

The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

**Alaskan Way Viaduct
Stakeholder Advisory Committee**

**Pedestrian Connectivity
December 4, 2008**

Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people.

Guiding Principle 4, Measure 2:

Evaluate pedestrian connectivity and barriers between the waterfront and other key downtown destinations.

4.2 Pedestrian Connectivity

- *Quantitative* assessment of changes to waterfront pedestrian crossings.
- *Qualitative* assessment of pedestrian connections between the waterfront and downtown.

Methodology

- *Quantitative* assessment of changes to waterfront pedestrian crossings.
- *Qualitative* assessment of pedestrian connections between the waterfront and downtown.
- Focuses on connections from First Avenue to Waterfront (east of Alaskan Way).

Methodology

Quantitative Measures	Qualitative Measures
Crossing distances	Directness/Line of sight to destination
# of crossings	Continuity/Completeness
Distance between crossing opportunities	Security
Traffic volumes on north-south streets	Noise
	Shadowing/Visual Interest
	Impacts of traffic volumes

Central Waterfront

South: Atlantic to King

Long crossing distance (100' +) in all scenarios

A, B, C and H have much higher volumes than today (44,000+ ADT)

D, E provide poor connectivity between the Stadiums and waterfront vs. all other scenarios



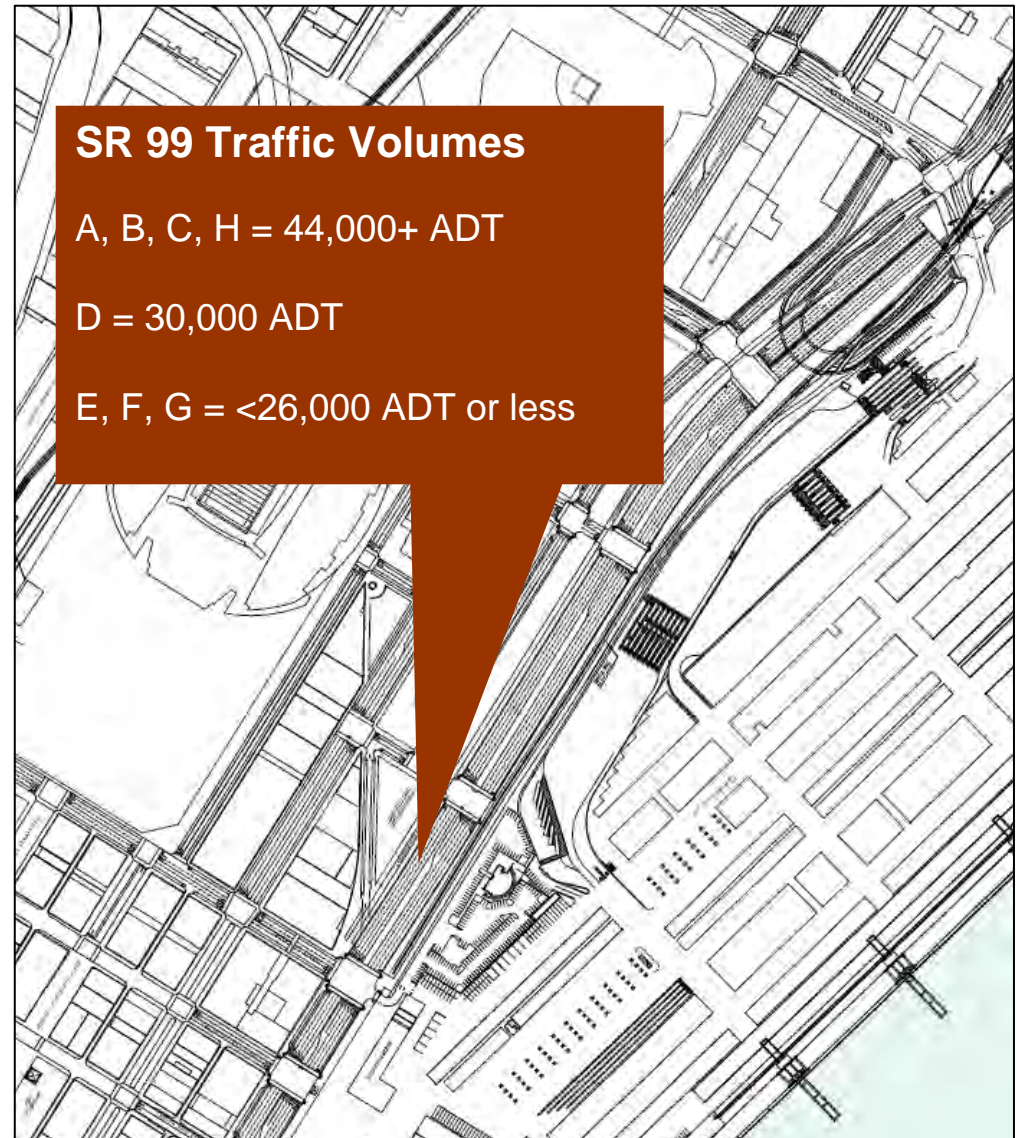
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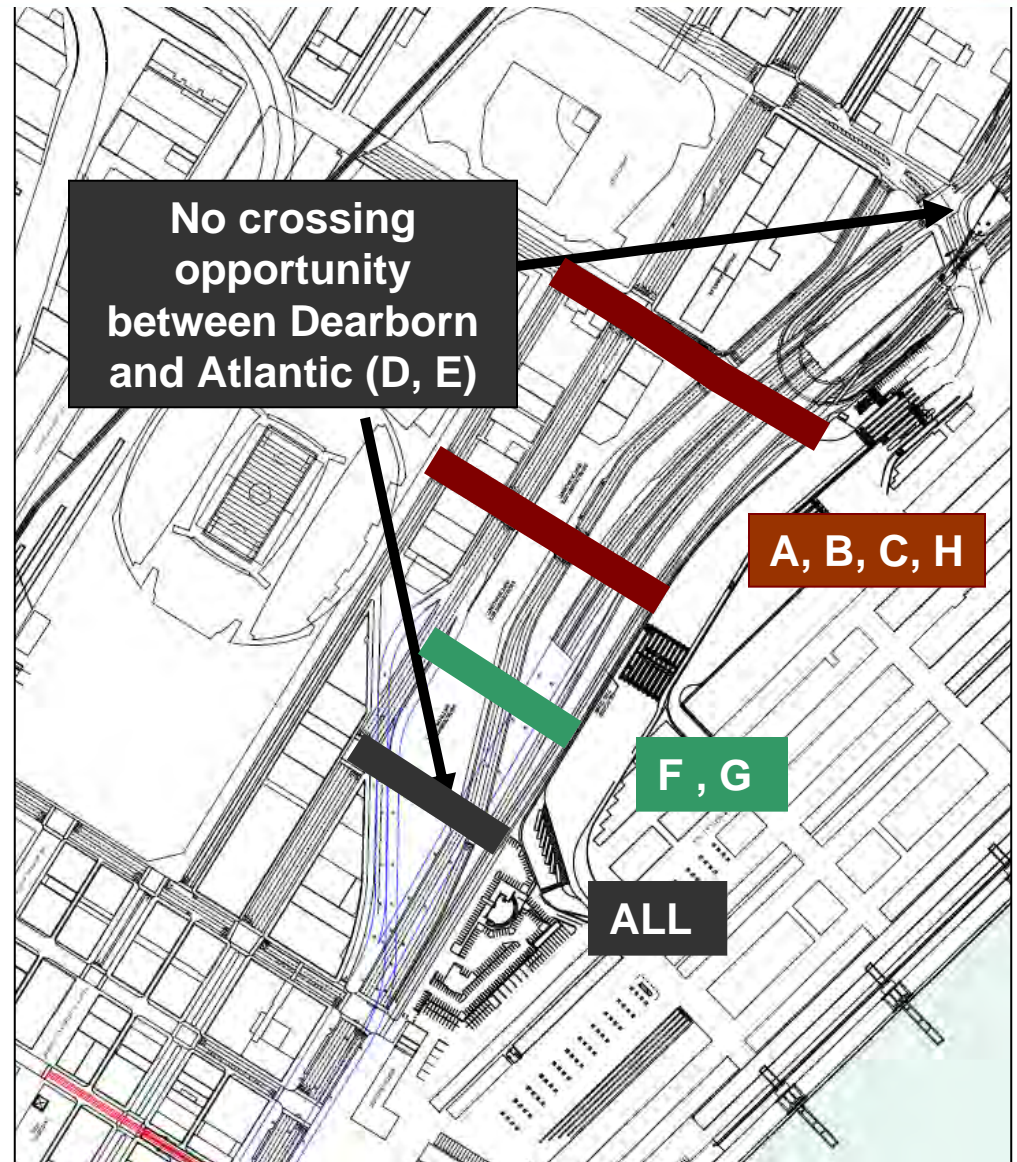
Central Waterfront

