

AWV Draft EIS Comment Form Results:

Name: Mindy Black
Address:
City:
State:
Zip Code: 98109
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-073-001** In an effort to make our city livable into the future I support the tunnel option. Asuming we will be disrupting traffic for several years with any of the options then the end result should create something better than what we have now. The viaduct as is severly limits the use and enjoyment of our greatest asset-the waterfront. We are a martime city and have completely cut off the heart/birth place of the city from the water. The area of the roadway at Alaska Way needs to be maintained at its current size with no net increase of surface area. The area should be no larger than 5 lanes total for driving, parking, turning and deliveries. Ive seen wonderfull studies by the city and Allied Arts which locate additional traffic to improved downtown streets and the Trolley to Western Avenue. Moving the trolley puts pedestrians and tourists between shops in Pike Place Market and Pioneer Square and the waterfront providing equal oportunity for access and use! The lid should cov! er the tunnel from Pine to Battery Street. The end result should provide quality public space for commercial and non-commercial use and enlrvine the waterfront edge which will supply new vitality and activity to the downtown neighborhoods.
- I-073-002**
- I-073-003**

Comments apply to:
Tunnel Alternative

I-073-001

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-073-002

With the Bored Tunnel Alternative, Alaskan Way would have the same number of lanes as it does today through the central waterfront. Cross streets will be in the same locations as they are today. If the viaduct was replaced by a tunnel, large areas of open space would become available. This new space could be converted into a variety of new uses (e.g., a waterfront promenade, bike and pedestrian paths, and expanded streetcar service). Also, if the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown. The City of Seattle is leading the planning effort for the central waterfront, including the location of the streetcar. Please refer to the Final EIS for more information on how the alternatives have developed since the 2004 Draft EIS and how the preferred alternative was selected.

I-073-003

A lid was incorporated into the design of the 2006 Cut-and-Cover Tunnel Alternative and evaluated in the 2006 Supplemental Draft EIS. It was included in the project, due in part to numerous 2004 Draft EIS public comments requesting the lead agencies to consider a lid in the Pike Place/Belltown area. The proposed lid would extend north from where SR 99 emerges from the tunnel's north portal near Pine Street to Victor

Steinbrueck Park near Virginia Street. The design for this lid structure with the current Cut-and-Cover Alternative is described in this Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.