

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-228-001

From the standpoint of a person in a car or truck, the full tunnel alternative is clearly the best (and the most expensive). From the standpoint of longterm ecology, limiting automotive exhaust in the city will greatly facilitate the quality of life for future generations. What are the serious rapid-transit and public transit components of this project? It would be great to make the waterfront a pedestrian friendly place accessible by effective transit options to parking areas away from the center of the city waterfront. Thanks for the careful and impressive work you have done so far in providing options for this enormous project.
Dave Hall

I-228-002

Comments apply to:
Overall Project

I-228-001

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-228-002

The alternatives analyzed in the 2004 Draft EIS focused on replacement of the existing viaduct. Mid-to-high capacity transit developments are being addressed by other agencies, specifically Seattle Department of Transportation (e.g., South Lake Union Streetcar), King County Metro (e.g., RapidRide), and Sound Transit (e.g., Link Light Rail, Sounder). Potential fixed guideway high-capacity transit (HCT) alignments that have been developed in the long-range plans for these agencies and at present do not include the SR 99/Alaskan Way Viaduct corridor. Potential future pedestrian enhancements in the waterfront area would be addressed in the Central Waterfront Project being led by the City of Seattle.