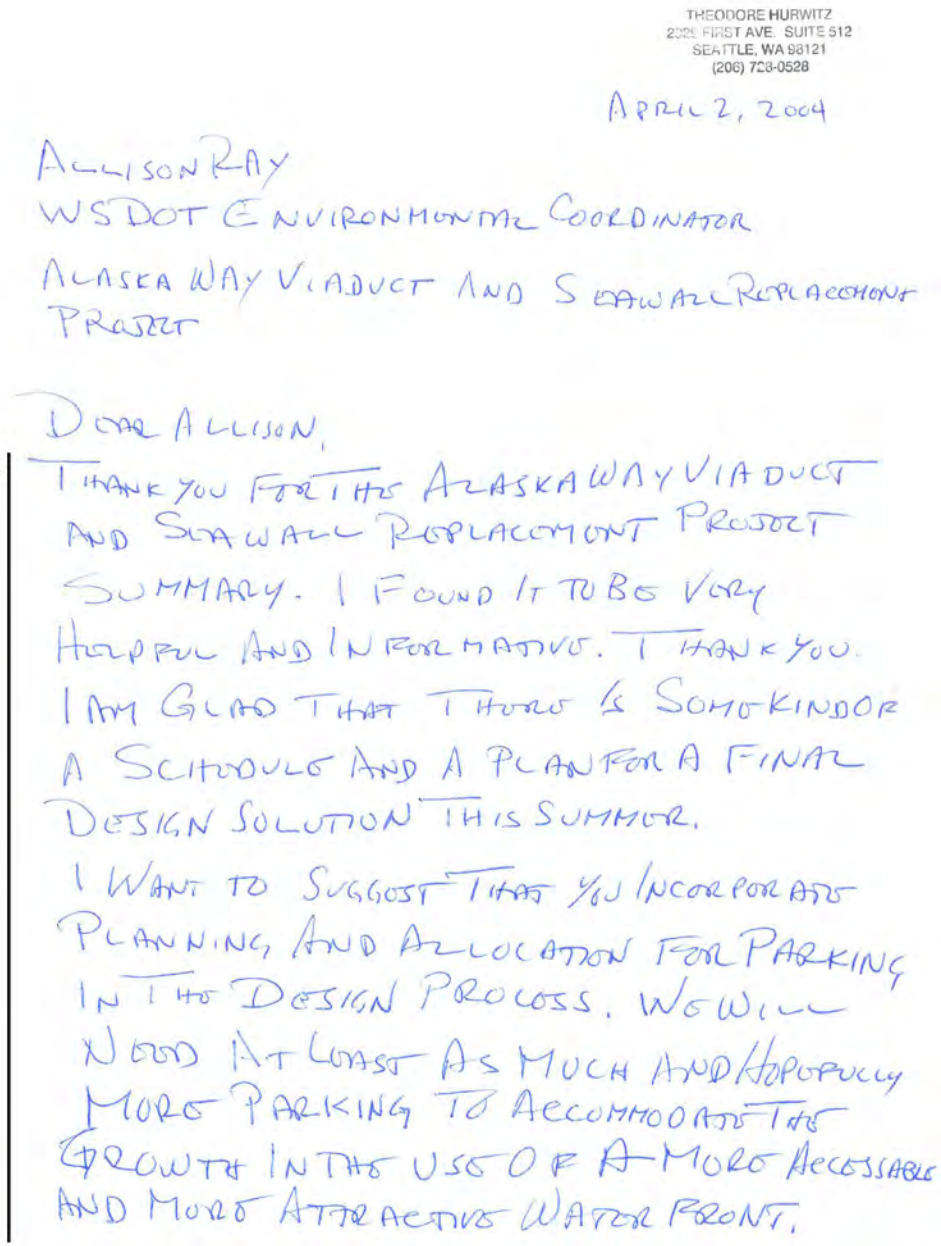

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APRIL 2, 2004

ALLISON RAY
WSDOT ENVIRONMENTAL COORDINATOR
ALASKA WAY VIADUCT AND SEAWALL REPLACEMENT
PROJECT

DEAR ALLISON,

I-270-001

THANK YOU FOR THE ALASKA WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT SUMMARY. I FOUND IT TO BE VERY HELPFUL AND INFORMATIVE. THANK YOU. I AM GLAD THAT THERE IS SOME KIND OF A SCHEDULE AND A PLAN FOR A FINAL DESIGN SOLUTION THIS SUMMER.

