

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-469-001

As a Seattle native, and waterfront resident for the past 5 or 6 years, I'm very aware of what a unique part of town the waterfront is. Through the ongoing conversation about the viaduct and seawall replacement, I've gotten a much clearer picture of what the waterfront MIGHT be in the future. I think most Seattleites view the central waterfront as a collection of tourist-oriented shops selling the same "gee-gaws" as most other major city waterfront areas. Some may pay the occasional visit for a concert or to enjoy one of Alaskan Way's three fine dining restaurants but, for most, the waterfront is a place to bring out-of-town visitors to shop for trinkets and pig-out on hotdogs or deep fried fish and chips. I'm sure Seattle residents do occasionally succumb to the need for deep fried fish, though it's getting to be a pretty infrequent guilty pleasure. As for the trinket vendors, I doubt that many locals visit those shops in a given week...or year, for that matter. The point is, today's central waterfront is not a part of town that area residents have much reason to frequent. Any plan for replacing the Alaskan Way Viaduct must take into account future public use of the central waterfront. The waterfront could be so much more than a tourist trap. With proper planning, it might be one of Seattle's most desirable areas serving the needs of locals and out of town visitors alike. The full tunnel approach, as opposed to the Bypass Tunnel Alternative, leaves Alaskan Way a 4 lane, local access street rather than a 6 lane Aurora-like thru-way. I think the Tunnel Alternative provides Seattle with the most options for future development of the waterfront.

Comments apply to:
Tunnel Alternative

I-469-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.