



ALLIED ARTS
OF SEATTLE

216 First Avenue South, Suite 253
Seattle, Washington 98104
aarts@speakeasy.net
(206) 624-0433

AWV Project Office
999 Third Avenue, Suite 2424
Seattle, Washington 98104

awvsdeiscomments@wsdot.wa.gov

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To whom It may concern:

Allied Arts commends WSDOT, the City of Seattle and the Federal Highway Administration for their initial work to analyze the environmental impacts regarding changes to the downtown Seattle waterfront, as well as to guide the process our region is taking toward redevelopment of this neighborhood. We also consider the Supplemental EIS and associated comments to be just one step in a series of necessary input opportunities and collective decisions.

c-053-001 | Our position regarding the Alaskan Way corridor is that all through-Seattle traffic should travel underground from Atlantic Street to Roy Street and that Alaskan Way should receive no net gain in width or roadway. (Though technically Alaskan Way includes the area below the viaduct, our definition refers to the three to four lane arterial.)

c-053-002 | We ask that as you further study the opportunities for the waterfront that you also analyze and address the following considerations:

At Grade Mercer

In January of 2005 the Seattle City Council and the Mayor of Seattle signed a resolution, agreeing that Aurora should travel below Mercer, Harrison and Republican Streets:

C-053-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

C-053-002

The concept of enhancing neighborhood connections across Aurora Avenue has continued to be among the improvements being considered as part of the project. All the build alternatives include new street connections across Aurora Avenue north of the Battery Street Tunnel. For example, for the preferred Bored Tunnel Alternative, Aurora Avenue would be built to grade level between Denny Way and John Street. John, Thomas, and Harrison Streets would be connected as cross streets with signalized intersections on Aurora Avenue at Denny Way and John, Thomas, and Harrison Streets. See the Final EIS for the current configuration of all the proposed build alternatives.

- C-053-002** | *Reconstruct Aurora at a lower grade with local streets crossing above:*
- * Construct Mercer, Republican and Harrison Streets to cross SR99 at the surrounding street grade;*
- WSDOT also sanctioned this decision. Allied Arts believes that maintaining this decision is vital to the health of the adjacent neighborhoods, as well as the Alaskan Way Viaduct and Mercer Street replacement projects.
- Strong neighborhood connections among South Lake Union, Uptown and Belltown/Waterfront must be created, especially for pedestrians.
- C-053-003** | **North Lid**
A lid should be constructed above the highway from Pike Street to the Battery Street Tunnel and across the entire width of the gulch that is created by the highway. To that end, Allied Arts supports the plan to have the highway travel under Elliott and Western Avenues.
- C-053-004** | **Southern Tunnel Portal**
Analysis should be given toward moving the southern portal to the tunnel to a point south of Atlantic Street.
- C-053-005** | **South Lid**
A lid should be constructed above the highway from King Street, south to Royal Brougham.
- C-053-006** | **No net Increase in Speed on Alaskan Way**
The speed limit on Alaskan Way should be no more than 30 mph. Traffic lights should be set to move traffic between 22 and 28 mph—again, in accordance with other downtown avenues.
- C-053-007** | **No Ferry Queuing on Alaskan Way**
No additional lanes should be constructed on Alaskan Way or any other pedestrian- or traffic-oriented street near the waterfront.
- C-053-008** | **Relocate Trolley**
Analysis should be made of moving Streetcar 99 to Western from Alaskan Way. A Western Avenue streetcar would better link neighborhoods to the waterfront and provide more space for destinations on the waterfront.

C-053-003

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.

C-053-004

The south portal location has been analyzed by the design team. The configuration of the tunnel requires that on- and off-ramps access the tunnel from the tunnel portals. Moving the tunnel portal south would force the on- and off-ramps into the existing railyards. This cannot be done given the current rail operations and rail traffic.

C-053-005

At this time, a lid over SR 99 from King Street to S. Royal Brougham Way is not proposed as it would not increase pedestrian access between areas of pedestrian activity. The addition of a lid would essentially extend the tunnel and would require similar support facilities for ventilation, fire suppression, and emergency egress. This structure would have similar costs per linear foot as the tunnel. In addition, because the area in question is bordered on the west by the Port of Seattle, an industrial facility, a pedestrian lid would not link the stadium areas to a public waterfront destination.

c-053-009

One Great Downtown Park

Analysis should be made of identifying a space for a large, center city park, located south of Pike. Consideration should be given to acquisition of the surface parking lot between Spring and Seneca, Western and Alaskan, as a potential highway construction site and subsequent park.

c-053-010

Conclusion

In conclusion, we recognize that the major landowners along the waterfront are each public entities, holding the land in the public trust. We call upon WSDOT, the City of Seattle, the Port of Seattle and the Department of Natural Resources to work cooperatively, as well as to value and consider the quality of life aspects of our new waterfront that are otherwise out of their stated missions.

Sincerely,

Laine Ross
President

Sally Bagshaw
Waterfront Committee Chair

C-053-006

The speed limit along the Alaskan Way surface street is currently 30 mph, the standard speed limit for arterial streets in the City of Seattle. The Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure Alternatives, the build alternatives carried forward to the Final EIS, do not propose to change the speed limit along the Alaskan Way surface street. Traffic signals on Alaskan Way for the Cut-and-Cover Tunnel and Elevated Structure Alternatives would be designed to help facilitate safe and efficient traffic flow along the corridor. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project.

C-053-007

With the Cut-and-Cover Tunnel Alternative, 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. To provide similar capacity levels as currently exists 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. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project.

C-053-008

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.

C-053-009

The Alaskan Way Viaduct Replacement Project does not include specific plans for new park and recreation facilities or specific waterfront amenities, because the purpose of the project is to provide replacement transportation facility. The Final EIS analysis provides decision-makers with information to weigh the range of impacts and opportunities presented by the build alternatives on existing and potential future open space, public access, and park and recreation facilities as one of many factors balanced in making the choice of the preferred alternative. With the Bored Tunnel Alternative, the exact configuration and types of activities on the waterfront will be decided by the Central Waterfront Project, led by the City of Seattle. There will be many opportunities for the public to participate in that master planning effort and to determine the future of their waterfront.

C-053-010

FHWA, WSDOT and the City of Seattle have made every effort to assess and avoid or minimize environmental impacts from the project. In addition, these lead agencies are working cooperatively with other agencies, such as the Port of Seattle and Department of Natural Resources.