From: orrshouse@aol.com
Sent: Wednesday, December 01, 2010 12:43 PM
To: AWV SDEIS Comments
Subject: Viaduct Replacement

I-119-001 After observing traffic yesterday morning at bout 9:30 am moving slowly northbound along the viaduct and being completely jammed eastbound on the West Seattle Bridge, I am more convinced than ever that a tunnel with less capacity than the viaduct currently carrys is a terrible option.

I-119-002 Further, the removal of northbound egress for lower Queen Anne, Magnolia and west Ballard residents inherent in the tunnel design is only going to worsen congestion on surface streets for those who now exit on the Western Avenue ramp heading for those destinations.

What are you traffic engineers thinking?

Stan Orr
Magnolia resident
(206) 284-1793

I-119-001

The evaluation of the effects of changes in the lane configuration, access points, and alignment of SR 99, traffic volumes were analyzed throughout the transportation system located in the study area. The analysis captured combined traffic volumes on I-5, SR 99 and local streets at specific locations called screenlines. For all screenlines assessed for the Supplmental Draft EIS, the 2015 Existing Viaduct and the 2015 Bored Tunnel carry about the same amount of traffic, which demonstrates that the Bored Tunnel Alternative would accomodate a similar number of vehicles compared to the viaduct even though the lane configuration and access points would change.

Please see the Final EIS, Chapter 5 Appendix C, Transportation Discipline Report for updated transportation analysis.

I-119-002

The analysis shows that the removal of the mid-town and Western Avenue ramps in general would maintain or slightly improve the intersection traffic operations as compared to the 2015 Existing Viaduct. 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 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 the Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis.