

The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

South Portal Working Group

May 6, 2009

A Brief History

- Throughout 2008, WSDOT, King County Metro and SDOT worked with the Stakeholder Advisory Committee to review technical analysis and collect comments on scenarios under consideration.
- The group reviewed eight scenarios:
 - Demand management and low capital
 - Surface boulevard
 - Alaskan Way/Western Avenue couplet
 - Independent elevated
 - Integrated elevated
 - Bored tunnel
 - Cut-and-cover tunnel
 - Lidded trench

Letter of Agreement

On Jan. 13, 2009, Governor Gregoire, King County Executive Sims and Mayor Nickels signed a letter of agreement signifying their support of the bored tunnel hybrid alternative.



Governor Christine O. Gregoire
State of Washington



King County

Executive Ron Sims
King County



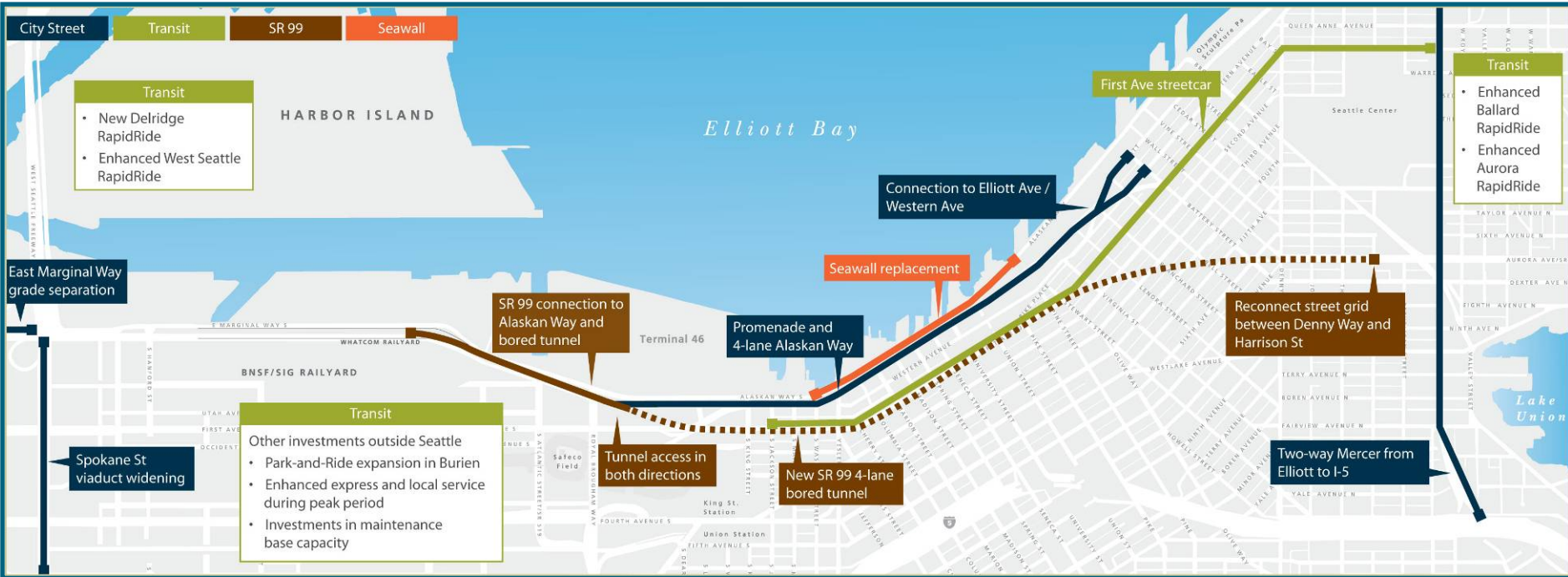
Mayor Gregory J. Nickels
City of Seattle

**A Letter of Agreement
Between the State of Washington, King County, and the City of Seattle**

January 13, 2009

**Consensus on the Recommended Alternative for Replacing the
Alaskan Way Viaduct & Seawall**

Alaskan Way Viaduct and Seawall Replacement Program



Early 2009 Activities

Since the announcement on January 13:

- Since the beginning of 2009, the program team held open houses, a site tour and briefed elected officials and community groups.
- A three-day tunnel contracting workshop was held including input from tunneling experts from around the world.
- We continue to evaluate and adjust the bored tunnel alignment.
- Environmental documentation is under review and development.

Legislative Update

The legislature passed ESSB 5768 in April 2009. The bill states:

- A bored tunnel will replace the Alaskan Way Viaduct.
- A single source of accountability should be established.
- State funding is not to exceed \$2.4 billion, an additional \$400 million could be raised through tolling.
- Any costs beyond \$2.8 billion must be paid by Seattle property owners who benefit from the bored tunnel.
- Provide updated cost estimates for bored tunnel and bored tunnel hybrid alternative to governor and legislature by Jan. 1, 2010.
- Complete a traffic and tolling revenue study and provide updates to the Washington State Transportation Commission.

**South Portal Working Group
Purpose and Operating Guidelines**

South Portal Working Group

- The purpose of the south portal working group sessions, is to provide feedback on:
 - Design, including access into and around the south entrance to SR 99.
 - Urban design qualities.
 - Construction.
 - Environmental review.

Upcoming Meetings

- May 20, 2009
4 to 6 p.m.
Sound Transit's Ruth Fisher Board Room at Union Station
- June 3, 2009
4 to 6 p.m.
Sound Transit's Ruth Fisher Board Room at Union Station
- Monthly meetings beginning in September.

Operating Guidelines

- We ask that members of the working groups:
 - Please attend all meetings.
 - Represent your constituency rather than personal opinions.
 - Remain open-minded.
 - Commit to support a process that is open, iterative, and transparent, but that will ultimately lead to decisions by the three agencies.
 - Work toward a solution that can be broadly supported.
 - Communicate and update your community regarding the work of the group.
 - Do not harm the process or participate in activities that damage the work of the group.
 - Represent only your views to others outside the group; do not speak on behalf of the group or agencies.

Meeting Ground Rules

- Adhere to agreed-upon meeting ground rules; respect facilitators' leadership.
- Everyone gets a chance to have their say.
- Openly share observations and views, but avoid personal attacks.
- Be respectful and keep an open mind regarding others' opinions and ideas.
- Share speaking time; only one person speaks at a time.
- Appreciate diverse viewpoints.
- Listen to other members when they are speaking.
- Engage in thoughtful discourse.

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2009 Activities and Milestones

Q1	Q2	Q3	Q4
Relocate electrical lines between S. Massachusetts Street and Railroad Way S.			
Replace the viaduct between S. Holgate and S. King streets			
Implement Moving Forward transit enhancements and other improvements			
Mercer Street construction from I-5 to Dexter Avenue			
S. Spokane Street Viaduct Project construction			
		Initiate bored tunnel contracting	
Environmental review and preliminary design			

Environmental Process

A Supplemental Draft Environmental Impact Statement will:

- Build on previous environmental analysis.
- Include an updated purpose and need statement that reflects guiding principles.
- Comply with National Environmental Policy Act and State Environmental Policy Act.
- Evaluate the bored tunnel and other program elements.



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Environmental Process

Alaskan Way Viaduct and Seawall Replacement Program Elements	SDEIS Project Level Analysis	SDEIS Program Level Analysis only
Bored tunnel and portals	X	
Viaduct removal	X	
Battery Street Tunnel	X	
Alaskan Way surface street		X
Transit		X
Mercer underpass and 6 th Avenue	X	
Other surface street improvements (including Mercer West)		X
Waterfront promenade		X
Seawall		X

Environmental Analysis

- Air quality
- Traffic
- Aquatic Resources
- Water Quality/Stormwater
- Economics
- Noise and vibration
- Historic/archaeological
- Land use
- Visual quality
- Construction effects



City of Seattle Environmental Process

Alaskan Way surface street and promenade

The City will lead waterfront planning, design and environmental review and will coordinate with WSDOT on operations to ensure efficient through movement.

Seawall repair or replacement

The City and Army Corps of Engineers will lead planning, design and environmental review.

Mercer West

The City will lead planning, design and environmental review for Mercer Improvements between Fifth and Elliott avenues.

Upcoming Environmental Activities

- Conduct field studies.
- Scoping meetings.
- Continue working group meetings.
- Publish Supplemental Draft EIS.



The Alaskan Way Viaduct & Seawall Replacement Program



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South Portal Considerations

May 6, 2009

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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.

