



# Alaskan Way Viaduct and Seawall Replacement Project

## Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

**Contact Information:** At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

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☒ Check here if you would like to be added to the project mailing list.

### 1. Choose a topic:

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative        | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives    | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other                               |
| <input type="checkbox"/> Rebuild Alternative        | <input type="checkbox"/> Surface Alternative       |  |
| <input type="checkbox"/> Aerial Alternative         | <input type="checkbox"/> Seawall                   |  |

What are your comments about the project?

I-034-001

Seattle's waterfront ~~may~~ is the most valuable  
public asset that we possess. I would encourage  
a long-term vision on this project. I encourage  
a tunnel (not bypass tunnel) in order to  
create a waterfront that will make Seattle's  
waterfront comparable and competitive with other  
great waterfronts (San Francisco, Long Beach, Chicago etc).

(Please use additional paper if you need further comment space)

### I-034-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-034-002

(2)  
In addition to the use of a tunnel; I would like to see cars removed completely from the waterfront area to the trolley. \* This would enable a ~~totally~~ boardwalk, pedestrian friendly, tourist friendly, retail business friendly environment that is badly needed in Seattle and would contribute to the overall attraction of Seattle as a "destination" as well as created a destination of downtown to locals. The market is proximity to the waterfront (both jewels of the city —) and is just a great and unique opportunity to make this an exciting new city.

\* I would like the ~~the~~ Committee to look at the most profitable, popular and economically viable areas in the nation right now. ~~in~~ in terms of destination areas. A quick look at California especially shows that areas where autos have been removed have been the most successful in recent years. Santa Monica, CA, Universal Citywalk, the waterfront of San Francisco & San Diego are all testaments to this. The people drive great distances and pay large ~~to~~ sums (just to park) to visit these auto-free zones. Particularly poignant is the fact that these are in areas where

## I-034-002

The lead agencies agree that the Alaskan Way Viaduct Replacement Project provides a unique opportunity for the City of Seattle and Puget Sound region. The preferred alternative is to replace the existing viaduct structure with a tunnel along the Seattle's central waterfront area. As a result, the existing viaduct structure will be removed, which will open up the waterfront and help to create a much more pedestrian-friendly environment compared with existing conditions. We are not proposing to eliminate all traffic from the Alaskan Way surface street, because this roadway provides critical connections to the Washington State Ferries Terminal, local businesses located on the waterfront, and the Port of Seattle. However, we are committed to improving and enhancing conditions along the waterfront for pedestrians and bicyclists. The final configuration of the Alaskan Way surface street and promenade will be determined by the Central Waterfront Project being led by the City of Seattle.

I-034-002

autos dominate the landscape. These are loud and clear signals that ~~the~~ auto-free urban zones are of great interest and desired all over the nation. (See Portland, Chicago, Austin etc etc). Please, let's start planning some of our city for the people who pay taxes, who use it and who would get so much more use out of accessible space that finally would not truncate the city from its precious waterfront resource.

I-034-003

Finally, I hope that the cost is not the determining factor. I would be happy to pay more taxes to fund a long-term, beneficial solution in terms of use, noise, pollution, & public space, future city growth & profitability.

Thank you for the information and presentation tonight.

CS

I-034-003

Thank you for your comment. Cost was one of the factors the lead agencies considered in selecting the preferred alternative, but it was not the determining factor.