

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

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Yes

Project Comments:  
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- I-294-001** I'd like to see the tunnel built to replace the viaduct at least as far as Broad Street--and more tunnel later to replace the Mercer mess. Doing half a job rarely is cost effective, like replacing the viaduct and shoring up the seawall. Looking at the future of the city, an open waterfront would be a huge asset, and hiring the people needed to build the tunnel and the new seawall could go far to improve our current employment situation. Every job created makes at least two others, so we'd be a much more prosperous city. To deal with the traffic jam while the tunnel is being built, I'd put big tolls on I-5, and have shuttle busses every 10 minutes coming into and out of and around the city center from big park-and-ride lots north and south. And what about trains? Shutting down the viaduct would surely put more people on Sounder. For huge trucks coming from Canada, etc, it might be worth running a special ferry from Mukilteo to Tacoma.
- I-294-002**

Comments apply to:  
Tunnel Alternative

### I-294-001

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-294-002

The ideas and concepts provided in your comment are noted. Specific construction mitigation measures related to traffic rerouting and downtown capacity are being developed as part of the Final EIS. Various strategies are being developed to balance the duration of construction with the level of access to, from, and through the downtown area.

More information about construction traffic mitigation strategies being considered for the Alaskan Way Viaduct Replacement Project can be found in the Transportation Discipline Report, Appendix C, of the Final EIS.