

# Waterfront Seattle

Washington State  
Transportation Commission  
October 17, 2012





RHINE

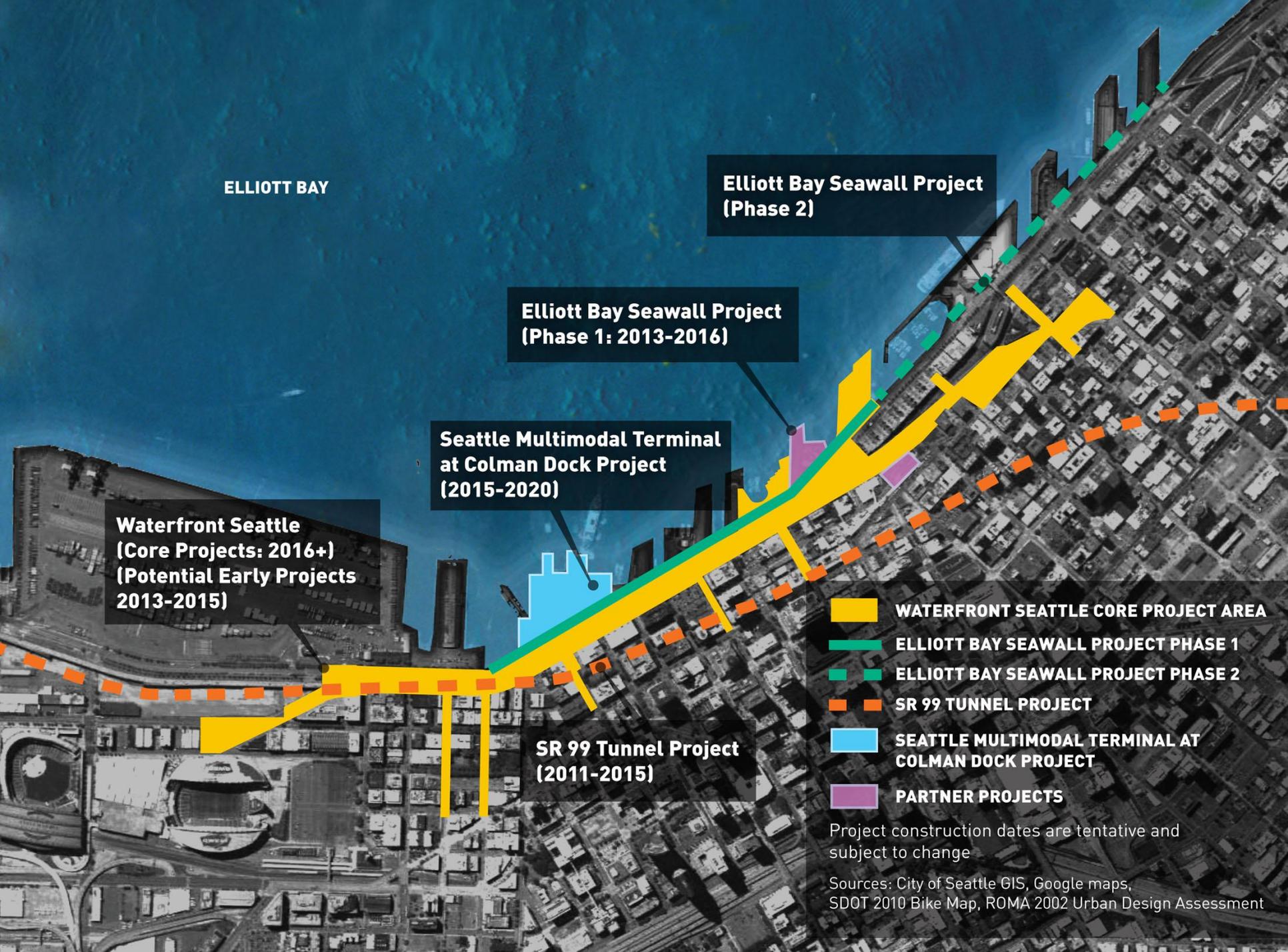
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COSTCO



ELLIOTT BAY

Elliott Bay Seawall Project  
(Phase 2)

Elliott Bay Seawall Project  
(Phase 1: 2013-2016)

Seattle Multimodal Terminal  
at Colman Dock Project  
(2015-2020)

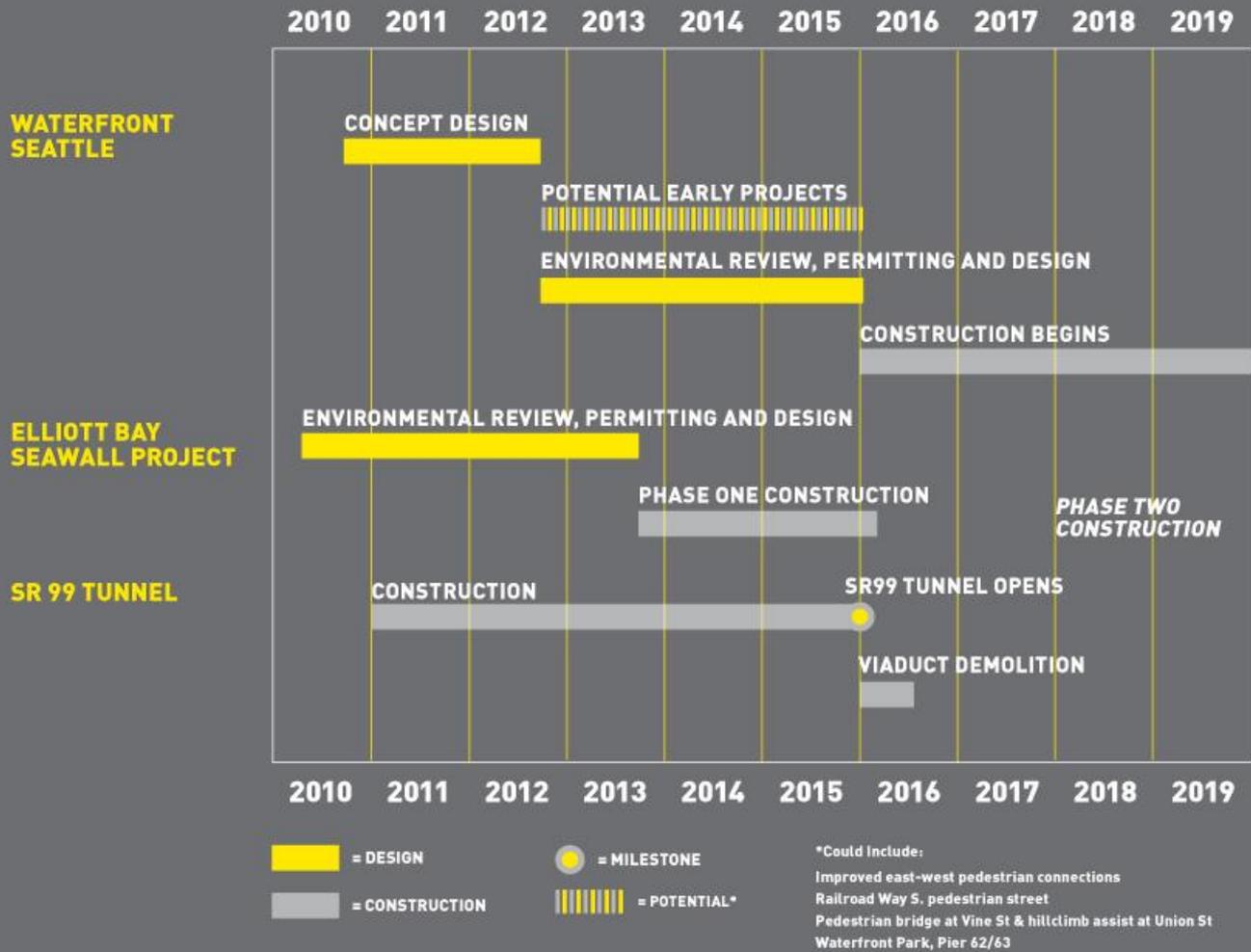
Waterfront Seattle  
(Core Projects: 2016+)  
(Potential Early Projects  
2013-2015)

SR 99 Tunnel Project  
(2011-2015)

- WATERFRONT SEATTLE CORE PROJECT AREA
- ELLIOTT BAY SEAWALL PROJECT PHASE 1
- ELLIOTT BAY SEAWALL PROJECT PHASE 2
- SR 99 TUNNEL PROJECT
- SEATTLE MULTIMODAL TERMINAL AT COLMAN DOCK PROJECT
- PARTNER PROJECTS

Project construction dates are tentative and subject to change

Sources: City of Seattle GIS, Google maps, SDOT 2010 Bike Map, ROMA 2002 Urban Design Assessment



## KEY MILESTONES

**Fall 2010:** Begin waterfront conceptual design

**January 2011 to July 2012:** Robust public engagement and outreach including large civic events, interactive community forums, and briefings and workshops throughout the community

