

**From:** [ANDREA OKOMSKI](#)  
**To:** [AWV SDEIS Comments;](#)  
**CC:** [Desiree Douglass; jenorska; dixiedursteler; jennifer\\_messenger; Kris; cindy; Fournier, Lorraine;](#)  
**Subject:** Viaduct and Pedestrians  
**Date:** Friday, September 22, 2006 9:25:21 AM  
**Attachments:**

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I-629-001

Dear Kate Stenberg,  
The surfacing of traffic onto Alaska Way and the city streets is being touted as an environmentally enlightened alternative to replacement of the viaduct. (I assume the tunnel is pricing itself out of the equation, but I shouldn't underestimate the messianic fervor of some electeds.)

I have read the reports and the press accounts and I find the work unsatisfactory as far as pedestrian safety is concerned. You know only too well how dangerous Aurora Ave is further north, where it cuts through neighborhoods at ground level. I am confused by the advocacy of organizations like Feet First. Maybe if something is 'bad' for cars, then it must be 'good.'

My son was run over, and nearly killed, on one of our many 4 lane surface roads with stoplights every 4 blocks or so that bisect our neighborhoods. Pedestrian safety is not a priority in our transportation system, and I fear the fashionable view of a few will seal the fate of some unfortunate body welcomed to our sexy new waterfront and smashed on their way to the aquarium, lunch, or further uptown, to the market, or museum. If the design took pedestrians into account as the top priority from the start it could be beautiful. But as it hasn't yet, why would it now?

I have copied my P-I letter to the editor published yesterday.

Thank you,  
Andrea Okomski

### I-629-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle, and therefore is no longer being considered. Please refer to the Final EIS for current project information.

Pedestrian safety is an important component of the project and has been considered in the design process. Appendix C, the Transportation Discipline Report, contains a detailed description of how the alternatives would affect and benefit pedestrians along the project corridor.

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Seattle P-I

September 21, 2006

Letters to the Editor

ALASKAN WAY VIADUCT  
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Surface streets mean more pedestrian accidents

It is unfortunate the P-I editorial supporting discussion of the "no replacement" option for the viaduct did not also demand detailed study of the impact on pedestrians. ("A third way," Monday editorial).

In light of the Editorial Board's recent call for pedestrian safety, it is discouraging. The facts are sickening.

According to the Seattle & King County "Profile of Pedestrian Fatalities in King County 2000-2003," at least one person loses his life each month, on average, on the streets of Seattle and more than 100 pedestrians are hospitalized each year for serious injuries.

Serious injuries include permanent disabilities such as brain injury and paralysis and chronic pain. In King County, fully 20 percent of all crash fatalities are pedestrians.

I am horrified that we might consider funneling the tens of thousands of cars to surface level that currently move safely above the city. Even if 25 percent of the traffic "disappears," we are still making a profound change in the ground-level environment.

It is negligent to push for such a drastic change without considering the human toll.

Andrea Okomski  
Seattle