

----- Original Message -----
From: Jeannette Allée [mailto:kontakt@warmupcomedian.com]
Sent: Thursday, May 27, 2004 1:05 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: Viaduct Feedback

I-058-001

Replacement options for the viaduct should not dramatically increase any traffic on Alaskan Way or existing roads, therefore the cut-and-cover alternative looks preferable (other than utterly artful viaduct redone with stunning arches).

Increased traffic on those surface roads make the city feel inhumane. For example, although I live in Belltown/QA, a walk to Lake Union or Capital Hill is wholly unwelcoming due to those high traffic roads such as Denny.

I-058-002

The trolley should NOT be moved although it could make sense (and be helpful to the elderly and disabled) were it to turn up the hill and continue onto the Seattle Center.

Jeannette

I-058-001

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.

Your concern about traffic volumes on surface streets in the downtown area is noted. Information about traffic volumes with each of the alternatives can be found in Chapter 5 of the Final EIS and in Appendix C, Transportation Discipline Report.

I-058-002

Construction of the Olympic Sculpture Park in 2008 led to the indefinite suspension of the George Benson Line Waterfront Streetcar service because it displaced the vehicle storage and maintenance facility. King County Metro currently provides replacement service with fare-free bus service on the Route 99 Waterfront Streetcar Line. The routing and stop locations for this line do not exactly duplicate those of the waterfront streetcar; however, Route 99 serves the same neighborhoods—the waterfront, Pioneer Square, and Chinatown/International District. With the Bored Tunnel Alternative the final location of the streetcar will be determined by the Central Waterfront Project being led by the City of Seattle. Both the Cut-and-Cover Tunnel and the Elevated Structure Alternatives include the streetcar along Alaskan Way.