

LOCAL WATERFRONT TRANSIT

WATERFRONT TRANSIT ACCESS

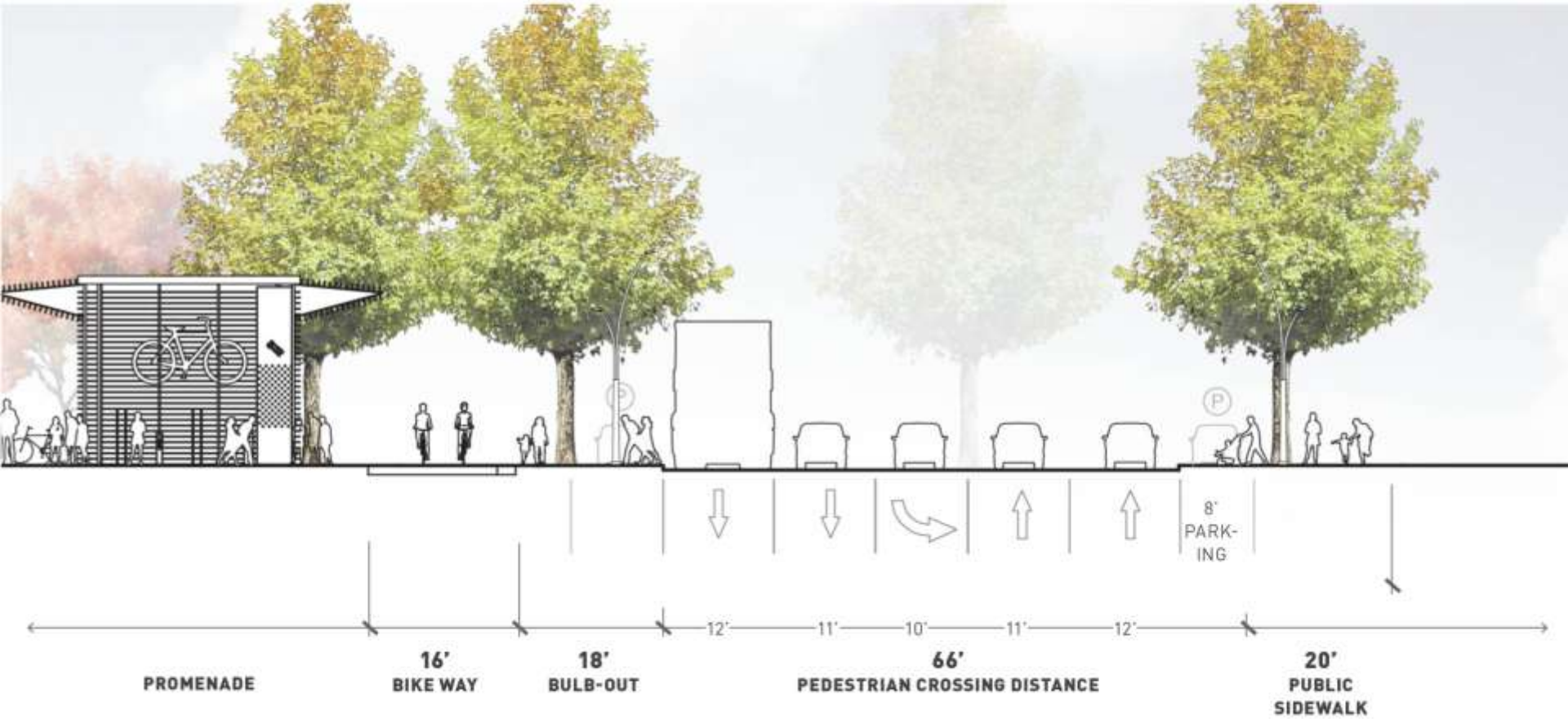
-  LIGHT RAIL
-  TRANSIT TUNNEL STATIONS
-  BUS TRANSIT SPINE AND PATHWAYS
-  MADISON STREET HCT CORRIDOR
-  EXISTING AND PLANNED STREETCAR
-  ALTERNATIVE CENTER CITY CONNECTOR CORRIDORS
-  SW TRANSIT PATHWAY OPTIONS
-  FREQUENT TROLLEY BUS ROUTES
-  WATERFRONT CONNECTOR