South: Atlantic to King

Long crossing distance (100' +) in all scenarios

Only E, F, G have ADT under 30,000 on Alaskan Way

D, E provide poor connectivity between the Stadiums and waterfront vs. all other scenarios



Central Waterfront

Central: King to Pine

All intersections are signalized

H - no crossings at Main and Jackson

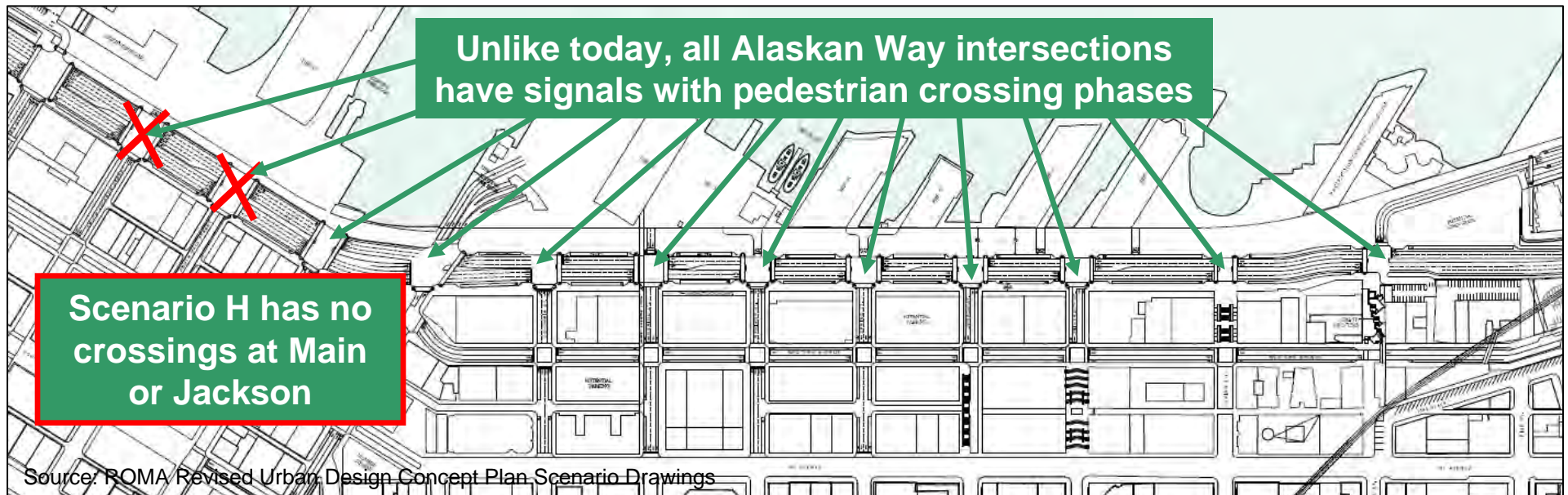
C, F – couplet changes nature of Western with ADT of ~20,000

A, B – two-way Alaskan Way scenarios have highest volumes (~37,000)

C, E, F – have narrowest Alaskan Way cross-sections on Central Waterfront

D, E – significant site line obstruction, shadowing and noise compared to other scenarios

