The Alaskan Way Viaduct & Seawall Replacement Program

# Central Waterfront

## Central Waterfront Working Group

## May 19, 2009

Washington State Department of Transportation

King County

Port of Seattle

City of Seattle

# Agenda Item #1

# Welcome, Introductions and Project Review

# 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.

King County

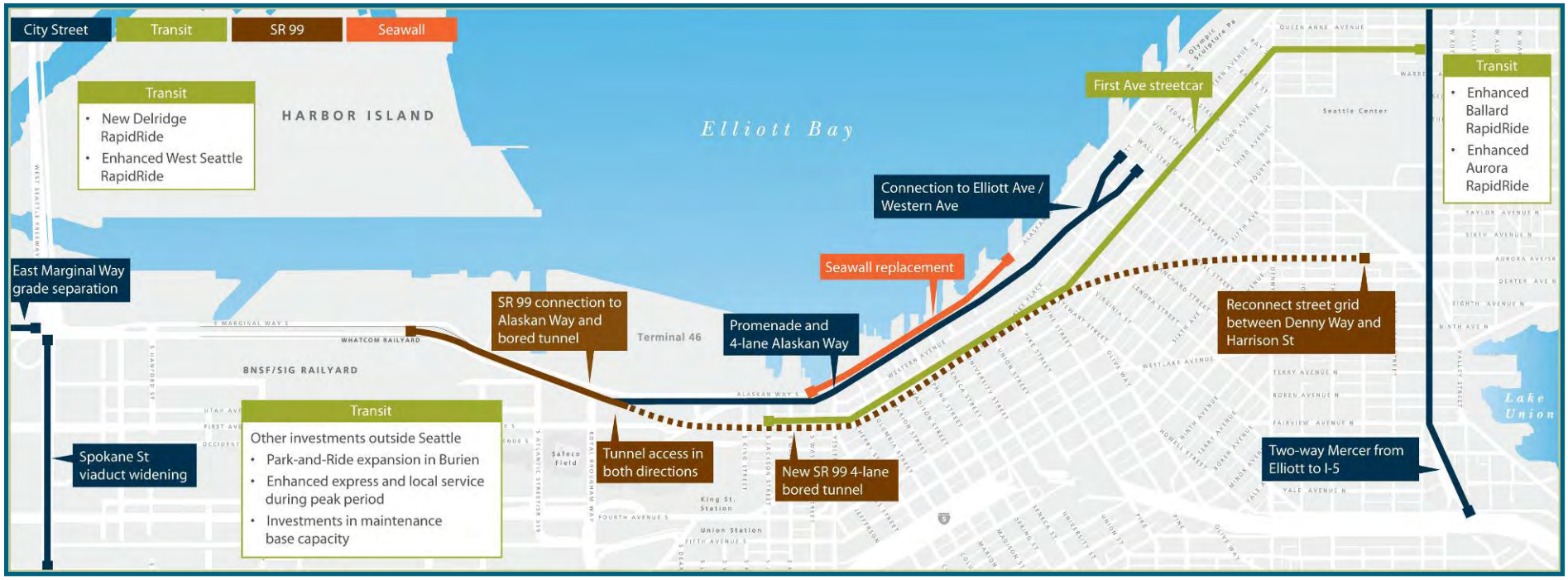
| Governor Christine O. Gregoire<br>State of Washington | Executive Ron Sims<br>King County | Mayor Gregory J. Nickels<br>City of Seattle |
|---|---|---|

**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 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 area 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.

