



## **OFFICE OF THE WATERFRONT**

December 7, 2015

CENTRAL WATERFRONT, SEAWALL AND ALASKAN WAY  
VIADUCT REPLACEMENT PROGRAM SELECT COMMITTEE



# 2015 WORK PLAN:

## KEY ACCOMPLISHMENTS

- Completed MarketFront (PC-1 North) Development Agreement *(May)*
- Completed Draft Environmental Impact Statement (EIS) for Alaskan Way, Promenade and Overlook Walk *(June)*
- Aquarium Master Plan approved by Council *(August)*
- Maintenance Report completed *(November)*
- Design progress on critical utilities, including telecommunications, Seattle City Light and Seattle Public Utilities and Puget Sound Energy coordination *(30% designs completed, continues in 2016)*
- Continued stakeholder engagement *(ongoing)*



# 2015 WORK PLAN: PROGRESS UPDATES



- Continuing to progress City/WSDOT funding agreement
  - City/WSDOT developed schedule for final agreement by end of 2016
  - Postponed start of 90% design of Main Corridor to January 2017 due to delays in WSDOT's SR 99 Tunnel Project
- Adding Supplemental Draft EIS to environmental review process for Alaskan Way, Promenade and Overlook Walk Environmental review



# MAINTENANCE REPORT



- Estimates \$4.6M annual operating budget for maintenance, security, capital replacement costs
- \$3.5M of annual operating budget will come from the new Metropolitan Parks district
- City will continue developing Operations and Maintenance Plan and partnerships in 2017

## WATERFRONT SEATTLE

### OPERATIONS & MAINTENANCE REPORT

NOVEMBER 2015

Prepared For:  
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# WMBE UTILIZATION



- Continuing to engage women- and minority-owned (WMBE) firms
  - 2015 WMBE utilization goal: 14%
  - 2015 WMBE actual utilization: 17.2%
- WMBE utilization for life of project: 17.1%
- More than 30 WMBE firms involved since 2011



# STAKEHOLDER ENGAGEMENT



Lighthouse for the Blind simulation tour



Senior Lunch at Filipino Community Center



Draft EIS public meeting



Waterfront Seattle photo booth at Dia de Muertos



# UPDATED ENVIRONMENTAL REVIEW SCHEDULE



- Draft EIS was released in June 2015
  - Public comment period (60 days)
  - Public meeting in July
  - Received more than 100 comments
- OW will complete a Supplemental Draft EIS in spring 2016
- Final EIS is anticipated in fall 2016





# SUPPLEMENTAL DRAFT EIS



- In addition to the action and no action alternatives evaluated in the Draft EIS, the Supplemental Draft EIS will evaluate two new alternatives:
  - A narrower Alaskan Way that does not include dedicated bus lanes between Yesler and King streets
  - A revised Overlook Walk to accommodate a potential Aquarium expansion project in that location



