From: Wknedlik@aol.com
Sent: Monday, December 13, 2010 4:21 PM
To: AWV SDEIS Comments
Cc: Stone, Craig; Hammond, Paula; Dye, Dave
Subject: 2010 SDEIS Comment on SR 99 - Alaskan Way Viaduct and Seawall Replacement

Ms. Angela Freudenstein:

I-090-001 This submission respecting the SR 99 - Alaskan Way Viaduct and Seawall Replacement project is made on behalf of the State Route 99 Users Alliance and of the undersigned as a participant in the Alliance.

The current SDEIS is not only largely incomprehensible and thus meaningless for purposes of analyzing the quintessential issue of tolling as identified therein, at this late stage in the planning process, but that core impenetrability and hence worthlessness in turn undermine potential for necessary examinations of other key fundamentals, including but not limited to the pivotal consideration of whether the bored-tunnel alternative for AWV replacement may well be literally counterproductive as to a transportation investment of several billion dollars in planned expenditures, rather than merely representing some point arrayed along a marginal-to-poor continuum as to costs versus benefits, due to agency planning done to date in patent defiance for our state's highly specific legal requirement for the Washington State Department of Transportation to cooperate, fully, in order to facilitate systematic development of financially prudent regional transportation plans "based on a least cost planning methodology that identifies the most cost-effective facilities, services, and programs" (as mandated by RCW 47.80.030), and in order thereby to allocate limited revenue resources for all state transportation projects in an optimal fashion that reduces congestion, fosters freight transport essential for a sustainable economy here, and increases personal mobility vital for enjoyment of freedoms guaranteed to state citizens (among other pivotal considerations).

I-090-002 With the project having been designed *ab initio* on extremely questionable assumptions based on reducing potential throughput in the SR 99 corridor by fully a third by reducing six lanes to four (after expenditure of several billion dollars), a substantial risk exists, but is not adequately analyzed in the SDEIS, that tolling will instead reduce actual throughput by another third by reducing utilization in this vital corridor to approximate that of a two-lane tunnel due to planned imposition of tolling (also after expenditure of several billion dollars).

I-090-003 No further expenditures should be made until WSDOT has both complied with all of its statutory duties under RCW 47.80.030 in order to ensure genuine cost effectiveness (which it has not done to date due to its clear defiance for state law so far and ongoing), and also undertaken an adequate tolling analysis in order to avoid actual waste of finite transportation funding (which again it has not done due either to other misfeasance or else to still-more-serious wrongdoing).

I-090-004 That such gargantuan legal-and-logical gaps continue within the SDEIS, presently, at this rather late stage, implicates not simply utter incompetence by those purporting to act upon behalf of state citizens, but actual bad faith toward state citizens in a process being denounced from all points along the political spectrum, including concerns as to throughput versus costs expressed in recent days by Honorable Mike McGinn in his capacity as the elected Mayor of Seattle

Respectfully yours.

Will Knedlik

I-090-001

Thank you for commenting on the 2010 Supplemental Draft EIS. Impacts related to tolling are discussed in Chapter 9 and Appendix C of the 2010 Supplemental Draft EIS. Updated information regarding tolling effects to the proposed build alternatives is provided in the Final EIS. The tolling analysis completed for this project has been comprehensive and meets overarching requirements associated with transportation planning in Washington State.

I-090-002

To evaluate the effects of changing 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. Results of the analysis for the Supplemental Draft EIS show that for all screenlines assessed, the 2015 Existing Viaduct and the 2015 Bored Tunnel carry about the same amount of traffic, which demonstrates that the Bored Tunnel Alternative would accommodate a similar number of vehicles compared to the viaduct even though the lane configuration and access points would change.

Please see the Final EIS, Appendix C, Transportation Discipline report for updated transporation anlaysis, including updated tolling analysis.

I-090-003

The analyses regarding how tolls might be implemented as part of the proposed action were preliminary for the 2010 Supplemental Draft EIS but have been updated for the Final EIS. They will be further refined during final design through a joint planning effort (described below) should the state legislature authorize tolls on the SR 99 Bored Tunnel. The analysis in the Final EIS represents a conservative estimate of the impacts of tolling the SR 99 Bored Tunnel. We anticipate that any effects

due to applying tolls to the SR 99 Bored Tunnel will be notably less than those described in the Final EIS analysis.

Prior to a final decision about how the SR 99 Bored Tunnel would be tolled, the Washington State Department of Transportation will be working with the Seattle Department of Transportation and other agencies to refine and optimize how to toll the SR 99 tunnel while minimizing diversion of traffic to city streets and minimizing potential effects to transit, bicycle, and pedestrian travel. WSDOT, with cooperation from the City of Seattle, the Port of Seattle, and King County, will establish a Tolling Advisory Committee to provide strategies for minimizing diversion impacts. Chapter 8 of the Final EIS further discusses the role and objectives of the Tolling Advisory Committee.

As part of the Bored Tunnel project and related projects, WSDOT and partner agencies have or will implement several strategies that should reduce the effects of potential diversion. For example, both the south and north portal configurations include bus priority lanes to provide reliable travel times for SR 99 transit service into and out of downtown. The streets that transition between SR 99 and the downtown street grid are designed in a manner that meets the City's Complete Street goals and include treatments for pedestrians, bicycles, freight, and adjacent land uses.

In advance of construction, WSDOT funded Intelligent Transportation System (ITS) investments that provide improved signal operations and travel time information on SR 99 and city streets such as 15th Avenue NW that were likely to see increased volumes due to SR 99 construction activities. These investments will have lasting value. Supplemental transit services and transportation demand management were also implemented with assistance from the City of Seattle and King County, and these strategies can form the blueprint for future strategies.

I-090-004

FHWA, WSDOT, and the City of Seattle appreciate your comments and input on this project.