WATERFRONT TRANSIT CONCEPT

- SERVES LOCAL WATERFRONT MARKET
- OPERATES IN STREET IN SHARED LANE
- FREQUENT
- USER FRIENDLY
- LEGIBLE
- ICONIC
- FITS WATERFRONT CHARACTER AND DEMAND
- COMPELLING ALTERNATIVE TO DRIVING
- COMPLIMENTARY TO OTHER DOWNTOWN TRANSIT

C: Alaskan Way at Spring Street



HISTORIC STREETCAR FEASIBILITY

- VEHICLE OPERATIONS/SAFETY
- GRADES
- DOORS ON BOTH SIDES
- AUTOMATIC DOORS/SINGLE OPERATOR
- DISABILITY ACCESS

COMPATIBILITY WITH MODERN STREETCAR

- LOW FLOOR LOADING
- VOLTAGE

UTILITY CONFLICTS



VEHICLE INSPECTION

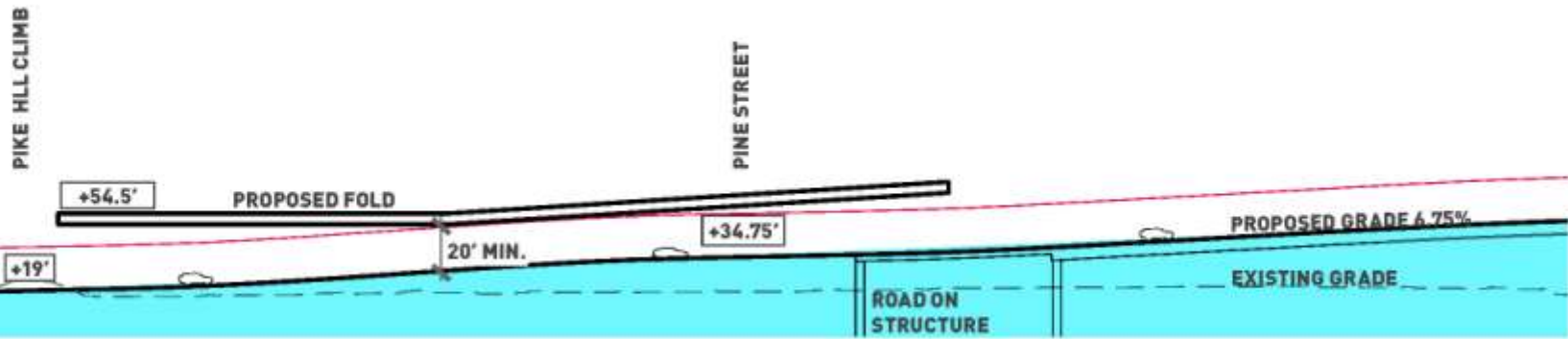


SEGMENT 5: PIKE TO PINE

PROFILE BETWEEN PIKE + PINE



- VEHICLE LANES
- PARKING/LOADING
- MEDIANS
- BIKEWAY / LANE
- PUBLIC REALM
- SERVICE



PROFILE BETWEEN PIKE AND STEWART ST., LOOKING WEST

VEHICLE IMPROVEMENTS

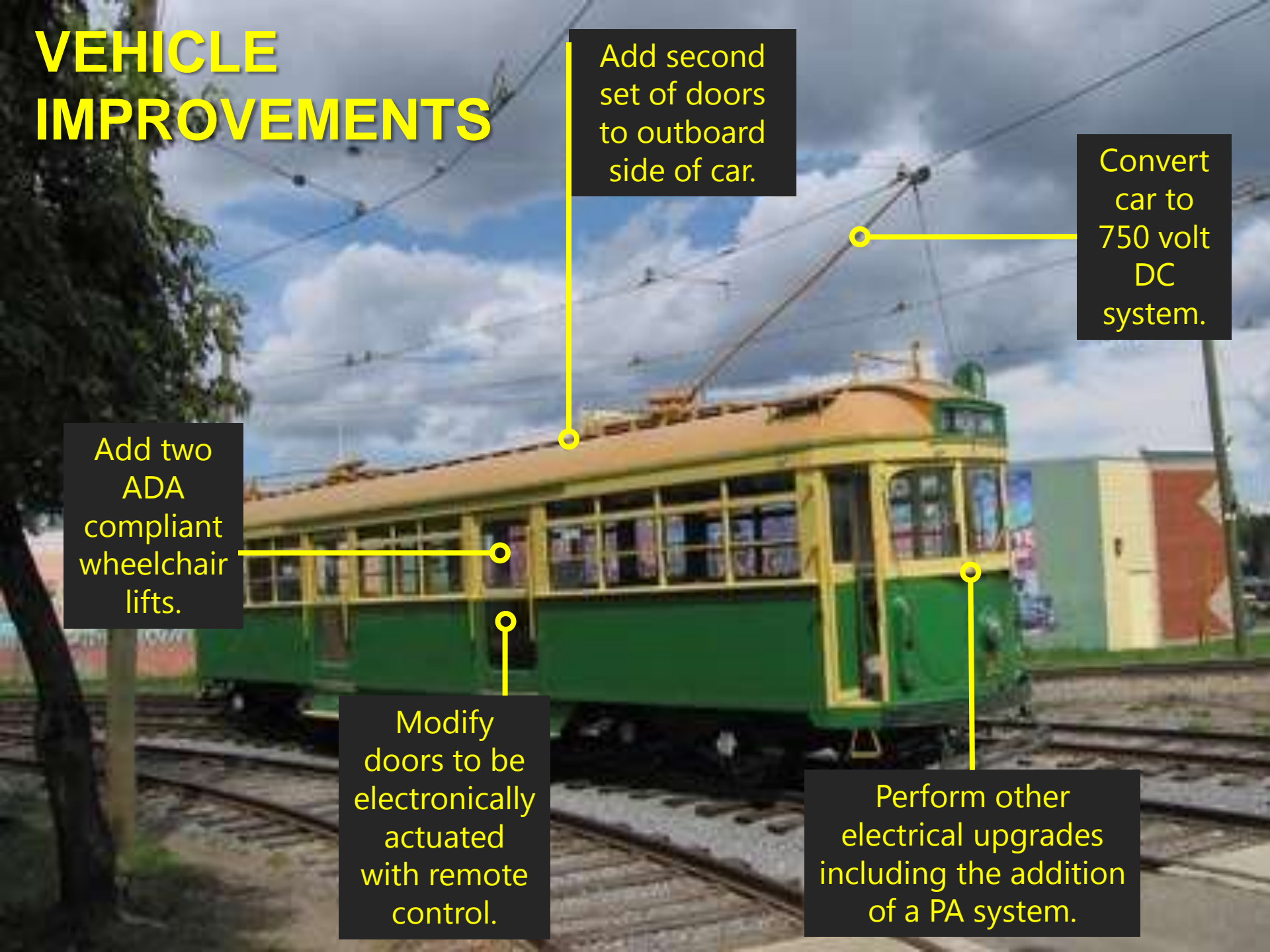
Add second set of doors to outboard side of car.

Convert car to 750 volt DC system.

Add two ADA compliant wheelchair lifts.

Modify doors to be electronically actuated with remote control.

