

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

- I-341-001** | I would prefer 1) Rebuild or 2)Aerial, even if the costs and time were the same. A few people would benefit from removal, but thousands use it, not just for transportation, but for the view -- use something besides a solid wall on each side: it's high on my list with out-of-town visitors. As for a "park", hang a pedestrian walkway half-way up on the water side with several access points. If additional parking could be worked in, this would be a big help in tourist season. Also, don't include Mercer St. or other non-essential areas in the initial plan: "too much, too vague", just like the proposal for the Commons a few years ago.
- I-341-002** | We lived with "ramps to nowhere" for years, we can do it again.
- I-341-003** |

Comments apply to:
Overall Project
All of the Alternatives

I-341-001

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.

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.

I-341-002

The idea of attaching a pedestrian walkway to the elevated structure has not been incorporated in any of the alternatives. In addition to safety concerns, the effort needed to climb the walkway and the noise impacts associated with the highway would likely limit its appeal to most pedestrians. Some parking will still be located along Alaskan Way as described in the Final EIS and Appendix C, Transportation Discipline Report.

I-341-003

The purpose and need of the project was revised in the 2006 Supplemental Draft EIS to include improving SR 99 from the Battery Street Tunnel north to Roy Street. This revision of the purpose and need addresses safety and access issues within the SR 99 corridor and in adjacent neighborhoods.