

# 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

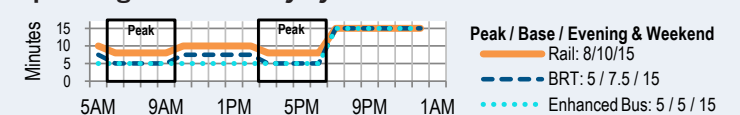
**Key Connections:**

- 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.

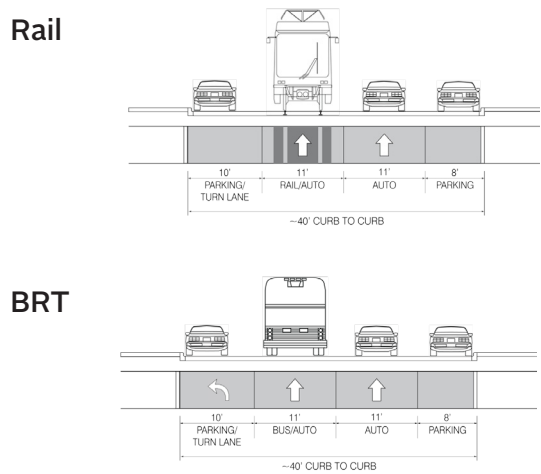
**Operating Plan Headway by Mode**



### Cross Sections

#### Segment A

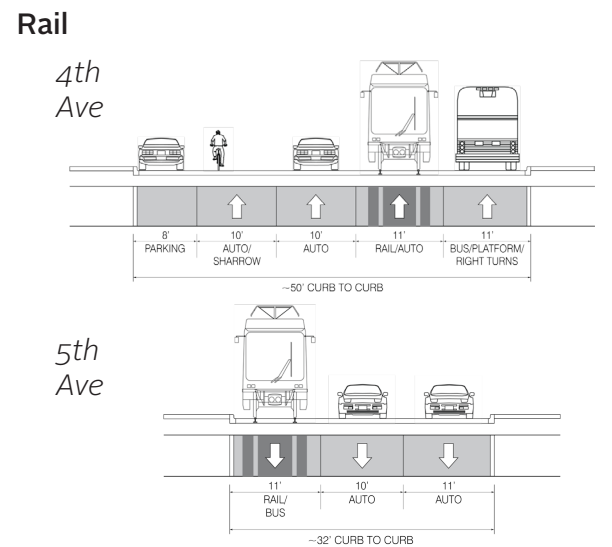
**Roosevelt/11th-12th Couplet:** Rail could operate in mixed traffic or a dedicated lane. Sound Transit 65th Avenue LINK LRT station is along 12th, straddling 66th Avenue, so the Corridor 8 alignment would serve it best by turning around on 66th Avenue with a terminal station on 66th.



#### Segment D1

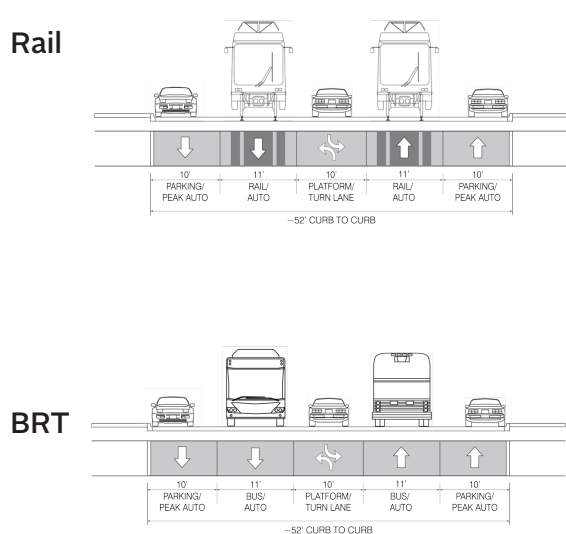
**4th Avenue:** Rail operates in two eastern lanes using a "weave" pattern to allow curb stations and right turn movements for traffic.

