

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-471-001

When the Alaskan Way Viaduct (AWV) was built over five decades ago, the Waterfront and adjacent streets were filled with rundown piers and old buildings. In the 1960s, most of the old structures were torn down and turned into parking lots for the Seattle Worlds Fair. Starting in the late 1990s, condominium and apartment buildings were built, a new cruise ship terminal was built and the Waterfront will soon host the Seattle Art Museum Sculpture Park. Tourism and community activity along the Waterfront are now the driving factors in the area of the viaduct.

The effect of 110,000 vehicles on the homeowners in the immediate area is devastating. Noise, air, and water pollution are affecting us all and the concentration of people and vehicles is a poor mix. If the viaduct is so to be used as an alternative to I-5, then it must be put underground, insulated from the 50,000 people living along its length. We all know the seawall and viaduct have reached the end of their useful lifespan. The seawall does need to be repaired but the end of the viaduct is near and some other alternative must be considered.

Ultimately, the three leading agencies must answer to the 500,000 people who live within a mile or two of the viaduct. The decision to rebuild the viaduct, route traffic through our neighborhoods, and clog US-99, must not be made without our blessing. If we say, build it "Underground or Out of Town", then that is what we mean.

James R. Smith
The Alexandria Condominiums

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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.