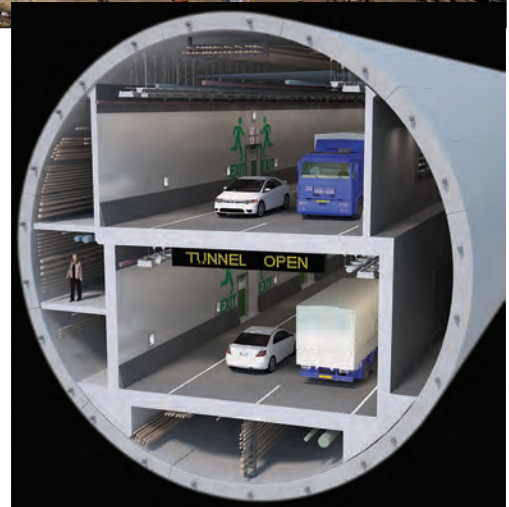
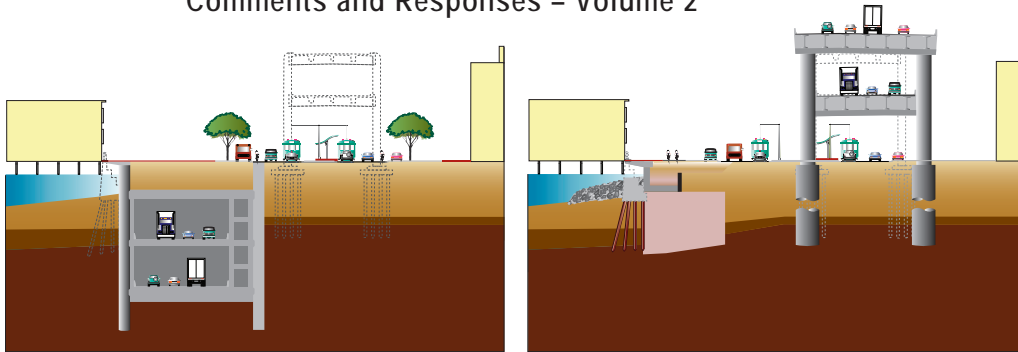


ALASKAN WAY VIADUCT REPLACEMENT PROJECT

Final Environmental Impact Statement

APPENDIX S 2004 Draft EIS and 2006 Supplemental Draft EIS Comments and Responses – Volume 2



Submitted by:
PARSONS BRINCKERHOFF

Prepared by:
PARAMETRIX



JULY 2011

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I-001-001

Comment Date – 4/2/04

Why not build a bridge type structure out in the water, that would go high enough so it wouldn't obstruct the shipping in there, the Piers could be at the end of the Pier docks or some place so it wouldn't interfere with the Piers at all. A bridge like structure I don't think would cost as much as what you contemplate doing right now.

I-001-001

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

I-002-001

Comment - 4/4/04

Yes I just wanted to say that I would like to have the Alaskan Way Viaduct rebuilt.
Thank you.

I-002-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-003-001

Comment – 4/21/04

This comment was received in the Leadership Group box on the project Hotline. The citizen gave their name but it was not understandable. The second paragraph is another comment by the same person left shortly after the first one in the same mailbox.

I can be reached at 206.448.6126. I have been trying to get a hold of Director Grace and I gave a message that I think might apply to you about the viaduct. I think it is worthwhile. We have to keep cars going from one point to another on the viaduct even though it's weak and cracked. What I am suggesting is putting steel strips layers along the highway each lane one two three across all the way end to end to fix it. Each lane one inch by ten feet, it should be no problem to lay the steel down. The topping would be cement for the cars to grip with the tires this way you have strength carrying across the load bearing by the length of each rectangle going right straight across. If there is problems with that just put a suspension above like the golden gate only a modern bridge for earthquakes and what not in the future. There will be a ramp going up made of steel and then topped off with cement is going up the slight rise with everything going fine. I think this a good idea, it is low cost its affordable and mind you apartment businesses hotels, restaurants, meetings and what not along each level covers up the huge bridge at each level. On the west and the east is a great opportunity for the City of Seattle, to join forces with the State and Federal to do something well down and cost affordable. Thank you.