**July 2012:** Complete waterfront conceptual design

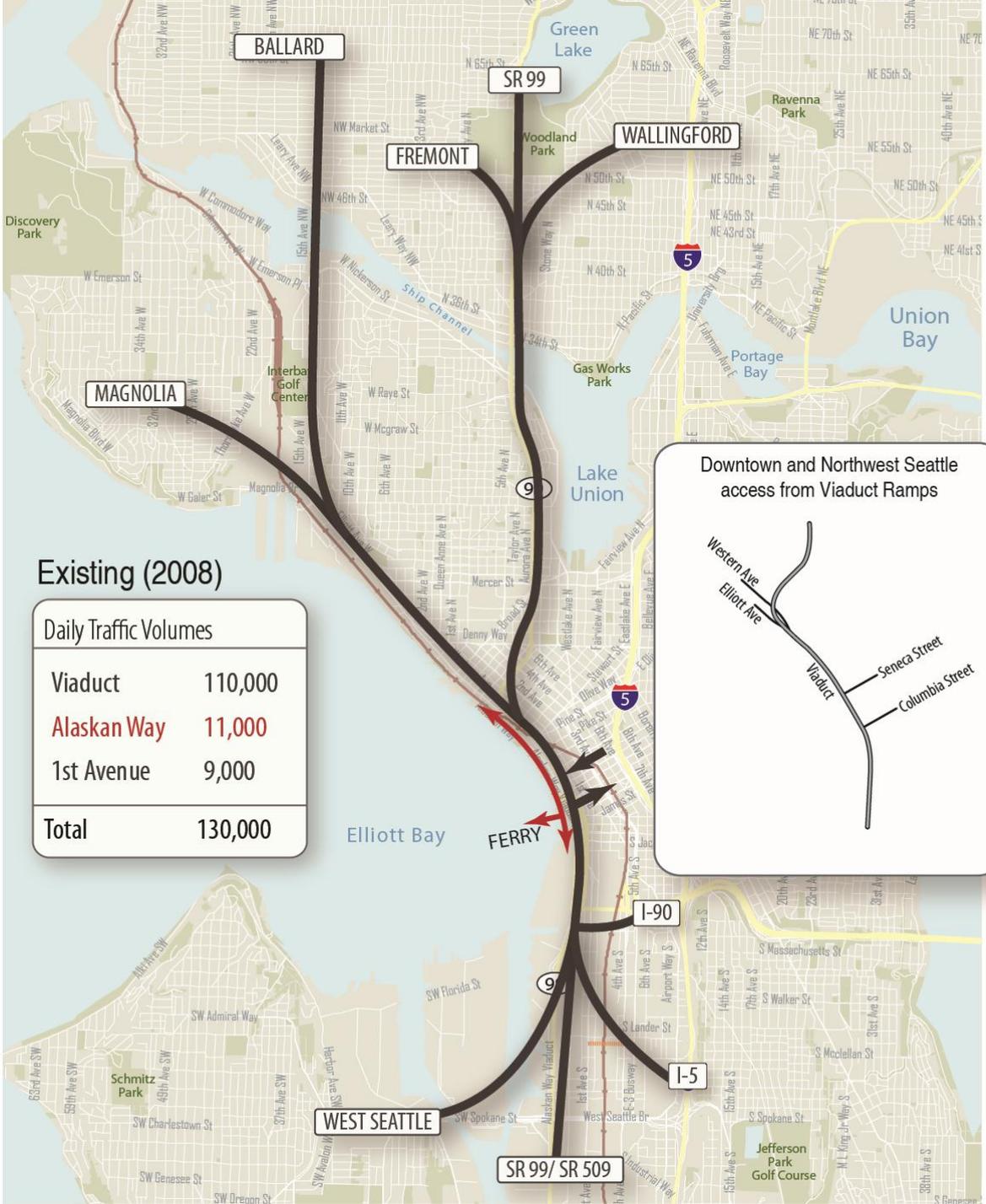
**July 2012 to 2015:** Continue robust public engagement and outreach through design and environmental review

**Late 2013:** Begin construction of Elliott Bay Seawall Phase 1 (Washington to Virginia Streets)

**Late 2015:** SR 99 tunnel opens to drivers

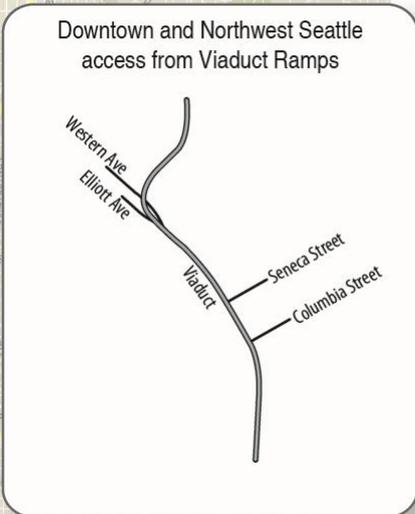
**Early 2016:** Demolish Alaskan Way Viaduct and begin construction of some Waterfront Seattle projects

# Existing SR 99 Traffic Patterns

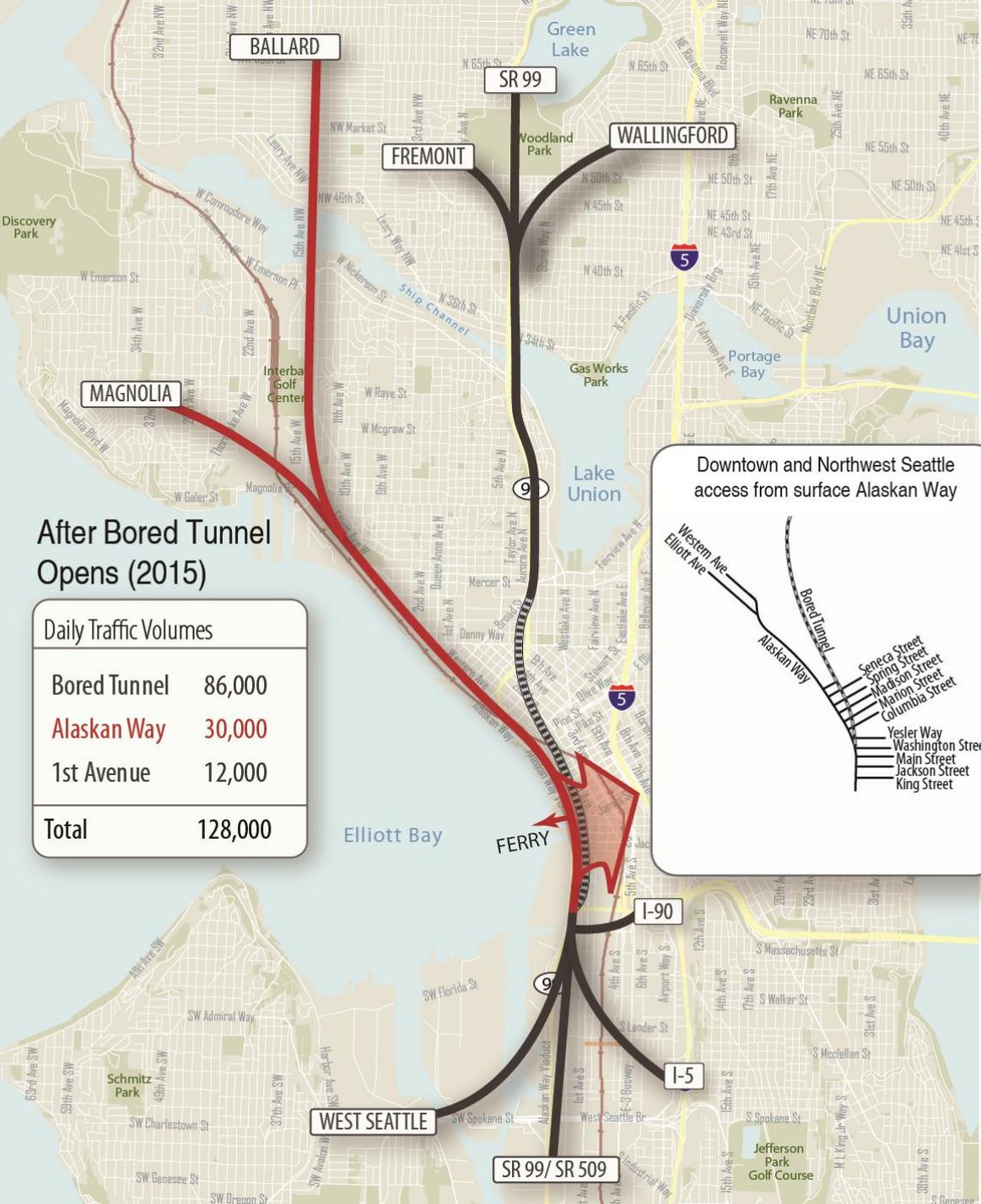


## Existing (2008)

Daily Traffic Volumes	
Viaduct	110,000
Alaskan Way	11,000
1st Avenue	9,000
<b>Total</b>	<b>130,000</b>

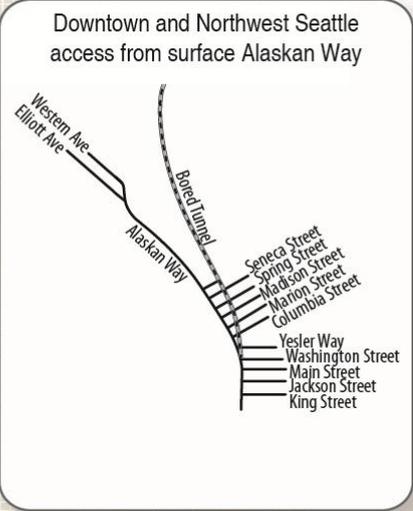


# Traffic Changes After Bored Tunnel Opens



## After Bored Tunnel Opens (2015)

Daily Traffic Volumes	
Bored Tunnel	86,000
Alaskan Way	30,000
1st Avenue	12,000
<b>Total</b>	<b>128,000</b>







