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2 Seattle, Washington

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H-044-001

4 I think the city council and the state government
5 should push for building a tunnel to replace the
6 Alaskan Way Viaduct to improve the view of downtown.
7 Even though I'm a West Seattleite and I use the
8 viaduct, but I think it's the most beautiful highway
9 in urban Washington, I still would rather have more
10 people be able to see the waterfront from downtown,
11 and I would like to get to North Seattle or downtown
12 quickly in a tunnel.

13 I think you should replace the seawall and make
14 it part of the tunnel wall; do it right for the next
15 hundred years and also do it quickly because it's
16 going to save money. Don't bother doing it in
17 medium-slow fashion, but just shut down the tunnel,
18 get people to change their behavior, and get it done
19 with even if it takes four years.

H-044-002

20 For mitigation, I would -- from the south end
21 anyway, I would like to see Fourth Avenue off --
22 Fourth Avenue ramps from the Spokane Street Bridge
23 reopened, Spokane Street widened, and surface streets
24 opened and without allowing parking so that you can
25 get downtown, bus routes, light-rail going as soon as

H-044-003

H-044-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

H-044-002

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.

H-044-003

The City of Seattle's S. Spokane Street Project is under construction, and a new ramp connecting eastbound S. Spokane Street traffic to Fourth Avenue S. opened in August 2010. This will help divert some in-

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possible. That's about it.

H-044-004

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I'd like to see bike lanes included north/south and east/west. It seems like increased city traffic is making it more dangerous for cyclists because there's also an increased number of cyclists that I have observed.

H-044-001

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My neighbor and good friend also wants a tunnel. My neighbor and good friend, who lives in North Seattle and comes down to West Seattle all the time, three times a week, still also wants a tunnel to improve the -- just improve the whole downtown city which she thinks would benefit the whole state. She thinks it will bring in money for the whole state. That's her opinion.

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bound traffic off of First Avenue S. New westbound on- and off-ramps from First Avenue S. to S. Spokane Street are expected to open in Fall 2011. Widening of the S. Spokane Street Viaduct from E. Marginal Way to Sixth Avenue S. is expected to be completed around May 2012.

Impacts to traffic during construction have been analyzed as part of the transportation planning process for construction and are described in the Final EIS Appendix C, Transportation Discipline Report. A comprehensive list of traffic mitigation measures, including the need for temporary parking restrictions on select streets during peak travel periods, have been identified and are included in Appendix C and Chapter 8 of the Final EIS. Mitigation measures will continue to be refined in cooperation with the lead agencies and other agencies.

H-044-004

Thank you for your comment regarding bicycle facilities. Bicycle access will be maintained during construction activities. At times, it will be necessary to reroute bicycles using temporary facilities/detours, but these detours will be designed to minimize any inconvenience. Mitigation measures for the project are described in Chapter 8 of the Final EIS.