

The Seattle Squeeze and the #Realign99 Closure: Coordinated Agency Response Plan



Media Briefing
Seattle City Hall
January 3, 2019

As we build a better Seattle, how we get around is about to change.

Over the next five years, private and public construction projects will continue to change how we move and deliver goods.



We're entering a new normal in Seattle.



It will be worth it.



Pike Pine Renaissance



Central Waterfront



Seattle Center Arena



Growing light rail system

Principles and Approach

1. We need a City of Seattle-wide coordination strategy.
2. This is a regional challenge that demands a regional approach and regional coordination.
3. Use this new era as an opportunity to encourage people to use transit and shift away from single occupancy vehicle trips.



Key Step: Subcabinet

- Cross-departmental subcommittees led by Mayor's Office staff and Innovation & Performance team:
 1. City operations;
 2. External outreach and access to services;
 3. External communications;
 4. Internal communications and Alternative Work Guidelines
- Nearly all City Departments involved
- Accountability at Cabinet level (incl. Cabinet meetings devoted to issue)



Program Schedule



2018



Early 2019



Tunnel preparation

Fall 2018:

- Switch Alaskan Way travel lanes west (complete)
- Complete tunnel systems testing
- Operations, maintenance and emergency responder staff training
- Preparatory tunnel on- and off-ramp work

SR 99 closure

Jan. 4:

- On- and off-ramps near stadiums close

Jan. 11:

- Full SR 99 closure begins
- Finish eight ramps to/from new tunnel
- Realign SR 99 into new tunnel
- Tunnel grand opening celebration

Tunnel opens

Feb*:

- Closure ends and SR 99 tunnel opens
- SR 99 NB off-ramp to downtown and Alaskan Way opens

*Closure is approximately three weeks long but duration will depend on progress.

Work begins

Feb*:

- Viaduct removal
- Closing and filling Battery Street Tunnel
- Rebuilding three blocks of Aurora Avenue North

Why close SR 99 for three weeks?

Connecting SR 99 to the tunnel: Crews will have to work in the path of SR 99's current configuration to connect SR 99 to the new tunnel. The graphics below show the path of SR 99 today (yellow) and work zones during the closure (orange).

Ramp closures - Up to six week of impact:

- **On Jan. 4, 2019,** WSDOT will close the S Atlantic St. southbound off-ramp and the northbound Royal Brougham Way on-ramp.
- **After the new SR 99 tunnel opens,** the northbound off-ramp to downtown will remain closed for up to two weeks.



