From: Brad Harris [bradharr206@gmail.com]
Sent: Sunday, November 28, 2010 2:32 PM
To: AWV SDEIS Comments
Subject: AWV - Deep Bored Tunnel

I-061-001 I am writing to express my opposition to the Deep Bored Tunnel as a replacement for the Alaskan Way Viaduct. The DBT project is ill-conceived and has the potential to cause great harm to Seattle, by wasting precious financial resources, causing needless disruption from construction, and contributing to environmental degradation. These negative impacts would not be mitigated by a completed DBT that will provide neither increased capacity nor better service to/under downtown Seattle.

I-061-002 The DBT is only expected to carry 46,000 vehicles under the central city every day, but WSDOT does not address where the remaining 64,000 vehicles currently using the AWV will go. Without a plan for enhanced transit or freight capacity, it is obvious that these vehicles will shift to the already over-crowded city streets and I-5.

I-061-003 WSDOT's Supplemental Draft Environmental Impact Statement does not adequately address the impact of tolling on future traffic patterns, and yet tolling is widely assumed as a requirement to fund the DBT.

I-061-004 The construction of the DBT puts historic structures at risk; the SDEIS does not adequately address these concerns.

I-061-005 I urge the WSDOT and state officials to pursue an alternative solution that will accomplish the following:

- Exploit and enhance existing road capacity to move freight currently relying on the AWV.
- Improve transit options for commuters currently using single occupancy vehicles and who rely on the current AWV.
- Implement current technology and design standards to improve traffic flow on surface streets through Seattle's core.

Thank you for the opportunity to comment on this important matter. I look forward to your reply addressing these concerns.

Sincerely,

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I-061-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bored Tunnel Alternative. The Final EIS Chapter 2, Alternatives Development, describes the environmental documentation and alternatives analysis that occurred prior to the 2010 Supplemental Draft EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would have severe adverse effects on Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provides a more in-depth comparison of tradeoffs for the three alternatives.

I-061-002

Chapter 7 of Appendix C of the Final EIS provides updated numbers regarding volumes of vehicles expected to use the Viaduct. With this latest tolling analysis, about 57,000 vehicles would use the tunnel daily. Effects of diversion are also discussed in this chapter. However, with the Bored Tunnel Alternative, traffic using the Stadium area ramps to access downtown would disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues. Traffic analysis indicates that this arrangement would result in comparable or better overall traffic distribution and flow than is experienced with the current Columbia and Seneca Street ramps. This is because the current ramps concentrate traffic to a single, congested location in the central downtown. The relocated ramps would instead allow drivers to diffuse through the street grid using many different paths.

Updated analysis has been included in Chapter 5, Permanent Effects, of

the Final EIS. Appendix C, Transportation Discipline Report, for also contains additional detailed analysis.

I-061-003

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-061-004

The project has undertaken extensive study to evaluate risk to historic buildings, as discussed in Appendix I, Historic, Cultural, and Archaeological Discipline Report, of the Final EIS. Buildings and structures (both historic and non-historic) along the alignment have been inspected and evaluated by structural engineers. The construction process includes extensive monitoring of each building and structure before, during and after tunneling. This will enable any settlement impacts to be detected immediately so that they can be prevented or minimized. If damage does occur to historic buildings, it will be repaired according to the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.

I-061-005

The Final EIS Chapter 2, Alternatives Development, describes the environmental documentation and alternatives analysis that occurred prior to the 2010 Supplemental Draft EIS, which included the I-5, Surface, and Transit Hybrid. This approach was seriously considered, but was rejected because the lead agencies determined it lacked the capacity to serve the long-term needs of the region and hence did not meet the project's purpose. The Final EIS Appendix W, Screening

Reports, includes the Surface and Transit Scenario Year 2030 Analysis Results.