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**From:** Phoebe Underwood [phoebe@shesellsseattle.com]  
**Sent:** Monday, December 13, 2010 9:24 PM  
**To:** AWW SDEIS Comments  
**Subject:** 2010 SDEIS Comment

**I-147-001** | I am writing to express my concerns about the environmental impact of the Bored Tunnel currently under consideration for replacing the Alaskan Way Viaduct.

- NO EXIT to downtown?! -unacceptable. 10's of thousands use the viaduct to get downtown DAILY, without this exit, alternative routes to and through the city will clog surface streets, I-5 and the waterfront. The viaduct-downtown is crucial to West Seattle, South Seattle, Burien, Tukwilla, and Seatac, eliminating the downtown exit will eliminate a lot of these consumers from spending money downtown.
- ONLY TWO lanes in either direction?! The reduced flow will increase commute times and clog surface area streets
- NO EMERGENCY or HOV lane. Not even a true shoulder for emergency vehicles or alternative exit in case of a roll-over accident, multiple car pile-up, fire or other tunnel closure?!
- The proposed open space that the tunnel provides is not guaranteed to be useable public space; tunnel proponents continue to use "open space" as a means to appeal to the public yet there aren't any assurances the land won't be developed for private use after the tunnel is completed.
- Rebuilding the seawall and stabilizing the existing structure wasn't fully explored.
- No increased benefit for bus riders.

**I-147-002** | Only the city of Seattle was allowed to vote about the viaduct issue, yet the state has to pay for it...not truly an environmental concern, but a concern about the Government's disregard for the people.

**I-147-003** | The winning contractor has been involved in numerous lawsuits, accused of professional misdealing and underbid the estimate to secure the contract.

**I-147-004** | Reduced traffic flow & increased congestion are only exacerbated when tolls are taken into consideration...SCORES of people will avoid the tolls and travel alternate routes; only adding to increased commute times and congested surface streets.

- Written materials provided to the public are misleading. Statistics are used to promote the tunnel's efficiency, using best case scenarios without considering real world applications; detailed readings of reports reveal a much less positive impact (longer travel times, increased congestion and tolls as high as \$4.00)

**I-147-005** | The tunnel under consideration is not a reasonable replacement for the current SR99 viaduct. More consideration should be taken before allowing the viaduct to be replaced.

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## I-147-001

With the preferred Bored Tunnel, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. To provide similar capacity levels as currently exists today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. Overall, it is expected that traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core. Appendix C, Transportation Discipline Report, addresses capacity and traffic safety issues. Please refer to the Final EIS for current information.

The Elliott Bay Seawall needs to be rebuilt or replaced because it is deteriorating and vulnerable to earthquakes. However, the seismic stability of a viaduct replacement along Seattle's central waterfront does not necessarily require that the seawall be rebuilt or replaced. The Cut-and-Cover Tunnel and Elevated Structure Alternatives include replacing the Elliott Bay Seawall because the alignments for these alternatives are located in close proximity to the failing seawall, which if not repaired, could compromise the seismic stability of the proposed cut-and-cover tunnel or elevated structures proposed. The Bored Tunnel Alternative proposes to construct a new tunnel inland; therefore, the failing seawall does not have the potential to affect the seismic stability of this alignment.

Additional King County Metro transit service will be provided as part of construction mitigation. Improvements to the speed and reliability of transit service will also be supported by the project and continue to be in place after construction is completed. While some added travel time

would be incurred by buses under the Bored Tunnel Alternative, transit operations would still be maintained. 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 light rail and commuter rail expansion under Sound Transit 2 and the King County Metro RapidRide bus program.

#### **I-147-002**

While the 2007 Advisory Vote was held in the City of Seattle, state legislators have been actively involved in the alternatives development for this project. In January 2009, the Washington State Governor, along with the King County Executive and Seattle Mayor, recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a bored tunnel. Later that year, the Washington state legislature passed Senate Bill 5768, which urged the state to expedite environmental review and authorized state funds for the bored tunnel.

In addition, with the publication of each EIS for this project, the public, not just those who live in Seattle, were invited to comment on the project. These comments have been reviewed and responded to in the Final EIS Appendix S, 2004 and 2006 Comments and Responses, and Appendix T, 2010 Comments and Responses. In general, public input has been accepted throughout the life of the project via the project's website and email address.

The viaduct section of State Route 99 is a main north-south route through Seattle, carrying more than 100,000 vehicles per day. Many commuters and industries, particularly the Port of Seattle, depend on this vital corridor as an alternative to I-5. It is critical to regional mobility and our local, regional and state economies. This is why it is important to move forward and replace the seismically vulnerable viaduct.

**I-147-003**

Thank you for your comment.

**I-147-004**

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-147-005**

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the alternatives.