

The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

South Portal Considerations

May 6, 2009

EXHIBIT C

Central Waterfront



South Portal Goals

- Keep people and goods moving safely on SR 99.
- Maintain freight access to and from the port and the manufacturing industrial center.
- Provide access to/from SR 99 in all directions.
- Maintain efficient operations on the arterial street network.
- Enhance and/or maintain transit service in and through the SR 99 corridor.
- Improve bike and pedestrian connections to and through the area.
- Improve the urban character of the portal area.
- Maintain access to the ferry terminal.
- Open bored tunnel to traffic by the end of 2015.
- Complete improvements within the established budget.
- Minimize construction impacts.

South Portal Objectives

Keep people and goods moving safely on SR 99.

- Improve safety and operations by minimizing weaving conflicts.
- Provide adequate acceleration and deceleration length.

Maintain freight access to and from the port.

- Build the Holgate to King Street replacement
- Design intersections to accommodate truck movements.
- Maintain efficient traffic operations on the SR 519 / Atlantic Street connection to East Marginal Way.

South Portal Objectives

Provide access to/from SR 99 in all directions.

- Provide direct connection between SR 99 (to the south) and Alaskan Way.
- Provide adequate capacity for traffic headed toward downtown, Northwest Seattle and the ferry terminal.
- Include new street connections to distribute traffic between Alaskan Way and First Avenue S.
- Provide connections to and from the bored tunnel.
- Provide logical routes to regional facilities, such as SR 519 and I-90.

South Portal Objectives

Maintain efficient operations on the arterial street network.

- Distribute bored tunnel traffic to multiple streets to maintain efficient operations on First Avenue.
- Move ramp traffic off of First Avenue and onto a new street connecting to Atlantic to ease congestion.
- Create new east-west streets west of First Avenue.

Enhance and/or maintain transit service in and through the SR 99 corridor.

- Provide fast and reliable transit access to and from downtown Seattle.
- Improve transit reliability through measures such as signal priority, queue jumps and transit lanes.
- Maintain access to bus stops.
- Maintain speed and reliability of routes on parallel streets.

South Portal Objectives

Improve bike and pedestrian connections to and through the area.

- Incorporate the Elliott Bay Trail into design.
- Connect the Mountains to Sound Greenway Trail to the Elliott Bay Trail.

Improve the urban character of the portal area.

- Establish a new street grid to help connect Pioneer Square to the stadium area.
- Improve the pedestrian experience along First Avenue S.
- Use land efficiently and create viable remainders that can contribute to the City's land use vision for this area.

South Portal Objectives

Maintain access to the ferry terminal.

- Provide an easy-to-navigate and efficient access route to Colman Dock from the south.
- Design Alaskan Way to accommodate ferry traffic and traffic destined for downtown and northwest Seattle.

Open the bored tunnel to traffic in 2015.

- Engage the contracting community early.
- Coordinate the timing of the north portal, south portal and boring with other related projects.
- Utilize environmental work previously completed.

South Portal Objectives

Complete improvements within the established budget.

- Ensure design and construction estimates are in line with overall project budget.
- Minimize right of way acquisitions.

Minimize construction impacts.

- Keep SR 99 in operation during construction.
- Maintain access to downtown.
- Maintain access to properties.
- Maintain pedestrian and bicycle connections.
- Minimize disruptions to utilities.