South SR 99 tunnel portal

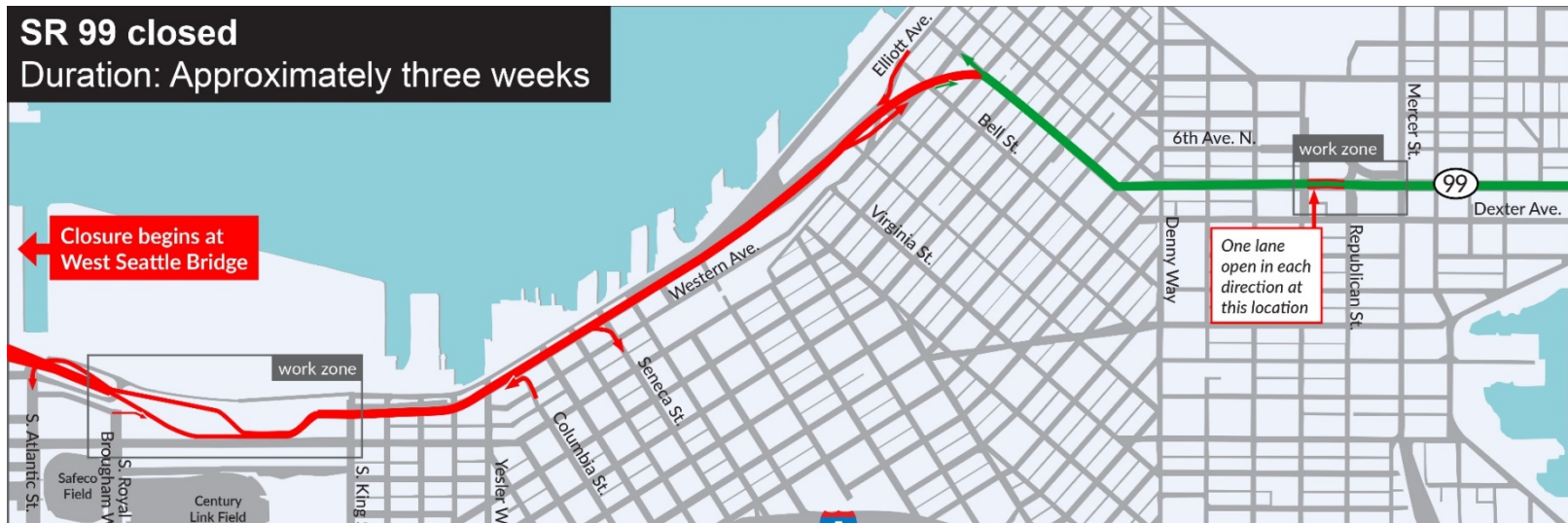


North SR 99 tunnel portal

SR 99 closure and tunnel opening: get ready

Scheduled to begin January 11, 2019

- **Duration:** about three-weeks for SR 99 closure and up to three weeks of ramp closures
- **Closing a highway adds more drivers to other parts of the system:** 90,000 vehicles per day, including several thousand trucks, and buses have to use another route
- **Expect long backups:** On I-5 and routes into downtown Seattle, especially during peak commute times
- **Major change to transportation system:** New SR 99 tunnel will open, other construction continues



Event agenda

99StepForward.com

Feb. 2 – 3, 2019

Saturday

- Fun run
- Ribbon cutting ceremony
- Public festival
- Public tunnel walk/access
- Goodbye to the viaduct/
hello waterfront

Sunday

- Bike ride



Finding a New Normal in Ongoing Changes

Opening the new SR 99 tunnel is just the start:

- Tunnel will open toll-free for a period of time.
- Traffic patterns will change because we are changing access to SR 99.
- Construction continues after the tunnel opens to drivers.

Seattle will experience ongoing change:

- It will take time before traffic patterns settle out.
- Tolls range from \$1 to \$2.25 with a *Good To Go* pass.
- Some trips will be quicker and others will be longer.
- The City will rebuild the new Alaskan Way, which will open in 2021.



Construction after the SR 99 Tunnel Opens



Viaduct removal: Approx. 6 months

Filling and sealing the Battery Street Tunnel: Approx. 24 months

North surface street connections: Approx. 15 months



The City of Seattle's Five Pillars for Downtown Mobility



Pillar 1: Monitoring and Managing Our Transportation System



Pillar 3: Reducing the Number of Drive-Alone Trips Downtown



Pillar 2: Investing in Transit and Expanding Access



Pillar 4: Managing the Public Right-of-Way



Pillar 5:
Communications &
Outreach

Safety remains our top priority.

VISION
ZERO

- Follow the rules + take a deep breath = people and goods getting around safely
- Crashes cause congestion
- Education + enforcement are coming

Pillar 1: Monitoring and Managing Our Transportation System

- Monitor and respond 24/7 to changing traffic conditions and weather
 - Metro staff on site to coordinate routing changes
 - Added traffic cameras and monitoring devices
 - Increased incident response teams
 - WSDOT increasing I-5 active traffic management system
- Increase use of real-time construction, bridge openings, railroad closing, and travel time data by 3rd party applications
- Deploy temporary dynamic message signs to share real-time and routing information



