

Alaskan Way Viaduct Replacement Program
Stakeholder Group – Nov. 9, 2016
Meeting Summary

Working Group attendees

- Warren Aakervik, Ballard Oil / Seattle Freight Advisory Board
- Linda Anderson, Amalgamated Transit Union
- Matt Curry, South Lake Union Community Council
- Stephen DeForest, Magnolia Community Council
- Kyle Ducey, South Lake Union Community Council
- Tom Graff, Belltown Business Association
- Susan Harsh, Seattle Mariners
- Robert Nellams, Seattle Center
- Vlad Oustimovitch, West Seattle
- Pete Spalding, Delridge

Working Group members not in attendance

- Jeff Aken, Cascade Bicycle Club
- Glenn Avery, Queen Anne Community Council
- Michael Beranbaum, Joint Council of Teamsters No. 28
- Barb Chamberlain, Bicycle Alliance of Washington State
- Howard Cohen, Seattle Hotel Association
- Alan Cornell, Nitze-Stagen
- Michael Davis, Uptown Alliance
- Jan Drago, The Alliance for Pioneer Square
- Phil Fujii, Vulcan
- Hamilton Gardiner, West Seattle Chamber of Commerce
- Jason Handaly, Sound Produce
- Ron Hildebrandt, Trident Seafoods at Interbay
- Tim Hillis, Charlie's Produce
- Bree Moore, Bill & Melinda Gates Foundation
- Lee Newgent, Washington State Building Trades
- John Odland, MacMillan-Piper
- Vince O'Halloran, Puget Sound Ports Council & Sailors Union of the Pacific
- Marty Oppenheimer, South Park
- Tom Phillips, Compass Housing Alliance
- Ed Shilley, Nucor Steel
- Don Smith, CenturyLink Field and Event Center
- John Stewart, Feet First
- Herald Ugles, International Longshore and Warehouse Union/Pacific Maritime Association
- Eugene Wasserman, North Seattle Industrial Association
- Elaine Wine, Ballard

Agencies and staff in attendance:

- Joe Hedges, Washington State Department of Transportation (WSDOT)
- Brian Nielsen, WSDOT
- Jonathan Layzer, SDOT
- Genevieve Rucki, Washington State Ferries
- Angela Brady, Office of the Waterfront
- Jeff Bertram, Seattle Department of Transportation (SDOT)
- Geri Poor, Port of Seattle

Agenda Item # 1 – Welcome and general updates

Joe Hedges welcomed the group and did introductions.

Agenda Item #2 – Alaskan Way Viaduct Replacement Program

Joe Hedges began by reviewing the construction schedule, tunneling progress and progress of the interior structures of the tunnel.

Warren Aakervik: Does “North Surface Streets” refer to the north end surface streets or is that the Alaskan Way surface street?

Answer: It refers to the north surface streets, including Harrison, John and Thomas streets.

Warren Aakervik: When will the waterfront surface streets be done?

Answer: That will be presented in the Waterfront Seattle presentation.

Brian Nielsen summarized the work at the north portal of the new SR 99 tunnel. He discussed the progress in the receiving pit where Bertha will emerge after the tunnel drive is complete.. The cut and cover portion of the tunnel at the north end will connect to the bored tunnel after the machine has been removed from the ground and disassembled. Brian pointed out the progress being made on the roads leaving the tunnel, including striping on the road. The new Sixth Avenue North and public plaza are being completed near the operations building. The North Access contract is expected to finish up early next year.

Tom Graff: Is Sixth Avenue North open to traffic?

Answer: Sixth Avenue North will reach substantial completion and open in early 2017.

Brian then explained the work taking place at the south portal, opening with the operations building. He gave details about the fans in the operations buildings, showing their progress in being delivered and installed. The fans will be capable of removing 1.4 million cubic feet of air per minute from the tunnel if necessary during an emergency.

Tom Graff: Do the fans run at all times?

Answer: The fans do not run during normal operations, only in emergency situations. There is enough air movement through the tunnel to keep it safe during normal operations. It is called the “Piston Effect”; meaning that cars push air through the tunnel.

Warren Aakervik: Do northbound cars push the air northbound and southbound cars push the air southbound?

