

Center City Streetcar System

Locally Preferred Alternative Designation



Seattle City Council Transportation Committee
Tony Mazzella, Ethan Melone, & Tom Brennan
June 24th, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



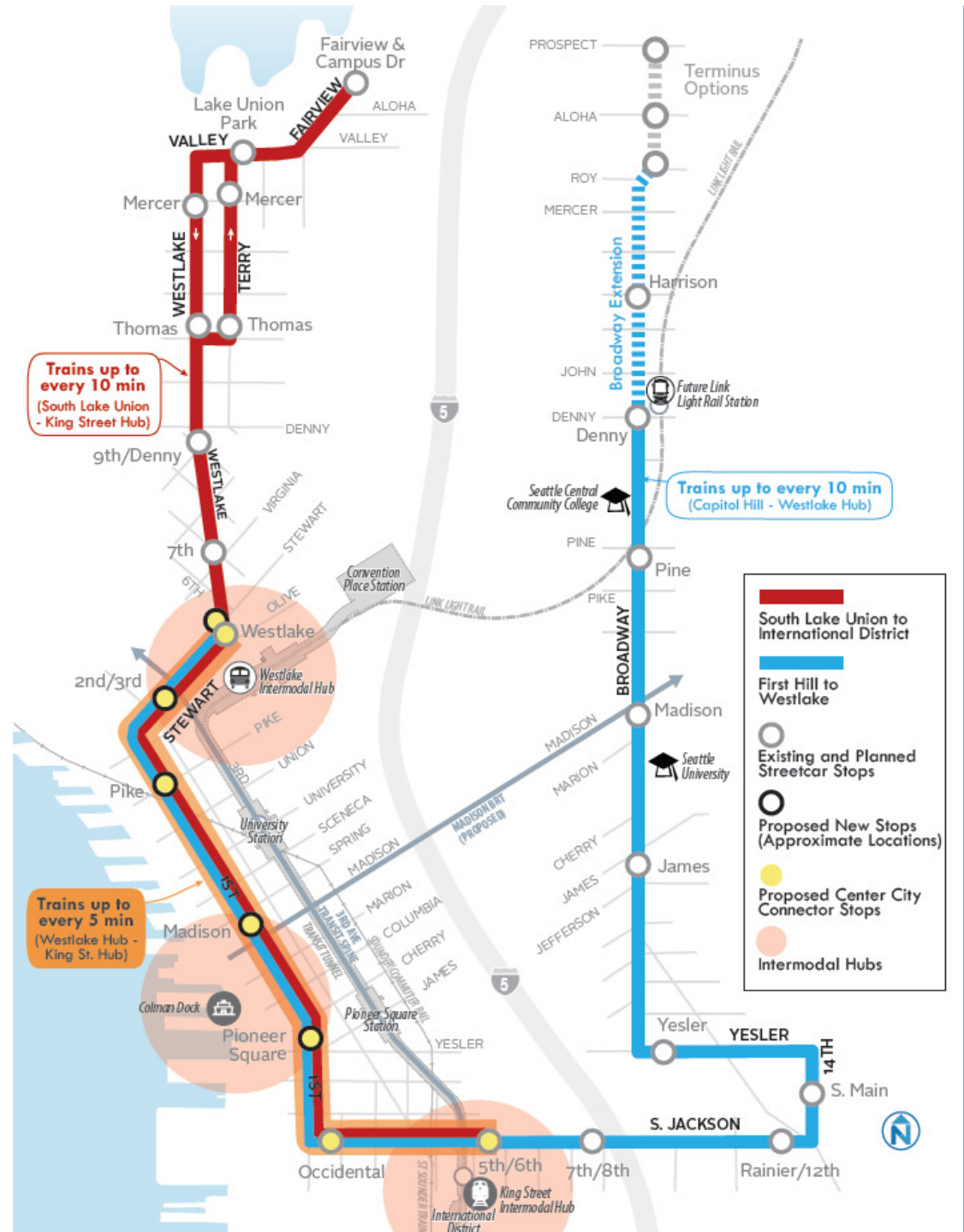
Vision: a vibrant Seattle with connected people, places, and products.