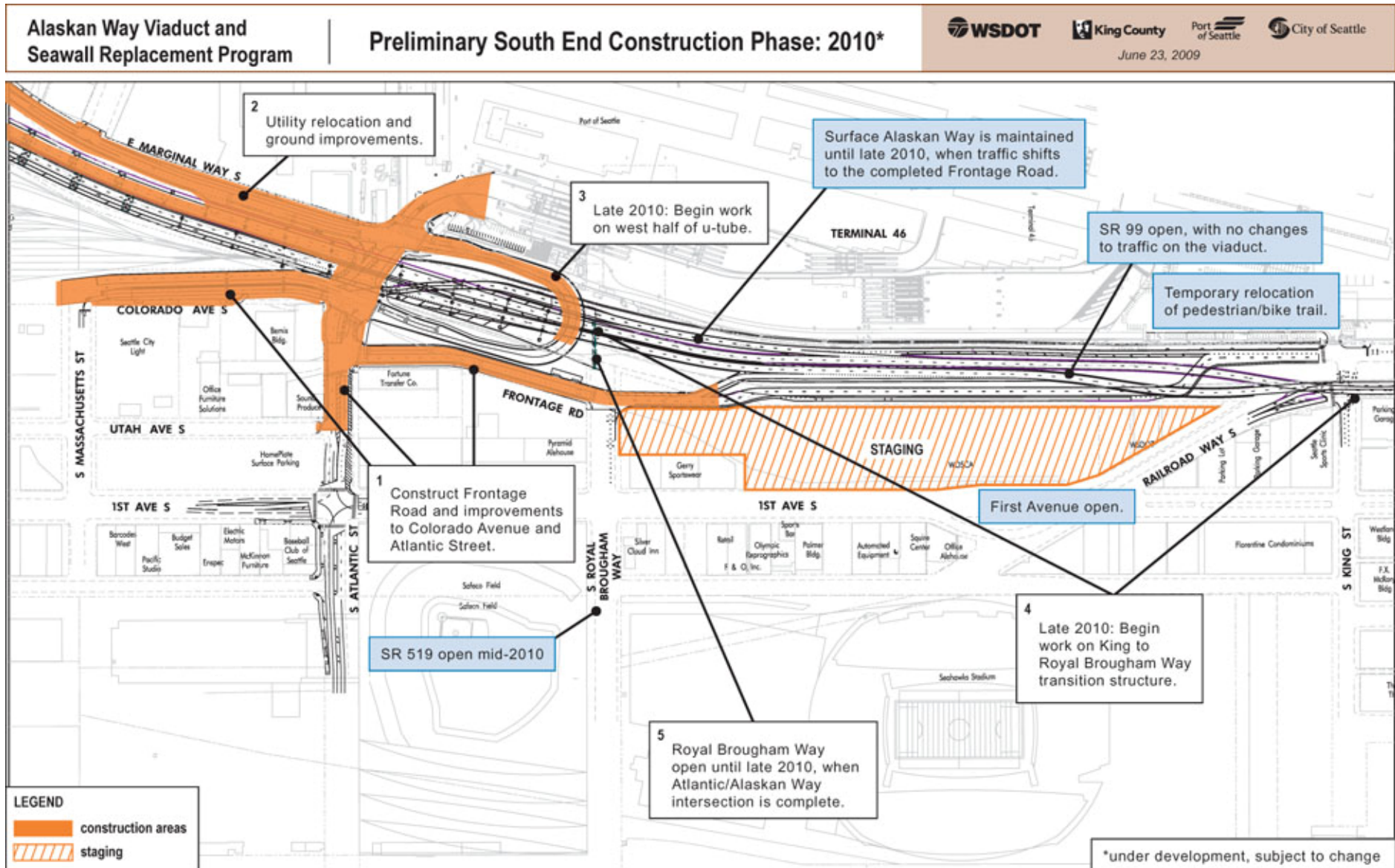
Moving Forward Projects

S. Holgate to S. King St. Viaduct Replacement



- Replaces almost half of existing viaduct.
- Improves public safety, access and traffic mobility.
- Keeps traffic moving on existing viaduct during tunnel construction.
- Connects to bored tunnel and city street grid when tunnel is complete in 2015.

