

September 07, 2006

Ms. Margaret Kucharski
Alaskan Way Viaduct and Seawall Replacement Project
State of Washington
Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

Dear Review Committee Members,

- I-623-001** I believe the Viaduct is of historical importance and should be "saved" as well as fortified. Please retain the Viaduct and repair it.
- I-623-002** The Viaduct currently provides vital and sustainable periphery traffic routing that would otherwise leave the citizens of West Seattle stranded aside from the water taxi, White Center and Southcenter freeway access and the trucking routes along First Avenue. To not address the fiscal ramifications of time and resources for construction plans would be an enormous inconvenience to commerce, public interests and the quality of life for those who currently depend on the Viaduct.
- I-623-003** Please keep the water taxi contract with Argosy open and running for the duration of the Viaduct project timeline. This may require improvements of the dock at Sea Crest Park, which would easily recover such cost with increased rider use. Usage measurements can be obtained from Argosy crews who note a consistent use by citizens of West Seattle upon the water taxi for daily commuting, as well as visiting tourists.
- I-623-004** Please request a City mandate for employers of West Seattle residents to allow for a flexible schedule to help the deadlock potential that previous closures of the West Seattle Bridge during the hours of 7a-12p have already demonstrated. (Personally, this impacts me greatly; as I have spent 4.5 hours of time to get to work one way each day when this has occurred.)
- I-623-005** Please repair and fortify the seawall before or at the same time as the Viaduct repairs occur. It will be pointless to have spent citizen funding on the Viaduct and then have the Seawall fall apart and the shipping industry shut down. A comprehensive plan is needed, and forethought is critical, essential and vital. The initial plans by founding members of Seattle based the design for the Seawall exactly upon the model of New Orleans. This cannot wait. I propose that the Viaduct could be fortified and sustained for enough time and use to insure the Port of Seattle could still function.
- I-623-006** In closing, as a volunteer with the Duwamish Urban Forest and Watershed Restoration Project with the Nature Consortium, I would also like to ask that special protections be set in place to protect the local wildlife that use the waters surrounding the Viaduct and the Seawall, specifically the sea otter and lion colonies, several eagle pairs of eagle, osprey, falcon, sand piper, cormorant and heron. Many citizens fish off of the dock at Sea Crest and the salmon runs are diminishing along the Duwamish. Ecological areas are also a revenue source for

I-623-001

Although the viaduct is eligible for historic designation, the structure is weak in many places, including the frames, columns, foundations, and soil under the structure. The lead agencies have extensively studied various retrofitting concepts. All of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the weakened state of the viaduct.

I-623-002

Construction impacts to the bulk of downtown Seattle will revolve primarily around the increase in congestion as traffic is displaced from the immediate corridor and is absorbed on the surface street network. By extension, this would impact the residents of West Seattle that typically use the Alaskan Way corridor but would be forced to use alternative routes. The increase in congestion will have a resultant loss in productivity, which is discussed in the Economics Discipline Report, Appendix L, of the Final EIS as a cost of congestion.

I-623-003

It is anticipated that Water Taxi service would be maintained during project construction. However, please note that the Water Taxi is operated by King County.

I-623-004

It is not within Seattle's authority to regulate working hours.

I-623-005

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. The City of Seattle is already planning for the

I-623-006 Local scuba diving parks off of Sea Crest Park, and the natural reef areas off of Alki would be in great danger of permanent damage with construction methods. The ecological preservation and stewardship of the area is something I would ask for special consideration with a 100 year plan. Permanent damage to these critical and sensitive areas would prove very costly and irreversible.

The historical preservation of West Seattle and Alki cannot be denied, our City began there and our future generations are counting on our responsible and thoughtful choices about the heirlooms we will pass onto them.

Thank you for your time and consideration.

Sincerely,



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cc/Mayor Greg Nickles
Governor Christine Gregoire
Senator Patty Murray
Senator Maria Cantwell
Representative Jim McDermott



replacement of the seawall under the Elliott Bay Seawall Project. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

I-623-006

Replacing the Elliott Bay Seawall would be a separate project if the preferred Bored Tunnel Alternative is selected because the failing seawall does not have the potential to affect the seismic stability of this alignment.

However, if another build alternative is selected, the new seawall would be located either landward of, or at the same location as the existing seawall. This would result in an increase in shallow water habitat in the project area, compared to the alternatives analyzed in the 2006 Supplemental Draft EIS. In addition to this increase in shallow water habitat, the improvements to the quality of stormwater runoff from SR 99 as a result of the project is expected to provide some benefit to the aquatic and wildlife species that occupy or rely on the aquatic environment of Elliott Bay and Lake Union.