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From: Charles Raines [mailto:ccraines@comcast.net]

Sent: Saturday, May 08, 2004 7:39 AM

To: viaduct@wsdot.wa.gov

Subject: Alaskan Way Viaduct DEIS comments

DOT,

I-420-001 Fixing the Alaskan Way Viaduct problem should be a very high priority.

Putting Hwy 99 in a tunnel where it crosses the downtown waterfront is the best and arguably the only long term solution for the Alaskan Way Viaduct problem. And the six lane alternative is the only logical one. Though more expensive than the other options, it is worth it for a project that will be a major part of Seattle for many decades. Use the space above the tunnel for a variety of uses- open space, park and even buildings- to make this an attractive, active working neighborhood, not just a tourist destination.

While the views from the viaduct are stunning, there seems to be no way to reduce the huge physical, visual and noise impact of an aerial structure through this area. So the rebuild options are not acceptable. The noise of the viaduct is one of its greatest impacts. Perhaps more so than the visual impact, which diminishes by the time you get up to third avenue.

The surface option is unacceptable from a traffic standpoint and would create a huge vehicle-dominated barrier between the waterfront and the city. The stoplights and time requirements would essentially eliminate this through route from the city where the largest bottleneck is. And moving any of those vehicles onto I-5 would further worsen that overburdened facility.

While every effort to get people out of their cars and into mass transit should be pursued, eliminating a heavily used existing transportation facility is inappropriate.

I-420-002 I agree that the northbound entrance ramp at the south end of the Battery Street tunnel should be closed to general traffic for safety reasons. However, the southbound exit at that portal is not nearly as much of a problem, and is important to provide access to downtown and the waterfront. It should be left open.

I-420-003 Trying to fix the Mercer mess is a worthy goal, but the proposed solutions don't seem to do it. I am not convinced converting Mercer to two-way is a good idea. While adding a bridge at Thomas would be helpful, removing Broad Street does not seem warranted and would eliminate a transportation corridor for those coming down from Lake Union and looking for a direct route around the south end of the Seattle Center. Not all traffic is on Mercer/I-5 or on Aurora. Rethink solutions in this area- which goes beyond Aurora. Besides, this is not a critical element of the project- replacing the viaduct is. Actually, before you try to fix Mercer, you should rebuild the Battery Street tunnel.

I-420-004 Several maps on website are not clear. It was difficult to understand the Mercer and King Street proposals. Also, some of the time charts seemed illogical, as there was no footnote explaining the trips from downtown started off the viaduct at some undescribed location (which I only learned at one of your open houses).

Thank you for this opportunity to comment on this proposal.

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I-420-001

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-420-002

The roadway and ramp geometries at both the on- and off-ramps at the south portal of the Battery Street Tunnel do not meet current design and safety standards. In addition, traffic volumes on these ramps are low compared to other ramps due to the constrained geometrics and safety issues. The ramps will remain open to emergency vehicles for the Bored Tunnel Alternative and would remain open to traffic in the Cut-and Cover Alternative and Elevated Structure Alternative.

I-420-003

The purpose and need of the project were revised to include improving SR 99 from the Battery Street Tunnel north to Roy Street in the 2006 Supplemental Draft EIS. The improvements included enhancements to Mercer Street, reconnecting Thomas and Harrison Streets across SR 99, and improving the street grid in that area. These additions to the purpose and need address safety and access issues within the SR 99 corridor and in adjacent neighborhoods. Depending on the alternative chosen, improvements to the Battery Street Tunnel would be made as part of the project. Please see the Final EIS for the current configuration of each build alternative.

I-420-004

Since the 2004 Draft EIS, the lead agencies have continued to work on developing readable information for the public. We hope that you found the information presented in the 2006 Supplemental Draft EIS, 2010 Supplemental Draft EIS, and the Final EIS clear.