E – 90' tunnel between downtown and Waterfront



Central Waterfront

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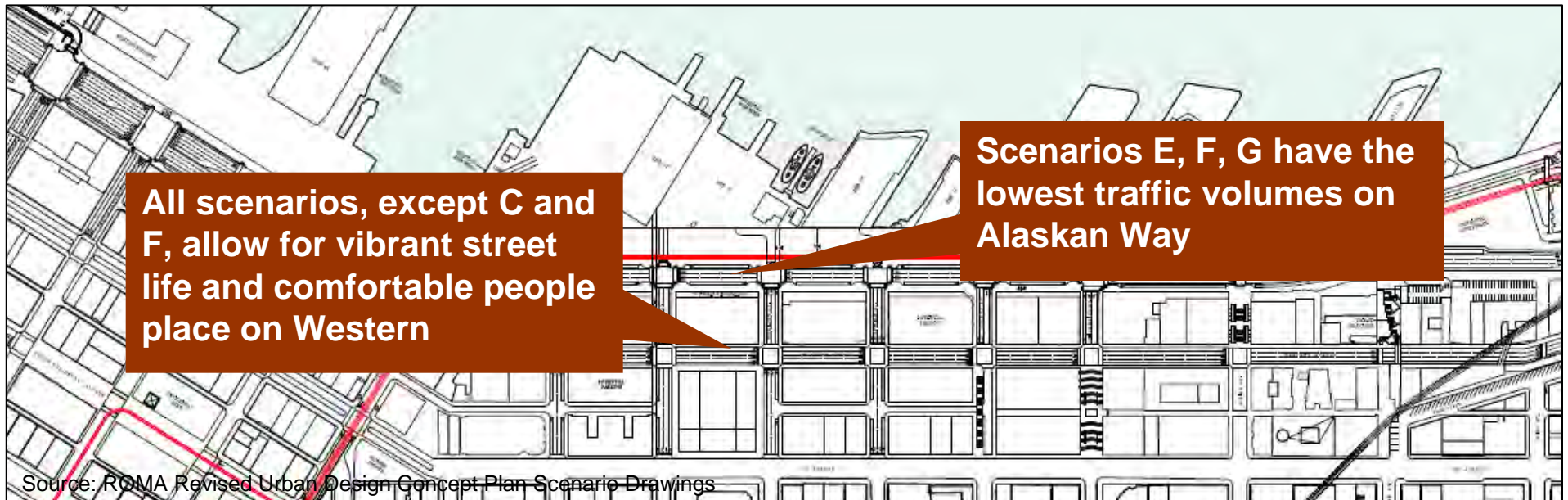
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C, E, F – have narrowest Alaskan Way cross-sections on Central Waterfront

D, E – significant wayfinding challenges, shadowing and noise compared to other scenarios

E – 90' tunnel between downtown and Waterfront creates barrier, potential to create sense of insecurity



