

-----Original Message-----

**From:** Jessyn Schor [mailto:jessyn@washpirg.org]

**Sent:** Thursday, May 27, 2004 3:04 PM

**To:** awvdeiscomments@wsdot.wa.gov

**Subject:** Choose the Tunnel Option!

**I-456-001**

First, my compliments on a beautifully-laid out, easy-to-read Draft EIS.

I urge you to select the tunnel option as the preferred alternative for the Alaskan Way Viaduct and Seawall replacement project. This project presents us with a fantastic opportunity to reshape the face of the Seattle waterfront for the benefit of the whole region. Let's think long term and pony up the cash to rebuild this thing the right way!

**I-456-002**

However, there is one major problem with the tunnel option as it is currently configured. We should not build a structure that increases the general traffic capacity of the corridor. This is at odds with the goals of the Seattle Comprehensive Plan and wrongly places emphasis on moving more cars instead of more people and goods. Instead, we should focus on transportation demand management techniques and increased transit service to cope with future demand.

Sincerely,

Jessyn Schor

#### **I-456-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. 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. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

#### **I-456-002**

One of the purposes of the project is to provide capacity to efficiently move people and goods to and through downtown Seattle; the purpose is not to increase capacity as this comment states. Please refer to the Final EIS Appendix C, Transportation Discipline Report, which discusses the capacity and mobility for traffic for each build alternative. Strategies that improve transit access through downtown Seattle and minimize the impact of peak period traffic congestion for transit passengers and operators are being considered, particularly during construction.