# Agenda Item #2

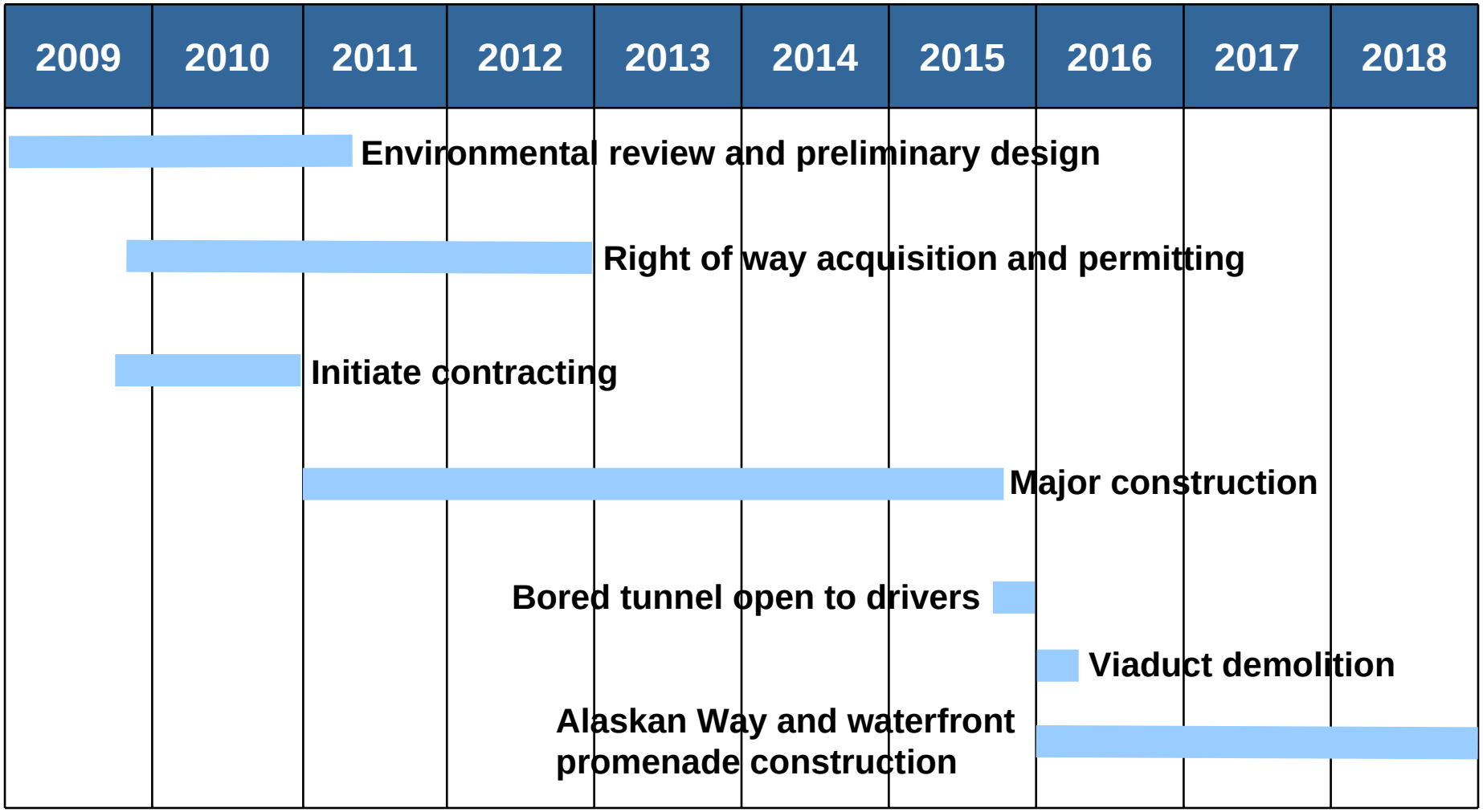
# Central Waterfront Working Group Purpose and Operating Guidelines

# Central Waterfront Working Group

The purpose of the central waterfront working group sessions is to provide feedback on:

- Alaskan Way surface street function/configuration
- Connection from Elliott/Western to the waterfront
- Bicycle and pedestrian connections
- Construction
- Environmental review
- Seawall replacement

# Bored Tunnel Project Timeline



# Upcoming Central Waterfront Working Group Meetings

Tuesday, June 2, 2009

Labor Temple, Hall 1
2800 First Avenue, Seattle
4 to 6 p.m.

