

Alaskan Way Viaduct Replacement Program

Stakeholder Group – Dec. 12, 2013

Meeting Summary

Stakeholder Group Attendees

- Tim Hillis, Charlie's Produce
- Linda Anderson, Amalgamated Transit Union
- Glenn Avery, Queen Anne Community Council
- Alan Cornell, Nitze-Stagen
- Matt Curry, South Lake Union Chamber of Commerce
- Stephen DeForest, Magnolia Community Club
- Jan Drago, Alliance for Pioneer Square
- Robert Nellams, Seattle Center
- Vlad Oustimovitch, West Seattle
- Susan Ranf, Seattle Mariners
- Vince O'Halloran, Puget Sound Ports Council and Sailors Union of the Pacific

Stakeholder Group Members Not in Attendance

- Rachel Ben-Shmuel, Vulcan
- Tom Graff, Belltown Business Association
- Herald Ugles, International Longshore and Warehouse Union/ Pacific Maritime Association
- Ron Hildebrandt, Trident Seafoods at Interbay
- John Odland, MacMillan-Piper
- Marty Oppenheimer, South Park
- Warren Aakervik, Ballard Oil
- Michael Beranbaum, Joint Council of Teamsters No. 28
- Kris Breton, Compass Housing Alliance
- Barb Chamberlain, Bicycle Alliance of Washington
- Howard Cohen, Seattle Hotel Association
- John Coney, Uptown Alliance
- Jason Handaly, Sound Produce
- John Huey, American West Bank and Duwamish Transportation Management Association
- Ron Kieswether, Oak Harbor Freight Lines
- Adam Link, CenturyLink Field and Event Center
- Jeff Aken, Cascade Bicycle Club
- Bree Moore, Bill & Melinda Gates Foundation
- Lee Newgent, Seattle Building & Construction Trades Council
- Robbie Phillips, South Lake Union Community Council
- Lisa Quinn, Feet First
- Ed Shilley, Nucor Steel
- Pete Spalding, Delridge
- Eugene Wasserman, North Seattle Industrial Association
- Elaine Wine, Ballard

Agencies and Staff in Attendance

- Matt Preedy, Washington State Department of Transportation (WSDOT)
- Mike Merritt, Port of Seattle
- Bob Chandler, Seattle Department of Transportation (SDOT)
- Eric Tweit, SDOT
- Candida Lorenzana, King County Metro (Metro)
- Jonathan Layzer, SDOT
- Amir Rasaie, WSDOT
- Andrew Glass Hastings, Metro

Agenda Item #1 – Welcome and General Updates

Bob Chandler, SDOT Assistant Director of Strategic Projects, welcomed everyone to the meeting and introduced himself. He gave updates on the work of the SR 99 Advisory Committee on Tolling and Traffic Management (ACTT). He reviewed traffic and revenue results from the committee's seventh toll scenario and shared the group's next steps.

Matt Preedy, Alaskan Way Viaduct Replacement Program Deputy Program Administrator, gave a brief update on parking mitigation. He discussed the holiday campaign, which produced messaging alerting the public about the abundance of downtown parking.

Agenda Item #2 – Alaskan Way Viaduct Replacement Program (AWV)

Matt Preedy gave an update on the tunneling machine obstruction and tunneling progress. He noted that although tunneling had temporarily stopped due to the obstruction, the machine has generally been operating well and has exceeded expectations. He explained that mining was completed through South Jackson Street but the machine started meeting increasing resistance last week. As a precaution, the machine was stopped, due to concern that continuing to mine may damage the machine. A plan regarding next steps will be finalized by the end of the week. Once the cause of the obstruction is confirmed, an accurate timeline of events will be determined. He assured the group that the program will share more information with the public as soon as it is known.

Matt Preedy presented an update on Disadvantaged Business Enterprise (DBE) work being done on the project. He explained that a recent Federal Highway Administration (FHWA) report found the Seattle Tunnel Partners (STP) deficient in meeting their DBE goals. It was also found that the state was providing insufficient oversight STP's DBE efforts. WSDOT takes this report seriously and the agency is identifying specific statewide operations that can be improved and can create satisfying results for all parties involved.

Matt Preedy gave a brief update on tunneling progress to date. The tunneling machine has mined over 1,000 feet and is currently between South Jackson Street and South Main Street. He noted that 47 tunnel liner rings have been installed to date and that tunneling was going well up until the tunneling machine encountered an obstruction. He updated the group on reconfiguration of the launch pit. He explained that planned reconfiguration couldn't be performed while mining was occurring. Therefore, the time that the machine is not moving presents an opportunity to make certain scheduled changes ahead of time. These reconfigurations should result in a shorter stop for the tunneling machine at safe haven three. Matt also presented updates regarding building interior structures inside the tunnel, the temporary winter closure

of the viaduct targeted to occur in February 2014 and discussion of how to keep traffic moving during the temporary viaduct closure.

Matt Preedy noted that the viaduct closure may overlap with Metro service changes in February 2014, which could cause confusion for transit users. He continued to discuss how Bertha's progress will be tracked. He explained the AWW program is aiming to give an update approximately once a week announcing Bertha's location, but is not planning to give a daily update. Matt also noted that the south portal cut-and-cover progress is going well. The South Atlantic Street Overpass dropped its falsework a couple of weeks prior and the overpass is targeted for completion by the end of 2013.

Matt Preedy continued his update with an overview of construction at the north end of the project, including receiving pit work, operations building construction, north access and roadway connections. North end construction is making good progress.

Vince O'Halloran: Will there be any contingency efforts to maintain the viaduct in full operational status up until the tunnel is open to the public? Will the viaduct be closed before the tunnel is complete if tunnel opening is delayed due to the obstruction?

Answer: Yes, there is a contingency schedule built in. We intend to keep the viaduct open until the tunnel is completed. Currently, the viaduct is safe for everyday traffic use; our main concern is for future disturbances that could damage the viaduct beyond repair. We will continue to monitor the viaduct while it remains open.

Susan Ranf: If the winter viaduct closure overlaps with upcoming I-5 closures, which closure will get priority during those dates?

Answer: Neither gets priority; it is a decision that must be made closer to the time when final dates are determined. We are in communication with the appropriate WSDOT teams.

Linda Anderson: How far south does the freight-only turn lane to Colorado Avenue South extend?

Answer: The freight-only turn lane on Alaskan Way South begins at South Massachusetts Street. The east half of Colorado Avenue South and the west side of Marginal Way will be general purpose lanes.

Vince O'Halloran: Will non-freight traffic be allowed to enter East Marginal Way South at Spokane Street?

Answer: Yes, there will be no change there.

Susan Ranf: If a driver accidentally enters the Seattle International Gateway (SIG) yard how would they get out?

Answer: We do not have a sure answer. There should be an opportunity at South Massachusetts Street to avoid the rail yard.

Vince O'Halloran: Will traffic travelling northbound on Marginal Way from South Spokane Street block the gates to Terminal 46 or congest freight traffic? Is traffic expected to increase up to First Avenue?

Answer: There will be no traffic movement changes at First Avenue.

Vince O'Halloran: I'm concerned there will be changes at South Spokane Street that will cause civilian back-up.

Answer: There is no reason for concern. The changes at the south end of the project should bring less congestion because freight will be able to move faster and traffic will be able to bypass the busy railroad tracks .

Susan Ranf: Is there a dedicated left-hand turn lane into Terminal 46?

Answer: Yes, there will be no change to that lane. There will also most likely be uniformed officers to assist traffic on the first few days after opening.

Agenda Item #3 – King County Metro Service Change Update

Candida Lorenzana, King County Metro Transportation Planner, presented an update on upcoming King County Metro service changes. She noted that there will be service reductions in June 2014. Transit ridership is at an all-time high with 115 million riders annually, but there will be cuts in service hours and routes due to anticipated funding decreases.

Agenda Item #4 – Elliott Bay Seawall Project and Waterfront Seattle Status Update

Jonathan Layzer, SDOT Major Projects Division Director, gave a status update on behalf of Angela Brady on the Elliott Bay Seawall and Waterfront Seattle projects. He noted that the Waterfront Seattle environmental scoping period is now complete and the Environmental Impact Statement (EIS) is scheduled for publication in spring 2014. Waterfront Seattle also plans to have a public meeting in March 2014. Jonathan explained that the Seawall Project hit a recent milestone with the completion of permit acquisition for the project. He also discussed the upcoming launch of construction, temporary roadway extensions to Pine Street, temporary roadway configurations and construction outreach being done. He noted that work on the project will increase dramatically in fall of 2014.

Agenda Item #5 – Mercer Corridor Program

Eric Tweit, SDOT Project Manager, presented an update on current and upcoming construction work for the Mercer Corridor Program. He mentioned that each phase has reached substantial completion and west phase is under construction now. Early 2014 trolley line work will continue on Fifth Avenue North and First and Queen Anne Avenue. He explained they are planning to open Mercer and Roy streets to traffic in both directions in May 2014. He noted that with frequent closures related to the project they will continue working with the public to provide notifications as well as long-term alternatives while changes are being made to the corridor.

