

8 May 2004

Allison Ray  
WSDOT Environmental Coordinator  
Alaskan Way Viaduct and Seawall Project  
999 Third Avenue Suite 2424  
Seattle WA 98104

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AWVSP Team Office

Dear Allison Ray:

**I-526-001** Since we live in Burien we might have gone to Lafayette School in West Seattle, but that would have been farther than getting down to the Arctic Building, the Dome room no less where our wedding reception was held in 1948 when it was the Arctic Club. But we didn't even make that meeting, so I guess I have to write.

I have no sympathy for the people who have moved into office buildings or apartments that abut the viaduct. They knew it was there. I don't agree that it cuts anyone off; from 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> avenues one must be looking down a westerly street in order to see any of the harbor and its activity.

I remember when driving on the new viaduct one passed a lot of windows so dirty that noone could have seen anything out of them unless they were already broken, which many were. There were still railroad tracks crossing Alaska Way out onto the docks, and traffic on Alaska Way often was stopped by the switch engines and cars as they went out to the docks, so the viaduct was a very good choice at that time.

We depend on hiway 509 and the viaduct for quick access to downtown Seattle. When I see letters complaining about the viaduct and I look up the names in the telephone directory, I find that so often they live east of I5 and north of the canal, or on Mercer Island, or east of the lake, or even just east of downtown. They never use the viaduct!

So what do I want? I do not want to be trapped in a tunnel during a Juan-de-Fuca plate subduction zone earthquake.

The options to rebuild or go aerial keep an important feature: surface parking in the waterfront area. Without that parking the current commercial development along Alaska Way would not have happened nearly as soon as it did—if at all. A surface option would likely wipe out the parking.

So, yes, I favor staying elevated.

Sincerely,



Jean Dougherty Whisler  
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### **I-526-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial 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.