SEATTLE’S STREETCAR SYSTEM

Seattle’s 5.5-Mile System
• South Lake Union (2007)
• First Hill (2015)
• Broadway (2017)*
• Center City Connector (2018)*

*Pending additional funding

One Transit System
• Link light rail serves the region
• Streetcars and Rapid Ride serve high-capacity corridors
• Buses serve most transit corridors and neighborhoods

Streetcar Features
• Each streetcar can carry up to 140 passengers
• Streetcars are comfortable and easy to use
• Streetcars are frequent and arrive as often as every 5 minutes
• Level boarding makes streetcar travel accessible for all
• Streetcars are quiet, zero-emission, all-electric vehicles
• Streetcars enhance a sense of place and promote economic development
South Lake Union
Completed in 2007, the South Lake Union Streetcar runs 1.3 miles between Westlake and Lake Union. The line serves nearly 2,500 riders per weekday.

Broadway Streetcar
The Broadway Streetcar will extend the First Hill line through the Broadway commercial core.

First Hill
The First Hill Streetcar will connect the diverse and vibrant neighborhoods of Capitol Hill, First Hill, and the Chinatown-International District and Pioneer Square. Service for the First Hill line will begin in 2015.

Center City Connector
The Center City Connector provides a critical link to connect the South Lake Union and First Hill lines. This segment of the future system will run in exclusive lanes on First Avenue.
PROJECT SCHEDULE

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It will cost an estimated $135 million to design and construct the Center City Connector (2017 dollars).

Seattle’s entire streetcar system will cost $15 million per year to operate and maintain (2019 dollars).
OPERATIONS

OPERATING PLAN

- Exclusive transit lane on First Avenue
- 10-minute travel time from Westlake to Occidental
- Trains every 5 minutes between South Lake Union and International District

PROJECTED RIDERSHIP

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

SEATTLE STREETCAR
LOOKING OUT FOR YOUR SAFETY

Remember, streetcars cannot swerve or stop quickly to avoid people or cars in their path.

Listen and put your headphones or cell phone away when you are near the streetcar.

When you are waiting at the station, stand behind the yellow safety strip and don’t lean over the rails.

On your bike, cross streetcar tracks at a right angle to avoid getting your bike tires stuck in the tracks.

SEATTLE STREETCAR
The City of Seattle is building a modern streetcar system that will provide new mobility options, support economic growth, and strengthen connections in the urban core. The Center City Connector segment links the downtown core to other center city neighborhoods via an exclusive transitway on First Avenue.
STATION STOP LOCATIONS

South Lake Union Streetcar Line
Stewart/Third Avenue Station
Pike/Pine Station
Pike Place Market Historical District
Westlake Station

Pike/Pine Station
Madison/Spring Station
Cherry/Columbia Station

First Hill Streetcar Line
Jackson/Occidental Station

Pioneer Square Preservation District

SEATTLE STREETCAR
EXCLUSIVE TRANSITWAY

South Lake Union Streetcar Line
Stewart/Third Avenue Station
Pike/Pine Station
Madison/Spring Station
Cherry/Columbia Station
Jackson/Occidental Station
First Hill Streetcar Line

SEATTLE STREETCAR
The Center City Connector will extend the South Lake Union line via Stewart Street and Olive Way. A new station at Third and Stewart will provide for easy transfers to Third Avenue bus lines and to Link light rail.
The Center City Connector will serve key destinations such as Pike Place Market, with over nine million annual visitors.
The Center City Connector will improve access to the waterfront and ferry system.
MADISON/SPRING STATION Plan view/ elevation
The Center City Connector will serve the north end of Pioneer Square at Cherry/Columbia Station, and the south end at the existing Jackson/Occidental Station.
CHERRY/COLUMBIA STATION

Plan view/elevation

SEATTLE STREETCAR
We are analyzing the environmental impacts of constructing and operating the Center City Connector. At the end of the study we will issue an Environmental Assessment (EA) and complete State Environmental Policy Act (SEPA) requirements.

**Public review and comment**
The EA will be issued in late October/early November. There will be a 30-day public comment period.

