

## Potential I-5 and Surface Street Building Blocks

February 28, 2008

At the February 28, 2008 Stakeholder Advisory Committee meeting, potential building blocks were presented for replacing the Alaskan Way Viaduct along the central waterfront. These building blocks focused on I-5 and surface streets. Building blocks for transit, demand management, and the central waterfront will be discussed at the March and April meetings.

We want to hear from you. What other building blocks should be considered? Please send comments by e-mail to [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov) by March 14. The public will be asked to comment on the complete at May public meetings.

### Surface

Theme: Create strong east-west connections to move people and vehicles from SR 99 to other streets and I-5

- Two-way Mercer Street
- New at-grade street crossings of Aurora Avenue
- Denny Way improvements
- Two-way Roy Street
- SR 519 Phase II
- Lander Street overpass
- Spokane Street Viaduct widening

Theme: Create manifolds to distribute traffic over multiple pathways into downtown from the north and south

- Signals on Aurora Avenue, improved downtown access options
- Improve downtown access on Fairview
- Two-way Sixth Avenue south of Denny Way
- Improved downtown access via new Alaskan Way surface street
- Second Avenue/Fourth Avenue one-way couplet, Airport Way to Washington Street
- First Avenue South – add lanes
- Spokane Street Viaduct ramp connections to First Avenue and Fourth Avenue

Theme: Increase north-south capacity through downtown

- Alaskan Way surface street
- First Avenue South – two lanes each direction
- Second Avenue and Fourth Avenue – add lane
- Two-way Eighth Avenue connecting to existing I-5 overpass
- Northbound Seventh Avenue with new I-5 overpass at Terry Avenue

Theme: Enhance the downtown street grid

- SR 99 with surface intersections at Elliott Avenue and Western Avenue

- Three lanes on east-west streets
- New connections between First Avenue and Alaskan Way at Seneca Street and Columbia Street
- Jackson Street – increase to four lanes from Alaskan Way to Third Avenue
- New street connections on north stadium lot
- Sixth Avenue – convert portion to two-way operation

Theme: Provide reliable truck paths through central Seattle and to Port terminals

- Two-way Mercer Street connecting I-5 with Elliott/Western Avenue corridor
- Open Second, Fourth and/or Third Avenue to large trucks
- Maintain a freight route on surface Alaskan Way
- Widen Spokane Street Viaduct and provide new access/exits
- Grade separate trucks over BNSF tail track
- SR 519 – new westbound connection from I-5/I-90
- Lander Street grade separation
- Provide truck loading zones

Theme: Keep transit moving fast and reliably

- Aurora Avenue transit-only lanes
- Third Avenue transit priority
- Extend transit-only Third Avenue to all day
- First Avenue streetcar
- First Hill streetcar
- Two-way trolley service on Madison Street – Colman Dock to First Hill
- SR 99 transit/HOV lanes
- Industrial Way connection between I-5 and E-3 busway
- Second and Fourth avenues – add second transit-only at peak periods
- Fourth Avenue South – transit-only lanes
- Stewart Street/Olive Way/Howell Street transit-only lanes

Theme: Provide high quality bicycle and pedestrian connections to and within downtown supporting dense, walkable neighborhoods

- Bicycle Connections
  - Second Avenue and Fourth Avenue bike lanes or sharrows
  - Alaskan Way bike lanes
  - Pine Street bike lanes
  - Bell Street/Blanchard Street sharrows or bike lanes
  - Royal Brougham Way bike lanes (railroad crossing)
  - Ninth Avenue bike lanes (Valley Street to Denny Way)
- Pedestrian improvements
  - Aurora Avenue – new at-grade pedestrian crossings
  - Mercer Street/Valley Street – pedestrian improvements
  - Denny Way – improved pedestrian crossings
  - Westlake Avenue – improved pedestrian crossings
  - Bell Street – pedestrian improvements

- Pedestrian improvements in transit hubs and spine
- Improve/add sidewalks over/under I-5
- New I-5 pedestrian bridge
- Alaskan Way – wider promenade and improved east-west connections to the water
- New Alaskan Way pedestrian bridges

## I-5

Theme: Manage or close ramps to downtown

- Southbound – Yale Street, Union Street
- Northbound – Madison Street, Cherry Street, Seneca Street

Theme: Operate the system more efficiently

- Build off current intelligent transportation systems (active traffic management)
- Overhead gantries – variable speed limit and lane control signs
- Speed harmonization – maintain flow, reduce collision risk and provide queue warning
- Variable lane control – signals divert traffic away from trouble spots and improve emergency vehicle access
- Travel time signs – allow for better reroute decisions by travelers
- Automate reversible express lanes switch-over to reduce time of “lost capacity”
- Two-way HOV operations to provide reliable two-way operations
- Modify the north end of the reversible express lanes by separating HOV and general purpose lanes that merge into the mainline

Theme: Keep transit moving quickly and reliably

- Northbound peak period transit-only shoulder - Olive Way to SR 520
- Industrial Way direct access
- Modify reversible ramp designations
- 3+ HOV policy
- Toll reversible express lanes

Theme: Add capacity for vehicles and freight

- Extend northbound I-5 collector-distributor road south to Spokane Street/Columbian Way exit
- Add northbound lane between Seneca Street and SR 520
- Add southbound lane between SR 520 and Spokane Street

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