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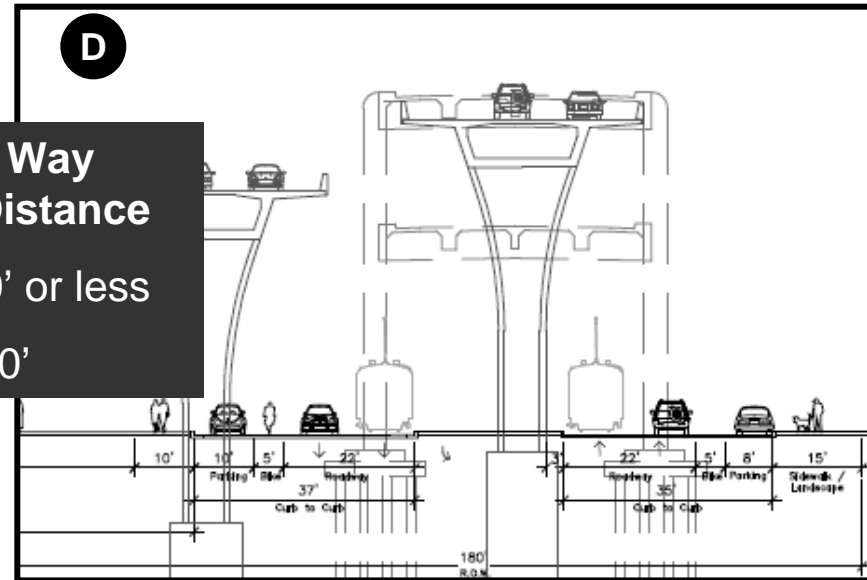
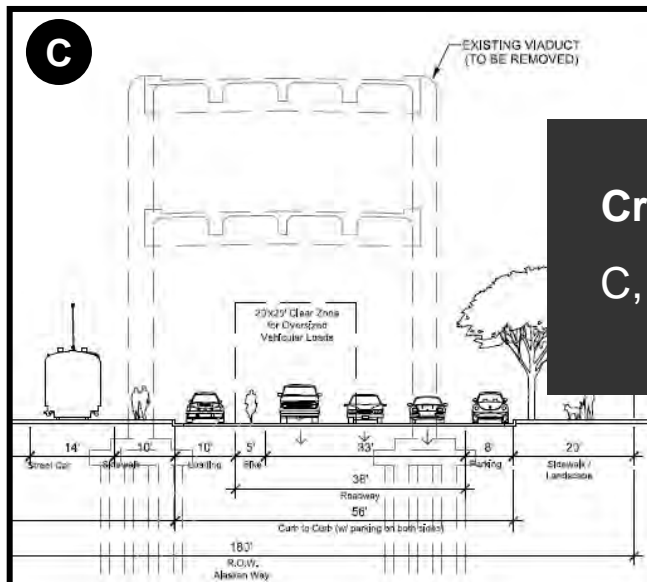
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Alaskan Way Crossing Distance
C, E, F – 40' or less
D – 90'

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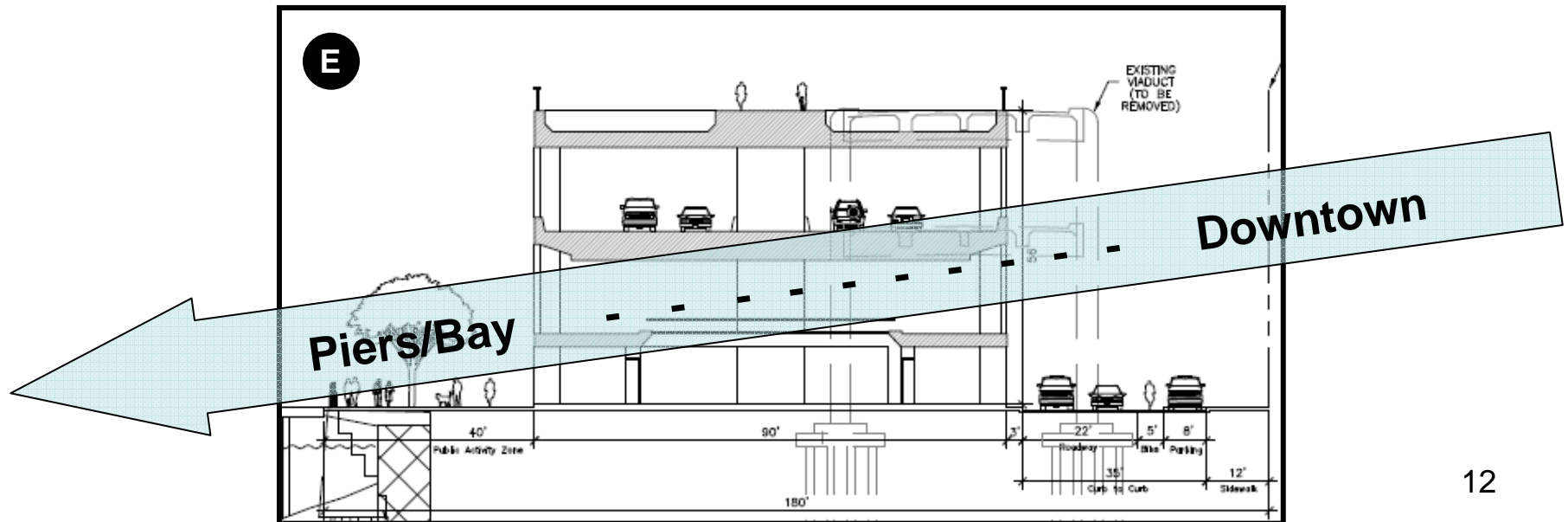
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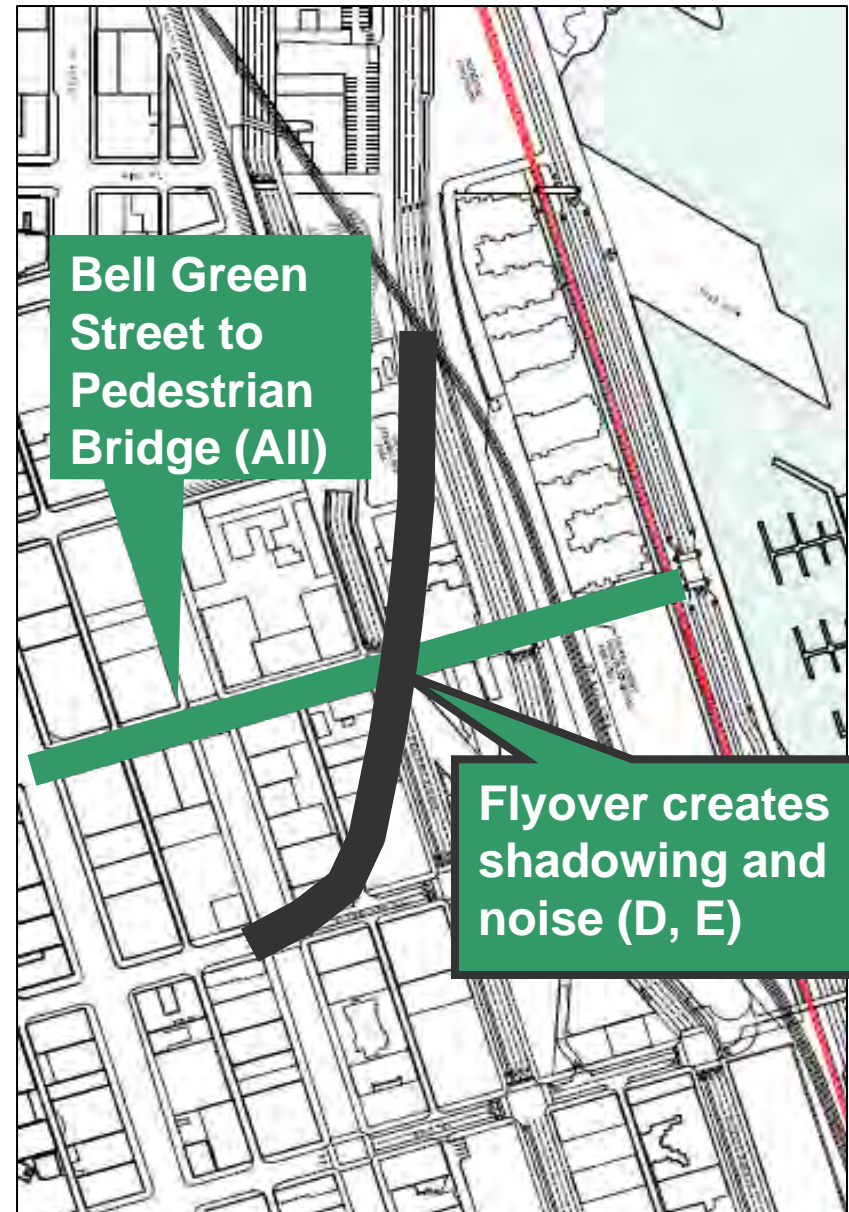
Source: ROMA Revised Urban Design Concept Plan Scenario Drawings