**PUBLIC  
ACCESS**



**PEDESTRIAN  
CONNECTIONS**



**FREIGHT**



**PUBLIC  
TRANSIT**

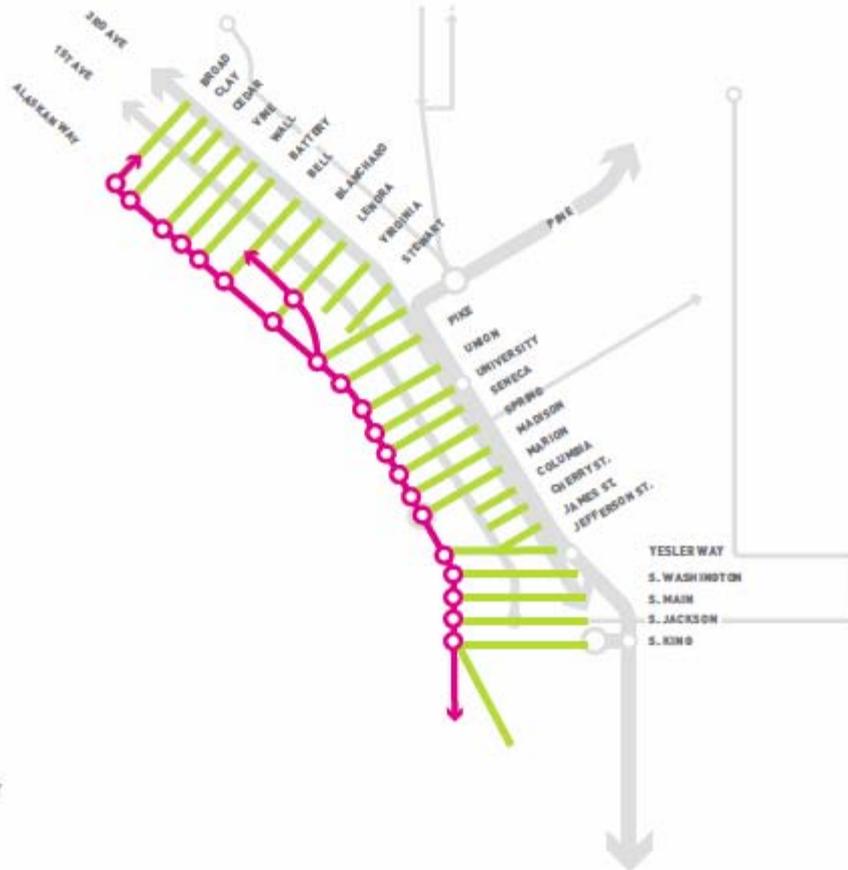


**EXISTING  
PARKING**



**ALASKAN  
WAY USERS**

# INTERSECTIONS



Bike and pedestrian friendly intersection, Copenhagen



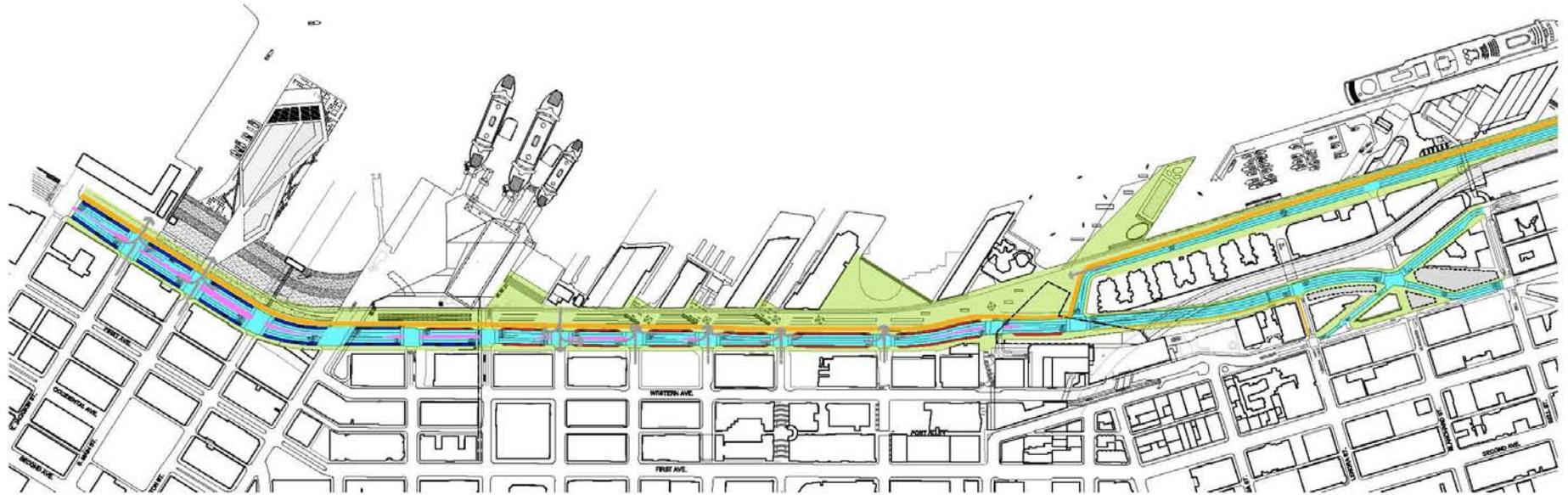
Bold pavement markings, Arizona



Generous intersections, Paris

# STREET DESIGN

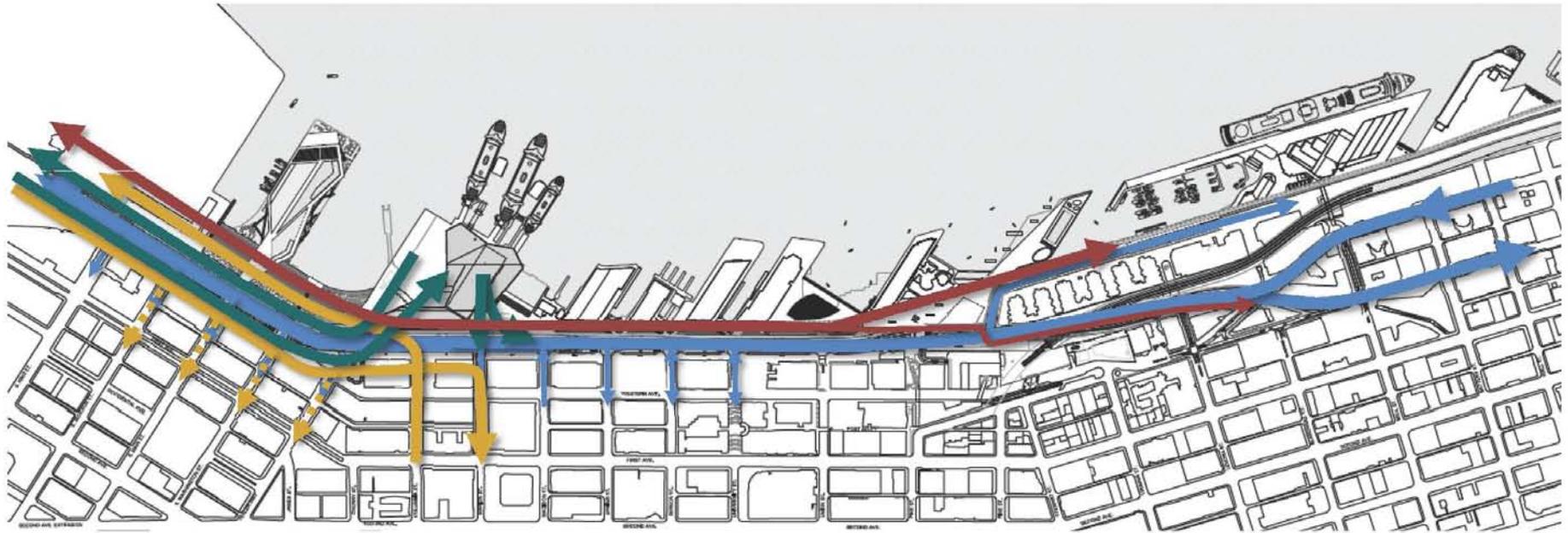
## SITE PLAN

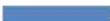


- VEHICLE LANES**  
GENERAL TRAFFIC /  
FREIGHT /  
LOCAL TRANSIT
- PARKING / LOADING**
- FLEX LANES**  
PEAK PERIOD TRANSIT  
/ OFF-PEAK PARKING &  
LOADING
- MEDIANS**
- BIKEWAY/LANE**
- PUBLIC REALM**
- SERVICE ROUTES**

# STREET DESIGN

## FUNCTIONS OF THE STREET



-  VEHICLES, PARKING AND LOADING
-  FERRIES: LOADING AND UNLOADING
-  TRANSIT LINKAGE
-  NORTH/SOUTH BICYCLE AND PEDESTRIAN MOVEMENT

