

# SR 519 Intermodal Access Project



July 2006



# SR 519 Intermodal Project

- 1994 – Kingmaker Project begins
- 1996 – Environmental assessment published with preferred alternative identified
- 1997 – Finding of no significant impact published

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

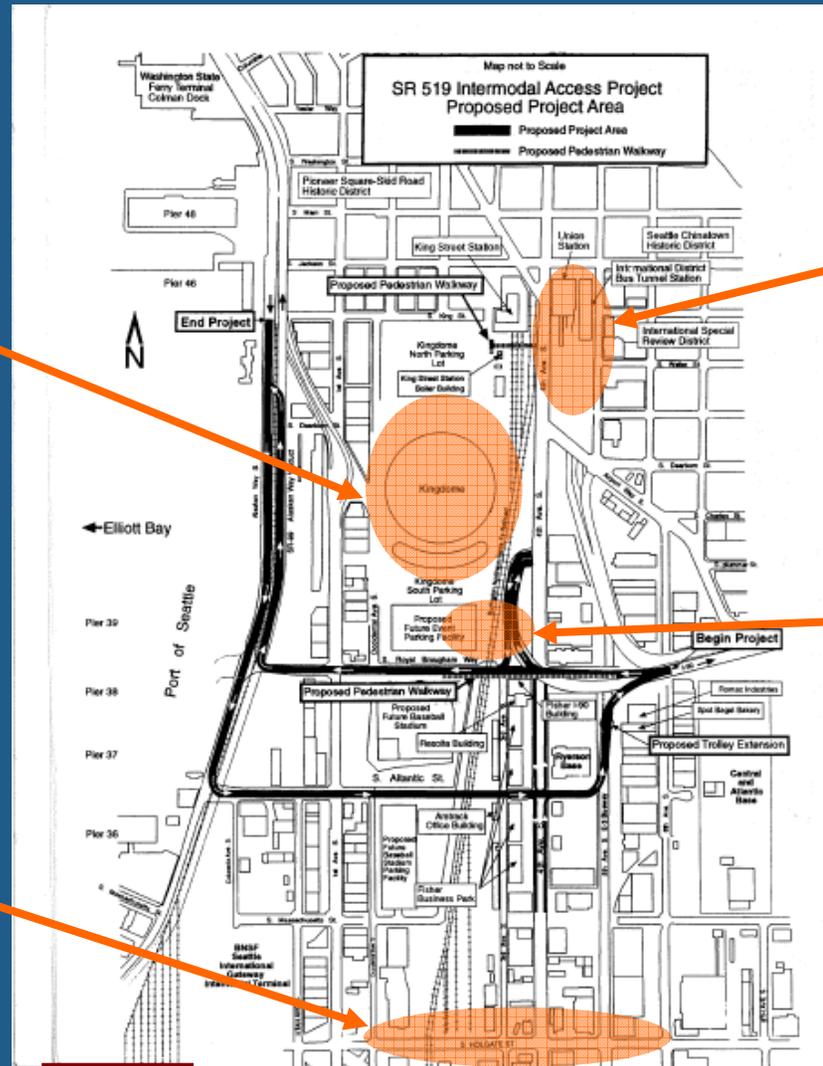
# Environmental Assessment Existing Conditions