Details regarding upcoming meetings for all three working groups can be found at: www.alaskanwayviaduct.org

# 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.

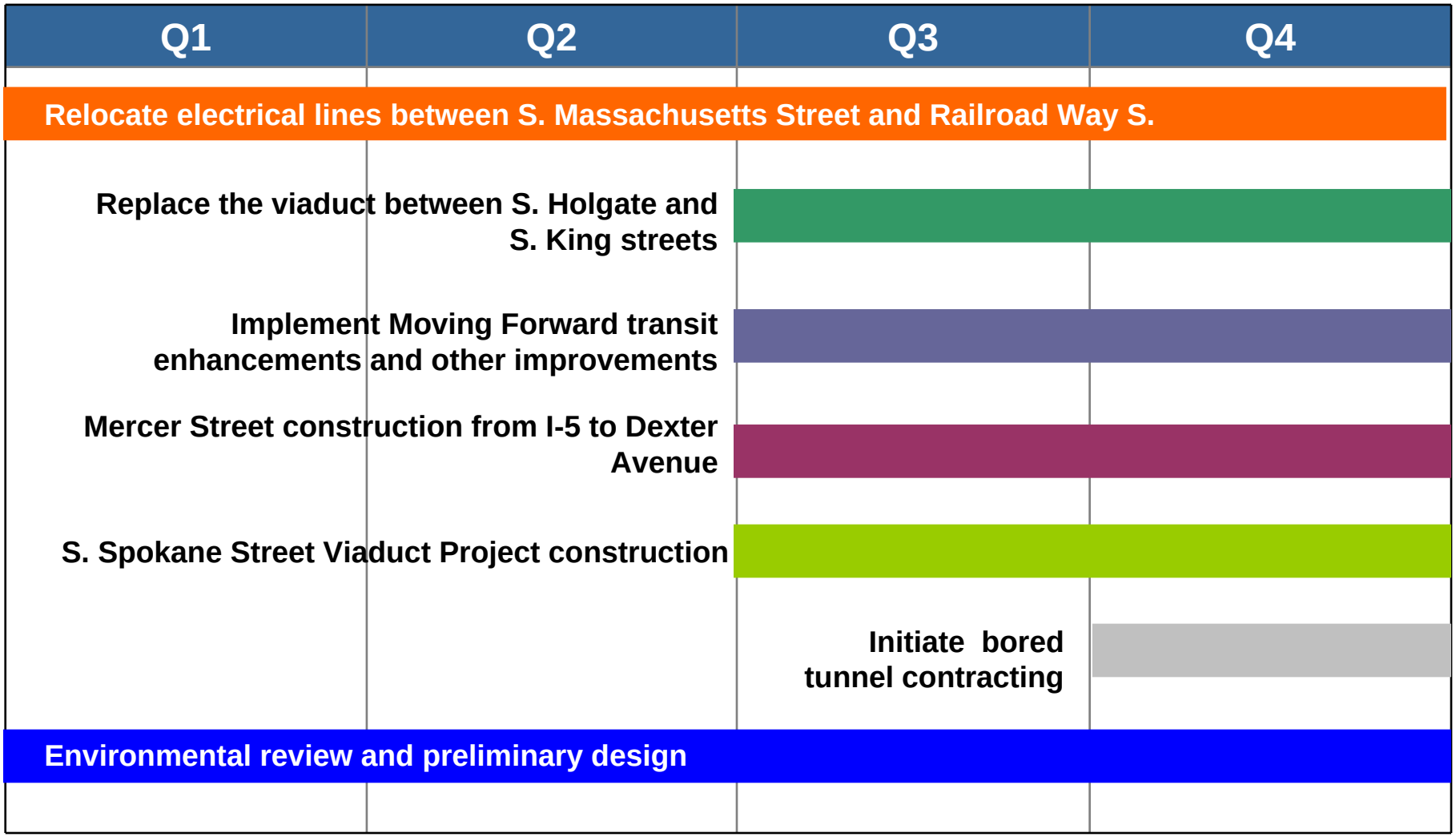
# Meeting Ground Rules

- 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.