# STREET DESIGN

## TRAFFIC CONSIDERATIONS

### Waterfront Seattle

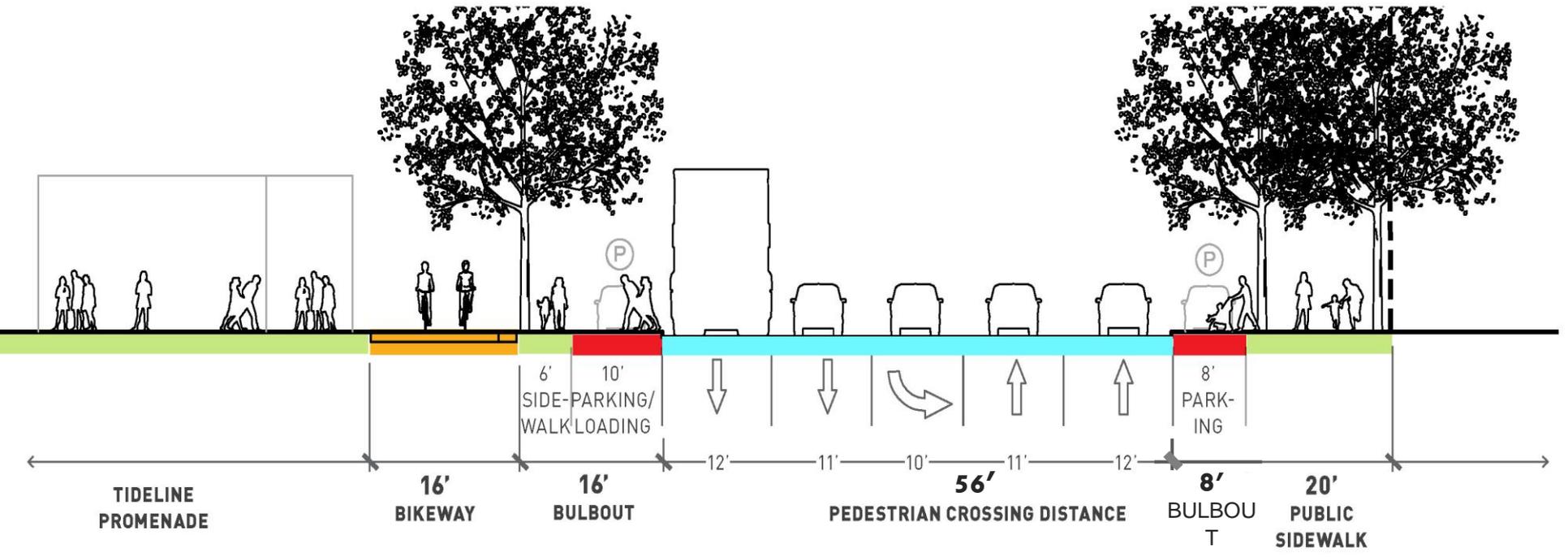
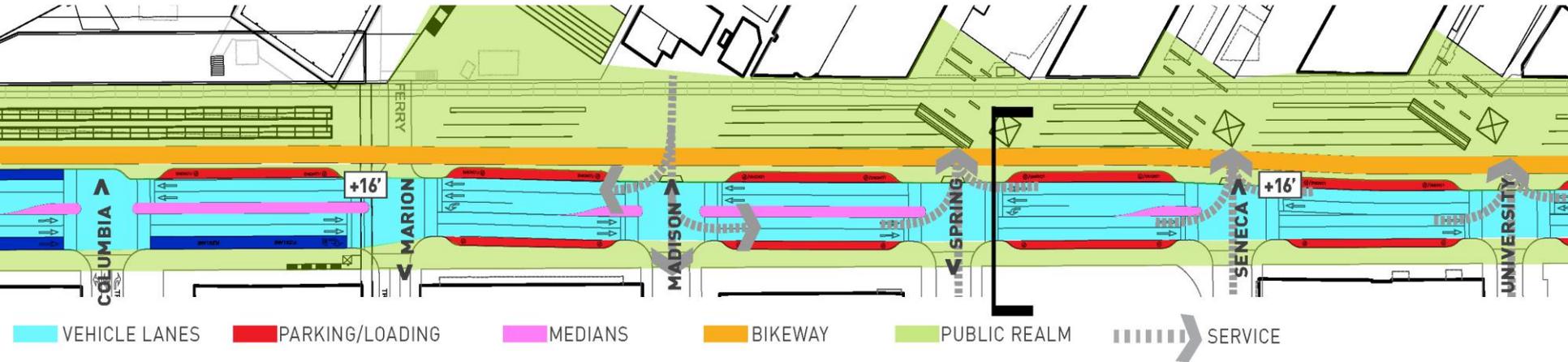
### 2030 Average daily traffic volumes on Alaskan Way



