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**From:** Danielle Rose [daniellenrose@gmail.com]  
**Sent:** Tuesday, December 14, 2010 8:11 AM  
**To:** AWV SDEIS Comments  
**Subject:** Re: AWV Supplemental DEIS

To whom it may concern:

I-133-001

This is to express my concern over the analysis and political decision making that has occurred leading up to and during the supplemental draft EIS process. I believe that the analysis is insufficient, and that the city, state, and county are making an illogical and backwards decision in pursuing the deep bore tunnel. The supplemental draft EIS is based on analysis that does not account for the enormous impact tolling will have on the performance and revenue generating strength of the tunnel and downtown streets.

As a citizen of Seattle I have been taught to speak up and believe in the public process, and a Master's student in Transportation Planning, I have been taught that interpretation of models is the most challenging task in forecasting transportation demand and planning for the future. I know you are aware of a study by UW students that used Urban SIM to model the impact of the tunnel, and found it to be almost entirely unnecessary, serving very very few cars in the overall scheme of mobility in Seattle.

I have seen other cities- Portland, San Francisco, to name a few, that have defied tradition by removing outdated viaducts and not replacing them, and the cities have not crumbled or ground to a halt. I support this alternative. As a cyclist, as a walker, as a transit rider, as a taxpayer, as a car-less individual, I support a surface-transit option, and I have yet to hear anyone I know support any other option.

I support investment in the overall mobility of downtown Seattle, which includes improving I-5 and light rail to Ballard and West Seattle. I support innovative thinking that will look to the future, pursuing the changes we hope to see, as stated in our Comprehensive Plan and city bylaws to reduce VMT, reduce carbon emissions, and reduce single-occupancy vehicle travel into the downtown core, and throughout the entire city. And I ask you, how will the tunnel help us get where we need to be? It is not the option we should be pursuing. There should be alternatives presented during the supplemental DEIS phase. Please consider inter-generational equity, fiscal responsibility, and environmental protection and do not build a deep bore tunnel under Seattle.

Sincerely,

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### I-133-001

Thank you for submitting your comments and being a part of the public process associated with this project. The 2010 Supplemental Draft EIS does discuss possible effects related to tolling (see Chapter 9 of the 2010 Supplemental Draft EIS and information presented in Appendix C, Transportation Discipline Report). This information was taken into account in the determination of a preferred alternative. See the Final EIS for updated information about the effects of tolling the build alternatives.

We do not think that our transportation analysis indicates that the tunnel is unnecessary. With or without tolls, the bored tunnel will serve tens of thousands of trips each day. The Final EIS and Appendix C provide the most current information about the preferred Bored Tunnel Alternative and the trips it will serve.

We acknowledge your support of a surface and transit option. We are aware that cities like Portland and San Francisco have removed viaducts. We have considered these ideas and through that process have learned that the Alaskan Way Viaduct serves a very different need in our local and regional transportation system than these facilities in other cities and that a surface-transit option will not meet the needs identified for this project. The rationale for not evaluating a surface and transit option is explained in Chapter 3, pages 54 - 58, of the 2010 Supplemental Draft EIS. Also, WSDOT conducted further analysis as documented in the Surface and Transit Scenario Year 2030 Analysis Results, which is included in Appendix W, Screening Report, of the Final EIS.

Thank for your indicating your support in investments for mobility in Seattle. This project will continue to support local and regional mobility goals. Additional support for these goals will be provided by investments planned as part of the Alaskan Way Viaduct and Seawall Replacement Program, that includes improvements to transit, Alaskan Way (for

automobiles, pedestrians, and bicyclists), and other improvements as discussed in the 2010 Supplemental Draft EIS and the Final EIS.