
From: Stuart Jenner [stuartjenner@comcast.net]
Sent: Tuesday, December 14, 2010 11:09 AM
To: AWW SDEIS Comments
Subject: 2010 SDEIS Comment

Hi,

I-080-001 | I am concerned about whether there is sufficient detail on bus availability to replace some of the auto traffic for cars going into and out of downtown Seattle. Where will park and rides be located, what funding is needed to pay for them at the start and also to increase the number of spots over time? Already the Tukwila parking structure of Sound Transit is routinely filled. It seems impossible to complete an EIS without having a plan for the single occupancy vehicle traffic that will not be using the new tunnel, either because of the tolls or because it doesn't permit easy access to where they are going in downtown Seattle itself.

I-080-002 | I am also hoping bus modeling will include considerations of what happens when the transit tunnel is converted from bus/rail to rail only. This will push buses onto the surface streets. Will there be room for viaduct-replacement buses as well at the bus stops along the streets?

Thank you,

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I-080-001

Travel forecasts conducted to support the Final EIS incorporated estimated 2030 transit service levels as well as facilities identified in transit plans. These facilities include planned park-and-ride developments. The Final EIS includes estimated effects on transit, including travel times along major transit corridors and shares of total travel that would be accommodated by transit. Overall, relatively small variations in travel times on major corridors and transit mode shares would be anticipated as a result of the project.

I-080-002

The travel forecasting for 2030 conducted for the Final EIS assumed that the Downtown Seattle Transit Tunnel would have light rail operations only. By 2030, buses would no longer operate in the tunnel.