

-----Original Message-----

From: David M Vice [mailto:david.vice@ceoworkz.com]
Sent: Saturday, May 29, 2004 2:33 PM
To: avvdeiscomments@wsdot.wa.gov
Subject: VIADUCT DRAFT EIS COMMENTS

I-513-001 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
I-513-002 · 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)
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-513-003 · The lid over SR 99 should extend from Pike to Battery
I-513-004 · 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-513-005 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! For example, the Boston tunnel is among the most successful revitalization, economic, and traffic management solutions in the US. 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-513-006
I-513-007 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,
David Vice
13+ Year Pioneer Square Resident / Business Owner
PO Box 4426 / Seattle, WA 98194 - 206-625-0347

I-513-001

With the Bored Tunnel Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project 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 Pike Place Market Lid has also been incorporated into the design of the Bored Tunnel Alternative.

Additionally, improvements north of the Battery Street Tunnel would build Aurora Avenue to grade level between Denny Way and John Street. John, Thomas, and Harrison Streets would be connected across Aurora Avenue with signalized intersections. These improvements would greatly enhance connections between the South Lake Union neighborhood and the lower Queen Anne neighborhood. See the Final EIS for more information.

I-513-002

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.

With the Bored Tunnel and Cut-and-Cover Tunnel Alternatives, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. Therefore, to provide similar capacity levels as currently exist today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity

of Colman Dock. It is expected that, overall, traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-513-003

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-513-004

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-513-005

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-513-006

The Final EIS Appendix C, Transportation Discipline Report, contains discussions regarding roadway connectivity and access, transit services and facilities, and ferry services with regard to all the build alternatives. However, if the Bored Tunnel Alternative is selected, the final design of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle, and will be coordinated with Washington State Ferries.

I-513-007

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. Mitigation measures addressing noise, parking, traffic, dust and other factors are included in the Final EIS and appendices. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods.