



Alaskan Way Viaduct and Seawall Replacement Program

Revised Central Waterfront Measures – **DRAFT**

July 22, 2008

The state, county and city are embracing a new strategy to find a solution for the central waterfront section of the Alaskan Way Viaduct. Rather than focusing solely on the SR 99 corridor, this approach looks at the potential for a package of systematic improvements within a broader area to more efficiently move people and goods without unduly impacting the region's already overburdened roads and highways.

The first step was to develop guiding principles, which were finalized in February. At the January 24 stakeholder advisory committee meeting, members were asked for input on an initial list of measures. The public was also asked for feedback at the February 12 open house in West Seattle. In addition, the Interagency Working Group discussed the measures and offered comments at their February, May and July meetings. Feedback from all these sources was incorporated into the revised list of draft measures below. At the Stakeholder Advisory Committee Meeting on May 22, the stakeholders again reviewed the revised measures and offered additional comment, which has also been incorporated¹. The goal is to finalize the measures that will be used to evaluate the system scenarios in July.

The list of potential measures is the basis for the candidate evaluation measures that will be used to assess the performance of the systems scenarios. The evaluation of the system scenarios will help in understanding how various comprehensive approaches might be developed to meet the guiding principles. Conclusions drawn from this work will help in developing and refining one or more promising systems scenarios.

¹ A separate document explains the extent to which committee and public comments were or were not incorporated into the proposed listing of evaluation measures and why (insufficient data, measures better addressed as part of impact statement, issue addressed through other measures, etc.)

Guiding Principle	Potential Measures	Candidate Scenario Evaluation Measures
<p><i>1. Improve public safety</i></p>	<ol style="list-style-type: none"> 1. Evaluate seismic performance of SR 99 and the seawall 2. Assess safety performance for users of all modes of travel 	<ol style="list-style-type: none"> 1. Evaluation compared to seismic design standards 2. Qualitative transportation safety assessment based on travel modes, types of facilities, and potential exposure routes

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<p>2. Provide efficient movement of people and goods now and in the future</p>	<ol style="list-style-type: none"> 1. Measure person throughput to and through the Center City. 2. Measure travel times for general purpose traffic for representative trips to and through the Center City. 3. Measure travel times for freight for representative trips to and through the Center City, including to port facilities and industrial areas. 4. Evaluate changes in parking and loading access to the central waterfront and other impacted business districts. 5. Evaluate transit speed, capacity, and travel time. 6. Measure change in share of trips made by transit, carpool, bicycle, or foot. 7. Measure quantity, capacity and quality of access to and connections among Center City neighborhoods. 8. Measure directness, capacity, reliability, and quality of access to port facilities, rail yards, and industrial centers 9. Assess changes to bicycle connectivity in the Center City. 	<ol style="list-style-type: none"> 1. Peak period person throughput at select points* 2. Peak period travel times for representative trips* 3. Peak period and midday travel times for representative freight paths* 4. Concept level range of loading/parking impacts by general area and possible strategies to mitigate any loss 5. Peak period travel times for representative transit paths* 6. Percent of trips by mode (drive alone auto, ride share, transit, non-motorized) for AM and PM peaks* 7. Qualitative assessment of changes to representative connection by mode. 8. Qualitative assessment of changes to representative connections 9. Qualitative assessment of changes in relation to bicycle and pedestrian plan

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<p>3. <i>Maintain or improve downtown Seattle, regional, the port and state economic vitality</i></p>	<ol style="list-style-type: none"> 1. Assess long-term economic implications, based on the level of investment in the transportation infrastructure and changes to the following: <ul style="list-style-type: none"> • Urban amenities and attractiveness of the central waterfront • Environmental quality of the central waterfront • Transportation access and user costs for travel to and through the central waterfront and greater Central City 2. Assess short term economic implications during the construction period based on displacements, changes in access over time and disruptions, noise, vibration and other environmental consequences of the construction activities. 	<ol style="list-style-type: none"> 1. Qualitative evaluation comparing differences across scenarios for standard measures of economic performance, such as: <ul style="list-style-type: none"> • Real estate measures: vacancy rates, property values, and lease rates • Economic activity measures: employment, sales, revenues, commodity volumes <p>The evaluation will try to address all of these measures, but will do so at a high level aimed at identifying relative differences in economic impacts, supported by quantitative information from both local and national sources.</p> 2. Qualitative evaluation using the same measurements as for long term impacts, however the focus will be narrower, in both time (short-run, construction) and geography (the downtown and immediately surrounding areas). As with the long-term economic impacts, the evaluation here will not address the impacts measure by measure, but in logical groupings that will yield a qualitative but understandable description of the major economic impacts on different types of businesses and locations during construction.

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<p>4. Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people</p>	<ol style="list-style-type: none"> 1. Evaluate open space opportunities. 2. Evaluate pedestrian connectivity and barriers between the waterfront and other key downtown destinations. 3. Measure shadowing and view blocking impacts. 4. Assess changes in bicycle and pedestrian environment throughout Center City, including impacts of traffic volumes, <u>traffic management changes, duration of construction,</u> speeds, and air pollution. 5. Assess changes in traffic noise levels on the waterfront <u>and in adjacent Center City neighborhoods.</u> 6. Assess transit access to and on the waterfront. 7. Assess impacts on historic structures and districts. 	<ol style="list-style-type: none"> 1. Quantitative measures: promenade width, width of east sidewalk, acres of new public space. Qualitative measures: quality of new public space and impact of utility conflicts with waterfront open spaces. 2. Quantitative measures: number of waterfront pedestrian connections. Qualitative measures: quality of pedestrian connections 3. Quantitative measures: area directly shaded by waterfront transportation structures. Qualitative measures: view blockage to the waterfront from University Street and from Pier 55 to downtown, location and bulk of ventilation structures, and view from the roadway 4. Qualitative assessment of pedestrian and bicycle environment based on overall Center City surface street changes in traffic volumes, <u>management</u> and speeds. 5. Estimate PM peak noise level at Pier 55, (quantitative) <u>and perform a qualitative assessment based on projected traffic volumes in adjacent Center City neighborhoods.</u> 6. Review of waterfront stop coverage and service (qualitative) 7. Qualitative description of changes to historic structure related to traffic, congestion or character; and identification of potential modifications to or removals of historic structures.

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5. Create solutions that are fiscally responsible	<ol style="list-style-type: none"> 1. Estimate capital cost and operating costs. 2. Identify available and potential funding and impacts to the State of Washington's bond rating. 3. Compare the design life of the proposed SR 99 and seawall improvements. 	<ol style="list-style-type: none"> 1. Preliminary cost estimates of scenarios (quantitative) Preliminary operating cost estimates of scenarios (quantitative) 2. Qualitative description of funding sources and limitations of funds both committed and potential 3. Anticipated design life of SR 99 and seawall

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6. Improve the health of the environment	<ol style="list-style-type: none"> 1. Assess changes in air quality 2. Assess changes in carbon footprint. 3. Estimate change in pollutants from storm water runoff into water bodies. 4. Assess opportunities to improve near-shore habitat. 	<ol style="list-style-type: none"> 1. Travel model data and estimated emission rates to assess changes in air quality* 2. <u>Travel model data evaluating total vehicle miles traveled and vehicle miles traveled by facility speed for study area and region (quantitative). Qualitative evaluation of greenhouse gas emissions in the study area.</u> 3. Assess opportunities to improve storm water quality (qualitative) 4. <u>Assess</u> potential for alternative treatments of seawall and opportunities for habitat creation (qualitative)