
From: Leif Espelund [leif.espelund@gmail.com]
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To: AWW SDEIS Comments
Subject: Deep Bore Tunnel EIS comments

I-040-001

As outlined in the EIS, a large swath of traffic will avoid the tunnel due to tolls and a lack of exits. That means that the one purpose of the tunnel, to move automobiles, will be defeated. This fact alone should lead us to the obvious conclusion that the deep bore tunnel is a bad solution.

I-040-002

Stop this project. Go back to the preferred alternative from the stakeholders group: Surface/Transit/I-5. It is a better option for the present and the future of our transportation needs. And it saves money. Why wouldn't we choose this option?

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"People are broad-minded. They'll accept the fact that a person can be an alcoholic, a dope fiend, a wife beater and even a newspaperman, but if a man doesn't drive, there's something wrong with him."

- Art Buchwald

I-040-001

The analyses regarding how tolls might be implemented as part of the proposed action were preliminary for the 2010 Supplemental Draft EIS but have been updated for the Final EIS. They will be further refined during final design through a joint planning effort (described below) should the state legislature authorize tolls on the SR 99 Bored Tunnel. The analysis in the Final EIS represents a conservative estimate of the impacts of tolling the SR 99 Bored Tunnel. We anticipate that any effects due to applying tolls to the SR 99 Bored Tunnel will be notably less than those described in the Final EIS analysis.

Prior to a final decision about how the SR 99 Bored Tunnel would be tolled, the Washington State Department of Transportation will be working with the Seattle Department of Transportation and other agencies to refine and optimize how to toll the SR 99 tunnel while minimizing diversion of traffic to city streets and minimizing potential effects to transit, bicycle, and pedestrian travel. WSDOT, with cooperation from the City of Seattle, the Port of Seattle, and King County, will establish a Tolling Advisory Committee to provide strategies for minimizing diversion impacts. Chapter 8 of the Final EIS further discusses the role and objectives of the Tolling Advisory Committee.

As part of the Bored Tunnel project and related projects, WSDOT and partner agencies have or will implement several strategies that should reduce the effects of potential diversion. For example, both the south and north portal configurations include bus priority lanes to provide reliable travel times for SR 99 transit service into and out of downtown. The streets that transition between SR 99 and the downtown street grid are designed in a manner that meets the City's Complete Street goals and include treatments for pedestrians, bicycles, freight, and adjacent land uses.

In advance of construction, WSDOT funded Intelligent Transportation

System (ITS) investments that provide improved signal operations and travel time information on SR 99 and city streets such as 15th Avenue NW that were likely to see increased volumes due to SR 99 construction activities. These investments will have lasting value. Supplemental transit services and transportation demand management were also implemented with assistance from the City of Seattle and King County, and these strategies can form the blueprint for future strategies.

I-040-002

Some individuals, groups, and leaders have continued to support and show interest in developing and evaluating a surface and transit alternative. Because of this continued interest, the lead agencies analyzed the transportation effects of a surface and transit hybrid option to confirm the rationale for screening this option out. The results of this analysis were summarized in Chapter 3 of the 2010 Supplemental Draft EIS. The evaluation of the Surface and Transit Scenario Year 2030 Analysis Results is included in Appendix W, Screening Reports, of the Final EIS. One finding indicates that travel times would increase for all trips during the AM peak hour and for most trips during the PM peak hour.