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Sent: Sunday, December 12, 2010 6:09 PM
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Subject: Feedback on the tunnel (awv2010SDEIS)

I-066-001

After years of rumors and controversy, it was nice to see real plans for the tunnel. Until I read them, and was horrified to see what a fiasco this whole thing appears to be.

I don't know which part is more ridiculous:

- a) the idea that the tunnel doesn't include exits into Seattle, and yet, the state is still expecting us to pay overages for it.
- b) The idea that in a peak oil world, the state is assuming that car mileages (as opposed to a more rational person mileage) will just continue to go up, no matter how big a toll you place on the tunnel.
- c) THE LACK OF TRANSIT
- d) the lack of street level improvements, since we know much of the current Viaduct traffic will not go into the tunnel (either because of the toll, or because they would have exited in Seattle).

I also heard that the tunnel may destabilize untold historical buildings in the Viaduct area.

Please, please give up the idea of a crazy expensive and untried tunnel. Instead, improve transit, so we can keep moving the same number or more people, even if fewer cars. Fix the local streets to improve throughput. Save a whole bunch of money. Take down the viaduct, and call it good.

Thanks!
Sandy

I-066-001

If the Bored Tunnel Alternative is selected, it will provide access into downtown Seattle, but the access will be in a different location than exists today. Traffic would use the Stadium area ramps to access downtown and disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues to get into the central part of downtown Seattle.

Chapter 5 of the Final EIS does present estimated person throughput in 2030 for all the build alternatives. Person throughput is similar to assessing vehicle volumes, though the output focuses on the number of people traveling through the transportation network at specific locations, called screenlines, rather than vehicle volumes.

Additional King County Metro transit service will be provided as part of construction mitigation. While some added travel time would be incurred by buses during construction, transit operations would still be maintained. 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. The project would not support ongoing transit expansion after construction is completed as that is the responsibility of the transit agencies, not WSDOT. However, following construction of this project, transit service enhancements by transit agencies 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.

If the new facility is tolled, traffic diversion that would affect downtown surface streets is expected. The lead agencies acknowledge that a long-term solution should be sought to minimize the amount of diverted traffic in order to optimize operation of the transportation network. Strategies for optimization will be developed by the Tolling Advisory Committee

(TAC). See Chapter 8, Mitigation, of the Final EIS for a discussion of the work of the TAC.