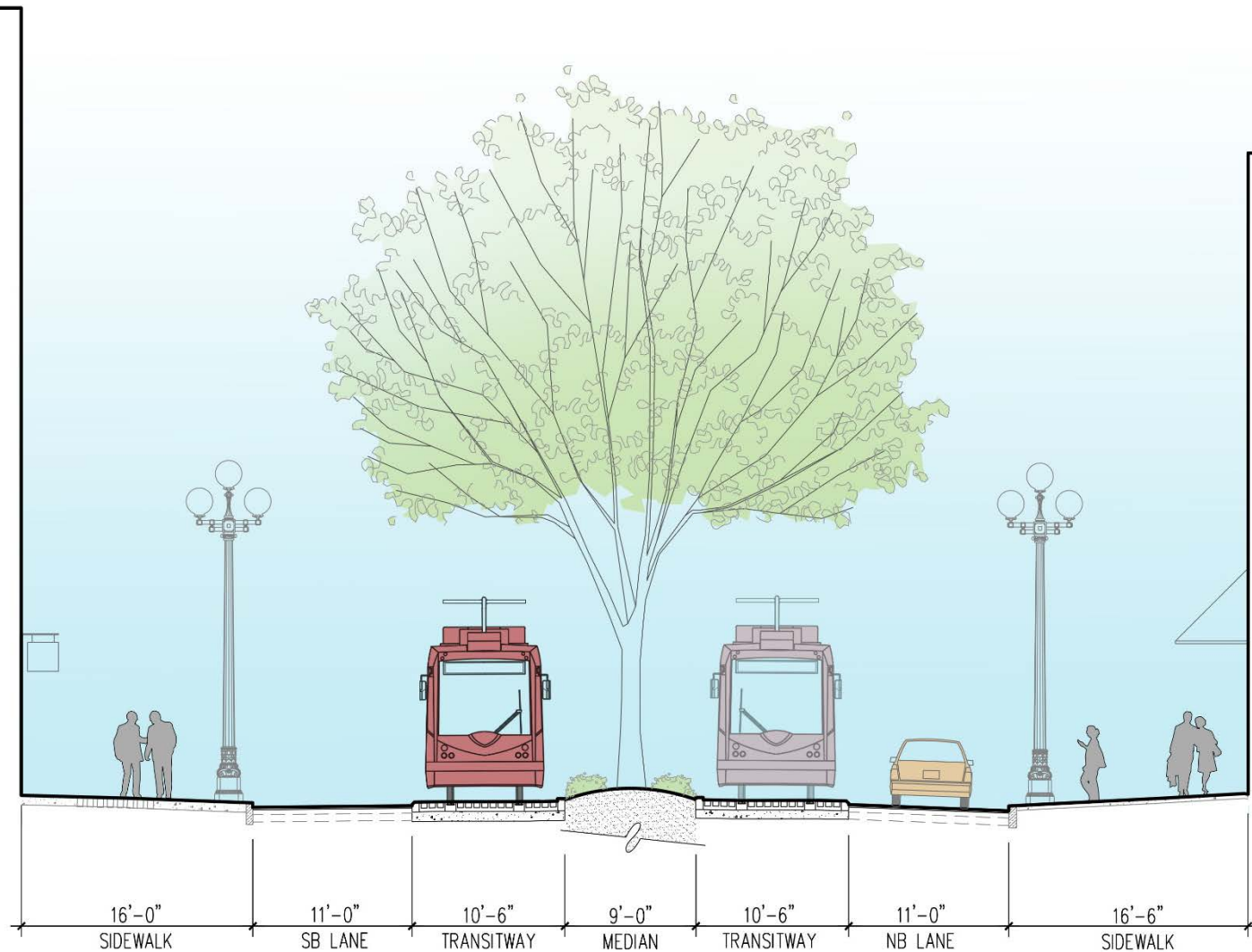
Pioneer Square Boulevard



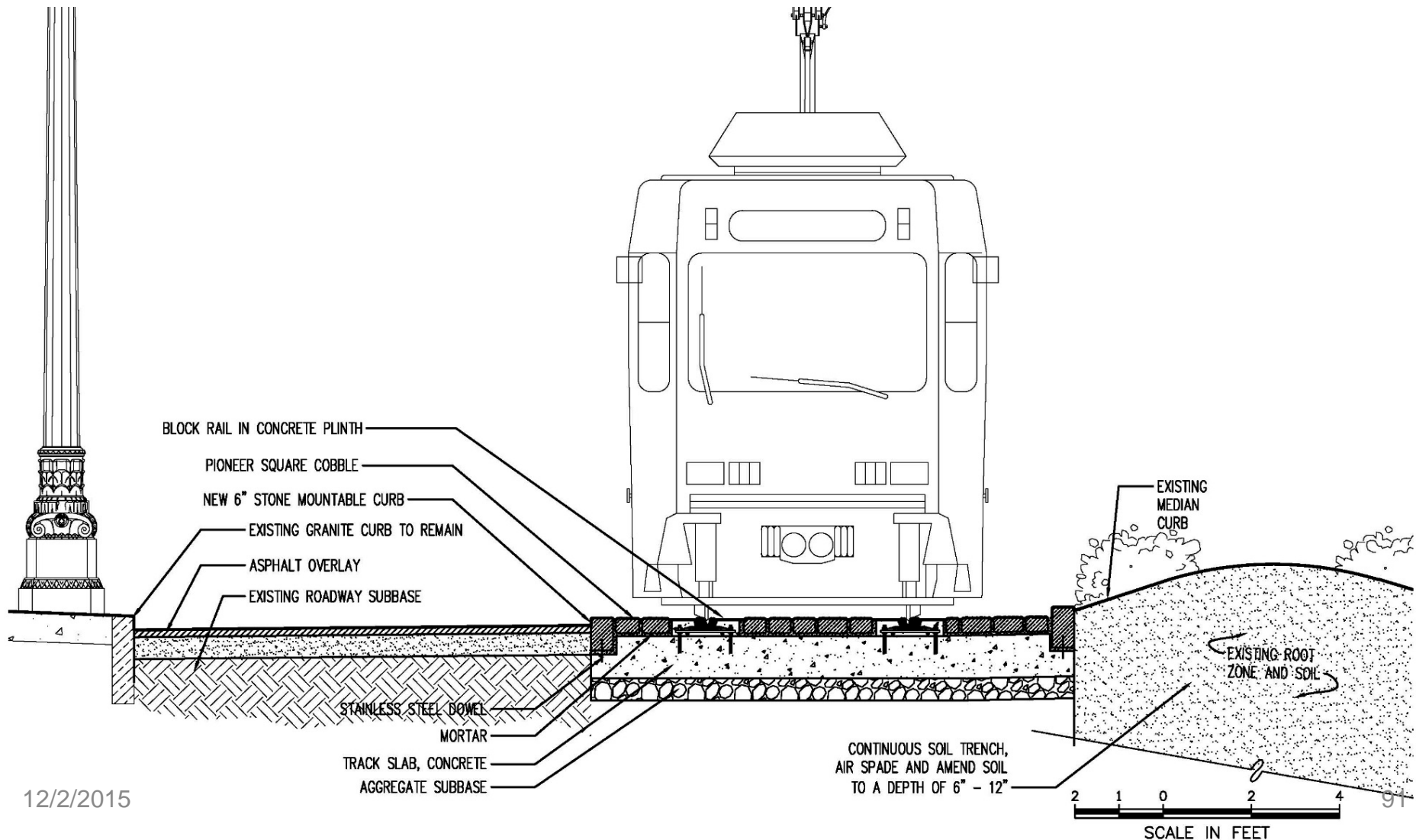
Pioneer Square – Existing Section



Pioneer Square – Proposed Section



Section Enlargement / Transitway & Roadway Materials



Pioneer Square Transitway

Cobble Precedent



Granite Pavers (top face: split, vertical faces: sawn)

