

W Seattle Bridge / Duwamish Corridor

IDT and Action Report



City Council Transportation Committee

Mark Bandy, Bill LaBorde, Chisaki Muraki-Valdovinos

September 22, 2015

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

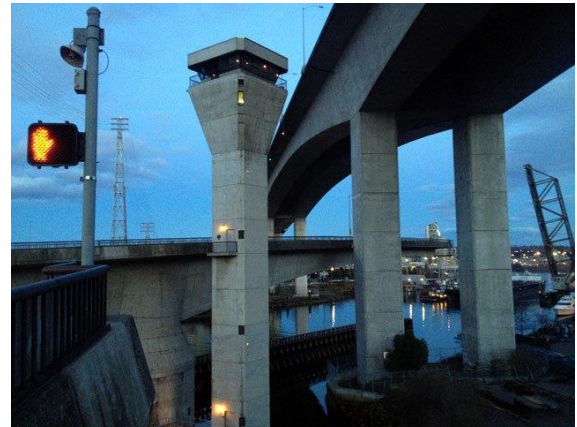
Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

Briefing overview

- Background
- Deliverables
 - Action report including a prioritized project list
- Project highlights
- Next steps



Project background

- CM Rasmussen and Mayor charged SDOT with compiling and prioritizing list of projects to address recurring congestion and incident management on Corridor
- Number of incidents is low, but impacts are high
 - 207 collisions between 2012-2015 on upper bridge (107,300 average weekday vehicle crossings)
 - 30% incidents in AM Peak/30% PM Peak/40% non-peak
 - Traffic impacts last on average 47-55 minutes per incident
- Concurrent SDOT/SPD consultant study examines incident management city-wide

Project background (cont'd)

- 3 interdepartmental meetings with Council staff, SDOT and SPD Traffic Division to review existing studies, proposals and input previously received from stakeholders
- SDOT input from Transportation Ops, Bridges, Transit, Policy & Planning, and Street Use (Sam Schwartz Engineering study)

Project background (cont'd)

- Drafted action report which includes consolidated issue papers and a prioritized project list
- Prioritized project list
 - Includes recommendations for “early implementation” (0-12 months)
 - Many early implementation recommendations are low/moderate cost or have identified funding
 - Majority of recommendations are Move Seattle levy-dependent, rely on partnership funding, or require new funding

Identified priorities – early initiation (0-12 mo.)

Red bus lane on W Seattle Bridge	\$200k
Corridor/intersection ITS improvements: detection, blank-out & dynamic message signs, travel-time information	\$775k-\$1M*
Incident management protocols and training	TBD
Coordination with marine operators for Lower Bridge openings	\$25k
Enhanced crossings at 5-Way Alki Trail Connection	\$300-500k
TOTAL COST	\$1.22k-\$1.8 M

**Priority relies in whole or in part on Move Seattle levy funding*

Identified priorities – short-term (1-3 years)

2-Way Columbia St (and Interim Pathways)	Metro (\$275k for interim)
4 th Ave S. transit improvements	\$1.1M*
Move Seattle RapidRide Plus – Delridge Corridor	\$43M*
Arterial paving S Spokane St (E of Swing Bridge)	\$1.92M
ITS and adaptive signal timing at RR crossings	\$100k
TOTAL COST	\$47M

Priorities with TBD funding to be evaluated based on cost effectiveness

Identified priorities – mid-term (4-6 years)

S Lander St grade separation	\$150M ^{§*}
W Marginal Way bike/ped connection	\$600k-1.3M
Automated camera enforcement of W Seattle bus lane	TBD (requires legislative authority)
Alaskan Way – all-day BAT lanes (both directions)	Waterfront Program
TOTAL COST	\$151M+

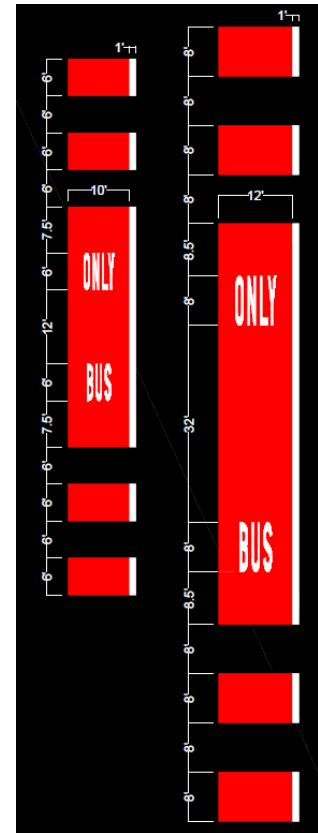
§ Estimate based on 2008 design

Identified priorities – long-term (7 years+)

