



# SEATTLE STREETCAR

## Center City Connector

### Upcoming Outreach Events

The project team is holding ongoing community briefings with businesses and residences along the route as well as other interested stakeholders. Feel free to contact us to schedule a meeting or you're welcome to attend the following meetings to learn more about the project:

#### **Chinatown-International District – SCIDpda 2017 Kickoff**

Thursday, February 2, 6-7:30 PM

Hing Hay Coworks; 409-B Maynard Ave S

#### **Pioneer Square Residents' Council meeting**

Wednesday, February 8, 5:30-7 PM

Wave Summit Lounge; 521 Stadium Pl

### Free Rides for the First Anniversary

This week marks the one year anniversary of the First Hill Streetcar! Ridership projections are right on track with original projections. The First Hill Streetcar is currently averaging 78,000 monthly riders and 3,050 weekday riders.

SDOT is celebrating this first anniversary by offering free rides on the First Hill Streetcar all weekend, **Friday, January 27 through Sunday, January 29!** We encourage you to take a free ride and explore the many shops, businesses, and restaurants in the Chinatown-International District, Pioneer Square, First Hill, Yesler Terrace, and Capitol Hill neighborhoods.

This is a great chance to be a tourist in your own city, explore the museums and attractions of the Chinatown-International District, or attend the [Lunar New Year](#) celebration on January 28 and 29.



## 10 Things You Didn't Know About Streetcars



**Before there were streetcars, there were horsecars.** These horse-drawn boxcars were drawn along rails dug into the streets. New York City established the first system in 1832.

1. **Streetcar technology is over 125 years old.** Richmond, VA, was the first US city to debut streetcar technology in 1888. Cities across the country quickly adopted this method of transportation. It became the dominant mode of transportation in cities soon after.
2. **Streetcars became almost extinct.** Shortly after the streetcar became an integral part of every city, they began to fail. Why? A myriad of problems faced streetcars, including the adoption of the automobile. By 1950, most streetcars were gone.

3. **We are living in the streetcar-revival era.** Cities across the US are building streetcars once again. Streetcars are coming back for a few reasons: they run on electricity, they can carry more people than busses, and in general, they're an attractive mode of transportation!
4. **Streetcars produce a 'traffic-calming' effect.** Streetcar rails communicate to all that a road has more than one transportation system on it. Therefore, people walking, biking, and especially driving pay more attention to their fellow travelers.<sup>[2]</sup>
5. **Streetcars reduce noise.** Streetcars are highly valued for their noise reduction. Between the noise of buses, construction, cars, and bustling groups of people, the quiet streetcar provides a relief from the noise.
6. **Streetcars are going wireless.** Washington DC and China are both experimenting with wireless streetcar systems. China's streetcar is already up and running without cables. The streetcars use rechargeable batteries to run, and are cited as less expensive, and easier to build because of this new technology. Washington DC is working on building a similar system along their H Street.<sup>[3]</sup>
7. **The longest streetcar is in Canada.** Toronto's 501 Queen Streetcar is over 15 miles long! In comparison, Seattle's Streetcar system will be 5 miles long once we build the Center City Connector.<sup>[4]</sup>
8. **Streetcars are wheelchair accessible.** Streetcars have flat floorplans, and many stations have platforms for passengers to board from making it much easier for people with ADA needs to use public transportation.
9. **Streetcars are personalized!** Streetcars are not only a smooth and comfortable transportation option, but they can also be customized to reflect the cities and neighborhoods in which they operate. In Seattle, we have Cherry Blossom streetcars to reflect the Chinatown-International District's culture. This freedom allows the streetcar to better fit with its cities people and culture.

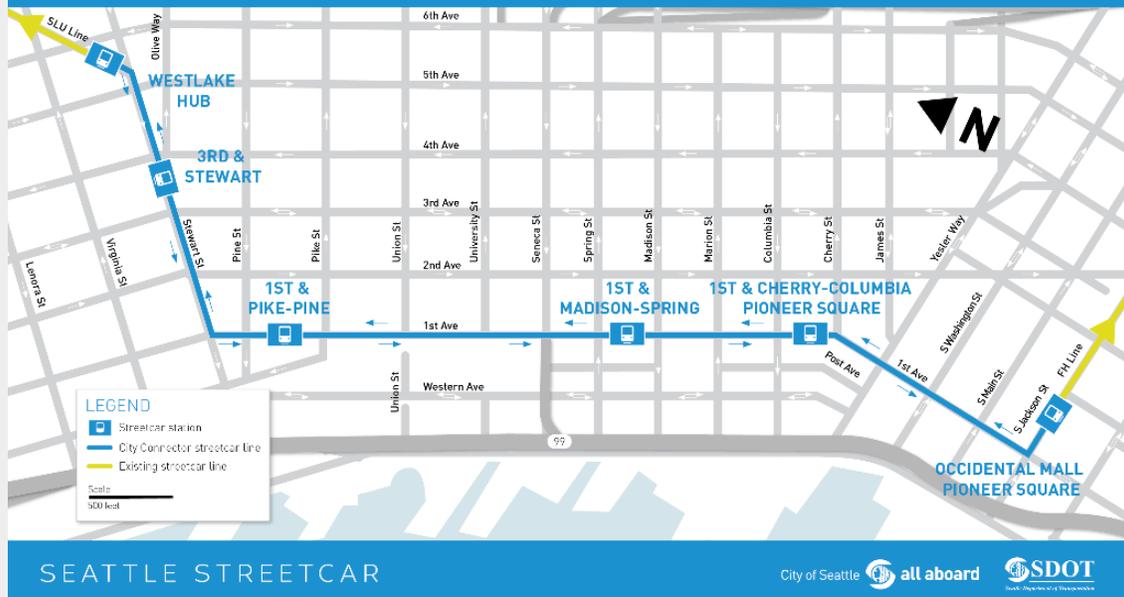
[1] [http://www.brooklynrail.net/info\\_streetcar.html](http://www.brooklynrail.net/info_streetcar.html)

[2] <https://streets.mn/2013/03/12/six-less-obvious-benefits-to-streetcars/>

[3] <http://www.npr.org/2015/10/22/450583840/in-d-c-and-china-two-approaches-to-a-streetcar-unconstrained-by-wires>

[4] <http://www.narcity.com/toronto/12-facts-about-the-toronto-streetcar-system-you-probably-didnt-know/3/>

# CENTER CITY CONNECTOR



For more information about the project, please visit our website: [www.seattlestreetcar.org/centercity.htm](http://www.seattlestreetcar.org/centercity.htm)

If you have specific questions, or would like to schedule a meeting or briefing, please email us at [centercitystreetcar@seattle.gov](mailto:centercitystreetcar@seattle.gov) or call at 206-615-1070.

Please forward these updates to others who may be interested in the project and we always encourage people to [sign up directly at this link](#).

Thank you,  
*Center City Connector Streetcar project team*

City of Seattle  **all aboard**





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To learn more visit the Center City Connector [website](#).

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