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**From:** Christopher Hoffman [user320@gmail.com]  
**Sent:** Saturday, December 11, 2010 8:19 AM  
**To:** AWW SDEIS Comments  
**Subject:** Alaska Way Viaduct Replacement

**I-069-001**

I looked over the information about this several billion dollar project. While I am all in favor of replacing our crumbling infrastructure I cannot support this project. As global climate change should be the world's number one priority this project seems as though it were designed to contribute to the problem. The tunnel will not serve the transit which currently operates on the viaduct and will lengthen transit travel times. It will not provide access to downtown which will cause numerous problems. With 40,000 cars diverted onto the downtown street grid the tunnel is essentially a surface alternative without improvements to transit or to I-5 and comes with a couple billion dollar higher price tag than the surface transit plan which did make those improvements.

Please do not mortgage my future to build such a bad project.

### **I-069-001**

With the Bored Tunnel Alternative, traffic and transit using the Stadium area ramps to access downtown would disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues. Traffic analysis indicates that this arrangement would result in comparable or better overall traffic distribution and flow than is experienced with the current Columbia and Seneca Street ramps. This is because the current ramps concentrate traffic to a single, congested location in the central downtown. The relocated ramps would instead allow drivers to diffuse through the street grid using many different paths.

Added King County Metro transit service would be provided as part of construction mitigation. Also, improvements to the speed and reliability of transit service would be supported by the project and would continue following construction completion. 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 LRT and commuter rail expansion under Sound Transit 2 and the King County Metro RapidRide bus program.

In addition, the project would provide a northbound transit-only lane on SR 99 from S. Holgate Street to near the off-ramp at S. Dearborn Street and transit-only lanes would be provided in both directions on Aurora Avenue, from south of Harrison Street through the Denny Way intersection.

Please refer to the Final EIS Appendix C, Transportation Discipline Report, for additional detailed analysis.