SDOT's core principles



Briefing Overview

- Transit in Seattle-
The Role of Streetcars
- Center City Streetcar System
- Designating the Locally Preferred Alternative
- Project Development



Timeline: Council Actions & Review To Date

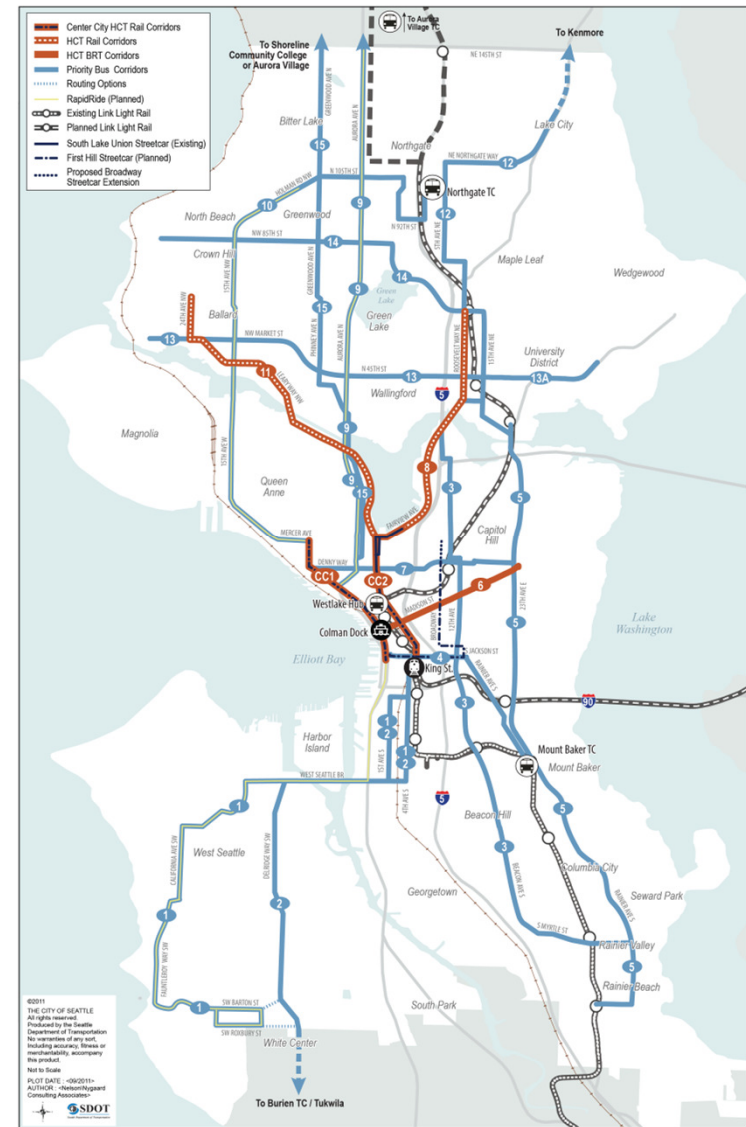
- Adoption of Transit Master Plan (April 2012)
- Acceptance of FTA Planning Grant/Appropriation of Local Match for Center City Connector Transit Study (November 2012)
- Transportation Committee Briefing on Center City Tier 1 Analysis (July 2013)
- Adoption of 2014-2019 CIP Funded Center City and Broadway Extension through Final Design (November 2013)

Designating a Locally Preferred Alternative

- Identifies the City's preferred project alignment/project description
- Can be modified after environmental review
- Important step in Federal process toward Small Starts grant agreement
- City can withdraw from Project Development prior to a 2016 grant agreement
- No further financial commitments at this time

Transit in Seattle-The Role of Streetcars

- Light rail as regional spine
- Streetcar and BRT in city's high capacity corridors
- Buses continue to serve most transit corridors



