MEETING SUMMARY
Meeting #7
January 30, 2012

MEETING INFORMATION

Meeting #7, January 30, 2012
5:15 – 7:15 p.m.
Seattle City Hall, Bertha Knight Landes Room

ATTENDANCE

Stakeholders

- Warren Aakervik
- Brett Allen
- Chuck Ayers
- Don Benson
- Richard Breslin
- Bob Donegan
- Dave Easton
- Craig Hanway
- Susan Jones
- Charles Knutson
- Katherine Olson
- Vlad Oustimovitch
- Marco Magnano (for Tom Tanner)
- Nicole McIntosh
- Geri Poor
- Lisa Quinn (for David Ramsay)
- Leslie Smith
- Mickey Smith
- Heather Trim

Staff

- Bob Chandler, Seattle Department of Transportation (SDOT)
- Goran Sparmann, SDOT
- Steve Pearce, SDOT
- Jennifer Wieland, SDOT
- John Perlic, Parametrix
- Andrew Barash, CH2MHill
- Erin Taylor, EnviroIssues

Approximately ten members of the public were in attendance.

WELCOME AND HOUSEKEEPING

Bob Chandler, Seattle Department of Transportation Alaskan Way Viaduct and Seawall Replacement Program Director, welcomed the group to the seventh Central Waterfront Stakeholders Group meeting, and asked for introductions. Bob reviewed the meeting objectives:

- Introduce Waterfront Seattle preliminary street design and traffic analysis,
- Provide update on Elliott Bay Seawall Project permitting and design,
- Introduce Washington State Ferries' Multimodal Terminal at Colman Dock, and
- Review other waterfront projects' activities.

Erin Taylor reviewed highlights from the summary of the sixth Central Waterfront Stakeholders Group meeting and asked if anyone had questions or clarifications to the document. There were none. She also noted that Central Waterfront Stakeholders

Group meetings have been preliminarily scheduled through 2012. [Since the meeting in January 2012, meeting dates have been re-evaluated.]

WATERFRONT SEATTLE STREET DESIGN

Steve Pearce, Project Manager for Waterfront Seattle, explained that the team is still very early in the process of creating street designs for Alaskan Way. He clarified that final conceptual designs are anticipated to be complete by June 2012, and the traffic analysis and dimensional numbers presented today will change over the next two years of planning. The street designs have been influenced by the plans for the bored tunnel. He explained that the team has proposed at least two lanes of general purpose traffic in each direction along the length of the corridor, given that more lanes throughout would take away space that provides for the desired public spaces assumed for the area. The bored tunnel accommodates some, but not all, of the existing Alaskan Way Viaduct's functions, such as existing mid-town ramps, so it is important that Waterfront Seattle's roadway design provide any missing functions. The street design balances several expectations:

1) Design Alaskan Way to function as a good urban street for all users, similar to First Ave downtown. This suggests east/west crossings, vehicle access and circulation, access to the waterfront, passenger and truck loading demands, on-street short-term parking, and high quality frequent transit.

2) Provide effective regional transportation connections. This includes functional reliable street connections, access to downtown from southwest Seattle, reduced traffic pressure on Pioneer Square, ferry terminal considerations, truck mobility, bicycle connections, and reliable, competitive transit.

3) Integrate the street into the overall design for the waterfront and center city circulation. This suggests a compact footprint for transportation, including space for public places, improved east/west pedestrian access to transit on First Ave.

John Perlic, Parametrix, presented projected traffic volumes for an average weekday at peak hours in 2030. He noted that there is not a consistent volume along the waterfront corridor – the south end has more demand than the north end.

Question: Are these numbers based on a summer day? There is a lot of activity on the waterfront in the summer.
Response: The numbers are averages, but we are aware of increased waterfront activity in the summer season.

Models were used to make traffic projections, and it is important to note that the numbers are preliminary and could change. The street design estimates travel time of six minutes between Dearborn and Bell streets. A large consideration in the design is for an improved pedestrian environment. On average, a pedestrian is provided 50-60 seconds to cross the street in the east/west direction.