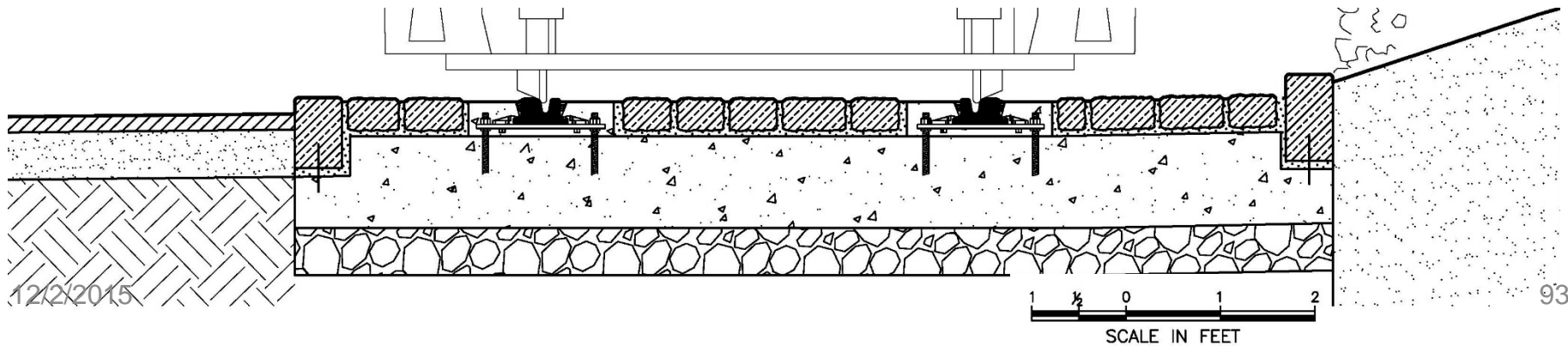
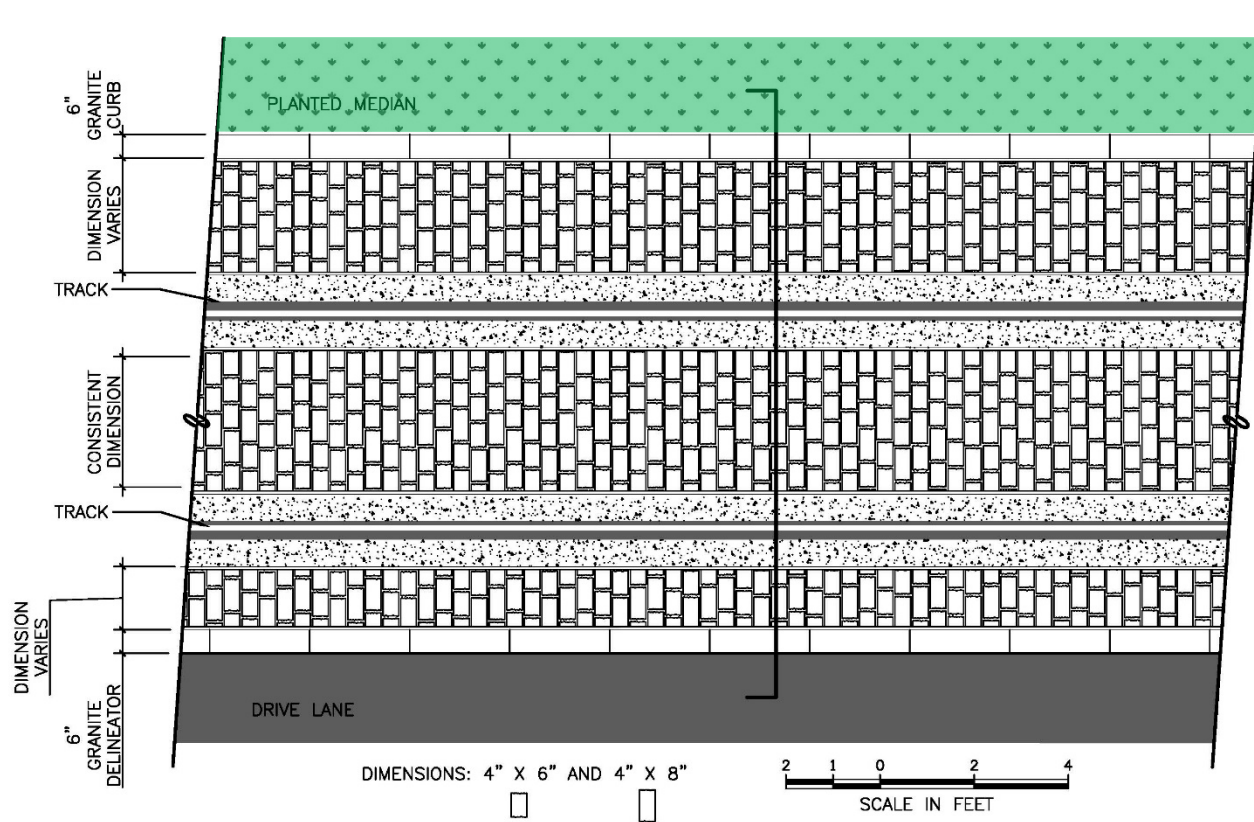


Mountain Green Granite
(Jay, NY)

Academy Black
(Clovis, CA)

