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To: AWW SDEIS Comments
Subject: 2010 SDEIS Comment

I-122-001
I-122-002
I-122-003

In the first place, we, the people were not given a vote on replacing the viaduct. However several unofficial votes indicate that the majority of us would prefer a viaduct replacement. Instead we are getting a costly tunnel which does not even handle the number of vehicles which use the viaduct at this time. It will not provide access to downtown, and it will be tolled, so will cost more to use. Not having the elevated road will however increase the property values of the waterside condo's and the developers who build and manage them. The rest of us will be stuck with traffic jams and/or paying to go through a tunnel with possible traffic jams.

Personally, I will never use the tunnel and I resent having to pay for it.

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"The Future Depends on What we do in the Present" Mahatma Gandhi

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I-122-001

In 2007 an advisory vote was held in Seattle, calling for an up-down vote on a cut-and-cover tunnel and an elevated structure to replace the viaduct. Both received a majority "no" vote. In 2008 WSDOT, King County and the City of Seattle assembled a Stakeholder Advisory Committee of almost 30 people, representing neighborhoods, business and freight interests, labor groups, and environmental and other cause-driven organizations, to review options for the Alaskan Way Viaduct's central waterfront section. As we initially evaluated surface and elevated options, many of the stakeholders expressed concerns about how such options would affect the waterfront as a place for people and maintain mobility in and through downtown both during and after construction. The proposed bored tunnel was seen by many as the solution that would best balance all of these goals. In 2009, following this process, the Governor, then-King County Executive, then-Seattle Mayor and Port of Seattle CEO recommended the bored tunnel as the replacement.

I-122-002

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. The capacity north and south of the Bored Tunnel portals is similar to the Existing Viaduct's capacity in those same locations and the Bored Tunnel provides greater capacity than the existing Battery Street Tunnel.

Updated analysis has been included in the Final EIS. 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-122-003

Any enhancement in property values that may occur would take place

after the construction period. And because construction would be completed several years in the future, it is difficult to predict events and condition at that time. Economic conditions are often one of the strongest influences on market values, and these conditions may vary greatly from one year to another. If for example, the Seattle area economy continues to decline substantially as the viaduct is being replaced, completion of the project would likely have less immediate influence on the price of real estate. Because of all the considerations that go into the valuation of property, the EIS does not speculate on how the project might influence the value of land or buildings in the area.