**Market Connections Committee Meeting Agenda**

**Date:** Monday, March 11th, 2019  
**Time:** 4:00 p.m. – 6:00 p.m.  
**Location:** Economy Building Classroom, 1433 First Avenue (3rd Floor)  
**Committee Members:** Colleen Bowman (Chair), David Ghoddousi (Vice-Chair), Devin McComb, Mark Brady, Matt Hanna, Ali Mowry, JJ McKay

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<th>Time</th>
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<td>4:00pm</td>
<td>I. Administrative:</td>
<td>Chair</td>
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<td>A. Approval of Agenda</td>
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<td>B. Approval of the Market Connections Committee February 11th, 2019 Meeting Minutes</td>
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<td>4:05pm</td>
<td>II. Announcements and/or Community Comments</td>
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| 4:10pm | III. Key Issues and Discussion Items | Kelly Norwalk & Abigail Gullo  
Bryant Bullamore  
Mary Bacarella |
|       | A. The State Hotel Project Update |                                                                         |
|       | B. Seattle Ferry Multimodal Terminal Update |                                                                         |
|       | C. Executive Director Report and Construction Impact Updates |                                                                         |
| 5:45pm | IV. Public Comment |                                                                         |
| 5:50pm | V. Concerns of Committee Members |                                                                         |
| 6:00pm | VI. Adjournment | Chair                                                                   |
Market Connections Committee Meeting Minutes

Monday, February 11, 2019
4:00 p.m. to 6:00 p.m.
Economy Building Classroom, 1433 First Avenue (3rd Floor)

Committee Members Present: Colleen Bowman, David Ghoddousi, Ali Mowry, JJ McKay

Other Council Members Present:

Staff/Consultants Present: Mary Bacarella, Brady Morrison, Scott Davies, David Dickinson

Others Present: Chris Brown, Howard Aller, Bob Messina, Logan Tillery

The meeting was called to order at 4:00 pm by Colleen Bowman, Chair.

I. Administration
   A. Approval of the Agenda
      Colleen Bowman amended the agenda, removing The State Hotel presentation. The agenda was approved as amended by acclamation.

   B. Approval of the Market Connections Committee January 14th, 2019 Minutes
      The January 14th, 2019 meeting minutes were approved by acclamation.

II. Announcements and Community Comments
    None.

III. Reports & Discussion Items
    A. The State Hotel
       This topic was removed from the agenda.

    B. Viaduct Demolition Schedule and Process
       Chris Brown began the presentation by noting there is a meeting with the railroad tomorrow. The portion that will be demolished near the Market in February should have no impact on Market operations and that section will allow Kiewit to get to the portion over the railroad. The portion in front of the Market garage is currently scheduled for late May as that work is dependent on demolishing the portion over the railroad and access is needed.

       Chris Brown noted that Kiewit will close Western-Bell and Elliott-Blanchard in February and the Lenora pedestrian bridge will be closed for five days in March and six days in May with a 24 hour ADA-accessible shuttle taking people from Alaskan Way to Western. Fencing went up on February 8th around what will be active work zones near Battery Street and Western Avenue; Columbia Street Ramps and over the railroad. Chris Brown anticipates demolition beginning February 12th, but that is dependent on weather so that may be delayed. Pike Street parking lot
will be fenced for at least two months, but vehicles and pedestrians will still have full access to the Pike Place Garage and Pike Street Hillclimb.

Chris Brown reviewed a drawing detailing the removal of the viaduct, one deck at a time, which includes:

- Removal of top deck (loudest work)
- Removal of stringers, floor beams, and girders
- Removal of columns (to the level below)
- Removal of bottom deck, stringers, floor beams, and girders
- Lastly, removal of foundations

As the top deck is removed, the rubble falls to the lower deck, and then is removed and trucked away. After the lower deck is removed, the rubble is hauled away by truck for off-site sorting and recycling.

During viaduct demolition people can expect:

- Crews working at multiple locations at once
- Work areas fenced off before demolition begins
- Impact work daytime only, except short durations for ramps and over railroad tracks
- Spraying water to control dust
- Vibration and noise monitors to ensure work stays within allowed limits
- Shielding or nets to protect nearby buildings
- Alaskan Way remains open
- Side street closures limited to 30 days
- New pedestrian bridge to Colman Dock via Columbia Street

Chris Brown next reviewed the Pike Place demolition notifications, the first one should have been received already. The public can sign up for email notifications on the work that has been completed and what is to come. That email will be sent every Friday. The only time night work will be conducted near the Market is during demolition over the railroad tracks. That time is currently set for 11 pm to 1 or 3 am but Kiewit is still working on finalizing the dates and times.

Chris Brown concluded by reviewing contact information, including the hotline which is staffed 24 hours a day, seven days a week. The hotline is the best way to get immediate help.

Ali Mowry asked for clarification on the location of the ferry terminal pedestrian bridge. Chris Brown reviewed the construction timeline and location of the pedestrian bridge associated with the Colman Dock rebuild.

JJ McKay entered the meeting at 4:19 pm.

Colleen Bowman asked for more information on the closure of Western, Bell, Elliott and Blanchard Streets. Chris Brown directed committee members to the road closure handouts that he provided. Phase 1 is demolition of the very north end of the viaduct. That will not impact the intersection of Elliott and Blanchard. This should take about a week to complete. Detour signs will be placed so that pedestrian and vehicular traffic cannot get stuck. There are detour routes for businesses in the middle of the road closures.
Mary Bacarella asked how long the detour route will take place. Chris Brown responded he believes it will not last longer than a week unless a lot of restoration needs to take place. This demolition should start the week of February 17th. Phase 1, 2, and 3, noted on the handouts, cannot take longer than 30 days. The goal is to take less time. The work will be conducted during the day, but detour signs will stay up 24 hours.

