

CORRIDOR 8

DRAFT

UNIVERSITY DISTRICT-SOUTH LAKE UNION-DOWNTOWN



Corridor Overview

Length: 6.1 miles

New Track Length: 7.6 single-track miles (rail only)

Stations: Roosevelt Way/12th Ave NE - 65th St, Ravenna Blvd, 50th St, 45th St, Campus Pkwy, Eastlake Ave E - Fuhrman Ave, Lynn St, Aloha St; Westlake Ave - Mercer St, Denny Way, Westlake Hub, 4th/5th Ave - Union/University St, Madison/Marison St, James St, King Street Hub

Average Stop Spacing: 1,700 feet

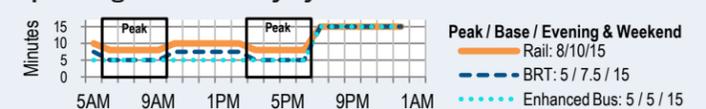
Key Connections:

- King Street Hub
- Financial District Station
- Pioneer Square Station
- Westlake Hub

Service Restructuring

- The SLU Streetcar would be folded into the Rapid Streetcar concept.
- Route 70 would be discontinued under all mode options.
- For all modes, Routes 66/67 would operate every 15 minutes throughout the day between UW and Northgate and Route 66 would be converted into Route 67 trips to better serve campus.

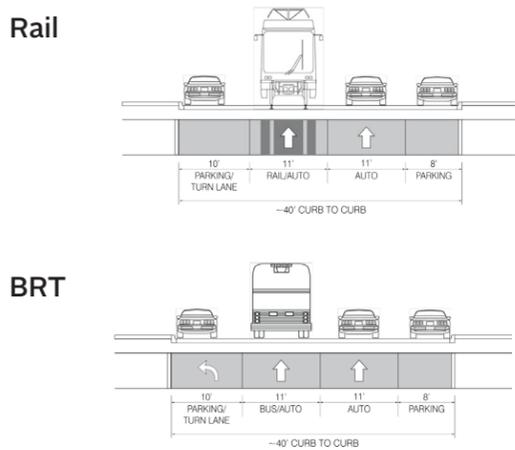
Operating Plan Headway by Mode



Cross Sections

Segment A

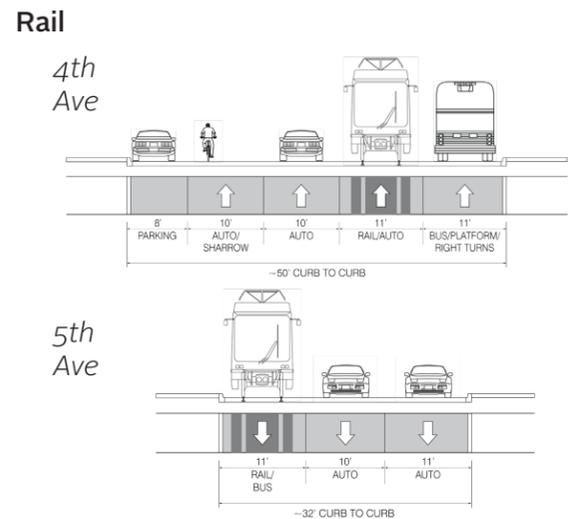
Roosevelt/11th-12th Couplet: Rail could operate in mixed traffic or a dedicated lane. Sound Transit 65th Avenue LINK LRT station is along 12th, straddling 66th Avenue, so the Corridor 8 alignment would serve it best by turning around on 66th Avenue with a terminal station on 66th.



Segment D1

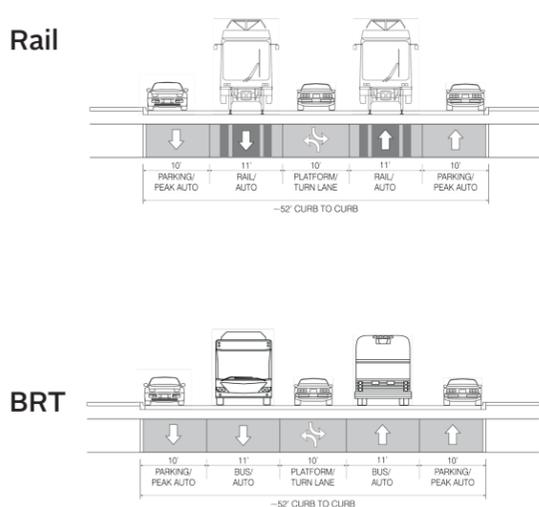
4th Avenue: Rail operates in two eastern lanes using a "weave" pattern to allow curb stations and right turn movements for traffic.

