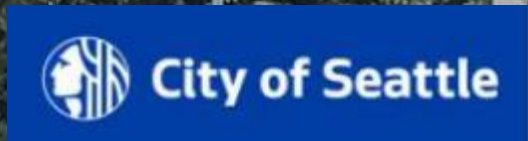


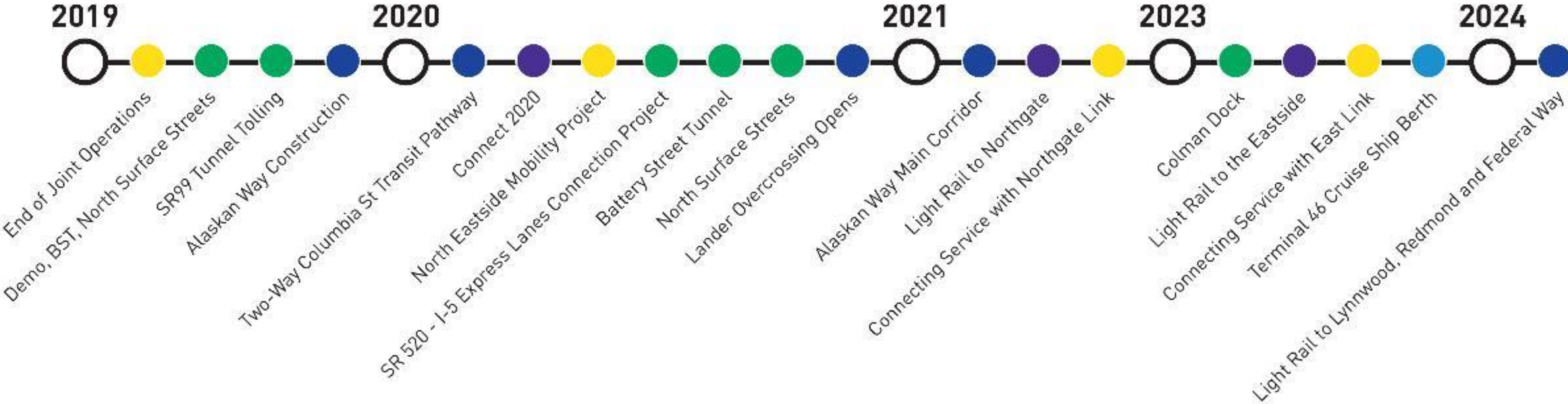
Chapter 3 of the Seattle Squeeze – Fall 2019 & Winter 2020

