

**Alaskan Way Viaduct Replacement Program**  
**Stakeholder Group**  
**Sept. 11, 2014**  
**4 – 6 p.m.**  
**Safeco Field, Ellis Pavilion**

	<b>Time</b>	<b>Topic</b>	<b>Presenter</b>
1.	4 to 4:15 p.m.	Welcome and general updates <ul style="list-style-type: none"> <li>• Parking Mitigation Stakeholder Group</li> <li>• Waterfront Seattle status update</li> </ul>	Matt Preedy, AWW Deputy Program Administrator, WSDOT  Jonathan Layzer, Interim Assistant Director of Strategic Projects, SDOT  Jared Smith, Program Director, Office of the Waterfront
2.	4:15 to 4:55 p.m.	Alaskan Way Viaduct Replacement Program <ul style="list-style-type: none"> <li>• South and north portal construction</li> <li>• Access pit and repair plan update</li> </ul>	Matt Preedy
3.	4:55 to 5:25 p.m.	Elliott Bay Seawall Project <ul style="list-style-type: none"> <li>• Changes to work zones near Colman Dock</li> </ul>	Jonathan Layzer
4.	5:25 to 5:40 p.m.	Mercer Corridor Program	Eric Tweit, Project Manager, SDOT
5.	5:40 to 5:55 p.m.	Stakeholder group feedback	Matt Preedy
6.	5:55 to 6 p.m.	Action items and adjourn	Matt Preedy

### Action items from June 2014 meeting

- ✓ Will you be restriping SR 99 north of the Battery Street Tunnel? It is difficult to see the center stripe. *(The northbound lanes were restriped on June 21 by WSDOT. Southbound lanes were restriped on July 7 by WSDOT. New lanes were paved during the four-day SR 99 closure and new striping was added then as well.)*
- ✓ The lanes of SR 99 north of the Battery Street Tunnel are too narrow. Buses are then taking up two lanes instead of one, which backs up traffic. *(There are still curves in the lanes in this area but crews tried to make them less abrupt during the four-day closure of SR 99, which began August 22, 2014.)*
- ✓ There is limited visibility and a short merge lane at the northbound on-ramp to SR 99 from South Atlantic Street. This is causing major back-ups onto surface streets. *(The new construction bypass configuration opened on June 9 and has a longer merge lane that should make it easier to merge in this area.)*
- ✓ Can you improve the signal timing at First Avenue South and Edgar Martinez Drive South? There are long back-ups for westbound traffic at this intersection. *(The intersection is "saturated" with high volumes east-west and north-south, so modifying signal timing would not yield an improvement. SDOT is operating the intersection to maximize throughput and minimize delay for all directions.)*
- ✓ There is a lack of bus stops on Dexter Avenue North between Denny and Valley streets. Will there be any stops added to replace those that were closed due to construction? *(There is currently a northbound bus stop near Harrison Street. Metro relocated a southbound bus stop near Thomas Street.)*

### Remaining action items from March 2014 meeting

- ✓ Follow up on horse-drawn carriages using the temporary road beneath the viaduct. *(SDOT does have the legal authority to regulate horse-drawn carriages. SDOT has not adopted any specific regulations regarding the routes of horse-drawn carriages, although street use permits have been issued to allow the location of "staging areas" for carriages on downtown streets during the holiday season. Other conditions on the street use permits have included avoiding certain street right-of-ways during the holiday parade and the tree-lighting ceremony and not moving on certain streets during peak-hour traffic.*

*We have been observing their operations and have not seen many problems. In general, the horse-drawn carriages seem to be staying in the lower-speed areas. We will continue to monitor the situation to see if we need to take any actions.)*

- ✓ Provide an update on the current north surface street design. It would give the stakeholders the opportunity to provide input on the design. *(WSDOT has scheduled a separate meeting for Oct. 15 with a smaller group of stakeholders to go through the north surface street plans.)*