

Improving Freight Connections

The bored tunnel and related improvements will maintain all freight connections to the Ballard and Interbay areas and improve access to the waterfront and the Duwamish industrial area. The tunnel will be designed for freight operations except for trucks carrying oversized loads or hazardous materials. Those trucks will use either I-5 or Alaskan Way.

The improved Alaskan Way boulevard will be designed for efficient traffic flow, including synchronized signals and a new railroad overpass connecting Alaskan Way and Elliott and Western avenues, with reduced conflicts between pedestrians and trucks.

Other projects designed to improve freight movement include:

- **AWV south end replacement** will replace the SR 99 viaduct with a new overpass of Atlantic St that maintains access to Terminal 46 and E. Marginal Way. It provides dedicated truck lanes between the north intermodal rail yard and Terminal 46. A new rail underpass between Colorado Ave S. and E. Marginal Way will eliminate delay from frequent train blockage of Atlantic St.
- **Spokane Street Viaduct Project** will widen the viaduct, adding one lane in each direction. A new westbound off-ramp to First Ave S. will allow for direct access from I-5 to the south harbor area.
- **East Marginal Way Grade Separation** will improve freight and container access by eliminating delays at the Duwamish Ave rail crossing.
- **SR 519 Phase Two** will provide a direct ramp connection from I-5/I-90 to Edgar Martinez Way, improving access between I-5 and I-90 and the Seattle waterfront, including Port facilities and the ferry terminal.



Americans with Disabilities Act & Title VI information

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Heather Santic at 206-267-3789 / SanticH@wsdot.wa.gov. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

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Alaskan Way Viaduct and Seawall Replacement Program / Central Waterfront

Keeping Seattle's Neighborhoods Moving

West Seattle



2.09

U.S. Department of Transportation
Federal Highway Administration

WSDOT

King County

City of Seattle



Access to West Seattle with the SR 99 Bored Tunnel Solution

Replacing the aging Alaskan Way Viaduct will create new ways to travel to and through downtown Seattle.

- **Getting downtown:** The Spokane Viaduct Project and direct ramps between SR 99 and Alaskan Way will provide efficient connections to downtown, allowing traffic to enter the downtown street grid at multiple locations.
- **Beyond downtown**
 - The bored tunnel will be an efficient downtown bypass to Seattle Center, Queen Anne, South Lake Union and neighborhoods north of the ship canal.
 - A new Alaskan Way boulevard with a convenient connection to Elliott and Western avenues with a bridge over the railroad tracks will facilitate travel toward Ballard, Magnolia and Interbay.
 - The Spokane Viaduct Project will improve traffic operations between I-5 and SR 99 and provide new options for access to downtown and I-90.
- **Enhanced transit service:** New Burien-Delridge RapidRide and enhanced West Seattle RapidRide will provide fast, frequent service to downtown with easy connections to light rail and other transit routes.

The agreement by the Governor, King County Executive and Seattle Mayor to replace the viaduct with a bored tunnel was made after significant technical analysis and input from the Stakeholder Advisory Committee, business and community groups and many residents who participated in the public process. Together, new driving routes and better transit service will ensure that people and goods move quickly and efficiently.

For additional project info:

• Visit: www.alaskanwayviaduct.org • E-mail: viaduct@wsdot.wa.gov • Call: 1-888-AWV-LINE

How West Seattle Will Get Through Downtown Seattle

The bored tunnel will provide an efficient bypass of downtown to the Mercer corridor and destinations further north for both south end and West Seattle commuters. Travelers will access the tunnel in the south end near the stadiums and in the north end near Mercer Street.

Travelers from West Seattle and areas to the south will have several options to travel to Ballard, Magnolia, Interbay, Queen Anne and areas north of the ship canal. Access to the South Lake Union and Uptown/Queen Anne neighborhoods will be enhanced with access in all directions between SR 99 and the Mercer corridor.

Drivers who now exit the viaduct at Western Avenue to access Belltown, or areas north and west of downtown, can choose either the bored tunnel or the new Alaskan Way boulevard. A new SR 99 off-ramp north of S. Royal Brougham Way will provide a direct connection to Alaskan Way, which will be entirely redesigned. Alaskan Way will have six lanes south of Columbia Street and a new connection to Elliott and Western avenues with a bridge over the railroad tracks. Signals will be timed to move traffic efficiently and manage pedestrian crossings.

The widening of the Spokane Viaduct and a new off-ramp to Fourth Avenue S. will provide an alternative way to access I-5 and I-90.



Travel Times Through Downtown

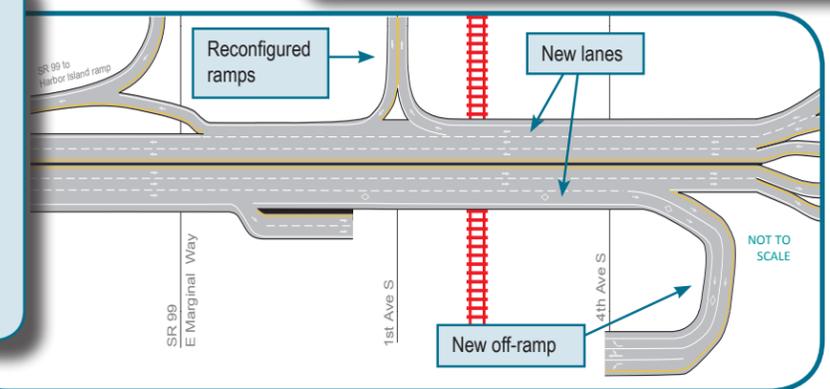
- Travel times for those who use the viaduct/Battery Street Tunnel route today will improve with the bored tunnel by one to two minutes during peak periods.
- Overall travel times for trips traveling through downtown on the new surface Alaskan Way boulevard route would increase by two or three minutes over today's travel time using the viaduct. However, travel would be more predictable and reliable than using either Alaskan Way or the viaduct today. Today's peak period back-ups at the Western Avenue off-ramp and on Elliott Avenue to the viaduct on-ramp would disappear with the new street improvements. Back-ups due to the at-grade railroad crossing on the north end of Alaskan Way would be eliminated.

How West Seattle Will Get To Downtown Seattle



Spokane Viaduct Project

- Project includes widening the Spokane Street Viaduct from Sixth Avenue to SR 99 and a new Fourth Avenue off-ramp
- Provides critical connections between the Port, West Seattle, I-5 and I-90.
- Improves traffic flow and safety.
- Minimizes conflicts between freight, rail, and commuters.



People who travel into downtown from West Seattle will have new options, along with modified access from SR 99. The Seneca Street off-ramp from SR 99 will be replaced by an off-ramp to Alaskan Way, which will distribute traffic to the downtown street grid and beyond, allowing more direct access to the south downtown area. The Alaskan Way boulevard will have three lanes in each direction and turn lanes, with additional lanes for ferry traffic. It will transition to two lanes in each direction at Columbia Street.

New lanes and an eastbound off-ramp from the Spokane Viaduct to Fourth Avenue S. will provide a new route into downtown from West Seattle.

Transit service to downtown and adjacent neighborhoods will be greatly improved with a new Burien-Delridge RapidRide and service enhancements to the planned West Seattle RapidRide line. There will also be new direct transit connections to South Lake Union and Queen Anne/Uptown and improvements to the peak express service from the south.

Travel Times to Downtown

- Travel times to destinations near and north of the existing Seneca Street off-ramp will likely increase by a few minutes.
- Travel times to destinations south of Seneca Street may improve.
- The new ramps to/from Alaskan Way will distribute traffic into downtown via multiple access points, leading to better use of the downtown street grid.
- West Seattle transit service enhancements will produce comparable peak period transit times to vehicle travel times.