

Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft EIS Comment Form

Please use this form to give us comments on the 2010 Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact Information

☐ Check here if you would like to be added to the project mailing list. At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box above.

Name Michael Taylor-Jude
Address 2629 SW Nevada St #102
City Seattle State WA Zip 98126
E-mail mickymse_geo@yahoo.com
Organization/Membership Affiliations _____
(optional)

Choose a topic

☐ Overall Project
☒ All of the Alternatives
☐ Bored Tunnel Alternative
☐ Cut-&Cover Tunnel Alternative
☐ Elevated Structure Alternative
☒ Tolling Option
☐ Construction Impacts & Mitigation
☒ Traffic Impacts & Mitigation
☐ Other _____

What are your comments about the Project?

- The SDEIS is not complete without data on the traffic impacts from various tolling options.
- Regardless of state and federal law, it must compare alternatives in relation to the city's emissions goals.
- And to properly compare alternatives, the SDEIS should look at the goal of "maintaining movement of people and goods" through the corridor and not on maintaining existing vehicle capacity.

I-144-001

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-144-002

The law setting the VMT benchmarks directs WSDOT to "adopt broad statewide goals to reduce annual per capita vehicle miles traveled by 2050 consistent with the stated goals of Executive Order 07-02." The state law does not require individual projects to set VMT reductions. WSDOT is working on this task and related tasks in Executive Order 09-05 in conjunction with a working group established for this purpose. The cumulative greenhouse gas impacts of transportation projects are best addressed at a system-wide level where multiple projects can be analyzed in aggregate, such as in regional transportation plans. The Alaskan Way Viaduct Replacement Project is included in PSRC's Regional Transportation Plan, *Transportation 2040*, which considered greenhouse gas emissions along with other transportation objectives.

I-144-003

The methodology used in both the Supplemental Draft EIS and Final EIS explicitly analyzes the movement of people and goods. Specifically, chapters 4-8 of Appendix C, Transportation Discipline Report, provide detailed analysis for many factors beyond vehicle capacity. Each chapter contains data and dedicated sections analyzing transit, freight, pedestrians, bicycles, parking, ferries, and event traffic. Additionally, person-trips across selected screenlines are presented in the regional traffic patterns section.

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- | | | |
|---|---|--|
| ☒ Overall Project | ☐ Cut-& Cover Tunnel Alternative | ☐ Construction Impacts & Mitigation |
| ☐ All of the Alternatives | ☐ Elevated Structure Alternative | ☐ Traffic Impacts & Mitigation |
| ☐ Bored Tunnel Alternative | ☐ Tolling Option | ☐ Other _____ |

What are your comments about the Project?

- I-144-004** - I am concerned that mitigating the impacts of this project require transit and street improvements that are outside the scope of the project and require a political and monetary commitment from local governments that is not currently planned for or funded.
- I-144-005** - I would like to see further study of the impact of tolling on the ability of the tunnel to carry its expected capacity and the ~~project's~~ ability to absorb traffic diversion to local streets without adverse effects on travel times.

Your answers to the questions below will let the agencies know if the Supplemental Draft EIS format was helpful. Your answers

to these questions are not part of the EIS process and they will not receive a response.

- | | |
|---|--|
| 1. Is this the first EIS you have read?
☐ Yes ☒ No | 4. Did the graphics help make the Supplemental Draft EIS easier to review and understand?
☒ Yes ☐ No |
| 2. Have you previously participated in public meetings/comment periods related to the AWV project?
☒ Yes ☐ No | 5. Did you refer to the technical appendices?
☒ Yes ☐ No |
| 3. Did you find this Supplemental Draft EIS format easy to understand?
☒ Yes ☐ No Why or why not? | 6. What did or didn't you find helpful when reading this Supplemental Draft EIS? |

- I-144-006** - I would like to see an assessment of project risk to the ability to construct such ~~large~~ large diameter tunnels with boring machines rarely built to such a large scale.

I-144-004

The effects of this project are discussed in Chapter 5 (Permanent Effects) and Chapter 6 (Construction Effects) of the Final EIS. Mitigation measures for the project are described in Chapter 8. The project only analyzes the impacts and mitigation measures that are within the project's scope.

I-144-005

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-144-006

The design-build team selected for this project has experience constructing large bore soft ground tunnels, including a comparable 49.5-foot diameter Madrid South Bypass Tunnel. This project also has a technical advisory team with more than 295 years of collective experience delivering projects around the world that provides guidance on risk management, construction methods, and oversight. In addition, because risk is always associated with project's of this scale, the cost estimate for the Bored Tunnel Alternative includes \$205 million to cover risk.

To better understand the conditions we would encounter during construction, crews have conducted more than 100 borings for soil samples, some up to 300 feet deep, and more than 300 surveys of buildings and other structures along the tunnel route. This information, along with the other analysis completed, also helps to identify and manage risk.