

AWV Preliminary Supplemental DEIS Review ROUND #1
CLIENT COMMENTS - Due by NOON on Monday June 7, 2010

ID#	Chapter No.	Page No.	Line No.	Exhibit No.	Category	Comment	Reviewer	Agency	Action Taken
1	1	4	31		2	What is the source for the statement that "... efforts resulted in a recommendation from 22 of the then-active 25 members of the Stakeholder Advisory Committee to replace the viaduct with a single, large-diameter bored tunnel"? (Seems more accurate to say Committee recommended I-5/surface/transit hybrid, with potential for construction of a deep-bore tunnel).	Marquardt	MO	Deleted sentence.
2	1	5	19		2	What/who were "cause-driven organizations"?	Marquardt	MO	Kept as-is, this is intended to provide a very quick overview of the project's recent history. Additional detail about cause-driven organizations that participated in the SAC is provided in a sidebar in Chapter 3, on page 3-8 of SDEIS review draft 1.
3	1	8	23		3	Purpose is to "Provide Capacity to Move People and Goods," but discussion (p. 1-9) refers mainly to vehicle trips.	Marquardt	MO	Kept as-is, this is the project's purpose and need statement, which has been reviewed.
4	2	2	15		3	That Stakeholders' "letter that included consideration of a ... tunnel" is vague; see Line 6 above.	Marquardt	MO	Deleted text referring to the letter.
5	2	2	30		3	Should refer to state's commitment to fund "up to" \$2.8 billion (?)	Marquardt	MO	Revised as suggested.
6	2	5	23-24		3	Instead of "Replace the midtown ramps at Columbia and Seneca with ramps connecting to and from Alaskan Way S. just south of S. King Street," should it say "remove" midtown ramps, and "add" ramps connecting to Alaskan Way?	Marquardt	MO	Text revised, though different than suggested.
7	2	6	1		3	Should say "locations (plural) where drivers enter and exit downtown?"	Marquardt	MO	Sentence revised.
8	2	6	30-36		3	Does statement that "there is virtually no difference between the existing viaduct in 2015 ... or the Bored Tunnel in 2015 for the total volume of vehicles or people expected to travel through the project area," as well as VMT, VHT, or VHD, remain true when tolls are considered?	Marquardt	MO	Tolling chapter added to SDEIS (Chapter 9) and summary of tolling included this chapter.
9	2	10	30		3	Additional trips will shift from SR-99 to city streets with tolling.	Marquardt	MO	Tolling chapter added to SDEIS (Chapter 9) and summary of tolling included this chapter.
10	2	14	29		3	Add "although increase in surface traffic may have negative impact on the pedestrian and bicycle environment"	Marquardt	MO	Will revise throughout document - item not completed as of 7/16/10.
11	2	16	21		3	Does this include GHG emissions from construction of the tunnel?	Marquardt	MO	Yes - that is discussed later in this chapter and in chapter 6.
12	2	32	26		3	Does this include manufacture of concrete and other materials?	Marquardt	MO	No, per agreed methodology/study approach by the lead agencies.
13	2	41			3	Should "controversial issues" include greenhouse gas emissions, which are predicted to be higher with tunnel in 2030 than current (2-16)? How does this comport with State law requiring reductions?	Marquardt	MO	Per discussion with City and WSDOT staff -this is not a controversial issue for this project.
14	2	41-42			3	Should "controversial issues" include risks of settlement due to tunnel construction?	Marquardt	MO	No, per discussion with City and WSDOT staff - risks associated with settlement are discussed in Chapter 6. Settlement issues are not controversial, but they are an effect of the project that is discussed and will be mitigated.
15	2	41-42			3	Should "controversial issues" include funding uncertainties created by state law?	Marquardt	MO	No per discussion with City and WSDOT staff.
16	2	41	19		3	Study should include tolling analysis.	Marquardt	MO	Tolling chapter added to SDEIS (Chapter 9) and discussion of tolling included this summary chapter.
17	3	6	19		3	Should include results of advisory vote.	Marquardt	MO	Text says both alternatives were voted down, suggest keeping text as-is since it is intended to provide a quick overview.
18	3	13			3	Not clear how Scenario O, the twin bored tunnel, would have met "environmental" guiding principles	Marquardt	MO	Kept as-is, the intent here is to summarize the Partnership Process. Additional details about the Partnership Process are provided in the Project History Report referenced throughout Chapter 3.
19	3	14	2-5		3	Insofar as tunnel was recommended because it had "greatest potential to be built as a toll facility," impacts of tolling should be considered in relation to "transportation benefits"	Marquardt	MO	A tolling chapter is being added to the Supplemental Draft EIS to consider tolling impacts.
20	3	15	3		3	Did the Committee urge, or did individuals on the Committee urge?	Marquardt	MO	Changed to "at the urging of members of the Stakeholder Advisory Committee."
21	3	15	11		2	Not clear what letter is referred to.	Marquardt	MO	Deleted text referring to the letter.
22	3	15	31, 36		3	Should say state committed to fund "up to" or "no more than" \$2.8 billion?	Marquardt	MO	Text revised to reflect a state contribution of "up to or no more than \$2.8 billion".
23	3	17	22-24		3	True that "seismic stability of a viaduct replacement does not necessarily require that seawall be replaced"?	Marquardt	MO	This statement is accurate.
24	3	18	5		3	How did purpose change from moving "people and goods" to providing capacity for automobiles?	Marquardt	MO	These are the direct purposes and needs for the project as defined by the project's purpose and need statement, which has received extensive input and review from the three co-lead agencies (City, WSDOT, FHWA).

