

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

**I-340-001** Excellent that we're now moving forward on the project. Seattle has to embrace feasible, state-of-the art solutions to it's problems--and traffic in this city is quite a problem. My two cents regarding the Alaska Way Viaduct/Seawall Alternatives basically boils down to: choose a tunnel alternative--not just a simple aerial/replacement. There are many reasons that I have behind this choice:  
1) increased roadway capacity--if Seattle continues to grow at the pace it has in the recent past, the number of cars that will be going through that part of town will only increase;  
2) the tunnel can be used as a re-enforcement of the actual seawall itself--the added expense and time necessary would be more than made up for simply because the tunnel alternative takes care of both the traffic and the deterioration of the seawall, all in one fell swoop;  
3) views from the city can be capitalized--those citizens and visitors who are in Seattle (and not just passing through on the road) can thoroughly enjoy the views of our majestic Olympics--and the area where the Viaduct now stands would be Oh-so-much better if it were a park or public place serving recreational activities, instead of partaking/participating in gridlock and road rage;  
4) the noise levels would be reduced considerably if the traffic were below street level--one of my main complaints from participating in the Diabetes walk (which went along the Viaduct) was that I could not hear the person walking next to me along the entire 3 mile walk. How bad must the noise be for visitors that are walking along the waterfront? How bad must the vehicle exhaust be? What must they think? What message is getting across, and what are these visitors taking home with them when they return from their Vacation to Seattle?  
5) most of Seattle's water-footage--not only that along the Puget Sound--is ringed by roads. It would be so much better to see something green and beautiful next to the water in the touristy areas for a change--more fitting to what we, as a city, want to be.

Comments apply to:

Overall Project

Tunnel Alternative

**I-340-001**

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.