I was cut off and I wanted to add a few things. This is crucial. My number you can call me 206.448.6126. I was talking to Grace, Director of Transportation, concerning the viaduct. Basically, as an addendum, please call Russ a billionaire many times over who was telling me about a research scientist that has ultra light, ultra ultra strong steel in the works in his company. His number is 206.222.0141. This may be a huge cost savings and of course one inch thick by ten foot wide by so much long and mind you the University of Washington can cook this thing.

I-003-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

I-004-001

Comment – 5/27/04

I just read an article in the Seattle Times, it is the Friday May 21st issue about a no-highway waterfront and I think that is a great idea. I didn't see it in the EIS as an option and I wonder why not. It is beginning to be pretty obvious that we can't afford to rebuild or even replace the viaduct, so why not just take it down and build a nice waterfront. Cars have to go away we just can't keep driving our cars all the time. Completely ridiculous, the world is running out of oil and it not a viable option to replace it or even rebuild it. I'd like to see this as an option, thank you.

I-004-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the 2004 Draft and 2006 and 2010 Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

1 June 2004

I would like to submit my comment on the Draft EIS for the Alaskan Way Viaduct and Seawall Replacement Project.

- I-005-001** To begin with, I strongly favor the full tunnel option (not the bypass tunnel) for several reasons. First, it would reduce noise pollution in the downtown/waterfront area. Second, it will open up space along the waterfront that can then be used in new and improved ways, such as green / open space and parks for the public; new thoroughfares for bikes and pedestrians. Third, it will remove an eyesore from the Seattle skyline.
- I-005-002** Living in West Seattle, I also urge you to maintain traffic flows along SR 99 for as long as possible so that we are not forced into an lengthy Sunday drive simply to get downtown.
- I-005-003** Finally, I would like to say that with the tunnel option and the opening up of a new corridor for the city, I strongly urge the City of Seattle and the Department of Transportation to think creatively in the development of this new space. Is it really necessary to have 4 lanes of traffic plus two parking lanes??? What about a long, wide, tree-lined strip of paths and trails that can be used by pedestrians, tourists, cyclists, and others. Can we PLEASE not summarily give priority to CARS!?! There are others out there who would like to enjoy the waterfront as well. As it is now, it is an absolute nightmare for most cyclists to get through downtown. An opened up waterfront provides a fabulous opportunity to change that!
- The opportunity to replace the viaduct with an innovative and fresh approach to urban development should not be missed! Thank you!

Anonymous in West Seattle.

I-005-001

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-005-002

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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three build alternatives.

I-005-003

The exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project being led by the City of Seattle. It is anticipated that the waterfront can become a premier public amenity for Seattle's downtown, the City of Seattle, and the Puget Sound region. There will be many opportunities for the public to participate in that master planning effort and to determine the future of their waterfront.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: _____

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98105

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other No Action
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-006-001 What are your comments about the project?

On the No-Build board - a quote from a Mr. Ryan Hanes indicates that experts believe the Viaduct will pancake in the same manner as I-880 in the Loma Prieta Quake. This is simply not true (and in fact, it's what lots of people said would happen before the Nisqually Quake - a major 6.8 event)

(Please use additional paper if you need further comment space)

I-006-001

The viaduct was not built to withstand major earthquakes. Over the last 50 years, engineers have learned a lot more about earthquake hazards in the Seattle area and how to design and build structures that can withstand the major earthquakes that have shaken the area in the past. Engineers now know that to withstand a major earthquake, the viaduct needs to have foundations that extend much deeper into competent soil, and it needs to be built of stronger materials.

Even if the current two-level viaduct structure does not pancake in a seismic event, the seawall that holds the soils in place along Seattle's waterfront could collapse, making the column footings of the viaduct structure vulnerable to collapse as well. As noted in Chapter 1 of the Draft EIS, the viaduct's foundations are embedded in the soil held back by the seawall. If the seawall fails, sections of the viaduct, the Alaskan Way surface street, and adjacent structures and major utility lines would collapse or cause other safety hazards.