Transit in Seattle-The Role of Streetcars

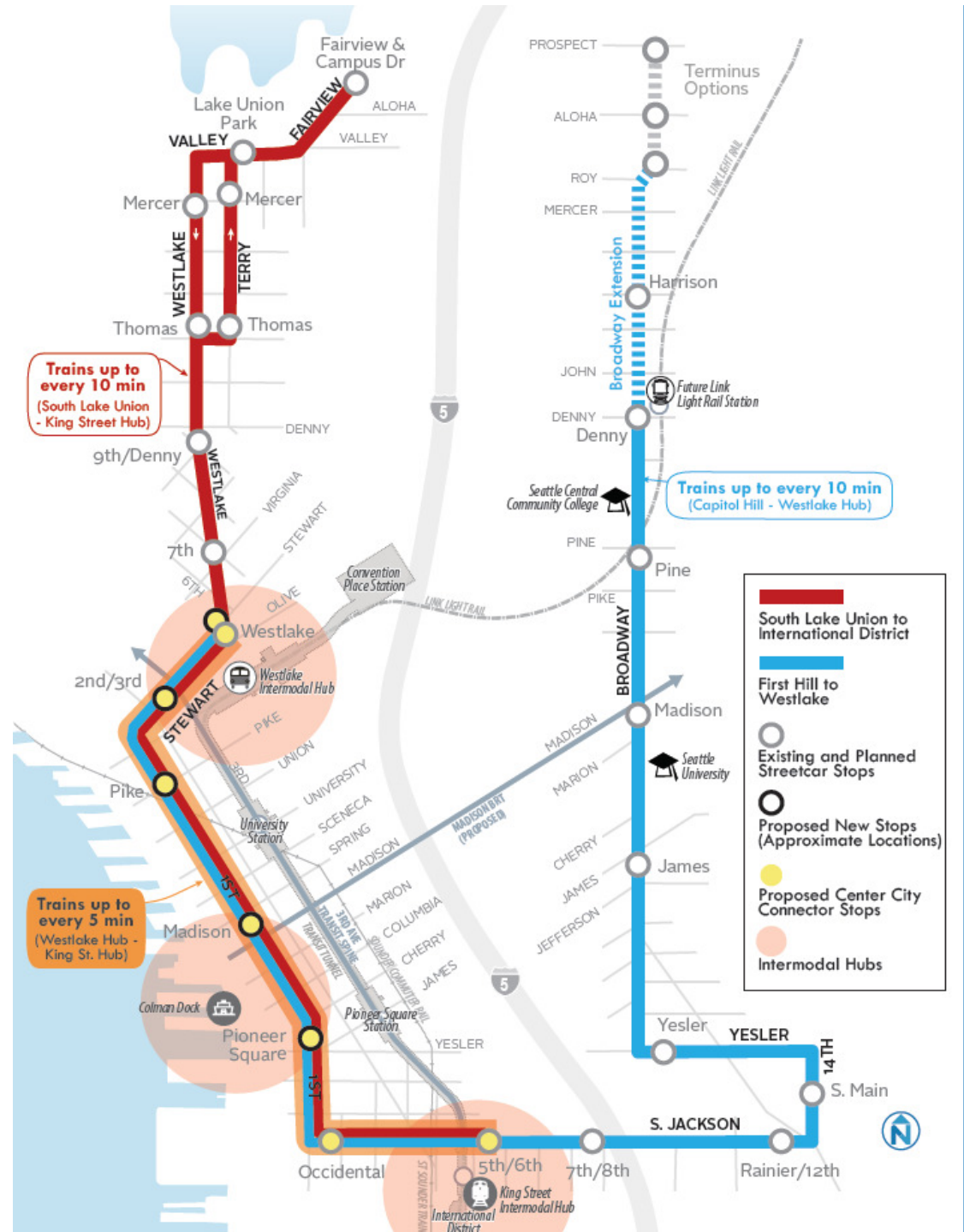
- Ride quality, accessibility, and intangibles attract new riders
- Placemaking and catalyst for development
- Higher capacity for urban circulator service



Center City Connector Project Purpose & Need

Purpose:

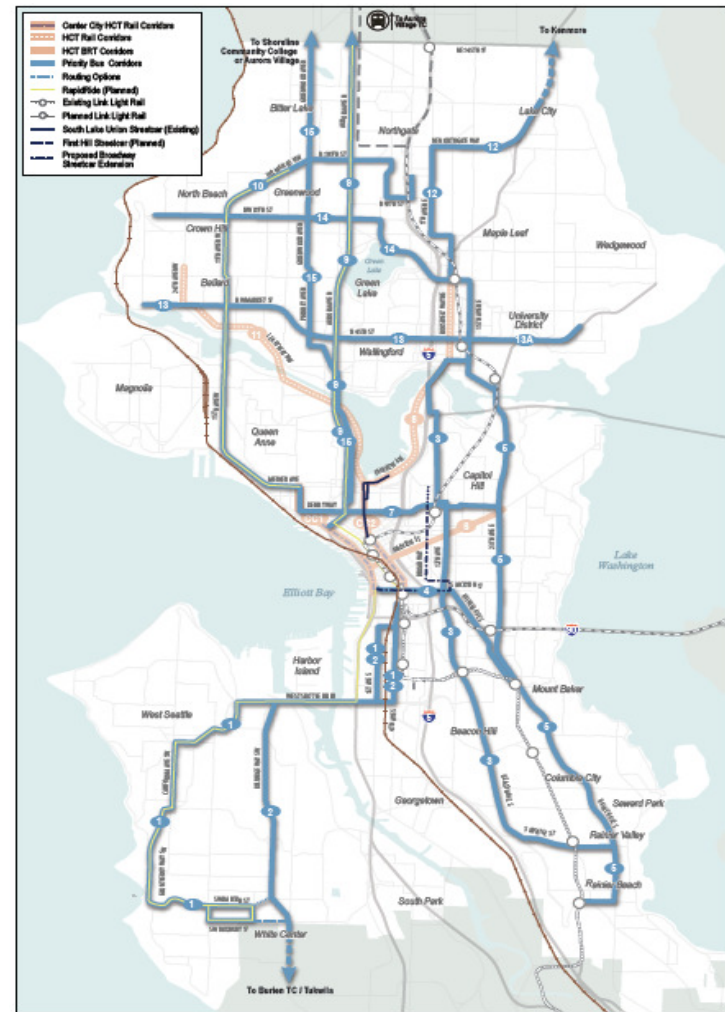
- Connect the South Lake Union and First Hill streetcars
- Improve north-south transit mobility through downtown