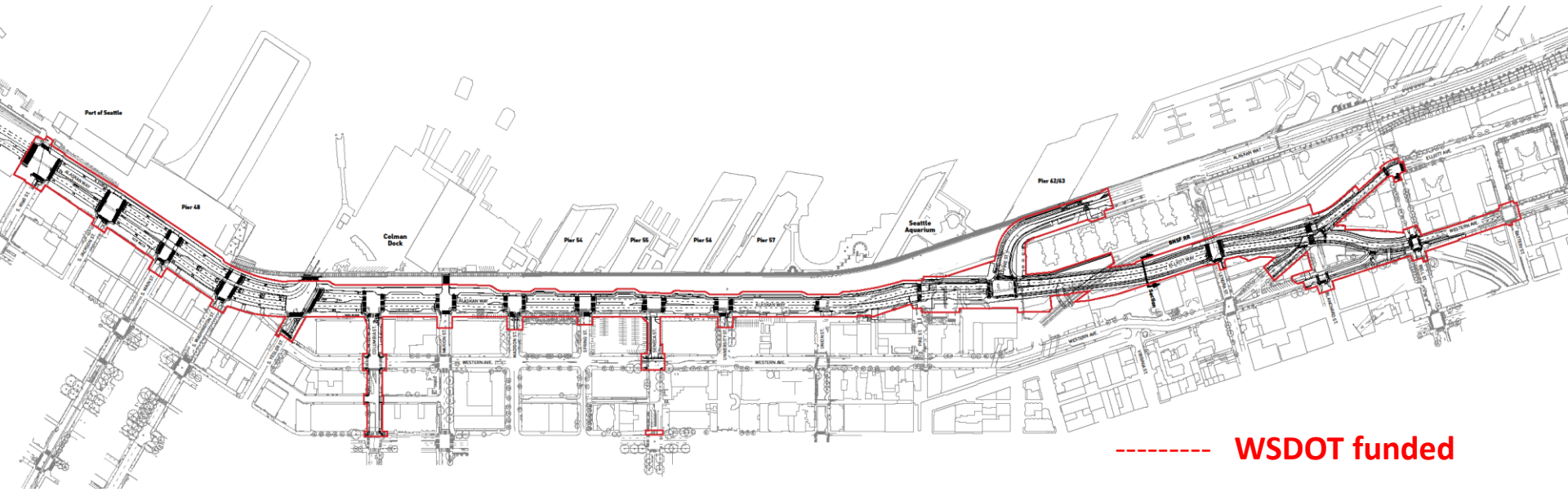
# NEXT STEPS IN 2016



- Supplement Draft EIS for Alaskan Way, Promenade and Overlook Walk (*spring*)
- Develop MOU with Aquarium regarding next steps for expansion (*summer*)
- Final EIS for Alaskan Way, Promenade and Overlook Walk (*fall*)
- Cost Estimate and Validation Process (CEVP) workshop with WSDOT (*fall*)
- Complete City/WSDOT funding agreement (*end of year*)



# WSDOT FUNDING RESPONSIBILITY



- Basic transportation elements (roadway)
- Crosswalks and signals
- Basic bridge structures

City funds parks (promenade, piers) and enhancements (better paving, landscaping)



# SR 99 TUNNEL AND WATERFRONT AGREEMENTS



- Moving Forward Letter of Agreement 2009
- State-City Memoranda of Agreement 2009 and 2011
- State agreed to fund the SR 99 tunnel, new Alaskan Way surface street, demolition of Viaduct and decommissioning of Battery Street Tunnel (cost estimated at \$290M exclusive of SR 99 tunnel)
- City agreed to fund the Seawall Project, public utility relocations, the promenade, Mercer, Spokane Viaduct and First Avenue streetcar.
- State funding to be used for transportation improvements including streets, bicycle facilities, sidewalks (including standard elements such as street trees)
- State and City agreed to build a multimodal street to City standards that facilitates public access to and enjoyment of the waterfront



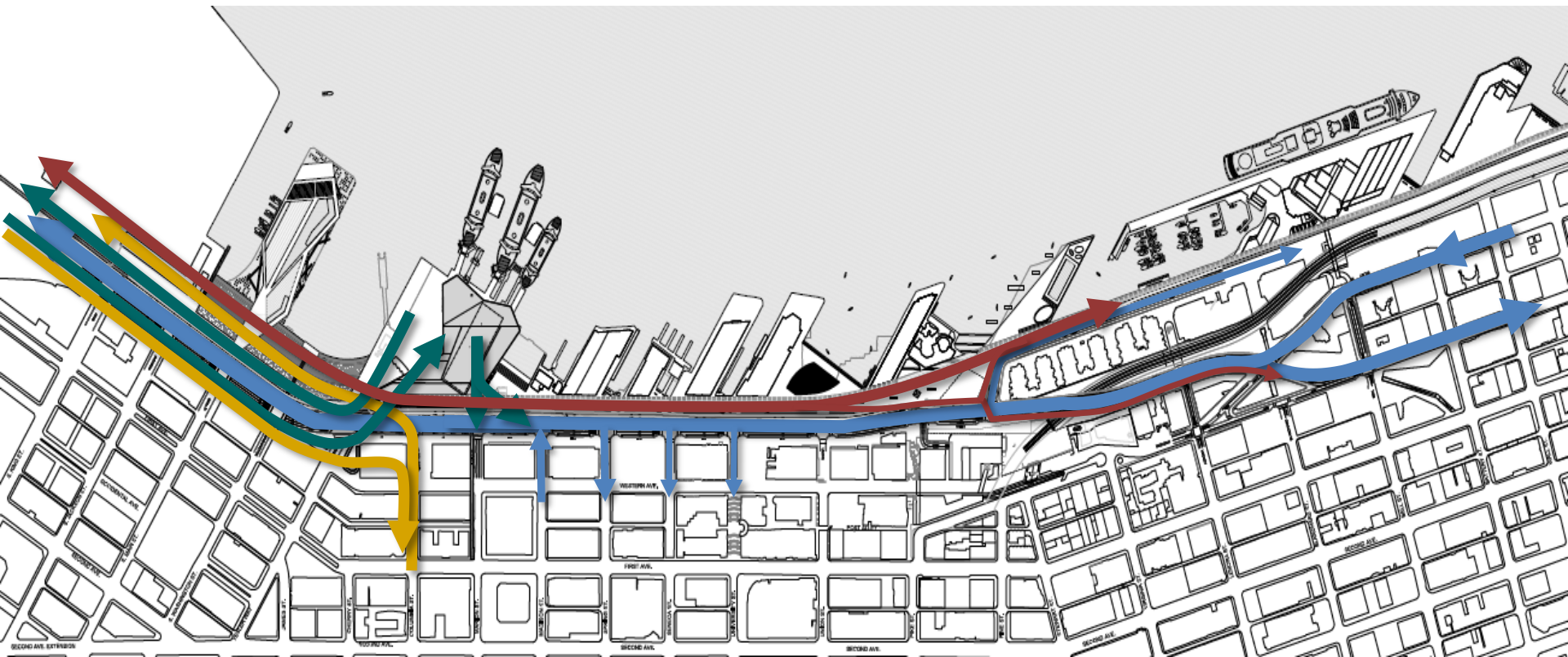
# WHY IS THE NEW ALASKAN WAY/ELLIOTT WAY IMPORTANT?