Kingdome still hosting Seahawks games and other events

Union Station development underway

No planned expansion of King Street Station rail lines

Holgate remains open



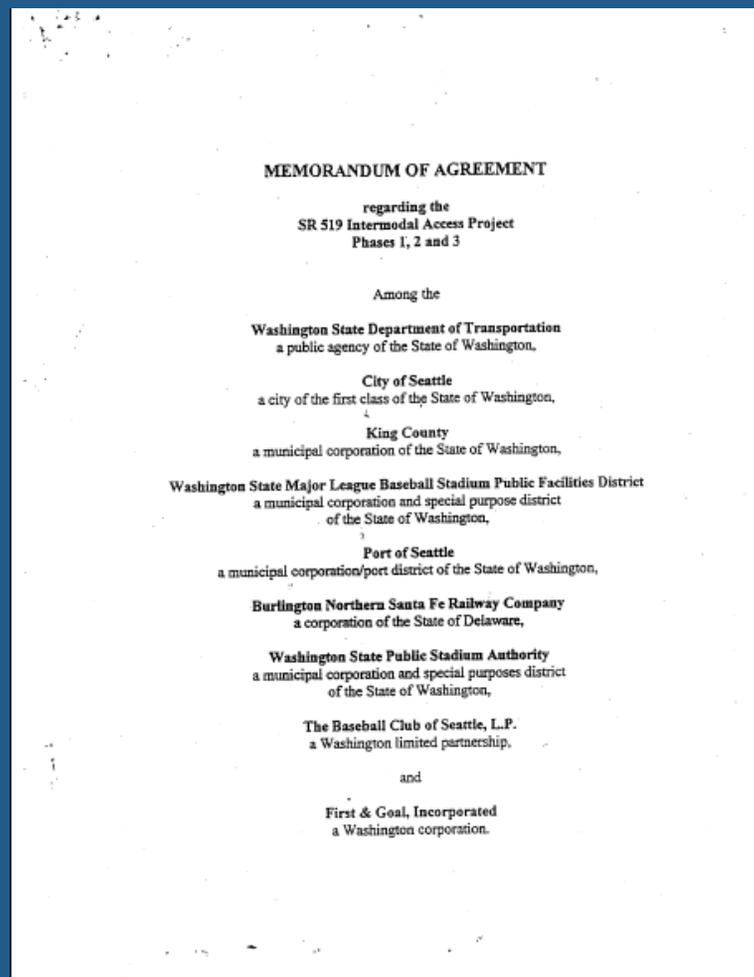
# Project Goals and Purpose

- Improve connections between existing intermodal facilities serving I-5, I-90, the Port and Seattle waterfront, and freight and passenger rail
- Address the transportation needs of the municipal and privately-owned commercial, service, and recreational facilities in the downtown area
- Increase vehicle capacity and improve multimodal safety
- Increase pedestrian and transit patron access and improve safety between neighborhoods and major event facilities

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

# 2000 Memorandum of Agreement

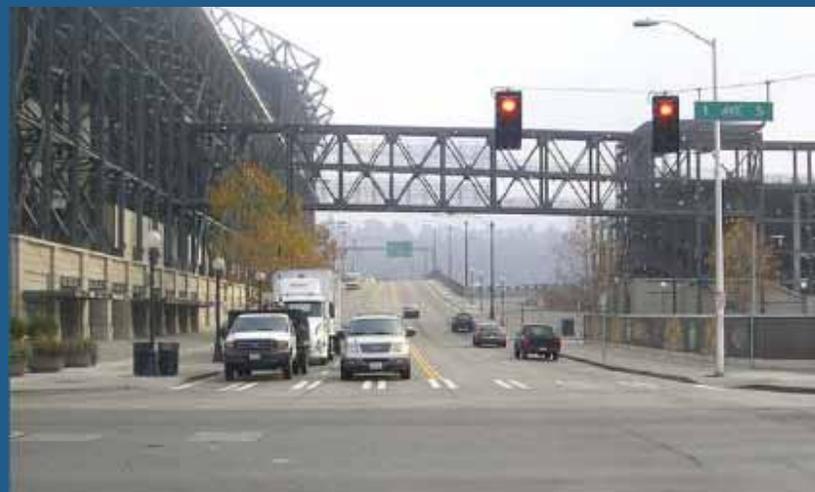
- Fourth Avenue ramp connection to the stadium exhibition center parking garage will be paid for by non-gas tax dollars
- Pedestrian plazas at South Atlantic Street and South Royal Brougham Way will be developed as an integral part of Phase 2



1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

## Phase 1: State Lead

- Upon opening, freight, ferry and event traffic saw immediate improvement in their connections to the Port of Seattle, waterfront and stadium areas.
- When completed, provided needed capacity and connectivity until final agreement on Phase 2