Center City Connector

Role in Seattle Transit System

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

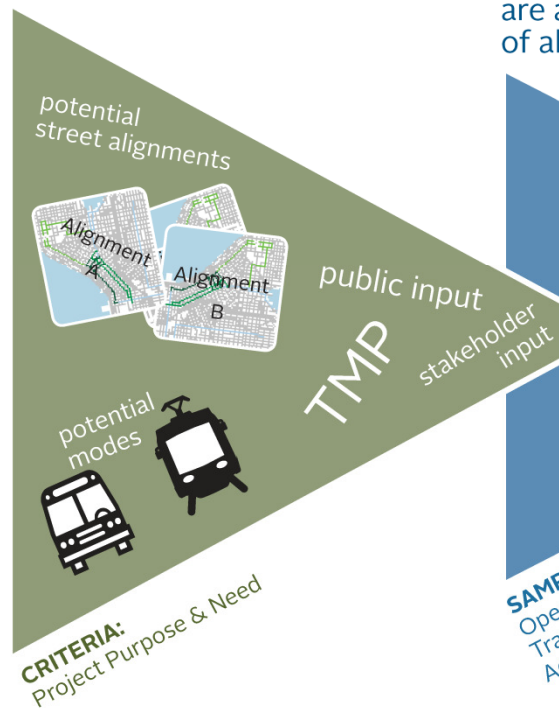


Arterial bus routes help form high frequency transit grid.

Study Evaluation Process

INITIAL SCREENING

A broad range of alternatives are screened based on project purpose and need.



TIER ONE SCREENING

Qualitative & quantitative measures are applied to a short-list of alternatives.



TIER TWO EVALUATION

Rigorous evaluation of up to two 'build' & one 'no-build' alternatives.



RECOMMENDED
LOCALLY
PREFERRED
ALTERNATIVE
(LPA)

LPA

Public Engagement

- Stakeholder interviews
- Community meetings
- 3 open houses
- Web survey
- Media outreach

Strong support for:

- First Avenue
- Exclusive running



Proposed LPA

Alignment

- 1st Ave Pike to Jackson
- East-West options:
 - Stewart – Olive
 - Pike/Pine – 4th/5th/6th