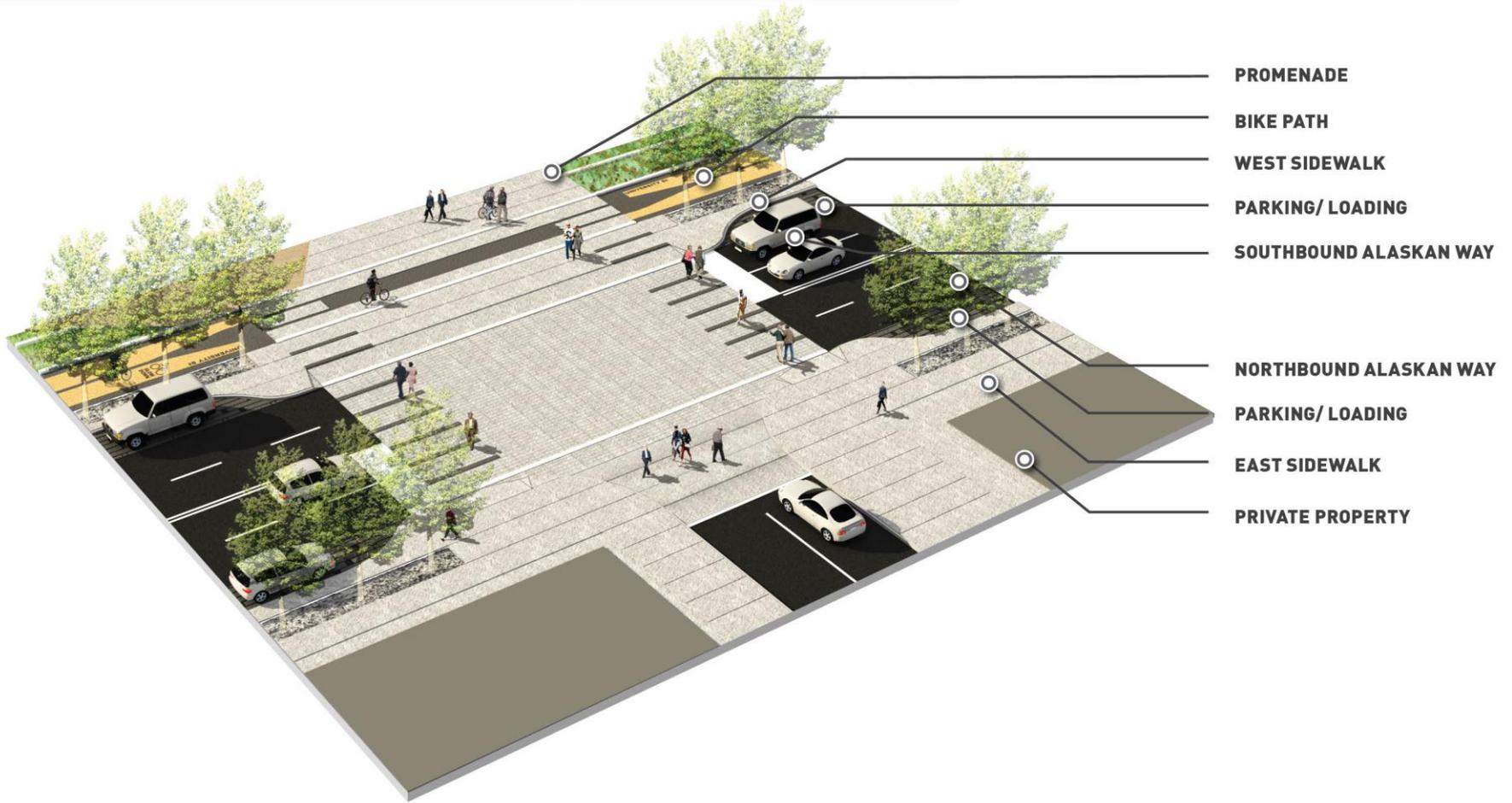
# Central Segment

## SEGMENT 3: MARION TO SENECA

SECTION @ SPRING STREET



# Pedestrian-Friendly Crossings



# A Dedicated Bike Path





# Overlook Walk



ELLIOTT AVE

**VIEW LOOKING NORTH AT PIKE ST**

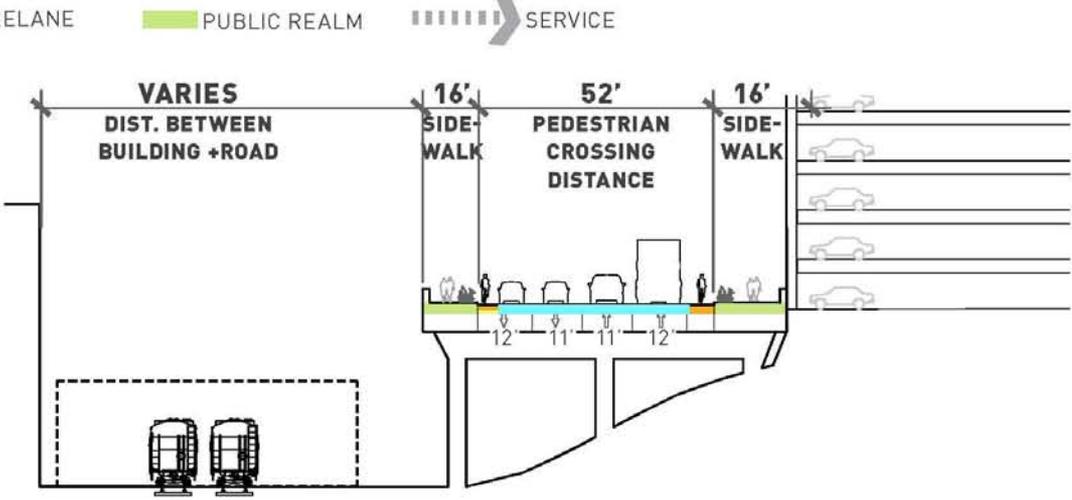
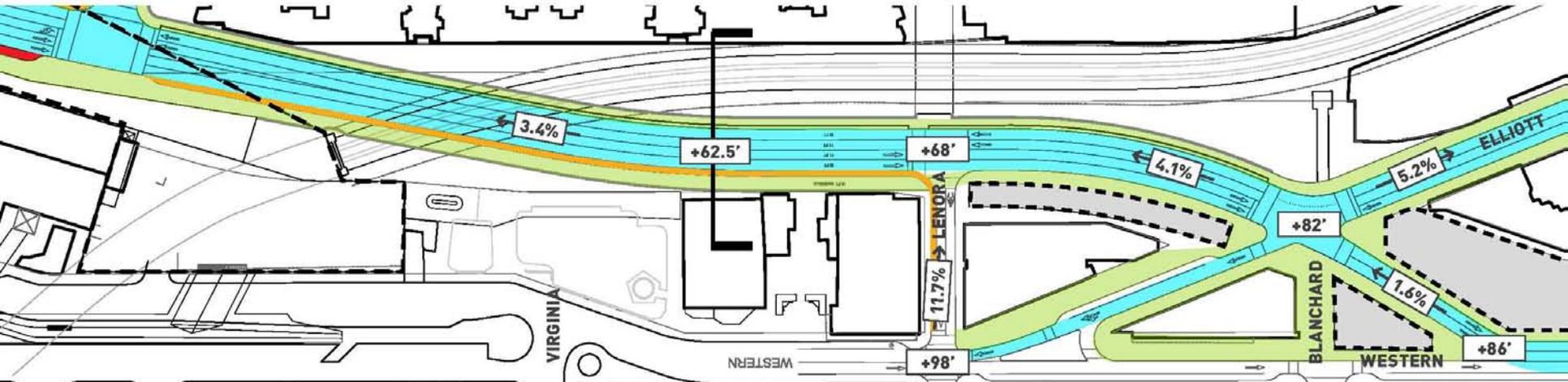




