

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

**I-272-001:** I am very concerned about the possible conversion of the viaduct and adjacent area into a surface street. Such a conversion would be incompatible with a multimodal pedestrian focused waterfront. Minimization and mitigation for the extensive noise and safety issues presented by this alternative would be virtually impossible. These impacts would reduce the historical and touristic value of Seattle's waterfront and degrade property values in the vicinity.

To rebuild the viaduct with another aerial structure presents similar challenges. Such a roadway is not visionary. It reduces property values along its eastern margins through continued degraded views, and makes the waterfront appear 'stuck' in a 1950's design mentality.

**I-272-002:** Tunnel options provide the best alternative(s) for through-traffic, and provide a excellent opportunity to transition into a seamless transportation corridor with the Mercer Street tunnel. They enhance neighborhood property values by developing views and segregate pedestrian and vehicular traffic in this tourist area.

I would support either tunnel option as effective for the future transportation and city design needs of Seattle.

Comments apply to:

All of the Alternatives

### I-272-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Your objections to the Surface and Rebuild Alternatives are noted. The Surface Alternative is no longer under consideration because it does not meet the project's purpose and need to provide capacity to and through downtown Seattle. The Rebuild Alternative is also no longer under consideration, but elements of this alternative have been incorporated into the Elevated Structure Alternative that is included in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The project has evolved since the publication of 2004 Draft EIS. Please see the Final EIS for current configurations of the proposed build alternatives.

### I-272-002

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.