# Agenda Item #3

# Overview of 2009 Milestones and Environmental Process

# 2009 Activities and Milestones



# 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.

# 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 6th 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

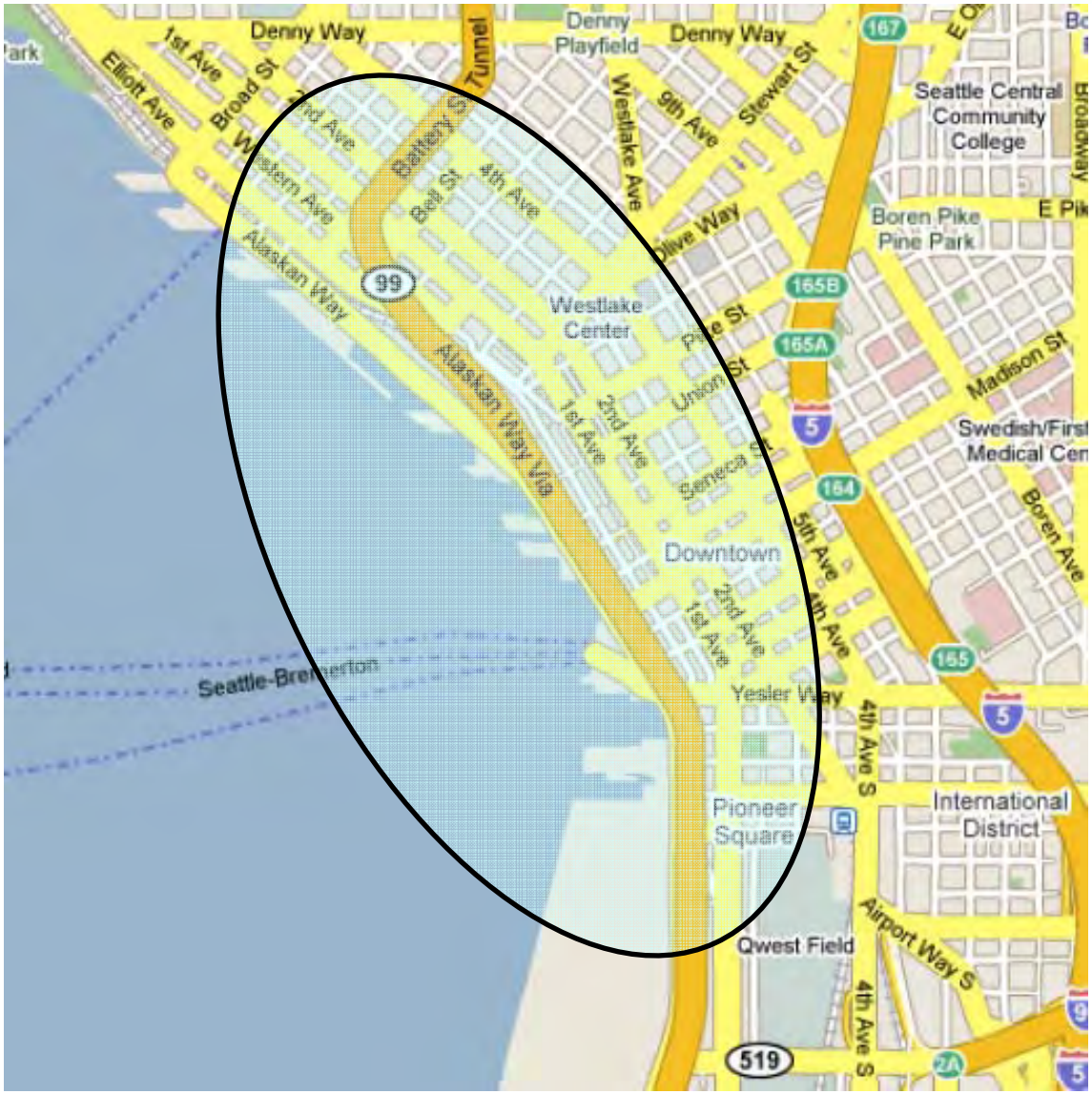
- Conduct field studies.
- Scoping meetings.
- Continue working group meetings.
- Publish Supplemental Draft EIS.

# Agenda Item #4

# Context and Goals/Objectives for the Central Waterfront Working Group

## Central Waterfront

# Central Waterfront



# Central Waterfront Goals

- Allow for the creation of a high-quality public space on the waterfront serving downtown, the city and the region.
- Create a new Alaskan Way and Elliott-Western Connector that serve through trips, downtown trips and local access, and accommodate all travel modes.
- Rebuild the seawall in its current location in order to support and protect transportation, open space, utility and property investments, and provide for new public open spaces.
- Minimize construction impacts.