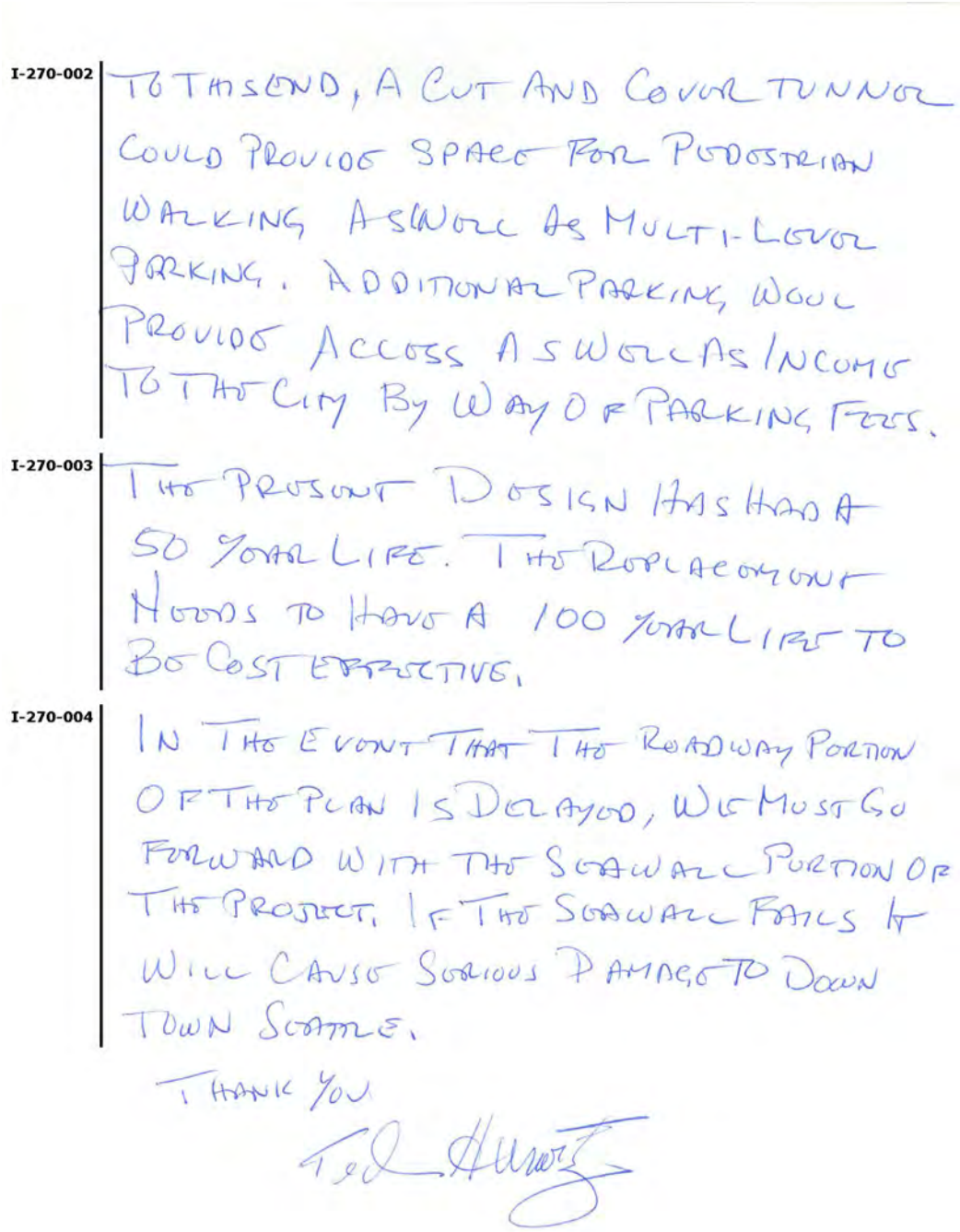
I WANT TO SUGGEST THAT YOU INCORPORATE PLANNING AND ALLOCATION FOR PARKING IN THE DESIGN PROCESS. WE WILL NEED AT LEAST AS MUCH AND HOPEFULLY MORE PARKING TO ACCOMMODATE THE GROWTH IN THE USE OF A MORE ACCESSIBLE AND MORE ATTRACTIVE WATER FRONT.

I-270-001

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated $30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.



I-270-002

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-270-003

In accordance with the WSDOT *Bridge Design Manual* and the American Association of State Highway and Transportation Officials (AASHTO) *Standard Specifications for Highway Bridges*, the project team has identified a target structural design life of 75 years for the Alaskan Way Viaduct Replacement Project. As the design continues, that target may be refined for individual features. It may make economic sense to design certain parts for a life of 100 years or more, while others may be designed for 75 years or less. Longer is not always better, if the cost of providing for extended life is unreasonably high. Also, criteria may change. As a case in point, the present viaduct was designed with an intended life of 60 years, but changes in seismic design and traffic geometry criteria (underscored by damage in the 2001 Nisqually Earthquake and unacceptable accident rates) led us to planning a replacement after only 50 years.

I-270-004

FHWA, WSDOT, and the City of Seattle recognize the importance of rebuilding the seawall. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Replacement of the seawall

would occur under the Elliott Bay Seawall Project led by the City of Seattle.

Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area. The Cut-and-Cover Tunnel Alternative and Elevated Structure Alternative would both include replacement of the seawall, if chosen.