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**From:** Mike Mariano [mailto:MMariano@MillerHull.com]  
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**To:** awvdeiscomments@wsdot.wa.gov  
**Subject:** AWW - DEIS comments

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To the staff of WSDOT

**I-335-001** All Seattle-through traffic should travel underground from Atlantic Street into the Battery Street Tunnel and that Alaskan Way should receive no net gain in roadway.

Further study should be given to analyzing and addressing the following considerations:

**I-335-002** Pike Place to Waterfront Lid  
The tunnel option includes a new viaduct from Pine to Battery. Extensive analysis should be made to develop a pedestrian descent over SR 99 from Virginia, south, to Alaskan Way.

**I-335-003** Access Road  
I challenge the need for the access road as presented in the cross-section diagram for the tunnel option. Analysis should be given to providing delivery access from the curb of Alaskan Way, in keeping with the style along the other downtown avenues.

No Net Increase in Roadway to Alaskan Way  
Alaskan Way should not increase in width from curb to curb or number of lanes. In essence, it should mimic any other downtown avenue.

**I-335-004** No net Increase in Speed on Alaskan Way  
The speed limit on Alaskan Way should be no more than 30 mph. Traffic lights should be set to move traffic between 22 and 28 mph—again, in accordance with other downtown avenues.

**I-335-005** Distribute Additional Traffic Among All Downtown Avenues  
As changes are made to SR 99, any additional traffic directed to the surface should be spread equally among all of the downtown avenues. I-5 should also be considered as an alternative for increased capacity, especially if it is reconfigured.

**I-335-006** Construction Timeline and Costs  
Consideration and analysis should be given toward the option of closing SR 99 for the duration of construction and absorbing traffic flow through a re-knitted downtown street grid.

Thank you for your consideration,

### I-335-001

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-335-002

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 Steinbrueck 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-335-003

Planning and design for the current tunnel alternatives does not include a separate access road parallel to Alaskan Way.

The alternatives currently being considered would have two lanes in each direction on Alaskan Way through the central waterfront. Lanes would be the same width as today, with the exception of a few areas where width would be added to safely accommodate bicycle traffic.

**I-335-004**

The speed limit along the Alaskan Way surface street is currently 30 mph, the standard speed limit for arterial streets in the City of Seattle. The Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure Alternatives, the three build alternatives carried forward to the Final EIS, do not propose to change the speed limit along the Alaskan Way surface street. Traffic signals on Alaskan Way for the Cut-and-Cover Tunnel and Elevated Structure Alternatives would be designed to help facilitate safe and efficient traffic flow along the corridor. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project.

**I-335-005**

Overall, traffic that diverts to use surface streets and I-5 is expected to distribute based on the available capacity of these various roadways. At this time, there are no plans to increase capacity along I-5 through the downtown core.

**I-335-006**

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.