

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-080-001

Thank you for allowing me to contribute to the conversation regarding this most important project. I am highly supportive of the tunnel alternative for replacement of the viaduct. This will greatly enhance the usability of the surface areas on the waterfront, reduce noise pollution, provide for a cleaner and more accessible downtown corridor and contribute to making our city a shining gem in the Puget Sound region. We have already lost the majority of industrial users in this location and have seemed to focus more on development of tourist industry for the central downtown waterfront, which I believe is much preferable, allocating other, more suitable locations for industrial use. Why not make it a stellar project?

I-080-002

Regardless of what solution is eventually chosen, however, it must include the incorporation of greater mass transit options into the design. Light rail accessibility should be implemented into any design option chosen. We MUST quit trying to do everything on the cheap in Seattle and move our city into the 21st century with vision and an eye to becoming a truly international hub. Currently, we continue to be a small player and if we fail in this task, we will condemn ourselves to more of the same.

I-080-001

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-080-002

The alternatives analyzed did not include items other than those directly relating to replacement of the existing viaduct. High capacity transit (HCT) is not precluded from being implemented in the SR 99 corridor, though there are not any plans to incorporate it at this time. Transit enhancements are included in the Moving Forward Projects and the Bored Tunnel Program. See the Final EIS for more information.