ELLIOT AVE. + BN5F TRAIN OVERLOOK

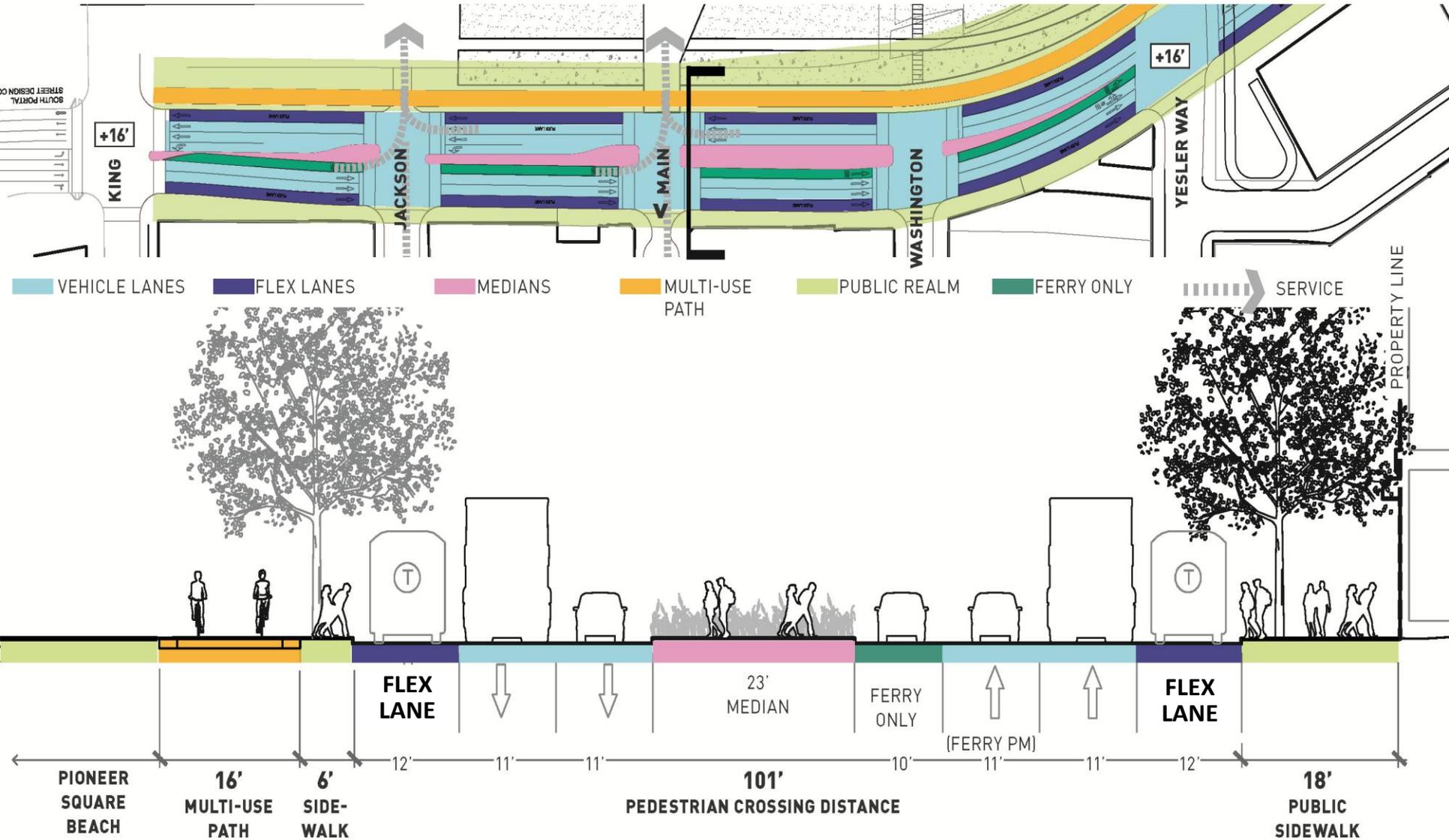
# SEGMENT 6A: PINE TO LENORA

SECTION @ VIRGINIA STREET



## SEGMENT 1: S. KING TO YESLER WAY

SECTION @ S. MAIN STREET

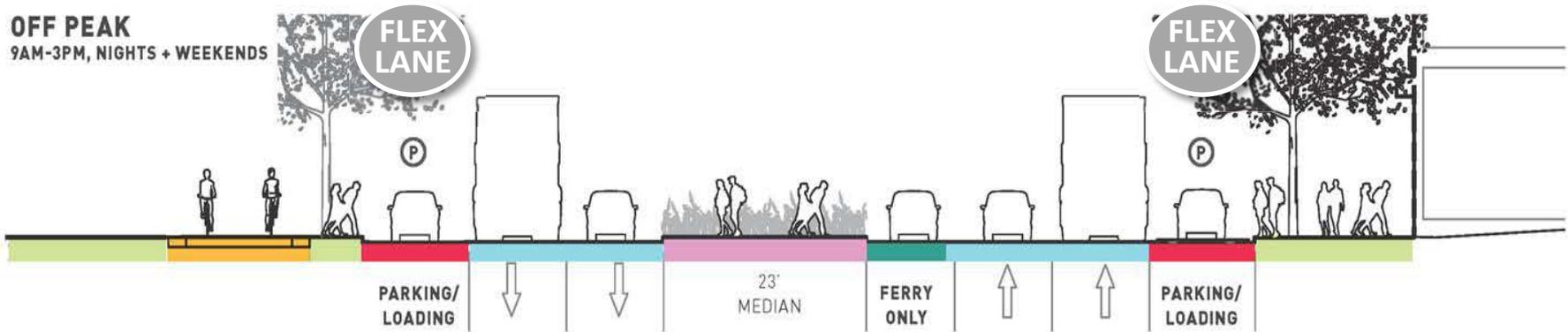


## STREET DESIGN

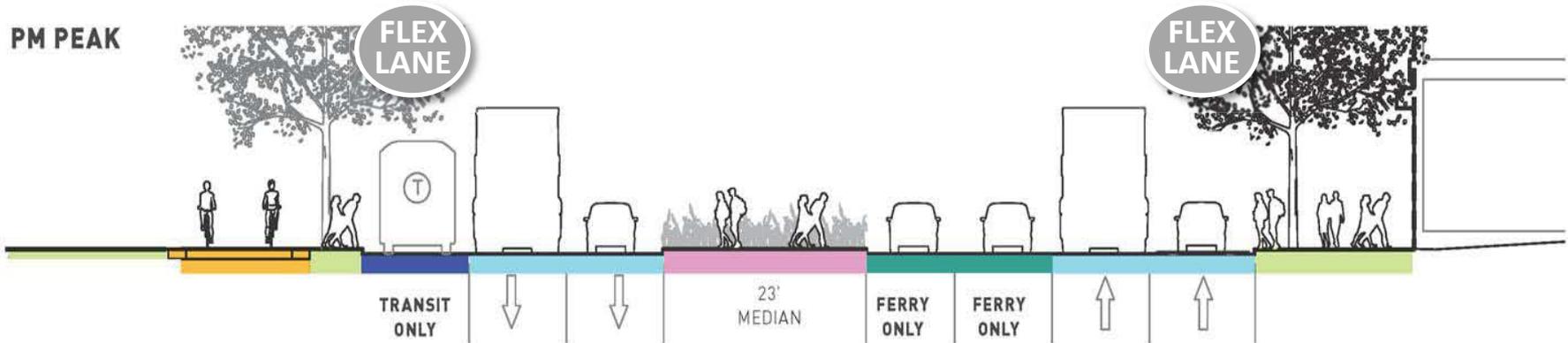
### FLEX LANES

#### OFF PEAK

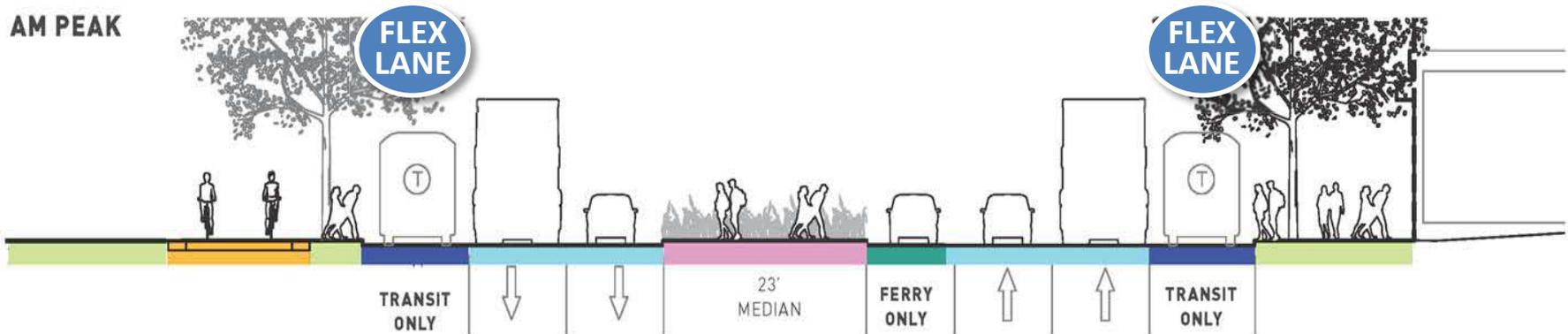
9AM-3PM, NIGHTS + WEEKENDS



#### PM PEAK

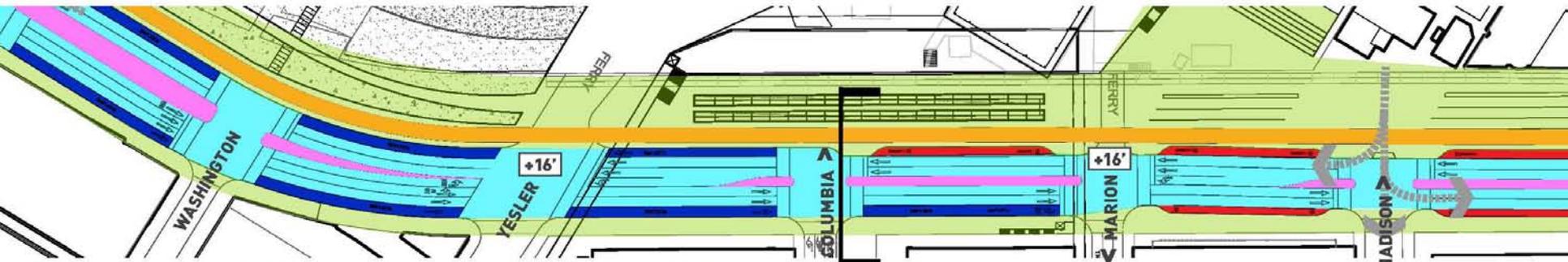


#### AM PEAK

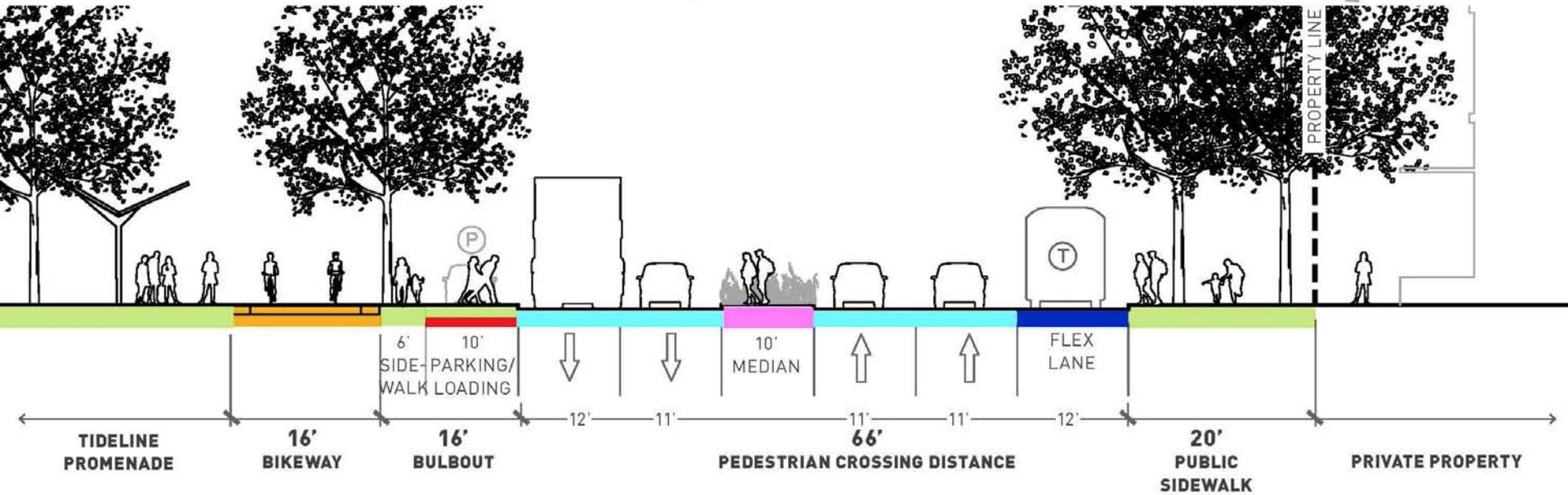


# SEGMENT 2: YESLER TO MARION

## SECTION @ COLUMBIA STREET

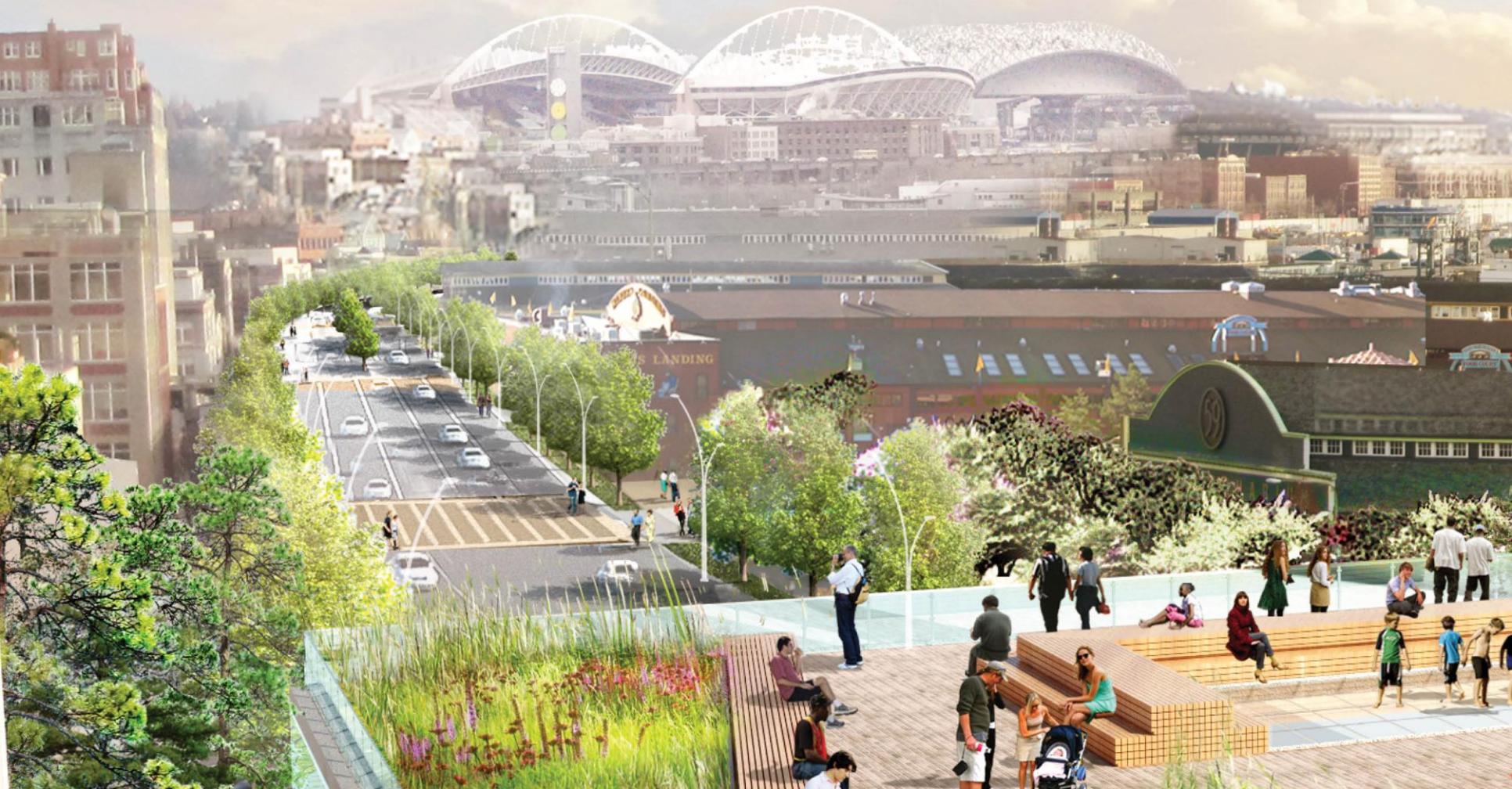


- VEHICLE LANES
- PARKING/LOADING
- FLEX LANES
- MEDIANS
- BIKEWAY
- PUBLIC REALM
- SERVICE



- TIDELINE PROMENADE
- 16' BIKEWAY
- 16' BULBOUT
- 66' PEDESTRIAN CROSSING DISTANCE
- 20' PUBLIC SIDEWALK
- PRIVATE PROPERTY

