



DSA's VIADUCT MILESTONES

May 1958: During its first board meeting, DSA discussed the need for ramps to provide access and egress from the recently completed Alaskan Way Viaduct to the Center City - as the Viaduct was originally conceived as a bypass highway through Seattle without option for exiting in Downtown. On/Off ramps were later added to Columbia and Seneca streets.

January 2002: DSA Planning Committee sends first memo to the DSA Board regarding replacement of the viaduct.

2003: DSA committees worked on viaduct replacement design principles which are endorsed by the board in 2003 and 2007.

December 2004: DSA endorses a tunnel option to replace the Alaskan Way Viaduct and opposes construction of a new elevated highway on the waterfront.

March 2007: DSA leads the campaign to defeat a new elevated highway on the waterfront. Fifty-five percent of Seattle voters reject construction of a new viaduct.

December 2007: DSA board member Rob Sexton is appointed to the Viaduct Stakeholders Advisory Committee.

2008: DSA urges the viaduct project team to consider economic impacts and opportunities of the Viaduct replacement project.

October 2008: DSA leads fact-finding visit to San Francisco to learn from the city's experience in removing the Embarcadero Freeway from its waterfront.

December 2008: DSA and leading developers conclude that the "Integrated Elevated" replacement option is not economically viable. The Viaduct project team eliminated the option from further consideration.

December 2008: DSA concludes a year-long effort working alongside environmental, labor, neighborhood and business leaders to inform the decision to replace the viaduct. The DSA formally endorses improvements to surface streets, new transit service and consideration for a bored tunnel as the preferred replacement option for the viaduct.

January 2009: DSA joins stakeholders and elected officials to celebrate the decision to remove the viaduct, reconnect Downtown to the waterfront, invest in new transit service and construct a four-lane bored tunnel.

March 2009: DSA hosts a forum featuring an international engineering and design expert specializing in tunnel construction to discuss how the bored tunnel project differs from Boston's "Big Dig," and how the proposed tunnel compares to tunnels around the world.