

Reinventing Older Communities

Highway Teardowns

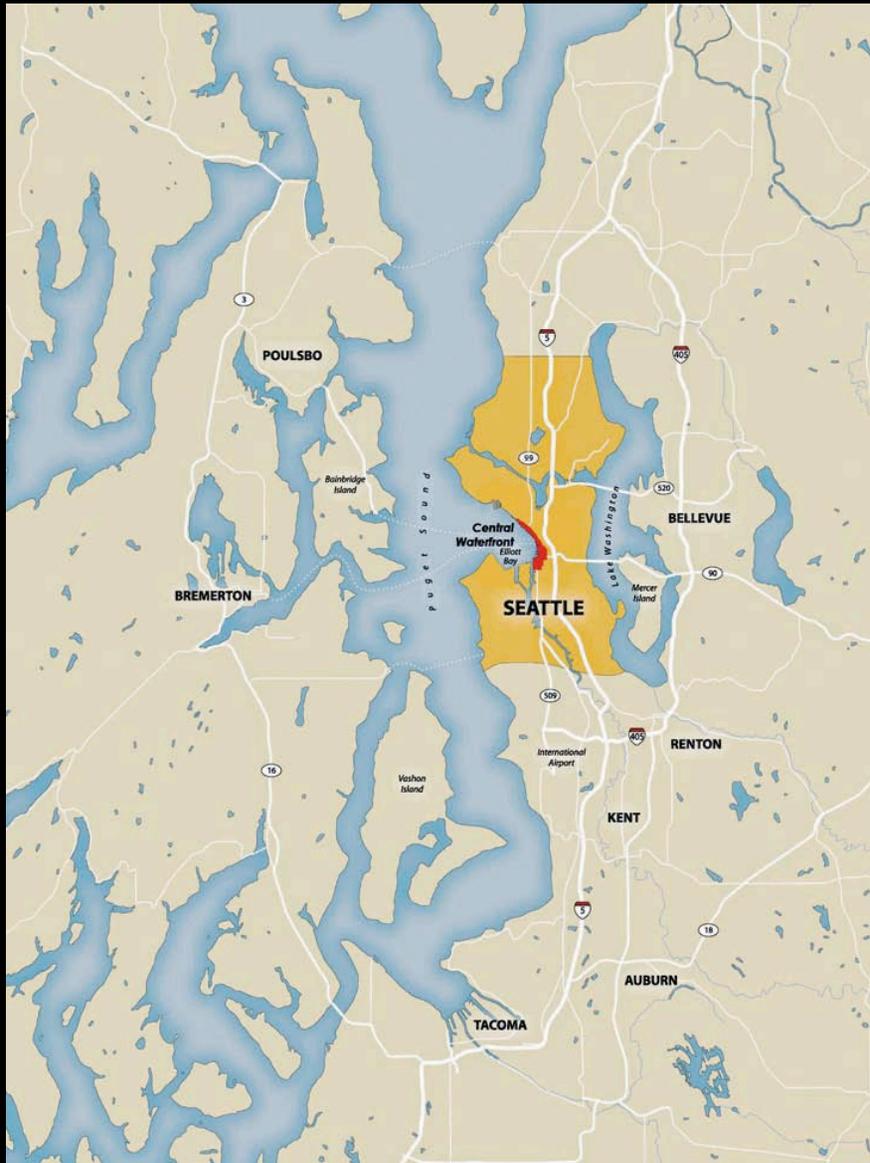


Seattle's Alaskan Way Viaduct
- Removing Urban Blight

Peter Steinbrueck, FAIA



SEATTLE – HEART OF THE PACIFIC NW



Seattle's History of Rejecting Urban Freeways

SEATTLE CITIZENS AGAINST FREEWAYS, 1968-1980

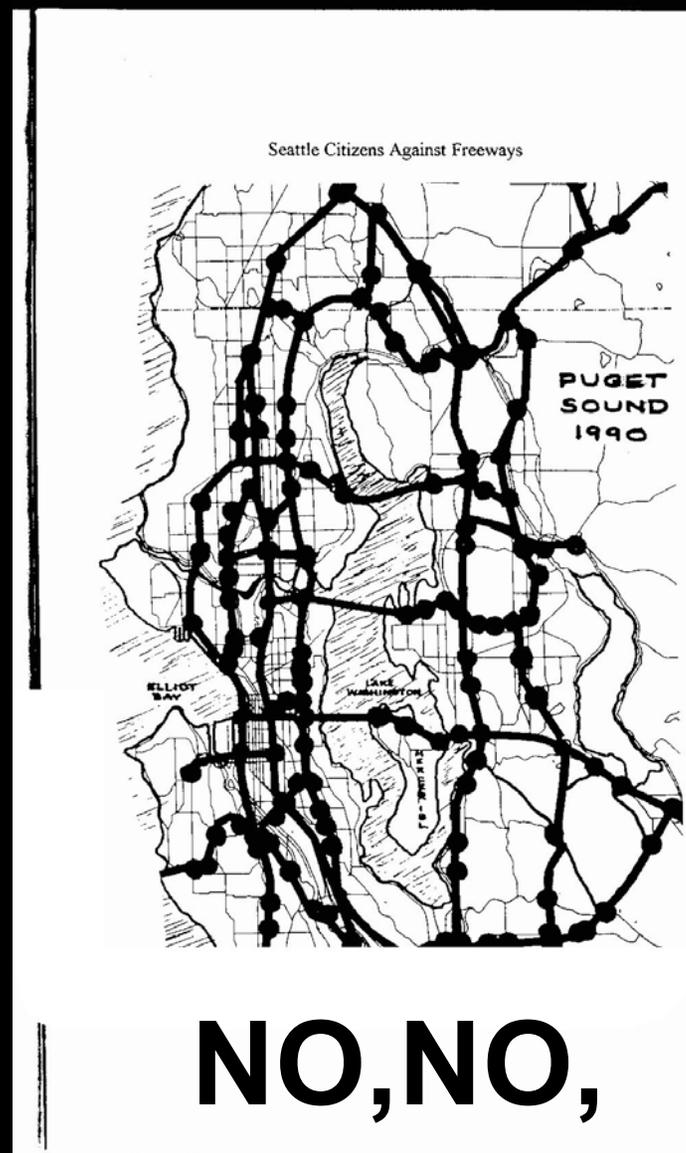
FIGHTING FIERCELY and
WINNING SOMETIMES

PART 1, TRANSPORTATION DECISIONS IN SEATTLE, 1968-1972

PART 2, THE STATE LEGISLATURE, 1970-1978

PART 3, 1-90, THE MERCER ISLAND PLAN, 1971-1979

MARGARET CARY TUNKS
with drawings by DAVID LEFEBVRE



2001 Nisqually Quake...

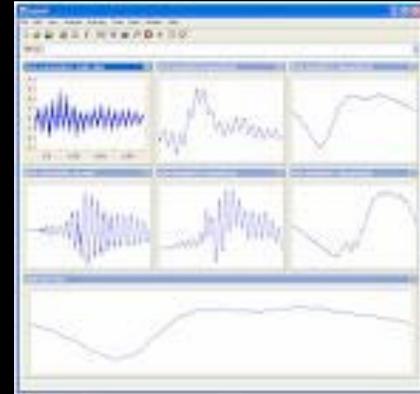


The Rattle in Seattle!



....Damages Viaduct &
Seawall





Remember Loma Prieta...





Other Cities that have Torn Down or not Built Urban Freeways





Voices against another elevated Viaduct

*Seattle Community
Leaders Speak Out
Against Measure 2*

vote
NO
on
2
**BIGGER
NOISIER
UGLIER**

Seattle Post-Intelligencer

**"VOTE NO ON
MEASURE 2"**

"...your last chance to register your disgust with this mess...send them back to the table to study carefully, and without prejudice, all possibilities..."

Seattle P-I, 2/23/07

Liberate the Waterfront

Don't rebuild the Viaduct

Seattle's Urban Mobility Plan



The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront Alaskan Way Viaduct *Stakeholder Advisory Committee*

Surface Street Building Block Elements

February 28, 2008



A NEW TRANSPORTATION PARADIGM



TRANSIT NOW

RapidRide

Highlights



High frequency service most of the day, seven days per week will make it possible to use transit more spontaneously.



Bus priority measures will make transit faster and more reliable.



Unique, environmentally friendly buses will be used on RapidRide routes, using clean and green hybrid technology.



A higher level of passenger convenience and comfort will be provided, including improved shelters, lighting and real-time bus arrival signs.

Focus on West Seattle

State Route 99 currently offers a good transit connection between West Seattle and the downtown Seattle shopping district. However, when the Alaskan Way Viaduct is closed for reconstruction, West Seattle commuters will lose this connection. RapidRide service to West Seattle will maintain reliable access and provide other benefits as well.

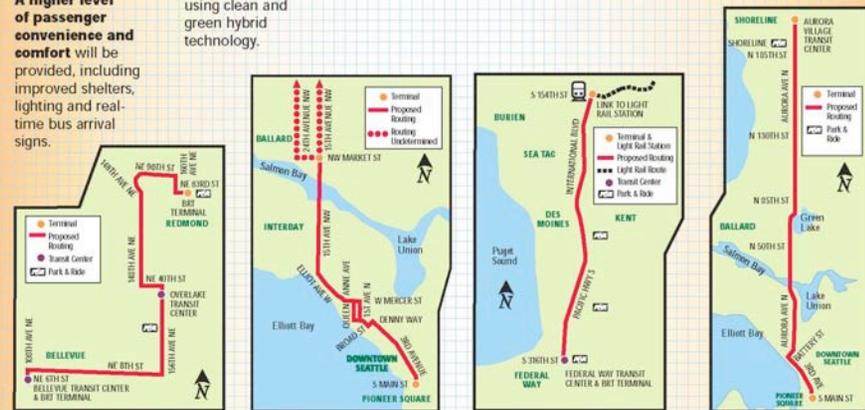
The proposed RapidRide route will connect the West Seattle freeway to the SODO busway and downtown Seattle Transit tunnel. Stops will be consolidated and more prominent shelters erected at stations. Street improvements will be made to prioritize bus movements in West Seattle and major improvements will be needed to ensure a fast and reliable connection from the West Seattle freeway to Metro's SODO busway.

Benefits will include 10-minute service during the day, direct service to all of downtown, and an alternative to viaduct-related construction delays.



Photo: Harold Geissenheimer

A Streetcar in Portland, Oregon.



Seattle's AWW & Central Waterfront Today



An Urban Blight - Unsafe at Any Speed

WSDOT's AWW Aerial Rebuild Plan



“The Big Ugly”

The No-rebuild Surface + Transit Plan



New Vision for Urban Transportation



Sustainable Solutions that integrate Land Use & Transportation with Good Urban Planning

THANK YOU - ATTENDEES!



“We can’t solve our problems with the same kind of thinking that created them.” - Einstein

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