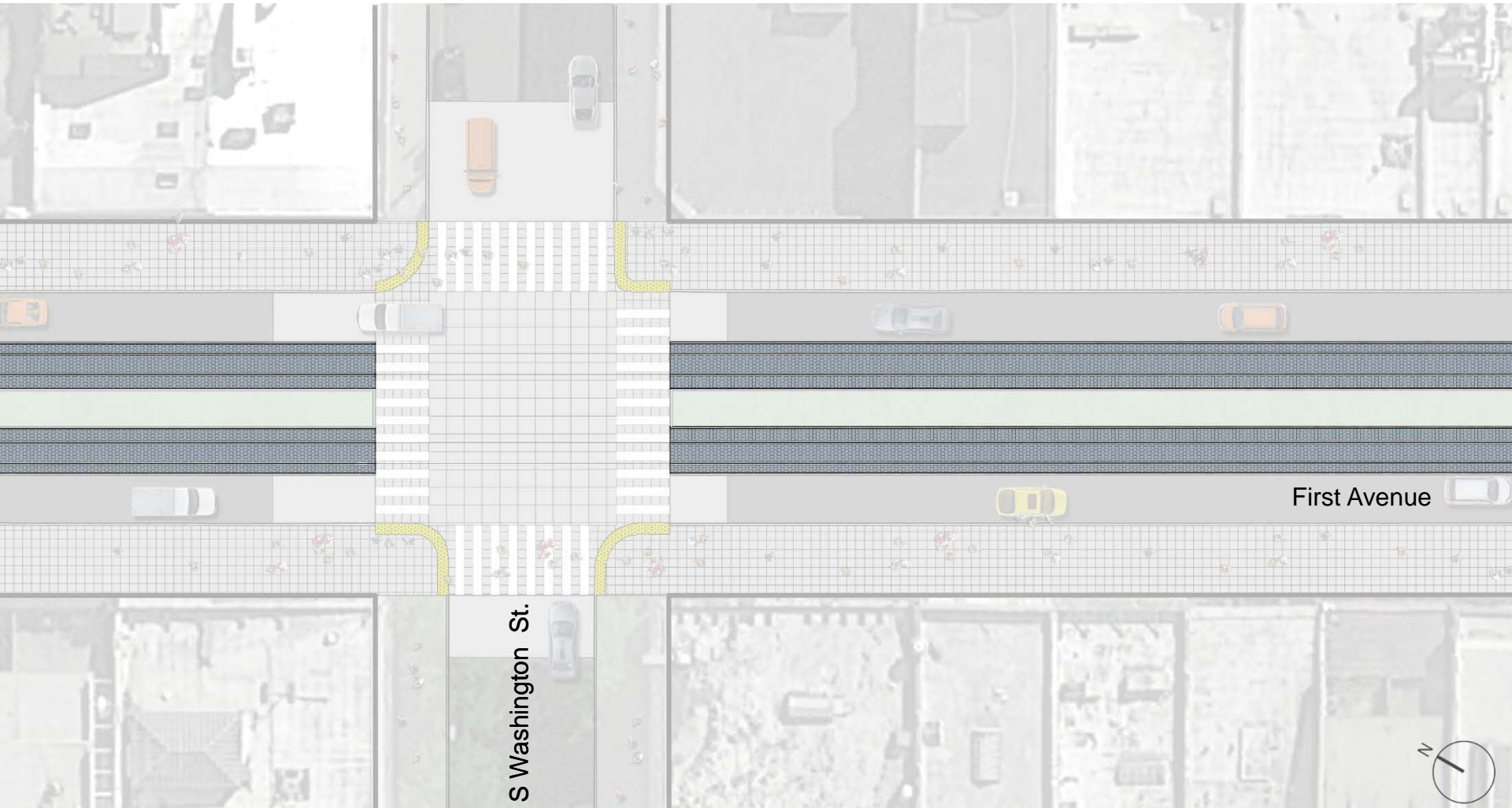
Charcoal Black
(St. Cloud, MN)

Pioneer Square Transitway





Pioneer Square Transitway – Stone Unit Pavers

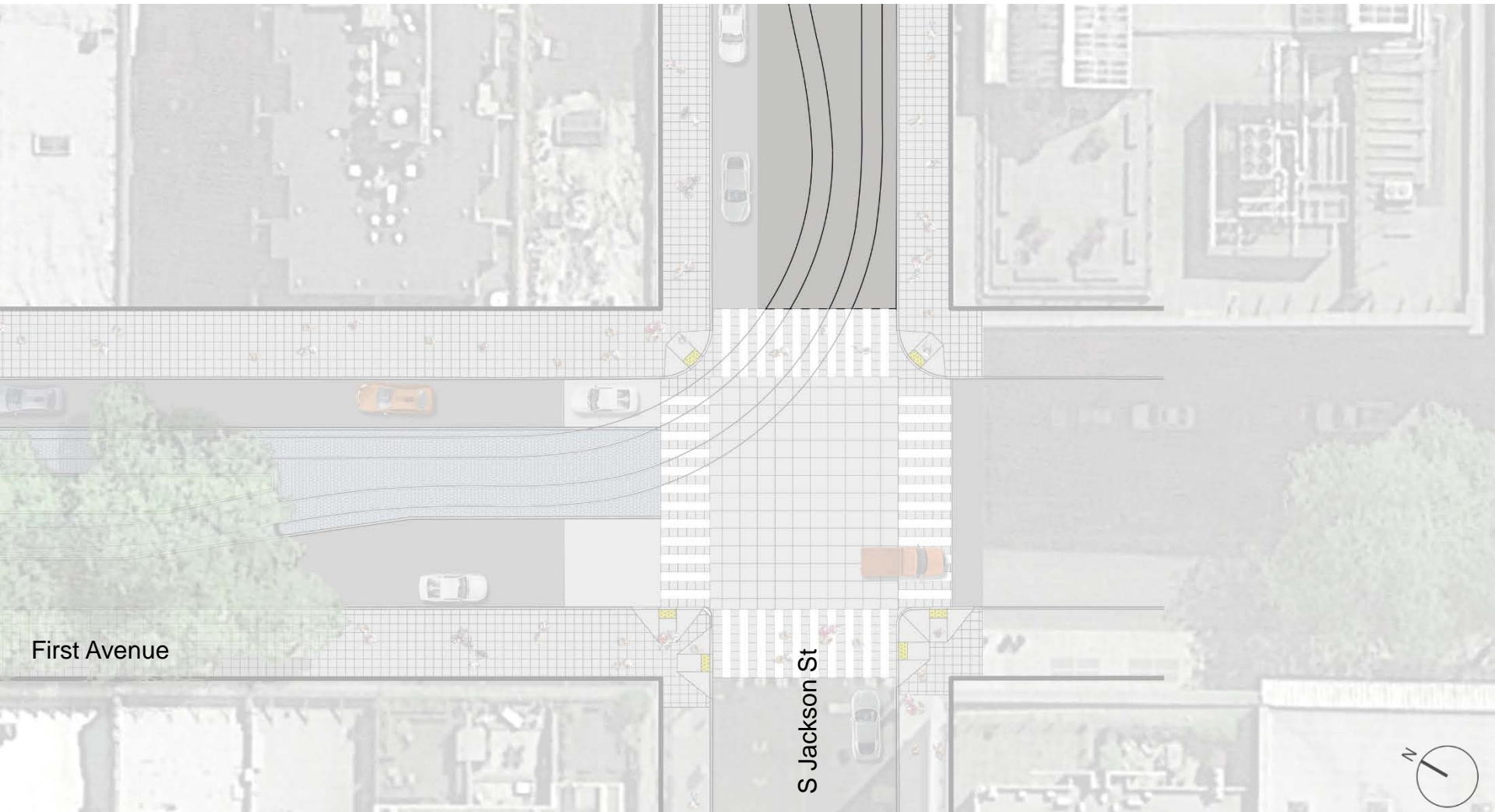


Pioneer Square Roadway – Asphalt

