

S E A T T L E S T R E E T C A R



Seattle Streetcar- Network Development

June 5 2008

Streetcars 101

- **Streetcars share a general purpose travel lane**
- **Clean/quiet electric power & regenerative braking**
- **Superior accessibility and ride comfort**
- **Attract more riders than comparable bus routes; help to organize development**



South Lake Union Line

- Completed on Time/On Budget December 2007
- Over 200,000 riders in 4+ Months
- Ridership Growing Each Month



Initial Segment-Project Development Highlights

1.5 Miles/\$52 M Total Development Cost

- **Innovative Funding Package**
- **Local Improvement District**
- **State & Federal Grants**
- **City Surplus Property Proceeds**
- **Sponsorships for Operations Subsidy**



Initial Segment—Construction Highlights

- **Aggressive Project Schedule**
- **Final Design began July 2006**
- **Ground Breaking July 2007**
- **Substantial Completion October 2007**



Initial Segment-Development Activity

2005-2010

**Commercial
Development:
3.3 M sf**

**Residential
Development:
6,000 units**

- Amazon.Com Headquarters
- Group Health Cooperative Headquarters
- Whole Foods/Pan Pacific Hotel
- Residential Development



SEATTLE STREETCAR System Map

- SLU Line
- Central Line
- Fremont/Ballard Line
- U Line
- First Hill/ Capitol Hill Line



SEATTLE STREETCAR NETWORK



Seattle Streetcar



Characteristics of Successful Streetcar Lines

- Serve existing and emerging “main streets” of neighborhood business districts
- Serve major destinations/attractions
- Connect transit modes
- Enhance the pedestrian environment
- Share street space successfully with bikes
- Minimize utility conflicts and traffic disruption



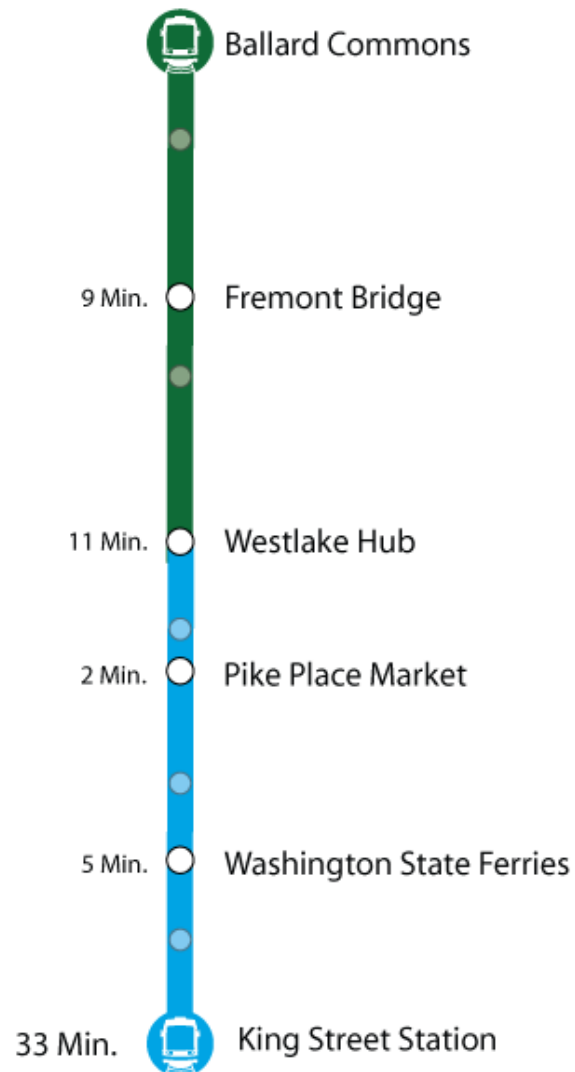
SEATTLE STREETCAR

CENTRAL LINE



SEATTLE STREETCAR

FREMONT/BALLARD LINE



CENTRAL LINE



Seattle Streetcar



SEATTLE STREETCAR

FIRST HILL/CAPITOL HILL LINE



SEATTLE STREETCAR

U - LINE



SEATTLE STREETCAR

CENTRAL LINE



Seattle Streetcar



Central Line

Intermodal Connections:

- Light Rail, Commuter Rail @ King St.
- West Seattle & Ballard RapidRide
- Ferry Commuters
- First Hill/Capitol Hill Streetcar





Rendering at North Lot

PRELIMINARY DRAFT



Seattle Streetcar



Central Streetcar Line: Operating Summary (2010)

Span of Service	18 Hours-Daily
Typical Headways	6 Minutes (First Avenue)/12 Minutes (Jackson Street)
Annual Operating Cost	\$8.5 M
Savings from Route Restructuring	\$2.3 M
Farebox Recovery	\$4.5 M
Sponsorship Revenues	\$1.5 M
Net Operating Cost	\$0.2 M



Central Line

Capital Cost & Construction Duration

- **\$40-\$44M/Mile or \$180 M**
- **\$18-\$25M Vehicle Procurement**
- **Range of 24 Months Construction**
- **Cost Estimate Includes Maintenance Facility & Addresses Constructability Review Issues**

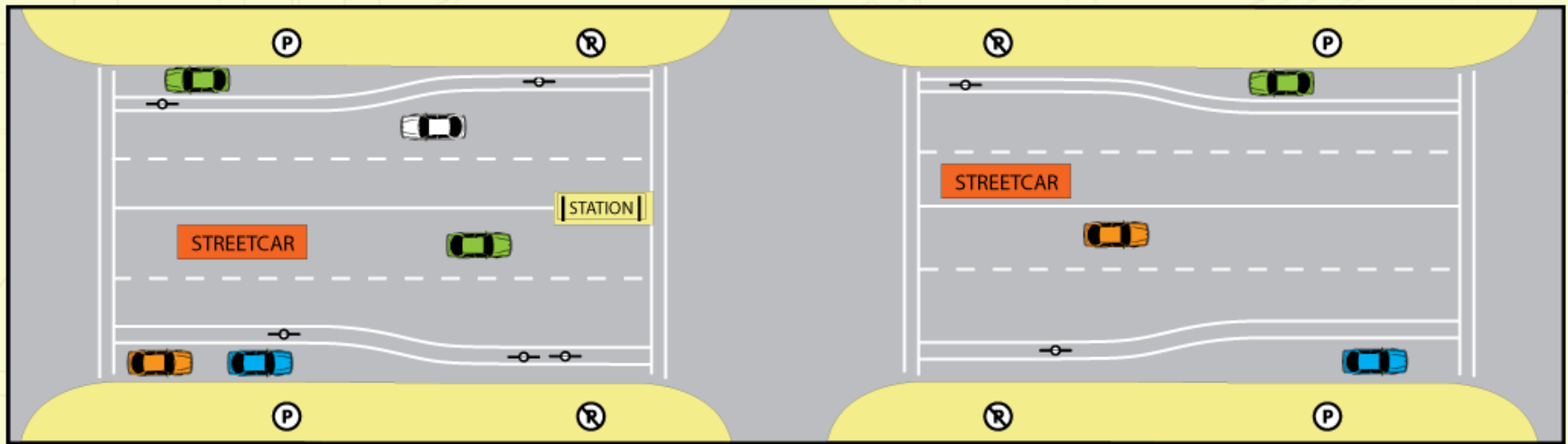




**Looking East at 17th
& Jackson**

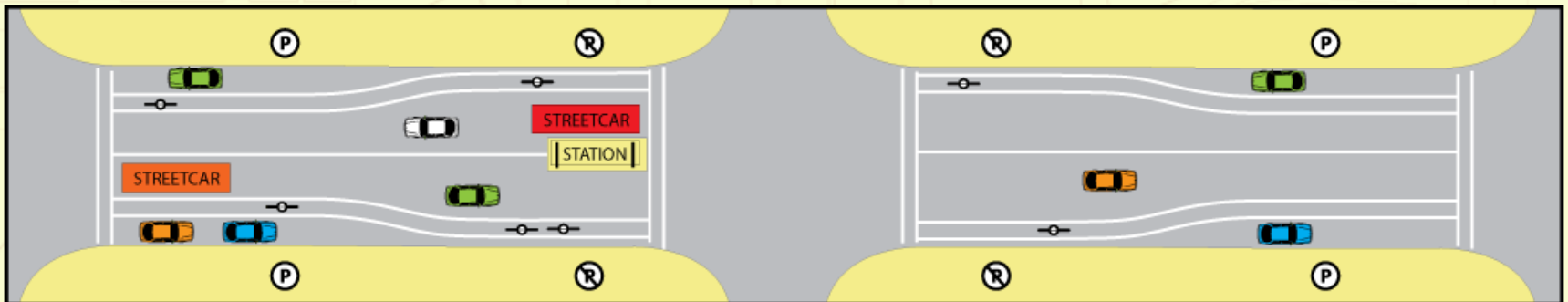


Alignment: Bicycle Facilities



**Center Platform Concept—
Jackson Street/International District**

Alignment: Bicycle Facilities

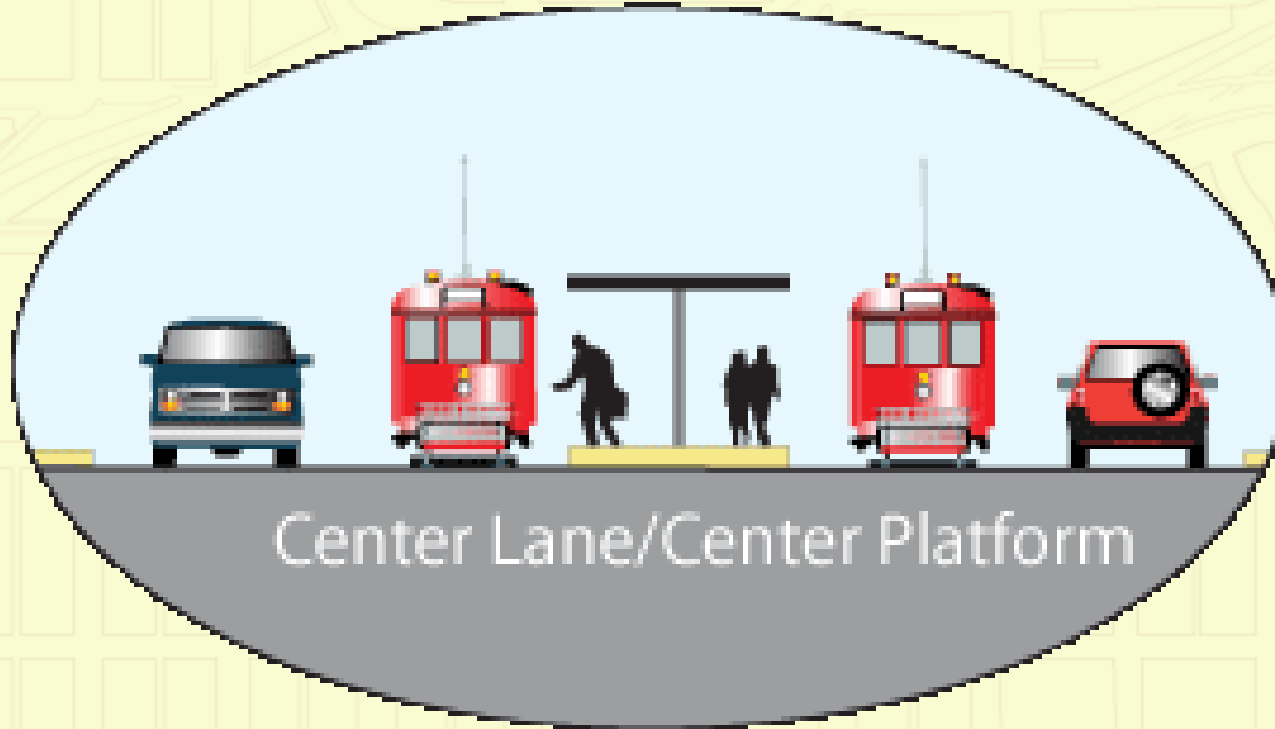


Center Platform Concept—

- Jackson Street/Central District
- 1st Avenue N/Uptown



Alignment: Bicycle Facilities



Center Platform Concept—

- 1st Avenue/Downtown & Belltown
- 1st Avenue S/Pioneer Square



Capital Funding: Key Sources

- Local Improvement Districts
- Partner Projects
- Federal Funds
- City Infrastructure Match (Betterments)