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



#### Segment B

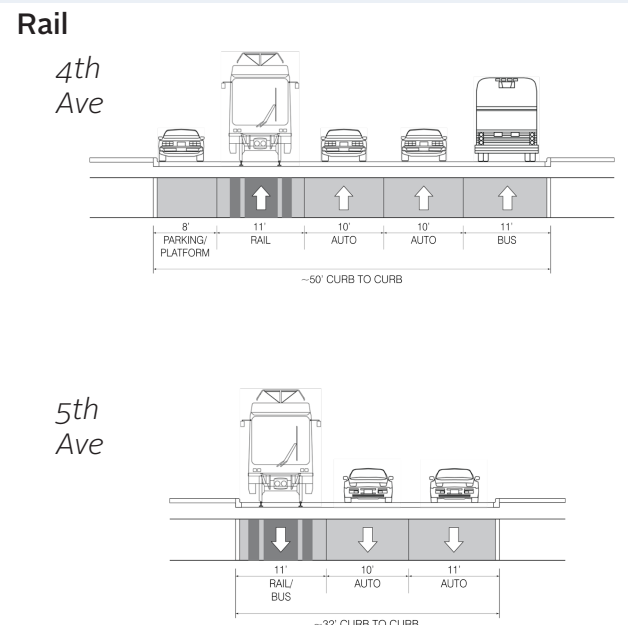
**University Bridge:** University Bridge not expected to have the same traffic congestion issues as Fremont, so a basic retrofit to place rail tracks on the inside lanes is recommended.



#### Segment D2

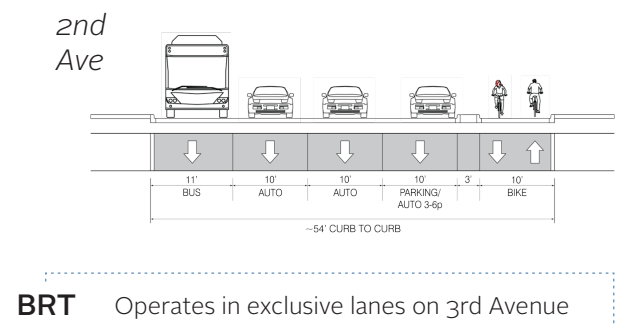
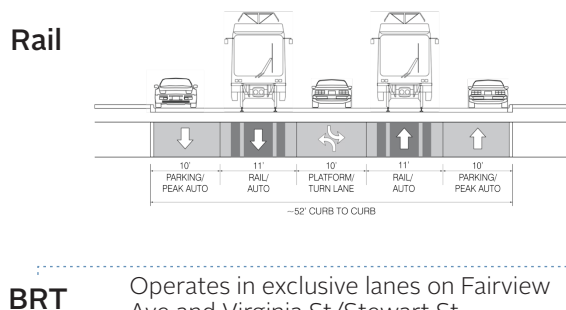
**4th Avenue:** Rail operates in western lane to reduce conflicts with regional bus traffic.