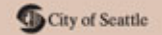
Preliminary Construction Phasing - 2010



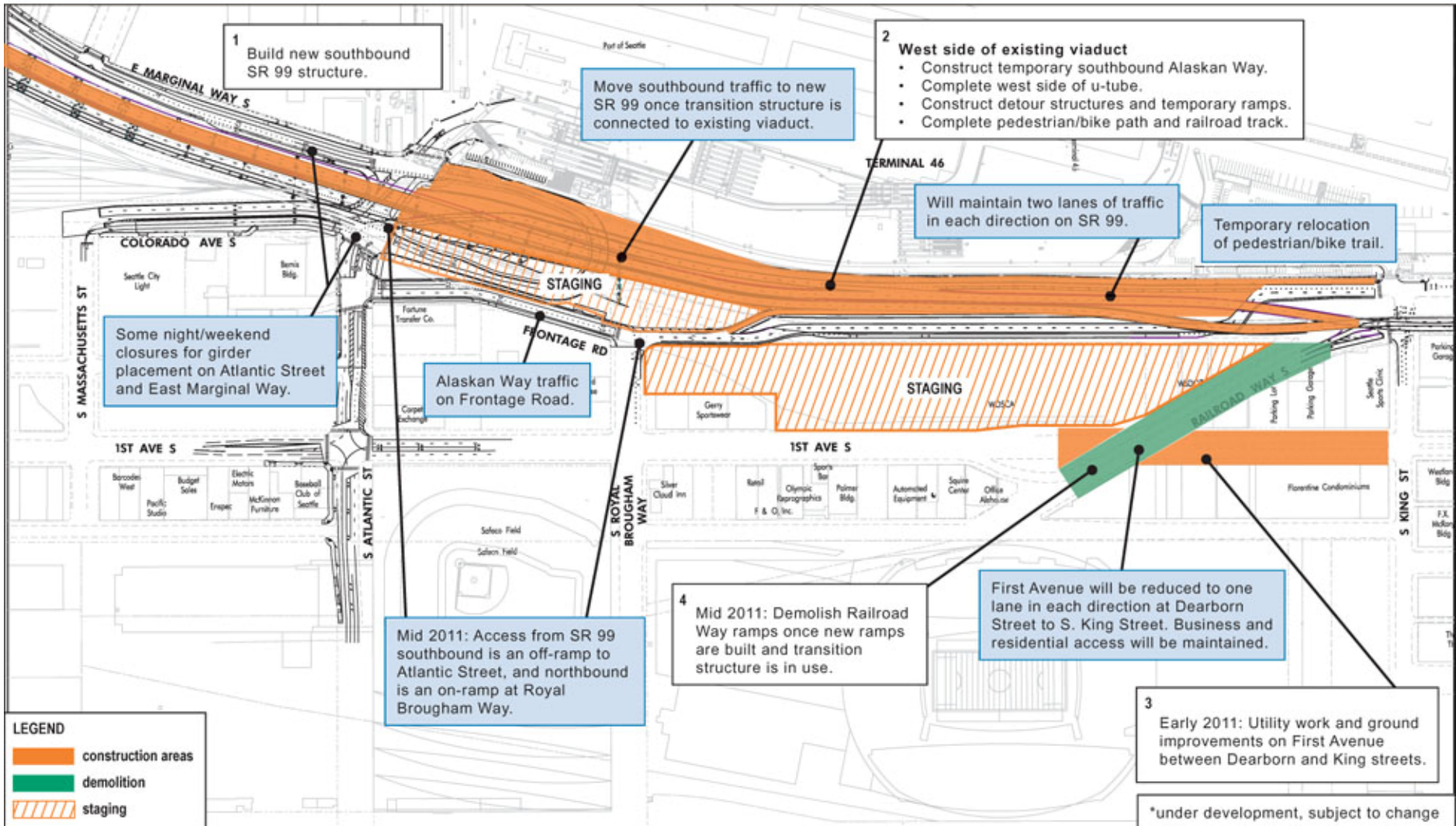
Preliminary Construction Phasing - 2011

Alaskan Way Viaduct and Seawall Replacement Program

Preliminary South End Construction Phase: 2011*



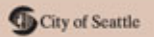
June 23, 2009