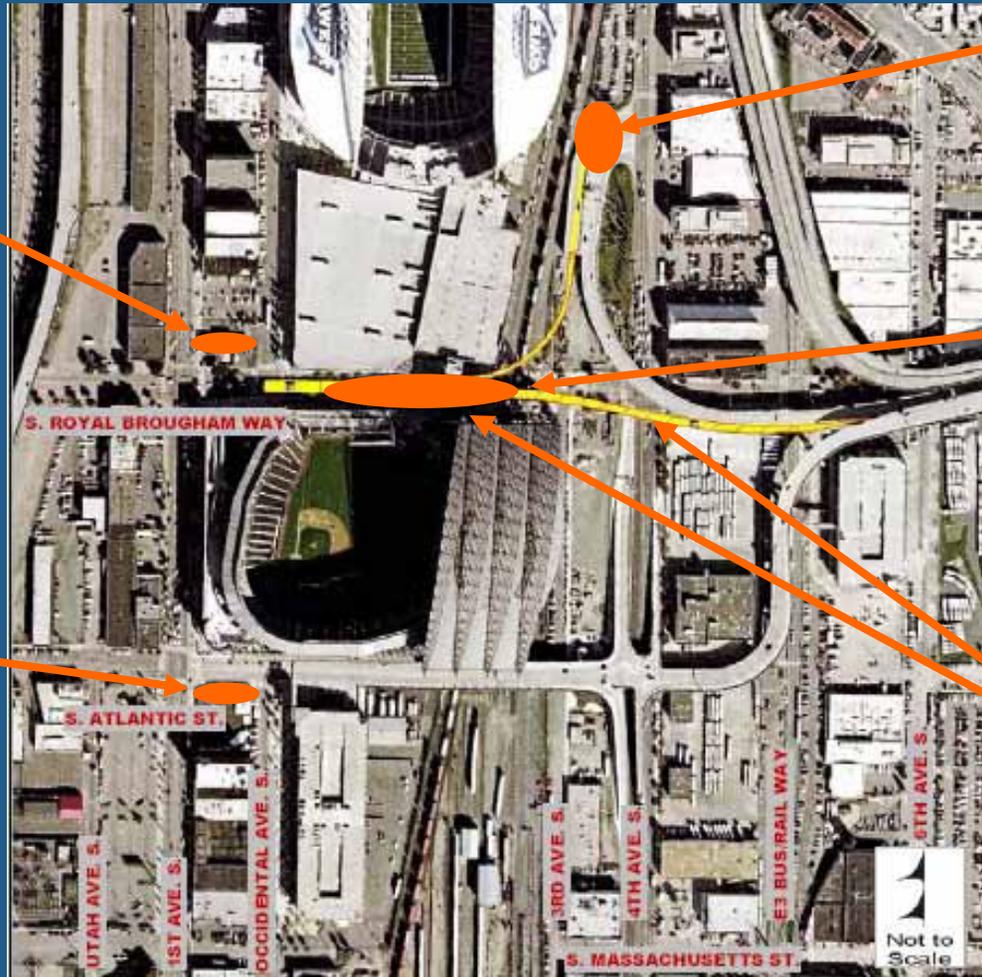


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# Original Phase 2 Design

Pedestrian plaza site

Pedestrian plaza site



Access to exhibition center parking garage

South Royal Brougham Way westbound connection from I-5 and I-90

Pedestrian access over railroad

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

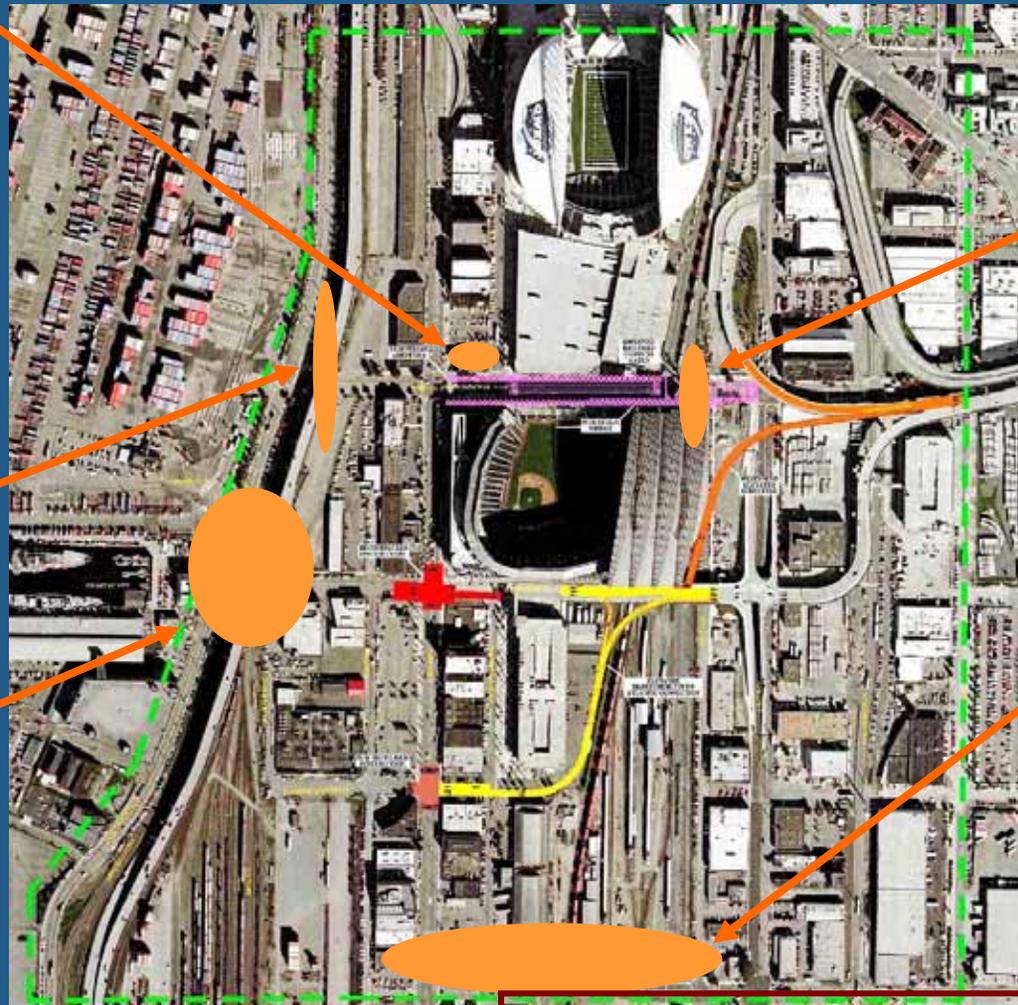
# Changes Since Phase 2 was Originally Designed

