

Alaskan Way Viaduct
South Portal Working Group – May 6, 2009
Meeting Summary

Working Group attendees

- Robert Bloxom (substitute for Bill Bloxom), Bloxom Company
- Jerome Cohen, West Seattle Chamber of Commerce
- Barbara Cole, Frye Apartments
- Lisa Dixon, (substitute for Nick Wells), Pioneer Square Community Association
- John Huey, Viking Bank, Duwamish Transportation Management Association (TMA)
- Don Newby, Burien
- Marty Oppenheimer, South Park
- Vlad Oustimovitch, West Seattle
- Joyce Pisanant, International District
- Lisa Quinn, Feet First
- Susan Ranf, Seattle Mariners
- Paul Schieck, Qwest Field
- Ed Shilley, Nucor Steel
- Pete Spalding, Delridge
- Brent Stavig, Starbucks
- Chris Romischer (substitute for Herald Ugles), International Longshore and Warehouse Union
- Bill Weise, Silver Cloud Inn
- Cynthia Welti, Mountains to Sound Greenway Trust

Working Group members not in attendance

- Al Hobart, Joint Council of Teamsters No. 28
- Ron Kieswether, Oak Harbor Freight Lines
- John Odland, MacMillan-Piper
- Mike Peringer, SODO Business Association

Agencies and staff in attendance

- Ron Paananen, Washington State Department of Transportation (WSDOT)
- Bob Powers, Seattle Department of Transportation (SDOT)
- Mike Merritt, Port of Seattle
- Ron Posthuma, King County Department of Transportation (KCDOT)
- Eric Tweit, SDOT
- John White, WSDOT

Agenda Item #1 – Welcome and Introductions

WSDOT Urban Corridors Office Deputy Director Ron Paananen welcomed the working group members and the public to the meeting.

Agenda Item #2 – Review Purpose and Operating Guidelines

SDOT Deputy Director, Bob Powers, reviewed the purpose, responsibilities and ground rules for the working groups.

Next, Ron Paananen provided a brief history of viaduct program. This was done to bring working group members up to speed on the bored tunnel selection. The [presentation](#) for this portion of the meeting is available on the Web site.

Agenda Item #3 – 2009 Milestones and Environmental Process

Next, Ron Paananen reviewed the 2009 milestones for the project and the timeline for the environmental process. This information is in the [presentation](#) posted on the Web site.

Agenda Item #4 – Context and Issues to Consider for the North Portal Design

John White, WSDOT Alaskan Way Viaduct program director, and Eric Tweit, SDOT transportation planner, reviewed the goals and objectives for the south portal design. Their presentation can be found on the [Web site](#).

Agenda Item #5 – Feedback from the Working Group Members

Ron Paananen asked each of the members to comment on the goals, environmental process and other material presented at the meeting. A summary of their comments are as follows:

Lisa Dixon, Pioneer Square Community Association

Pioneer Square Community Association is concerned about the use of First Avenue S. between S. King Street and Cherry Street. This is a historic corridor and it is important for north-south transit.

Jerome Cohen, West Seattle Chamber of Commerce

Continuation of access from West Seattle to the city and emergency services especially during tunnel and south portal construction is a concern. It's a positive to build the bored tunnel and keep the viaduct open. What is the timing for RapidRide and the federal funding? How long will construction take for Spokane Street? Ron Posthuma, KCDOT Assistant Director, clarified that West Seattle RapidRide implementation will be 2011. Eric Tweit, SDOT said Spokane Street improvements will be complete in 2012. The construction staging is set up to maintain two lanes in each direction across the West Seattle Bridge for the entire duration though there will be a few moments where new and old structures will have to be tied together and there may be limited lanes at that time.

Brent Stavig, Starbucks

What are the new east-west streets created west of First Avenue? When will traffic move through the tunnel and when will the whole program be complete? Eric Tweit said it is a goal to create those east-west streets. Bob Powers said the tunnel will open in 2015 and 2018 is the target date for the entire program completion.

Vlad Oustimovitch, West Seattle

There are lots of opportunities with the confluence of ferry and stadium traffic, and going through the street grid. In the traffic modeling studies, please fully examine the different impacts to throughput. Great guiding principles, good start to the working group.

John Huey, Viking Bank, Duwamish Transportation Management Association (TMA)

Confluence and throughput has been a driving issue for TMA. Concerned about changing throughput. Don't extend travel time for east-west and north-south

Barbara Cole, Frye Apartments

What has been considered for people who have been displaced? Is there any money set aside for outreach? Ron Paananen replied that there's been quite a bit of outreach with different shelters and organizations that provide services. We'll continue to do that and we're open to ideas for how to better conduct outreach.

Joyce Pisanont, International District

Is information issued in other languages? Please consider detours (especially trucks) and how that will impact the International District. Kristy Van Ness, Alaskan Way Viaduct and Seawall Replacement Program, said we do provide information in other languages. We also do specific outreach to different communities, primarily at summer festivals. We welcome your input on these events and other outreach.

