**From:** Burns, Terry B. [mailto:tburns@nwjesuits.org]
**Sent:** Wednesday, September 20, 2006 11:00 AM
**To:** WSDOT Alaskan Way Viaduct
**Subject:** Strategies during Viaduct Construction

Kristy Laing et al,

Thank you for the opportunity to respond to the preliminary strategies being discussed for mitigating the impact of construction on the viaduct to commuters and businesses. My traffic patterns and those of my neighbors (West Seattle Morgan Junction and south) are what I am most experienced with and they provide the basis for my feedback. Others will certainly have their own insights.

**I-675-001** Given that the Monorail will not be built, mitigating solutions for traffic flow during construction should consider post-construction traffic flow issues based on projected demographic and traffic trends in the West Seattle to Downtown corridor. I think considering eventual rapid bus transit (my least favorite idea, but maybe what we are stuck with), return of the street car line (surface line) or maybe even a spur of the light rail in the future should be discussed. In addition, how the commuter traffic interfaces with truck traffic from the Port terminals should be addressed. Realize a grand panacea is probably elusive, but putting all the issues on the table may lead to some creative insight. For example, is it possible to restrict container and rail traffic during commute hours? Might the temporary solutions during construction be the basis for longer term strategies.

I am skeptical that the solutions being thought through will greatly help my personal commute during construction. However, I am open to the reality that they might. Chances are I will adjust regardless to something that is palatable, but that should not be the basis of policy.

**I-675-002** The idea of building a Spokane Street exit ramp to 4th Ave South is exciting. I believe it would link to well to the E-3 bus way and perhaps even light rail for more regional trips - especially as light rail is expanded. Would this plan widen the Spokane street viaduct to three lanes each way? Currently, Spokane street viaduct is two lane with bottlenecks at eastbound 1st Ave South off ramp and more serious back ups on the loop ramp to 99 North. If the bus lane is extended to 4th Ave S, what will that do to non-bus traffic. Please realize, many of us cannot efficiently commute using buses or other rapid transit due to the number

**I-675-001**

Traffic analysis provided data for the development of mitigation strategies designed to reduce overall travel demand during construction and to reduce overall traffic congestion while providing access to and through downtown Seattle. A number of the proposed strategies would likely remain in place after construction is complete. Information on traffic impacts and mitigation measures can be found in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Chapter 8 of the Final EIS also summarizes the traffic mitigation measures.

**I-675-002**

The Spokane Street Viaduct Widening Project is a separate project being undertaken by the City of Seattle. Construction of the widening project started in 2008 and is anticipated to be completed in 2012. The widening phase of the project includes additional lanes as well as a new eastbound, two-lane loop off-ramp at 4th Ave South, making it possible to extend West Seattle Bridge transit lane from SR 99 to 4th Avenue.

I-675-002 | of transfers, time involved or need for personal transit for work. (As a family we try to minimize that through carpooling and telecommuting when possible.)

I-675-003 | Lastly, the loop may actually slow traffic - notice current loop ramp to 99N often backs up and over the high-rise up to Fauntleroy and as far as the Alaska street on occasion. Would another loop ramp add to that back up? The straight ramp on 1st Ave seems to drain traffic more efficiently. Will the 4th Ave S. on ramp to Westbound Spokane St. Viaduct be reopened? I think it would be very beneficial for the evening commute.

I-675-004 | Finishing the South end of 99N early seems extremely logical and will probably help in the movement of construction materials and equipment as well. Would this connect to Edgar Martinez Way to enable access to I-5 and I-90 and/or Royal Brougham with access to 4th Ave?

I-675-005 | Transit priority of 1st Ave also seems very logical. I would also suggest expanding the transit hours to 6-10am and 2-7pm on that corridor. Adding more bus routes and increasing frequency also seems prudent, but this also raises the issue of the bottlenecks that occur at the eastbound base of the high-rise bridge at 1st Ave.

I-675-006 | Water taxi - great for Alki and Admiral folks. Not so pragmatic for folks in Alaska junction south unless enough folks use it to have an impact on total traffic flow.

I-675-007 | Shifting event times. Prudent if all parties involved agree...Good luck.

Again, thank you for the opportunity to comment.

Terry Burns

**I-675-003**

SDOT has no plans to reopen the Fourth Avenue S. on-ramp to westbound Spokane Street Viaduct as the ramp no longer meets federal standards. The West Seattle bridge transit lane will be extended to the newly constructed Fourth Avenue Loop Ramp as part of the S. Spokane Street Viaduct Project.

**I-675-004**

The design and construction of the south end has become a separate project referred to as the S. Holgate Street to S. King Street Viaduct Replacement Project. The project began construction in 2010 and is scheduled for completion by 2013. Details of the project's design can be found on the WSDOT website.

**I-675-005**

The Washington Department of Transportation, the City of Seattle, and King County Metro have developed a mitigation program to address construction impacts. This program includes expanded public transit service along the affected corridor. Refer to Chapter 8 of the Final EIS for details.

**I-675-006**

Changes to the Water Taxi service are not included in the project scope or construction mitigation program.

**I-675-007**

Several strategies are proposed to help mitigate traffic effects during stadium events while construction is ongoing. More information about event traffic and related construction mitigation strategies can be found in the Event Traffic sections of Chapter 6 in the Final EIS Appendix C, Transportation Discipline Report.