

1 June 2004

I would like to submit my comment on the Draft EIS for the Alaskan Way Viaduct and Seawall Replacement Project.

- I-005-001** To begin with, I strongly favor the full tunnel option (not the bypass tunnel) for several reasons. First, it would reduce noise pollution in the downtown/waterfront area. Second, it will open up space along the waterfront that can then be used in new and improved ways, such as green / open space and parks for the public; new thoroughfares for bikes and pedestrians. Third, it will remove an eyesore from the Seattle skyline.
- I-005-002** Living in West Seattle, I also urge you to maintain traffic flows along SR 99 for as long as possible so that we are not forced into an lengthy Sunday drive simply to get downtown.
- I-005-003** Finally, I would like to say that with the tunnel option and the opening up of a new corridor for the city, I strongly urge the City of Seattle and the Department of Transportation to think creatively in the development of this new space. Is it really necessary to have 4 lanes of traffic plus two parking lanes??? What about a long, wide, tree-lined strip of paths and trails that can be used by pedestrians, tourists, cyclists, and others. Can we PLEASE not summarily give priority to CARS!?! There are others out there who would like to enjoy the waterfront as well. As it is now, it is an absolute nightmare for most cyclists to get through downtown. An opened up waterfront provides a fabulous opportunity to change that!
- The opportunity to replace the viaduct with an innovative and fresh approach to urban development should not be missed! Thank you!

Anonymous in West Seattle.

I-005-001

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.

I-005-002

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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three build alternatives.

I-005-003

The exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project being led by the City of Seattle. It is anticipated that the waterfront can become a premier public amenity for Seattle's downtown, the City of Seattle, and the Puget Sound region. There will be many opportunities for the public to participate in that master planning effort and to determine the future of their waterfront.