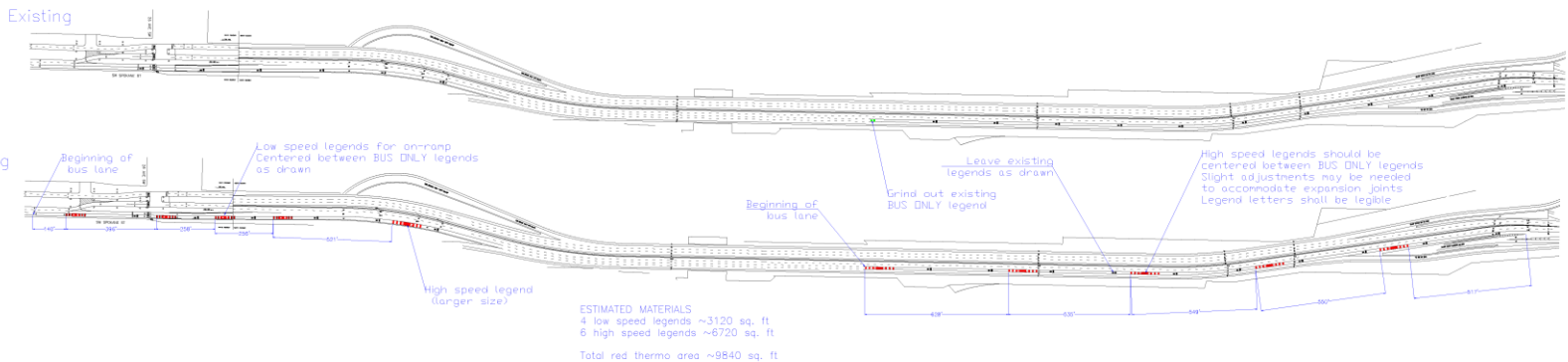
West Seattle to downtown light rail	ST3
Elevated crossing from T-5 overpass to Alki Trail	\$150-350k* (for analysis, conceptual design)
Add T-18 only lane for WB vehicles on Lower Spokane St	\$30M (funding TBD)
Construction of additional crossings/connections	TBD
TOTAL COST	TBD

Project highlights – red bus lanes

- Intent is to increase awareness of bus-only restriction and ease SPD enforcement
- 10 red legends, spaced 400-500' across 1 mile length
- \$200k to implement

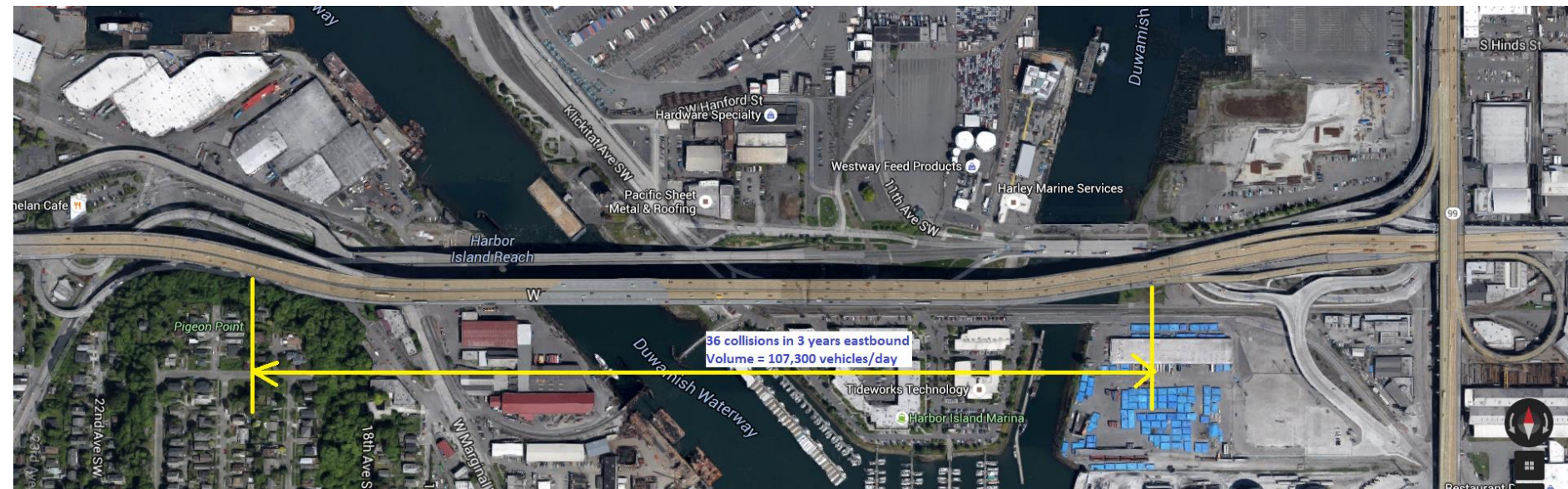


NOTES:
 High speed legends w/ 400'-500' spacing
 Retain most existing legends in the field
 *Lane widths and dimensions are from chann drawings, not field surveys



Project highlights – operational improvements

- Incident response protocols
- ITS (including dynamic message signs)
- Tow-truck response readiness
- Re-striping and other potential operational and safety improvements



Project highlights – capital improvements

- S. Lander St. Overpass
- South End Transit Pathways
- 5-way Alki Trail Connection improvements
- 4th Ave S Transit Improvements
- Delridge RapidRide
- Sound Transit 3 light rail extensions

Next steps

- Sam Schwartz Engineering incident response recommendations being implemented
- Red bus lane on upper West Seattle Bridge
- Discussions with USCG and marine stakeholders on improved protocols for lower bridge openings
- 9-Year capital implementation plan

Questions?

Bill.LaBorde@seattle.gov | (206) 684-0102

http://www.seattle.gov/transportation/neighborhood_planning.htm

www.seattle.gov/transportation