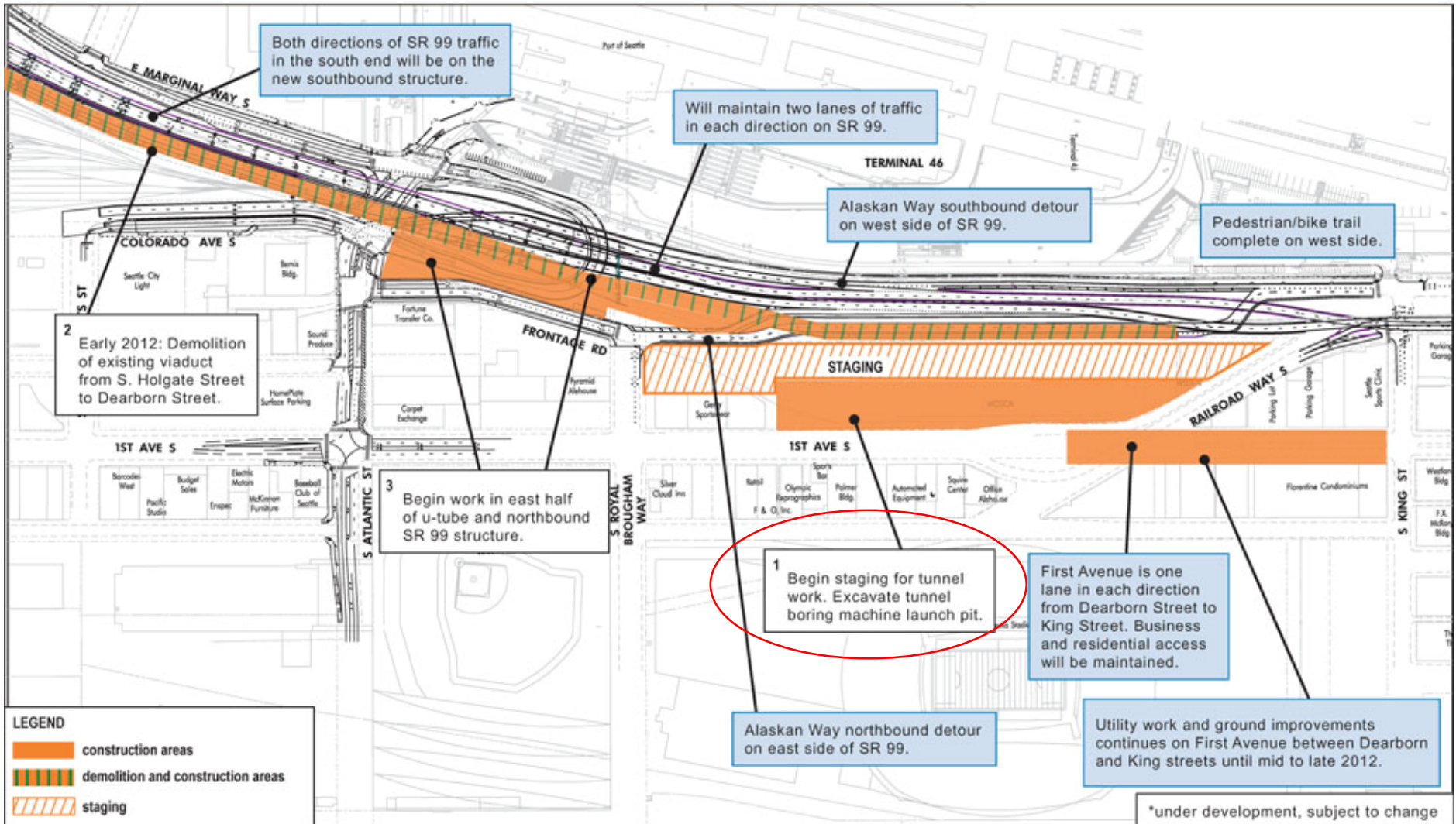
Preliminary Construction Phasing - 2012

Alaskan Way Viaduct and Seawall Replacement Program

Preliminary South End Construction Phase: 2012*



June 23, 2009



*under development, subject to change

Preliminary Construction Phasing - 2013

Alaskan Way Viaduct and
Seawall Replacement Program

