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H-054-001 I'm dissatisfied with both of the preferred alternatives. The six-lane cut-and-cover tunnel is too expensive and provides too much limited access capacity. And the six-lane replacement viaduct does the same. It has the additional flaws of being too big and too ugly and also continues to provide freeway ramp access to Seneca and Columbia Streets, which is harmful to our urban fabric in downtown Seattle.

I would like the City and State instead to consider an alternative that they rejected during the first phase. That is the bypass tunnel alternative, a four-lane cut-and-cover tunnel with two features added to it, so it would be a hybrid option, borrowing things from the preferred options. It should have ramps to and from Interbay at Western and Elliot Avenues and also should have dynamic tolling.

The southbound ramp at Elliot may require that that intersection be signalized so that when vehicles enter from southbound Elliot Avenue, the lanes coming

H-054-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bypass Tunnel Alternative. However, the Bypass Tunnel Alternative was not carried forward because the traffic analysis showed that it did not maintain mobility and accessibility.

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out of the battery street tunnel may have to be stopped. But on East Marginal Way, further south on State Route 99, we have at least four signals in a six-lane profile, so we need not build the replacement to accommodate 70-mile-an-hour traffic through our downtown.

H-054-002

Dynamic tolling has the potential to more efficiently allocate lane space. It will provide an incentive to drivers to drive at off-peak periods when the demand is less, to shift their use to other times of the day when there is plenty of capacity.

Today the viaduct is actually rarely congested. Only it's access points are congested, the on-ramp at Elliot, the off-ramp at Western, and the ramps at Seneca and Columbia, but there is more than sufficient through capacity provided, and the two preferred alternatives actually increase that capacity by adding wider lanes and shoulders. You need not do that.

I suspect that the bypass tunnel would be affordable with the monies that we have on hand and that it has all the urban planning benefits of the six-lane tunnel without the fatal flaw of excessive cost.

I want to make one more remark about dynamic

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WSDOT is evaluating tolling on SR 99 as discussed in Chapter 5 of the Final EIS.

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tolling. The region has experienced this kind of issue twice before and come away as a leader. Once in the late '70s, we were dealing with the WPPSS nuclear plants, and the City of Seattle analyzed the situation and applied the law of demand and showed that with higher electrical rates, less power would be demanded, and we didn't actually need the increase in capacity that would have come from the WPPSS plants.

And again, when we felt the solid waste crisis and we were contemplating burning the waste or running out of landfill space, instead we went with higher garbage fees and recycling.