Central Waterfront

North: Pine to Broad

All scenarios include new signal at Western and Bell

A, B, C & F: sidewalks on new surface street between Belltown and waterfront

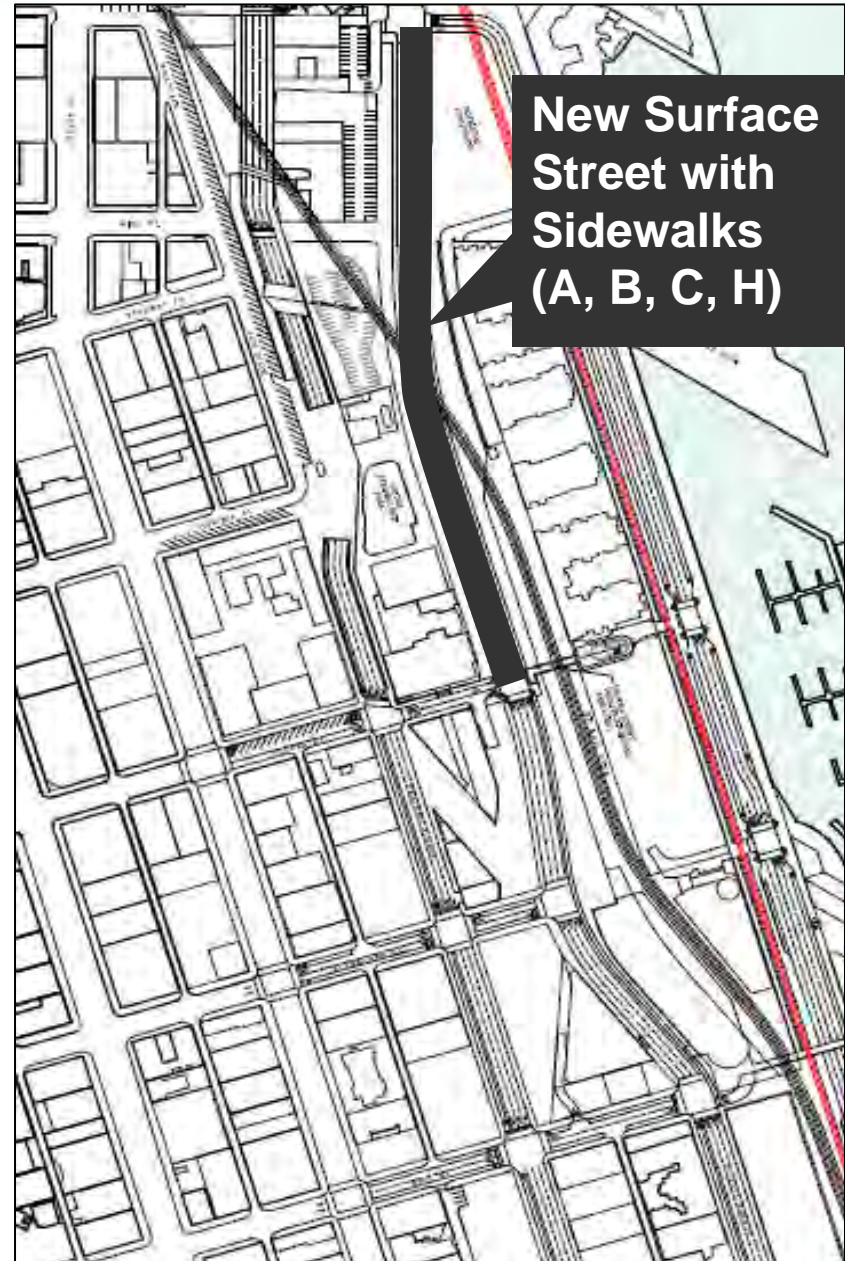


Central Waterfront

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A, B, C & F: sidewalks on new surface street between Belltown and waterfront



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Summary

- **A, B, C, F, G:** *Provide highest level of connectivity between downtown and the waterfront.*
- **H:** *has less connectivity in Pioneer Square than the above scenarios.*
- **D, E:** *Create significant negative impacts on pedestrian quality in terms of shadowing, safety concerns, noise levels, and visual interest.*
- **G, F:** *Potential for best pedestrian connectivity and quality.*