Hotel at First and South Royal Brougham Way under construction

Alaskan Way Viaduct replacement

Phase 1 surface street improvements

Changing and increasing freight needs



Proposed changes to area land use

King Street Expansion: More rail lines will cross South Royal Brougham Way

Amtrak Maintenance Yard: Holgate Street will be reduced or closed

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

# Guiding Principles Addressed Changing Conditions

- Close existing vehicle and pedestrian crossing of BNSF's mainline on South Royal Brougham Way
- No direct connection from I-90 off-ramp to South Royal Brougham Way
- Create elevated pedestrian crossing over tracks on South Royal Brougham Way
- Any ramp connecting Fourth Avenue to South Royal Brougham Way will be one-way
- South Atlantic Street will be two-way between First and Fourth Avenues
- Design will be a comprehensive solution for access and mobility needs
- Partners will support a comprehensive package of access improvements for the South Downtown/North Duwamish area

Initial concurrence given from the project partners to principles

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005

# Moving Forward

- Feasibility assessment to look for reasonable alternatives to original Phase 2
  - Eastbound portion of original couplet at South Massachusetts Street
  - South Atlantic Street becomes westbound corridor
  - Pedestrian crossing over rail tracks and local access to garage and First Avenue



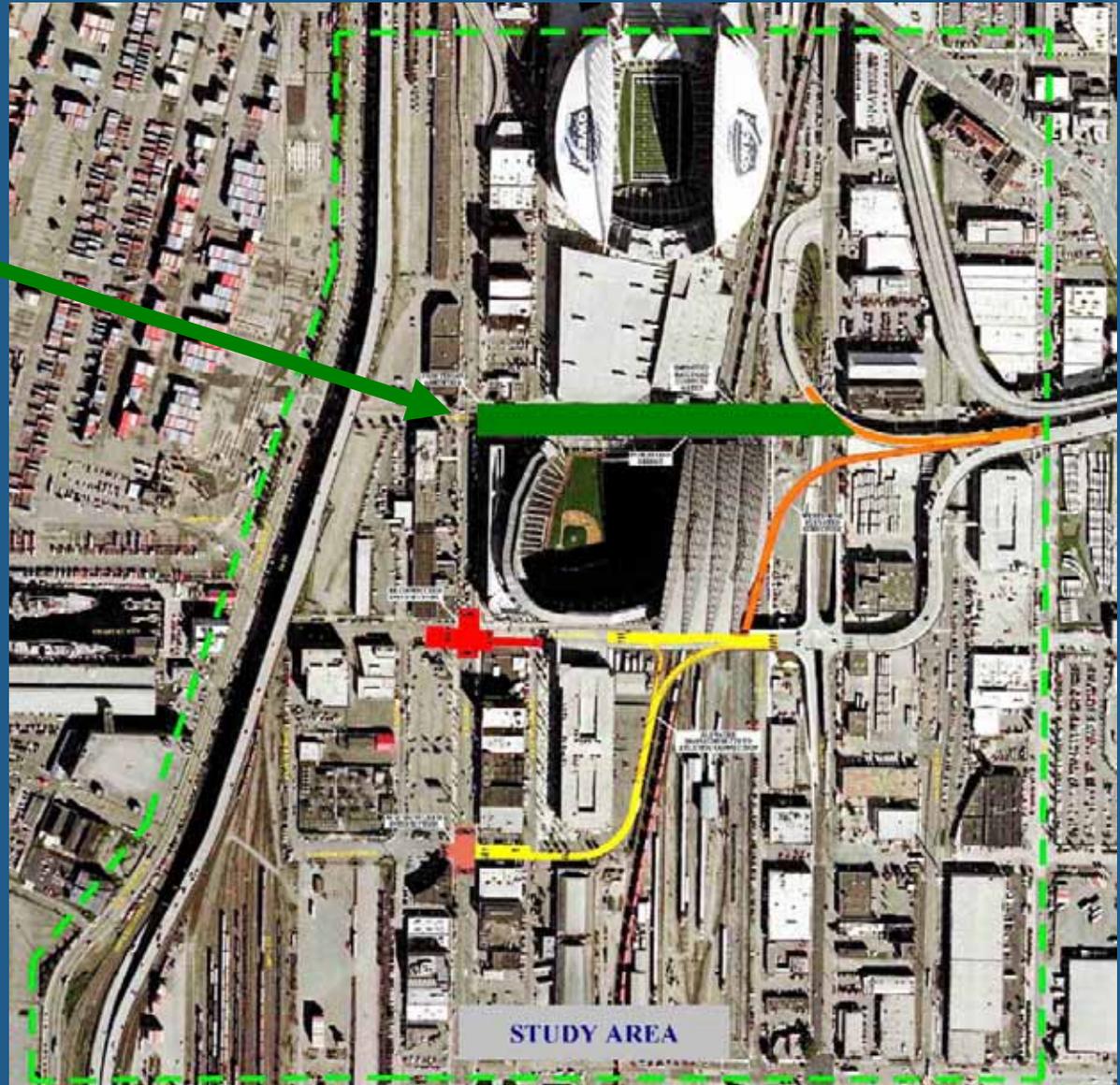
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# Where Are We Today?