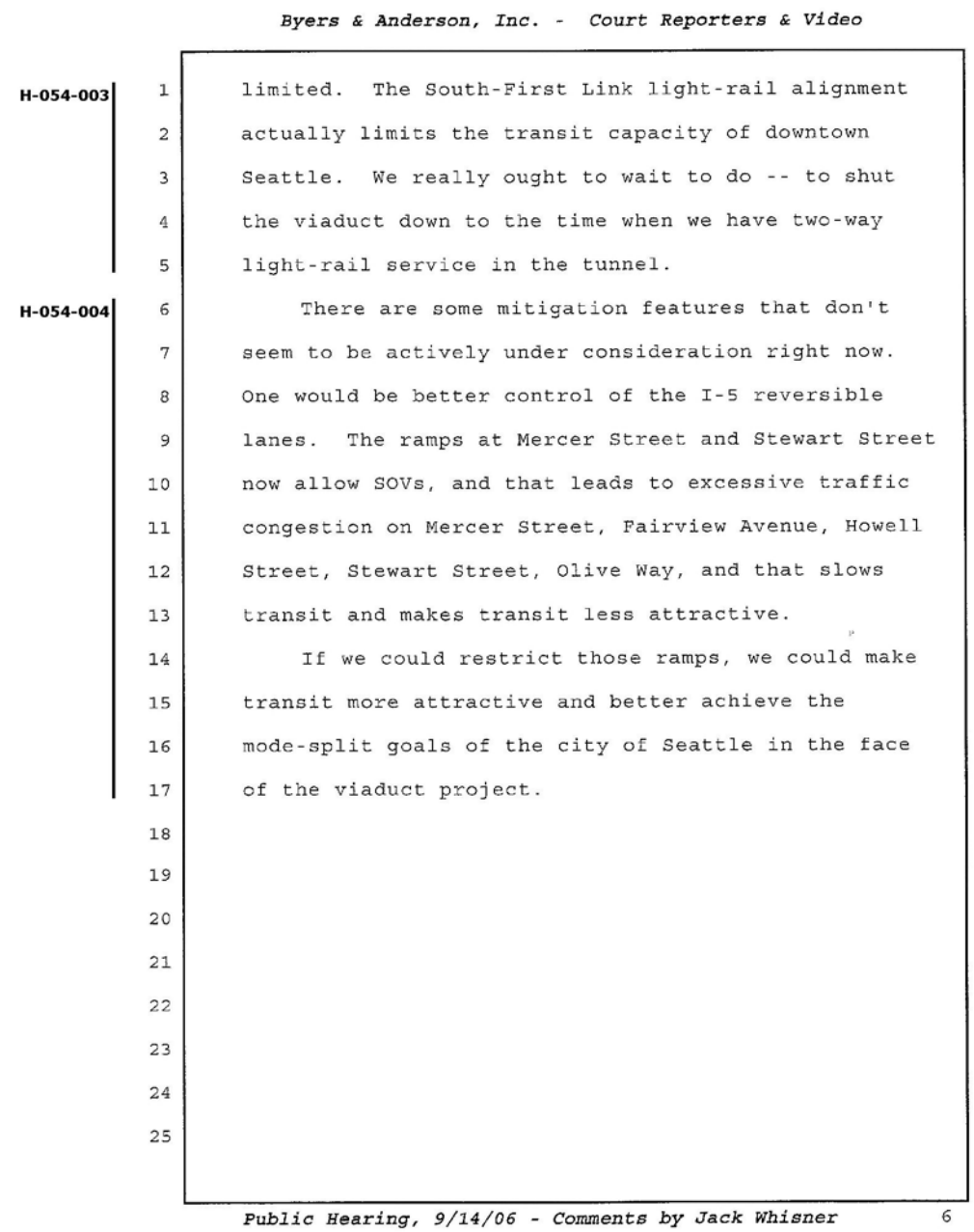
And so in both those cases, the law of demand was applied, and the same thing would happen if we went to system-wide dynamic tolling of our limited-access highways. At the same time the viaduct is going to be replaced, we're going to be working on other mega projects, and so we really need to have system-wide dynamic tolling, 520, I-90, I-5 reversible lanes.

H-054-003

My next comment is about the phasing of the viaduct project. It seems to me that it's very difficult to do when Mayor Nickels plans to do it beginning in 2010 or 2011 because at that time, the transit capacity of downtown Seattle is still rather

H-054-003

Since the 2006 Supplemental Draft EIS, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.



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limited. The South-First Link light-rail alignment actually limits the transit capacity of downtown Seattle. We really ought to wait to do -- to shut the viaduct down to the time when we have two-way light-rail service in the tunnel.

H-054-004

There are some mitigation features that don't seem to be actively under consideration right now. One would be better control of the I-5 reversible lanes. The ramps at Mercer Street and Stewart Street now allow SOVs, and that leads to excessive traffic congestion on Mercer Street, Fairview Avenue, Howell Street, Stewart Street, Olive Way, and that slows transit and makes transit less attractive.

If we could restrict those ramps, we could make transit more attractive and better achieve the mode-split goals of the city of Seattle in the face of the viaduct project.

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Optimizing freeway ramp and express lane operations will be an important factor in how transit and general purpose traffic can navigate I-5 during major construction of the Alaskan Way Viaduct Replacement Project. Chapter 8 of the Final EIS and Appendix C, Transportation Discipline Report, list strategies that are being considered to help manage traffic during project construction. The lead agencies will continue to work with all local transit agencies to ensure that transit services can maintain reasonable levels of service quality on I-5 and provide a viable alternative to the single-occupant vehicle.