Answer: Yes. We will run the fans during stop-and-go conditions when there is not enough air circulation. We have air quality monitors in the tunnel that let us know when the air quality is degrading and we need to take action and run the fans.

Brian continued to talk about the work being done at the south portal, including what the area will look like at the end of construction. He talked about the cut and cover portion of the tunnel at the south end.

Brian then discussed the work being done to build the highway inside of the tunnel. The southbound roadway is 26 percent complete and the northbound roadway is 36 percent complete. The roadways are built in sections to give the concrete enough time to fully set before the next pour. The drone video shows the progress being done to build the roadway, as well as the back of the tunnel boring machine. Brian pointed out the conveyor belt for the ring segments as well as the interior structures during the video. He then opened the presentation up to questions.

Linda Anderson: You mentioned something being open in 2018 and something being open in 2019, can you clarify?

Answer: In 2017, the tunnel drive will be completed but the new tunnel will be open to traffic in early 2019.

Linda Anderson: When will the tunnel be open to traffic?

Answer: Early 2019, probably within the first month.

Warren Aakervik: When we close the viaduct down to make the roadway connections to the new tunnel, will the “little h” ramps at East Marginal Way be opened?

Answer: We will look into this.

- **Action Item: WSDOT to follow up on if the “little h” ramps at East Marginal Way will remain open during the roadway connection closure.**

Robert Nellams: Is it possible to open Harrison Street early when north surface streets are being reconnected? There’s been a lot of chatter going around about that.

Answer: Our engineers have looked at this possibility and are considering options for allowing some turns to and from SR 99 at Harrison Street. The intersection of Harrison Street and SR 99 will be open and fully signalized when the SR 99 tunnel opens to traffic.

Warren Aakervik: Will the intersection at Harrison Street and SR 99 be signalized?

Answer: Yes, the future intersection will be signalized. We may allow limited turns to and from SR 99 at this intersection while minimizing impacts to future construction activities.

Pete Spalding: When making that decision, think about it very carefully. Every time you make these little tweaks, it increases the commute. I know as someone who drives it every day, so I caution you to think about that as well.

Answer: It’s a fair observation, that’s why we’re studying it.

Kyle Ducey: The project schedule has tunnel opening first, followed by viaduct demolition and Battery Street Tunnel decommissioning. Is there any way to move up the north surface streets to open at the same time?

Answer: We'll look into it. It is timed that way due to the viaduct demolition.

Vlad Oustimovitch: When Bertha breaks through, will interior structures be built from both ends or just from the south?

Answer: Just from the south. The utilities all have to come out from the south end. The machine will be removed from the north end receiving pit. A lot of work is going to be done at the north end while the interior structures of the tunnel are being completed.

Warren Aakervik: Is Bertha leaving by water or truck?

Answer: The tunnel boring machine will be removed by truck.

Kyle Ducey: Is the design for north surface streets still in progress or finalized? If not finalized, will the north end stakeholder group be meeting again about it?

Answer: It is very much still in design. We will keep you updated as we know more.

- **Action Item: Present information about the design of north surface streets at a future stakeholder meeting.**

Tom Graff: I find the intersection at Dexter Avenue North and Mercer Street to be dangerous, especially the bike lane. Is there a way to redesign this intersection so it's safer and easier to navigate?

Answer: We'll take a look at that and get back to you.

- **Action Item: SDOT to follow up with information about the intersection of Dexter Avenue North and Mercer Street.**

Pete Spalding: When you come out of what I call the "luge part" of SR 99, there is a dip that is very dangerous. Is it going to be corrected? I can see cars hit that and swerve when it's damp out.

Answer: WSDOT is aware of this and is looking into how to address the issue.

- **Action Item: WSDOT to look into the dip on SR 99.**

Pete Spalding: Is there a way SDOT and WSDOT can better control the graffiti in the Battery Street Tunnel? People are venturing further and further into the tunnel to leave graffiti, it's dangerous.

Answer: WSDOT will decommission the tunnel as part of the program, but we will look into what can be done about the graffiti.

- **Action Item: SDOT to look into graffiti cleaning strategies for the Battery Street Tunnel.**

Stephen DeForest: Where are we with tolls?

Answer: Right now we're working to complete the commercial viability study to find the right tolling rate. The factors are complex procedure: growth rates, traffic flows, etc. We're connecting with other agencies to finalize the plans for tolls.