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



#### Segment C

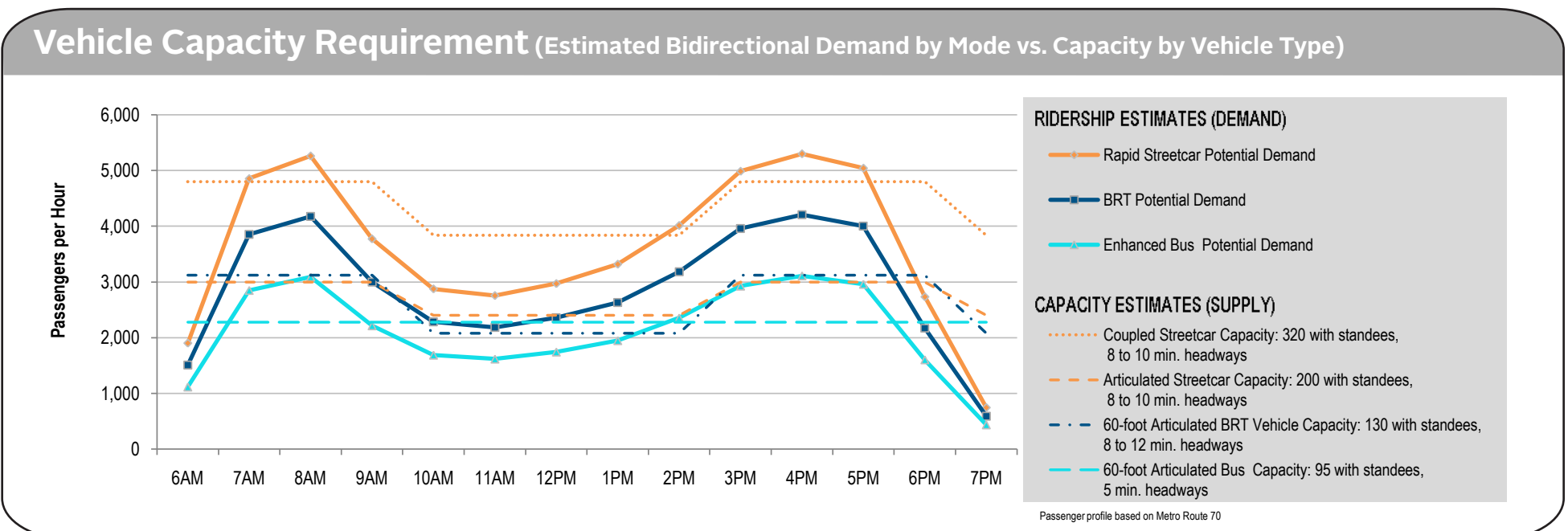
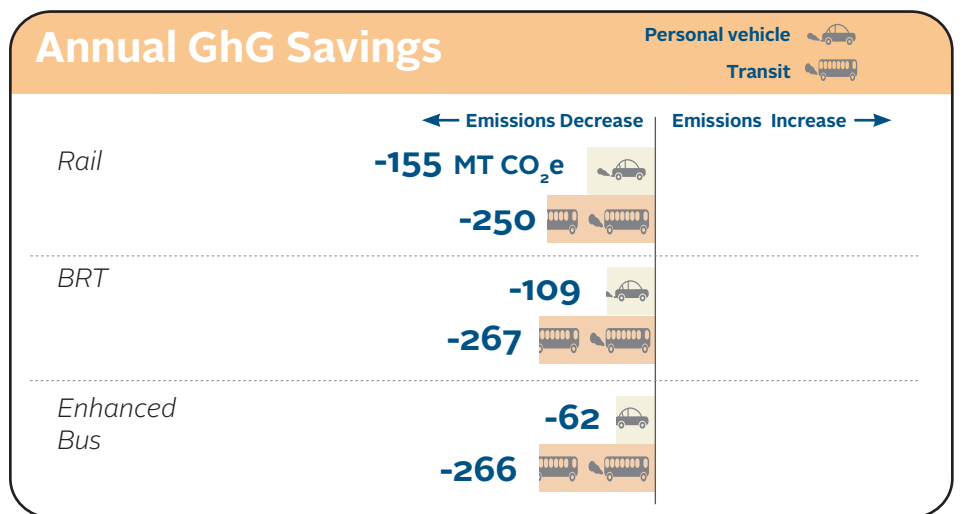
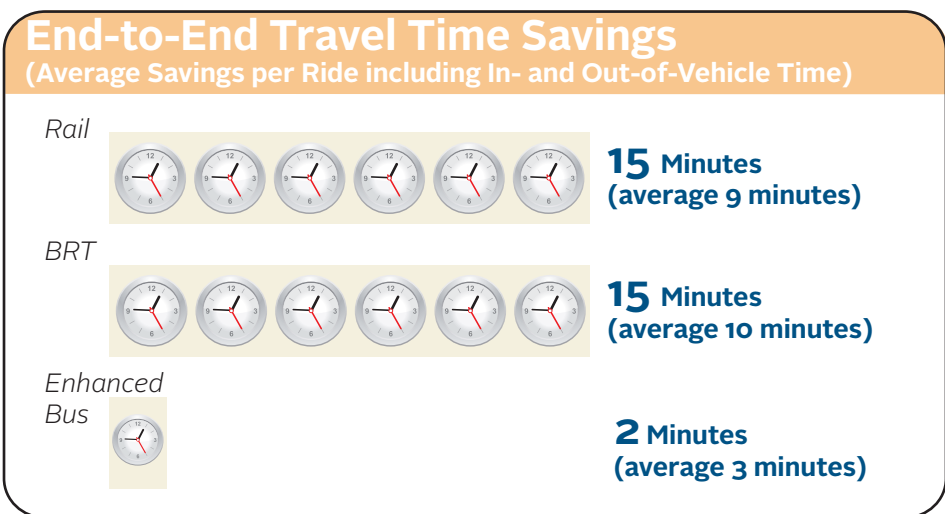
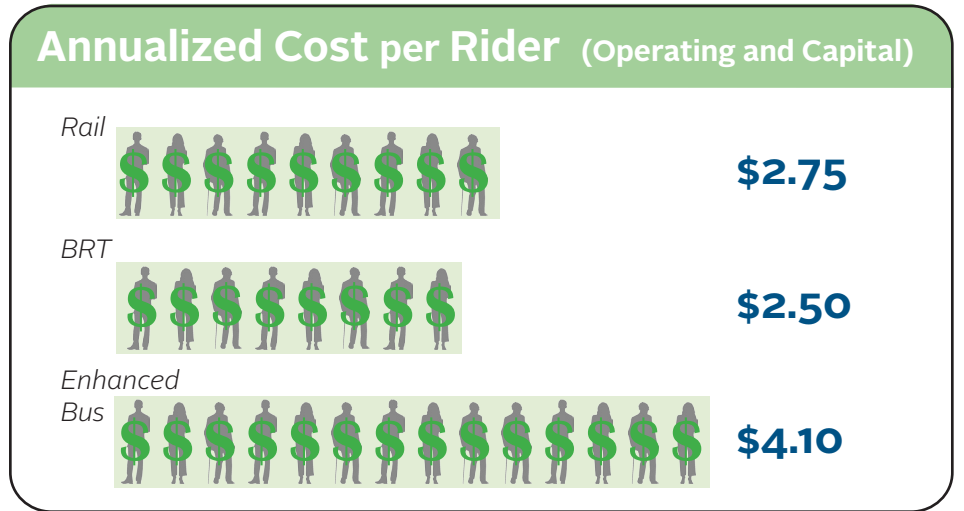
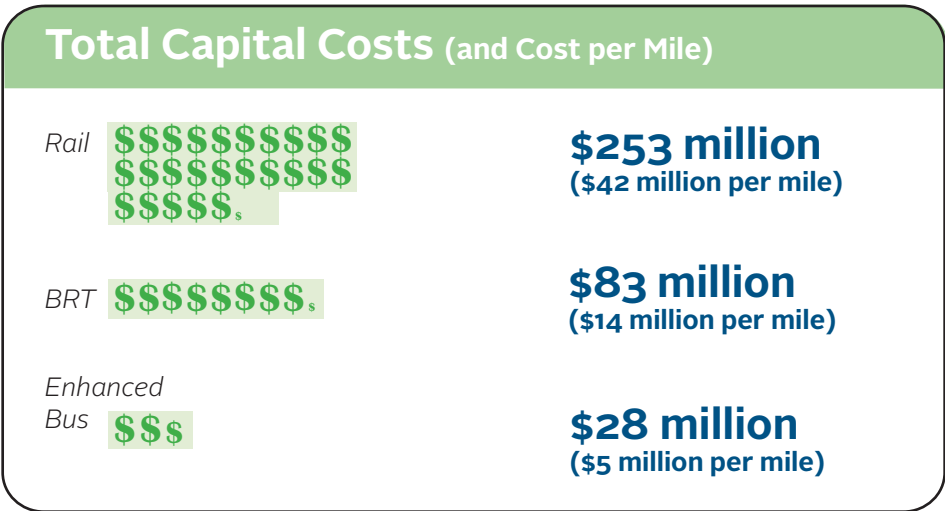