# A Great Urban Street





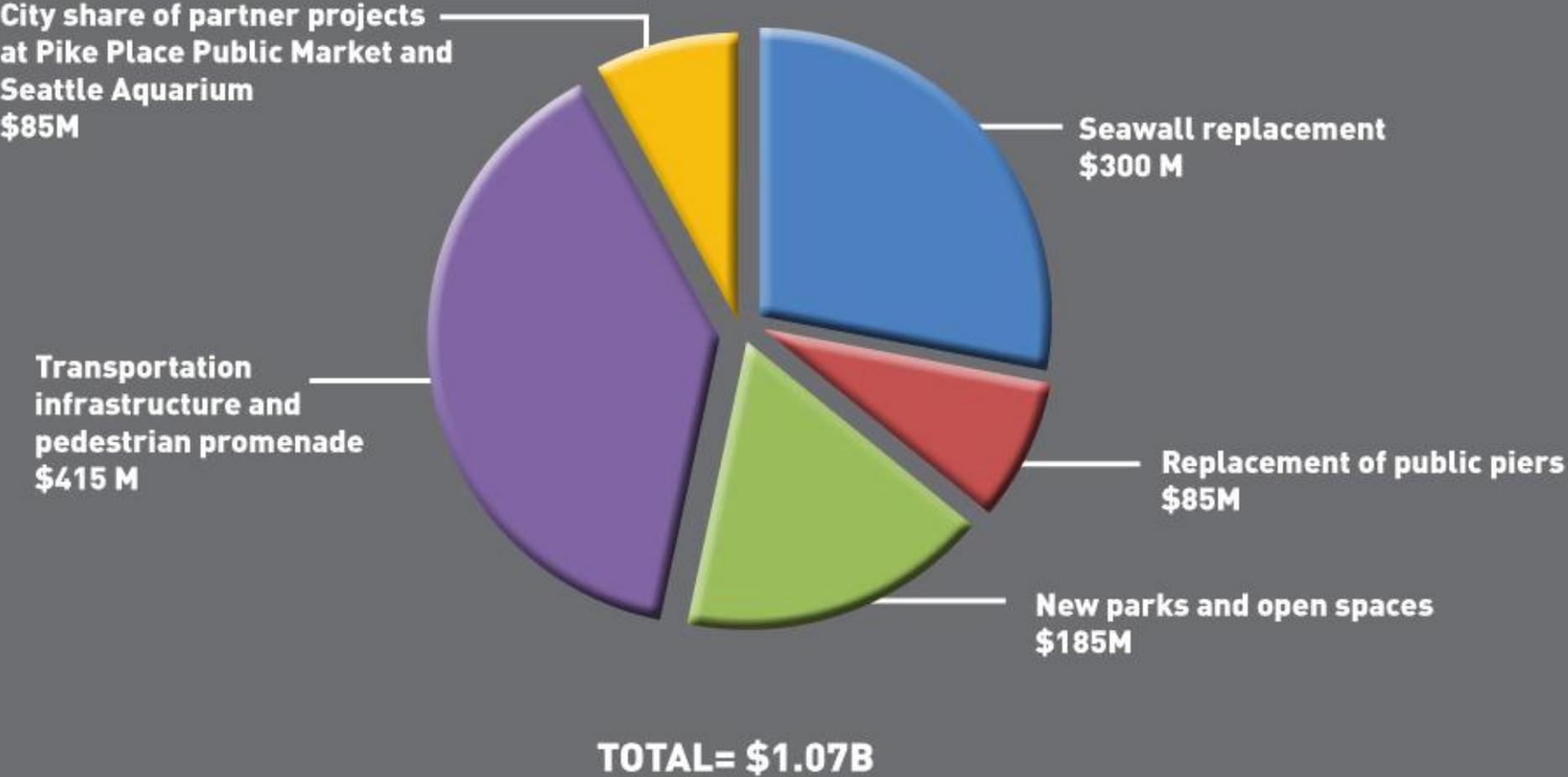
# Waterfront Seattle



# Waterfront Seattle

# COST ESTIMATES

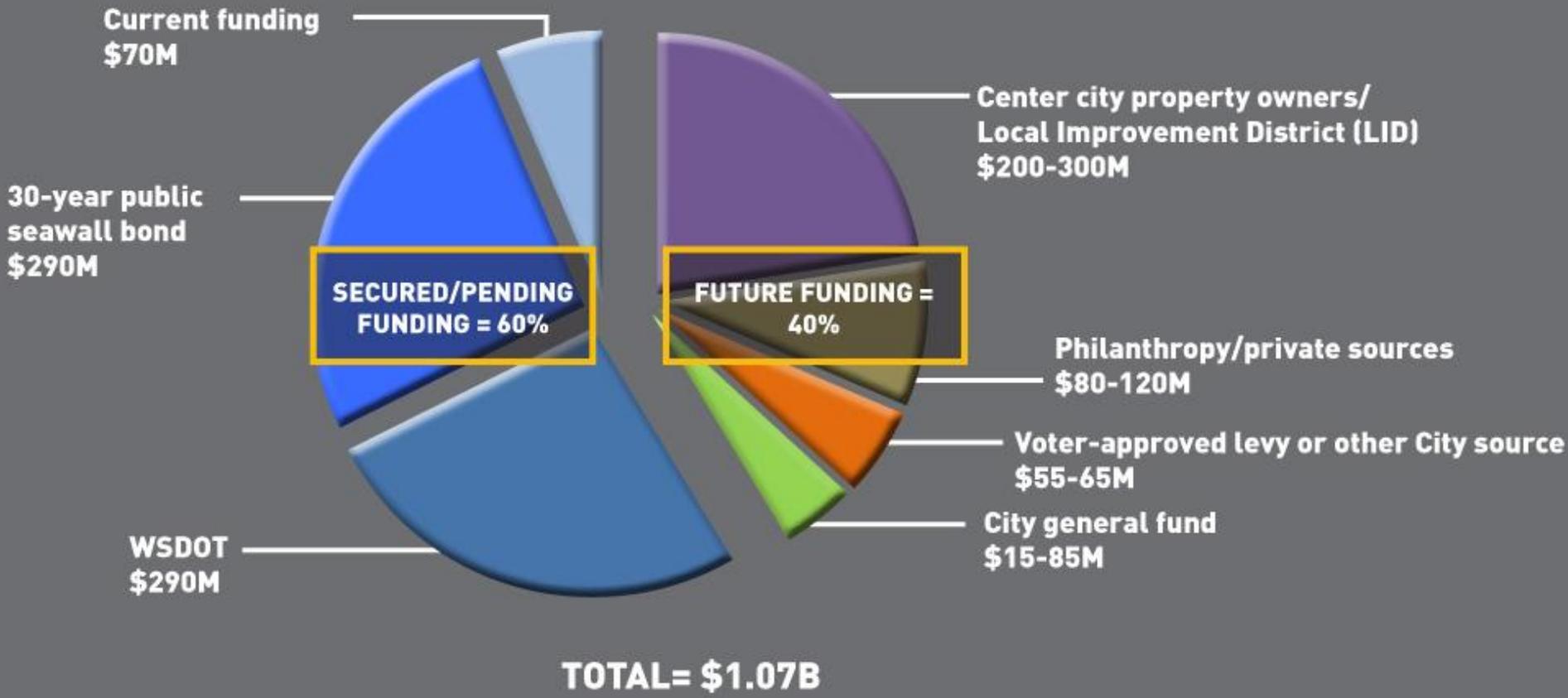
## BASED ON 5-10% DESIGN



Source: CWC Strategic Plan

# FUNDING SOURCES

## PUBLIC + PRIVATE



**Thank you**



Back Pocket



# A Continuous Promenade



# Overlook Balcony

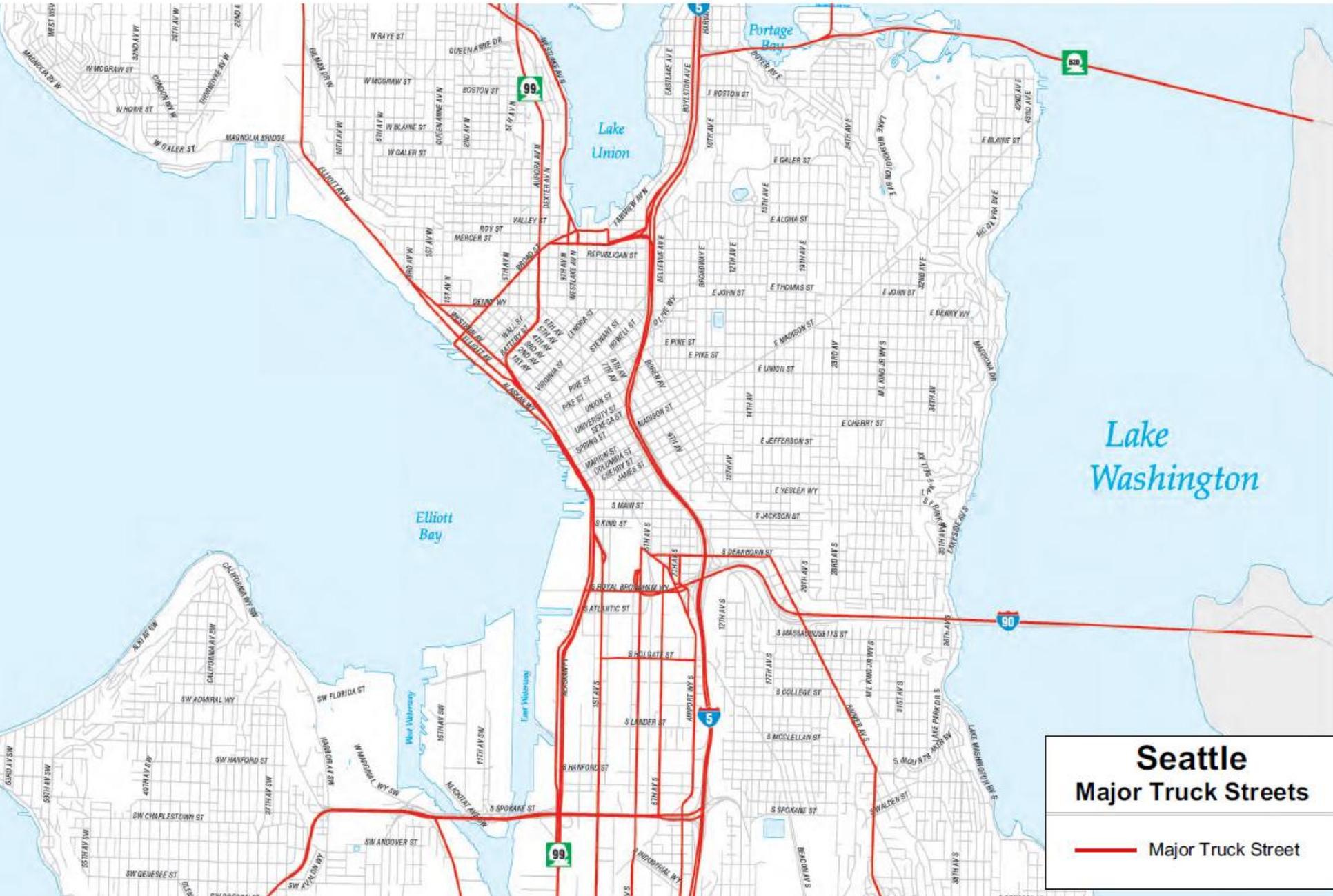




# Waterfront Seattle



# Waterfront Seattle



# Seattle Major Truck Streets

— Major Truck Street

# OVERALL FRAMEWORK

## EXISTING AND PROPOSED TRANSIT NETWORK

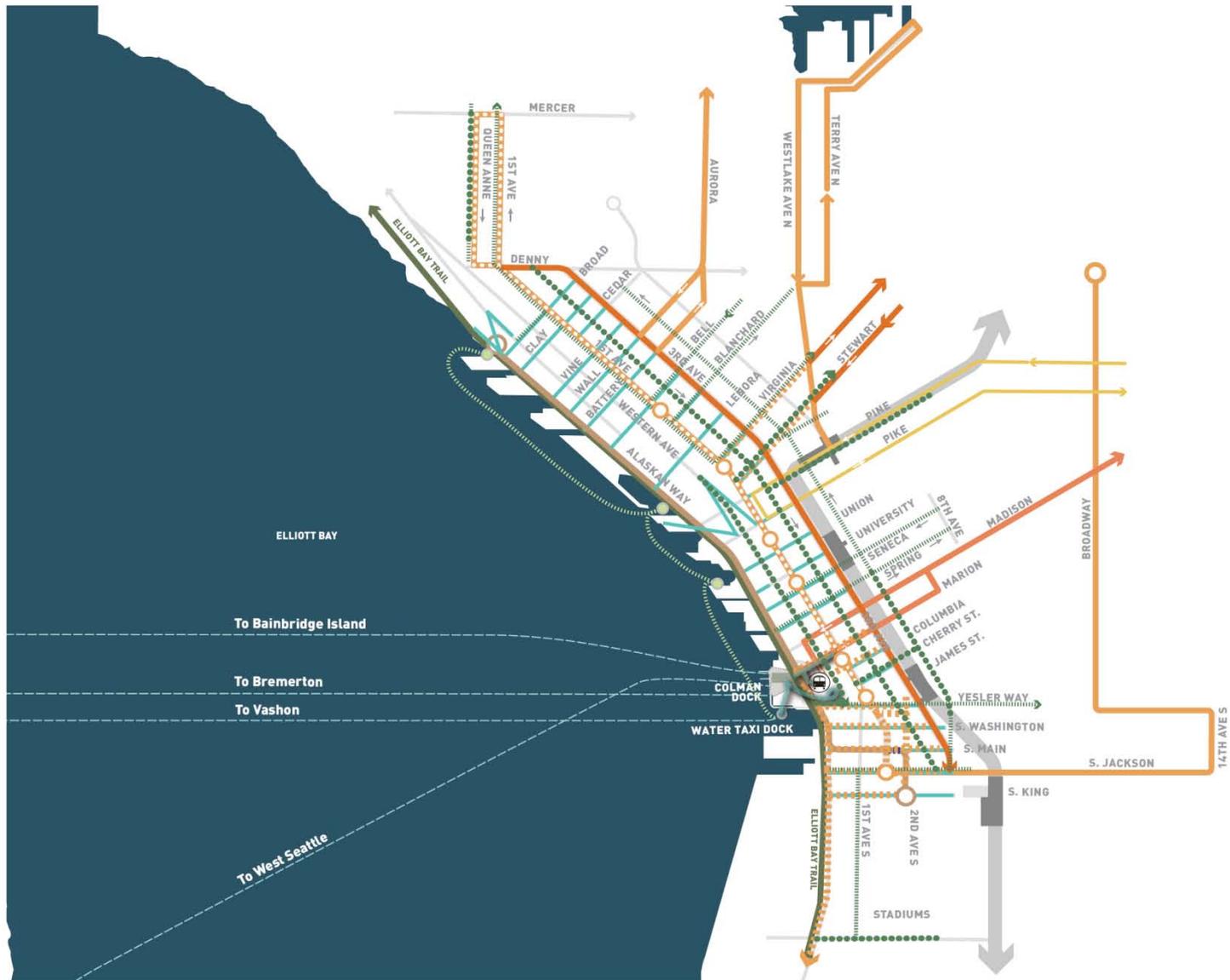
-  LIGHT RAIL
-  TRANSIT TUNNEL STATIONS
-  BRT AND BUS TRANSIT SPINE
-  EXISTING AND PLANNED STREETCAR
-  PROPOSED CENTRAL CITY STREETCAR
-  SW TRANSIT PATHWAY OPTIONS
-  FREQUENT TROLLEY BUS ROUTES
-  WATERFRONT CIRCULATOR
-  WATER TAXI
-  BRT STATION

## EXISTING AND PROPOSED BIKE NETWORK

-  BIKE LANES