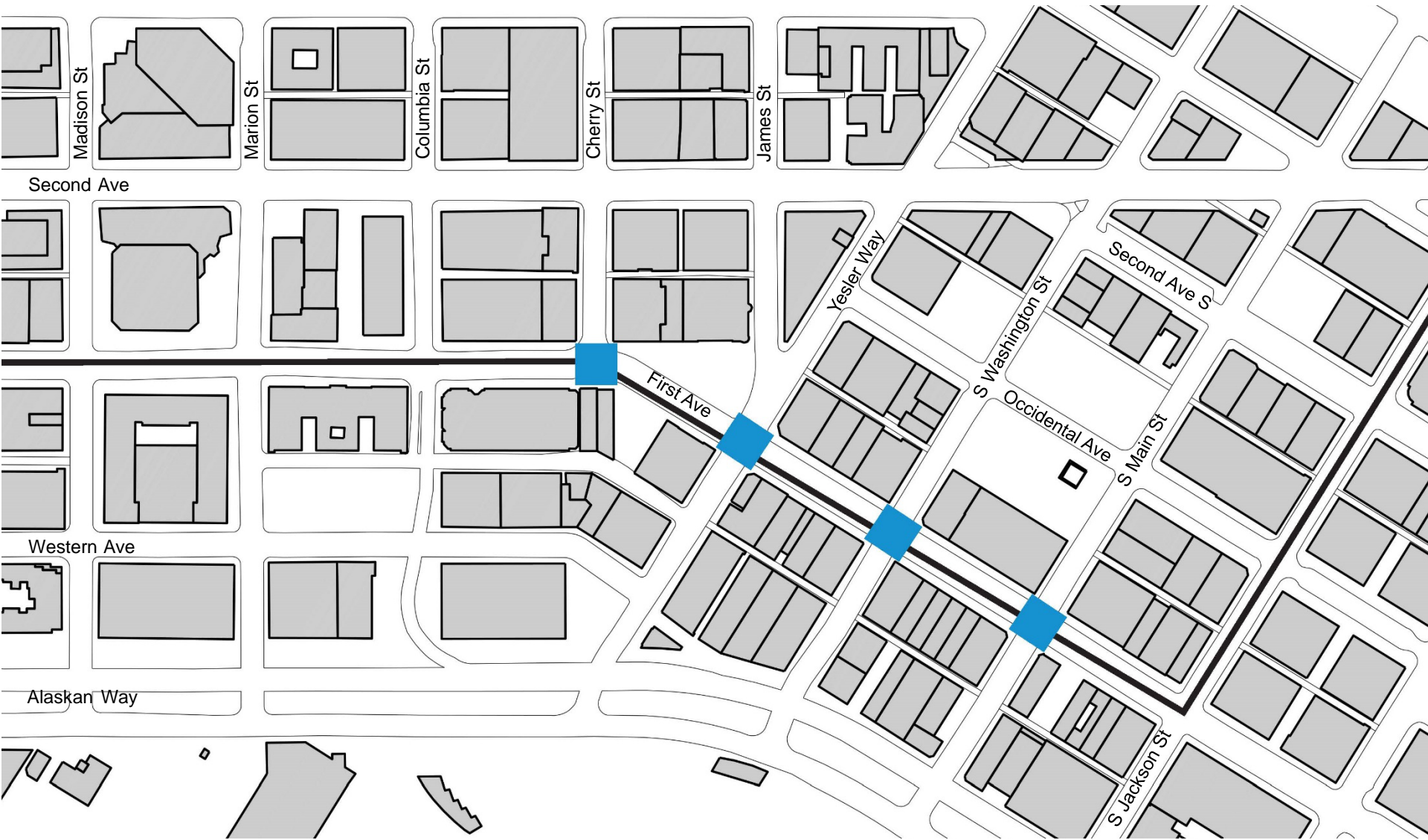




Jackson Street Transitway – Concrete



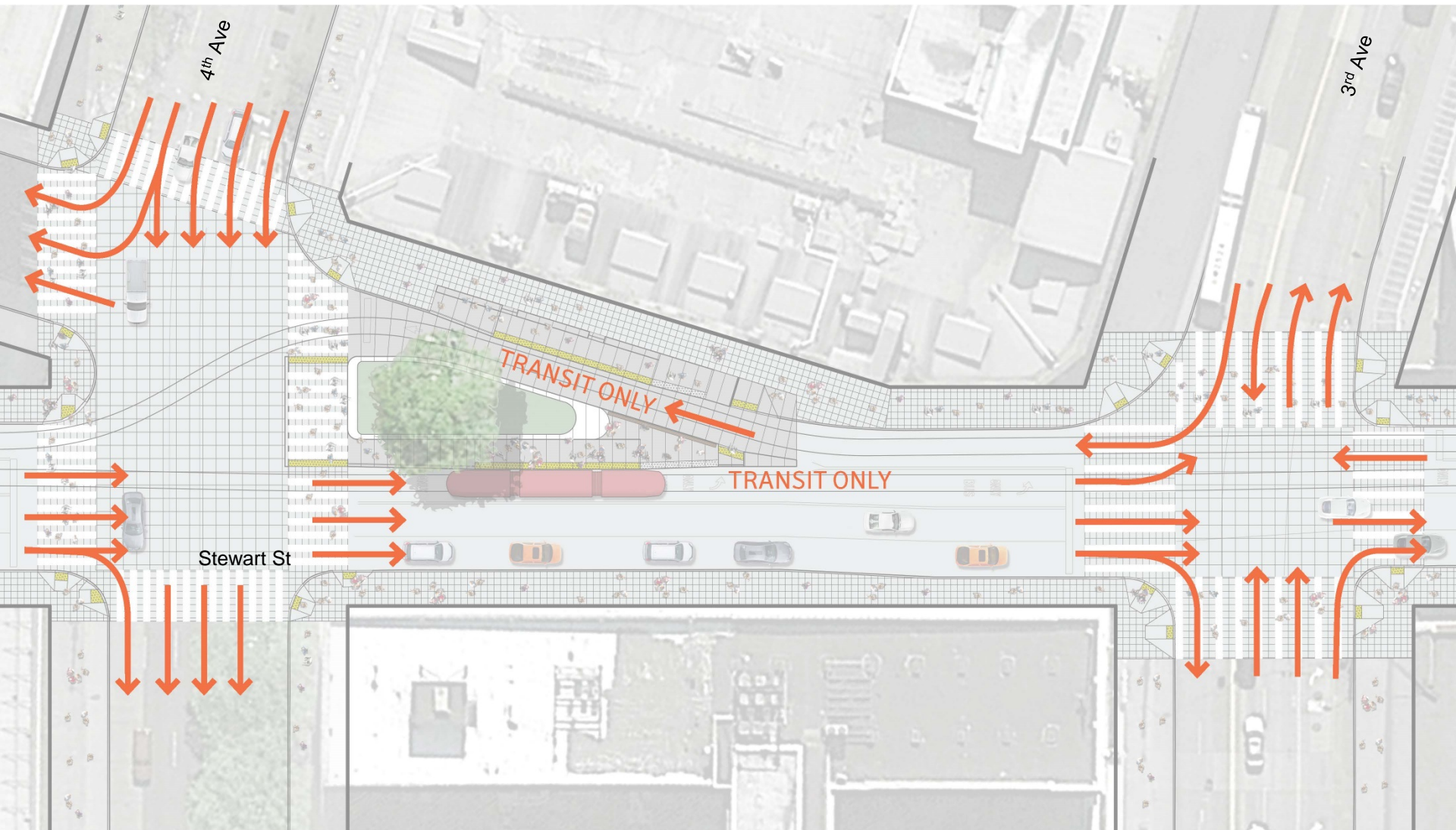
Pioneer Square Intersections