- The new Alaskan Way/Elliott Way surface street is a hard-working street that provides critical mobility for people and goods not provided by the SR 99 tunnel
- Unlike the existing Viaduct, the SR 99 Tunnel does not provide access to Downtown Seattle or to northwest Seattle via Elliott and Western avenues. The new surface Alaskan Way is critical to the SR 99 Tunnel – it serves those missing functions
- The new street is particularly important for freight, ferry traffic and transit, as well as local access to waterfront businesses



# FUNCTIONS OF THE STREET



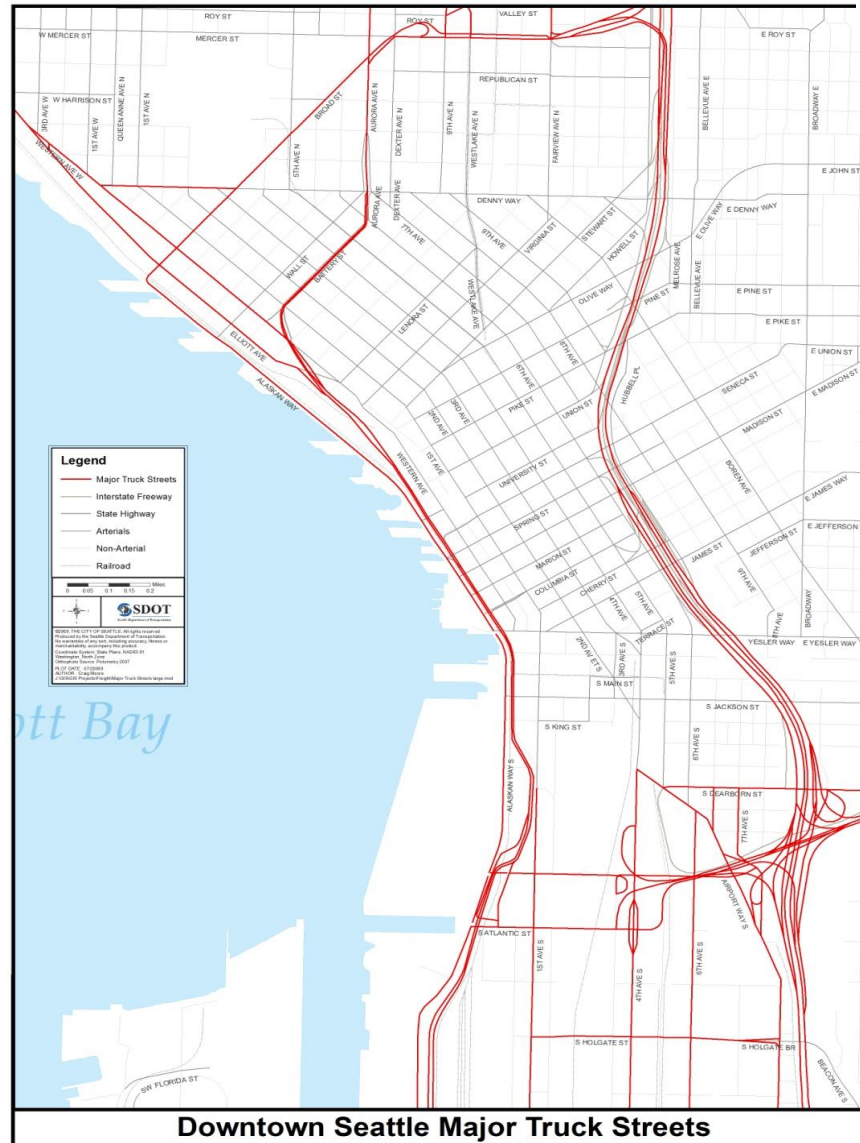
- VEHICLES, PARKING AND LOADING
- FERRIES: LOADING AND UNLOADING
- TRANSIT: SW TRANSIT PATHWAY
- NORTH/SOUTH BICYCLE AND PEDESTRIAN MOVEMENT