Chris Brown continued by reviewing Phase 2, which is labeled Phase 1A Phase 3. There will be an overlap of a few days where the Bell Street and Western closure will coincide with the closer of Blanchard and Elliott. The last phase consists of just pedestrian detours as sidewalks are repaired.

Ali Mowry asked if traffic cops will be helping enforce the detours. Chris Brown responded flaggers will be present.

Colleen Bowman asked if the trucks hauling away demolition materials will have to follow the detour routes. Chris Brown responded they have their own routes approved by SDOT and reviewed some of the routes. Trucks will use Alaskan Way to get to Terminal 25 (all rubble to be processed first before going to Battery Street Tunnel). Material from Pike Place will head north to Wall Street before heading south on Alaskan Way to Terminal 25. Chris Brown noted he will send the routes to Mary Bacarella. Trucks will be hauling 24 hours a day, assuming they comply with noise compliance.

Colleen Bowman asked for clarification on the shuttle. Chris Brown responded that when the viaduct is being demolished over Lenora Street there will be a period in March and May. During that time there will be a free 24 hour shuttle looping between Western and the waterfront. It’s the same company as the current waterfront shuttle.

Mary Bacarella asked if cars will be able to make the turn into the Market garage, across the double yellow line. Chris is going to check with Alex since.

Ali Mowry asked how the Market parking garage elevators will be accessible. Chris Brown noted elevator use will coincide with the May demolition and he would like to wait until the plans are formalized before discussing.

**David Ghoddousi left the meeting at 4:45 pm.**

There was a discussion on the 14-day notices that were mailed out to anyone, resident or business, within 500 feet of the viaduct. The current 14-day notice is for the February demolition work. There will be another notice sent out 30 and 14 days before the May work. Chris Brown further described the notices. Those notices are sent out to anyone whose access is blocked by the demolition.

C. Construction Impact Updates

Mary Bacarella provided updates on the following:

- There is a new construction timeline included in the packet.
- Signage for the February demolition is scheduled to be delivered this week.
- Staff are waiting on hiring flaggers until its known if the demolition will have an impact on access to the garage in February.
- Staff met with WSDOT to discuss closing down the entrance to the Market garage and building entrance as the new Alaskan Way is built. That is not scheduled until possibly summer/fall of 2020. An agreement is being discussed with the City and will be bringing that to council when a draft is available. The PPM will have a representative on the project management team for this project. Rico Quirindongo, Matt Hanna and Mary have been a part of these conversations.
- The PDA will continue to send out weekly updates on the viaduct demolition.
- Parking in January was good. The budget was $180,000 and the actual is $214,000. This surpasses January 2018. The weather is most likely going to affect February revenue and it is already $19,000 below budget.

IV. Public Comment
Bob Messina noted the western wall of the MarketFront is covered in graffiti and is concerned with how this will look once the viaduct is demolished. He would like to see the Market try to address the graffiti and to clean the outside of the garage. Second, Bob wonders if all twelve members of the PDA council are aware of the proposed terms of the management agreement tied to the Overlook Walk. He recommended a close session for the council to discuss.

Howard Aller noted that he would still like to see the businesses along First Avenue have outdoor café’s that can be broken down during the evening to allow for more pedestrian space. He noted that between the snow and the café fences, there is only 3 feet of room left for pedestrians.

V. Concerns of Committee Members
None.

VI. Adjournment
The meeting was adjourned at 5:01 p.m. by Colleen Bowman, Chair

Meeting minutes submitted by:
Karin Moughamer, Executive Administrator
LOCAL GUIDE

Things to Do

1. The Crocodile
2. The Showbox
3. Seattle Art Museum
4. Comedy Underground
5. Seattle Great Wheel

MORE
Seattle Multimodal Terminal at Colman Dock

Pike Place Market Connections Committee briefing
3/11/19
Puget Sound multimodal hub

In 20178 more than 10 million people traveled through Colman Dock.

Regional transportation hub

In 20178 more than 10 million people traveled through Colman Dock.
Why is the project needed?

• Improves seismic safety.
• Reduces conflict between vehicles, bicycles and pedestrians.
• Ensures safe and reliable ferry service for the region.

Top: Timber pile that was removed and replaced due to deterioration.

Left: Project reduces conflicts between vehicles and pedestrians.
Conceptual design of the new facility. The design of the entry building and elevated pedestrian connection will be further reviewed to adjust to available funding.
Design features

*Conceptual design of the interior of the new facility.*
Passenger-only ferry

Conceptual design of the interior and exterior of the new passenger-only ferry facility.
Construction overview

- Project complete in early 2023.
- Terminal remains open, no service reductions.
- Elevated pedestrian connections maintained.
- In-water work, including pile driving, limited to six months a year (Aug. 1 through Feb. 15)

Top: Preparing to install pre-cast concrete panels as part of the new dock
Bottom: Preparing a steel support pile for the next stage of construction
Construction underway

Aerial of Colman Dock, February 2019, courtesy of Soundview Aerial, Inc.
Construction areas through spring 2019

For illustrative purposes only, map not to scale.
Viaduct demolition and the Marion Street Bridge

Right: Alaskan Way Viaduct along the waterfront.
Above: Marion Street Bridge at Colman Dock.
Questions?

Visit: bit.ly/ColmanDock
Email: ColmanDockProject@wsdot.wa.gov
Phone: 206-515-3870