Seattle City Council – October 7, 2019



The Seattle Squeeze; Public Infrastructure Projects 2019-2024

We are here



Transportation changes happening now



What to expect when SR 99 tolling begins

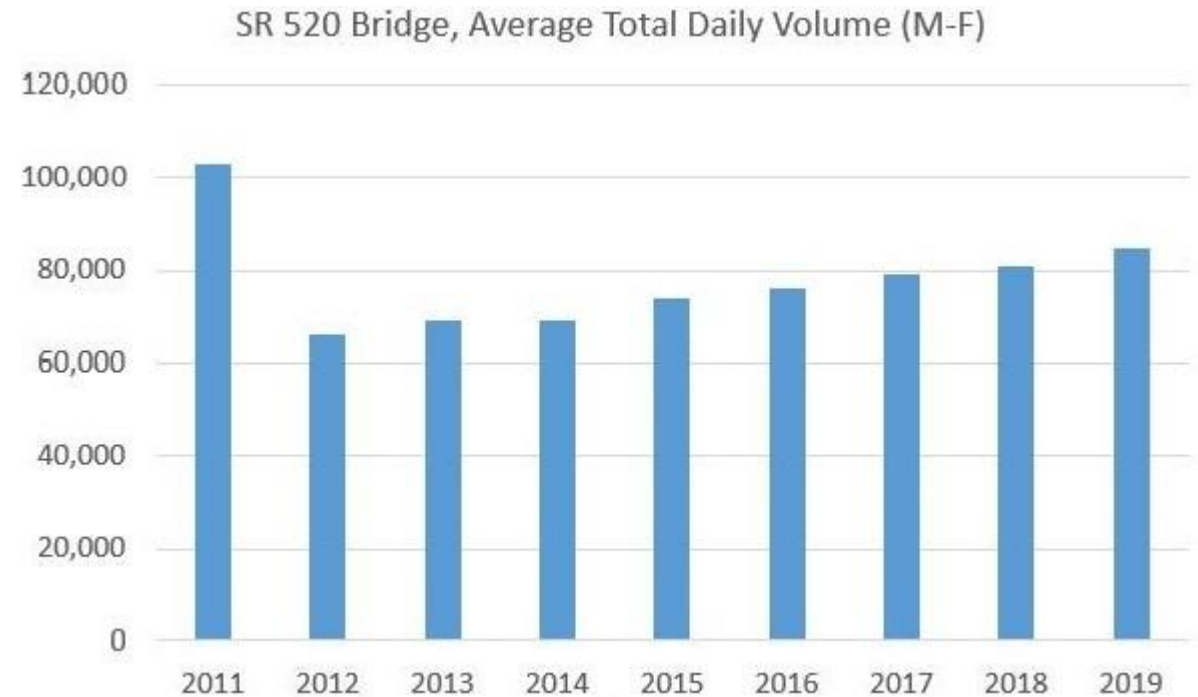
The SR 520 Bridge Experience

In the first year of tolling, SR 520 traffic volumes declined 34 percent from pre-toll levels.

People choosing not to pay the toll:

- Modified travel schedules to take advantage of transit, vanpools, and off-peak travel times.
- Took alternate routes (volumes increased 11 percent on I-90 and 9 percent on SR 522)
- Some chose not to cross the lake at all (cross-lake trips declined by 6 percent)

In 2019, SR 520 traffic volumes were about 17 percent below pre-toll levels.



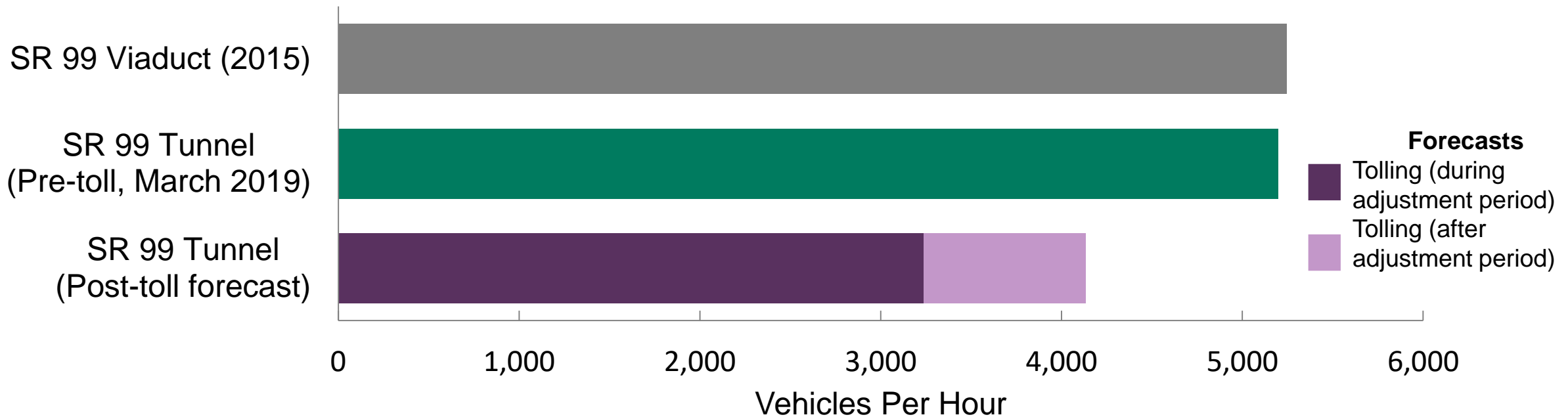
Source: WSDOT Toll Division

What to expect when SR 99 tolling begins

For at least the first two years of tolling on SR 99 we expect travelers will adjust their travel patterns before settling into a new normal.

Viaduct vs Tunnel Volumes (Pre- and Post- Tolling)

Average volumes per hour at peak times, both directions combined
(6-9 a.m. / 3-6 p.m.)