5th Avenue: Rail operates in western lane with buses.



Segment B

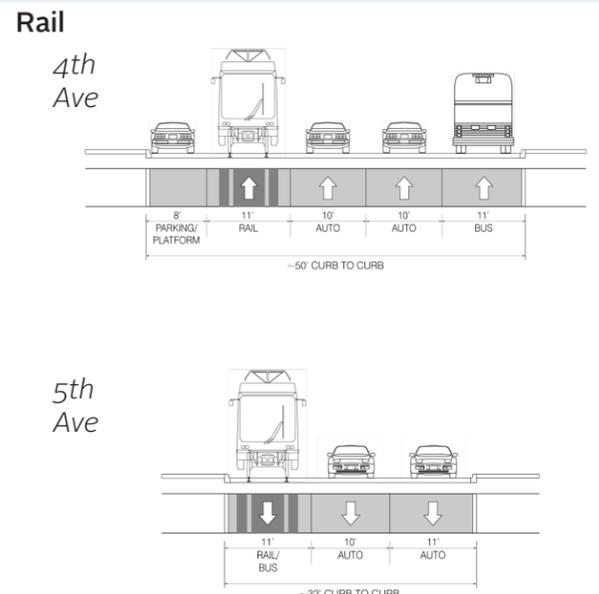
University Bridge: University Bridge not expected to have the same traffic congestion issues as Fremont, so a basic retrofit to place rail tracks on the inside lanes is recommended.



Segment D2

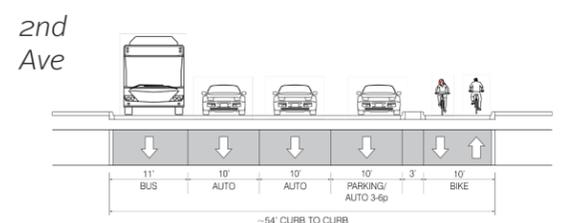
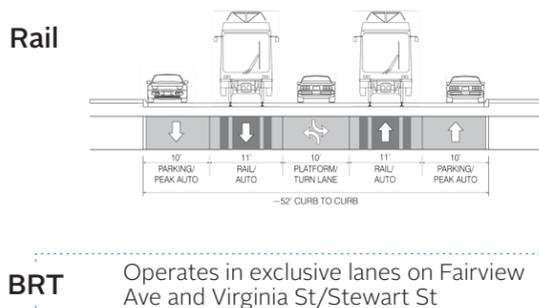
4th Avenue: Rail operates in western lane to reduce conflicts with regional bus traffic.

2nd Avenue: Two-way cycle track could be evaluated to mitigate loss of bike lane segments on 4th Ave.



Segment C

Fairview/Eastlake Ave. E: Between the existing SLU terminus and the University Bridge, Fairview and Eastlake are consistently 5 lanes wide, and the center-platform/center station configuration should work well. Transit could operate in mixed traffic or a dedicated lane. Few issues are anticipated, so long as the current peak-direction parking restrictions on Eastlake are continued.

