
From: Jeffrey Toce [jeff@toce.org]
Sent: Monday, December 13, 2010 5:44 PM
To: AWW SDEIS Comments
Subject: SR 99 - Alaskan Way Viaduct and Seawall Replacement Comments

To whom it may concern:

I-145-001

While I support replacing the Alaskan Way Viaduct, I feel the need to voice some concerns I have regarding the proposed tunnel. My chief concern is the tunnel as designed will not have any downtown exits. Combined with the tolling, this will certainly push quite a bit of traffic onto downtown city streets. My secondary concern is that the proposed plans don't adequately address what to do with that increased traffic. If the point is to move people through downtown Seattle, there needs to be ingress and egress in tunnel under downtown Seattle. Furthermore, I'd consider it a safety hazard not to have exits. Can you imagine a traffic jam under the city with no way for people to get out of the tunnel? I also think it's foolish to not plan ahead for the increased traffic in downtown. Traffic is vital to the economic vitality of the downtown region. People have to be able to get into downtown in order to spend money. If they can't take the viaduct into downtown, how are they going to exit and use surface options to get to their destinations? We need to be planning ahead for this in order to ensure we don't snarl downtown traffic.

Thanks,
Jeffrey Toce
1448 21st Ave
Seattle, WA 98122

I-145-001

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.

Because operational effects of the built alternative would be substantially better than the Viaduct Closed (No Build Alternative), long-term transportation mitigation measures are not anticipated. However, a number of mitigation measures in place during construction could have benefits over the longer term. Refer to Chapter 8 Mitigation in the Final EIS for details.

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 Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts.

Regarding safety and exits, the tunnel would include emergency exits as required by building codes.