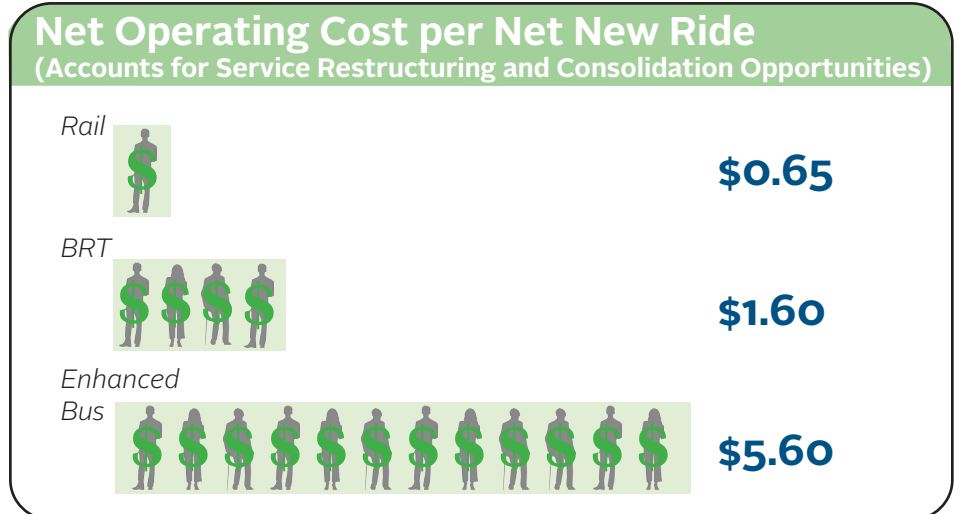
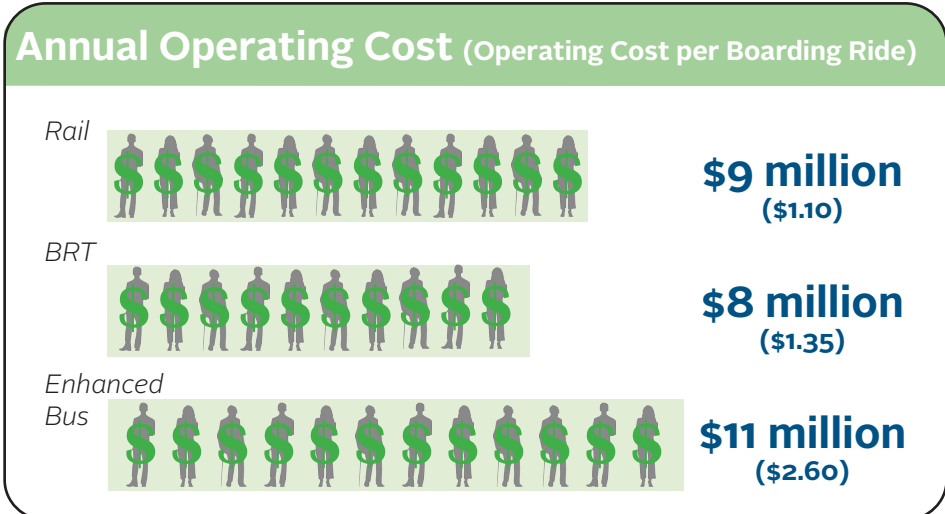
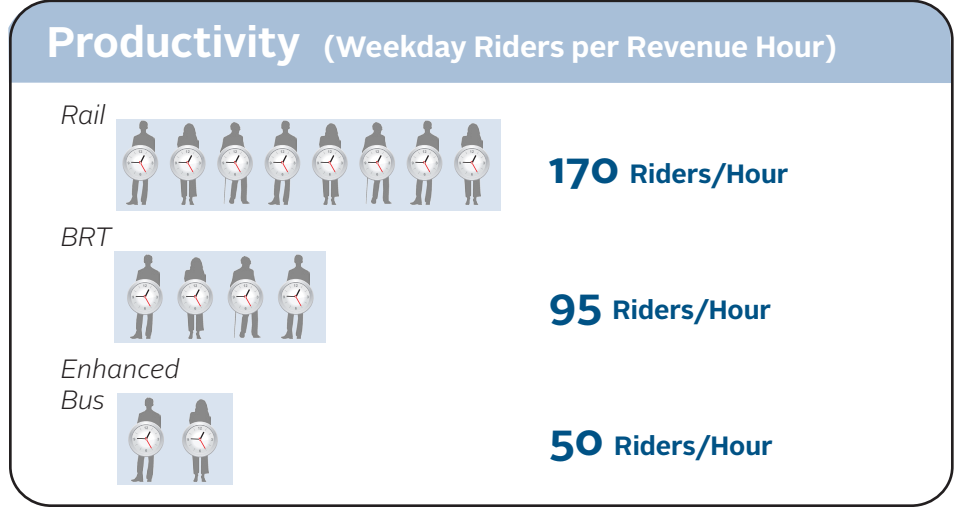
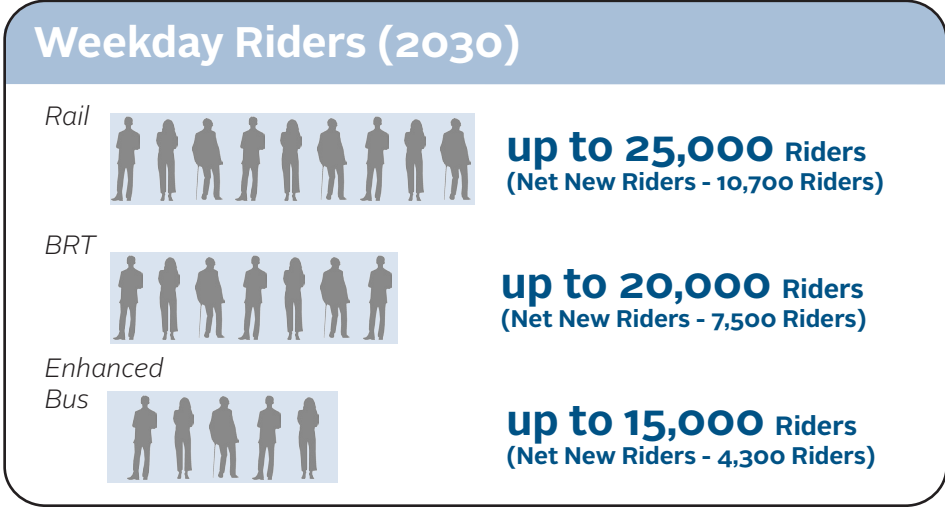
**Fairview/Eastlake Ave. E:** Between the existing SLU terminus and the University Bridge, Fairview and Eastlake are consistently 5 lanes wide, and the center-platform/center station configuration should work well. Transit could operate in mixed traffic or a dedicated lane. Few issues are anticipated,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



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.