

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

- I-285-001** | Neighborhood connections are the biggest problem in the DEIS for two big reasons 1) Every viaduct replacement option has at least 8 lanes of motorized vehicles on Alaskan Way, leaving less than 30% of the right of way for walkers and 0% for destinations. 2) The neighborhood connection between the Waterfront and Pike Place is denied because the lid over highway 99 doesn't reach Steinbrueck Park (even with the cut and cover tunnel) I strongly believe the cut-and-cover tunnel alternative is the best option, but even it falls short of enabling a great waterfront: - There should be no net increase in roadway to Alaskan Way - Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor - The lid over SR 99 should extend from Pike to Battery -
- I-285-002** | The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley
- I-285-003** |

Comments apply to:
Overall Project

I-285-001

The 2006 Supplemental Draft EIS and Final EIS Cut-and-Cover Tunnel Alternatives have evaluated a lid in the Pike Place/Belltown area. The proposed lid would include direct access to the Pike Street Hillclimb as well as the Victor Steinbrueck Park. The lid structure is described in the Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

A general discussion of neighborhood connections and detailed description of existing and potential operation and construction effects on local access between neighborhoods (including trails, pedestrian bridges, and shoreline access) is described in Appendix H, Social Discipline Report. Local street access is described in Appendix C, Transportation Discipline Report. In particular, this report discusses proposed improvements to reconnect local streets across Aurora Avenue N. to improve local access between the Uptown and South Lake Union neighborhoods.

All of the alternatives would have fewer than eight lanes on the Alaskan Way surface street through the Central Section of the project area. The City of Seattle is leading the design effort for the Alaskan Way surface street.

I-285-002

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-285-003

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.