SR 99 closure planning

Closing a major highway significantly affects local and regional traffic patterns – including 90,000 vehicles that use SR 99 through Seattle daily, thousands of freight trucks and tens of thousands of transit riders.

The data on the following pages comes from the full closure of the Alaskan Way Viaduct from April 29 through May 8, 2016. SR 99 was closed between the south end of the Battery Street Tunnel to South Spokane Street. The Battery Street Tunnel and associated ramps remained open to traffic. Since the 2016 closure, Seattle’s population has grown by more than 40,000.

Planning for the closure was a major undertaking by the Washington State Department of Transportation, the City of Seattle, King County, Port of Seattle and Sound Transit. All these agencies and other organizations are working together to plan for the final closure of the Alaskan Way Viaduct prior to the opening of the new SR 99 tunnel.

2016 SR 99 closure summary:

- In general, traffic for the morning and evening commutes started earlier and lasted longer on all major highways. That was also true for city streets measured.
- Metro bus ridership increased. Standby coaches added more than 270 trips.
- Water taxi ridership to and from West Seattle roughly tripled its normal ridership.
- Vashon Island passenger ferry ridership increased as riders took advantage of additional round trips.
- Sound Transit Sounder Commuter rail experienced a 15% increase in ridership during the closure. Light rail service also had higher ridership.
2016 Alaskan Way Viaduct Closure
Traffic Volumes & Patterns on Interstate and State Highways

**ADT: Decreasing Direction (Southbound/Westbound)**

**ADT: Increasing Direction (Northbound/Eastbound)**
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Between April 29 and May 8, 2016, the Seattle Department of Transportation collected data to understand how traffic volumes and patterns changed on city streets during a full closure of the Alaskan Way Viaduct. In general, we saw increased traffic volumes starting earlier and ending later than typical peak period travel times. This document shows where we collected traffic data and volumes before, during and after the closure.

Count Data Location Map
1. Volume on Aurora Ave Northbound/Southbound Ramps – North of Denny Way

2. Volume on Dexter Ave – North of Denny Way
3. Volume on Westlake Ave – North of Denny Way

4. Volume on Battery St Tunnel Southbound Ramp – West of 1st Ave
5. Volume on Alaskan Way – South of Bell St

6. Volume on 1st Ave – South of Bell St
7. Volume on 2nd Ave – South of Bell St

8. Volume on 4th Ave – South of Bell St
9. Volume on 5th Ave – South of Bell St

10. Volume on Alaskan Way – South of Madison St
11. Volume on 1st Ave – South of Madison St

12. Volume on 2nd Ave – South of Madison St
13. Volume on 4th Ave – South of Madison St

14. Volume on 5th Ave – South of Madison St
15. Volume on Boren Ave – South of Madison St

16. Volume on 1st Ave S – North of S Royal Brougham Way
17. Volume on 4th Ave S – South of 2nd Ave Ext S

- Before Closure (April 20-28) - NB
- Closure (April 29-May 6) - NB
- After Closure (May 9-17) - NB
- Before Closure (April 20-28) - SB
- Closure (April 29-May 6) - SB
- After Closure (May 9-17) - SB