Susan Ranf, Mariners

Maintenance of Traffic (MOT) meetings are very important. There's been quite a few experiences to learn from with the SR 519 project. The contractors need to understand their obligation to surrounding businesses and how bicycles and pedestrians move through the area. They also need to understand the swings in traffic. We're suffering now and need a system that will support us through a longer period of time.

Paul Schieck, Qwest Field

WSDOT and SDOT oversight is necessary for the contractor to understand impacts such as the swings in traffic and the influx of pedestrians. It's important to coordinate projects because there will be overlap. Other important issues include maintenance of traffic during and after construction and loss of parking. First time, one-time event attendees are getting confused. People are leaving because they can't figure out where to go.

Ed Shilley, Nucor Steel

Work on moving traffic as quickly as possible. If tolling moves forward, don't make it so extreme that it forces gridlock on I-5. Ron Paananen explained that the tolling report required by ESSB 5768 requires looking at the effects of diversion on I-5 and city streets. Ron Posthuma added that we'll get real world experience with tolling on SR 520 next year.

Pete Spalding, Delridge, West Seattle

What is the timeline for Delridge RapidRide? Please give thought as to how transit enhancements during construction could be made long-term. Consider other destinations for travelers beyond downtown. Look at other impacts on Spokane Street and make sure that

outreach happens to the West Seattle community and those coming into West Seattle. If people know the impacts well in advance, they can prepare for it. As Spokane Street work has been going on, we've noticed a large increase in the homeless population moving into the Duwamish greenbelt. They've been displaced from under the viaduct. Ron Posthuma said the Delridge RapidRide was part of King County's \$187 million, but the money isn't all lined up. We are continuing to plan for that improvement, but this likely won't happen until the sales tax recovers.

Bill Weise, Silver Cloud Inn - Stadium

Construction day or night affects business. Do you know what the schedule will be? Bill mentioned the loss of parking has been difficult. A plan would help with neighbors and it would be good to look at displacement and compression for event days and whether it pushes into the International District. Ron Paananen said it's too early to know the construction schedule. John White also noted that the impacts are different for above and below ground construction. Ron Paananen stated some parking will be considered during the environmental process. The construction of the south end does displace a lot of short term parking. The 3,800 stalls is for the whole corridor and the south end lost something like 1,000 stalls permanently.

Lisa Quinn, Feet First

Will there be a campaign similar to Portland when they had a bridge closure to invest in transportation demand management (TDM)? Also, was there any consideration of doing a health impact assessment similar to SR 520? Eric Tweit said there is money assigned to initial transit enhancements for the Moving Forward projects including \$30 million for transit service and for marketing TDM. Ron Paananen said health impact assessments haven't been discussed similar to SR 520. King County public health and the Clean Air Agency conducted the assessment and said it is similar to what's been done for the SR 520 Environmental Impact Statement.

Don Newby, Burien

Parking is difficult and cars are being towed on East Marginal Way during events. Many people travel to events and are discouraged with parking. Because of new federal court rulings, people now don't have Metro service to access stadiums. Overall letting people know what is happening and when it's happening during construction is helpful. Are there current origin destination studies? What do we have today that's not two years old?

Chris Romischer, International Longshore and Warehouse Union

The International Longshore and Warehouse Union represents workers on the waterfront and docks. We're very concerned about freight mobility and port employees' access to terminals. At a recent briefing, you shared ideas about when the project starts in the south end, moving materials with trucks. Have there been any decisions? A major concern for us is East Marginal Way. What about the window of three months when the viaduct and tunnel will not be open? Ron Paananen said we'll barge some spoils out. We don't always know how things will be until a contractor is on board. The south end job will be bid under more traditional methods and it's important that we put conditions in the contract that will help us through that job. John White added that we're working on strategies to create good opportunities for disposal of spoils that don't involve heavy trucking and barging. Ron Paananen said there will be two transition periods, one in 2011-2012 to connect the south end to the existing viaduct and one when we open

the tunnel and shift traffic. We're working hard on transitions to minimize those traffic disruptions.

Marty Oppenheimer, South Park

Concerned about throughput because the design has two lanes in each direction. Why can't there be three lanes in each direction? Also wants to see a welcoming waterfront. Ron Paananen stated that four lanes will work for the tunnel design. The Elliott, Western ramps and Columbia, Seneca ramps will be taken out. The bored tunnel will carry 85,000 vehicles which is comparable to the viaduct north of Seneca. An improved Alaskan Way will carry 25,000 vehicles, so the tunnel is more efficient than the existing viaduct. As for Alaskan Way, there is an advantage to having 180 feet of right of way on the waterfront which will provide options for making the waterfront welcoming.

Agenda Item 6 - Action items

Ron Paananen reviewed the action item from the meeting as:

- Will send out logistics for next meeting on May 20.
- Release information to working group participants in advance.
- Post presentation on the Web site www.alaskanwayviaduct.com.
- Bring parking information related to parking lost in the south end.

He thanked everyone for coming to the first south portal working group meeting.

Meeting adjourned at 6 p.m.

Next meeting: May 20, 2009

4 to 6 p.m.

Ruth Fisher Board Room at Union Station

401 S. Jackson Street