From: Scott Meyer [edgeplot@gmail.com]
Sent: Monday, December 13, 2010 2:58 PM
To: AWV SDEIS Comments
Subject: Deep Bore Tunnel EIS Comment

To Whom It May Concern,

I-108-001

I would like to express that I do not support the deep bore tunnel as a valid replacement for the Alaska Way Viaduct. The focus of the tunnel is entirely too car-oriented and is not in keeping with state, county or city goals of sustainability, urbanism, and modern transit solutions. It is clear from the EIS - and equally clear from information lacking in the EIS - that the deep bore tunnel is risky to construct and could compromise buildings in downtown Seattle and in particular in Pioneer Square. The tunnel lacks transit options and connections to downtown, which is ridiculous: the main purpose of any such road under a major city should clearly be to connect people to the city, and not to bypass the city where all the jobs and shopping are located. Furthermore, the portals are simply too big and will destroy the function and character of the neighborhoods where they would be constructed. Perhaps most importantly, the impositions of fees to use the tunnel will force half or more of the intended tunnel onto downtown surface streets instead, which will defeat the need for the tunnel in the first place and will actually make regional traffic worse instead of better. For these reasons and more I cannot and will not support the deep bore tunnel.

Sincerely,

Scott Meyer
206-355-1122

I-108-001

The Final EIS Chapter 1, Introduction, describes the Purpose and Need for the project and one of several purposes is to provide capacity for automobiles, freight, and transit to efficiently move people and goods to and through downtown Seattle. All of the alternatives have been evaluated based on their ability to meet the Purpose and Need. Appendix C, Transportation Discipline Report, addresses the importance of the viaduct as a transportation corridor. It also covers issues related to capacity, local access, mobility, and transit service for each build alternative. Please refer to the Final EIS for current information.

The buildings and structures (both historic and non-historic) along the alignment have been inspected and evaluated by structural engineers. The construction process includes the monitoring of potentially affected buildings and structures before, during and after tunneling. This will enable any settlement impacts to be detected immediately so that they can be prevented or minimized. If damage does occur to historic buildings, it will be repaired according to the Secretary of the Interior's Standards for Rehabilitation of Historic Properties. The potentially affected buildings that have been identified for monitoring and the monitoring plan are discussed in Chapter 6 of Final EIS Appendix I, Historic, Cultural and Archaeological Discipline Report.