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From: Wendell Phillips [mailto:wphilli@pobox.com]

Sent: Monday, April 12, 2004 10:18 PM

To: awvdeiscments@wsdot.wa.gov

Subject: Viaduct replacement draft EIS comment:

I have looked at the replacement plans you are presenting now for the viaduct replacement and I have a few comments for you.

I-411-001

It looks like the tunnel plans will drastically change the use and traffic patterns of the viaduct. The viaduct today is used by commuters from the southwest parts of Seattle to commute to and from downtown Seattle. ALL PARTS of downtown Seattle, not just the Pioneer Square and Stadium areas. With downtown exits planned only for the stadium area and King Street any traffic heading for commuting destinations north of King Street will be using numerous already overcrowded routes to arrive where intended. If the tunnel option is chosen there must be exits added for those traveling to the central and northern parts of downtown.

I-411-002

Many of the options seem to want to increase the traffic use of 99 for stadium events. Traffic is already very bad on the viaduct in the evening commute without adding the large number of cars for stadium events. The stadium exits should be removed and surface streets continue to be used for stadium traffic. Don't spoil a working system!

I-411-003

Please remember that the traffic using 99 must go somewhere during construction so don't just shut it down.

Thanks for your consideration

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I-411-001

Comment acknowledged. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Full access to and from the tunnel would occur between S. Royal Brougham Way and S. King Street at the south portal and near Harrison and Republican Streets at the north portal.

I-411-002

The proposed stadium area ramps (between S. Royal Brougham Way and S. King Street) would improve access in the south end by adding connections that will help improve overall circulation in the immediate area. Providing these additional connections to SR 99 will help improve the congested traffic conditions that occur along surface streets when events take place in the stadiums. Please see the Final EIS Appendix C, Transportation Discipline Report, for more information about how traffic would operate in this area.

I-411-003

The lead agencies have worked hard to propose ways to minimize the amount of time of any SR 99 closures and restrictions. The preferred alternative, the Bored Tunnel Alternative, requires fewer SR 99 closures and lane restrictions than alternatives evaluated in the 2004 Draft EIS. Please see the Final EIS for an updated description of the alternatives, their effects, and proposed mitigation.