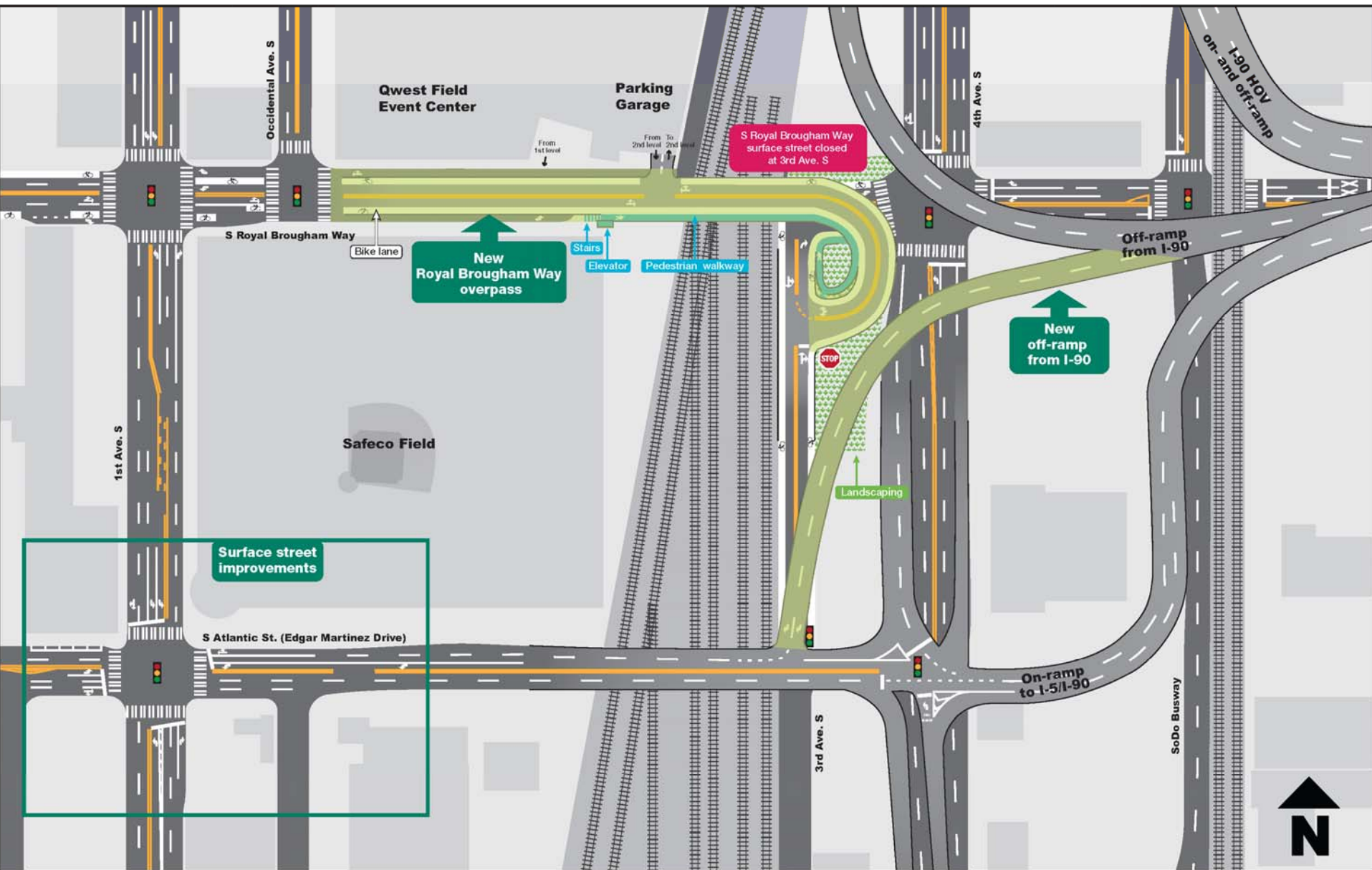
- Keep SR 99 in operation during construction.
- Maintain access to downtown.
- Maintain access to properties.
- Maintain pedestrian and bicycle connections.
- Minimize disruptions to utilities.