Stephen DeForest: Is there a target date?

Answer: WSDOT will introduce legislation this year for bond authorization. The Washington State Transportation Commission (WSTC) will move forward with that process in 2017. The modeling work was reviewed a couple of years ago, and the modeling that's going on now is an update to the work that was done then.

Stephen DeForest: Is there a public document that outlines the process that we can share with the group?

Answer: We'll look into it.

- **Action Item: WSDOT to share information on the tolling process.**

Stephen DeForest: Is there a study of impact being done to figure out what the toll will be?

Answer: Yes, that's a big driver of the model.

Agenda Item #3 – Waterfront Seattle

Angela Brady outlined the schedule for the Waterfront Seattle Program as well as the different components that make up the new waterfront.

Pete Spalding: What is the overlook walk?

Answer: It's a pedestrian bridge that connects Pike Place Market to Alaskan Way.

Pete Spalding: How is the project funded?

Answer: Some of it is paid for by WSDOT, commercial parking tax, and private entities are going to donate for portions of it.

Pete Spalding: Private entities are going to donate, so there's currently no money allocated to it?

Answer: There is money there for impact studies and we've already started the process.

Tom Graff: There's an LID? When does that happen?

Angela: Early 2017

Linda Anderson: Is there still a plan to have bus-only lanes on the new roadway? Will they be in both directions? And will they be 24-hour bus lanes?

Answer: The buses on the southwest transit pathway currently run on the viaduct (50-55 buses an hour). Once the viaduct is demolished, there will be 24-hour bus lanes on Alaskan Way. Columbia Street will become a two-way street for buses to get up to downtown streets, such as Third Avenue.

Linda Anderson: Will this be in both directions?

Answer: Yes.

Linda Anderson: On Bell Street, they put a pedestrian friendly design, but unfortunately, cars still drive it. One of the unintended side effects is that people walking don't realize it's still a street. People walk there without looking and step in front of my bus all of the time.

Answer: We'll look into it.

Vlad Oustimovitch: Would better signage help?

Answer: *We'll think about that.*

Linda Anderson: Can we get some enforcement about the cars on there?

Answer: *We'll take that back to folks at SDOT.*

- **Action Item: SDOT to follow up on Bell Street intersection design with regards to pedestrian and vehicle safety.**

Linda: Can you also look at opening up bus-only lanes between Virginia and Bell streets on Second Avenue? I've been stuck in that area for up to 25 minutes sometimes on a bus.

Answer: *We'll take that back to our transit group and look at it.*

- **Action Item: SDOT to check with transit group about a bus-only lane on Second Avenue between Virginia and Bell Streets.**

Warren Aakervik: From the time viaduct demolition is started, will the surface street always be open to allow big trucks up and down the waterfront?

Answer: *It's the intent to keep Alaskan Way open with single lane closures and possible short-term or overnight closures during viaduct demolition.*

Warren: What are the lane widths of the new Alaskan Way near Colman Dock?

Answer: *There are 12-foot bus lanes and 11-foot general purpose lanes.*

Warren: There's a lane that curves a little bit, and when it's done, the road is not going to be straight. My concern is the WB-67 will not track in lane with an 11-foot lane.

Answer: *We've done studies that show that it'll make that turn. I'll take that back to our team and we can meet with you to go over the design.*

- **Action Item: SDOT to follow up on the new Alaskan Way lane design.**

Warren: On the overlook, what's the furthest distance between openings? It basically becomes a tunnel at some point, is that correct?

Answer: *It's got a 20-foot clear height. It's short enough that it does not qualify as a tunnel.*

Pete Spalding: What's CEVP?

Answer: *Cost Estimation Validation Process.*

Stephen DeForest: Assuming everything goes according to schedule on Waterfront Seattle, if I want to go on the viaduct to get to SeaTac from West Seattle, it will be about seven years before that corridor reopens?

Answer: *The roadway improvements for Waterfront Seattle will be completed by July 2021, but we'll be maintaining traffic flow during that time. The roadway portion will be completed in 2021/2022, but the whole waterfront program ends in 2023.*

Angela presented renderings of the new waterfront in Pioneer Square and discussed the new intersections along the new Alaskan Way.

