What’s Up Next In The Seattle Squeeze

PSRC Transportation Policy Board – April 11
**Current construction**

**Alaskan Way Viaduct removal**
- Removes the viaduct (including foundations and ramps) and restores the street
- Approximately 6 months of construction

**Filling and sealing the Battery Street Tunnel**
- Decommissions systems, fills and seals tunnel
- Utility work and street improvements on Battery Street
- Approximately 24 months of construction

**North surface street connections**
- Reconnects Harrison, Thomas and John streets across rebuilt Seventh Avenue North (formerly Aurora Avenue North)
- Adds bus lane between Harrison Street and Denny Way
- Approximately 15 months of construction
What to expect from viaduct demolition

Working quickly and safely
- Work at multiple locations at once.
- Impact work daytime only.
  - *Except short durations for ramps and over railroad tracks.*
- Spraying/misting water to control dust.
- Monitoring vibration and noise to ensure work stays within permitted limits.
- Shielding or nets to protect nearby buildings.

Machinery, not explosives
Demolition along the waterfront

- **Area 2**: Crews continuing demolition from Columbia Street, moving north along the waterfront
• Crews are currently building the temporary pedestrian bridge on Western Avenue between Marion and Columbia streets.

• Temporary bridge runs between Colman Dock and First Avenue along Western Avenue and Columbia Street (red line).

• Temporary bridge will open this summer before crews remove a section of the current pedestrian bridge over Alaskan Way (orange line).
Filling and sealing the Battery Street Tunnel

Scope of work
• Decommission and remove the tunnel’s utility and mechanical systems.
• Fill the tunnel and seal its entrances.
• Restore parts of Battery Street for pedestrian improvements.

Work areas may require short-term closures that impact one to two blocks at a time.
Rebuilding three blocks of Aurora Avenue North

Scope of work

• Fill in trench approaching the Battery Street Tunnel.
• Rebuild Seventh Avenue North (Aurora Avenue North) between Denny Way and Harrison Street.
• Reconnect Thomas and John streets, compatible with future green street improvements on Thomas Street.
• Electrical duct bank, gas line and water line work.
• Paving, sidewalks, striping and landscaping.
On March 23 - 830 buses serving seven routes said goodbye to the Downtown Seattle Transit Tunnel and are now operating exclusively on surface streets.

Tunnel routes and 8 surface street routes have shifted to new pathways on 2nd, 3rd, 4th, 5th and 6th Avenues.

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<th>Current Tunnel and Surface Routes</th>
<th>Surface Street Pathway</th>
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<td>Tunnel Route 41 (all-day)</td>
<td>3rd Ave (SB and NB)</td>
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<td>Tunnel Route 74 (peak only)</td>
<td>2nd Ave (SB)</td>
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<td>Surface Routes: 76, 77, 301, 308, 316</td>
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<td>Surface Routes: 252, 257, 311</td>
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<td>Tunnel Route 102 (peak service only)</td>
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<td>Tunnel Route 150 (all-day)</td>
<td>4th Ave (NB)</td>
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<td>Tunnel Route 550 (all-day)</td>
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How did we keep people moving?

New pathways, capital improvements, and added service on routes with growing ridership demand

- Some surface street routes shifted to a new transit-only pathway on 5th and 6th avenues reducing the number of buses on 4th avenue.

- Capital improvements to pathways and bus stops through interagency partnerships.

- 3rd Avenue transit priority and all-door boarding.

- Through Seattle Transportation Benefit District and King County funding, added trips on routes with growing ridership - 15, 40, 102, 106, 111, 120, 204, 312 - to maintain service quality and reliability.
Communication to riders and the community

King County Metro, Sound Transit and City of Seattle Communication Efforts

- Media events and outreach
- Rider alerts
- Transit alerts
- Web, blog, social media, electronic notifications
- Stakeholder outreach/briefings
- Language LEP research and accommodations
- Printed materials on buses
- Street teams, community liaisons and ambassadors between 3/16 and 3/25
- King County Metro and Sound Transit Customer Service
- Customized outreach messages to vulnerable communities
- Downtown Seattle Accessibility Map
Riders are adapting to the new normal

- The March 23rd service change was successful thanks to our partnerships with SDOT, SPD, WSDOT, and ST.
- Daily interagency calls allowed partner agencies to successfully coordinate efforts.
- Metro, SDOT and the Seattle Police Department addressed issues in real time from the SDOT Transit Operations Center.
- Metro and SDOT continue to monitor SR99 and March service change pathways for route and traffic adjustments.
- Metro continues to educate operators and riders on all-door boarding on Third Avenue and Westlake.
Service Change brought immediate benefits for Link riders

- Pre-service change conditions created frequent delays for light rail riders
- Transition enables riders to reliably enjoy 6-minute headways
- Headways will improve as the system and fleet expand in coming years
Where we are headed

Pike Pine Renaissance
Central Waterfront
WA State Convention Center
Seattle Arena
Growing light rail system
Five Pillars for downtown mobility

1. Monitoring and managing our transportation system
2. Investing in transit and expanding access
3. Reducing the number of drive-alone trips downtown
4. Managing the public right-of-way
5. Communicating with the public
Strategies to manage our transportation system and ROW

- Deploy Uniformed Police Officers to help the traveling public adjust to street and signal changes
- Conduct 24/7 transportation system performance monitoring and make real-time adjustments
- Communicate with technology providers about closures and reroutes that do not fit into real-time feeds
- Proactively manage construction project schedules to minimize impacts to downtown streets
- Pilot efforts to improve access for goods delivery and passenger pick-up/drop-offs
Investing in transit and expanding access

- Partner with Metro to provide first and last mile service to SE Seattle light rail stations – April 2019
- Create shared mobility hubs to improve first-mile/last-mile transfers
- Expand access to ORCA and ORCA Lift
- Make spot improvements to relieve transit congestion points
Reducing drive-alone trips downtown and communications

- Partner with major employers to promote and expand flexible work options
- Implement communications strategy to reduce drive-alone trips among small business employees
- Promote small businesses and alternative modes of transportation through Shop The Squeeze
- Maintain www.seattle.gov/traffic for Seattle Squeeze information
- Use translation, trusted community liaisons and ethnic media to expand access to information about traffic changes
We still need the public’s help

- Stay informed and sign up for alerts
- Shift your travel time
- Bike or walk
- Carpool or vanpool
- Flex your work schedule to avoid peak travel times, work from home, postpone discretionary trips
- Be prepared for your new travel route
Q&A and Contact Information Resources

King County Metro
Chris Arkills, King County
Kingcounty.gov/metro/servicechange

City of Seattle
Heather Marx, SDOT
206-684-ROAD
www.seattle.gov/traffic

Sound Transit
Scott Thompson – 206-903-7838
www.soundtransit.org/system-expansion

Alaskan Way Viaduct Replacement Program
24-hour construction hotline:
1-888-298-5463 (AWV-LINE)
viaduct@wsdot.wa.gov
www.alaskanwayviaduct.org