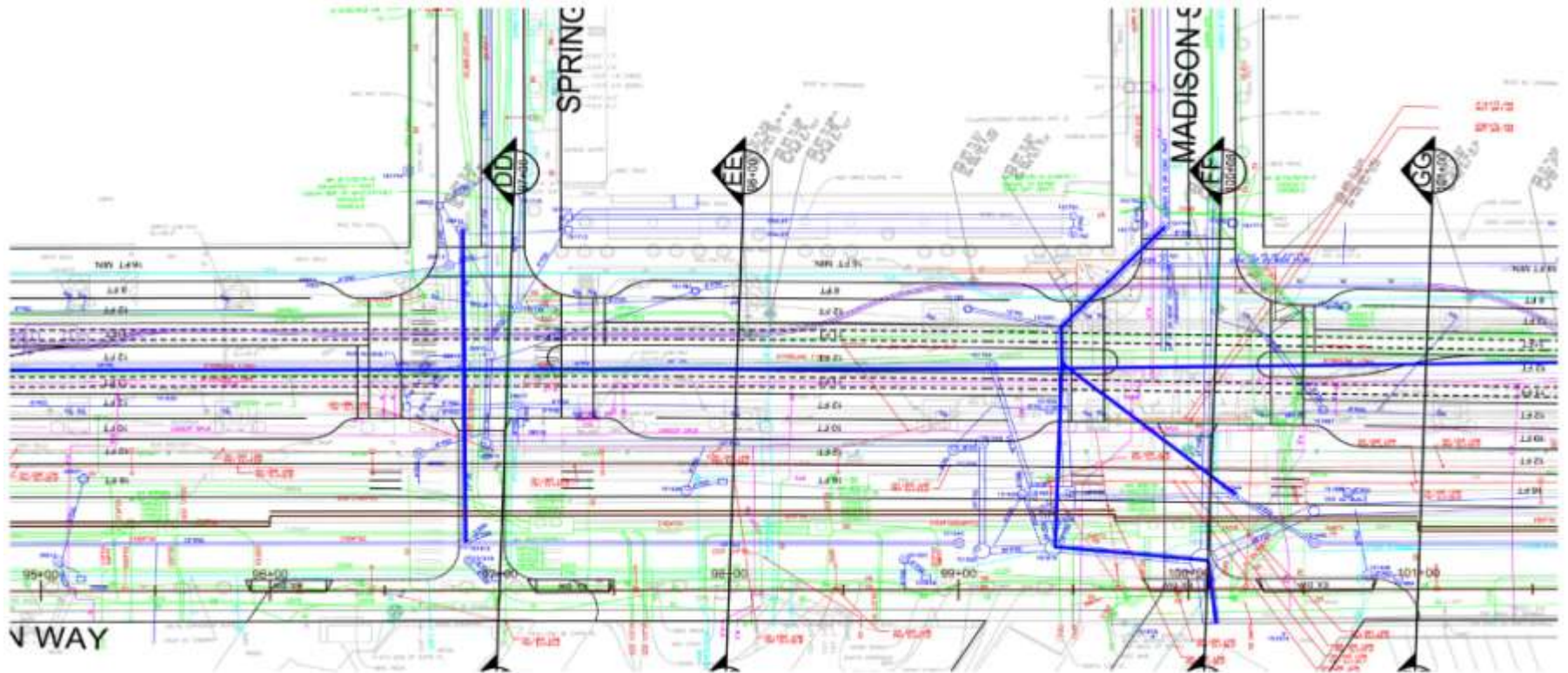
Perform other electrical upgrades including the addition of a PA system.



ADA SOLUTIONS



UTILITY CONFLICTS



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UTILITY CONFLICTS



LOCAL WATERFRONT TRANSIT EVALUATION



HISTORIC STREETCAR



RUBBER TIRE TRANSIT



MODERN STREETCAR



RUBBER TIRE TRANSIT

HISTORIC STREETCAR ROUTE

CENTER LANES/MEDIAN PLATFORMS

HEADWAYS: 15 MINUTES

LEGEND

- Waterfront Streetcar Route
- Streetcar Station
- Link Light Rail Route
- First Hill Streetcar Route



