

Bob Messina, 1301 North 90th Street, Seattle, 98103.

H-011-001

MR. MESSINA: My comment is regarding not exactly the bored tunnel itself, but the surface -- the new surface street, which is called the Elliott-Western connector. This Elliott-Western connector will be in the footprint of the former elevated viaduct.

My concern is, two places on the Elliott-Western connector, which is where the at-grade, new street will intersect Pike Street, and, also, it will intersect Pine Street, which is not a street, actually, at that point; it's a stairway. And I should go back and say that, at Pike Street, it is also a stairway.

So the Pike Street stairway and Pine Street stairway, today, allow people to walk uninterrupted from Pike Place Market, First Avenue, down to the waterfront. When the new Elliott-Western connector is constructed, those same people descending both of those staircases will have to stop at the end of the street and will have to be held there with some kind of traffic control.

My concern is traffic will be too fast or too heavy, and there will be conflicts with people, especially tourists -- big crowds of people, wanting to cross at grade. So I see this as a future safety concern, pedestrian safety concern, for the Elliott-Western connector, and I would hope that they could address this by possibly having overpasses, pedestrian overpasses, constructed in both places to allow the same uninterrupted walking flow, with the new construction, that you have today.

(End of comment.)

(End of public comments.)

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The Pike Street hillclimb will not be affected by the new Elliott/Western connector. The pedestrian connection along Pine Street, which currently passes underneath the existing Viaduct structure, will now connect with the Elliott/Western connector before descending the hill to Alaskan Way. It is assumed a signalized pedestrian crossing will be provided at this location, to provide safe crossings for pedestrians.

Under the Bored Tunnel Alternative the ultimate design of the Elliott/Western connector is part of the City of Seattle's Central Waterfront Project.