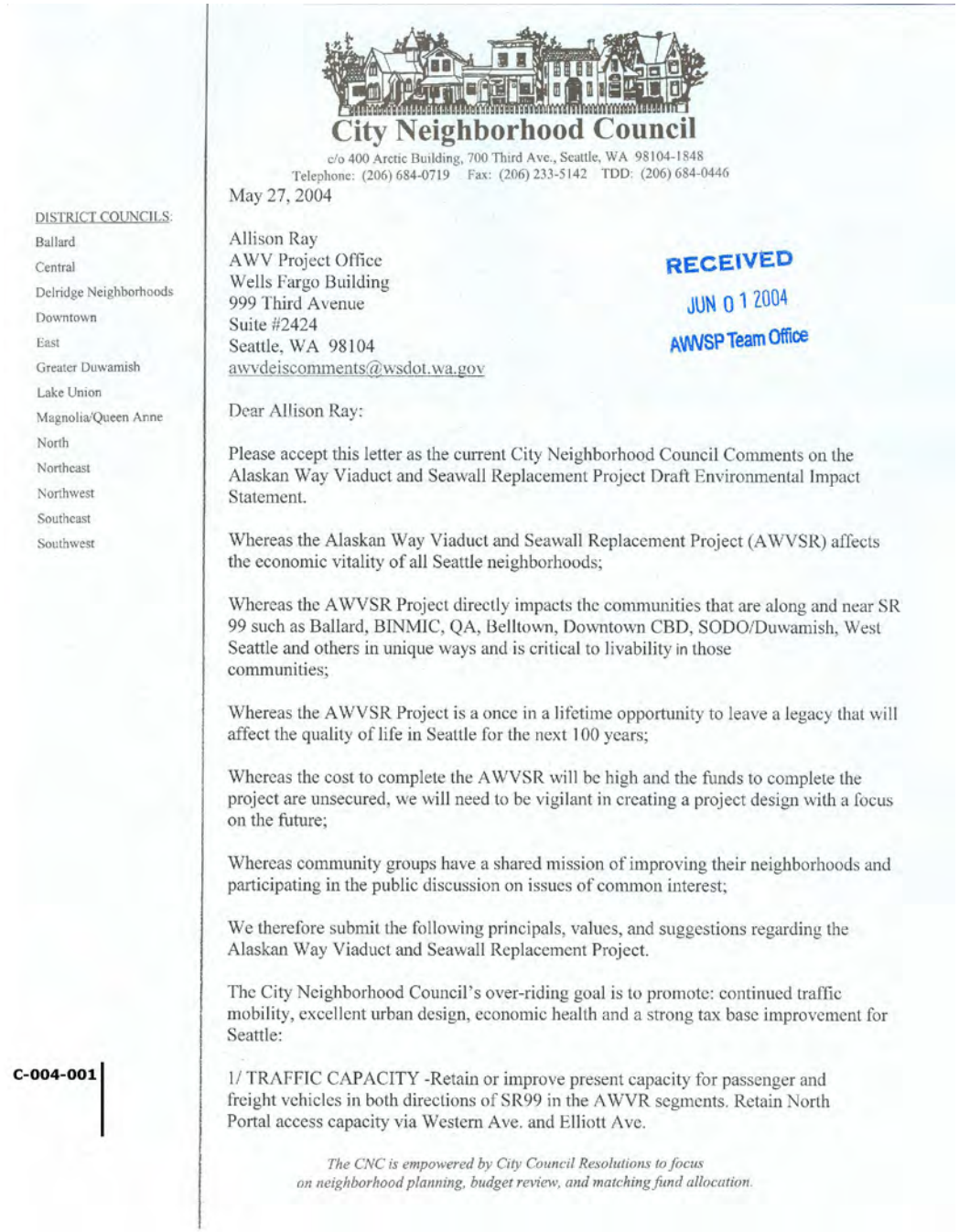

City Neighborhood Council

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May 27, 2004

DISTRICT COUNCILS:
Ballard
Central
Delridge Neighborhoods
Downtown
East
Greater Duwamish
Lake Union
Magnolia/Queen Anne
North
Northeast
Northwest
Southeast
Southwest

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RECEIVED
JUN 01 2004
AWVSP Team Office

Dear Allison Ray:

Please accept this letter as the current City Neighborhood Council Comments on the Alaskan Way Viaduct and Seawall Replacement Project Draft Environmental Impact Statement.

Whereas the Alaskan Way Viaduct and Seawall Replacement Project (AWVSR) affects the economic vitality of all Seattle neighborhoods;

Whereas the AWVSR Project directly impacts the communities that are along and near SR 99 such as Ballard, BINMIC, QA, Belltown, Downtown CBD, SODO/Duwamish, West Seattle and others in unique ways and is critical to livability in those communities;

Whereas the AWVSR Project is a once in a lifetime opportunity to leave a legacy that will affect the quality of life in Seattle for the next 100 years;

Whereas the cost to complete the AWVSR will be high and the funds to complete the project are unsecured, we will need to be vigilant in creating a project design with a focus on the future;

Whereas community groups have a shared mission of improving their neighborhoods and participating in the public discussion on issues of common interest;

We therefore submit the following principals, values, and suggestions regarding the Alaskan Way Viaduct and Seawall Replacement Project.

The City Neighborhood Council's over-riding goal is to promote: continued traffic mobility, excellent urban design, economic health and a strong tax base improvement for Seattle:

C-004-001

1/ TRAFFIC CAPACITY -Retain or improve present capacity for passenger and freight vehicles in both directions of SR99 in the AWVR segments. Retain North Portal access capacity via Western Ave. and Elliott Ave.