Vince O'Halloran: What changes will happen at Dexter and Mercer? Where will Dexter be closed?

Answer: The intersection will be reconstructed. The intersection is currently located on a bridge that will need to be demolished, and there are utilities that will need to be replaced closer to the surface. Dexter will be realigned and shifted temporarily. It will be temporarily reduced to one lane in both directions.

Robert Nellams: When in 2014 will the sidewalks on Mercer Street at Dexter Avenue North be complete?

Answer: There is no set completion date. Sidewalks are open on the south side of Mercer Street now. We are hoping to complete sidewalk work by the end of 2013 and open in January or February of 2014.

Robert Nellams: Broad Street is closing during the summer. Will Mercer West add closures in addition to that closure?

Answer: There will most likely be closures and traffic shifts during the summer. It is too soon to tell.

Agenda Item #6 – WSDOT 2014 Regional Construction Update (first quarter)

Amir Rasaie, WSDOT Assistant Regional Administrator, briefly updated the group on WSDOT 2014 Regional Construction. He gave general updates about projects including the SR 99 Spokane Street Overcrossing Project, Seattle special bridge repair work on I-5 and the SR 520 Bridge Replacement and HOV Project. He explained that the Seattle special bridge repair work on I-5 will take advantage of the extended Martin Luther King Jr. weekend and President's Day weekend to complete work.

Agenda Item #7 – Stakeholder group feedback

Bob Chandler opened the meeting to stakeholder feedback.

Susan Ranf: There has been customer feedback at the stadium that people don't feel they have enough current information regarding the SR 99 project. We're working with Kerston Swartz and Becky _____ on options to increase awareness. We would also like a solution for getting information out to the public who live outside of the Seattle area and travel to the stadium. 60% of people coming to the ballpark are from outside King County. My last concern is regarding weekend closures in January.

Answer: We are open to ideas on how to help. The Mercier Corridor Program sends email updates that could be forwarded to you. With regard to January weekend closures, the Mercer Corridor Project has none scheduled and the Alaskan Way Viaduct Replacement Program is trying to avoid closures or traffic switches during playoff games.

Vlad Oustimovitch: People from West Seattle are very stressed due to transportation issues.

Stephen DeForest: I appreciate the efforts being made by agency members to keep stakeholders and the public informed. I am also concerned about how out-of-town visitors are going to plan for driving here with road changes and closures.

Answer: We will consider this as we move forward.

Linda Anderson: Great presentation. I am looking forward to more information on the Seawall project.

Vince O'Halloran: Great presentation. I appreciate the agency members coming together to meet.

Matt Curry: At the last meeting we discussed the North Surface Street Connections. I understood that this was a WSDOT project and it was at less than 50% design at that time. Has there been any progress made on that? I also have interest in the Battery Street surface street. This street has impacts for downtown Seattle in the South Lake Union area. There is concern regarding a large development being built on Lenora Street which will bring 7,000 people or more to the downtown area. There will also be an additional three buildings developed in South Lake Union over the next two years which will account for another 6-7,000 people.

Answer: We can bring back more information on planned surface street improvements to Battery Street after the tunnel's decommissioning once we know more. We are currently approaching the projected employment and growth numbers expected in 2030. The quickly increasing number of Seattle employees and residents is also a concern of ours.

Robert Nellams: Thank you for coming out to speak with us. We are feeling under siege with the amount of construction work that is occurring right now. We're trying hard to work with the construction and project teams. We do a lot of communication on a weekly basis and sometimes that is not enough time to get the word out to patrons. If we could have more advance notice to give to the public that would be helpful.

Answer: This will be taken into consideration.

Tim Hillis: When is the final date for 520 completion?

Answer: For portions of the project that are funded the anticipated completion date is 2016.

Tim Hillis: Is the Seattle Waterfront trolley part of the current design?

Answer: We are approaching the point where the trolley design will be included; it will most likely be included sometime in 2014.

Tim Hillis: Will there be commercial uses in the tunnel?

Answer: Nothing hazardous will be allowed in the tunnel.

Tim Hillis: Has a final design been developed for the waterfront?

Answer: There will be more information on this at the next meeting. Lane configuration is a concern south of Yesler Street, with the decision to maintain two general purpose lanes in both directions, and south of Columbia Street, with a dedicated transit lane.

Bob Chandler: I will be retiring next year.

Agenda Item #8 – Action Items and Adjourn

Bob Chandler wrapped up the meeting. The presentation will be available on the program website and the meeting summary will be emailed to the working group members.

There were no action items.