

First Hill Transit Alternatives: Goals and Objectives

Goal: Increase Regional Transit Accessibility to First Hill in the event that the First Hill station is not included in North Link

Objectives and Criteria:

- (1) Improve the Quality of Transit Service
 - a. Reduce transit travel time
 - Change in walk, wait, and in-vehicle time for select markets
 - b. Improve reliability
 - Qualitative assessment
 - c. Increased transit visibility and simplicity
 - Qualitative assessment

- (2) Increase Transit Ridership
 - a. Total daily transit ridership to/from First Hill
 - ST ridership model 2030 forecast
 - b. Daily boardings on new or improved First Hill transit service
 - ST ridership model 2030 forecast

* For informational purposes, daily boardings on Link will also be provided.

- (3) Provide a Financially Feasible Solution
 - a. Ability to fund capital and operating cost from existing or potential future revenue available to the City, County, or Sound Transit
 - Qualitative assessment based on planning level capital cost and annual operating cost estimates
 - b. New or improved service is cost-effective
 - Qualitative assessment based on comparisons of cost and boardings

- (4) Preserve Environmental Quality
 - a. Minimize impacts on other transportation modes
 - Qualitative assessment based on on-street parking, intersection, and traffic capacity impacts
 - b. Minimize other environmental impacts
 - Qualitative assessment based on review of other potential environmental impacts (e.g. displacements, noise, utility, historic or economic impacts)

- (5) Develop Alternatives that Can be Deployed by University Link Opening
 - a. Proven technology
 - Qualitative assessment based on local or national implementation experience
 - b. Design and construction timeframe
 - Qualitative assessment based on likely timeframe required to design and construct

First Hill Transit Alternatives Study Ideas for Consideration

1) Transit priority improvements (e.g. signal priority, removal of on-street parking, queue jumps, bus bulbs, transit lanes, contra-flow lanes)

- a. Madison
- b. Broadway
- c. Boren
- d. James

2) Increased Frequency/Span of Service

- a. Improve frequency on Route 60
- b. Improve frequency/span on Route 9s
- c. Consolidate Route 2/12 onto Madison/Marion

3) New Connections/Modes

- a. Modifications to existing bus routes to enhance First Hill access
 - i. Extend Route 2 and/or 12 to Ferry terminal
 - ii. Connect Route 10/12 with University St Station via 3rd Ave
 - iii. Extend Route 9s to King Street Station
- b. New bus routes
 - i. Circulator service
 - 1. King Street to Capitol Hill via First Hill
 - 2. South Lake Union – Capitol Hill – First Hill
 - 3. Downtown – First Hill via Madison
 - ii. Regional service
 - 1. Peak period express routes to First Hill
 - 2. South Lake Union-
- c. Streetcar
 - i. International District Station - Capitol Hill Station
 - 1. Via Jackson/King to 12th to John/Denny
 - 2. Via Jackson/King to 12th to Boren to Broadway
 - ii. International District Station – First Hill (terminate @ Boren&Madison)
 - 1. Via Jackson/King to 12th to Boren

- iii. Mt. Baker Station – Capitol Hill Station
 - 1. Via Rainier Avenue to Boren to Broadway
 - iv. South Lake Union-First Hill
 - d. Rail spur
 - i. Rail spur from Capitol Hill to First Hill
 - e. Personal rapid transit
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4) Other ideas

- a. Sidewalk improvements
- b. Extension of Ride Free Zone

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**First Hill Transit Alternatives:
Potential to Meet Project Objectives for the Purpose of Alternative Narrowing**

	Improve quality of service	Increase transit ridership	Financially feasible	Maintain Environmental Quality	Deployable with ULink Opening	Advance for further development?
1) Transit priority	Medium	Medium	High	Medium	High	Yes
2) Increased frequency/span	Medium	Medium	Medium	High	High	Yes
3) New modes /connections						
a.Modify bus routes	Medium	Medium	High	High	High	Yes
b.New bus routes	Medium	Medium	Medium	High	High	Yes
c.Streetcars	Medium-High	Medium	Medium	Medium	Medium	Yes
d.Rail spur	N/A	N/A	N/A	N/A	N/A	Separate work program task
e.PRT	High	Medium-High	Low	Low	Low	No
4) Other ideas						
a.Sidewalk	Low	Low	Medium	Medium	High	No
b.Extend RFZ	Low	Low	Medium	High	High	No