Alaskan Way Viaduct and Seawall Replacement Project

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AWVSP Team Office

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Dwight C. Baker

Organization/Membership Affiliation (optional): K.C. TAC

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☑ Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- ☐ Overall Project
- ☑ Tunnel Alternative – preferred
- ☑ Construction Impacts and Mitigation
- ☐ All of the Alternatives
- ☐ Bypass Tunnel Alternative
- ☐ Other
- ☐ Rebuild Alternative
- ☐ Suface Alternative
- ☐ Aerial Alternative
- ☐ Seawall

What are your comments about the project?

See attached typed comments dated 6-1-04. (2 pages) and photo examples of need PKT access examples to downtown urban buildings for people moving vehicle systems.

(Please use additional paper if you need further comment space)

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT

Draft EIS Comments

Due June 1, 2004
999 Third Ave., Suite 2424
Seattle, WA 98104

By

Dwight C. Baker

Citizen

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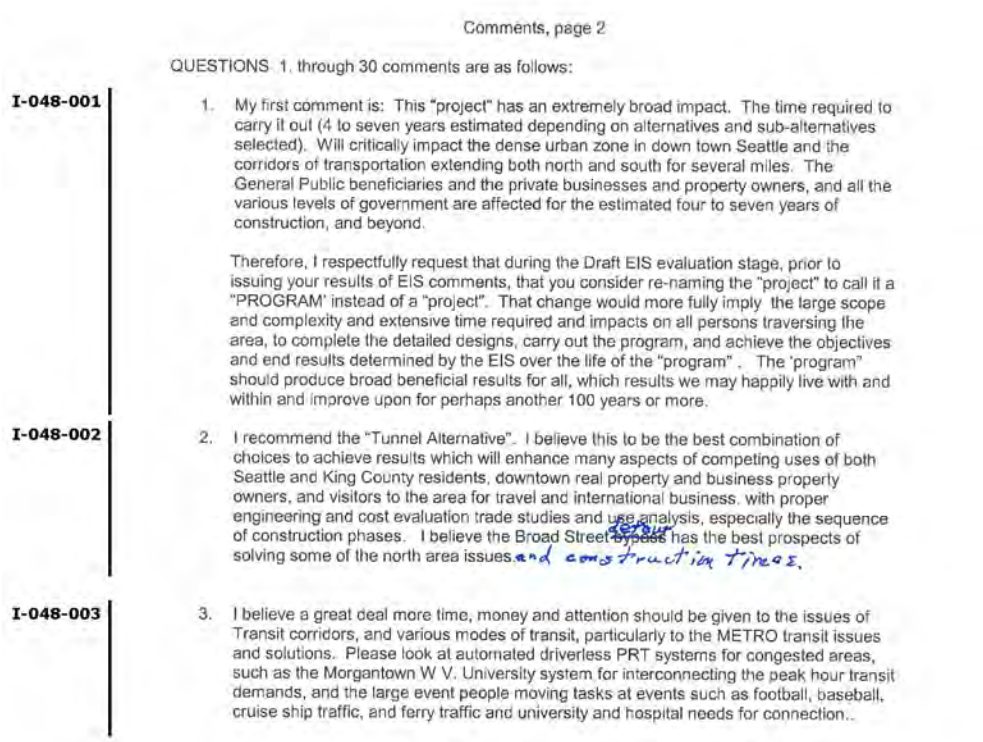
(Add to mailing list)
(Member: K.C. TAC)



Comments, page 2

QUESTIONS 1. through 30 comments are as follows:

I-048-001

1. My first comment is: This "project" has an extremely broad impact. The time required to carry it out (4 to seven years estimated depending on alternatives and sub-alternatives selected). Will critically impact the dense urban zone in down town Seattle and the corridors of transportation extending both north and south for several miles. The General Public beneficiaries and the private businesses and property owners, and all the various levels of government are affected for the estimated four to seven years of construction, and beyond.

   Therefore, I respectfully request that during the Draft EIS evaluation stage, prior to issuing your results of EIS comments, that you consider re-naming the "project" to call it a "PROGRAM" instead of a "project". That change would more fully imply the large scope and complexity and extensive time required and impacts on all persons traversing the area, to complete the detailed designs, carry out the program, and achieve the objectives and end results determined by the EIS over the life of the "program" . The 'program" should produce broad beneficial results for all, which results we may happily live with and within and improve upon for perhaps another 100 years or more.

