November 16th 2010

I-038-001 Comment on Bored Tunnel alternative for replacing viaduct:

I am a West Seattle resident and commute daily to north Elliot Bay. When I travel by car, I exit the viaduct on Western and head north on Elliot. I essentially do the reverse of this commute at the end of the work day. Placing a bored tunnel with no downtown exits will directly affect my commute in a

I-038-002 negative way according to the study whether or not I take the tunnel or travel on the waterfront. This scenario gets worse if tolling is implemented due to increased surface travel on the waterfront due to avoidance of tolls by commuters and predicted large exit ramp backups on SR99 at the south and north entrance points for the tunnel. I already experience the backups at rush hour at both the Senaca and Western exits and can easily envision a northbound backup on SR99 going from the stadiums to the West Seattle bridge.

I-038-003 I personally support the "3 x 3 Cut and Cover" alternative which maintains the Western Exit/Elliot entrance. The Cut and Cover alternative is cheaper to build, retains some downtown exits thereby decreasing potential increases in city surface traffic, and replaces the seawall at the same time. I have read the study on the impact of the tunnel and its alternatives and find some of the logic used to promote the bored tunnel flawed. The main opposition to the Cut and Cover proposal is the length of time it would disrupt the waterfront establishments during construction. The Bored Tunnel proposal claims it will minimally affect the waterfront, but this is only because the repair of the Seawall has been removed from the proposal. What is not mentioned is that the repair of the Seawall will still occur (between 2013 and 2015) and will therefore cause waterfront disruptions at that time. In addition it will cost an additional 2-3 hundred million dollars on top of the 2-3 billion dollar bored tunnel.

I-038-004 Q: How will ferry auto traffic be managed on the waterfront if Alaska way experiences the increases in auto traffic predicted by the study? Currently I avoid this route since there are already frequent delays in a commute involving passing in front of the downtown ferry terminals. The bored tunnel proposal will force more cars directly into this high congestion area.

I-038-005 It seems very shortsighted to replace the viaduct with not only a smaller capacity tunnel which is more expensive and predicted to increase city surface traffic congestion, but also one that doesn't address the seawall in cost or function. It is a poorly thought out solution to a problem and definitely does not take into concern the residents of West Seattle who depend on this route for access to and from northwest areas of Seattle.

Sincerely,

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I-038-001

The Bored Tunnel Alternative would permanently change travel patterns compared to the existing viaduct. Changes to travel patterns may permanently increase travel times for some routes such as between West Seattle and downtown. In the Final EIS Chapter 5, Permanent Effects, and Appendix C, Transportation Discipline Report, describe issues related to travel times and downtown access.

I-038-002

Chapter 9 in the 2010 Supplemental Draft EIS discussed the possibility of tolling and effects if tolls were applied to the Bored Tunnel Alternative. In addition, a detailed tolling analysis has been conducted for all alternatives and is presented in this Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts to transportation elements.

I-038-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Cut-and-Cover Tunnel Alternative. This alternative is analyzed in the Final EIS.

During construction, the Cut-and-Cover Tunnel Alternative would not just disrupt waterfront establishments, it would close SR 99 for the longest period of time: SR 99 would be closed in both directions for a period of 27 months. Southbound SR 99 would be closed for a total of 42 months and northbound SR 99 would be closed for 39 months. The Bored Tunnel Alternative would have lesser effects along the central waterfront area because much of the construction would occur underground, with the exception of during viaduct demolition.

The Final EIS discusses the Elliott Bay Seawall Project as an independent project that complements the Bored Tunnel Alternative in Chapter 2. The lead agencies recognize that the construction of two

large projects downtown could result in compounded construction effects, and they will be in close coordination with the City of Seattle as both these projects head into construction in a effort to minimize disruptions.

I-038-004

The proposed designs of the Bored Tunnel Alternative with Program elements, the Cut-and-Cover Tunnel Alternative and the Elevated Structure Alternative, evaluated in the Final EIS, all provide additional lanes on Alaskan Way south of Yesler Way with the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock.

Please see the Final EIS, Appendix C, Transportation Discipline report for updated transportation analysis results.

I-038-005

Thank you for your comments. The Bored Tunnel Alternative would provide sufficient capacity to efficiently move people and goods to and through downtown Seattle. The seismic stability of a viaduct replacement along Seattle's central waterfront does not necessarily require that the seawall be rebuilt or replaced. The Cut-and-Cover Tunnel and Elevated Structure Alternatives include replacing the Elliott Bay Seawall because the alignments for these alternatives are located in close proximity to the failing seawall, which if not repaired, could compromise the seismic stability of the proposed cut-and-cover tunnel or elevated structures proposed. The Bored Tunnel Alternative proposes to construct a new tunnel inland; therefore, the failing seawall does not have the potential to affect the seismic stability of this alignment.