

1231 5th Ave N #301
Seattle WA 98109-3368
April 20, 2004

RECEIVED
APR 21 2004
AWWSP Team Office

Subject: Viaduct and Seawall Replacement Project

As requested, following are my comments on the Viaduct and Seawall Replacement Project.

I-474-001

1. I consider this to be the highest transportation priority for Seattle. I do use the viaduct nearly every day from my home on Queen Anne Hill to access Boeing health and fitness center in north Tukwila. Since the viaduct currently carries a significant portion of the traffic through Seattle, there is a continuing need for the capacity.


I-474-002

2. I fully support the underground tunnel approach and hope that it will facilitate both access to downtown and through traffic. My preference would include improved access to both Aurora and Elliott staying underground to avoid surface traffic as long as possible. Access to Seattle Center must be provided and integrated with the plan for Mercer Street improvements.

I-474-003

3. I also favor adding two HOV lanes. I consider this important and the only practical way to achieve increased capacity through the city. Although I support both light rail, the monorail and the need to build them out to maximum capacity, I believe that increased road capacity is also required to accommodate the population increase projected for 2050.

Sincerely,



John W. Southall

I-474-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for maintaining the current capacity of the existing viaduct.

I-474-002

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.

I-474-003

Thank you for your comment suggesting inclusion of HOV lanes in the project. None of the proposed build alternatives include dedicated HOV lanes. The preferred Bored Tunnel Alternative will include two lanes in each direction, both of which will be open to all traffic. Please see the Final EIS for current project information.