Pillar 1: Monitoring and Managing Our Transportation System

- Add temporary transit lanes on Cherry, West Seattle Bridge, 4th Ave S and Aurora
- Eliminate eastbound contraflow lanes on Seneca St
- Open transit and freight bypass between Alaskan Way and E. Marginal Way
- Allow all traffic to use the southbound HOV lane from Mercer to Corson
- Restrict on-street parking on key arterials
- Expand hours when the key bridges do not open for mariners (Coast Guard)



Pillar 2: Investing in Transit

- Expanded transit priority hours on 3rd Avenue to 7 days/week (August 2018)
- Added peak and shoulder-period trips with STBD, Metro and Amazon (September 2018)
- Permit free-floating bike share to improve first mile/last mile access (10,000 bikes by SR99 closure)
- Identify and prepare staging areas for Metro buses to maintain transit reliability
- Mayor's ORCA Opportunity program (15,000 students)
- Increase West Seattle Water Taxi service – extra boat added
- Launch Ride 2 on-demand shuttle and increasing existing shuttle service
- Improve access for drivers, carshare, rideshare and bike share



Northend Transit Pathways

SR 99 Closure North End Transit Pathways

- Aurora buses will be impacted by North Portal area work
- Routes includes E, 5, 5X, 26, 28



The information included here has been compiled by King County Metro staff from a variety of sources and **is subject to change without notice.**

Southend Transit Pathways

During AWW full Closure – Before tunnel opens

- **Duration:** 4 - 5 weeks
- **Affected routes:** 21x, 37, 55, 56, 57, 113, 120, 121, 122, 123, 125, C Line

Interim pathway via 1st Ave S

- **Duration:** 9 months – 1 year
- **Affected routes:** 21x, 37, 55, 56, 57, 113, 120, 121, 122, 123, 125, C Line

Permanent southend pathway

- **Duration:** Permanent
- **Affect:** When the Viaduct Demolition, Waterfront, and Columbia St 2-Way Configuration projects are complete, this pathway will use transit lanes on SR 99, Alaskan Way Surface St, and Columbia St.



The information included here has been compiled by King County Metro staff from a variety of sources and is subject to change without notice.

LEGEND

- Metro's Primary Pathway
- Alternative Pathways
- S Seattle & Burien Routes

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, expressed or implied, as to accuracy, completeness, timeliness or rights to the use of this information. This document is intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.
 RIR_SDOandBurienBusways_May13.pdf
 November 1, 2018

King County

Map labels include: Spokane Swing Bridge, Harbor Island, Airport Way S, Spokane Street, Spokane Viaduct, S Spokane St, East Marginal Way S, SR 99, 1st Ave S, 4th Ave S, SDO Busway, S Lander St, S Shogate St, S Dearborn St, S King St, S Jackson St, Western Way, Pacifica Line Pls, Cherry St, Alaskan Way, 2nd Ave, 3rd Ave, Union St, Pike St, University St, Seneca St, Madison St, Marion St, and SODO.

Scale: 0 250 500 1,000 FT
 NORTH

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Water Taxi



- 10 minute ride from Seacrest Park in West Seattle
- 22 minute ride from Vashon Island to downtown
- Second vessel for West Seattle routes
- Additional 250 parking spots at Pier 2 with shuttle to Seacrest Park
- Additional parking at Harbor Ave SW and SW Bronson Way
- Dedicated Vanshare parking at Don Armeni Park
- Added shuttle service (Route 773 and 775) from the Junction and Alki Beach

Pillar 3: Reducing Drive-Alone Trips Downtown

- Engaged with Seattle's top 25 employers
- Partnered with major employers to promote flexible work options
- Expand marketing and pretax program engagement
- Support employer shuttle access to transit zones and private park-and-ride locations
- Metro: WorkSmart consultations for flexwork; carpool incentives
- WSDOT: Free SR-99 Closure consultations through Commute Seattle
- WSDOT, Metro and City of Seattle: expanding agency employee flexible work opportunities to decrease peak-hour drive alone trips