MODERN STREETCAR ROUTE

CENTER LANES/MEDIAN PLATFORMS

HEADWAYS: 15 MINUTES

LEGEND

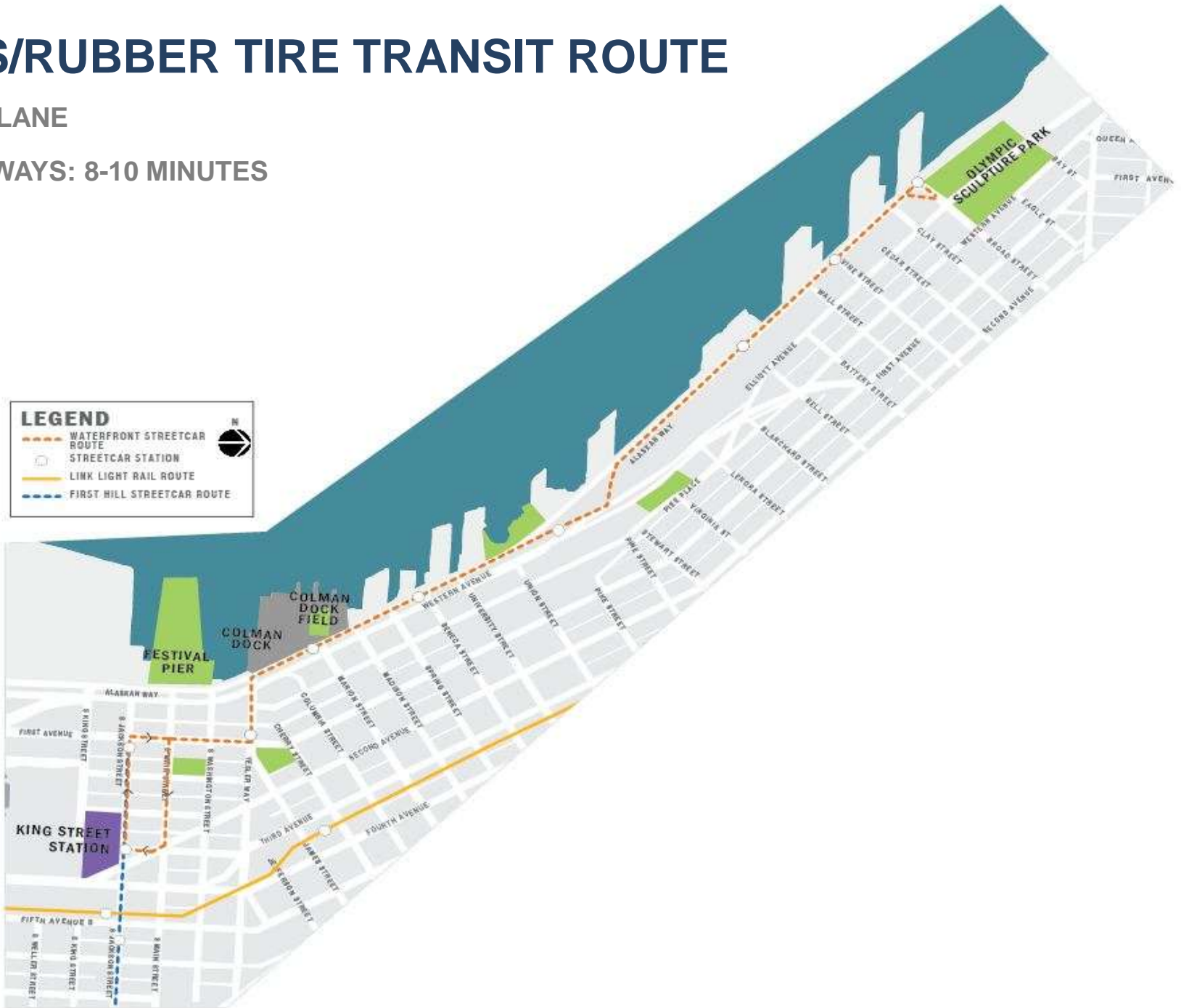
- Waterfront Streetcar Route
- Streetcar Station
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- First Hill Streetcar Route



BUS/RUBBER TIRE TRANSIT ROUTE

CURB LANE

HEADWAYS: 8-10 MINUTES



HISTORIC STREETCAR OPTIONS

TWO OPTIONS TO BE EVALUATED:

LOWER COST OPTION

- OPERATES SEPARATELY FROM MODERN STREETCAR SYSTEM
- HIGH FLOOR LOADING
- ONLY MODIFICATION IS TO ADD DOORS TO BOTH SIDES
- TROLLEY BARN UNDER ELLIOTT WAY AT PINE STREET
- VEHICLE IMPROVEMENT COST - \$1.4 MILLION

HIGHER COST OPTION

- CARS COMPATIBLE WITH MODERN STREETCAR SYSTEM** (LOW FLOOR LOADING, 750 V)
- AUTOMATIC DOORS – SINGLE OPERATOR
- WHEELCHAIR LIFTS
- VEHICLE IMPROVEMENT COST - \$14.6 MILLION

**EXCEPT FIRST HILL LINE

EVALUATION CRITERIA

COSTS

- Operations and Maintenance
- Capital (vehicles, power, rails, platforms, maintenance base)
- Utility conflicts requiring relocation

ENVIRONMENTAL

- Noise
- Air Quality
- Aesthetics

OPERATIONS & PERFORMANCE

- Vehicle/System Capacity
- Travel time
- Safety
- Rider Comfort/Satisfaction
- Vehicle Operations
- Traffic Impact
- ADA Compliance

FUNDING

- Public funding potential
- Private fundraising potential

NEXT STEPS

- **DRAFT REPORT – MAY**
- **DESIGN OVERSIGHT COMMITTEE – MAY 16**
- **COMMUNITY MEETINGS**
- **BRIEF STAKEHOLDERS/CITY ADVISORY BOARDS**
- **MAYOR/COUNCIL BRIEFINGS**
- **SELECT PREFERRED OPTION – JUNE 2013**

