

**SEATTLE'S
FUTURE
DOWNTOWN
WATERFRONT**

ALASKAN WAY VIADUCT

Damaged in 2001 earthquake, WSDOT + City say REBUILD

6 options studied, all versions of new highway

All local environmental and good city groups on board



ALASKAN WAY VIADUCT

PWC emerged: professionals as populist activists

Broaden and localize project goals: access, place, economy

Advocate multimodal solution and highway free shore



HINT: THIS IS NOT THE ANSWER.



A HIGHWAY GONE AWAY

San Francisco Embarcadero

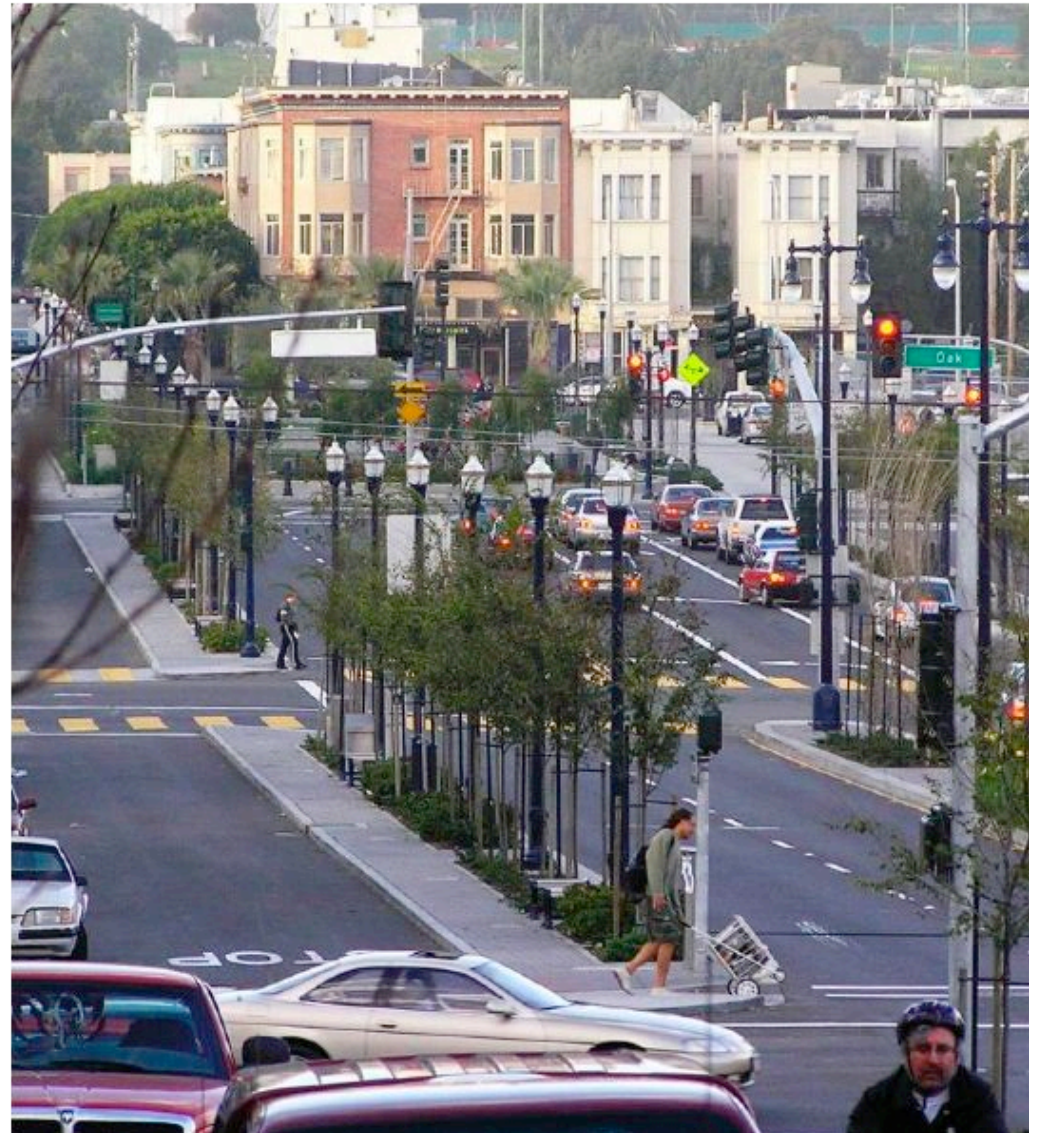
- Reduced capacity: no gridlock (surprise!)
- All trips either avoided, shifted to transit or grid
- Thousands of housing units, millions of sq. feet of office



A HIGHWAY GONE AWAY

San Francisco Octavia Boulevard

- Reduced capacity 50%; no gridlock (surprise!)
- Local access, connectivity
- Re-knit neighborhood



A HIGHWAY GONE AWAY

Milwaukee McKinley Boulevard

- Reduced capacity city street
- Created a place on the water
- \$300+ million in economic development, 26 acres reclaimed



A HIGHWAY GONE AWAY

Seoul Cheonggye River

- 160,000 trips / day absorbed by transit, streets or evaporated
- 5 mile long 1,000 acre park
- People love it; congestion did not materialize



What do we know about viaduct trips?

105,000 trips/ day now

- **> 80% start and end within Seattle**
- **60% into / out of downtown; already in the grid**
- **Only 4% are trucks - local distribution**
- **NOT Port traffic.**



FACTOIDS

ELEMENTS OF A MULTI-MODAL SOLUTION

- 1 Provide connectivity: great streets, more choice**
- 2 Construct urban street: surface Alaskan Way**
- 3 Improve transit: better service, convenience**
- 4 Initiate long-term demand reduction**
- 5 Create freight routes: keep trucks moving**

Improve connectivity, choice, and flow in grid

+ 30% OF TRIPS

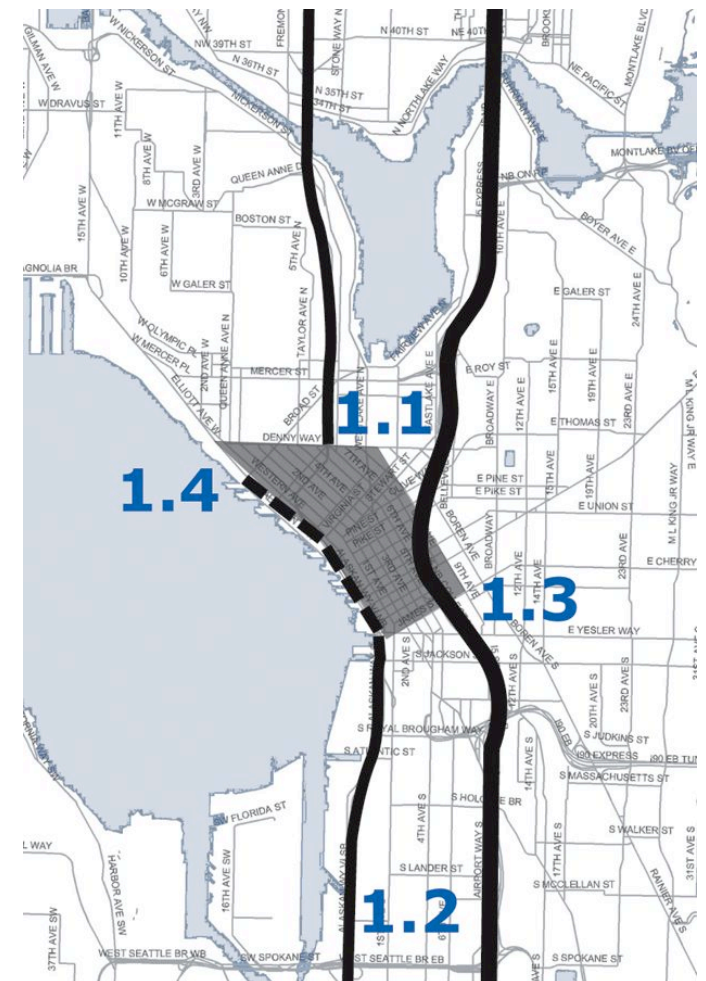
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1.1 North End Distributor: disperse into grid, more N/S choices

1.2 South End Distributor - more N/S choices, connections Spokane St

1.3 Optimize I-5 for better flow (later)

1.4 Great streets, better flow in grid: use 25% to 40% available capacity



Build Alaskan Way Surface Street

2

+ 20% OF TRIPS

- **Four lanes is plenty; urban scale and speed**
- **Design appropriate for context**
- **Like First Ave: 2 way, pedestrian friendly, connected**



Add transit, improve service

3

+ 25% OF TRIPS

- **Rapid Ride: Ballard, W. Seattle, Aurora North BRT**
- **King County commitment; planning underway**
- **Consider other modes: Mosquito Fleet, streetcar loop....**



Reduce Demand for Car Trips

- 25% OF TRIPS

- **Some trips naturally evaporate**
- **Bike Master Plan: more routes, safer**
- **Land use: jobs / housing balance**
- **Demand-side solutions: excellent cost/benefit**

Parking cash-out, Flex pass

Highway tolls, congestion pricing



Give freight priority through-out the city

4,000 trucks / day.

NOT Port related.

- **Do east/west Port projects, regardless**
- **Freight-only lanes on linked arterials through city**
- **Better freight signage and connections throughout city**



So where will Viaduct trips go?

105,000 trips/ day now

- **30% disperse onto N/S city streets, 1st Ave to Boren**
- **20% use improved surface Alaskan Way**
- **25% choose new convenient transit**
- **25% shift to local places, or get decided against**

Future growth?

