

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-354-001

My preference for alternates would be (in decending order of preference): 1) Rebuild Alternative or Aerial Alternative (prefer Rebuild in general -- cheaper, and the advantages of the Aerial alternative aren't of much appeal to me.) 2) Tunnel Alternative 3) Bypass Tunnel Alternative I am completely against the Surface Alternative. ---- Just a brief description of why I made these choices: 1) I live in North Seattle, and currently use the Viaduct to get from here to places south of the city (West Seattle, the airport) -- NOT the city itself. In other words, a bypass. 2) I really enjoy the view of the Sound when driving North; and I find that the smaller, narrower lanes keep large trucks and people intent on going at high speeds to a minimum. 3) The tunnels are nice, but expensive; and I'm not particularly interested in park areas near the waterfront, particularly if they will be used for anything other than open park spaces. Also concerned on how stable tunnels would be over the long-term -- i.e., will we be dealing with a problem of this magnitude in 40-50 years? 4) In terms of eyesores, noise, etc. -- I don't work downtown, and rarely go there, so I'm much less concerned. Again, very nice job summarizing all this information -- thank you!

**I-354-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild Alternative, and your order of preference for other alternatives. 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. Your comments regarding personal use of the viaduct are appreciated.