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April 29, 2004

Ms. Allison Ray
Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

Re: Comments on Draft Environmental Impact Statement (the "EIS")

Dear Ms. Ray:

This letter will confirm points I intend to make by way of oral comments at the EIS hearing on April 29, 2004.

I-035-001

I am responding to the EIS as a homeowner and on behalf of our family, which lives on Alaskan Way.

The neighborhood in which we walk to work, engage in recreational activities, and shop will be significantly impacted by the project, as described in the EIS. The project corridor is our front yard.

We recognize the need for dealing with the Seawall and the Viaduct, but believe that the EIS does not adequately address the following points, viewed from the perspective of a homeowner.

1. The EIS does not adequately address the options available to shorten the construction period, by the complete closure of the construction corridor to through traffic. Complete diversion of traffic away from the construction corridor during construction should be viewed as an alternative and considered in detail. This would reduce

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I-035-001

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

The total construction duration for the Bored Tunnel Alternative is 5.5 years. At the end of Traffic Stage 7, up to a 3-week closure would be needed to connect SR 99 to the bored tunnel.

The total construction duration for the Cut-and-Cover Tunnel Alternative is 8.75 years. The construction plan for the Cut-and-Cover Tunnel Alternative would close SR 99 to all traffic for 3.25 years (39 months) between Royal Brougham Way S. and Denny Way. The Alaskan Way surface street would also be closed to north-south traffic during construction. The project will investigate opportunities to open at least one lane of traffic in each direction along the project corridor during major closure periods. Access to waterfront businesses will be provided. Complete closure of the viaduct would create 8 hours of peak congestion on downtown streets daily and would add 6 more hours of

I-035-001 the period of impact on the residential neighborhood and its businesses.

I-035-002 2. If through traffic in the construction corridor is continued during the construction period, I do not believe that the EIS adequately assesses the way in which the diverted traffic will flow, and how it will impact our neighborhood and its businesses.

I-035-003 3. I do not believe that the EIS adequately addresses the impact on residential property values within our neighborhood during and after the construction.

I-035-004 4. I do not believe that the EIS adequately assesses the impact on local businesses, on which we depend for daily services and goods.

I-035-005 5. Parking is already at a premium in our neighborhood. I do not believe the EIS adequately assesses the impact of the construction project on the availability of parking for guests who may wish to visit families living in the construction corridor, and for others who need parking in connection with local businesses.

I-035-006 6. I do not believe there has been adequate consideration given in the EIS to mitigation measures to preserve the livability of our residential neighborhood during the construction period.

Thank you for the opportunity to provide these comments.

Sincerely,

Steven W. Andreasen

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congestion each day on I-5.

The total construction duration for the Elevated Structure Alternative is 10.0 years. The Elevated Structure Alternative's construction plan would completely close SR 99 to all traffic for 2 to 4 months in Traffic Stage 4 and for 3 months in Traffic Stage 7. SR 99 will be restricted to two lanes in each direction throughout the construction period. The Alaskan Way surface street would maintain one lane in each direction by transitioning temporary detour alignments along the corridor as needed.

I-035-002

Additional information on traffic detours and associated strategies for minimizing and mitigating traffic delays are discussed in the Final EIS and its Appendix C, Transportation Discipline Report. Appendix C covers a wide range of transportation modes, facilities, and facility types, including SR 99, I-5, surface streets, intersections, transit, traffic accessing ferries at Colman Dock, and traffic accessing downtown sporting events.

I-035-003

Please refer to the Final EIS Appendix L, Economics Discipline Report, where you will find discussion related the potential economic effects of the project. WSDOT cannot speculate as to how the various factors that influence property values will come together at some future time.

I-035-004

The project team has been meeting with the business owners and the community as described in Appendix A, Public Involvement Discipline Report. The mitigation measures for transportation will be coordinated with surrounding businesses and are discussed in Chapter 8 of the Final EIS.

I-035-005

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated $30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-035-006

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. Mitigation measures addressing noise, parking, traffic, dust and other factors are included in the Final EIS and appendices. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods. The mitigation measures may also become part of the conditions for permits required for the project.