

QUEEN ANNE COMMUNITY COUNCIL
1818 First Avenue West, Seattle, WA 98119

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AWVSP Team Office

May 11, 2004

Allison Ray
AWV Project Office
Wells Fargo Building
999 Third Avenue, Suite 2424
Seattle, WA 98104

Dear Ms. Ray:

This letter sets out the comments to date by the Queen Anne Community Council on the Alaskan Way Viaduct and Seawall Replacement Project DEIS.

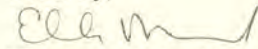
The economic future of the Queen Anne neighborhoods and adjacent neighborhoods are directly affected by the choice of preferred alternative for the AWVSR.

We believe that the preferred alternative must provide:

- Continued traffic mobility
- Excellent urban design
- Improved economic health and improved tax base for Seattle.

Most important to our neighborhood: The preferred alternative must retain or improve the present capacity for passenger and freight vehicles in both directions of SR99 in the AWVSR segments. The new north portal access to Elliott and Western Avenues must retain their present capacity.

Sincerely,



Ellen Monrad, President

cc: Representatives Helen Sommers,

Jeanne Kohl-Welles, Nancy Dickerson

President

Ellen Monrad

Board

Elizabeth Anderson

Scott Baker

Jason Bennett

Greg Bjorko

Sheila Callahan

Amy Carlson

John Coney

Denise Derr

Karen Ann Freeman

Craig Hanway

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Allen Panitch

Jeff Parker

Kirk Robbins

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Jack Soldati

Jim Smith

Mike Warren

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Several elements you mention are part of the purpose and need of the project. The preferred Bored Tunnel Alternative will improve safety and provide sufficient capacity to efficiently move people and goods to and through downtown Seattle. Because the project has evolved since 2004, please refer to the Final EIS for updated information. The preferred Bored Tunnel Alternative would remove the Elliott and Western ramps. The connection between Alaskan Way and Elliott and Western Avenues would be constructed as a separate project led by the City of Seattle. The Cut-and-Cover Tunnel and Elevated Structure Alternatives would include ramps between SR 99 and Elliott and Western Avenues.