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TO: Ron Paananen, Program Administrator, Washington State  
Department of Transportation

Steve Pearce, City of Seattle Department of Transportation

FROM: Lisa Quinn, Feet First Executive Director

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Below is a list of questions to be answered regarding the construction of the South Portal for the Viaduct Replacement project. Thank you in advance for your attention to our concerns.

1. Given the alignment has shifted a block west, are any buildings between First Ave and Alaskan Way at risk from vibrations and ground settlement, and if so, which ones? How about utilities, what if any will be affected?
2. How much traffic is expected to go in and out of the south portal? What routings will the cars use? Are all of the vehicles going to be directed to Alaskan Way and First Ave?
3. Will existing streets need to be re-engineered to accommodate this volume? It is our understanding 59,000 cars will go to and from this portal daily, and possibly up to 30,000 more cars trying to avoid the tolled segment of SR-99. Please confirm these numbers. Are they accurate, should we expect more or less from these corridors? How will you mitigate the increase in car volume significantly on streets around the portals?
4. Will ferry access still be from the south? How will the combined high volume of cars using the south portal and using the ferry terminal affect the design of Alaskan Way, and the way Pioneer Square connects to the future waterfront?
5. What are WSDOT and SDOT committing to do to protect the character, viability, pedestrian environment, and urban fabric of the Pioneer Square historic district? What is actually funded and included in the various request for proposals and contracts?
6. The historic district also encompasses a segment of waterfront and the historic Washington Street Boat Landing (WSBL). Both the waterfront planning effort and Pioneer Square community have identified this area as a significant opportunity for a new water connection and park around the WSBL. Will tunneling under this area limit the opportunity for a lower impact seawall, possible beach, and park accessible from Pioneer Square?

7. What information does WSDOT have about the risk, cost and viability of the new proposed alignment so far? Are sample borings completed for the whole length, is it feasible to tunnel (whether cut and cover or bored) in the poor quality fill of this area? Has WSDOT fully determined if this proposed alignment is viable, including necessary approvals to tunnel directly under the Federal Building?
  
8. The south portal construction will cause back up of transit operations on both 1st Avenue South (e.g., routes 15-18-21-22-56 and Vashon routes 116-118-119) and SR-99 (e.g., routes 21x, 54, 54x, 55, 113, 120, 121, 122, 125), transit will be reduced by one lane in each direction. Will WSDOT impose tolling on SR-99 during construction?

Please direct your comments in writing to:

Lisa Quinn  
[lisa@feetfirst.info](mailto:lisa@feetfirst.info)

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Should you have additional comments about the questions above, feel free to contact me by calling 206.652.2310.