



# Market Connections Committee Meeting Minutes

**Monday, June 11<sup>th</sup>, 2018**

**4:00 p.m. to 6:00 p.m.**

**Classroom**

**Committee Members Present:** Rico Quirindongo, Mark Brady, David Ghoddousi, Devin McComb, Gloria Skouge, Colleen Bowman

**Other Council Members Present:**

**Staff/ Consultants Present:** Mary Bacarella, Karin Moughamer, John Turnbull

**Others Present:** Howard Aller, Joan Paulson, Chad Schuster, Brad Nielsen

The meeting was called to order at 4:05 pm by Rico Quirindongo, Chair.

## **I. Administration**

### **A. Approval of the Agenda**

*The agenda was approved by acclamation.*

### **B. Approval of the Market Connections Committee May 14<sup>th</sup>, 2018 Minutes**

*The May 14<sup>th</sup>, 2018 meeting minutes were approved by acclamation.*

## **II. Announcements and Community Comments**

Joan Paulson commented that the fact there will be buses along Alaskan Way has not been made public in a widespread way and that there will be 40 buses an hour on the streets and half of those will be down on Alaskan Way in order to do the north/south connection. She believes the presentation last month that showed only cars and pedestrians along Alaskan Way was misleading. These buses will have a big impact.

## **III. Reports & Discussion Items**

### **A. Alaskan Way Viaduct Replacement Program**

Brian Nielsen, program administrator for the Viaduct Replacement Program, began with an overview of the project. This is a safety project and Brian reviewed projects already completed which includes the south-end replacement, miscellaneous projects, the majority of the SR 99 tunnel and all but parking mitigation for central waterfront on the list of mitigation projects. The budget includes \$605M for tunnel portals and connections, \$1.5B contract with Seattle Tunnel Partners, and \$1.19B for other project contracts for a total of \$3.3B.

Brian reviewed the tunnel features. There will be two 11-foot lanes in each direction with eight foot and two foot shoulders and modern safety and traffic systems. There are five steps to completing the tunnel. Seattle Tunnel Partners (STP) needs to finish the tunnel work. After Labor Day and once a firm tunnel opening date is set, Alaskan Way (two lanes in each direction)

will move to the west followed by a three week closure of SR 99. During this time the final highway connections will be completed and then the tunnel can open. To finish the tunnel STP needs to complete tunnel walls and roadway decks, install, test and commission tunnel systems and finish north and south operations buildings.

The current estimate for tunnel completion is August 2018. With that date, Alaskan Way will shift west, removing waterfront parking. During the closure of SR 99 there will be extensive outreach and public information campaigns to plan the work. This will be done in coordination with major employers to encourage commute alternatives and briefings to elected officials, community organizations and stakeholder groups. A week before the full closure, the southbound ramp to S. Atlantic Street will be closed. After the three week closure, traffic will be routed into the tunnel. A map of the new tunnel on and off ramps was reviewed. At the north end portal there will be a new northbound off-ramp to Dexter and a southbound off-ramp to Mercer and 6<sup>th</sup> Avenue. The southend portal is a little more complicated and Brian reviewed the work being done now and during the three week closure to connect to the tunnel.

A planned public event is in the works for the final weekend before the tunnel opens with a fun run and bike ride in the tunnel and on the viaduct. It will include a festival and ceremonial ribbon cutting. More information on the event will be released this summer.

Brian continued by reviewing how traffic will get around after the tunnel opens. There will be on and off ramps at S. Royal Brougham Way but there are no downtown exits heading southbound from the tunnel so cars will need to exit at Denny.

Mark Brady asked if there will be cross streets under the viaduct during the three week closure. Brian responded during the viaduct closure they expect First Avenue to be open (at least one lane in each direction) and all of the existing connections to Alaskan Way will be open.

David Ghoddousi asked how many parking spaces will be eliminated during the Alaskan Way reroute. Brian responded he does not know how many spaces will be eliminated but noted they will never come back.

Brian continued that the D2S2 contract was awarded to Kiewit Infrastructure West Co. they hope to have the contract executed in the next few weeks. The contract is for the Alaskan Way Viaduct demolition (including ramps), Battery Street Tunnel decommissioning, and north surface street connections. The viaduct will be demolished in sections to limit duration of work in one area. Alaskan Way will remain open but only one lane in each direction. Cross-street closures limited to approximately 30 days and access to Colman Dock and waterfront piers will be maintained.

Mary Bacarella asked when the schedule for closure will be finalized. Brian responded they plan to give at least a month's notice before the SR 99 closure and that closure will set the schedule for the rest of the demolition work. The assumption is to do the SR 99 closure and open the tunnel to traffic this year, preferably before Thanksgiving. That's dependent on the contractor finishing the tunnel work in August or September. Demolition will start with the Columbia Street ramp and demolition north of Pike Street this year. The majority of the viaduct including the Seneca ramp will start next year.

Colleen Bowman asked if signal times will change along Alaskan Way. Brian Nielsen responded he doesn't know enough about signal changes but will be working with signal operators to enforce pedestrian safety. The plan is for Alaskan Way to be open for two weeks before the viaduct SR 99 closure to allow adjustments to signal timing.