Preliminary South End Construction Phase: 2013*

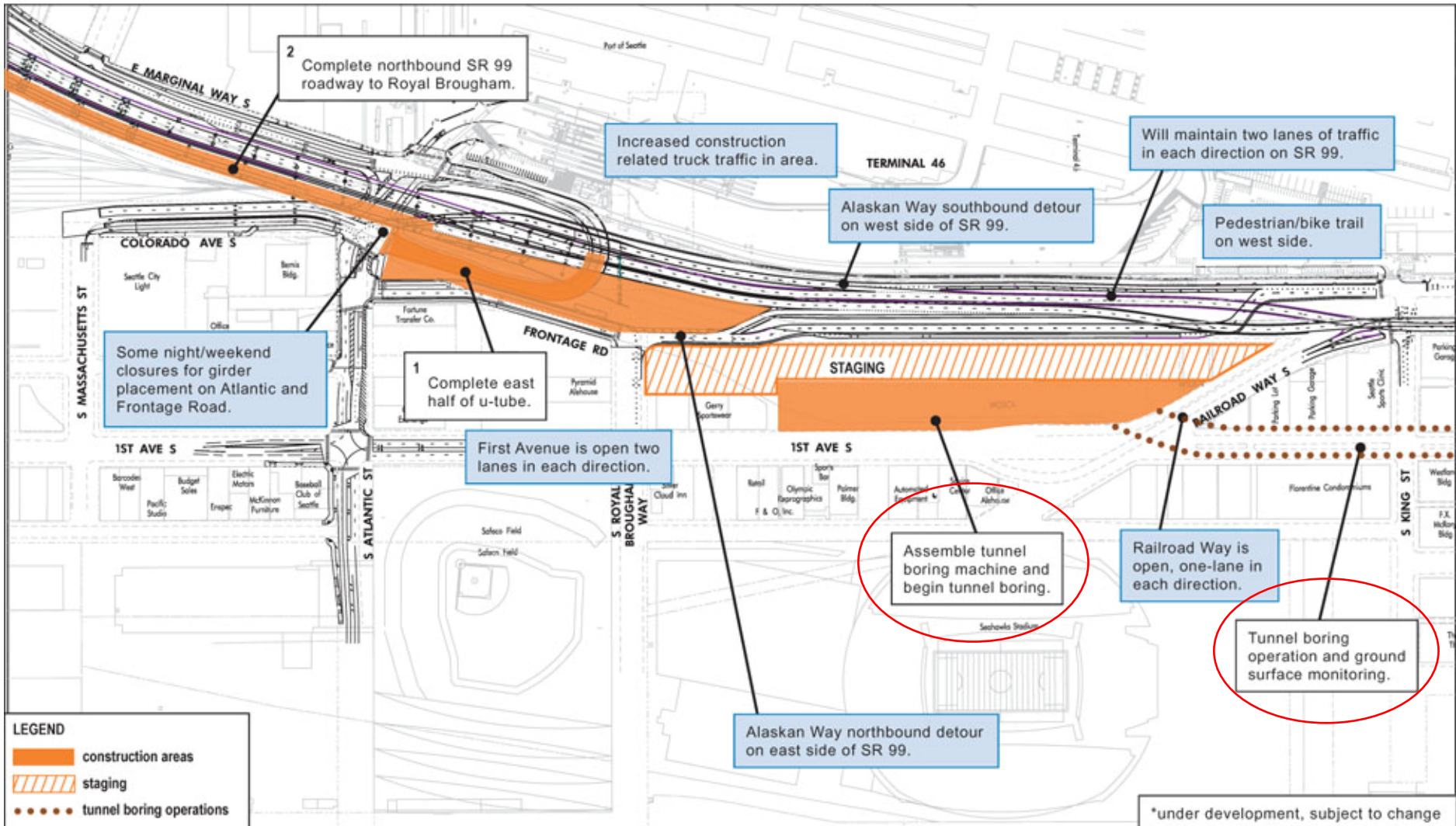
WSDOT

King County

Port of Seattle

City of Seattle

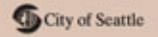
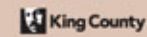
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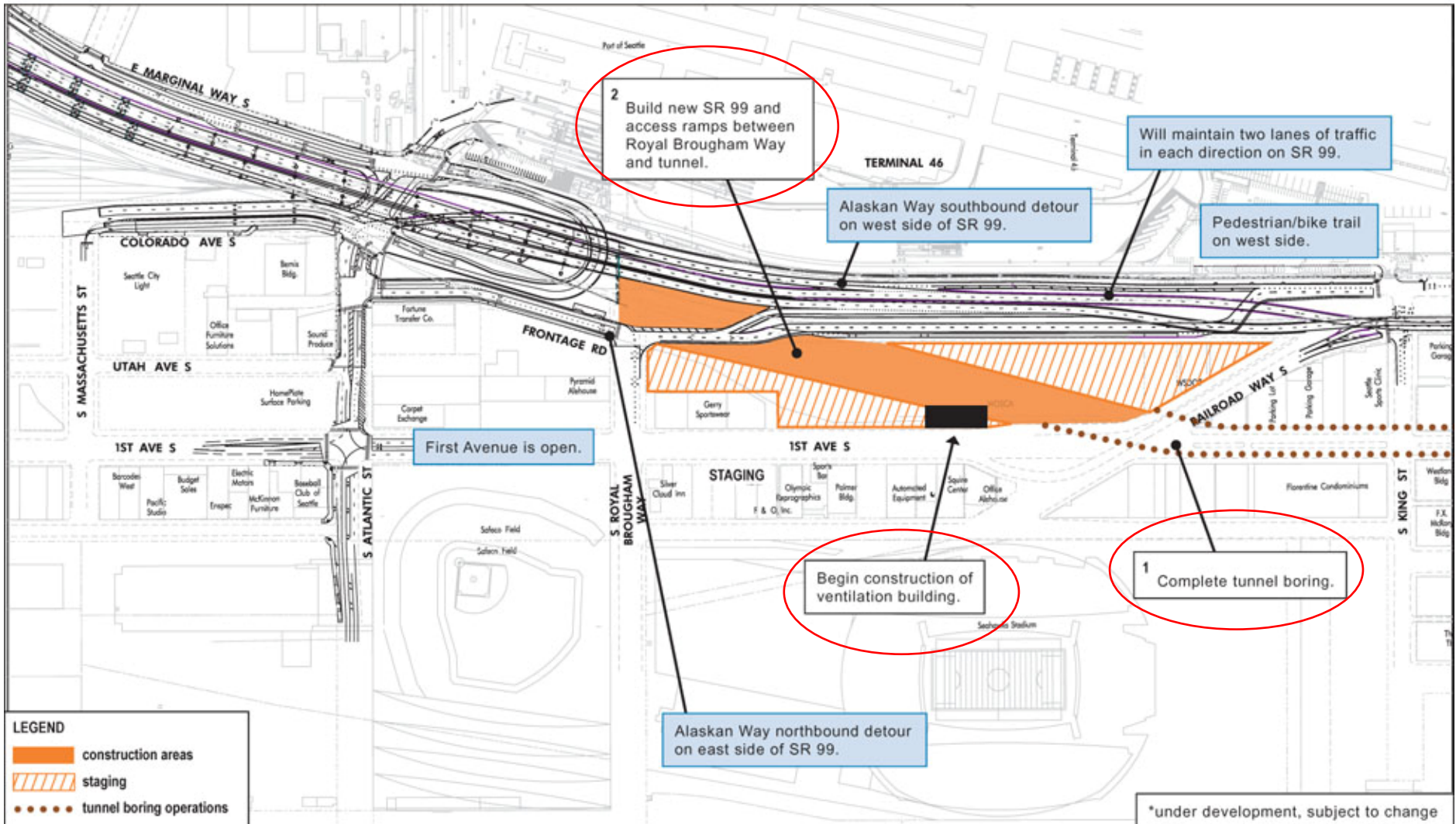
Preliminary Construction Phasing - 2014