Transportation Projects in the Area

- SR 519
- East Marginal Way grade separation (Port of Seattle)
- S. Holgate to S. King Street
- Spokane Street Viaduct
- RapidRide
- Water taxi
- Colman Dock

SR 519 Intermodal Access Project – Phase 2

519



East Marginal Way Grade Separation



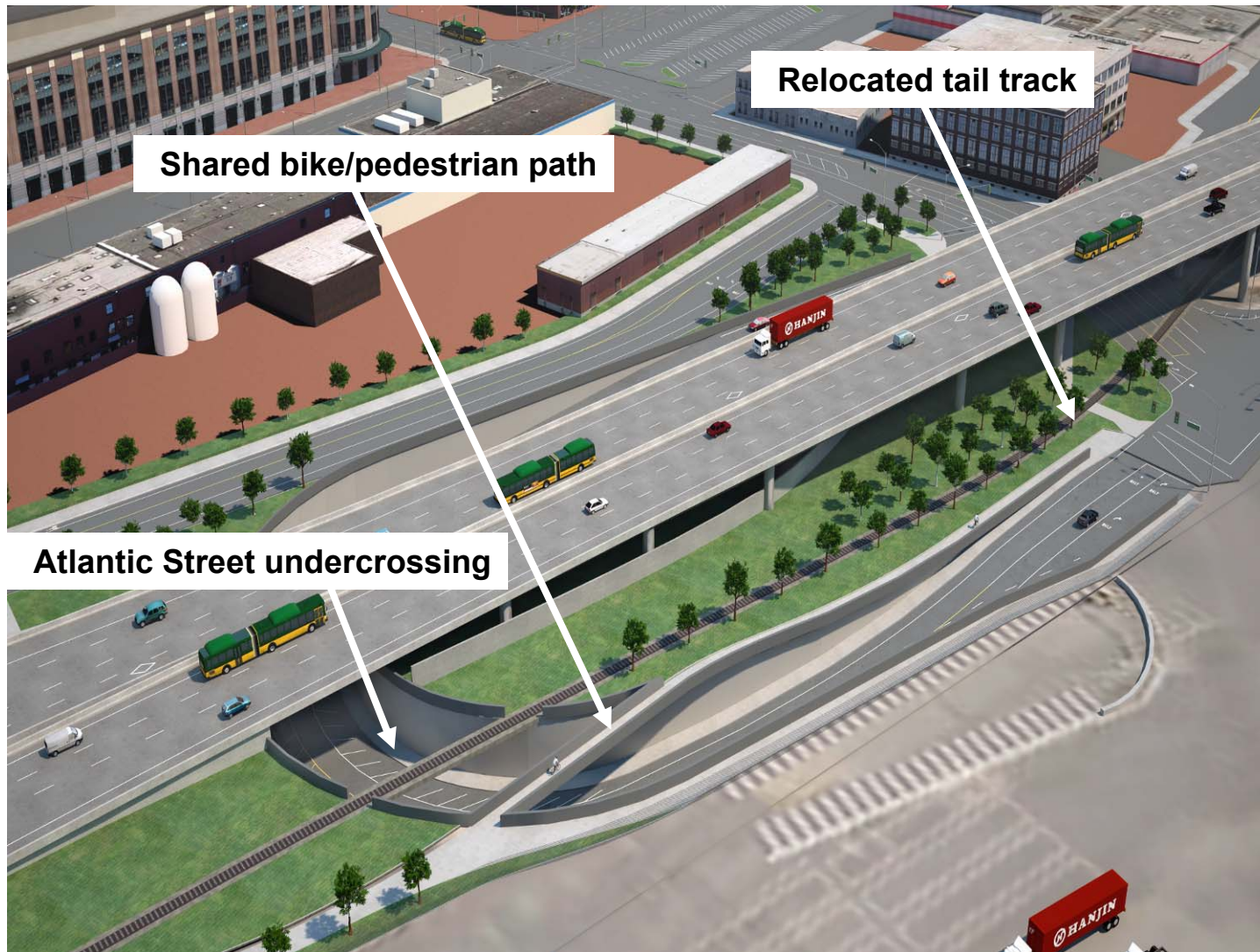
S. Holgate to S. King St. Viaduct Replacement



- 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.

