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Sent: Tuesday, November 30, 2010 8:16 PM
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Subject: SDEIS alaskan way viaduct

I-034-001 I have a number of concerns regarding the findings of the EIS and about the proposed plan for the deep bore tunnel:

1. tunnel boring puts historic properties in Pioneer Square at risk. the tunnel off ramps dumping into Pioneer Square cast a role for the already fragile neighborhood that further signals to pedestrians that this is not a neighborhood they should frequent. If the State does not want to stand up for Pioneer Square, shame on the City for not protecting this unique, irreplaceable asset.

I-034-002 2. the tunnel alternative doesn't provide adequate access to downtown

I-034-003 3. tolling proposals, while understandable, will further push SOVs onto downtown streets

I-034-004 4. where is the transit??

I-034-005 5. why is there no street-level alternative?

I-034-006 I am not an expert on financing, policy, planning, or transportation. But I know that the finest minds in government and planning can do better than this. How can we talk about protecting and growing a "green" city and region, while proposing a project that shuns transit and sets aside an incredible opportunity to make a truly visionary choice for the future? Imagine how this money could be spent on enhancing rapid transit, making downtown streets more navigable, and protecting, preserving and improving dense, historic neighborhoods.

Thank you for addressing these concerns and for your work.

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I-034-001

Analysis of traffic patterns for vehicles accessing ramps to and from SR 99 in the stadium area show that vehicles would disperse onto several streets such as S. Royal Brougham Way, Alaskan Way, First Avenue, and Fourth Avenue. Please see the Final EIS Appendix C, Transportation Discipline Report for the transportation analysis. Because traffic in Pioneer Square is controlled by signals, it is not anticipated that the increased volume will affect the pedestrian character nor will it make it more difficult to walk to shops or restaurants. Pioneer Square has historically been an active place with a high volume of traffic.

I-034-002

Access to downtown with the Bored Tunnel Alternative would be different than it is today, but it would not be less adequate. For instance, rather than using the Seneca and Columbia street exits to enter central downtown, analysis of traffic patterns for vehicles accessing ramps to and from SR 99 in the stadium area show that vehicles would disperse into downtown using several streets, such as S. Royal Brougham Way, Alaskan Way, First Avenue, and Fourth Avenue.

I-034-003

Tolling is expected to divert a portion of traffic from SR 99 to city streets. A detailed tolling analysis has been conducted and is described in the Final EIS in Chapters 5 and 6. Chapter 8 describes potential strategies to reduce diversion caused by tolling. Also, please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts to transportation elements.

I-034-004

Chapter 1, Introduction, of the Final EIS includes the Purpose and Need for the project and one of several purposes is to provide capacity for automobiles, freight, and transit to efficiently move people and goods to

and through downtown Seattle. At both portals the project provides transit bypass lanes and overall the project would improve transit service through downtown Seattle. Final EIS Appendix C, Transportation Discipline Report, covers issues related to transit.

I-034-005

Chapter 2, Alternatives Development, of the Final EIS describes the project's history and alternatives evaluated prior to the 2010 Supplemental Draft EIS. The 2004 Draft EIS included evaluation of the Surface Alternative. This alternative was eliminated because it reduced roadway capacity and didn't meet the project's purpose as identified in the 2004 Draft EIS.

I-034-006

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 have severe adverse effects on Seattle. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provides a more in-depth comparison of tradeoffs for the three alternatives.

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.