Pioneer Square Intersection – Concrete with Lampblack

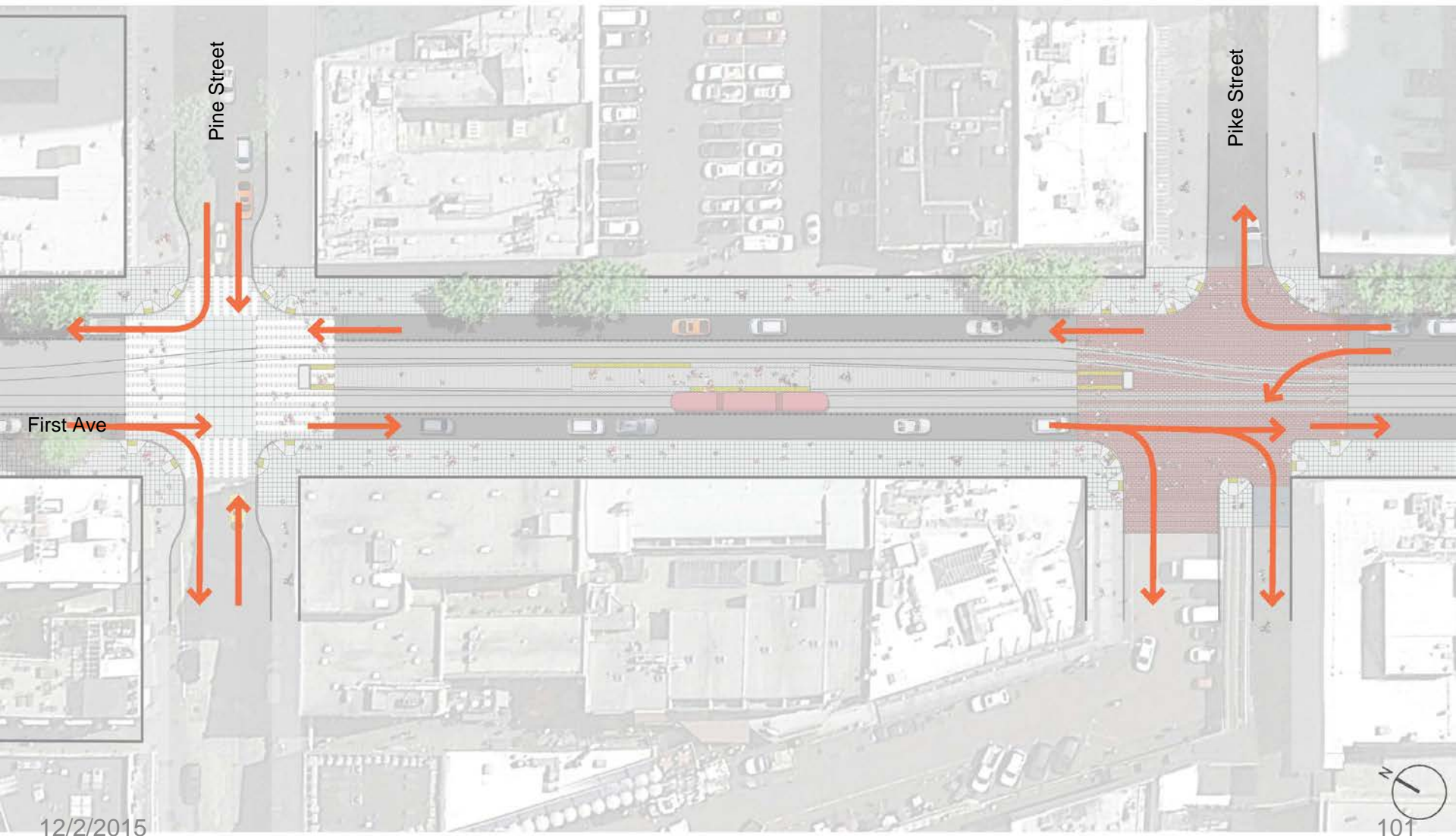


Stewart Station – Vehicles