ROW Treatment

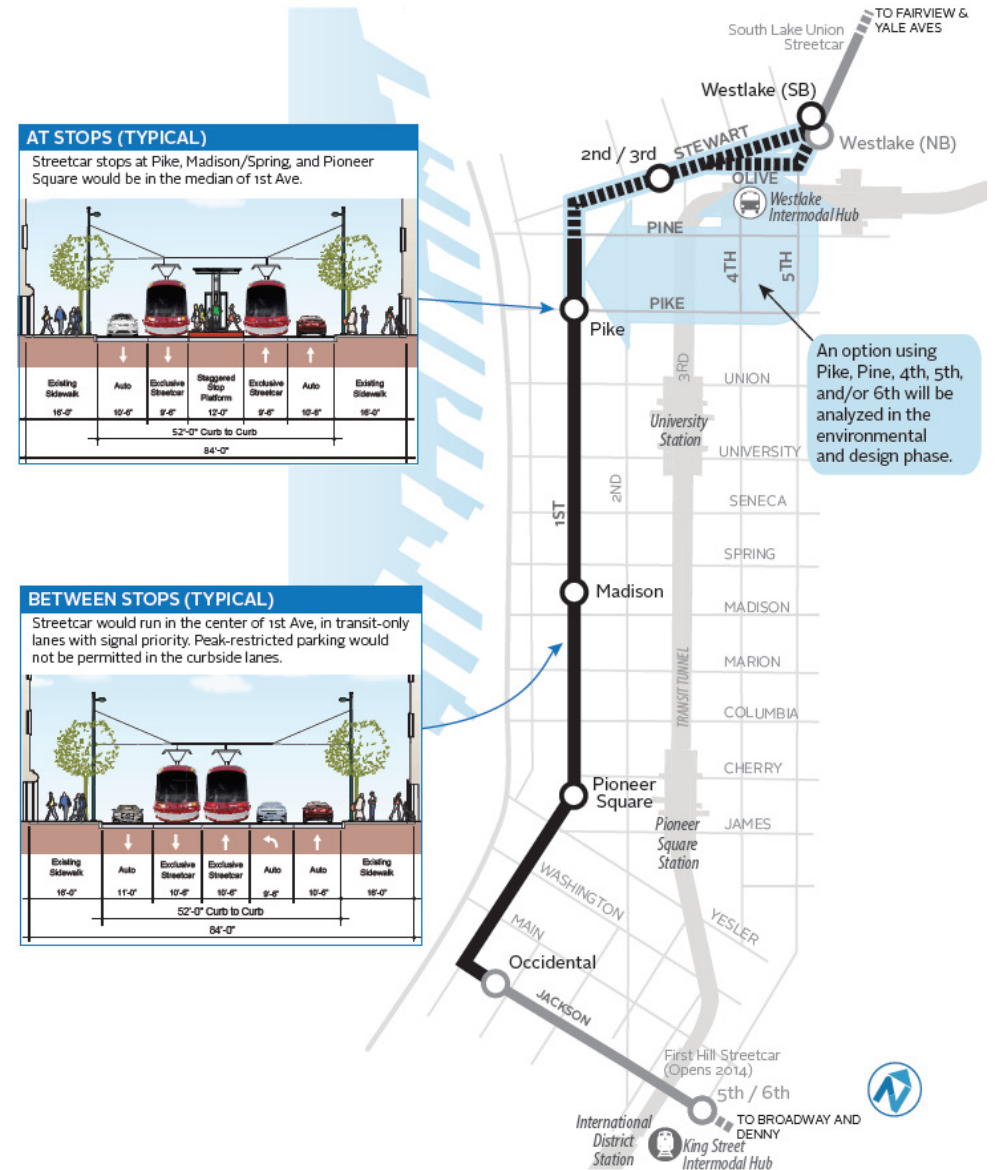
- Exclusive running
- Center running on 1st

Mode

- Modern streetcar

Capital Cost (including fleet)

