

-----Original Message-----
From: Alex N. Steffen [mailto:alex@worldchanging.com]
Sent: Thursday, May 27, 2004 11:51 AM
To: awvdeiscomments@wsdot.wa.gov
Subject: SR 99 EIS Comment

I would like to comment on the Seattle Waterfront Viaduct Draft EIS:

- I-483-001** | 1) I strongly support the cut and cover option to create a tunnel for the viaduct replacement.
- I-483-002** | 2) I think that the width and speed of Alaskan way should be *reduced*, not increased, and Alaskan way made a purely local access road, if not removed altogether.
- I-483-003** | 3) Any addition North-South traffic should be dispersed along all major North-South routes.
- I-483-004** | 4) The medium- and long-term consequences of sea level rise as a possible result of global warming should be anticipated in replacing the sea wall.
- I-483-005** | 5) the waterfront streetcar should be moved to Western Ave.
- I-483-006** | 6) the northern limit of the lid over SR 99 should be extended from Pike to Battery
- I-483-007** | 7) pedestrians and bicycles should be emphasized at crossings
- I-483-008** | 8) the ferry terminal should be moved to the south waterfront
- I-483-008** | 9) emphasizing the value of the waterfront as a destination for recreation, cultural events and tourism is important. the rebuilding of SR 99 can help create a great waterfront for our biggest city!

Sincerely,
Alex Steffen

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Alex Nikolai Steffen
<http://www.worldchanging.com>
"Another world is here."
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I-483-001

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-483-002

The Alaskan Way surface street is designated as a principle arterial by the City of Seattle. It provides the only access to many businesses along the waterfront as well as to ferry operations at Colman Dock. Alaskan Way is also designated by the City of Seattle as a major truck street.

Reducing lane widths would likely lower travel speeds and provide an inducement to shift traffic to other downtown north-south streets, for example, 1st Avenue in Pioneer Square. North-south downtown arterials street intersections are already at peak capacity and some even exceed capacity during the peak commute hours. By diverting traffic from Alaskan Way, the downtown street network would experience even more congestion, causing further delay through downtown.

I-483-003

Potential sea level rise has been taken into account in the design of the build alternatives considered in the Final EIS.

I-483-004

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-483-005

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 Tunnel Alternative is described in the Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report. The structure would not extend completely to the Battery Street Tunnel in part because that would require a more extensive ventilation system and buildings.

I-483-006

Facilities for bicyclists and pedestrians would be improved under all the build alternatives. The Cut-and-Cover Tunnel Alternative and Elevated Structure Alternative would each include a continuous sidewalk and promenade, a continuous route for bicyclists throughout the project corridor, and connections to existing bike/pedestrian routes. As part of the effort to improve bicycle and pedestrian travel, intersections on Alaskan Way and the side streets would be signalized, allowing people on bike and on foot to safely cross. For the preferred Bored Tunnel

Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

I-483-007

The scope of the project does not include modification of the Colman Dock (Seattle Ferry Terminal) location. The project will maintain vehicle and pedestrian access at all times to Colman Dock at its current location during project construction.

I-483-008

If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. The final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

If the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown.