

Alaskan Way Viaduct
South Portal Working Group – May 20, 2009
Meeting Summary

Working Group attendees

- Bill Bloxom, Bloxom Company
- Jerome Cohen, West Seattle Chamber of Commerce
- Barbara Cole, Frye Apartments
- John Huey, Viking Bank, Duwamish Transportation Management Association (TMA)
- Marty Oppenheimer, South Park
- Vlad Oustimovitch, West Seattle
- Lisa Quinn, Feet First
- Susan Ranf, Seattle Mariners
- Paul Schieck, Qwest Field
- Ed Shilley, Nucor Steel
- Pete Spalding, Delridge
- Herald Ugles, International Longshore and Warehouse Union
- Bill Weise, Silver Cloud Inn
- Nick Wells, Pioneer Square Community Association
- 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
- Don Newby, Burien
- John Odland, MacMillan-Piper
- Mike Peringer, SODO Business Association
- Joyce Pisanant, International District
- Brent Stavig, Starbucks

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
- Eric Tweit, SDOT
- John White, WSDOT

Agenda Item #1 – Welcome and Introductions

SDOT Deputy Director, Bob Powers, welcomed the working group members and the public to the meeting. He provided a brief update on the north portal and central waterfront working groups. Meeting materials from each of the working groups are available on the project [Web site](#).

Agenda Item #2 – Presentation of Potential Portal Concepts and Considerations

John White, WSDOT Alaskan Way Viaduct program director, and Eric Tweit, SDOT transportation planner, provided an overview of south portal design considerations and three

potential portal concepts. Of the three concepts, Concept B is the preferred design with the tunnel primarily under First Avenue. The presentation can be found on the [Web site](#).

Working Group Members' Questions / Comments

- Herald Ugles: How many cars back up and queue at the first intersection coming off SR 99? Can drivers take a left? (Tweit: The first intersection is needed to take the traffic off SR 99. The street grid will help distribute traffic from Alaskan Way to SR 99 and city streets. There will be many left turn opportunities.)
- Nick Wells: What are the plans for pedestrian access for east-west connections between the waterfront and the stadiums? (Tweit: Coming from the waterfront, people can use Alaskan Way.)
- Herald Ugles: How many cars will back up going southbound? Is the tail track going to be extended? (White: The S. Holgate to S. King Street Viaduct Replacement Project is relocating the final tail track – one final time – at a length that meets the Port's needs. Paananen: The trail avoids the railroad. Pedestrians will be on the west side.)
- Nick Wells: What was the decision making process? Is there not a way to connect Alaskan Way to Royal Brougham? (Paananen: There were concepts at one time with massive aerial structures and there would be grade issues. It was very difficult to make the connection and quite expensive.)
- Nick Wells: The connection between Alaskan Way and Royal Brougham is critical on days with large events. That is the main east-west connection right now.
- Susan Ranf: Understanding the incremental increase above the peak commute is critical. With three professional sports teams, there are a lot of days that are being impacted. (White: That will be part of our assessment for average conditions, basic peak periods and then major or multiple events.)
- Susan Ranf: Where do ferry holding lanes go? (Tweit: Added storage will come in up to Yesler. As you get closer to Colman Dock, there are dedicated turn lanes that provide ferry storage.)
- Susan Ranf: Regular daily commuting and volume of traffic may work well, but in the incremental increase please look at Fridays before holidays because the ferry backs up across Royal Brougham onto Fourth Avenue and the freeway. (Paananen: The ferry system is looking at managing traffic through a reservation system.)
- Vlad Oustimovitch: There's a grid that stubs out if drivers are coming down Alaskan Way. That eliminates the redundancy that is currently in the system and the connection to East Marginal Way. Then people have to make a choice during event traffic and it forces drivers to merge into SR 99 traffic. (White: There is a route from East Marginal back to Atlantic. There are also options with the new frontage road.)
- Pete Spalding: If SR 99 is backed up heading southbound, you can get on Alaskan Way and go along the waterfront. If Alaskan Way doesn't exist, then your only choice is to get on SR 99.
- Vlad Oustimovitch: One of the surface streets is being eliminated. Why can't you get under Holgate to King? Like to see an option where the connection to East Marginal Way is maintained. (White: There is a Spokane Street ramp that is being built right now. That provides another route to downtown Seattle. Paananen: Traffic analysis shows relatively low demand for the East Marginal Way movement. Most traffic comes from Alaskan Way. This design has been set with the Holgate to King project. We'll come back and

look at how we ended up with this particular configuration. White: The Holgate to King project advanced during the central waterfront process and with simultaneous processes, it may have been easy to overlook Holgate to King.)

- Lisa Quinn: How can people head south by bike to West Seattle? (Tweit: There are improvements on East Marginal Way and trails/lanes that go from Holgate to Atlantic. The City is working on bike and pedestrian improvements from Holgate to Spokane as well. Some of this is happening now ahead of construction.)
- Susan Ranf: It looks like the largest amount of traffic passes in front of the stadiums instead of encouraging the largest amount of traffic onto higher capacity roadways.
- Mike Merritt: The Port has been involved with design of the south end for quite some time. From the Port's standpoint, SR 519 and Holgate to King are very important to the system. There is much better access to terminals and support facilities and hopefully there will be fewer trucks stuck on the street so traffic will move better.
- Susan Ranf: Has WSDOT acquired the entire WOSCA site or is the eastern half still leased? (Paananen: WSDOT is negotiating the acquisition. We've been working with the owner.)
- Vlad Oustimovitch: Need to come up with a creative plan to reconnect to East Marginal Way. (Paananen: We'll come back with a comprehensive view of the area and the traffic analysis.)
- Marty Oppenheimer: Still concerned about two lanes in the tunnel versus three lanes. It's important to provide information from the other working groups as well. (Powers: Whatever is presented at working groups is available online. White: When we e-mail out the materials, we'll provide a link to the north and central waterfront presentations.)

Agenda Item 3 – Action Items

Bob Powers reviewed the action items from the meeting:

- Share traffic analysis related to the movement from Alaskan Way to East Marginal Way.
- Bring graphic that shows south portal option with Atlantic Street connection.
- Take a look at storage capacity at intersections.
- Bring aerial photo that shows buildings.
- E-mail link to other working group presentations.

Next meeting: June 3, 2009

4 to 6 p.m.

Ruth Fisher Board Room at Union Station

401 S. Jackson Street