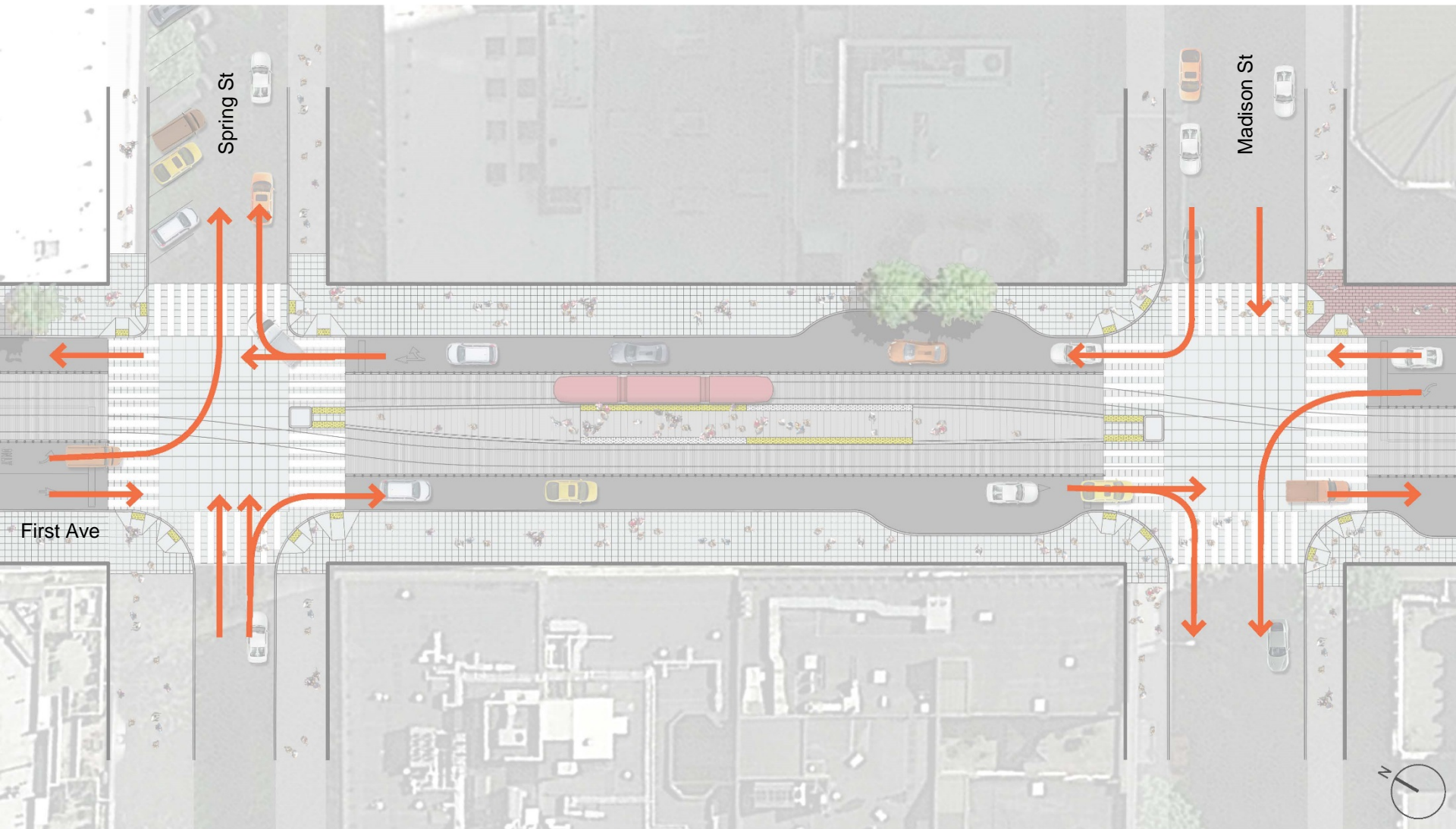




Pike Place Market Station – Vehicles



Spring/Madison Station – Vehicles



Columbia/Cherry Station – Vehicles