Warren Aakervik: What are the lanes of the parking area now?

Answer: Parking would be on the outside lanes. Depending on where you are, they could be on the east or west side or both. The parking lanes are eight or nine feet wide, depending on where you are.

Warren Aakervik: Can you confirm that a truck on the new Alaskan Way near the parking areas will have enough room to pass?

Answer: We'll look into that.

Tom Graff: What is that structure (*new waterfront kiosk*)?

Answer: It's a rendering of what we're calling a kiosk structure to be built along key intersections. They will be privately funded for food, art, a place to sell tickets, etc. The city will be building the foundations and private contributions will come in to actually build the kiosk. The city would build the kiosk, own, and maintain them, but they would be privately funded.

Tom Graff: So Starbucks could buy a kiosk and build one down there?

Answer: No, the city will be building the foundations and private contributions will come in to actually build the kiosk. The city would build the kiosk, own, and maintain them, but they would be privately funded.

Angela then showed a rendering for Building B.

Tom Graff: I thought there was a structure that was able to be occupied there underneath the central open park?

Answer: We studied two options in the EIS. We're building Building B on the east side and a bridge across the structure. We had building E on the west side, but there's a little bit of a bigger building.

Tom Graff: So you're not designing either of those? Just looking at options?

Answer: We're designing the overlook walk. The aquarium has a separate project and they need to find funding for that project.

Tom Graff: When everything is done, are we going to have two Alaskan Way streets running next to each other?

Answer: No, one is Elliott Way and one is Alaskan Way.

Pete Spalding: Can we get copies of the slides sent to us?

Answer: We'll put the slides on the website and send the link to you.

Warren Aakervik: When this is completed, do Alaskan and Elliott ways remain as major truck routes?

Answer: Yes.

Angela wrapped up by discussing a couple of key projects coming up in 2017. MarketFront, a construction project currently in process, is scheduled to open in the summer of 2017. The Pier 62/63 rebuild will start construction in fall 2017. She also outlined the key goals and priorities of construction coordination for Waterfront Seattle.

Jeff Bertram then introduced himself and gave a brief overview of the progress on the Seawall Project. Work continues along the waterfront, and they are wrapping up a large portion of the construction. Jeff showed a map outlining the current area of construction, pointing out current pedestrian and vehicle access.

Jeff closed with showing recent construction highlight photos and summarizing the construction work planned for 2017.

Vlad Oustimovitch: You showed a work zone south of Colman Dock, where is that?

Answer: There was a habitat improvement area south of Colman Dock. We're hoping to construct that area at the same time as Pier 62. Once the legislature fully funded Colman Dock, it was clear that there needed to be coordination with the state's construction, so we're working together to continue that process.

Agenda Item #4 – Seattle Multimodal Terminal at Colman Dock Project update

Genevieve Rucki introduced herself and gave a brief overview of the Colman Dock project, outlining the current state of Colman Dock and why the project is needed. She went over some of the design features and outlined the environmental impacts of the project. There are several multimodal improvements, including connections to future transit, improved ADA accessibility and improved pedestrian spaces.

Genevieve explained that there are multiple challenges with this project, including keeping the facility open during construction. The schedule shows that WSDOT is currently in the design, pre-construction and permitting phase, with construction starting in spring 2017 and to be complete in early 2023. Genevieve then closed the presentation showing renderings of the exterior and interior views of the terminal.

Vlad Oustimovitch: In the new layout, how does the number of cars that you can stack compare to the number you can stack today?

Answer: It is similar to what we have today.

Linda Anderson: Can we elaborate slightly on having better access to transit users?

Answer: We developed the entry building to extend along the street. The initial design did not have the building extend to Columbia, but after coordination with the City of Seattle and King County Metro, we pulled it further south, provided escalators and stairs that will give more access.

Linda: The stairs and escalators will go to a bus stop?

Answer: Yes. You could catch a bus at Alaskan Way and Columbia Street. The northbound stop is on Columbia and we think the southbound is on Alaskan Way after the turn.

Warren Aakervik: Will there be a dedicated bus area for that?

Answer: Yes, it will be in a dedicated bus lane.