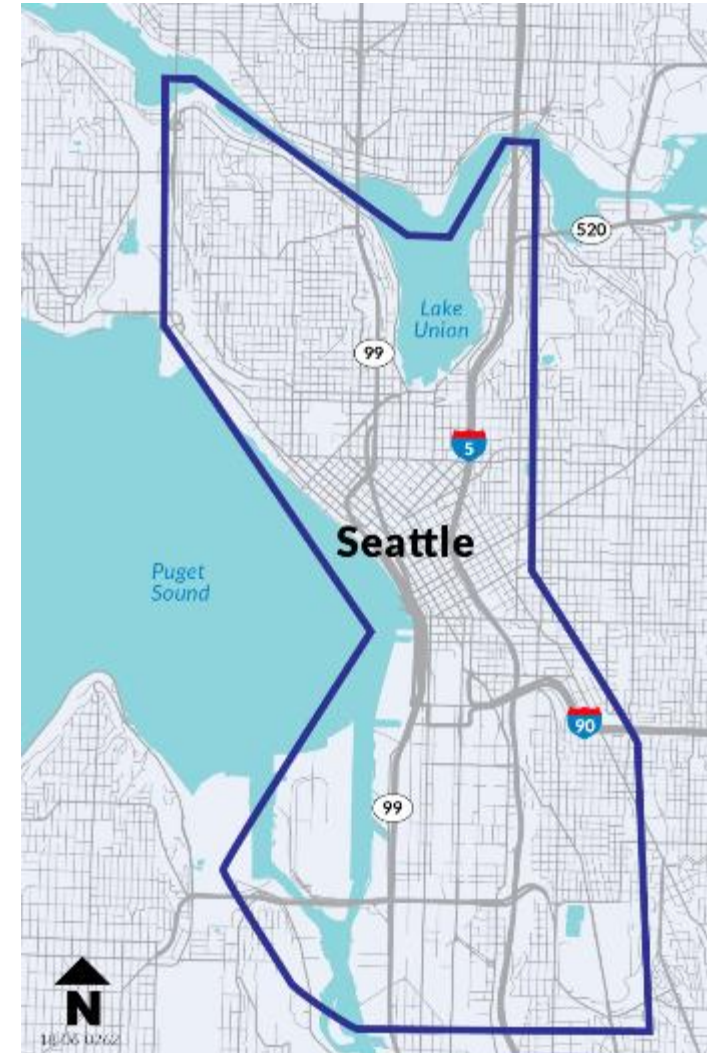


Monitoring Traffic

WSDOT gathers and analyzes data about traffic patterns at three time periods:

1. Before the tunnel opens
2. After the tunnel opens
3. After tolling begins through the first year of toll operations

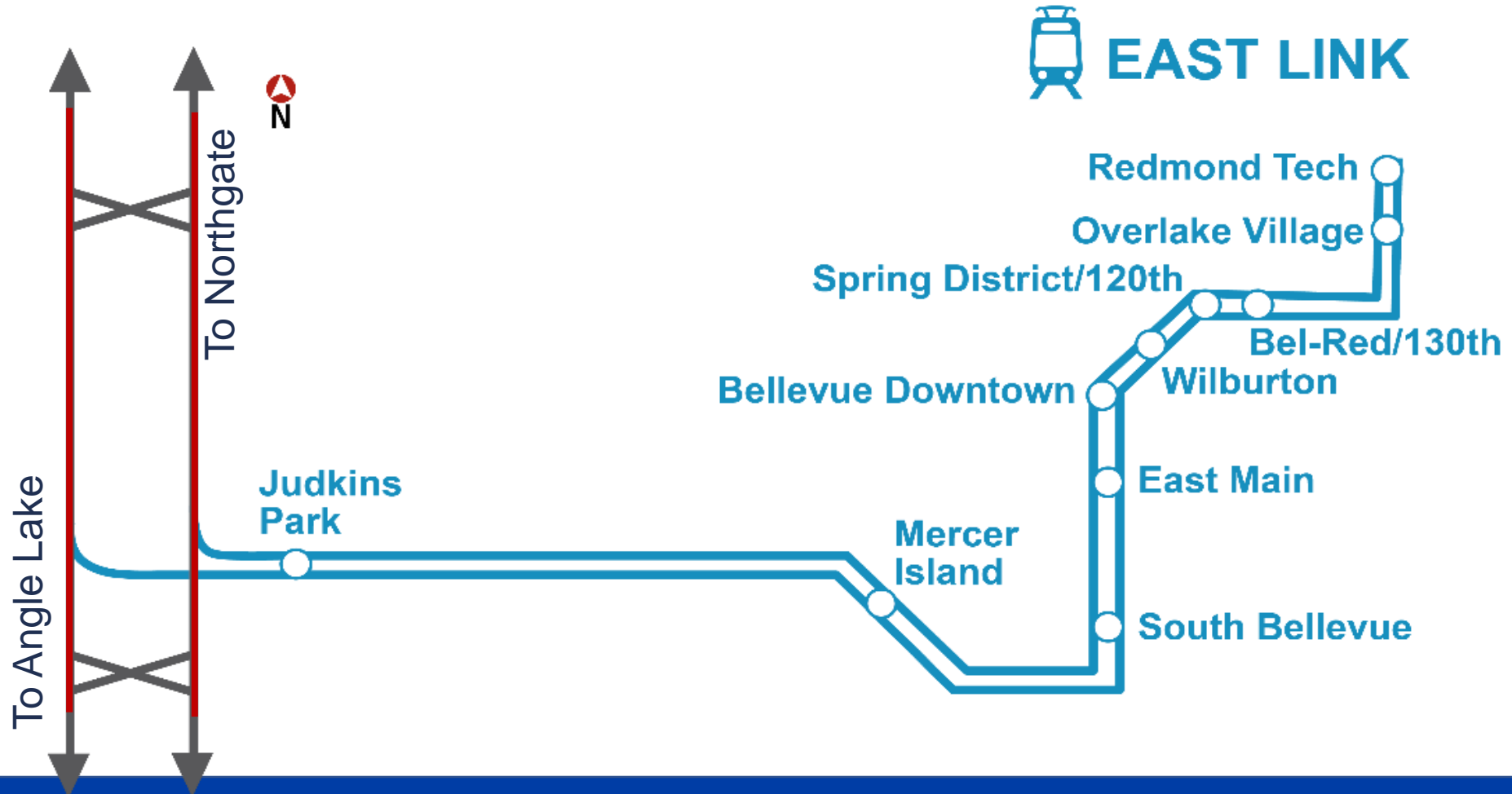
Through our performance monitoring effort we are working closely with City of Seattle, King County and the Port of Seattle.



Connect / 2020

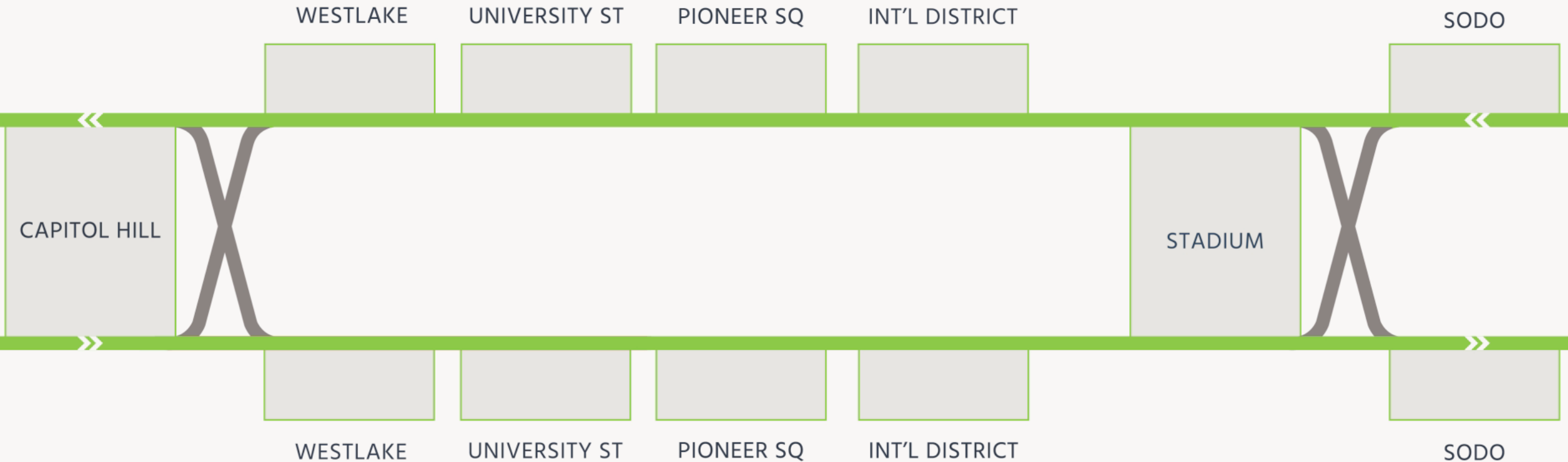
Connecting the Eastside to existing Link service