SDOT, Commute Seattle, Challenge Seattle: Move the Needle Flexwork Challenge



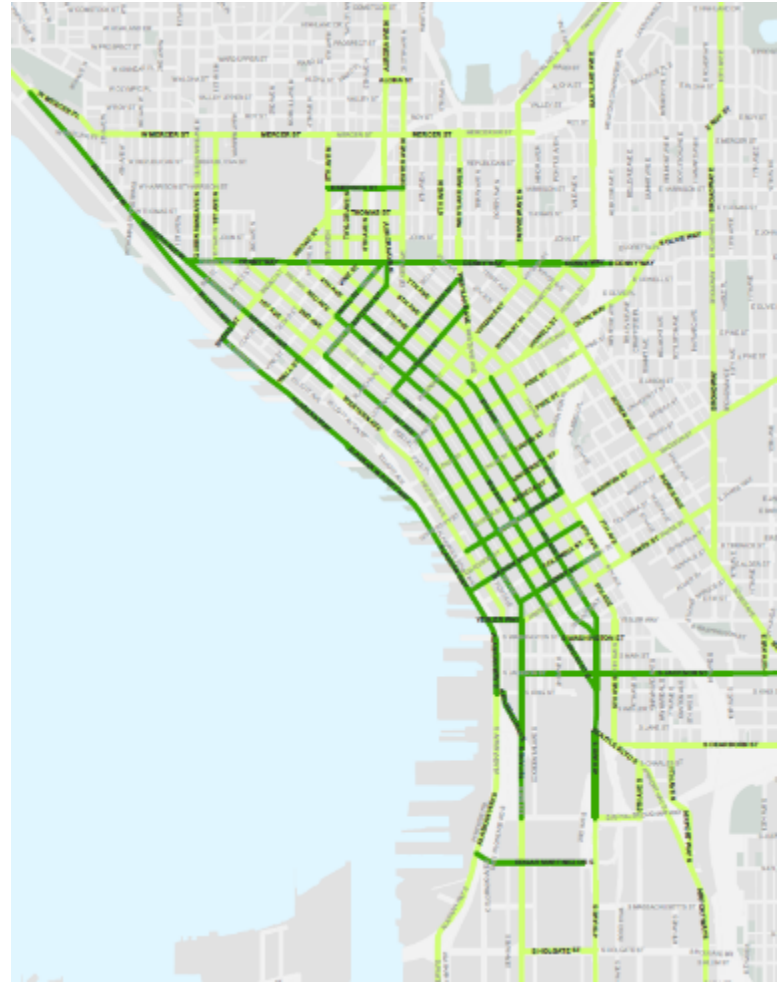
The screenshot shows the Commute Seattle website header with the logo and "Employer Portal" link. Below is a large orange banner for the "FLEXWORK" challenge. The text on the banner reads: "MOVE THE NEEDLE: JOIN THE FLEXWORK CHALLENGE!" followed by a paragraph: "The upcoming three-week Highway 99 viaduct closure beginning January 11, 2019 and six total weeks of related travel disruption will cause serious impacts to employee travel throughout our region. Commute Seattle and the Seattle Department of Transportation are challenging Seattle employers to take action now to alleviate the most severe delays during this period." To the right of the text is a graphic of a clock face with a yellow hand pointing to the top right. At the bottom of the banner, it says: "Businesses like yours are pledging to help their employees avoid peak commute trips in January by promoting flexwork commuting alternatives."

Pillar 3: Reducing Drive-Alone Trips Downtown: The City of Seattle & Our Downtown Campus

- Snapshot:
 - Of the 12,000 City employees, approximately 7,000 commute to the downtown core each day.
 - Approximately 10% commute via a Single Occupancy Vehicle.
- As a major employer, the City is committed to reducing the volume of Single Occupancy Vehicles and reducing total commutes each day to the downtown core.
- Currently, 13% of the total City workforce utilizes Alternative Work Arrangements, which include Telework or Flex Work Schedules.
 - We are committed to increasing that number to 20% in 2019.
 - This will reduce the volume of trips by our City workforce and provide capacity to those workers in our community that are necessary to commute during this time period.
- We will track commute modes through our internal mobility platform, “My Trips,” as well as the percentage of Alternative Work Arrangements.