*The CNC is empowered by City Council Resolutions to focus on neighborhood planning, budget review, and matching fund allocation.*

**C-004-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information on the alternatives. The purpose of replacing the viaduct is to protect public safety and provide essential vehicle capacity to and through downtown Seattle. All of the alternatives would provide sufficient capacity. With the preferred Bored Tunnel Alternative, north portal access would be near Harrison and Republican Streets and the connection between Alaskan Way and Elliott and Western Avenues would be constructed as a separate project. The Elliott and Western Avenue ramps are part of the Cut-and-Cover Tunnel and Elevated Structure Alternatives.

C-004-002 3/ PASSENGER VEHICLE PARKING -Provide 100% replacement of present short-term parking in the zone of the project and on the Northern waterfront during and after construction. Integrate parking into the preferred alternative design strategy including bus staging, passenger vehicle load zones, and goods delivery zones.

C-004-003 4/ ALTERNATIVE MODES OF TRANSPORTATION -Improve connective transit, pedestrian, and bicycle corridors between Alaskan Way and Elliott Bay waterfront, adjoining uplands, and the rest of Seattle. Fully utilize waterfront streetcar corridor extending to commercial areas to the north and south and connecting with the South Lake Union streetcar system via Western. Implement Western corridor prior to construction and close-down of waterfront corridor. Improve Coleman Dock transit/pedestrian, bicycle connections. Include BC ferry connection, improved cruise ship facilities' transportation connections. Improve north/south, east/west pedestrian connections.

C-004-004 5/ FEDERAL/STATE HIGHWAY CONNECTIONS -Improve connections between SR99 and I-5. Phase improvements to mitigate traffic displacement during construction.

C-004-005 6/ DISPLACEMENT OF TRAFFIC DURING CONSTRUCTION -Ensure that traffic displaced from Alaskan Way and Alaskan Way Viaduct can connect to I-5 and other routes including downtown avenues. Do not utilize surface lanes of Alaskan Way for all SR99 traffic. Provide additional alternative modes of transportation from West Seattle. Retain access for waterfront-located businesses and activities during and after construction. Utilize Western Ave. streetcar. Address central waterfront first.

C-004-006 7/ NORTH WATERFRONT ACCESS -Do not preclude realignment below grade of BNSF between area of the existing tunnel portal and the vicinity of Eagle St.

C-004-007 8/ SURFACE TRAFFIC UTILIZATION OF ALASKAN WAY -Ensure no net increase in surface vehicular lane capacity during/after construction.

C-004-008 9/ NEW OPEN SPACE/COMMERCIAL REDEVELOPMENT -Maximize urban design opportunities for new public open spaces and commercial redevelopment opportunities: new public squares, parks, landscaped rights of way, retail frontages, etc.

C-004-009 10/ Improve access northbound on ramp at Spokane Street and intersection of Spokane Street and the West Seattle Bridge.

Thank you for your consideration of these comments.

Sincerely yours,

Victor Barry by ww

Victor Barry, President
City Neighborhood Council

John Coney by ww

John Coney, Chair
CNC Transportation Committee

cc: Mayor Greg Nickels
Seattle City Council
CNC Members

**C-004-002**

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated $30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

**C-004-003**

The final design of the waterfront will be determined by the Central Waterfront Project being led by the City of Seattle. In the south portion of the project area, bicycle lanes and sidewalks provided on surface streets would complement the Port Side and City Side Pedestrian/Bike Trails that will be constructed as part of the S. Holgate Street to S. King Street Viaduct Replacement Project. In the north portion of the project area, the shared-use facility on Mercer Street would increase bicycle connections across SR 99 and improve rider safety and overall experience in the Seattle Center/South Lake Union area. These enhancements to bicycle mobility would be further improved with the bicycle lanes included as part of the John Street crossing of SR 99. Several of the improvements suggested in this comment are outside of the project area. Please refer to the Final EIS for a current description of the alternatives.

**C-004-004**

In the early stages of the project, design modifications were evaluated near the Spokane Street area to determine whether access between I-5 and SR 99 could be improved. However, this element was not carried forward due to a variety of design challenges. Please see the Final EIS for updated design details.

Please see Chapter 6 of Appendix C, Transportation Discipline Report, for details about proposed construction mitigation, and Chapter 8 of the Final EIS for description of all proposed mitigation measures.

**C-004-005**

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.

**C-004-006**

The preferred Bored Tunnel and Elevated Structure Alternatives will not affect the BNSF alignment in the area between Eagle Street and the existing BNSF portal near Virginia Street. The Cut-and-Cover Tunnel Alternative would likely affect the architectural concrete fascia at the BNSF portal structure but would not preclude realignment below grade in this area.

**C-004-007**

Currently, it is assumed that overall lane capacity will likely not be increased on the Alaskan Way surface street during construction. Please refer to the Final EIS for updated information. The ultimate design of Alaskan Way will be determined as part of the City of Seattle's Central Waterfront Project.

**C-004-008**

The City is developing a Central Waterfront Plan that will guide redevelopment of the central waterfront after the viaduct and seawall are replaced. A concept plan was published in July 2006, and the City will

begin the detailed master plan in 2011. The plan calls for new public spaces, public art, and a waterfront promenade.

**C-004-009**

Improving the intersection between Spokane Street and the West Seattle Bridge is not a part of this project. Information on the South Spokane Street Project can be found on the City of Seattle website http://www.seattle.gov/transportation/spokanestreet.htm.