10 stations
14 miles
Opens 2023



Train and rider movement

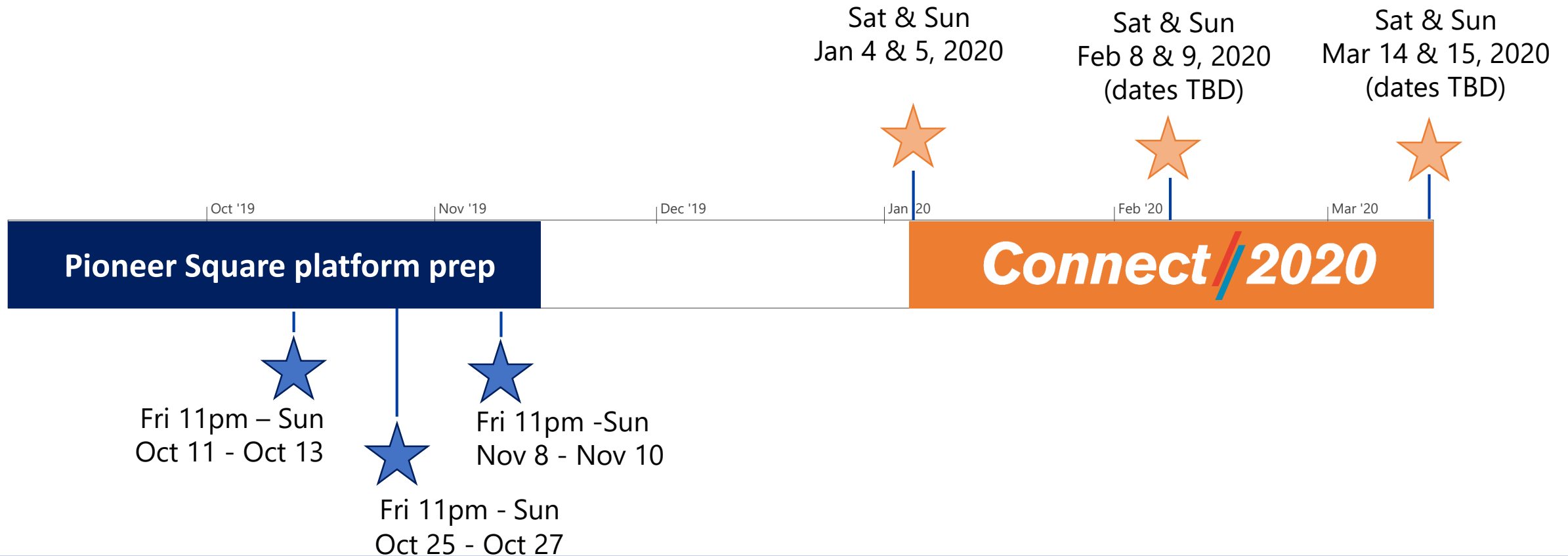
««« TO UNIVERSITY OF WASHINGTON



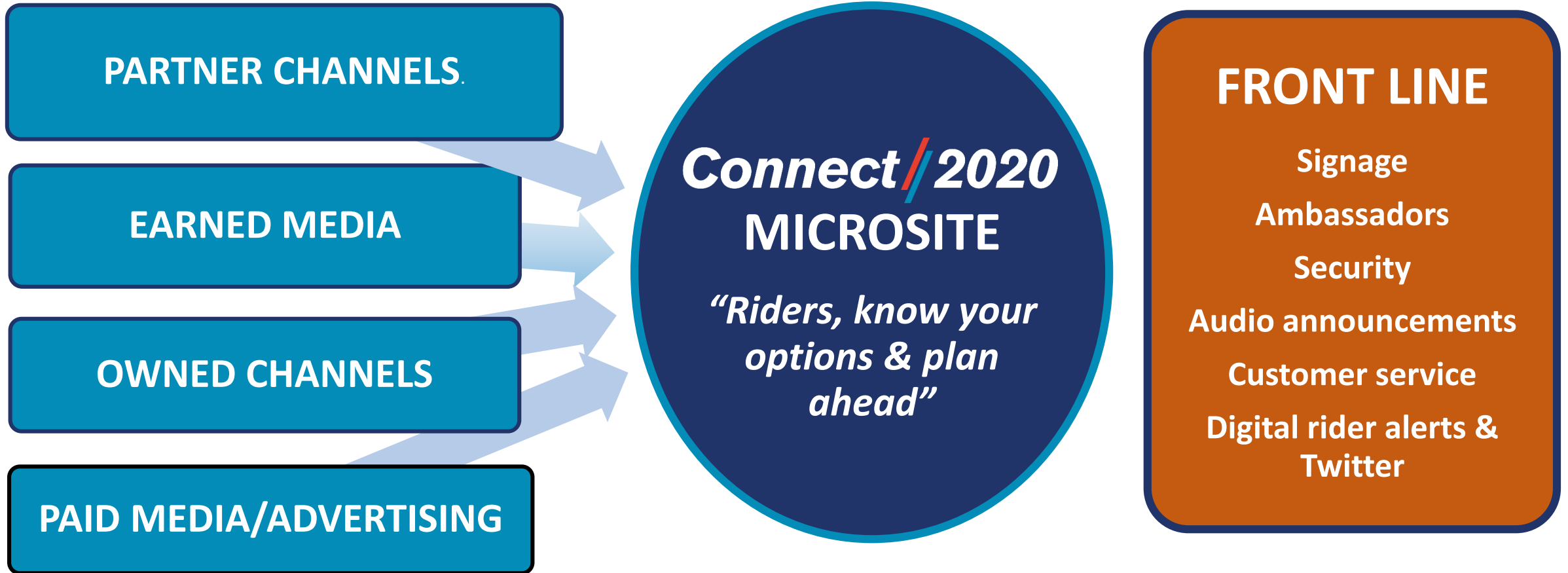
TO ANGLE LAKE »»»

Combined Rider Impacts

Weekend station closures (Capitol Hill – SODO)



Rider Communication Strategy



Our Five Pillars for Downtown Mobility



Monitoring and managing our transportation system



Reducing the number of drive-alone trips downtown



Investing in transit and expanding access



Managing the public right-of-way



Communicating with the public

Strategies to manage our transportation system and ROW



- Prepare and deploy customized signal plans to anticipate congested corridors
- 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

Invest in transit and expand access

- Add more than 50,000 service hours through the Seattle Transportation Benefit District
- Partner with Metro and Sound Transit to improve access to transit at park-and-rides, Via to Transit and Ride2
- Augment existing and create four new shared mobility hubs to improve first-mile/last-mile transfers
- Expand access to ORCA and ORCA Lift
- Paint red transit lanes and make spot improvements to relieve transit congestion
- Center City Bike Network connections



Reduce drive-alone trips downtown and communications



- Partner with major employers to promote and expand flexible work options - Flexwork Challenge 2
- Launch "Flip Your Trip" to promote non-SOV travel
- Maintain www.seattle.gov/traffic as a single source for Seattle Squeeze information
- Use translation, trusted community liaisons and ethnic media to expand access to traffic information
- Coordinate communications with WSDOT, Metro, Sound Transit, the Port and Commute Seattle

Contact Information

City of Seattle Department of Transportation

Heather Marx, Director of Downtown Mobility

206-684-ROAD

www.seattle.gov/traffic

Washington State Department of Transportation

Ed Barry, Toll Division Manager

SR99TunnelTolls@wsdot.wa.gov

Sound Transit

Leda Chahim, Government and Community Relations Corridor Manager

<https://www.soundtransit.org/ride-with-us/changes-affect-my-ride/connect-2020>