
From: Mark Wainwright [mwainwright@mac.com]
Sent: Tuesday, December 14, 2010 9:51 AM
To: AWV SDEIS Comments
Subject: Comments from the Admiral Neighborhood Association

Dear WSDOT:

C-023-001 | The following comments are submitted on behalf of the Admiral Neighborhood Association in West Seattle. We have been involved in the EIS process through our past president, Mark Wainwright, who sat on the Central Waterfront Working Group.

There are many benefits and problems that come from the construction of this project. We have summarized our perspective in the bullets below:

Some of the positive aspects of the proposed tunnel project are:

- Constructing the bored tunnel minimizes the duration of no highway 99. The other alternatives involve three years of no highway and also disruption to businesses in the area.
- The bored tunnel diminishes the traffic noise at the waterfront and what can be heard from the eastern shores and hills of West Seattle.
- The bored tunnel has not been voted down by Seattle voters as have the other alternatives.

Some of the issues we see with the proposed tunnel are:

- C-023-002** | • The bored tunnel costs a lot of money for the benefit it delivers to everyone impacted by its construction. Specific stakeholders and end users are benefitted much more than others.
- C-023-003** | • The tolls that are being studied as a necessity for funding the bored tunnel also significantly increase the non-highway traffic. In order to minimize that, a logical step would be to toll the length from Spokane Street to Mercer Street, not just the tunnel itself. This option is listed but not analyzed in the document.
- C-023-004** | • The bored tunnel leaves the seawall replacement as a separate project (and separate expense).
- The bored tunnel takes away the downtown exits and entrances that are used by West Seattle buses and drivers.
- C-023-005** | • It appears that the current proposed configuration will impact negatively the historic neighborhood of Pioneer Square.

We believe that the tunnel will benefit those who wish to move from south of Seattle to north of Seattle, bypassing the downtown core, but we see that issues exist for those looking to access the downtown core, either through Pioneer Square or the north portal area. We hope that these and other issues are address more clearly and thoroughly as the planning and design process continues.

C-023-001

Thank you for your support of the preferred Bored Tunnel Alternative. The Final EIS presents the current information including the effects and benefits for each of the build alternatives.

C-023-002

Overall project costs are included with the project description and are used for the analysis of economic impacts. The infrastructure improvements would enhance mobility near activity centers in the south and north areas, which would benefit freight, vehicles, and pedestrians using the roadway as well as regions economy. Chapters 5 (Permanent Effects) and 6 (Construction Effects) of the Final EIS and Appendix L, Economic Discipline Report, describe the economic impacts and benefits of the alternatives.

C-023-003

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. This project is not considering tolling other than on SR 99. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts to transportation elements.

C-023-004

Chapter 2, Alternatives Development, of the Final EIS describes the project and also what other projects are part of the Program with the Bored Tunnel Alternative. The Cut-and-Cover Tunnel and Elevated Structure Alternatives would include the seawall replacement as part of the project. However, with the Bored Tunnel Alternative the City of Seattle would replace the Elliott Bay Seawall in a separate project with the Corps of Engineers.

Regards,

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Admiral Neighborhood Association

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. With the Bored Tunnel Alternative, traffic to and from West Seattle bound for downtown would likely use ramps at the south portal, which include bypass lanes for busses.

C-023-005

WSDOT will avoid, minimize, or mitigate the direct adverse effects of the project to historic buildings that are contributing elements to the Pioneer Square Historic District.

Since the 2010 Supplemental Draft EIS was published, various options for retrofitting or demolishing the Western Building have been studied. After receiving public input, WSDOT determined that a protection plan for the Western Building could be implemented with the Bored Tunnel Alternative.

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.

Please see Chapters 5 (Permanent Effects), 6 (Construction Effects), and the Final Section 4(f) Evaluation in the Final EIS for the discussion of effects to historic resources.