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From: collingstaz@hotmail.com [mailto:collingstaz@hotmail.com]

Sent: Tuesday, May 25, 2004 6:53 PM

To: awvdeiscments@wsdot.wa.gov

Subject: Viaduct

To Whom it will Concern

We would like to weigh in with the Allied Arts recommendation as follows;

- I-122-001** | -cut and cover is best option after no viaduct at all
- I-122-002** | -no net increase in roadway to Alaskan Way
- I-122-003** | -any additional traffic to be dispersed among all avenues through downtown corridor
- I-122-004** | -lid over SR99 should extend from Pine to Battery
- Trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront

Thank you

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I-122-001

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-122-002

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-122-003

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

I-122-004

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.