

-----Original Message-----
From: Laine Ross [mailto:Laine.Ross@ceoworkz.com]
Sent: Saturday, May 29, 2004 2:19 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: VIADUCT DRAFT EIS COMMENTS

See our comments on the DEIS for the Viaduct below:

- I-444-001** We have observed that neighborhood connections are the biggest problem in the DEIS for at least two reasons:
* 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
* 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-444-002 In consideration of these glaring impacts above, we ONLY support the cut-and-cover tunnel alternative as the best option, but even it falls short of enabling a great waterfront - see below:
* 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
I-444-003 * The lid over SR 99 should extend from Pike to Battery
I-444-004 * 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-444-005 We do NOT want to see a new or old and repaired viaduct! The tunnel option will give citizens an opportunity to enjoy a great waterfront! Only the 'tunnel' will create new open space for people, help us meet growth management goals, strengthen our economic base and maintain current transportation capacity. We also understand that there is an option to shorten the construction time by completely closing the project area to present viaduct traffic - which we believe would be a cost saving measure that could potentially outweigh the increase of disruption from a loss of circulation. Finally, please thoroughly investigate the access to ferries and other transportation modes within your decision making process.
I-444-006
I-444-007 Please take our comments very seriously - this structure will impact our communities for another 50+ years! We must live/work with the negative impacts from construction that will hit the Pioneer Square community hard. As a result, mitigation will be the next discussion topic. This fragile community will be heavily assaulted by the looming construction from the monorail. Pioneer Square's historic landmark status should be "enhanced and optimized" at the end of this project, not "destroyed".

Thank you,
Laine Ross
13+ Year Pioneer Square Resident / Business Owner
PO Box 4426 / Seattle, WA 98194 - 206-293-5045

I-444-001

The preferred Bored Tunnel Alternative would construct the new SR 99 bored tunnel away from the central waterfront as described in the Final EIS. If this alternative is selected, the final configuration of Alaskan Way will be determined by the Central Waterfront planning process being led by the City of Seattle. The City recognizes the value of improving pedestrian connections and providing improved public space along the waterfront that will allow people to walk, bicycle, play, and view Elliott Bay and the mountains.

A lid up to Steinbrueck park is proposed as part of the Cut-and-Cover Tunnel Alternative.

I-444-002

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-444-003

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-444-004

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.

I-444-005

Comments noted. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If this alternative is selected, the final configuration of the waterfront would be determined through the Central Waterfront Project, led by the City of Seattle.

A complete closure of SR 99 during construction, called the shorter construction plan, was evaluated in the 2006 Supplemental Draft EIS. Chapter 3 of the Final EIS contains current details about the construction plan for each build alternative.

I-444-006

Access to the Colman Dock ferry terminal for all travel modes will be maintained throughout all phases of project construction regardless of the alternative.

I-444-007

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods. Mitigation measures addressing noise, parking, traffic, dust, and other factors are discussed in the Final EIS and appendices.