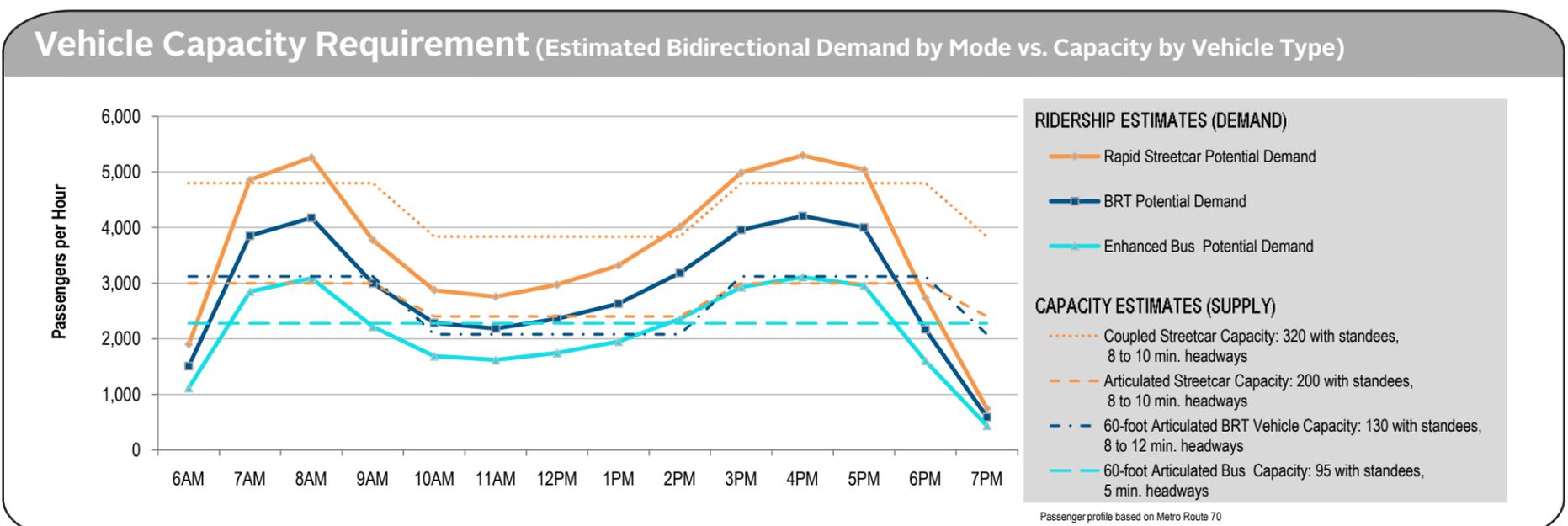
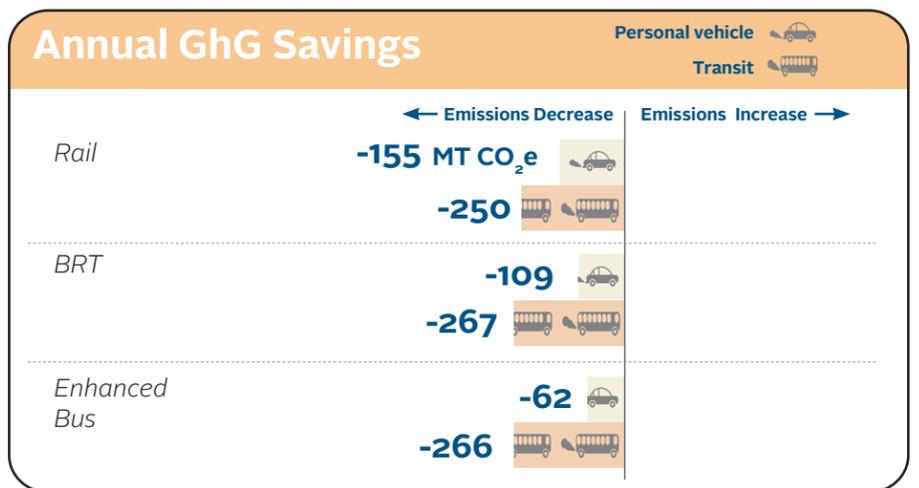
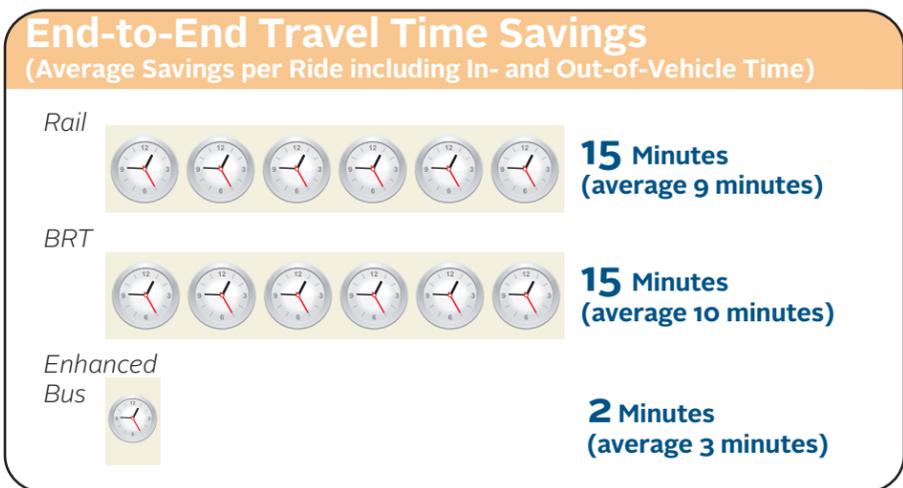
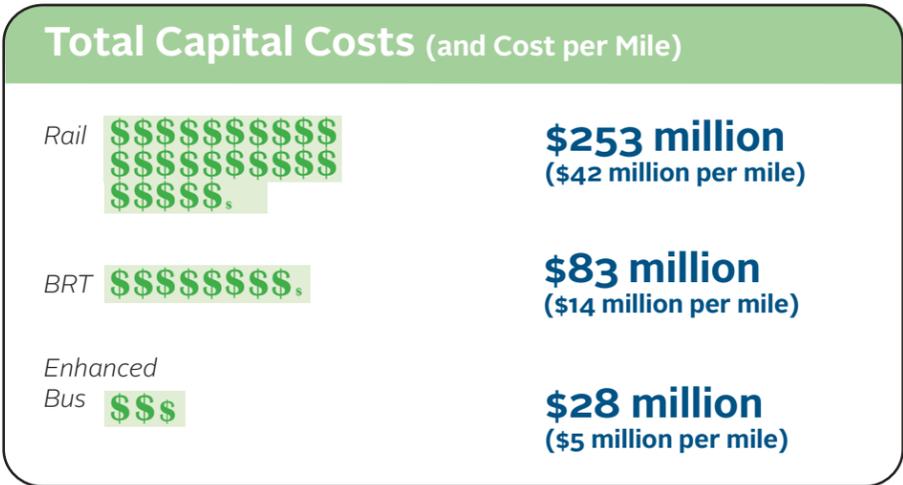
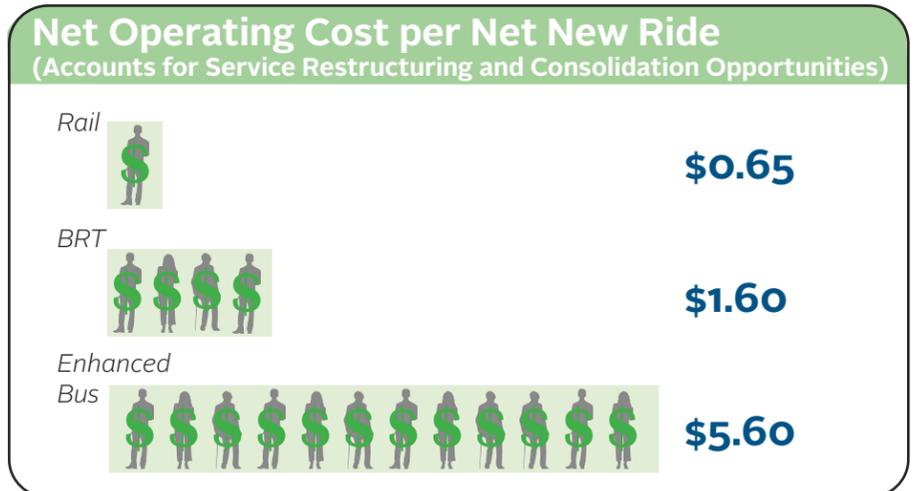
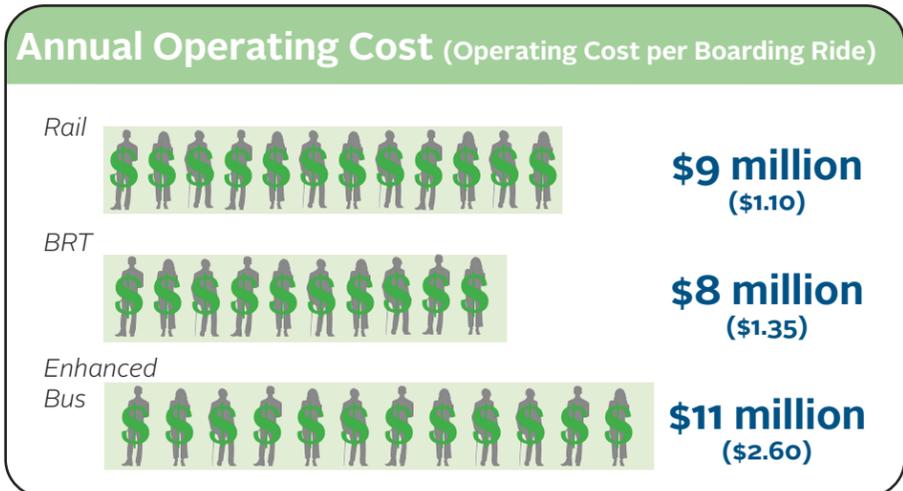
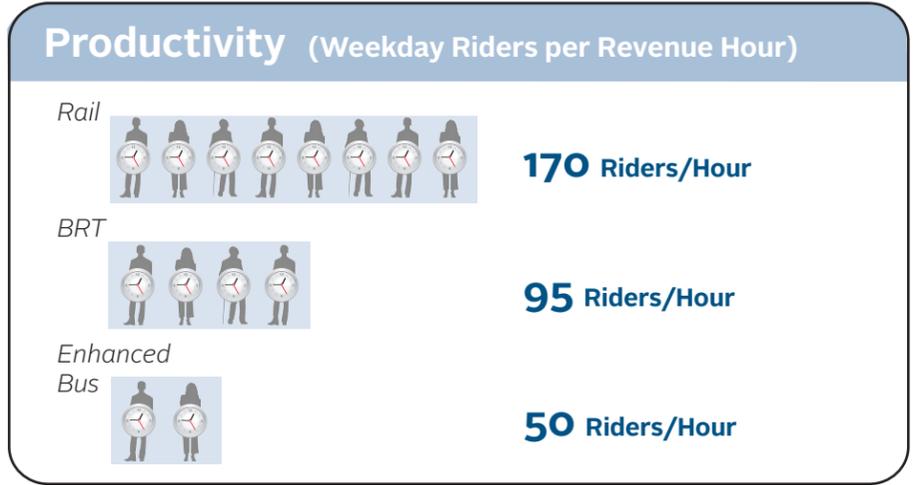
