

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

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Comments: There is a clear 'bias' from the information presented that the 'tunnel alternative' is the best solution. This is illustrated in several ways. 1. The photo simulations for the tunnel alternative are more 'cheery'. The photo simulations for the elevated alternative appear more 'dreary'. 2. I question this fundamental premise. The City of Seattle benefits economically more favorably the higher the price tag. This seems most apparent viewing where the funding comes and especially from; i.e., in parenthesis (tunnel only) for various portions of the package. Translation, "we will donate to this tunnel, because it is in our vested interest." 3. Though it could be not related. It is however very curious that the monorail project was kabashed. Mayor Nickels used his power to take back lands and rights-of-way. And viewing the map of proposed routes, I can now see the 'conflict of interest'. Is it true that land that was acquired for the monorail project were then sold back for a profit. This is sickening if it is true. I can honestly say that having a park along our waterfront would be nice, and this seems to be a major 'selling point' for the tunnel alternative...south of the park appears to be a chaotic (ugly) juxtaposition of on ramps and off ramps which is not very attractive. And it is not presented...In otherwords, "come view our beautiful park...and nevermind about that bunch of concrete down there". Also, Who is to say that there is not commercial interest that the city would also benefit from at our expense within the 'Park' and public right-of-way that the city controls.. Could there not be a proposal that places Alaskan Way under the viaduct (yes we would lose parking, but it could still be provided on the sides of the Alaskan Way similar to the Tunnel approach) and a park could still be located in the current Alaskan Way location. Aspects of the

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative.

Extensive analysis was done for all of the alternatives. Visual simulations presented depicted the current level of design available. Please refer to Appendix E of the Final EIS for updated visual simulations. The economic analysis was conducted based on the comparison of the current economic picture of waterfront retail and commercial businesses and does not included speculations about future land use and taxation possibilities. Appendix L, the Economics Discipline Report, presents the updated analysis for the Final EIS.

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tunnel, though very appealing, do not offset the negatives. In summary, the price tag is too high for the Tunnel. If we reduce the scope of the project to these fundamental parameters: 1. Which scheme that satisfies the needs at hand are the cheapest. 2. Which scheme that satisfies the needs at hand are the quickest..or rather are faster to implement and impact the existing the condition the least. Then the clear choice is the Elevated Alternative.