From: Blake Trask [rbtrask@gmail.com]
Sent: Monday, December 13, 2010 1:56 PM
To: AWV SDEIS Comments
Subject: 2010 Supplemental Draft EIS Comments

I-146-001 I wish to submit comments regarding the 2010 Supplemental Draft EIS:

- Because of the need for tolls, the proposed tunnel alternative will not capture the ADT of this corridor sufficiently and will cause adverse impacts on the downtown core, as well as the North and South portals.
- Sufficient transit is not included in the recommended alternative.
- The proposed tunnel reduces access along SR-99 to the downtown core and does not replace the usefulness of the current structure.

I-146-002
- The 2010 Supplemental Draft EIS does not adequately address other alternatives to the tunnel. Specifically, the other scenarios do not sufficiently address the impact on tolling to the tunnel alternative, thus making the comparisons inadequate.

I-146-003
- The 2010 Supplemental Draft EIS does not examine the Surface/Transit/I-5 alternative - this is discouraging considering the substantial analysis conducted by the Viaduct Stakeholder Advisory Group, which ultimately appeared to have a majority in support of this option.

I-146-004
- The proposed tunnel appears to have adverse impacts on numerous structures in Pioneer Square and Downtown.

I-146-005
- Northbound traffic exiting the northportal (headed westbound) will be diverted on Dexter. Inadequate analysis has been conducted on the impact of this turning movement upon the Dexter Avenue bike lanes, which are some of the most heavily used in Seattle.
- The South Portal design will create an unfriendly impact on the pedestrian environment around Seattle's stadia.

Thank you,

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I-146-001

With the Bored Tunnel Alternative, traffic and transit 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.

Added King County Metro transit service would be provided as part of construction mitigation. Also, improvements to the speed and reliability of transit service would be supported by the project and would continue following construction completion. The project would not be supporting ongoing transit expansion following construction completion. However, transit service enhancements are expected in downtown Seattle; for example, Sound Transit LRT and commuter rail expansion under Sound Transit 2 and the King County Metro RapidRide bus program.

A detailed tolling analysis has been conducted and is described in the Final EIS. Please refer to Chapter 7 of Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts.

I-146-002

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-146-003

Chapter 2, Alternatives Development, of the Final EIS 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. Also, WSDOT conducted further analysis as documented in the Surface and Transit Scenario Year 2030 Analysis Results, which is included in Appendix W, Screening Reports, of the Final EIS.

I-146-004

Buildings and structures (both historic and non-historic) along the alignment have been inspected and evaluated by structural engineers. The potentially affected buildings and the monitoring plan are discussed in Chapter 6 of Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. The construction process includes monitoring of selected buildings and structures 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.

The Western Building's existing poor structural condition means that it cannot withstand settlement as well as other nearby historic buildings. After studying various options for retrofitting or demolishing the building, and receiving public input, WSDOT determined that a protection plan for the Western Building could be implemented with the Bored Tunnel Alternative. The settlement impacts would be mitigated by:

1. Strengthening the foundation with micro piles and grade beams, or constructing a reinforced concrete wall system, or using a combination of both approaches.

2. Installing epoxy grout and wrap on cracked concrete columns and beams.
3. Constructing a temporary exterior steel frame and interior shoring and bracing.
4. Injecting compensation grout to manage building settlement to less than 0.5 inches.

The steel framing and the interior shoring and bracing would be removed when the risk of settlement diminishes, leaving the exterior appearance of the building approximately the same as it is currently. The work would be reviewed by the Pioneer Square Preservation Board and would be done in compliance with the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings (36 CFR 67.6). This work would require tenants to be relocated. The building would be unavailable for 12 to 20 months while it is being reinforced.

The Polson Building is not at risk of collapse or demolition, even though it shares an adjoining wall with the Western Building. The surrounding soil would be stabilized with compaction grouting and, if needed, the basement would be reinforced on the interior.

I-146-005

The intersection of Republican Avenue and Dexter Street is currently unsignalized. The project proposes to signalize the intersection of Republican Avenue and Dexter Street. When traffic exiting SR 99 via the eastbound ramp at Republican Avenue receive a green light to turn left and travel northbound on Dexter Avenue, all traffic on Dexter Avenue, including bicycles, will be stopped for a red light, thereby reducing conflicts and increasing safety.

The proposed roadway improvements in the south portal area would improve pedestrian access and mobility. Specifically, the new cross streets and associated sidewalks between S. Royal Brougham Way and

S. King Street, and reconfiguring and widening the multi-use path located on the east side of Alaskan Way S. would benefit pedestrian movement in this area.