**Potential project impacts**

**Transportation**
- Loss of existing street parking
- Change to loading zones
- Bus route revisions
- Traffic revisions
- Minimal cumulative traffic impacts, if any

**Construction**
- Temporary impacts
- Detours
- Dust
- Noise and vibration

**Noise/Vibration**
- No change in existing conditions

**Historic/Cultural**
- Minor impacts to building facades or placement of new poles

**Visual/Aesthetics**
- New visual and urban design elements will be added

**Review the document**
Copies of the EA will be available at Seattle Central Library and online at [seattlestreetcar.org/centercity.htm](http://seattlestreetcar.org/centercity.htm). Alternative formats can be made available upon request.

**How to comment**
Email: centercitystreetcar@seattle.gov
Mail: SDOT
Attn: Center City Connector EA Comments
PO Box 34996
Seattle, WA 98124-4996
PARK ONCE & RIDE THE STREETCAR

- Downtown parking garages are strategically located so that visitors, residents, and employees can park once and walk or take the streetcar to multiple destinations.

- Over 11,000 riders boarding at First Avenue streetcar stops will generate activity supporting local businesses.

Parking Access Strategies

Low-rate parking garages are located in Pioneer Square, the Waterfront, and the Retail Core. Rates at these garages range from $3/hour (up to four hours) to flat rates of $7 on evenings (after 5 pm) and weekends (up to 10 hours or all day).

DowntownSeattleParking.com is a website optimized for mobile devices that displays low-rate garage locations, parking space availability, and directions.
MULTI-MODAL CONNECTIONS

Marion Street Pedestrian Bridge
Westlake Station
Monorail to Seattle Center
Capitol Hill Link Light Rail
Westlake Station
University Street Station
Capitol Hill Link Light Rail
Westlake Station
Elliot Bay

1st Avenue
1st Avenue S
3rd Avenue
3rd Avenue S
2nd Avenue
2nd Avenue S
1st Avenue
1st Avenue S
6th Avenue
6th Avenue S
4th Avenue
4th Avenue S
2nd Avenue
2nd Avenue S
1st Avenue
1st Avenue S
Western Avenue
Western Avenue S
Alaskan Way
Alaskan Way S
Pioneer Square Station
Chinatown-International District Station
Pier 50: Water Taxis
Pier 52: Colman Dock
Washington State Ferries

Projected Daily Boardings

Streetcar (existing)
Streetcar (proposed)
Link light rail
Connecting bus routes
Monorail
Pronto stations
Washington State Ferry
Water Taxi
Amtrak
Sound Transit commuter rail

SEATTLE STREETCAR

City of Seattle all aboard
Multiple parking locations near First Avenue support access to local retailers

On average, off-street parking lots and garages along the streetcar route are only about 50-75% occupied
ON-STREET PARKING

PIKE TO COLUMBIA

COLUMBIA TO JACKSON

Parking Impacts

Commercial Loading Zone
Passenger Loading / Fast Zone
Bus Zone

On-Street Parking
Parking Occupancy*

Existing Streetcar Stop

Peak-restricted
All-day parking

Spaces with CCC

Available spaces could be allocated to all-day parking or loading zones.

MAP A

PIKE PL
2ND AVE
BLANCHARD ST
5TH AVE

MAP B

7TH AVE
Stewart St
PINE ST
6TH AVE
BROAD ST

SEATTLE STREETCAR
LOADING ZONES
Potential Loading Strategies

Off-Peak Scheduling Strategies (New York, NY)
In 2009, New York City delivery companies and their customers agreed to shift delivery hours for a pilot program. Results:
- Time spent loading and unloading decreased and travel speeds increased
- Carriers saved on fuel costs and time by making more total deliveries
- Businesses were able to focus daytime staff time on customer service

Shared Space Strategies (San Francisco, CA)
In 2010, San Francisco’s Transportation Authority proposed sharing expanded pedestrian space with delivery vehicles on Columbus Avenue in the North Beach neighborhood. The proposal would:
- Widen the sidewalks by 8 feet
- Provide a beveled or “mountable” curb to enable delivery vehicles to park in the expanded “outer” sidewalk zone.
- Enable the expanded sidewalk space to be used for purposes such as outdoor restaurant seating in the evening hours

• About 60% of the length of First Avenue curb space (between Jackson and Stewart) is used for commercial or truck loading at some point during the day
• Many loading zones are currently restricted during peak hours
CONSTRUCTION SCHEDULE AND DURATION

OPTION A
- Utilities
- Track/Platforms/Civil
- Weekends only
- Shortest overall duration (12 months)
- Largest work zones (6 to 8 blocks at a time)
- Work in Segments 2 and 4 continues through holidays
- Fewer summer impacts

OPTION B
- Utilities
- Track/Platforms/Civil
- Weekends only
- Flexible Option: Year 1 or Year 2
- Intermediate overall duration (18 months)
- Medium work zones (4 to 5 blocks at a time)
- Work in Segment 2 continues through holidays
- Fewer summer impacts

OPTION C
- Utilities
- Track/Platforms/Civil
- Weekends only
- Flexible Option: Year 1 or Year 2
- Longest overall duration (24 months)
- Smallest work zones (2 to 3 blocks at a time)
- Work continues through holidays and summers
WHAT TO EXPECT DURING CONSTRUCTION

Construction of the Center City Connector could begin as early as Fall 2016 (utility relocations). The construction schedule could range from 12 to 24 months—faster with larger work zones and more traffic detours, or slower with smaller work zones and fewer detours.

Noise and dust
The work area will temporarily be noisy and generate dust.

Traffic and detours
During construction, auto and bike traffic will be detoured around the work zones as lane closures will be required. When the work zone is not active, one lane of traffic will be maintained and cross streets and intersections will remain open.

Parking
Access to parking lots/garages will be maintained; on-street parking will be restricted.

Signage
Construction signage will provide clear information about detours and temporary access provisions.

Pedestrian
Safe pedestrian passage around the work zone and access to businesses will be maintained.
WESTLAKE TRANSIT PRIORITY IMPROVEMENTS

- South Lake Union needs more frequent and more reliable transit to support enormous growth
- Seattle Transportation Benefit District and Amazon.com have funded more bus and streetcar transit service
- Westlake transit priority improvements will make this service faster and more reliable
WESTLAKE TRANSIT PRIORITY IMPROVEMENTS
Proposed Hybrid BAT/Transit Lane

- Mix of transit/right-turn only and transit-only lanes on Westlake that maintains most access
- Significant transit travel time savings
- Modest impacts to general-purpose traffic
- Minimal parking impacts
FIRST HILL STREETCAR

The First Hill Streetcar line will connect the diverse and vibrant neighborhoods of Capitol Hill, First Hill, the Central District, Little Saigon, Chinatown-International District, and Pioneer Square.

Current status and next steps

Construction was completed in summer 2014. Streetcar manufacturing delays have impacted the startup process. We are now in the testing phase. This phase is an iterative process of testing and fine-tuning to ensure the safety and performance of the streetcars before launch.

Project features

- 2.5 mile route
- 10 stations
- Six streetcars
- Serves six neighborhood districts

Cost

$135 million for construction and new streetcars

Operations

- Operates 5 AM to 1 AM Monday through Saturday and 10 AM to 8 PM Sundays/Holidays
- 10-minute frequencies during peak periods, 12-minute frequencies mid-day

Startup Activities

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<tr>
<th>Activity</th>
<th>Dates</th>
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<tr>
<td>Testing and Tuning Streetcar Vehicle Control</td>
<td>July-September 2015</td>
<td>Systems</td>
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<td>Streetcar Operator Training</td>
<td>September 2015</td>
<td>Streetcar Vehicle Performance Acceptance Testing</td>
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<td>Streetcar Operator Training</td>
<td>Next Steps</td>
<td>Post-Performance Reliability Testing (300 Miles/Car)</td>
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<td>Pre-Revenue Service Simulation</td>
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<td>Streetcar Operator Training</td>
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Revenue Service Operations

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<tr>
<td>Grand Opening—TBD</td>
<td>Service begins</td>
<td>with opening events and one week of ride-free operations</td>
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Test team in Pioneer Square conducting vehicle acceptance tests.
DEVELOPMENT in the Center City Connector Project Area
OTHER PROJECTS
in the Center City Connector Project Area

SEATTLE STREETCAR