- **Trip demand adapts to supply + choices + land use**
- **Congestion relief thru capacity is a false promise**

**Seattle must implement these measures to provide mobility in 2012
when the viaduct will be closed and removed.**

After a year, we will have already adjusted to life without it.

Why invite the car trips to come back then?

BROAD BENEFITS OF A CITY-CENTRIC SOLUTION

Remove blight: real estate value, development, new tax base

Better grid, better transit: more choices, more flexibility

Reduce VMT: reduce emissions, COL, oil dependence

Big park, healthy shore: livable, vibrant downtown

Avoiding megaproject: gentlest on 1200 local businesses









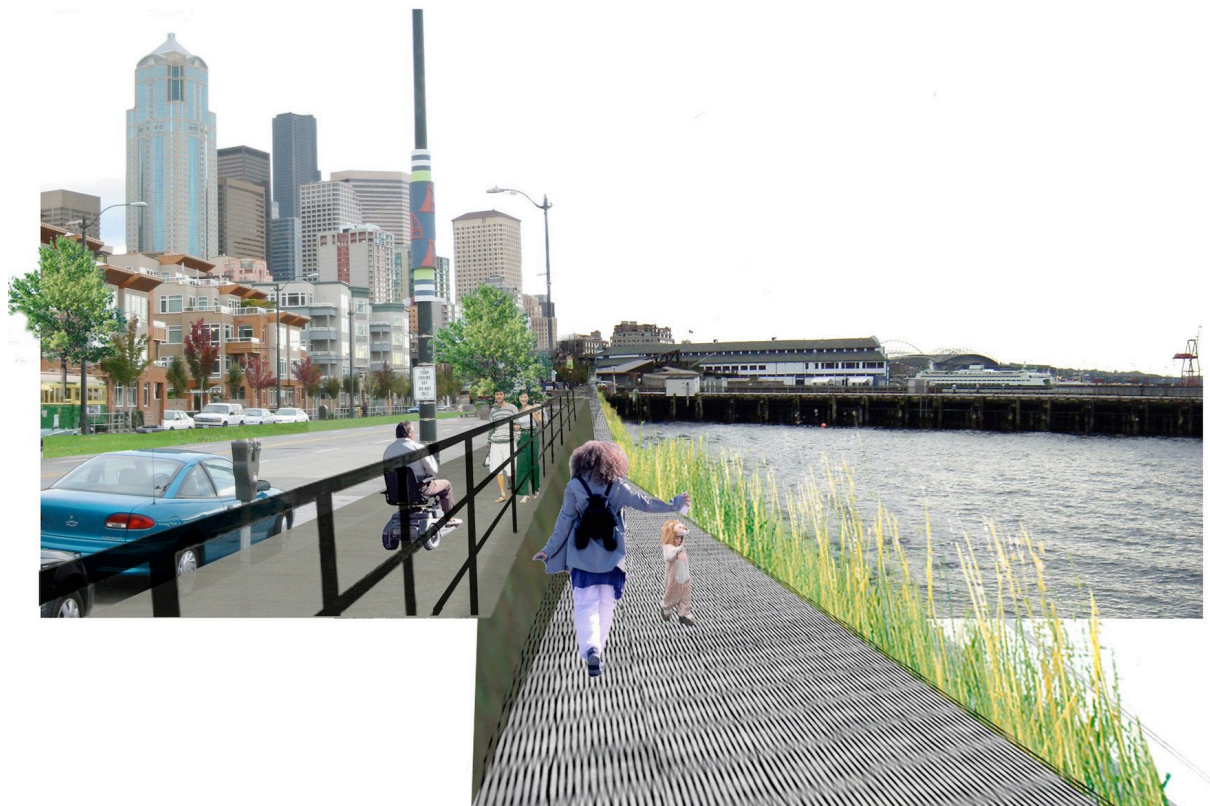
PEOPLE'S WATERFRONT COALITION

Lead advocate for highway free waterfront since 2004

4 levels: grassroots, NGO allies, civic leaders, national allies

Steadily gained credibility as highway propaganda debunked

Post vote to defeat highway: we're halfway there



SUCCESSSES SO FAR:

- **Expertise behind positive, rational, effective solution**
- **Aim for the soft win; it will likely happen covertly**
- **City and County (transit) “No highway on our waterfront.”**
- **Transplant and nurture the win for electeds**



NEXT CHALLENGES -- LOCAL SOLUTION

Work constructively with industrial biz; address needs

State threat: get good planning underway, or they'll take over

Set up win-win-win for Gov: economic, environmental, fiscal



OUR CITY IS AT A TIPPING POINT.

- **No \$\$\$: Highways too expensive, need smarter tools**
- **Climate leadership: Invest in solution, not the problem**
- **Future desire: livable, sustainable, vibrant city**