- **Early 2006** – Feasibility assessment results shared with partners and interested groups
- **February 2006** – Disagreement over Phase 2 option
- **April 2006** – WSDOT asks for “go or no-go” concurrence from project partners
- **July 2006** – WSDOT, City of Seattle, and Port of Seattle agree to review design options at South Royal Brougham Way and South Atlantic Street/Massachusetts Street
  - 30 day review
  - 60 day review

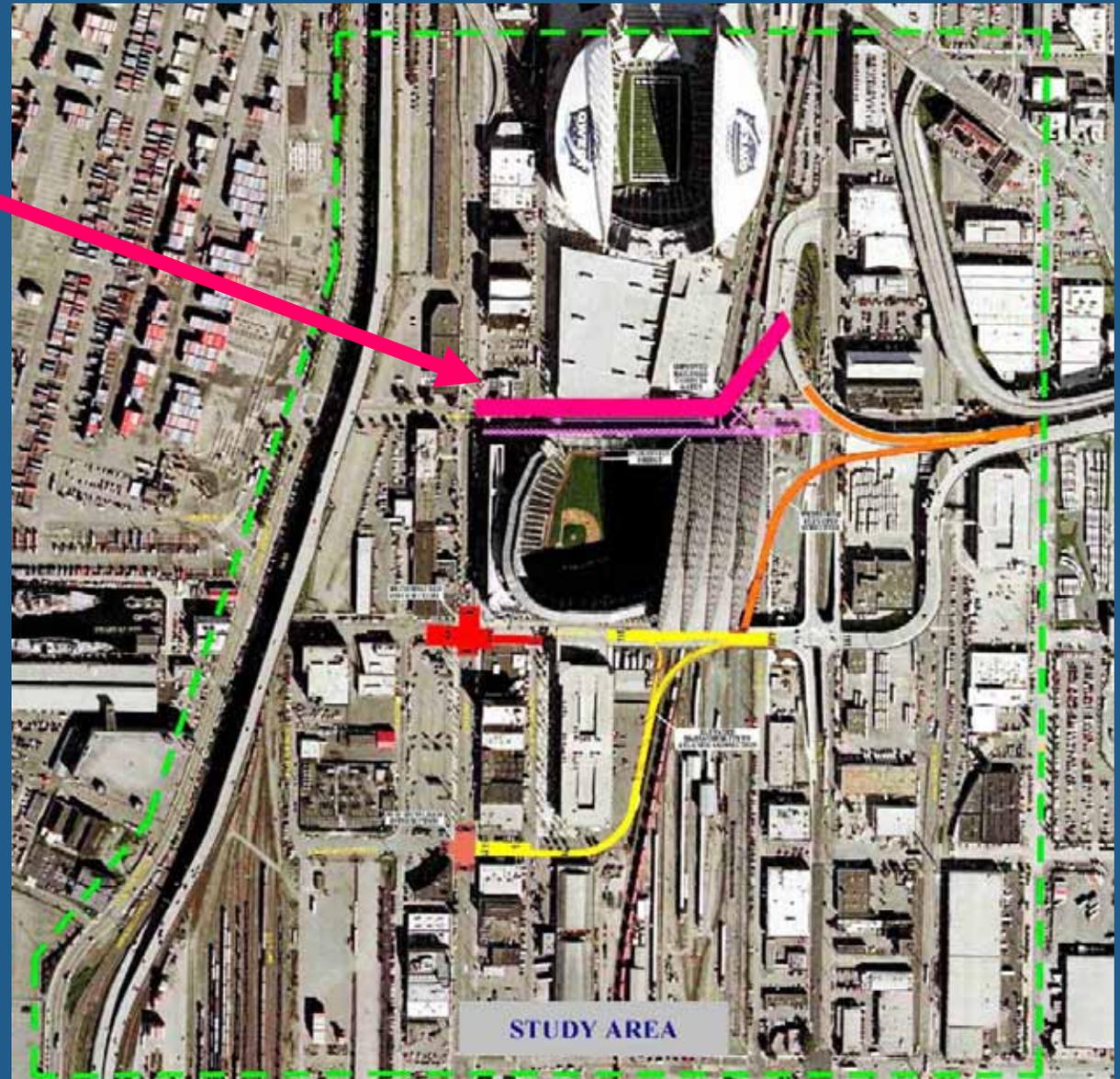
# 30-Day Review: Option #1 Under Consideration

