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H-042-001

6 I work at the University of Washington, and I'm
7 among 30,000 employees who serve a student population
8 who often don't have a lot of money and rely on the
9 busses, so I'm concerned about how easy it will be
10 for students to get to class. And in addition, I'm
11 hoping that someone could prioritize customer use to
12 aid access for older, disabled, and young-family
13 community members who may not have access to
14 alternative transportation during high congestion
15 times.

16 And I'm personally concerned about whether I can
17 keep my job with the ability to get to work on time,
18 so I will try to work a flexible schedule with my
19 employer, but I know the reality that some people
20 don't have that choice. So someone who depends on
21 the bus to get to work or lose their jobs, I'm hoping
22 those people can be considered a priority.

H-042-002

23 I submitted a letter. My second concern is
24 really preserving the environment while we do all of
25 this. Whatever I can do to help I want to try and do

H-042-001

While the University of Washington is not in the study area for the Alaskan Way Viaduct Replacement Project, highway corridors leading to and from the University could experience residual congestion due to traffic impacts from project construction activities. WSDOT, King County, and the City of Seattle have developed transportation improvements to minimize traffic effects during construction to keep people and goods moving. Mitigation measures would ensure that transit remains a viable option for passengers traveling in the project area. The lead agencies will also coordinate closely with transit providers throughout construction. In the Final EIS, construction details are described in Chapter 6 and mitigation measures are described in Chapter 8. Additional information on transit is also included in Appendix C, Transportation Discipline Report, of the Final EIS.

H-042-002

Protecting the environment is important to the lead agencies. The appendices to the Final EIS present an extensive amount of analysis conducted for both the built and natural elements of the environment. Mitigation measures have also been developed and are discussed in Chapter 8 of the Final EIS.

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because Seattle is a beautiful place, and it would be
a shame if a construction project took that away. So
thank you very much.

(Public comments concluded.)