

**Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form**

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- I-559-001** | **Comments:** In the Final EIS, please address the following concerns about the tunnel alternative: The significant impacts on West Seattle residents during the construction of this alternative. It is totally unacceptable to close the Viaduct down during even a portion of the construction without viable alternative transportation options. So far, the thinking on this has not been adequate. There will be a need for rapid transit -- there are a significant number of West Seattle residents who work on the eastside -- transportation options that are geared toward getting commuters downtown will not be effective at all for these commuters who are headed downtown. If this project goes forward, you will have an awful lot of people who will be riding the bus to the SODO area and then picking up a beater car that they park there in order to drive over to the eastside. Have you thought about Park and Ride lots south of I-90 for these folks? Or, just delay the project until Sound Transit 2 is complete. The cost of the tunnel option is prohibitive. How much has sea level rise been considered as part of the tunnel option? Have you seen Al Gore's movie? In relation to the rebuild option: the DEIS has not considered the positive urban design aspects of the rebuild/retrofit options. The views from the Viaduct are spectacular. Many, many more thousands of people will be able to enjoy those views from an elevated Viaduct than those that will be at the waterfront after tunnel construction. Also, there is an urban grittiness that is an important part of Seattle's waterfront that will be lost if the Viaduct is replaced by a tunnel. Have you experienced Boston's waterfront pre and post-big dig? The waterfront used to be a wonderful, ethnic, gritty, urban place. Now, it is an upscale playground for tourists. We should not lose the real Seattle waterfront -- funky, loud, gritty, and
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I-559-001

One of the major benefits of the Bored Tunnel Alternative is its ability to maintain the operation of SR 99 throughout the construction period. The current construction plan calls for only a short (several weeks) closure of SR 99 when the tunnel is connected to the other portions of SR 99. Details regarding construction plans and effects on transportation facilities and services is provided in the Final EIS Appendix C, Transportation Discipline Report.

Throughout the construction period and after the completion of the project, there will continue to be transit options from West Seattle that provide connectivity to the east side either through transfers in the Downtown Seattle Transit Tunnel, the International District or via direct routes such as the Sound Transit Express Bus #560.

I-559-002

The sea level is projected to rise approximately 1 foot over the design life of the facility, which is approximately 100 years. The potential rise in sea level has been taken into account in the design of all the build alternatives considered for this project.

I-559-003

The Rebuild Alternative is no longer under consideration because the lead agencies determined it would not be wise to make such a substantial investment to build a narrow roadway that would not meet today's safety standards. Also, the lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable. Please see Chapter 2 in the Final EIS for more information about the alternatives considered and why they were screened out.

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I-559-003

fun. This project should be for the people of Seattle, not the tourists.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.