Alaskan Way Viaduct and
Seawall Replacement Program

Preliminary South End Construction Phase: 2014*



June 23, 2009



Preliminary Construction Phasing - 2015

Alaskan Way Viaduct and
Seawall Replacement Program

Preliminary South End Construction Phase: 2015*

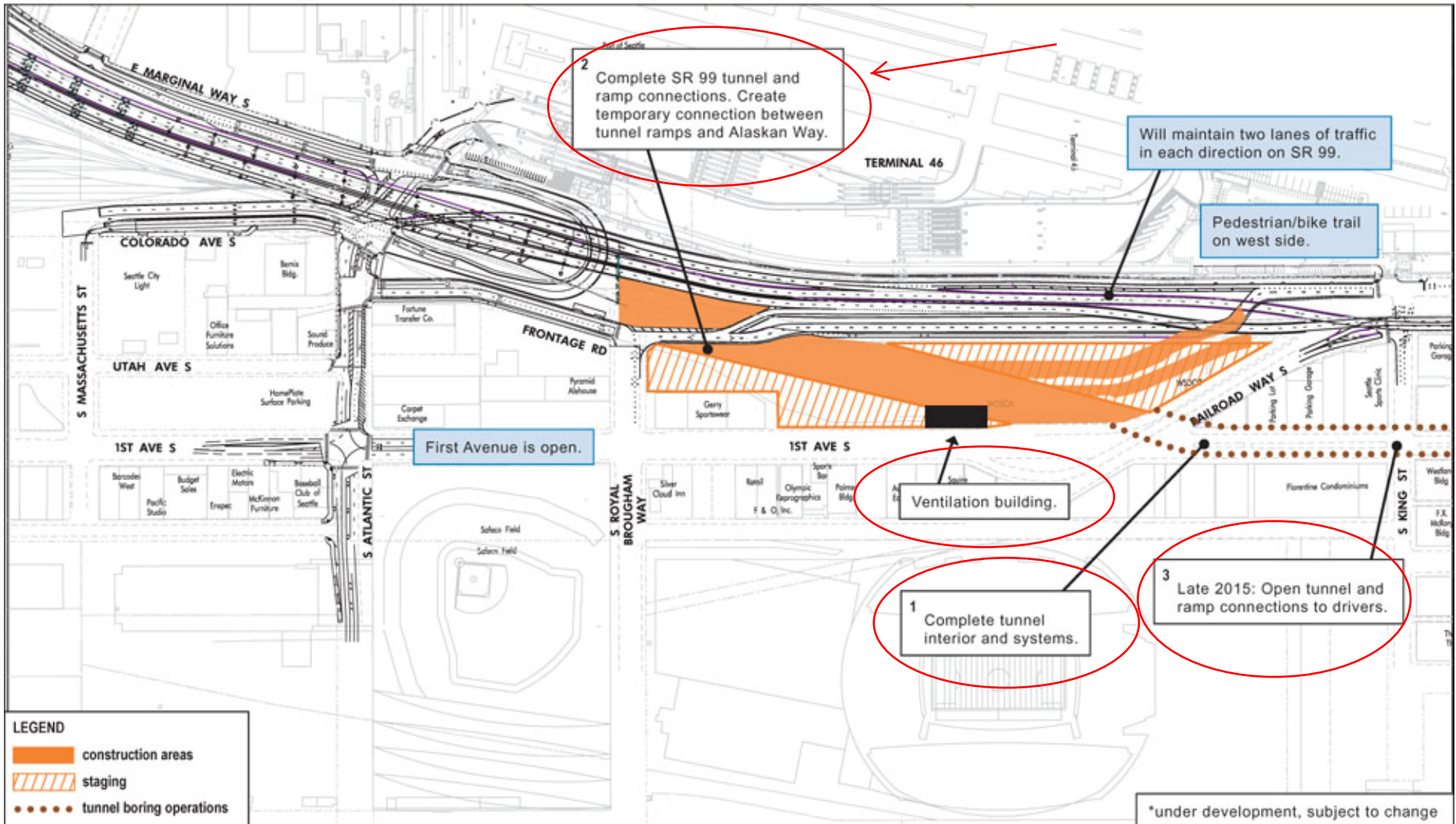
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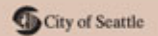
June 23, 2009