# Central Waterfront Objectives

## Create a high-quality open space on the waterfront

- Support the broader goals for the central waterfront articulated in the Seattle Comprehensive Plan and Central Waterfront Concept Plan
- Limit the transportation footprint on Alaskan Way to provide more public space and shorter pedestrian crossings.
- Locate Alaskan Way to the east side of the right of way, maximizing the amount of land for public space next to the water.
- Provide high quality, safe and convenient east-west pedestrian connections to the waterfront at every cross street.
- Reconfigure the east side of Alaskan Way to create an active, pedestrian-friendly environment.

# Central Waterfront Objectives

## Create a high-quality open space on the waterfront (continued)

- Increase the width of the promenade on the west side of the street to provide more space for pedestrians to walk, jog , bike and sit next to the water.
- Maintain public ownership of the Alaskan Way right of way.
- Limit the impacts of traffic noise on public spaces.
- Maintain Alaskan Way as a major utility corridor while minimizing effects of utilities on new public spaces.
- Explore opportunities to pursue natural drainage.

# Central Waterfront Objectives

## Create a new Alaskan Way and Elliott/Western Connector

- Use Alaskan Way to provide access to downtown from both the south and the north. The section of Alaskan Way between King and Marion Streets should accommodate traffic that currently uses the Columbia and Seneca ramps to access downtown.
- Accommodate a portion of through trips to Northwest Seattle on Alaskan Way.
- Time traffic signals on Alaskan Way to provide for efficient movement of through trips.
- Connect Alaskan Way to Elliott and Western avenues with a grade separated crossing of the BNSF mainline railroad tracks to provide a reliable through route.

# Central Waterfront Objectives

## Create a new Alaskan Way and Elliott/Western Connector (continued)

- Provide for ferry terminal access and egress south of Colman Dock in order to provide an efficient route to Colman Dock and maintain travel reliability for other road users.
- Provide access to the north waterfront.

# Central Waterfront Objectives

## Create a new Alaskan Way and Elliott/Western Connector (continued)

- Design Alaskan Way as a “complete street” serving all travel modes, including freight, bicycles, transit and pedestrians.
- Design Alaskan Way and the new Elliott-Western Connector to operate similarly to other downtown streets, with signalized intersections, pedestrian crossings at every intersection, and a maximum speed of 30 mph.
- Provide local access to properties along the waterfront, including parking and loading zones on the street and driveways providing access to the piers.

# Central Waterfront Objectives

## Create a new Alaskan Way and Elliott/Western Connector (continued)

- Provide a high quality pedestrian environment by maintaining pedestrian connections and pedestrian activity at street level, except at Colman Dock, where high pedestrian volumes and grades necessitate a grade separated pedestrian connection over Alaskan Way.
- Provide high-quality bicycle facilities on both Alaskan Way and the Elliott-Western Connector.
- Provide transit service to the waterfront.
- Give transit using Alaskan Way priority where necessary to provide a quick and reliable transit trip into downtown from the south.
- Consolidate streetcar investments on First Avenue in order to provide higher frequency service and greater ridership.

# Central Waterfront Objectives

## Rebuild the seawall

- Explore ideas to improve marine habitat along the seawall through treatments to the face of the seawall and through construction of new beaches to create shallow water habitat.

# Central Waterfront Objectives

## Minimize construction impacts

- Maintain access along Alaskan Way.
- Maintain access to properties.
- Maintain pedestrian and bicycle connections.
- Minimize disruptions to utilities.
- Minimize disruptions to businesses during peak tourist season.

# Agenda Item #5
# Discussion:
# Potential Alaskan Way Configuration

# Alaskan Way

Through last year's Alaskan Way Viaduct Stakeholder Advisory Committee, several elements of the function of the new Alaskan Way were discussed. The new Alaskan Way will provide:

- A through corridor.
- Access to and through downtown from the north and south.
- A freight route.
- Ferry access.
- Local access to the waterfront.
- New north-south bicycle facilities.
- Transit access.
- Improved pedestrian access.

