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Sent: Monday, December 13, 2010 3:39 PM
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Subject: STOP the Boondoggle!

I-158-001

I don't know what shady machinations are keeping this tunnel fiasco moving forward, but please for the love of all that is decent and wise do not pursue this disastrous course of action.

The project is far too risky fiscally and will be a blight for Seattle's most historic district, Pioneer Square.

What vested interests are pushing this forward?

Tear down the viaduct and go with the surface road/transit option. Seattle does not need this tunnel. We should be moving into the 21st century, not regressing to the era of mega roadbuilding in the style of Robert Moses.

Please please please put the brakes on this folly.

Yours truly,
Robert Zverina
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I-158-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and your interest in this project. As described in this 2010 Supplemental Draft EIS and many other documents, the lead agencies are pursuing this project because the Alaskan Way Viaduct was damaged in the 2001 Nisqually earthquake, is at the end of its useful life, and must be replaced.

Surface and transit road options have been considered throughout the life of the project. A Surface Alternative was studied and evaluated in the 2004 Draft EIS. An updated version of a surface and transit option was considered as part of the Partnership Process in 2008. Traffic analysis on a surface and transit option was conducted and is presented on pages 55 through 58 of the 2010 Supplemental Draft EIS. The conclusions of this analysis were documented on pages 55-58 and summarized in Exhibit 3-9:

- Mobility for trips heading to and through downtown would be reduced, and for some trips travel times would increase substantially compared to existing conditions or bypass concepts.
- North-south capacity would be reduced, resulting in added congestion on city streets and I-5.

WSDOT conducted further analysis as documented in the Surface and Transit Scenario Year 2030 Analysis Results, which are included in Appendix W, Screening Reports, of the Final EIS.