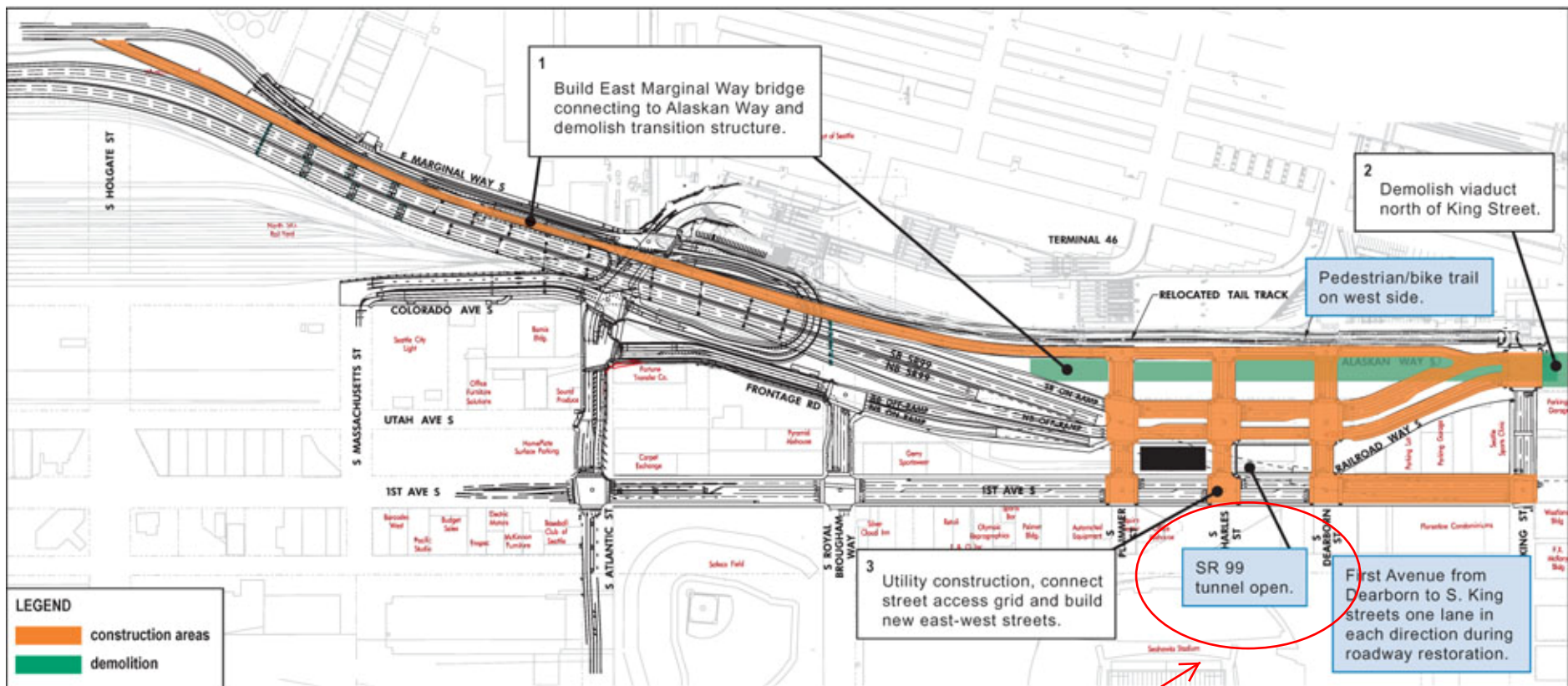
Preliminary Construction Phasing – 2016-2017