-  SHARROWS
-  MULTI-USE TRAILS

## EXISTING AND PROPOSED PEDESTRIAN NETWORK

-  PEDESTRIAN CONNECTIONS
-  ELEVATED PEDESTRIAN PATHS





# STREET DESIGN

## TRAFFIC CONSIDERATIONS

Waterfront Seattle  
Travel times on Alaskan Way  
Year 2030 PM peak hour



TRAVEL TIMES SHOWN IN MINUTES

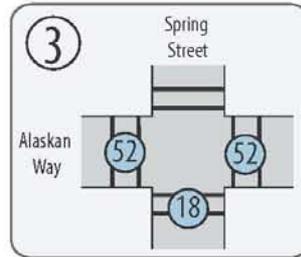
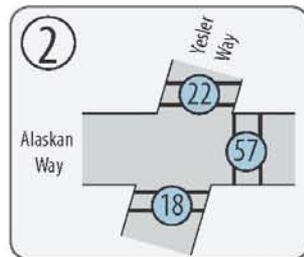
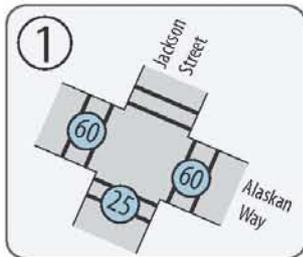
# STREET DESIGN

## TRAFFIC CONSIDERATIONS

Waterfront Seattle

Pedestrian crossing wait times + crossing times

Year 2030 PM peak hour



52 Average pedestrian wait time + crossing time

# GUIDING PRINCIPLES

Create a **waterfront for all**

**Shoreline** and innovative, sustainable design

**Reconnect** the city to its waterfront

Embrace and celebrate Seattle's **history**

Improve mobility and **access**

Create a bold vision that is **adaptable** over time

Develop consistent **leadership**