South Royal  
Brougham Way and  
South Atlantic  
Street couplet from  
I-90 with reduced  
footprint



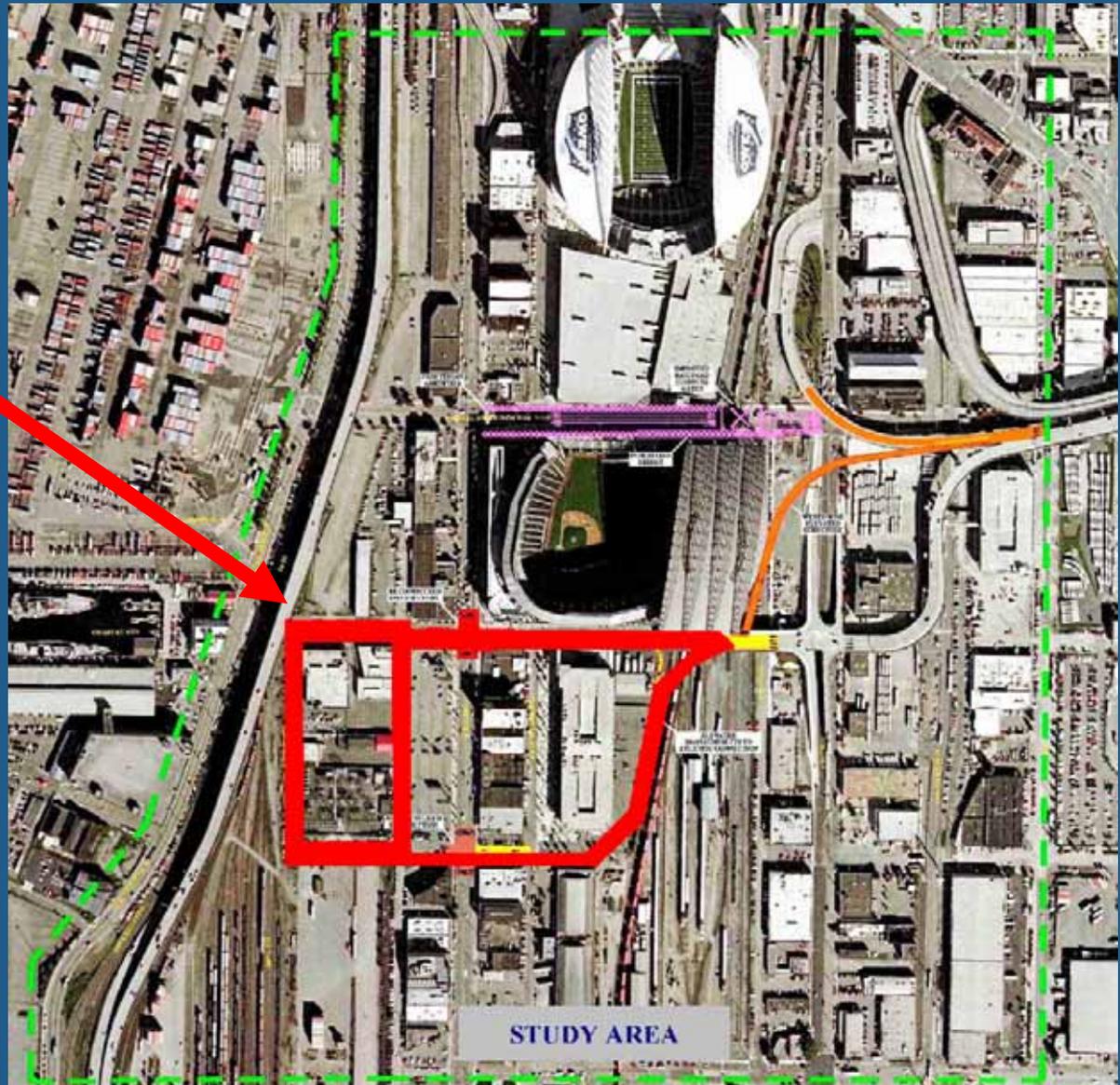
# 30-Day Review: Option #2 Under Consideration