Andrew Barash, CH2M HILL, commented upon each segment of the preliminary street designs:

Segment 1: S. King to Yesler Way

- Must accommodate a great deal of functions (ferry, transit, general purpose)
- Includes flex lanes: lanes that have different functions at different times of the day
- Two general purpose lanes
- Provides median space
- Challenge: How to integrate bike path with pedestrian crossing

Segment 2: Yesler to Marion

- Signalized bike path due to ferry traffic
- Transition from greatest number of lanes to the narrower section in the north
- Flex lanes continue through Marion, and transition into parking farther north
- Identified as a transit hub by King County Metro; may interface with transit

Segment 3: Marion to Seneca

- Features generous sidewalks on either side
- Parking lanes along side of street to activate and provide pedestrian buffer
- Two lanes in each direction
- Some places include left turn pockets to turn into downtown
- Buffer between parking and bike lanes
- Includes public space furthest west

Segment 4: Seneca to Pike

- Left turn pockets not needed
- Street is as narrow as possible here
- Wide, generous sidewalks
- Parking on each side
- Buffer space and bike pathways

Segment 5: Pike to Pine

- Elevation begins to rise here to pass over railroad tracks; 6.75% maximum grade over tracks
- Public space in front of the Seattle Aquarium

Segment 6A: Pine to Lenora

- Elliott Street passes over railroad tracks, behind condominiums
- Four lane road
- Landscape on both sides
- Northbound bike lane (uphill); southbound shared lane (downhill)

Segment 6B: Pine to Lenora

- Road moved to east with space opened up on west side

Segment 7: Elliott/Western Connector

- Designed to read as a city street

- Road flattens out to 3% grade near Lenora Street

Segment 7: Lenora to Bell
- Signalized
- Resolution of project design into existing roadway

Comment: The projected traffic seems too light near the Western ramps.

Comment: Consider bus loading and bus egress after drop-offs. Currently, Alaskan Way becomes jammed with cruise ship traffic.

Question: This plan seems ideal for bicycle movement. What will be used to manage bike/car/pedestrian conflicts?
Response: Design techniques are being studied to implement bike calming and other interactions.

Question: Are flex lanes exclusively for ferry traffic? Single occupant vehicles? Carpools?
Response: The flex lanes would allow a mix of passenger vehicles.

Question: Is there an existing model of a flex lane in Seattle?
Response: Seattle currently has transit lanes that switch to general purpose lanes, but there are no examples of lanes that have three purposes. Small overhead LED signage would indicate lane functions.

Question: How many general purpose lanes are there in the design?
Response: Two northbound and two southbound general purpose lanes are included.

Question: How many total lanes are in the design?
Response: Seven total lanes are included, but their functions change as needed based on time of day when specific uses are needed.

Question: Does this street design consider the impacts of a reservation system for Washington State Ferries at Colman Dock?
Response: A reservation system was not factored into these designs. Our team has maintained a similar vehicle processing rate, not sped up by reservation systems.

Question: Please double check that a large, 75-foot semi-truck can make it around the corners.
Response: We will double check those numbers; the turns include a very generous radius.

- ✓ **Action**: Double check large truck turning radius capability around corners.

Question: How wide are the lanes? Most transit lanes are approximately 13' wide.
Response: This is merely a design concept – street widths are the kinds of refinements we can make as we move forward.

Question: In the north, does traffic volume drop as a result of drivers turning onto Mercer Street, or perhaps circumventing Queen Anne?
Response: The Viaduct model is being used, so these numbers are consistent with that.

Question: Do flex lanes only exist in the southern segments where traffic is impacted by ferries and transit?
Response: Yes, the flex lanes would end at Marion Street.

Question: How long will it take pedestrians to cross the street? Will pedestrians be able to cross in one light cycle?
Response: Crossing time depends on street width. A standard of 20-30 seconds has been assumed. Wide median areas are provided for pedestrians who walk more slowly and need to wait for the next light cycle.

ELLIOTT BAY SEAWALL PROJECT UPDATE

Jennifer Wieland, Project Manager for the Elliott Bay Seawall Project, introduced Goran Sparmann, newly named SDOT Deputy Director. Jennifer explained that the project schedule has not changed much since the last meeting, except that the Feasibility Scoping Meeting had been postponed. This delay has occurred to date due to federal budget shortfalls, and the planning branch of the U.S. Army Corps of Engineers (Corps) does not have adequate funding. The date for seawall construction remains fall of 2013, which is aggressive, but the team is currently on track, and remains optimistic, to hit that milestone date.

Jennifer explained partnerships with the Corps. She explained that there are two avenues to partner with the Corps—the Planning Branch and the Regulatory Branch. Typically, if a local entity and the Corps believe in the potential for federal interest in a project, they will work through the Planning Branch. This means that there is a shared schedule to move a project forward, generally determined by a Corps process. The Planning Branch also has its own set of projects to address flooding, levees, and so on across the nation.

A bit more typical for most cities, counties, ports or other agencies is getting a project permitted – such as a shoreline project – where the USACE has jurisdiction. The Regulatory Program is committed to protecting the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. These are known as "Corps Permit" or from a technical standpoint, a "404 or 401 Permit."

The City of Seattle, until now, has been working with the Planning Branch on a shared project. If the Elliott Bay Seawall Project exclusively stayed with the Planning Branch of the Corps, construction could occur as late as 2016. However, to maintain flexibility for the project to meet the expedited schedule the City will be working with both divisions in parallel – which is a bit unconventional. Due to the critical safety need of the Elliott Bay Seawall Project, the City is not willing to postpone the project. This means the City must work through the regulatory branch of the Corps to get permits for work, including

in-water work. Therefore, the timing of a draft environmental document is dependent upon the Corps' approach to our project's environmental analysis.

As the Seawall team moves forward with Regulatory, the work with Planning is not being abandoned. From the beginning of the project, the City has stated the goal any federal funding being allocated to Phase 2 of the seawall; the City would rely on local funding or "self perform" Phase 1.

Alternative C will likely become the staff recommended alternative or "proposed plan" that is brought to the Regulatory division of the Corps. As a reminder, this alternative would move the seawall eastward 10-15 feet, but maintains current connections to the piers. It includes a continuous habitat corridor, and preliminarily includes jet grouting as the preferred construction method. As currently understood, jet grouting may perform better in earthquakes, be less expensive, and quicker to implement. The drilled shaft method will be brought further into design, and may still be used in some areas of the waterfront.

In addition, the Elliott Bay Seawall Project team has been working hard on the project funding with the Mayor and City Council. The project currently has funding for design and environmental review, but we need funding for construction. There are active conversations about where that would come from, including a local improvement district to benefit all waterfront projects, a levy or bond measure, private money, and grant opportunities. The current range of costs is $310-390 million, with a placeholder budget of $330 million in the Capital Improvement Program. The team will come back to the group with specific project cost updates at a future meeting this spring.

- ✓ **Action**: Present updated project costs future stakeholders meeting.

Jennifer also mentioned that a draft set of the 35% designs are being reviewed at the City. In terms of additional project activities, she mentioned an upcoming request for qualifications for final design.

Question: Will the seawall be completed after the tunnel is complete? Will construction still occur over three phases, starting on the north end?
Response: The bored tunnel will open in late 2015, and the seawall is anticipated to be complete in 2016. As stated at previous meetings team currently anticipates that three construction phases would be needed, starting near Virginia Street.

Question: Will you present on stormwater and combined sewer overflow planning at the next stakeholders meeting?
Response: We will plan to update the group on those topics at a future meeting; if not March, soon thereafter.

- ✓ **Action**: Present on current stormwater and combined sewer overflow plans at future stakeholders meeting.

WASHINGTON STATE FERRIES INTRODUCTION

Nicole McIntosh, Washington State Ferries (WSF), gave an update on the Seattle Multimodal Terminal at Colman Dock Project. Colman Dock is Washington State's largest ferry terminal, carrying 8.5 million passengers in 2011. The dock is aging and is seismically deficient. As the dock itself requires replacement, Washington State Ferries plans to improve efficiency and circulation patterns in the docking facility while maintaining safe, reliable service between the Kitsap peninsula and Seattle. This project aligns with WSF's long range plan to preserve and maintain existing assets, but will not increase capacity. Nicole clarified that WSF has been actively working with the Waterfront Seattle team, working not to preclude future efforts for Colman Dock.

The project includes the following key elements:

- Replace and re-configure the timber trestle portion of the dock.
- Replace the main terminal building.
- Reconfigure the dock layout to provide safer and more efficient operations.
- Replace the vehicle transfer span and the overhead loading structures of Slip 3.
- Replace vessel landing aids for Slips 2 and 3.
- Maintain connection to the Marion Street pedestrian overpass.
- Ensure the project design does not preclude the city's future plans for public space above Colman Dock.

