AWV Draft EIS Comment Form Results:

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Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-030-001 The traffic congestion in and out of the downtown area is well recognized as a major detriment to the city's image. After reading the article in the Seattle Times regarding the options being offered, and seeing the estimated average speeds and traffic times for the various alternatives, I believe the tunnel alternative provides the fastest movement of traffic through town. In the future I would expect the volume of traffic will only increase and these speeds and times will end up being overstated.

I base this opinion on the experience with I-5, I-405, and the Evergreen Point Bridge. I have been a resident in the Seattle area for 52 years, saw these highways built, and have seen the traffic on these highways become a disaster. I do not know the estimated life of a highway, but I believe they need to be constructed to handle estimated volumes fifty years in the future. Even the tunnel alternative doesn't seem to have been designed with this life span in mind. But, based on the speeds and times given, it does seem to be the option able to handle the highest volume. I would select this even though it carries the highest price tag and the longest construction time.

The biggest problem I see with the tunnel option is the constraint this concept places on future expansion

Comments apply to:

Tunnel Alternative

I-030-001

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.

The transportation modeling horizon year for this project is 2030, which was used to estimate traffic volumes during the operation of each build alternatives. Vehicle volumes among the build alternatives would vary, but only up to four percent depending on the screenline. See Chapter 5 of the Final EIS for the details about traffic operations for each proposed build alternative.