Pillar 4: Managing the Public Right-of-Way

- Work with contractors to maximize ROW available during the SR99 closure
 - Proactively managing construction project schedules
 - Expedited permits for street restoration in advance of the closure
 - Modify select permits on key arterials in lead-up to closure
- Deploy Uniformed Police Officers at key transit intersections to maintain transit access and movements
- Launch e-Cargo trike pilot with UW to test strategies to maintain access and movement for urban goods



Pillar 5: Communications & Outreach

- www.seattle.gov/traffic with real-time corridor information subscriptions
- www.kingcounty.gov/getready with commute options and transit rider impacts
- Conduct 100+ regional, mostly joint briefings since September
- Distribute translated materials through community centers, libraries, daycare centers and Seattle Public Schools
- Develop GHG-themed call to action with the Office of Sustainability and Environment
- Engage the media regularly

Seattle Traffic

HOME ABOUT

CURRENT TRAFFIC

BLOG

TOOLS

MAPS

Q & A

PARTNERS

When is the best time to leave?

Right now? In 45 minutes? Find out now! This page displays dynamic traffic times as of 4:28 PM so you can make a realistic plan.

INBOUND TO DOWNTOWN (minutes)

i Inbound traffic is **ABOUT THE SAME AS NORMAL** at this time and conditions are predicted to **HOLD STEADY** in the next 45 minutes.



| ROUTE | TYPICAL | NOW | IN 45 MIN |
|--|---------|-----|-----------|
| Ballard to Commercial Core | 22 | 24 | 26 |
| Columbia City to Commercial Core | 19 | 17 | 18 |
| Green Lake to Commercial Core | 31 | 28 | 29 |
| Lake City to Commercial Core | 37 | 39 | 36 |
| MLK at Holly St to Commercial Core | 20 | 18 | 19 |
| North Beacon Hill to Commercial Core | 14 | 14 | 14 |
| Northgate to Commercial Core | 34 | 36 | 37 |
| Rainier Beach to Commercial Core | 24 | 21 | 23 |
| South Lake Union to Commercial Core | 13 | 16 | 15 |
| University Campus to Commercial Core | 25 | 25 | 24 |
| West Seattle Junction to Commercial Core | 13 | 14 | 14 |

Slower than current conditions.

Plan B: Additional Interventions For SR99 Closure

Initial Response

- Thresholds include volume, travel time and transit travel time increases.
- Make additional signal modifications
- Increase on-street parking restrictions and enforcement
- Add transit-only lanes
- Operate streets as transit-only
- Reroute transit to less congested routes

Secondary Responses May Include

- Modifying I-5 Ramp availability and signal timing (WSDOT)
- Restrict turns for single occupant vehicles
- Expand transit priority and transit restrictions to extend from 5 am to 10 pm
- Further decrease City-employee travel for work and commute purposes
- Modify public messaging to increase Call to Action

Buses out of Downtown Seattle Transit Tunnel

| Current Tunnel Routes | Proposed Surface Street Pathway |
|--------------------------------|---|
| 41 (all-day) | 3 rd Ave (SB and NB) |
| 74 (peak service only) | 2 nd Ave (SB) – 5 th /6 th Ave (NB) |
| 255 (all-day) | 5 th Ave (SB) – 5 th /6 th Ave (NB) |
| 101 (all-day) | 2 nd Ave (SB) – 4 th Ave (NB) |
| 102 (peak service only) | |
| 150 (all-day) | |
| 550 (all-day) | |

- **March 23, 2019** All buses come out of the Downtown Seattle
- **Mitigation:** Reroutes to surface streets downtown; added service hours to maintain service reliability; capital improvements to pathways and bus stops
- **Communications:** Rider alerts, street teams, social media, web presence