I-048-002

2. I recommend the "Tunnel Alternative". I believe this to be the best combination of choices to achieve results which will enhance many aspects of competing uses of both Seattle and King County residents, downtown real property and business property owners, and visitors to the area for travel and international business. with proper engineering and cost evaluation trade studies and use analysis, especially the sequence of construction phases. I believe the Broad Street bypass has the best prospects of solving some of the north area issues and construction times.

I-048-003

3. I believe a great deal more time, money and attention should be given to the issues of Transit corridors, and various modes of transit, particularly to the METRO transit issues and solutions. Please look at automated driverless PRT systems for congested areas, such as the Morgantown W V. University system for interconnecting the peak hour transit demands, and the large event people moving tasks at events such as football, baseball, cruise ship traffic, and ferry traffic and university and hospital needs for connection..

I-048-001

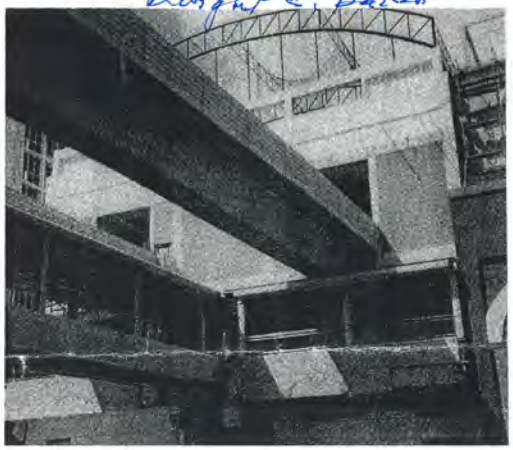
While referring to this undertaking as a "program" is an interesting idea, the terminology used for many years and understood by many parties leads us to continue to use the term "project" for the viaduct replacement. In the Final EIS, the project is part of the overall Alaskan Way Viaduct and Seawall Replacement Program.

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.

I-048-002

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

Attachment to
EIS Comments 6-6-04
Dwight E. Baker



LEFT: APM stations penetrate into terminal buildings, designed to be transparent and welcoming.
ABOVE: The Sengkang APM that distributes passengers from one of the outlying stations of Singapore's new, driverless rapid transit has been integrated into a community center.

justify those costs. No other cities have persisted in plans to build and other similar APM installations in CBDs.

There are a handful of interesting APMs at hospital complexes. Two were built in the 1980s —at Duke University Hospital in North Caroline, and another in Germany. A more recent one opened this past summer at Huntsville Hospital in Alabama—where an APM integrates several care facilities and office buildings with parking resources. Another is underway on the edge of downtown Indianapolis, where Clarian Health is headquartered. Here an APM is being built to save valuable staff time currently wasted in inefficient, traffic-slowed vans. Many other medical campuses are considering APM circulation to allow expansions, serve remote parking, and better integrate their facilities.

APM SUCCESSES

Examples of successful urban development projects that utilize APMs effectively can be found in London, Copenhagen, Singapore, and Los Angeles. In all cases, real estate development has been combined with the staging and financing of APM services.

London: The British government established a temporary public authority charged with redeveloping an obsolete, derelict port and warehousing district just downstream along the River Thames from the Financial District in the late 1970s. Planning officials recognized the need for transit service, and a major commercial property developer decided to erect

diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-048-003

The alternatives analyzed in the Draft EIS did not include items other than those directly relating to replacement of the existing viaduct. Mid- to high-capacity transit developments are being addressed by other agencies, specifically Seattle Department of Transportation (e.g., South Lake Union Streetcar), King County Metro (e.g., RapidRide), and Sound Transit (e.g., Link Light Rail, Sounder). Potential fixed guideway HCT alignments that have been developed in the long-range plans for these agencies and at present do not include the SR 99/Alaskan Way Viaduct corridor. The Alaskan Way Viaduct and Seawall Replacement Program includes transit enhancements in the Moving Forward Projects and in the Letter of Agreement signed by the state, city, and county in January 2009. See the Final EIS for more information.