Alaskan Way Viaduct and
Seawall Replacement Program

Preliminary South End Construction Phase: 2016-17*



June 23, 2009



*under development, subject to change

Alaskan Way Viaduct
South Portal Working Group – June 3, 2009
Meeting Summary

Working Group attendees

- Jerome Cohen, West Seattle Chamber of Commerce
- Jean-Paul Page (substitute for Barbara Cole), Frye Apartments
- John Huey, Viking Bank, Duwamish Transportation Management Association (TMA)
- Richard Huie (substitute for Joyce Pisanont), International District
- Don Newby, Burien
- John Odland, MacMillan-Piper
- Marty Oppenheimer, South Park
- Vlad Oustimovitch, West Seattle
- Lisa Quinn, Feet First
- Susan Ranf, Seattle Mariners
- Paul Schieck, Qwest Field
- Ed Shilley, Nucor Steel
- Herald Ugles, International Longshore and Warehouse Union
- Nick Wells, Pioneer Square Community Association
- Cynthia Welti, Mountains to Sound Greenway Trust

Working Group members not in attendance

- Bill Bloxom, Bloxom Company
- Al Hobart, Joint Council of Teamsters No. 28
- Ron Kieswether, Oak Harbor Freight Lines
- Mike Peringer, SODO Business Association
- Pete Spalding, Delridge
- Brent Stavig, Starbucks
- Bill Weise, Silver Cloud Inn

Agencies and staff in attendance

- Bob Chandler, Seattle Department of Transportation (SDOT)
- Mike Johnson, SDOT
- Mike Merritt, Port of Seattle
- Ron Paananen, Washington State Department of Transportation (WSDOT)
- Steve Pearce, SDOT
- Geri Poor, Port of Seattle
- Ron Posthuma, King County Department of Transportation (KCDOT)
- Bob Powers, SDOT
- John White, WSDOT

Agenda Item #1 – Welcome and Introductions

WSDOT Alaskan Way Viaduct and Seawall Replacement Program Administrator Ron Paananen welcomed everyone to the meeting. Based on feedback from the May 20 meeting, the project team looked at options for a local street connection between Alaskan Way and East Marginal Way. This local street connection is independent of the bored tunnel, which is an important

distinction in how agencies deliver projects. Part of the meeting agenda is dedicated to talking more about the S. Holgate Street to S. King Street Viaduct Replacement Project and some preliminary concepts for connections to East Marginal Way. More analysis needs to be completed, including looking at ways to reduce impacts to adjacent properties.

Agenda Item #2 – Overview of Other Working Groups

Steve Pearce, SDOT Project Manager, provided an update on the central waterfront working group. The group has met two times to discuss the design of the waterfront street and the seawall. The design process has not started for the public areas along the waterfront.

Bob Chandler, SDOT Alaskan Way Viaduct and Seawall Replacement Project Manager, provided an update on the north portal working group. He explained the preferred north portal design concept and where connections and access points would be located. Presentation materials and design concepts for the north and central waterfront working groups are available on the program Web site at www.wsdot.wa.gov/projects/viaduct/workinggroupmaterials.htm.

The program team presented two draft videos – one showing the design concept for the bored tunnel with the proposed north and south portals and one showing the design concept for the new waterfront surface street and its connections to Elliott Avenue and Western Avenue. The videos are still being finalized and will be available on the program Web site at a later date.

Working Group Members' Questions / Comments

Herald Ugles: Is a waterfront trolley in the design? Is the roadway in front of Pier 66 two or four lanes? Will the ferry dock have north and south access or will it be one direction?

Answer: Instead of a waterfront trolley, the bored tunnel decision prioritized investment on a First Avenue streetcar. There would be two lanes in front of the aquarium and four lanes near the cruise ship terminal. We haven't planned to that level of detail for the ferry dock.

Marty Oppenheimer: Is that a final decision to not have the waterfront trolley? It's a nice waterfront amenity, and there have been some objections from businesses on First Avenue.

Answer: The plan moving forward is to include the streetcar along First Avenue and not along the waterfront.

John Odland: Are there traffic studies showing volumes coming from northwest Seattle? What about specific numbers of vehicles coming down 15th Avenue W. and Elliott Avenue and either going up to Mercer Street or going down the waterfront? It would be good to have a view of the holistic movement of goods and people.

Answer: There was a truck analysis done last fall as part of our central waterfront scenario evaluation. Further analysis will be completed as part of the environmental process. We'll work on showing the big corridor picture. To provide some context, today there are 33,000 vehicles that get on and off SR 99 at Elliott and Western avenues.

Marty Oppenheimer: Won't you have to rebuild the two-lane curved road that connects Mercer Street to Elliott Avenue to accommodate the higher levels of traffic expected to use two-way Mercer Street?