Agenda Item #5 – Stakeholder group feedback

Matt Curry: For future meetings, it would be appropriate and valuable for the members to see some sort of a design regarding the Battery Street Tunnel decommissioning.

Answer: It will be more appropriate for the meeting after next.

Matt Curry: There are property owners and such along Battery Street – if it were to become private property, why fill in the tunnel? There are conversations to be had there.

Answer: We'll see what we have for the next presentation. WSDOT has not started design of decommissioning, they are weighing options.

- **Action Item: Present Battery Street Tunnel decommissioning plans at a future meeting.**

Matt Curry: I just wanted to reemphasize the expedition of opening up north surface streets. It would be helpful to have a presentation that provides clarity on that.

Answer: We can share more information about the north surface streets and the timing of that work.

- **Action Item: Present North Surface Street Connections design at a future meeting.**

Agenda Item #6 – Action items and adjourn

Brian wrapped up the meeting. Taylor agreed to send the action items and summary to the stakeholders.

- Request from Warren Aakervik: Will the “little h” ramps at East Marginal Way be opened when the viaduct is closed to make the roadway connections to the new tunnel?
 - *The northern part of the little h structure (Alaskan Way) will be open to traffic when traffic moves into the new SR 99 tunnel. Prior to that, the contractor will need to build the South Dearborn Street connection and the Alaskan Way surface street north of South Dearborn Street.*
 - *Crews will pave South Atlantic Street in the permanent configuration after traffic moves into the new SR 99 tunnel, and while the temporary southbound SR 99 off-ramp to South Atlantic Street is closed.*
 - *These areas are highlighted in orange and called out by the orange arrow on the attached images.*
- Request from Kyle Ducey: Can WSDOT present information about the design and timeline of the north surface streets?
 - *Harrison Street will open west of SR 99, between Aurora Avenue North and Sixth Avenue North, in early 2017.*
 - *The full Harrison Street intersection across Aurora Avenue North will open to traffic with the opening of the new SR 99 tunnel.*
 - *The North Surface Street Project will connect John and Thomas Street over Aurora Avenue North.*
 - *WSDOT will provide additional updates at a future meeting.*
- Request from Tom Graff: Could the intersection of Dexter and Mercer be looked into for safety concerns?
 - *SDOT to follow up.*

- Request from Pete Spalding: Could the dip on northbound SR 99 near South Atlantic Street be fixed?
 - *WSDOT is in the process of developing a repair for the dip which is currently scheduled to be implemented in early January. Crews will continue to monitor the area to ensure that conditions remain safe for travel.*
- Request from Pete Spalding: Could the graffiti in the Battery Street Tunnel be cleaned off more frequently?
 - *People can contact the SPU Graffiti Rangers hotline at (206) 684-7587 or fill out a report on-line. Graffiti on private property generally requires a ten-day notice period to the private property owner before the City will intervene, but graffiti in the public right-of-way usually gets cleaned up more quickly.*
- Request from Stephen DeForest: Requesting information that outlines the tolling process.
 - *Investment grade traffic and revenue analysis completed by WSDOT Toll Division in 2017 – 2018, and WSDOT will request bond authorization from the Legislature in 2017.*
 - *The Washington State Transportation Commission will determine the appropriate timing for the rate-setting process. Tolls would be implemented when the SR 99 tunnel opens to drivers.*
 - *The state tolling authority is the Washington State Transportation Commission. Information about toll rate setting and statewide toll policy can be found on their website at <http://www.wstc.wa.gov/HighwayTolling/>*
- Request from Linda Anderson: Follow up on Bell Street intersection design with regards to pedestrian and vehicle safety.
 - *SDOT to follow up.*
- Request from Linda Anderson: Could SDOT open a bus-only lane on Second Avenue between Virginia and Bell streets?
 - *SDOT to check in with transit group and follow up.*
- Request from Warren Aakervik: Will WB-67 trucks be able to track in the 11-foot lanes of the new Alaskan Way?
 - *SDOT has confirmed that the 11-foot lanes on future Alaskan Way are designed to accommodate WB-67 trucks.*
- Request from Matt Curry: Could WSDOT present Battery Street Tunnel decommissioning plans at a future meeting?
 - *WSDOT will provide an update at a meeting in 2017.*

Meeting adjourned at 6:15 p.m.