

VandenBerghe, Alissa (Consultant)

From: Rigsby, Mike (Consultant)
Sent: Wednesday, August 06, 2008 11:49 AM
To: Paananen, Ron; White, John; 'Robert Powers'; Parsons, Jim; Grotefendt, Amy (Consultant); Van Ness, Kristy
Cc: Williamson, Alec; Clark, Gordon T. (Consultant); Pearce, Steve
Subject: FW: FYI - AIA and viaduct - upcoming + issue paper, will try and attend these

[FYI. AIA game plan for the Central Waterfront.](#)

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Parsons Brinckerhoff
Alaskan Way Viaduct and Seawall Replacement Program
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From: Browning, Richard
Sent: Wed 8/6/2008 9:25 AM
To: Rigsby, Mike
Subject: FYI - AIA and viaduct - upcoming + issue paper, will try and attend these

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Alaskan Way Viaduct

ACTION ALERT: VIADUCT

[Sound Off Viaduct Survey](#): Share your analysis of the scenarios and help formulate AIA Seattle's position for this fall. Members only, please. Deadline Friday, August 15

ACTION CALENDAR

August 14: **WSDOT Presentation**. WSDOT/KC/SDOT presentation of scenarios. 4-6pm @ AIA Seattle

August 15: **Survey Deadline**

September 4: **Member Meeting**. A half-day session, open to all members, to evaluate scenarios. 8-12am @ AIA Seattle

September 15: **Stakeholder Meetings**. AIA Seattle to publicize input on Viaduct scenarios

AIA SEATTLE POSITION

AIA Seattle support the permanent removal of the viaduct. Download AIA Seattle's full position statement at right. Any replacement solution should:

- +Connect the City with the waterfront.
- +Create a sustainable solution for Seattle's future.
- +Contribute to a citywide transportation plan.
- +Support a mix of vibrant uses along the waterfront.

ISSUE BACKGROUND

In 2006, AIA Seattle took a no-rebuild position [[link to 2006 position on webpage](#)] on the Alaskan Way Viaduct during the March 2007 Viaduct Election. Thanks in part to architects' advocacy and expertise in this effort, both the tunnel and rebuild options were defeated by Seattle voters.

The day after both the elevated and tunnel options failed at the ballot, Washington State Department of Transportation, King County, and Seattle Department of Transportation announced their decision to move forward with specific projects on the north and south portions of the Viaduct, leaving the controversial central portion for later in the year.

In December 2007, the Washington State Department of Transportation, King County, and the City of Seattle announced the formation of a 30-person Viaduct Stakeholder Advisory Committee (SAC). (AIA Seattle does not have a representative on this committee.) In January 2008, Governor Chris Gregoire announced that with or without Seattle's approval, the state will tear down the earthquake-damaged Alaskan Way Viaduct in 2012. The SAC began monthly meeting in January 2008 and will meet until the Governor, the Mayor, and the King County Executive recommend their decision on the Viaduct replacement to the State Legislature in December 2008. The leadership team who will help the governor make this decision consists of the Chairs of the Transportation committees of the state House and Senate.

In June 2008, the three agencies proposed eight Alaskan Way Viaduct replacement alternatives, from which it will select three to refer to the Governor, King County Executive, and Mayor this fall. Those executives will make a recommendation to the State Legislature December 2008. They are currently measuring those alternatives against their guiding principles.

SCENARIOS

[Summary Comparison of Potential Scenarios](#)

[Scenario A: Demand Management/Low Capital](#) A 4-lane Boulevard along Alaskan Way with a few traffic improvements to I-5. Approximately 110 feet of open space would be provided on the waterfront.

[Scenario B: Surface Boulevard](#) Similar to Scenario A with additional street and transit improvements in the downtown corridor and I-5.

[Scenario C: Alaskan Way/Western Avenue couplet](#) A 6-lane option with 3 lanes on Alaskan Way (southbound) and 3 lanes on Western Ave. (northbound), with I-5 and street improvements similar to Scenario B.

[Scenario D: Four-lane elevated](#) A 4-lane elevated viaduct in place of the existing, with the lanes side by side, not stacked. It includes traffic improvements to I-5 as well.

[Scenario E: Four-lane integrated elevated](#) A 4-lane elevated viaduct with a park-like roof. This option could include occupied space within the structure by having the state sell development rights.

[Scenario F: Four-lane bored tunnel](#) A 4-lane bored bypass tunnel that go under downtown. It would also include surface streets similar to Scenario C. Approximately 110 feet of open space would be provided on the waterfront.

[Scenario G: Four-lane cut and cover tunnel](#) A 4-lane road within a cut-and-cover tunnel along the central waterfront that appears to incorporate the seawall. It also includes a few traffic improvements to I-5.

[Scenario H: Four-lane lidded trench](#) Similar to Scenario G, but with a 4-lane lidded trench and signals at the Battery Street tunnel. It includes similar other traffic improvements as Scenario G with some additional transit options.

LINKS

[Developing a Central Waterfront Solution](#)

[Alaskan Way Viaduct Guiding Principles](#)

[Alaskan Way Viaduct Public Meetings](#)

[Stakeholder Advisory Committee Meeting Materials](#)

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[AIA Seattle Viaduct Position](#)

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