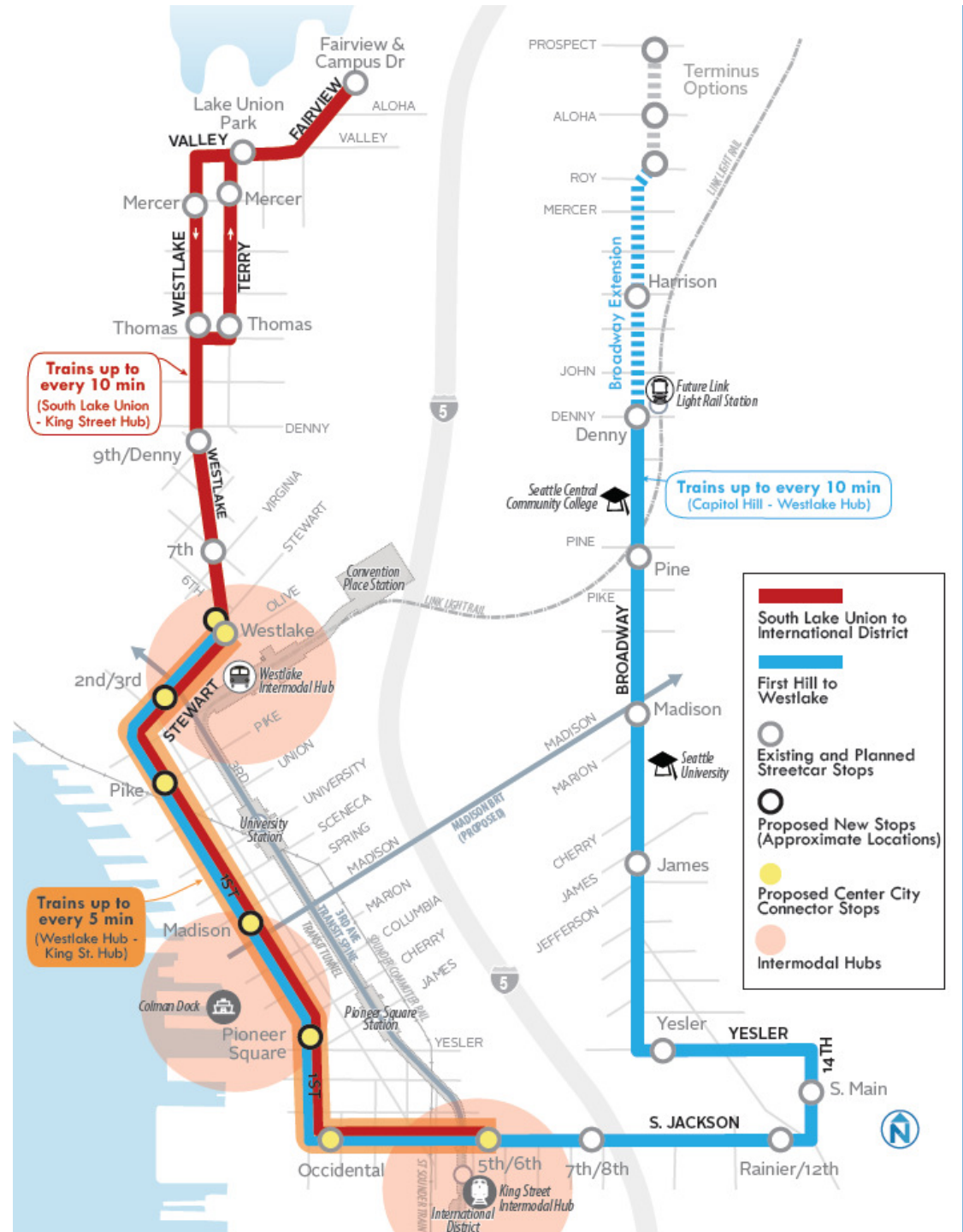
- \$110 M



Anticipated Operating Plan

"Hub to Hub"

- 5-minute headway between Westlake and International District hubs
- Weekday operations from 5 a.m. to 1 a.m.



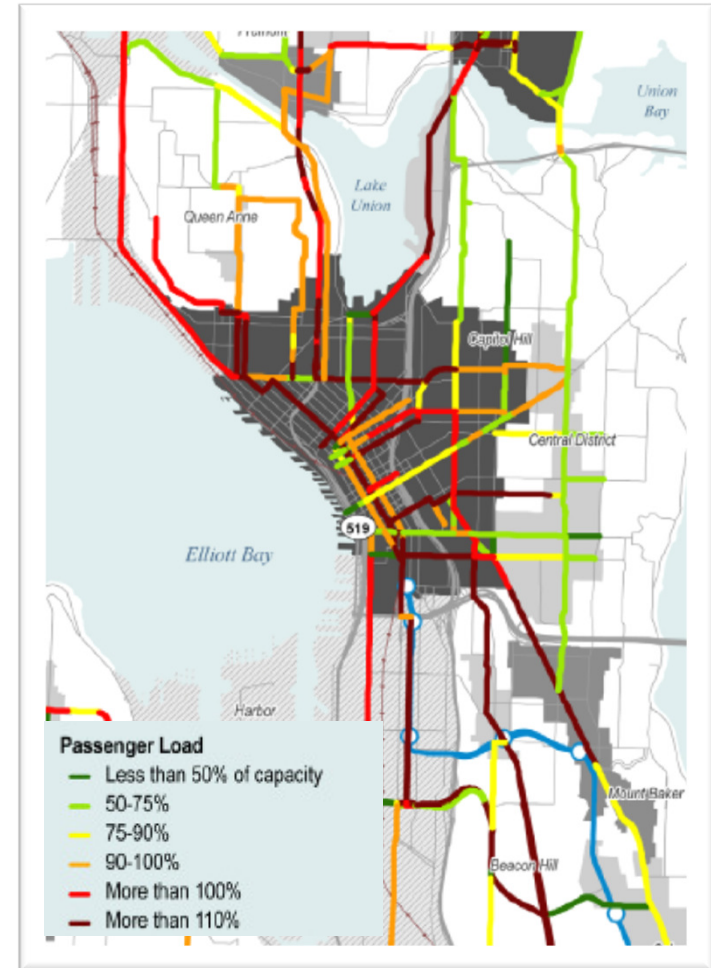
Performance-Key Benefits

- 23K to 30K estimated weekday daily trips (2018 system)
 - 18K-25K on CCC segment
 - Forecast with FTA STOPS model
- Exclusive transit way provides 35% travel time advantage over mixed traffic
- Enhanced reliability of exclusive transit way (12% variance during peak v. 26% in mixed traffic)

System and Project Ridership

Breaking Down the Numbers

- Approximately 7,100 – 11,000 trips using the Center City Connector are new transit trips
- 8,500 – 11,000 trips shifted from bus
- 50% of trips shifted from bus on routes that regularly exceed seated capacity during peak periods
- Approximately 1,800 trips shift from Link and about 2,000 shift from regional bus services
- 900 – 1,100 new regional bus and rail boardings due to high quality, high frequency last mile link



KCM loading conditions by Center City corridor.

System and Project Ridership

- 2018 streetcar system boardings
 - CCC stops = 15,500
 - FH stops = 7,200
 - SLU stops = 7,400

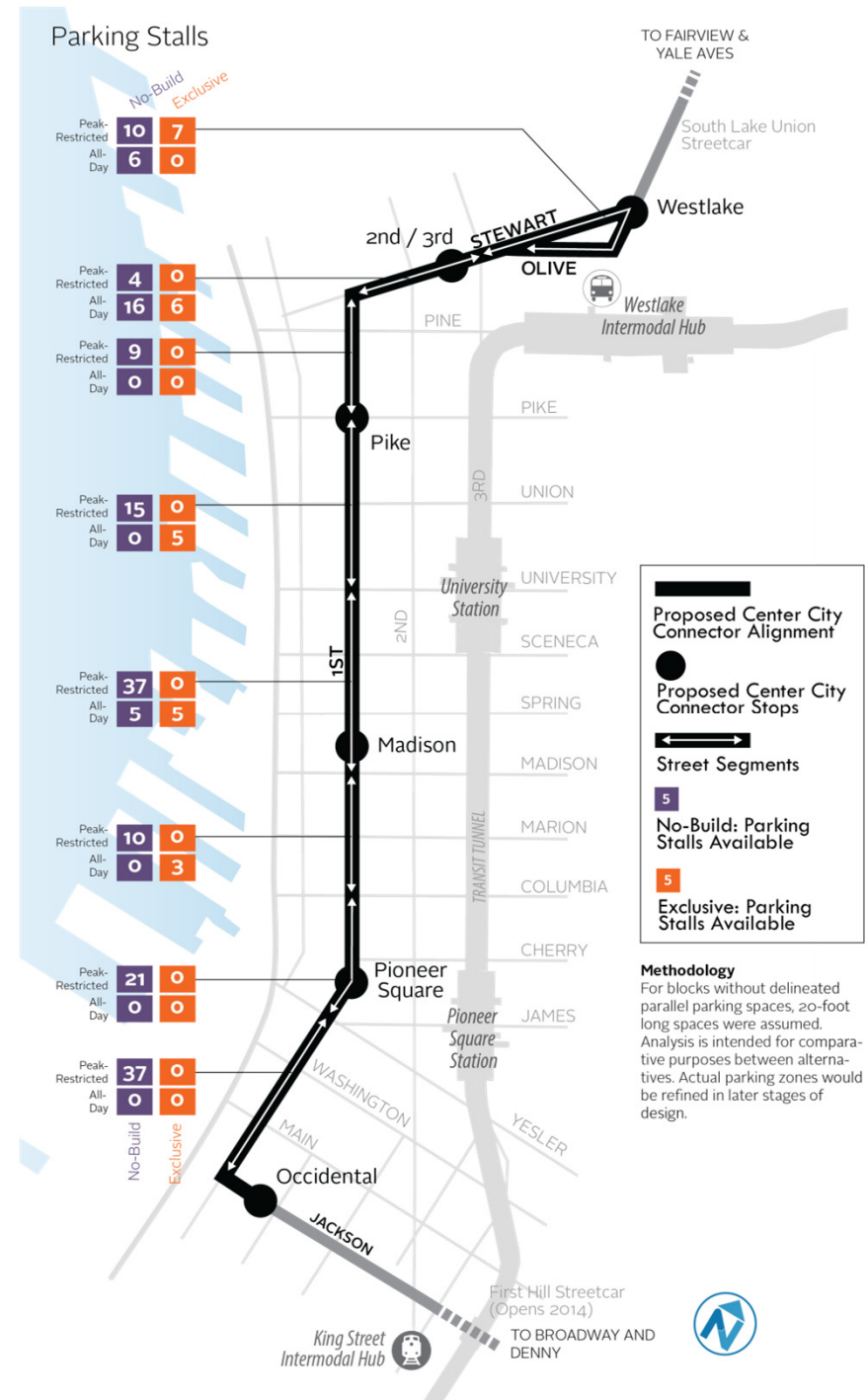


Total Parking Supply

- 1st Ave corridor today
 - 1,409 on- and off-street parking stalls within one block of 1st Ave (study area)
 - 27 on-street stalls that are available all day
- LPA vs. No Build
 - 136 fewer peak restricted stalls
 - 8 fewer all-day stalls

There are 1,265 total off-street stalls within a one-block distance of 1st Avenue:

- 46% are occupied between 8:30-11:30 am
- 60% between 1:30-3:30 pm



Capital Finance – Future Decisions

Capital Costs

