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From: Debra Guenther [mailto:DebraG@Mithun.com]

Sent: Wednesday, May 19, 2004 11:58 AM

To: awvdelscomments@wsdot.wa.gov

Subject: DEIS comments

I-221-001

I strongly recommend that the State considers an additional surface option for the DEIS. The cut and cover option, while the most effective in responding to the long term growth potential of the waterfront, falls short in not providing a lid between Pike and Battery. Especially considering that Pike and Steinbreuck Park are the heart of our City.

I-221-002

The most effective solution for the long term health of downtown Seattle and the region is the one that takes the most courage for WSDOT to consider - no net increase in roadway on Alaskan Way and solving traffic by improving I-5 intersections and dispersal through the downtown.

Connecting to our waterfront is an economic development driver. Ten years from now no one will remember the hassle it was to add another option to the DEIS but Seattle will be infinitely farther on it's way to providing economic and quality of life value for the region.

(These comments represent my personal viewpoint and do not represent any organization I am affiliated with. I have been an active participant in the CityDesign waterfront charette and Downtown Seattle Association Viaduct Committee)

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I-221-001

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 Steinbreuck 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-221-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen

Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.