The project is currently in the environmental phase, and just began scoping. Nicole encouraged the group to attend upcoming public meetings, and offer public comment. Construction is anticipated to begin in 2015 and last into 2020.

Question: Do you have percentages available that indicate trip purposes?
Response: Yes, we will get trip purpose and destination percentages to you.

- ✓ **Action**: Send WSF trip purpose and destination figures to the group.

OTHER WATERFRONT PROJECTS UPDATES

Bob Chandler updated the group about construction for the Central Waterfront Transmission Line Relocation Project. The project is on schedule, but crews are finding some challenges in the southern end. The project must be significantly complete by May 2012 in order for the bored tunnel contractor to build access pits for the tunnel. Parking and traffic transitions will occur in the next several months to accommodate this work.

ONCE-AROUND AND PUBLIC COMMENT

Charles Knutson: We have heard about a lot of great coordination and communication between agencies and teams. We need funding and schedules to synch up in order for these projects to stay on track.

Dave Easton: None.

Mickey Smith: None.

Geri Poor: The Port of Seattle is pleased with the plan for transportation thus far. We have more specific comments coming soon.

Nicole McIntosh: None.

Don Benson: Will the traffic signals be synchronized along the reconstructed roadway?
Response: We've assumed 17 signals to be included in our modeling. The average vehicle will stop three to four times along the corridor traveling during a peak hour. Our goal is to be as synchronized as possible.

Warren Aakervik: High percentage grades affect truck acceleration, and therefore affect the planned signal timing and synchronization. Pedestrians stepping off the medians may also affect this timing. I am interested in hearing at what amount of traffic capacity this street plan fails.
Response: We can come back to that in a different meeting.

- ✓ **Action**: Discuss freight impact on signal timing further at a future meeting.

Vlad Oustimovitch: Is there still an opportunity to have permeable technology to allow fresh water to migrate through the seawall?
Response: We will discuss that along with stormwater issues at a future stakeholders meeting. If jet grouting is implemented, it may be more permeable than it seems because it consists of large cylinders, not a giant block of grout.

- ✓ **Action**: Discuss permeability of seawall during stormwater discussion at upcoming meeting.

Marco Magnano (for Tom Tanner): I would like to hear more about access to downtown from the northwest segment of the City, and ensure access from Queen Anne, Magnolia, Ballard and other northern districts are protected particularly during construction.
Response: We have touched on that topic in earlier meetings, and can have Seawall staff get in touch with you to review those details.

- ✓ **Action**: Follow up with Marco Magnano about plans for northwest Seattle areas during construction.

Chuck Ayers: I am concerned about signalization along the corridor, and differing speeds between cars, trucks, bicycles, and pedestrians. I would like to know if more about current restrictions on trucks and truck sizes in the city.

Lisa Quinn: I would like to know more about volume projections for pedestrians and bicycles.

Craig Hanway: I am concerned that the roadway plans will not allow enough through access, as the road currently can become bottlenecked.

Richard Breslin: None.

Bob Donegan: I am concerned about a change in designers, the slipped project schedule, and keeping towards the critical path schedule to seawall project completion in 2016.

Brett Allen: I have concerns about Alaskan Way north of Pine Street and conflicts with cruise ships, trains, and bike lanes.

Katherine Olson: I have concerns about increased traffic in Pioneer Square due to tunnel tolling, and the business impacts of ferry terminal construction.

NEXT STEPS AND ACTION ITEMS

Erin Taylor summarized the action items captured during the meeting:

- ✓ Double check large truck turning radius capability around corners.
- ✓ Present updated project costs at the March stakeholders meeting.
- ✓ Present on stormwater and combined sewer overflow plans at a future stakeholders meeting.
- ✓ Send WSF trip purpose and destination figures to the group.
- ✓ Discuss freight impact on signal timing further.
- ✓ Discuss permeability of seawall during stormwater discussion at upcoming meeting.
- ✓ Follow up with Marco Magnano about plans for northwest Seattle areas during construction.

The eighth Central Waterfront Stakeholders Group meeting is scheduled for Thursday, March 29, 2012 at City Hall's Bertha Knight Landes Room.