South Royal  
Brougham Way and  
South Atlantic Street  
couplet from Fourth  
Avenue ramp with  
reduced footprint



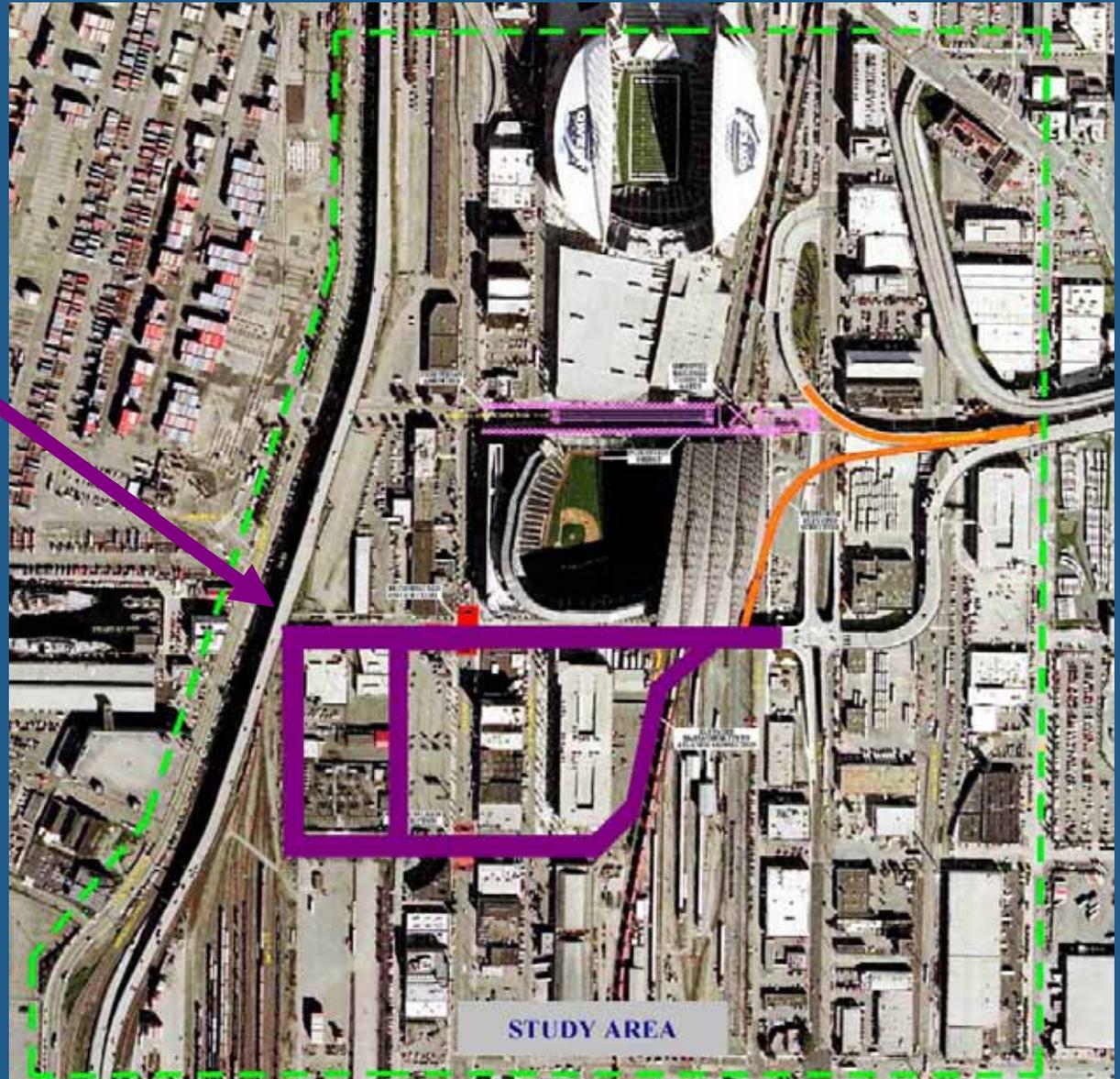
# 30-Day Review: Option #3 Under Consideration

South Atlantic Street and South Massachusetts Street couplet with direct truck access to North SIG Yard



