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**From:** Alaskan Way Viaduct  
**Sent:** Monday, May 11, 2009 11:36 AM  
**To:** 'robwil159@comcast.net'  
**Cc:** Paananen, Ron; 'Larry.Phillips@kingcounty.gov'  
**Subject:** RE: Alaskan Way Viaduct and Seawall Replacement Program  
**Attachments:** NW\_Seattle\_Brochure\_Final.pdf

Mr. Wilson,

Thank you for your interest in the Alaskan Way Viaduct and Seawall Replacement Program. We appreciate your input.

WSDOT, King County and the City of Seattle are moving ahead to replace the seismically vulnerable Alaskan Way Viaduct with a new surface road near the stadiums and a bored tunnel beneath downtown, a new waterfront surface street, transit investments, and downtown waterfront and city street improvements. The seawall between Colman Dock and Pine Street will also be replaced.

We understand the importance of SR 99 to northwest Seattle residents and businesses. We did consider expanding the bored tunnel by adding a side tunnel but found this would add nearly \$1 billion to the project's cost. For this reason, a side tunnel is not being considered at this time. However, we will provide a number of options for those traveling to and through downtown Seattle. For instance, those traveling from Magnolia, Ballard and Interbay will be able to access southbound SR 99 via Elliott Avenue and the new Alaskan Way. The new Alaskan Way will include a connection to Elliott and Western avenues with two lanes in each direction, which will be more efficient than the single-lane ramps to these streets that the viaduct has today. I have attached a folio that describes the options for northwest Seattle in more detail.

With this solution we will:

- Create a seismically safe replacement for the viaduct. Structural engineers agree that tunnels can be designed as one of the safest places to be during an earthquake.
- Minimize construction impacts to businesses and the traveling public. An advantage of the bored tunnel is that it allows us the option of building the new corridor while SR 99 remains open to traffic.
- Provide capacity in the transportation system for today and the future. Travel times in 2030 are expected to be similar to today, even with predicted regional growth.
- Provide more travel choices and improve access and mobility to and through downtown Seattle. Enhanced RapidRide service, new peak period transit service and improved east-west Mercer and Spokane streets will provide new and more reliable ways to get to downtown Seattle and adjacent neighborhoods.
- Create a world-class destination on Seattle's waterfront for residents and visitors. Moving SR 99 underground will improve the waterfront's contribution to the economy; reconnect downtown with the natural environment in Elliott Bay; and create an enjoyable place for people to live, work and play.

Construction of the bored tunnel is expected to begin in 2011 and be open to traffic in 2015. Added transit service will begin next year, and the Spokane Street and Mercer Street projects will be completed by 2012. More information about is available at [www.wsdot.wa.gov/projects/viaduct/centralwaterfront.htm](http://www.wsdot.wa.gov/projects/viaduct/centralwaterfront.htm).

Selecting the bored tunnel is a major milestone for the project, but there is still a lot of work to do. We have formed [working groups](#) to gather feedback on portal design, transportation, urban design, and other features of the north, south and central portions of the corridor. We will also continue an environmental process on the bored tunnel that considers comments such as yours and invites additional public comments. This process will help us build a better project.

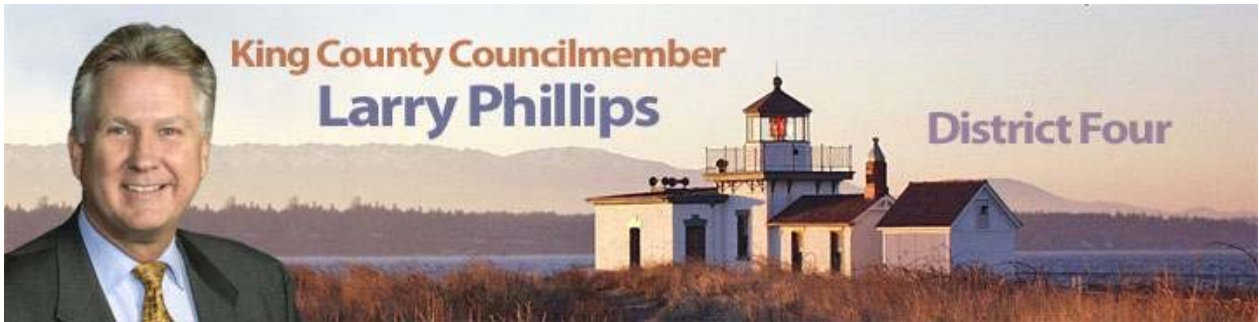
Thank you again for your comments. For the most up-to-date information on the program, please visit our Web site at [www.alaskanwayviaduct.org](http://www.alaskanwayviaduct.org).

Regards,

Matthew D. Preedy, P.E.  
Deputy Program Director  
Alaskan Way Viaduct and Seawall Replacement Program

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**From:** Phillips, Larry [mailto:Larry.Phillips@kingcounty.gov]  
**Sent:** Tuesday, April 21, 2009 3:12 PM  
**To:** Paananen, Ron  
**Cc:** robwil159@comcast.net; Carpine-Cazzanti, Joy  
**Subject:** FW: Thank you!



Ron Paananen

Urban Corridors Deputy Administrator

Washington State Department of Transportation (WSDOT)

Dear Mr. Paananen,

I received the below email from a constituent and Magnolia Community Club Treasurer, Robert Wilson, who is concerned about access for northwest Seattle neighborhoods to the proposed bored tunnel replacement for the central portion of the Alaskan Way Viaduct.

Mr. Wilson proposes a "side tunnel" extension running from the north end of the tunnel to the vicinity of Elliott Ave/ Harrison St., which will serve as a south-bound entrance to the tunnel and a north-bound exit.

As the Deputy Administrator of WSDOT's Urban Corridors Office, I thought you would appreciate the opportunity to address Mr. Wilson's concerns regarding this important matter; he can be reached at robwil159@comcast.net. I would appreciate receiving a copy of any correspondence.

Thanks in advance for your assistance.

Sincerely,

**Larry Phillips, Councilmember**

**Metropolitan King County Council, District Four**

King County Courthouse

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For more information: <http://www.kingcounty.gov/phillips>

To sign up for my eNews: <http://www.kingcounty.gov/Phillips/Newsletters.aspx>

**From:** Robert K Wilson [<mailto:robwil159@comcast.net>]

**Sent:** Wednesday, February 18, 2009 2:34 PM

**To:** Phillips, Larry

**Subject:** RE: Thank you!

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Larry, I was unable to attend the meeting myself, but I still maintain that a side tunnel, with only two lanes could be built to give the Northwest area of the city access to the main two level deep bored tunnel.

We only need access to the southbound lane of the deep bored tunnel and egress from the northbound lanes. We don't need access to the northbound lanes or egress from the southbound lanes. Therefore only two lanes would be needed in the additional tunnel. Actually the two lane tunnel could meet the deep bored tunnel at its north end.

The west end of the two lane tunnel could exit at Elliott Ave W in the vicinity of Harrison St, or just north of Mercer Place.

When you consider the legal fees and delay that the Northwest part of the city is going to cause the city if our access is not addressed, the extra cost of the tunnel extension would be a bargain.

Robert K Wilson

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