Total Development Cost: \$110M

Capital Sources

- FTA Small Starts: up to \$75M
- Broad Range of Potential Sources for Local Share:
 - Voter-Approved
 - LID
 - Street Vacations
 - Bonded General Fund or CPT
 - Etc.

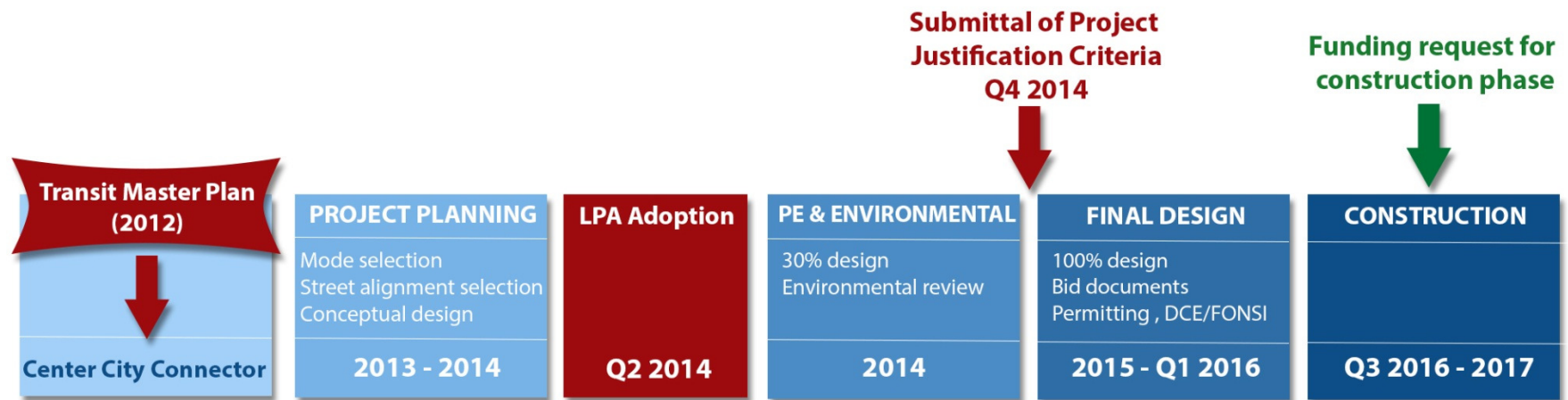
Operations Finance

Center City System—SLU through Broadway

Operating Cost, Ridership, Revenues for Center City Streetcar System	
2018 Operating Projections (\$000s)	
Operating Cost	\$14,960
Fare Revenue @ 60% of Ridership Forecast	\$7,800
FTA Grants	\$550
Sponsorship Revenues	\$790
Metro Interlocal (SLU)	\$1,500
ST Interlocal (First Hill)	\$4,680
Net Revenue (Net Operating Cost)	\$360

Key Issue: Extend Interlocal Agreements Long-Term

Timeline: From Plan to Built Project



Action Requested: LPA Resolution

- Identifies the city's preferred project alignment/project description
- Can be modified after environmental review
- Endorses engagement in Federal process toward Small Starts grant agreement
- Note: no financial commitments at this time
- Note: city can withdraw from Project Development prior to a 2016 grant agreement

Thanks!

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