Moving Forward Projects

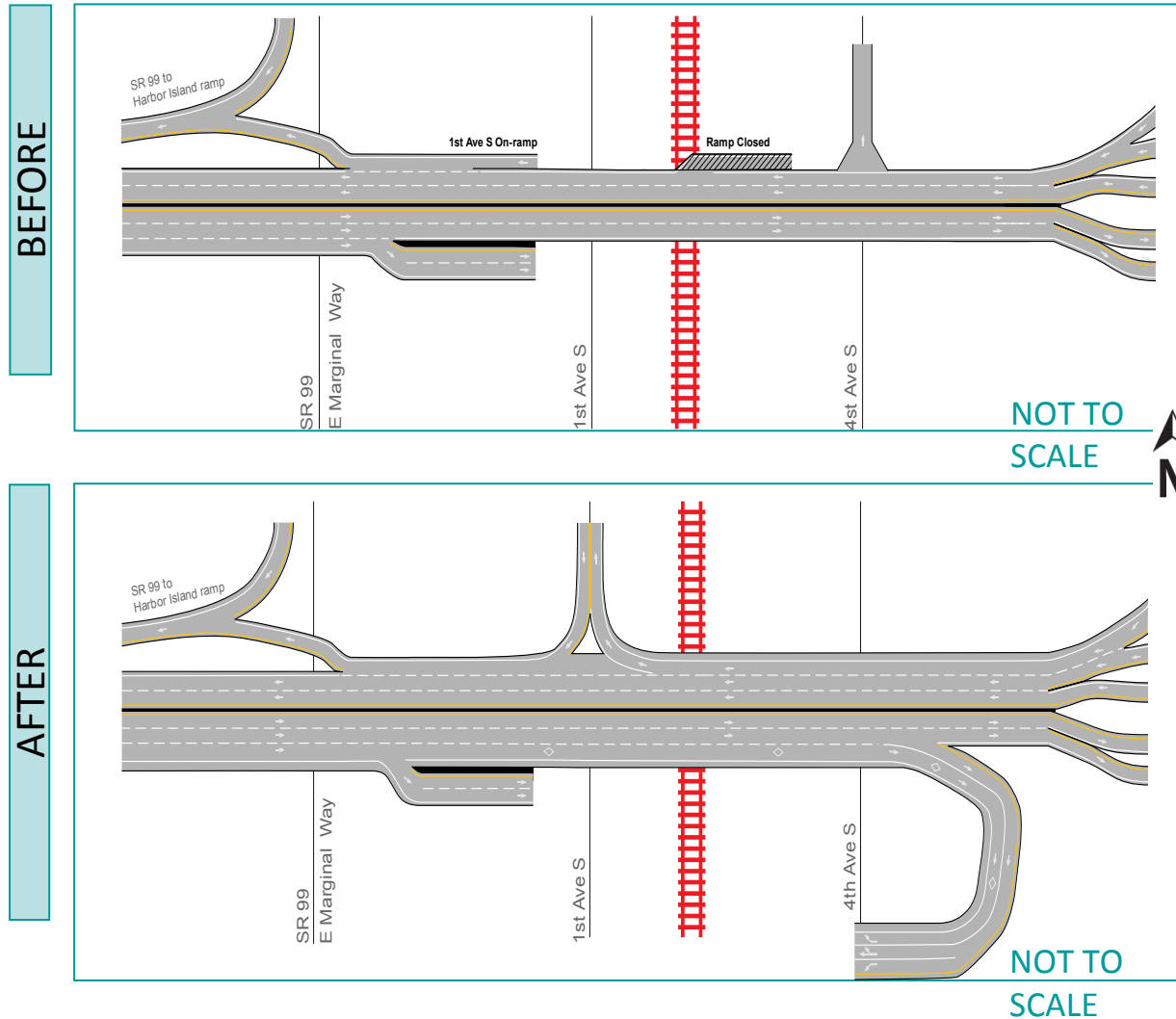
S. Holgate to S. King St. Viaduct Replacement



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Spokane Street Project

- Provides critical connections between the Port, West Seattle, I-5, I-90 and SR 99.
- Improves westbound traffic flow and safety.
- Minimizes conflicts between freight, rail, commuters and ferry traffic.



