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AWWSP Team Office

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Alaskan Way Viaduct and Seawall Replacement Project
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To Whom It May Concern:

I attended the last hearing about the viaduct/seawall project. As a long time Seattle resident and user of the viaduct, I have many concerns about the changes that are to happen in the future.

First of all, I feel the decisions have already been made and the hearings, etc. are just a front. In some areas of the city some of the major projects have been decided long before the public could voice concerns/questions. Even when the public votes something down the politicians make it happen anyway and we the public end up paying. Well, enough of that.

I-240-001

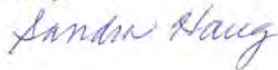
I would prefer rebuilding the viaduct or as a second choice the aerial approach. I use the viaduct as my main route to travel south/north, be it Georgetown, Burien, the airport or I-5. I always enjoy the view from the viaduct no matter what the weather. I like the ability to travel through downtown without having to deal with all the stops and shops.

I-240-002

I fear being caught in a tunnel because of an accident or tie up of some sort without well thought out safety precautions. I object to the idea of developing more retail and living areas in the space of the current viaduct. Why is it necessary? The developers want the additional resources for their pockets. I don't believe the best interest of the people traveling the viaduct every day is paramount, if retail and living space is more important. We all know traffic along the waterfront now can be a awful mess. Think of the impact without the viaduct. I-5 is not an option for those of us who live on the West Side of the city because it is already a nightmare.

In closing, I would prefer rebuilding the viaduct and the sooner the better. Thank you for your time.

Sincerely,



I-240-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. 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.

I-240-002

The tunnel alternatives are safe options. Emergency access, evacuation routes, ventilation, and fire suppression systems will be provided. Please see Appendix K, Public Services and Utilities Discipline Report, of the Final EIS for more information on the proposed safety measures.

Residential and commercial development are not likely to occur in the space where the existing viaduct is located. Much of the space would be needed for the Alaskan Way surface street, trolley, pedestrian walkways, bike paths, and parking. The Final EIS includes qualitative economic analysis to help describe potential development that might result from the project; however, planning for private development is not included in the scope of the EIS.