

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-057-001 | My preference would be for either one of the tunnels, if only to get rid of the ugliness of the current viaduct. Reconnecting the city with the waterfront is aesthetically pleasing and worth the cost, in my opinion, especially if the amount of traffic that can be carried by the new configuration is increased relative to today's viaduct. Regarding the two tunnel options, it is imperative that access at the north end to/from Elliott Ave. or Western Ave. be provided. Access to these streets is important for those living in the Belltown, Interbay, Magnolia, Ballard, and Queen Anne neighborhoods. If it is necessary to trade access from 99 to Alaskan Way against access from 99 to Elliott/Western, I think that access to Elliott/Western is much more important. The next best option after the tunnels would be an aerial structure. By far the least desirable option would be the "surface street" alternative. This will never move enough traffic to make a difference. A total waste of money. And Alaskan Way will be choked with traffic and pollution about 20 hours a day.

I-057-002 |

I-057-003 |

Comments apply to:
Overall Project

I-057-001

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-057-002

FHWA, WSDOT, and the City of Seattle acknowledge your concerns about access to the Elliott/Western corridor. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. If the Bored Tunnel Alternative is selected, the City of Seattle would construct a new road between Alaskan Way and the Elliott/Western corridor as an independent project.

I-057-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.