

***Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form***

Name: Paul Lukes

Address: P. O. Box 27227

City: Seattle

State: Wa

Zip: 98165-1727

E-mail Address: paullukes@comcast.net

Affiliation (optional):

I-613-001

Comments: I was born, and spent the first 12 years of my life, in Prague, Czech Republic, a city renowned worldwide for its immense beauty. A very significant part of this enchanted city's character owes to the actions of Charles IV, emperor in the 14th century, who with his architect planned and greatly expanded this city with eternity in mind. As I was growing up there in the 20th century, my childhood had been deeply enriched by the vision of these two men, who had given me, and millions of others, a tremendous gift which spanned across 6 centuries. Seattle also has one such gift, the Olmstead Park and boulevard plan. All citizens of this region can travel through greenery from Seward Park, along the shores of Lake Washington to Greenlake, most oblivious to this gift, now a century old. Unfortunately, Seattle's legacy is also plagued by two urban tragedies; the destruction of Denny Hill and the Alaskan Way Viaduct. Were the viaduct not there, it would now be unthinkable to cut the city off from its primary view, destroy its most valuable land, and force all buildings facing the fine view of the Olympics and Elliott Bay to turn away from it, just to escape the noise and view of this monstrosity. As it is now in place, many suffer the lack of vision of any alternative. Some speak of the nice view, momentary as it may be, afforded from the viaduct. These people should be paying attention to their driving, and not endanger others as they gawk at the view at 60 mph. Others complain about the risk of some marginal inconvenience for a few years of commuting as the alternative, a tunnel, was being constructed. It is unthinkable that the selfish concerns of a few about such a slight and temporary inconvenience should dictate effectively permanent decisions affecting all, as well as the city's overall economy. Yet others fret about the marginally increased cost,

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

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yet if I were a guessing man, I'd venture there's a significant overlap between these people and those who vociferously demanded the construction of two stadium facilities for 700 million dollars, facilities used but a few times each year by a select group. Further, any discussion of cost must necessarily address overall economic impact, and it is transparently clear that removing the viaduct would lead to a tremendous amount of waterfront development and greatly increased tax base, while simultaneously blessing all future generations with a much finer city. This is a no-brainer, it is unimaginable that a repeat of the viaduct urban tragedy is even being considered as a viable option. A tunnel option is the only reasonable one, and Mayor Nickels deserves admiration in these cynical and political times for being willing to put his name behind this. Anything short of a tunnel would be a mindless tragedy.