

-----Original Message-----

From: Nate Cole-Daum [mailto:natecoledaum@hotmail.com]

Sent: Saturday, May 29, 2004 11:09 AM

To: awwdeiscomments@wsdot.wa.gov; aarts@speakeasy.net; david@davidella.com; Jan.Drago@seattle.gov; jgodden@electgodden.com; Jim.Compton@seattle.gov; Nick.Licata@seattle.gov; Peter.Steinbrueck@seattle.gov; Richard.Conlin@seattle.gov; Richard.McIver@seattle.gov; Tom4Seattle@msn.com; jpatt3kids@aol.com; DJohnConey@aol.com
Subject: comments to Waterfront (Viaduct) DEIS

The design work being done presently is an opportunity to correct a huge urban planning mistake. As a lifelong Seattleite, I am heartened by the opportunity presented by the decay of the Viaduct, but I am discouraged by the results that have come of the official planning process.

The emphasis on replacing private automobile capacity is simply wrongheaded. Its effect is visible in the shortcomings in the plan. Please remember that this is a once-a-century opportunity to put things right, and remove a huge quality-of-life obstacle from the heart of the city.

Please consider these thoughts:

- | | |
|------------------|--|
| I-120-001 | 1. The viaduct needs to come down, whether the city, state or federal government is liable in the case of a structure failure or not is beside the point. It is no longer safe to allow people to risk their lives every day driving on it. |
| I-120-002 | 2. There should be no net increase in roadway to Alaskan Way. To do otherwise is to fail to learn from history. Making the waterfront a high traffic corridor was a mistake, please do not make the same mistake twice.

3. Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor. Studies throughout the world have shown decreased accommodation for the private automobile (reduced parking, restricted rights-of way) results in reduced congestion. People find other ways of getting there. They ride transit, move closer, etc. We are investing billions of dollars in public transit in this decade. Recognizing that large cities will have congestion, why should we continue to degrade the waterfront for the sake of cars when there are so many other ways to get around? |
| I-120-003 | 4. The lid over SR 99 should extend from Pike to Battery. Pike Place Market and the Waterfront are two regional jewels, artificially separated years ago by the viaduct. They are a stones' throw apart, but miles away on foot. We have the opportunity to correct that mistake, let's not squander it. |

I-120-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and are also concerned about the safety of the existing structure. Replacing the viaduct is an urgent need for transportation in the region.

I-120-002

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. To provide similar capacity levels as currently exists today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. Overall, it is expected that traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-120-003

A lid was incorporated into the design of the 2006 Cut-and-Cover Tunnel Alternative and evaluated in the 2006 Supplemental Draft EIS. It was included in the project, due in part to numerous 2004 Draft EIS public comments requesting the lead agencies to consider a lid in the Pike Place/Belltown area. The proposed lid would extend north from where SR 99 emerges from the tunnel's north portal near Pine Street to Victor Steinbrueck Park near Virginia Street. The design for this lid structure with the current Cut-and-Cover Alternative is described in this Final EIS

I-120-004

5. The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley. The Western neighborhood character is a great compliment to the trolley. This would change it from a tourist ride to a real component of the general transportation picture, linking Pioneer square to the furniture shops and office buildings on Western to Pike Place Market and residences in Belltown. This is a use of transportation dollars that makes sense, by improving quality of life and moving more people.

Nate Cole-Daum
3015 SW Avalon Way
Seattle, WA 98126
425.605.8369

and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

I-120-004

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.