All Door Boarding Expansion

Effective Date: March 2019

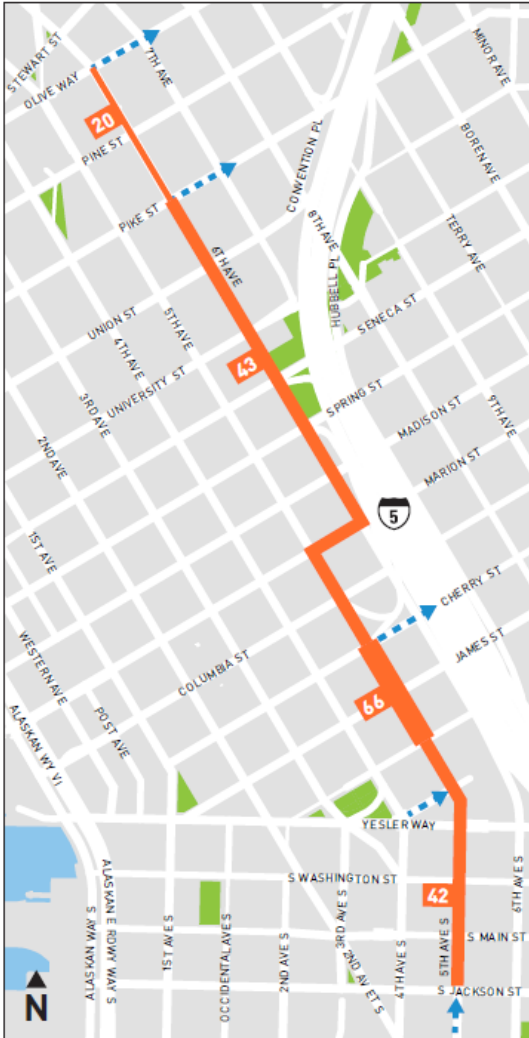
Areas Impacted: Seattle, Shoreline, Vashon Island, SW King County neighborhoods

Routes Impacted: All routes using 3rd Avenue Transit Corridor, 42 routes in total

Communications: Rider alerts, information at stops, transit alerts, multi-language media, Fare Enforcement Officers, driver education



New Transit Pathway on 5th and 6th



- **Effective Date:** March 23, 2019
- **Routes affected:** 76, 77, 252, 257, 301, 308, 311, 316
- **Benefits:** 4th Avenue operates quicker and more reliability; adds resiliency to system; balances transit capacity on all available downtown transit pathways
- **Communications:** Rider alerts, transit alerts to affected routes, printed materials on buses, social media
- **Funding:** SDOT and Metro

Response to Seattle Transit Tunnel Becoming Light Rail ONLY – March 23, 2019

- Improve real-time construction and traffic information use by web map providers
- Pilot additional urban good delivery strategies
- Encourage and support ORCA LIFT sales
- Create mobility hubs for first and last-mile connections
- Continue public engagement and awareness
- Add off-board fare payment on 3rd Ave for quicker boarding
- Build a new transit path on 5th and 6th Avenues



Plan B - Additional Interventions for Downtown Seattle Transit Tunnel End of Joint Operations and Seattle Squeeze

- Adding transit-only lanes through downtown
- Increasing transit capacity on non-Metro coaches (Metro)
- Increasing HOV occupancy requirements on highways (WSDOT)
- Limiting access to downtown streets at certain times of day by non-HOV vehicles
- Accelerating the launch of Lake Union Water Taxi
- Speeding implementation of projects from the Center City Bike Network
- Increasing commercial parking tax for peak period, drive-alone trips
- Extending permit revocations on key downtown arterials

Questions?

SDOT

Know Before You Go:

www.seattle.gov/traffic

Twitter:

@seattledot

@SDOTtraffic

Commute Seattle

Website:

<https://commuteseattle.com/sr99/>

E-mail:

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(206) 613-3206

King County Metro

Metro Trip Planning Resources:

<https://kingcounty.gov/getready>

WSDOT

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