Capital Funding: Strategies

- Route-Specific Funding Packages
- Network-Wide LID
- LID Assessments @ Project Completion
- Partnerships & Grants Reduce Final LID Assessments



Capital Funding: Sample Scenario

Central Streetcar Line: Potential Funding Scenario	
Total Development Cost	\$205 M
Partner Project	\$50 M
Federal	\$35 M
State	\$ 5 M
King County	\$10 M
City Infrastructure Match	\$10 M
Local Improvement District	\$95 M
Total Funds	\$205 M



Sample Project Timeline

PE/Environmental:	4th Q 08-4th Q09
Final Design/Bid:	4th Q09-4th Q10
Advanced Utility Relocation:	3rd Q 2010
Construction:	4th Q 2010
Operations:	1st Q 2012







Looking South at Ballard Commons

PRELIMINARY DRAFT



Seattle Streetcar



Fremont/Ballard Streetcar Line: Operating Summary (2010)	
Span of Service	18 Hours-Daily
Typical Headways	10 Minutes (8 AM-6PM); 15 Minutes (6 AM-8AM, 6PM-Midnight)
Annual Operating Cost	\$5.4 M
Savings from Route Restructuring & SLU Line Efficiencies	\$2.9 M
Farebox Recovery	\$2.5 M
Sponsorship Revenues	\$1.1 M
Net Operating Cost (Savings)	\$(1.1) M





**Westbound
Streetcar at
Fremont Place**





**Looking North on
Fremont Ave N**

PRELIMINARY DRAFT



Seattle Streetcar



SEATTLE STREETCAR

FIRST HILL/CAPITOL HILL LINE



First Hill/Capitol Hill Streetcar Line: Operating Summary (2010)

Span of Service	18 Hours-Daily
Typical Headways	12 Minutes
Annual Operating Cost	\$4.2 M
Sound Transit Operating Funds (ST2 Plan)	\$4.2 M
Farebox Recovery	\$1.3 M
Sponsorship Revenues	\$1.2 M
Net Operating Cost (Savings)	\$(2.5) M