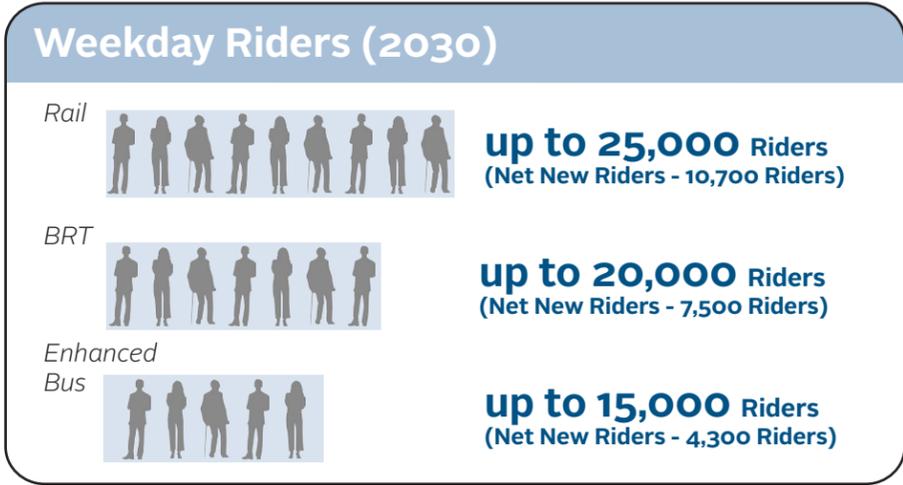


BRT Operates in exclusive lanes on 3rd Avenue

Note: All cross sections are representative of a possible design option for a corridor segment. Right-of-way widths, utility constraints, and competing street use needs vary in each of the representative segments.

CORRIDOR 8: COMPARATIVE MEASURES

UNIVERSITY DISTRICT-SOUTH LAKE UNION-DOWNTOWN



Note: Methodology sheet describes purpose and methodology for each measure. All cost estimates are presented in 2011 dollars.