AWV Preliminary Supplemental DEIS Review ROUND #1
CLIENT COMMENTS - Due by NOON on Monday June 7, 2010

ID#	Chapter No.	Page No.	Line No.	Exhibit No.	Category	Comment	Reviewer	Agency	Action Taken
25	3	18	13		3	Shouldn't there have been goals for VMT reduction? GHG reduction?	Marquardt	MO	These were not included as part of the purpose and need statement, which is what is referred to here in this text. The purpose and need was developed with input of all three lead agencies - City, WSDOT, and FHWA.
26	3	20		3-9	3	(Need more detail on screening process -- why recommended I-5/Surface/Transit was dropped, in favor of Cut-and-Cover and Elevated alternatives (which had already been rejected)).			Additional text added explaining why surface and transit was dropped.
27	3	20		3-9	3	Consideration that "Design deficiencies in the Battery Street tunnel would not be improved" seems suspect, unless the alternative somehow precluded correction of deficiencies.	Marquardt	MO	Deleted bullet.
28	3	20		3-9	3	Is it accurate that "travel times would increase substantially"? Believe modelling showed acceptable travel times.	Marquardt	MO	Statement is accurate. Additional detail has been added to support this statement.
29	3	20		3-9	3	Re: "North-south capacity would be reduced." Are we looking at "capacity," or "mobility"?	Marquardt	MO	Both - but capacity is part of it as outlined in the purpose and need statement.
30	3	21			3	Not sure "Partnership Process Bored Tunnel" is accurate; perhaps "Elected Officials" or "Governor's" Bored Tunnel?	Marquardt	MO	Kept as-is. This term was used to help readers understand where the concepts came from, for example, Exhibit 3-9 uses "Partnership Process Surface and Transit Hybrid and Partnership Process Elevated Structure Hybrid" to reference that these ideas were studied/considered as part of the Partnership Process.
31	3	24	13		3	What is source for statement that tunnel has "strong, broad-based support"?			Deleted statement
32	3	24	14		2	Not clear tunnel was "recommended" by Partnership Process.	Marquardt	MO	Text deleted, sentence now states that "The Bored Tunnel was the recommended solution for replacing the viaduct along Seattle's central waterfront by Govern Gregoire, former County Executive Sims, and former Mary Nickels."
33	3	24	16		2	Not clear tunnel was "recommended" by Stakeholder Advisory Committee.	Marquardt	MO	Text deleted, sentence now states that "The Bored Tunnel was the recommended solution for replacing the viaduct along Seattle's central waterfront by Govern Gregoire, former County Executive Sims, and former Mayor Nickels."
34	3	26	28		3	Would Mercer street remain 2-lane from Dexter to 5th?	Marquardt	MO	No, it would have three lanes in each direction as indicated in lines 30 and 31. Text on line 28 says Mercer would become a "two-way street", which is accurate.
35	4	12	22		3	Would it be accurate to say 60% use viaduct to access downtown?	Marquardt	MO	No, 42 percent per Appendix C, the Transportation Discipline Report.
36	4	38	24		3	VMT reduction requirements are due next year. Should project incorporate them?	Marquardt	MO	We updated text per direction from WSDOT.
37	5	25	32		3	Increased vehicle traffic on surface streets will have effects on bikes and peds	Marquardt	MO	Will revise throughout document - item not completed as of 7/16/10.