# Conceptual Street Design

The new Alaskan Way will:

- Be located where the existing viaduct sits today.
- Have six lanes (plus turn lanes) between King and Columbia streets.
- Have four lanes (plus turn lanes) between Marion and Pike streets.
- Include an Elliott/Western connection over the BNSF tracks.

Seattle
Seattle

PIER 54
Bayfront
Bayfront
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# Conceptual Street Design

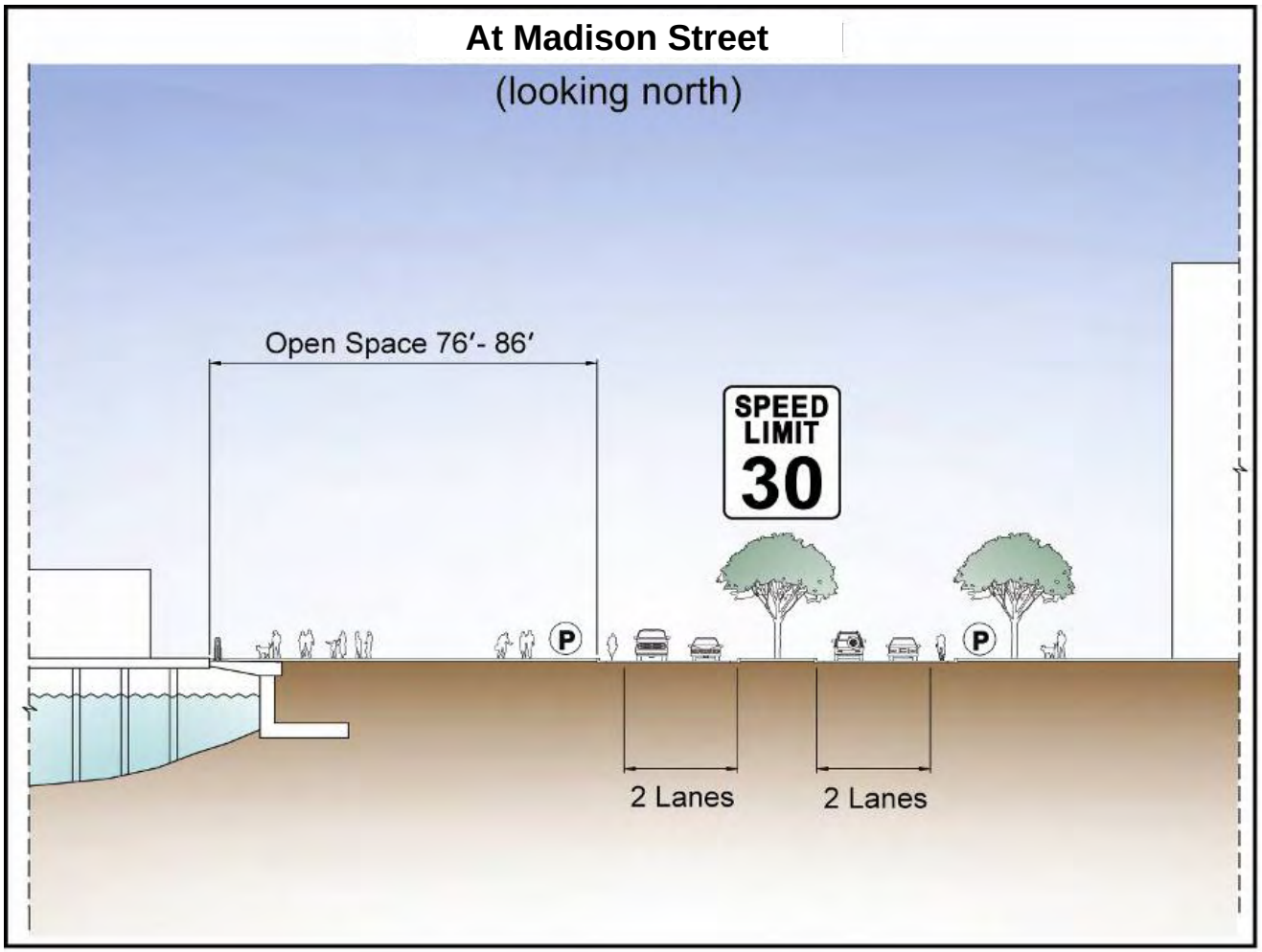
The new Alaskan Way will have:

- Improved pedestrian and bicycle connections and facilities.
- Increased and improved public space.
- Improved signalization.