Feedback From Working Group Members

Action Items and Next Meeting Agenda

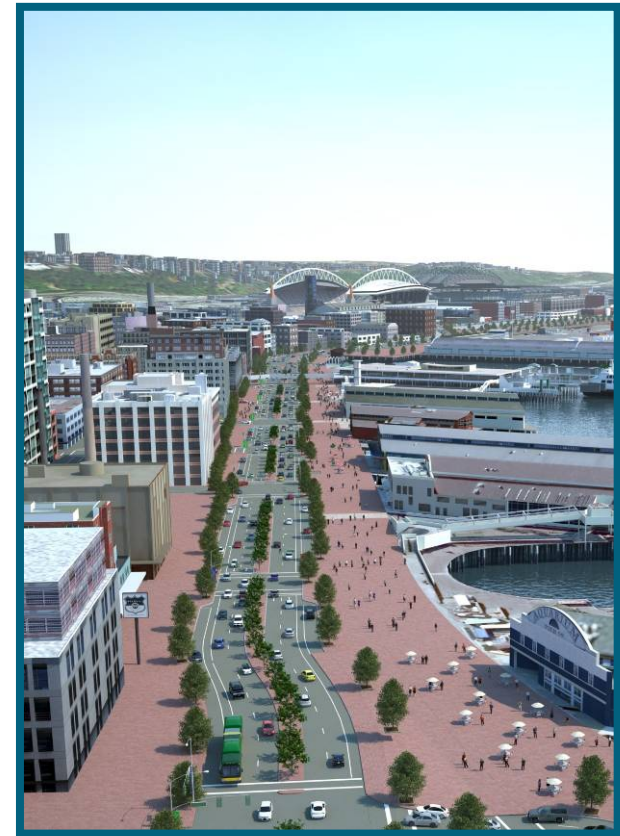
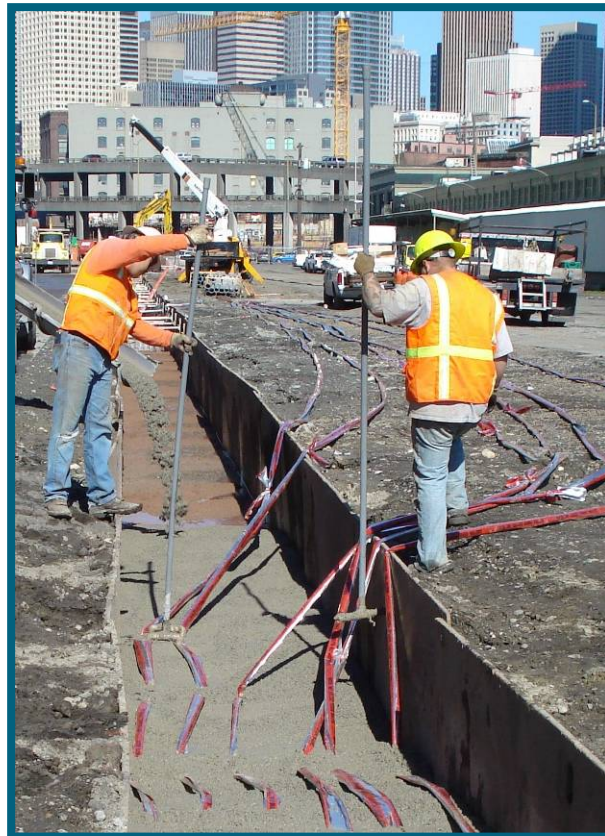
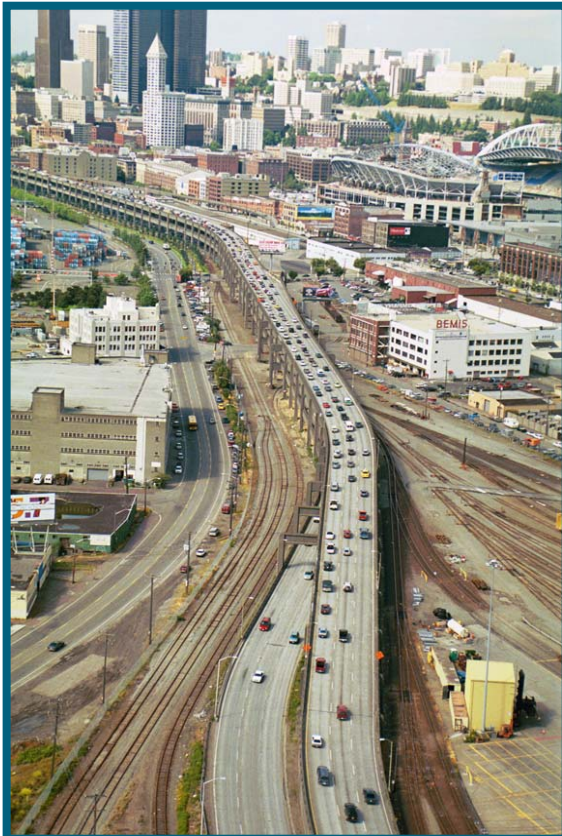
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Follow our progress: www.alaskanwayviaduct.org