

AWV Draft EIS Comment Form Results:

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Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-405-001

I-405-002

My husband and I live on Queen Anne, and we use the viaduct often. Please do not replace the viaduct with the all-surface boulevard—it would be a traffic nightmare!! The tunnel options are not only extremely expensive, they also eliminate access from Queen Anne and other neighborhoods north of downtown. If we lose our access to the viaduct, or if the convenient viaduct becomes a congested surface street, we will be forced onto I-5, increasing traffic there. I realize that many people think the tunnel options would look better, but we have to be realistic in the face of limited tax dollars. I do not believe that the extremely expensive tunnel is the highest and best use of our tax money. Please either rebuild the viaduct, or build the new aerial. That will preserve the access and service that neighborhoods like Queen Anne have now, and will cost much less than the tunnel options. Thank you for considering my comments.

Comments apply to:
All of the Alternatives

I-405-001

The Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. For this reason, the Surface Alternative is no longer being considered. See the Final EIS for current information about the proposed build alternatives.

I-405-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

We also recognize your concerns about the high cost of building a tunnel. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. If the Bored Tunnel Alternative is selected, the City of Seattle would construct a new road between Alaskan Way and the Elliott/Western corridor.