# KEY FREIGHT CORRIDOR



- Alaskan Way is the sole surface freight route through downtown Seattle
- Critical to support other state investments in freight (SR 99 Tunnel, SR-519)

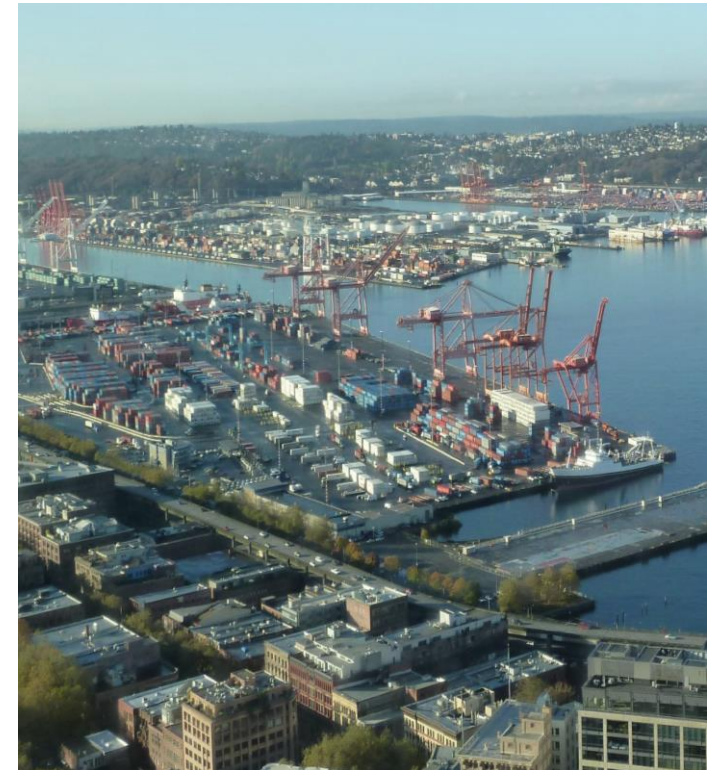




# SOUTHWEST TRANSIT PATHWAY ON THE VIADUCT



- Today, buses from southwest communities access downtown using the Alaskan Way Viaduct
- After Viaduct demo, buses will access downtown using Alaskan Way
- During the PM peak period, up to 50 buses per hour will use Alaskan Way in the peak direction, and 30 in the off peak direction
- The corridor serves over 22,000 riders a day, including RapidRide C & D lines





# UPDATED CITY/WSDOT FUNDING AGREEMENT SCHEDULE



<b>FALL 2015</b>	Practical Design Report
<b>JANUARY 2016</b>	Begin drafting key elements of agreement
<b>JUNE 2016</b>	Complete 60% design
<b>JULY 2016</b>	Updated cost estimate
<b>OCTOBER 2016</b>	CEVP Workshop Complete funding agreement for design
<b>YE 2016</b>	Complete funding agreement for construction





QUESTIONS?