Brian continued by reviewing the Battery Street Tunnel decommissioning. The tunnel will be filled with viaduct debris and will involve some lane closures on Battery Street to fill the top of the tunnel and then remove the vent structures from the roadway and patching the concrete. The lighting system along Battery Street will be improved.

The North Surface Street project is between Harrison Street and Denny Way which will have new east-west connections across Aurora Avenue and require raising the grade from Harrison to Denny. This project is expected to begin once the tunnel opens to traffic and may take up to two years.

Brian reviewed the project schedule included in the packet. The South Access: Surface Street Connections rebuilds a portion of First Avenue almost to Royal Brougham Way. It should take 5.5 months to demolish the viaduct. The goal is to get Columbia Street connected as that will be the main route for buses from West Seattle.

Colleen Bowman asked where the viaduct will go after demolition. Brian responded it will be crumbled into tiny pieces and should get reused. All the steel will be separated out and recycled.

John Turnbull asked what happens to the foot tunnel to the ferry terminal. Brian responded that part of the demolition contract includes the Columbia street demolition which will clear the way for a temporary pedestrian bridge that will connect to Colman Dock. There will be a temporary structure that goes north along Western and connects with the existing Marion Street Bridge. The existing bridge over Alaskan Way will be demolished as part of the contract. The temporary bridge will stay in place until Colman Dock is ready to receive a new bridge, possibly up to five years.

Chad Schuster added there is a new landing page, [99tunnel.com](http://99tunnel.com), which has information on tolling and road closures.

Rico Quirindongo asked if Kiewit will provide a construction schedule once the contract is finalized. Brian responded they will be able to share more information once they know when STP will finish the tunnel and will present an update to the Committee later in the summer.

## B. Construction Impact Updates

Mary Bacarella provided updates on the following projects she is tracking:

- A resolution will be presented in June for the skybridge demolition and the team is working to finalize the budget as well as getting in line for a permit.
- There is no update on the streetcar.
- The PDA received \$22,800 from WSDOT for closure of the garage during viaduct demolition. In addition they will cover signage and pay for staff to direct traffic during the closure.
- There will be an update in June at full council on the MarketFront leak.
- Parking revenue as of June 10<sup>th</sup> is \$99,000, compared to \$80,000 in 2017.

- She has received a response to the PDA's list of MarketFront closeout issues and Armory Way vacation. The City wants to make the vacation a separate ordinance and recommend that the closeout is an administrative action rather than something that needs review by City Council. PDA general counsel is working on that.
- A proposal will be presented in June for the modifications to the garage due to the new Alaskan Way roadway. The primary issues are ventilation, pedestrian path, and easement.
- There are two separate meetings regarding the Overlook Walk. One is with the city and Friends of the Waterfront regarding operations. The other is focused on design and connectivity.
- There is a meeting on Friday with Parks Department to discuss connectivity between MarketFront and Victor Steinbrueck Park.
- Market to MOHAI will be prototyping in mid-August for two weeks along Bell Street and Westlake Avenue. An awareness campaign for the project will start here on the MarketFront on July 25<sup>th</sup> and there will be other events throughout the city over the summer.
- Mary participated in the DSA parking committee meeting and the DSA is starting a shuttle from Pioneer Square to Seattle Center. It will start around July 9<sup>th</sup> and last through September and they are looking to award the contract soon. Rico Quirindongo asked who is paying for this project. Mary will look into that but she does know it will cost \$1.5M.
- Parking signage order has been placed and should arrive in a few weeks.
- Community questions from the last meeting included:
  - Will viaduct demolition be 24/7? Demolition is approved from 7 am – 8 pm and after 8 pm they can work all night but will not be loud.
  - Mary is still working with Parks regarding the suggestion for a railing to separate the stairwell.

Devin McComb asked if the next update on Steinbrueck Park will be at Market Connections. Mary wasn't sure. Rico thinks that depends on the caliber of the conversation.

Rico Quirindongo asked who is procuring permits for the skybridge demolition. Mary responded Bob [Beckstrom] and the demolition company. Rico asked if a permit has been submitted. John and Mary are not sure if a permit has been submitted to the city. Mary will follow-up.

Colleen Bowman asked who is doing the work on the garage for the rebuild associated with the new Alaskan Way. John Turnbull responded it's a two part contract. The first piece is a Memorandum of Agreement between SDOT on behalf of WSDOT with the PDA to take over design, contract and construction, which will be paid by WSDOT for the changes to the garage related to raising Alaskan Way. The second part is Building B ventilation and design. It's a separate project but might be included in this project and the PDA might be responsible for \$1,000,005.90 design and construction. WSDOT should pay for anything related to raising the road. PDA would cover \$1,000,005.90 related to Overlook Walk and Building B and anything over that would be covered by the city.

**IV. Public Comment**

Joan Paulson commented that over 250 parking spaces will be eliminated when Alaskan Way is moved. Joan suggested adding the Washington State Convention Center and the Ferry Terminal project to the Construction Project timeline.

Howard Aller reiterated his request for tandem elevators at Overlook Walk.

**V. Concerns of Committee Members**

None.

**VI. Adjournment**

The meeting was adjourned at 5:09 p.m. by Rico Quirindongo, Chair

Meeting minutes submitted by:  
Karin Moughamer, Executive Administrator