

Alaskan Way Viaduct and Seawall Replacement Project

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1. Choose Topic:

| | | |
|------------|---------------|--------------------------|
| Overall | Tunnel * | Construction Impacts and |
| All of the | Bypass Tunnel | Other |
| Rebuild | Surface | |
| Aerial | Seawall | |

Comment:

The tunnel is by far the best alternative. The chance to open up the waterfront to the city is a chance that will not come again. The traffic and construction impacts seem fairly normal for a project of this scope. The issues seem to be:
1. The loss of parking along the waterfront. The will impact well into the downtown area with tourists and waterfront workers not having accessible parking.
2. Connection to the Coleman ferry dock. Has the future (proposed) expansion been taken into account? The access to the dock could really tie up traffic trying to get into downtown.
3. Terminal 46(?) (Hanjin Shipping) With rumors circling with the Port and developers, the has the potential to be developed by the time this project could begin construction. Will future access / loads be explored for this kind of contingency?

I-039-001

I-039-002

I-039-003

I-039-004

I-039-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-039-002

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-039-003

The lead agencies understand the importance of efficient access to Colman Dock and continue to coordinate with Washington State Ferries. All of the alternatives evaluated in the 2004 Draft EIS, 2006 Supplemental Draft EIS, 2010 Supplemental Draft EIS, and the Final EIS carefully considered not only the access to Colman Dock, but also the areas in which cars must wait for ferries. Appendix C, Transportation Discipline Report of the Final EIS discusses several important aspects of Colman Dock in relation to the preferred alternative, including measures of effectiveness, and operational impacts and benefits.

I-039-004

No specific development plans have been proposed for Terminal 46 at this time. If new types of development are proposed for this area in the future, the lead agencies would consider them as part of cumulative impacts and coordinate project efforts appropriately.