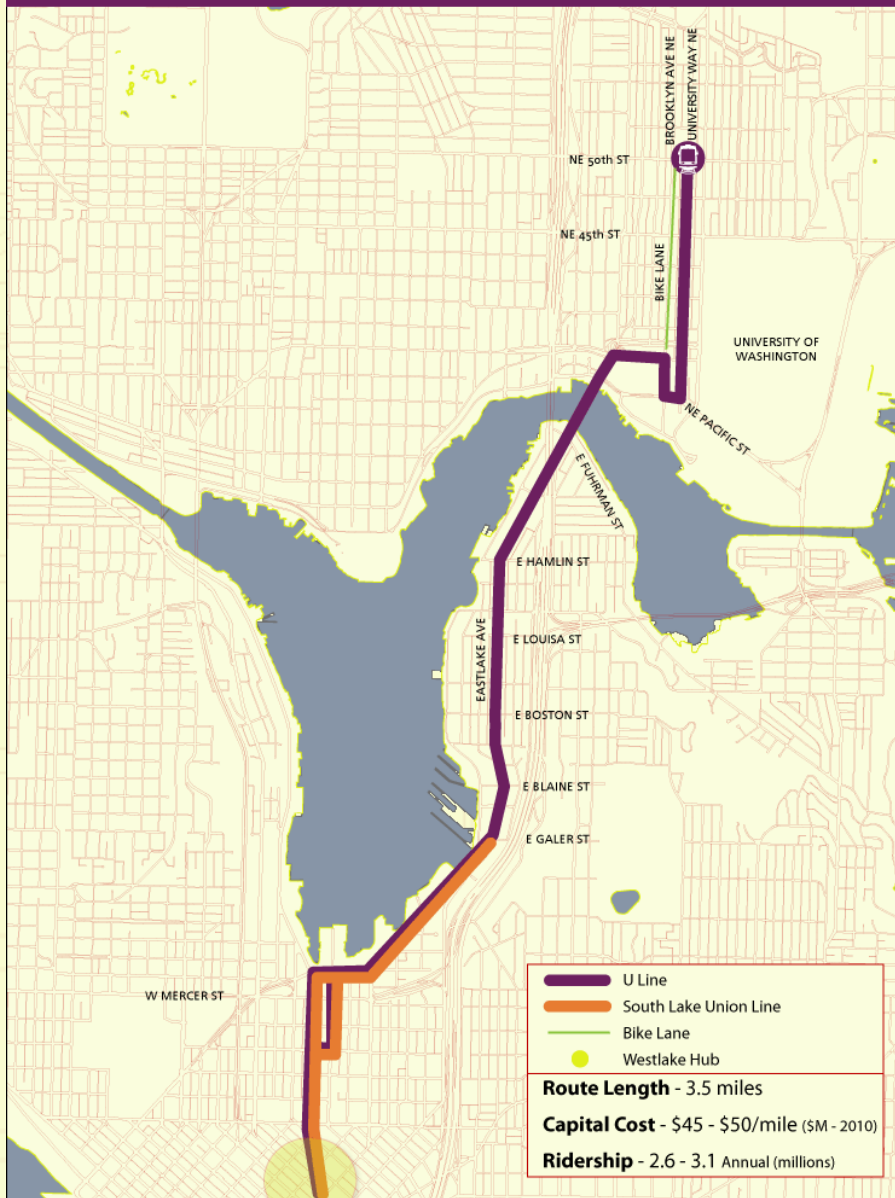


**Looking East on
Jackson at 12th**

PRELIMINARY DRAFT

SEATTLE STREETCAR

U - LINE



Seattle Streetcar





Looking West at NE Pacific Street



The U-Line Streetcar: Operating Summary (2010)

Span of Service	18 Hours-Daily
Typical Headways	10 Minutes
Annual Operating Cost	\$8 M
Route 70 Restructuring	\$4.2 M
South Lake Union Line Operations	\$2.1 M
Farebox Recovery	\$3.4 M
Sponsorship Revenues	\$1.4 M
Net Operating Cost (Savings)	\$(2) M

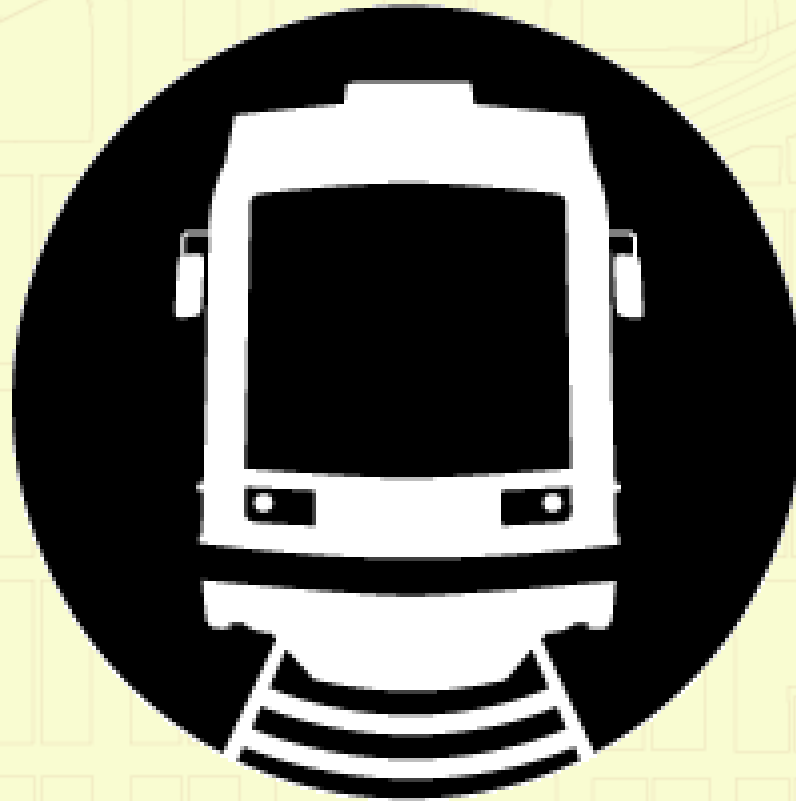


Next Steps

- Additional Public Involvement
- Possible Council Actions:
 - Endorse the most promising routes
 - Select a route or routes for early implementation
 - Establish a capital improvement project
 - Initial funding to begin PE/Environmental



www.seattlestreetcar.org



Seattle Streetcar

