

AWV Draft EIS Comment Form Results:

Name: Frank Schumann
Address: 956 18th Ave E., #8
City: Seattle
State: Wa
Zip Code: 98112
Email: schuff1@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-459-001** | I agree wholeheartedly with the opinion of the Seattle PI columnist (Brian Steinburg) who wrote in today's paper that, " Only the full cut-and-cover tunnel would allow the waterfront to become a great public, regional amenity". Indeed, the other alternatives are far inferior. A lid over the viaduct as it emerges from the tunnel at Pine Street would provide a direct pedestrian connection from the waterfront to the Pike Place Market. Also, there would be no net increase of roadway. It doesn't make sense to fill up all the newly liberated land on the waterfront with traffic lanes. Currently, all viaduct replacement options from the state and city show more than 70 percent of the Alaskan Way corridor is dominated by traffic; some lanes are dedicated to taxis and delivery trucks. We need to eliminate these special-purpose lanes and move the trolley to Western Avenue where it can become a part of Seattle's transportation system instead of a tourist ride. By doing this, we provide more open space and destinations for people, humanizing the waterfront.
- I-459-002** |
- I-459-003** |
- I-459-004** |

I-459-001

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-459-002

A lid was incorporated into the design of the 2006 Cut-and-Cover Tunnel Alternative and evaluated in the 2006 Supplemental Draft EIS. It was included in the project, due in part to numerous 2004 Draft EIS public comments requesting the lead agencies to consider a lid in the Pike Place/Belltown area. The proposed lid would extend north from where SR 99 emerges from the tunnel's north portal near Pine Street to Victor Steinbrueck Park near Virginia Street. The design for this lid structure with the current Cut-and-Cover Alternative is described in this Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

I-459-003

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. If this alternative is selected, the final configuration of Alaskan Way would be determined as part of the Central Waterfront Project led by the City of Seattle.

I-459-004

Construction of the Olympic Sculpture Park in 2008 led to the indefinite

suspension of the George Benson Line Waterfront Streetcar service because it displaced the vehicle storage and maintenance facility. King County Metro currently provides replacement service with fare-free bus service on the Route 99 Waterfront Streetcar Line. The routing and stop locations for this line do not exactly duplicate those of the waterfront streetcar; however, Route 99 serves the same neighborhoods—the waterfront, Pioneer Square, and Chinatown/International District. With the Bored Tunnel Alternative the final location of the streetcar will be determined by the Central Waterfront Project being led by the City of Seattle. Both the Cut-and-Cover Tunnel and the Elevated Structure Alternatives include the streetcar along Alaskan Way.