

AWV Draft EIS Comment Form Results:

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Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-159-001 Dear Committee, I ride on the viaduct every day. The views of the city and of Elliot Bay are inspiring to me, any day of the year. To think about driving this stretch in a tunnel is depressing. Traffic usually flows along well, which is why I vote for rebuild rather than aerial, but when there is a traffic jam due to an accident or a ballgame, can you imagine sitting in a carbon monoxide-filled tunnel?? If the rebuild wins, contract visual artists to help with the design. Make it a beautiful viaduct - perhaps mirror the triangular structure of the baseball stadium. The triangle is the strongest form in architecture, and this kind of design would allow one to almost "see through" the viaduct. I am very opposed to the tunnel for the reasons I mentioned above, and because it seems there will be a lunge for the prime real estate that will open up. Frankly, I think the waterfront we have now is very vibrant. Building a tunnel instead of the viaduct isn't suddenly going to attract business people down to the waterfront to "stick their big toes in the Sound," as one newspaper article wrote. Our waterfront is cold many times, and full of tourists and homeless people. But the music on the pier, the boats, shops and restaurants are fine as they are. We don't need more retail there, set up by companies profiting by the building of a tunnel. Also, if there was an earthquake, I would much rather be above the ground, than below. The surface alternative is ludicrous. The waterfront would be unapproachable, loud, and dirty. Please consider the PEOPLE of Seattle when these alternatives are decided. I'm on the viaduct twice a day, most of the year, rain or shine. I love the view, and the feeling that I am "home" when I look around up there. Sincerely, Laura Drake

I-159-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. The lead agencies have determined that it would not be wise to make such a substantial investment to build a narrow roadway that would not meet today's safety standards for the SR 99 mainline. Instead, elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.