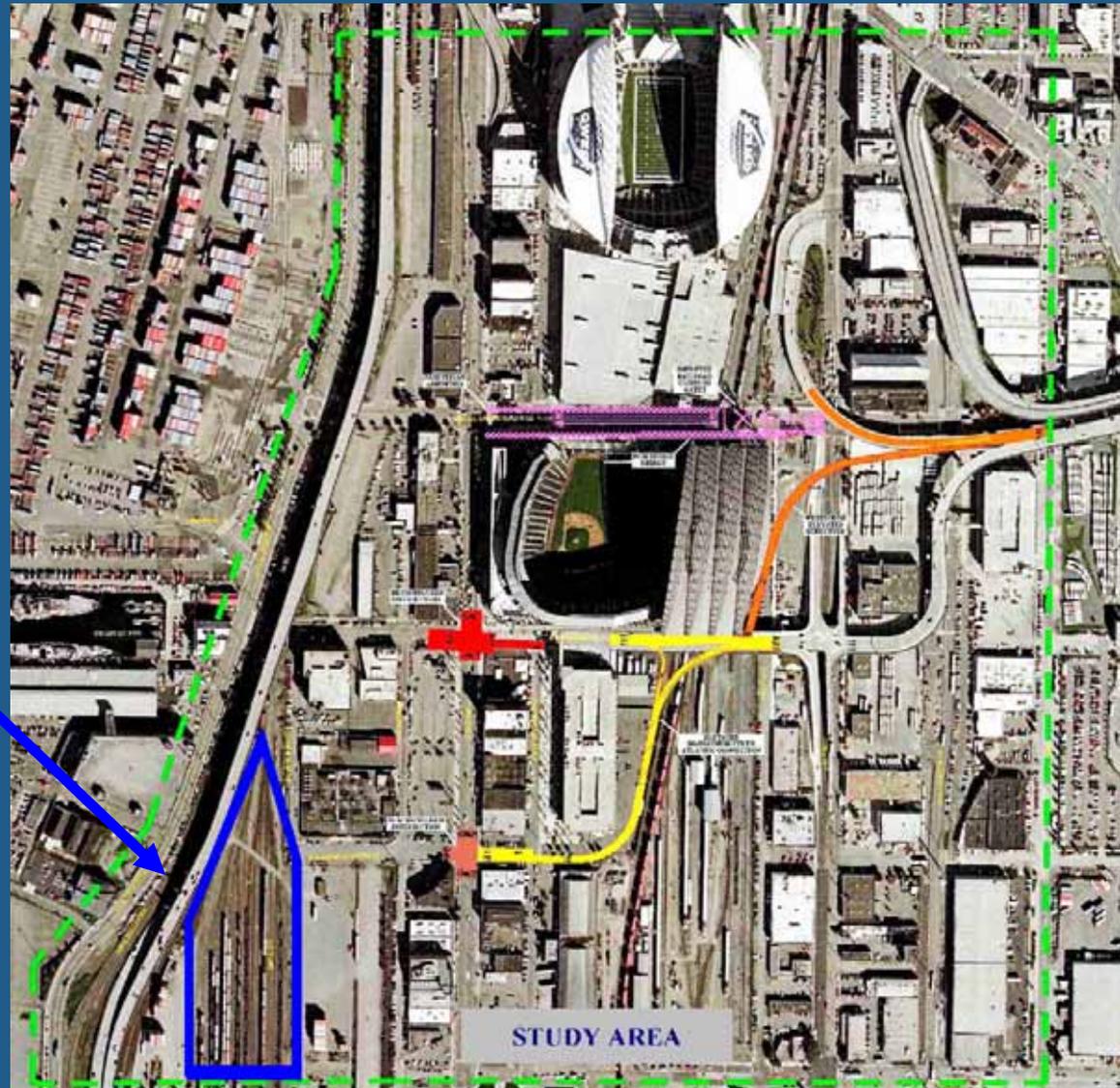
# 30-Day Review: Option #4 Under Consideration

South Atlantic Street and South Massachusetts Street couplet as two-way operation and with direct truck access to North SIG Yard



# 30-Day Review: Concept Under Consideration

Concept for any option:  
SIG Yard access  
and circulation  
modifications



# 30-Day Review: Update Original Phase 2 Design



## What's Coming Next?

- Mid-August – WSDOT, City of Seattle, and Port of Seattle review preliminary results of 30-day review; share results with interested groups
- Mid-September – Updated cost and traffic information available
- After 60 day review...more to follow

# What about funding?

Project Phase	State Funding	Other Funding Sources	Amount Spent	Remaining
Phase 1	\$65 M	\$29 M	\$92 M	\$0
Phase 2	\$2 M (Pre-Nickel) \$38 M (Nickel)	\$9.5 M*	None	\$49.5
Total Funding	\$105 M	\$38.5 M	\$92 M	\$49.5 M

\*Other agency funding from Port of Seattle and FHWA and will be contingent upon agency approval. May also include 2006 freight mobility set aside.

# How Can I Get More Information?

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