

-----Original Message-----

From: Alaskan Way Viaduct Web Site [mailto:viaduct@wsdot.wa.gov]
Sent: Thursday, April 01, 2004 11:58 AM
Cc: awvmail@enviroissues.com
Subject: AWV Draft EIS Comment Form

AWV Draft EIS Comment Form Results:

Name: Donald Padelford
Address: 1221 First Ave # 2111
City: Seattle
State: WA
Zip Code: 98101
Email: dfp@dfpnet.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

FYI , my comments to WSDOT on this project are copied below

Donald F Padelford
Seattle

I-398-001 While I would prefer the tunnel option, I am uncertain as to whether we can afford it. Therefore it seems to me that there needs to be an examination of a higher-capacity variation on the surface alternative. I suggest that a 10 lane variation be looked at.

According to the EIS the total width of the right of way is 156 feet. The actual width of the Waterfront Trolley cross-ties is 8 feet. The EIS shows two bike lanes at 6 feet each; one is adequate. It shows a service lane at 13 feet; an 11 foot lane (same as the surface lanes) is adequate. It shows non-service parking on the east of the ROW; this can be accommodated off-site. Below is one iteration of a higher capacity surface option, starting from the existing promenade

feet

8 streetcar

8 service parking (pedestrian island at cross-walks)

11 service lane

6 bike lane

6 pedestrian island

55 five surface lanes (south-bound)

7 pedestrian island

55 five surface lanes (north-bound)

156

Obviously other iterations are possible.

I-398-001

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 Surface Alternative was eliminated from further consideration because it reduced roadway capacity, which does not meet the project's purpose. Please see Chapter 2 in the Final EIS for more information about the alternatives development process.

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.