

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-078-001

In the long term, it really does seem that the tunnel alternative would be the best for the City as a whole. Avoiding the barrier that would result from the rebuild or aerial options would significantly improve the livability and appeal of the City to downtown employees and residents, as well as tourists. Although some have expressed concern about the windfall current residents may receive from removal of the barrier, the more important consideration is the long-term benefit to the economy and quality of life downtown as new residents and visitors are attracted to the area. And much as I love the view from my car while I'm on it, I don't think the viaduct should be viewed as a scenic route -- rather, it's a critical transportation corridor and the speed of travel through it should to be maximized. The tunnel alternative is also superior to the others as to noise, travel time and construction time. It costs about 15% more than the replacement/aerial/bypass -- a smaller differential than I expected considering the exciting benefits it is likely to provide to the economy and livability of the City, over the long term.

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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.