Other elements included along the central waterfront include:

- Parking/loading zones on both sides of Alaskan Way.
- Replacing some existing on-street parking to an off-street location.
- Replacing the seawall between Washington and Pine streets.

# Alaskan Way Surface Street Design Concept



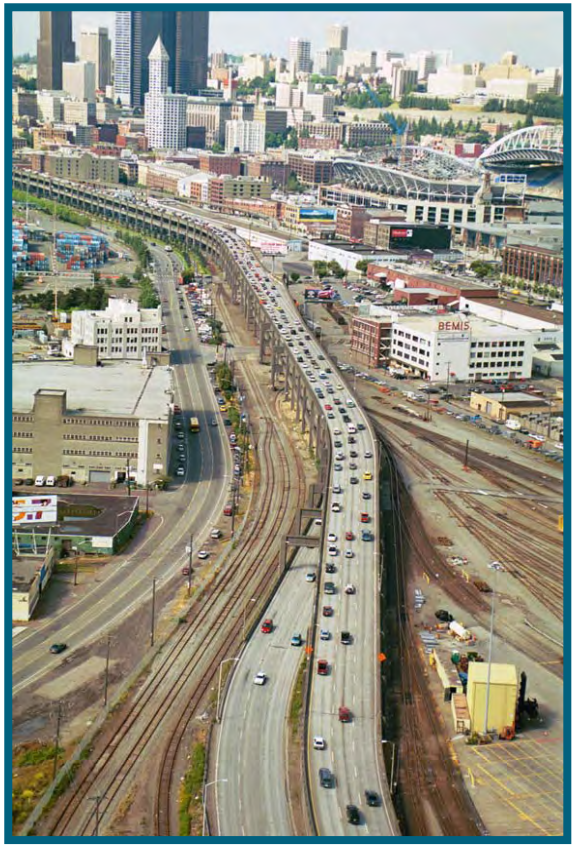
# Agenda Item #6

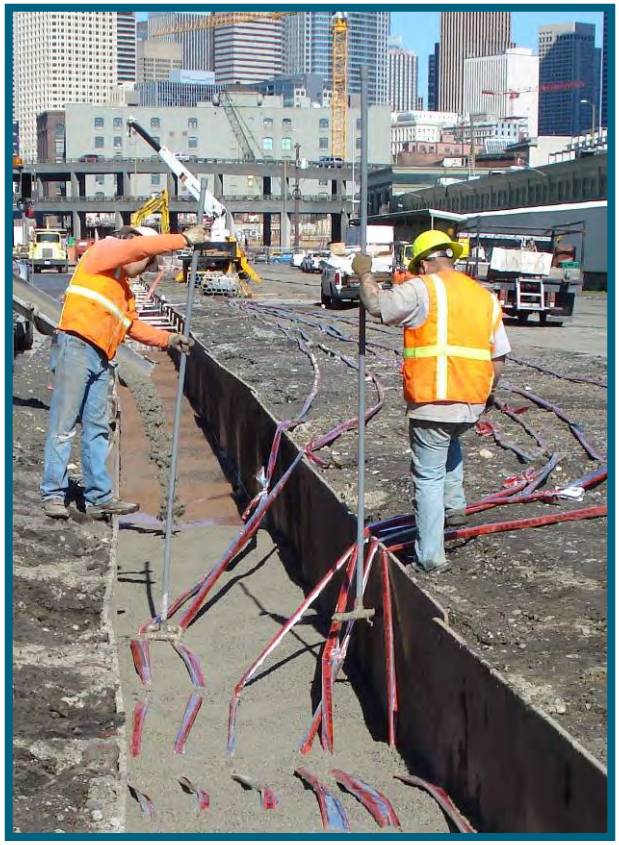
# Feedback From Working Group Members

# Agenda Item #7

# Action Items

# Alaskan Way Viaduct and Seawall Replacement Program



**Follow our progress: www.alaskanwayviaduct.org**