Alaskan Way Viaduct and Seawall Replacement Project

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Organization/Membership Affiliation (optional): _____
Address: _____
City: _____ State: _____ Zip: _____
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-007-001

FROM WHAT I SEE FROM YOUR DISPLAY,
IT LOOKS LIKE THE TUNNEL WOULD BE
THE BEST - EVEN THOUGH THE COST IS HIGH.

(Please use additional paper if you need further comment space)

I-007-001

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-008-001

Name the new
Seawall

GRIBBLE
MEMORIAL
SEAWALL

I-008-001

Your thought for naming the seawall is appreciated. There is no official name proposed for the new seawall at this time.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

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Name: _____

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-009-001

Strong consideration should be given to rebuild - It's a viable cost-effective, and the least disruptive.

(Please use additional paper if you need further comment space)

I-009-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

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Name: _____

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98105

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-010-001

*Why hasn't a stand-alone seawall
renovation project been considered?
If RT10 fails, what happens?*

(Please use additional paper if you need further comment space)

I-010-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

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Name: _____
 Organization/Membership Affiliation (optional): _____
 Address: _____
 City: _____ State: _____ Zip: 98105
 E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-011-001

** Why is Mercer St. still included if the Battery Street Tunnel is unchanged? These reasons actually reduce eastbound travel times (Parsons-Bramlerhoff Study) and cost \$200 million while providing no transportation benefits and doing nothing about the viaduct/seawall areas that need repair.*

I-011-001

Proposed changes to Mercer Street (and other east-west streets north of the Battery Street Tunnel) would provide several notable benefits. The changes would improve connections between the neighborhoods in the lower Queen Anne and South Lake Union areas. They would improve response time for emergency service suppliers. In addition, they would provide a safe and direct east-west route for bicycles and pedestrians.

The Battery Street Tunnel will not remain unchanged. Under the Cut-and-Cover Tunnel and Elevated Structure Alternatives, work in the Battery Street Tunnel will include seismic upgrades, fire and life safety improvements, and increased vertical clearance. Under the Bored Tunnel Alternative, the Battery Street Tunnel would be decommissioned and closed.

AWV Draft EIS Comment Form Results:

Name:
Address:
City:
State:
Zip Code:
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-012-001 The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway. Building a new highway would be too costly and would reclaim the most prized part of downtown that has the potential to draw the public into the city. We need to perform the research on the various alternatives for rerouting and redistributing traffic with what we already have. This seems viable and would save billions of tax dollars.

Comments apply to:

I-012-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

May 31, 2004
Comments regarding the Viaduct replacement options
From a Seattle Citizen, P O Box 17023, Seattle WA 98127

RECEIVED
JUN 01 2004
AWWSP Team Office

I-013-001

I am sending in my comments as a matter of conscience. I don't think they'll make any difference to anyone, since minds have clearly already been made up, and there has been extreme lobbying by downtown groups, Allied Arts and others. But I do need to express my thoughts.

I attended two of the open houses. I found that the engineers who were on hand were informative and not biased. The information they presented was excellent.

I-013-002

However, the **bias** in the overall direction was clear at the open houses.

Slide Show

For example, the open houses featured an elaborate propaganda piece: the well-researched and detailed **slide show** that showed how the views from street level would improve if there were no aerial structure. Where **was the comparable slide show** that showed the views from a new aerial structure?

Here is how the monorail staff addresses the same question: *"Visual impact of the monorail can be viewed from two different perspectives: from the ground as a pedestrian and from the monorail train as a passenger. The pedestrians' perspective from the ground is primarily a negative impact in terms of scale, shade/shadow and view blockage. The perspective from the train would most likely be a positive visual impact giving the passenger a spectacular, constantly changing view of the Seattle skyline and surrounding amenities above the cars, trees and small buildings."*
http://66.102.7.104/search?q=cache:oyHGCAaBjfoJ:archives.elevated.org/project/tech_screening.shtm+seattle+%22view+from+the+monorail%22&hl=en

The same prominence should have been give to the views from an aerial viaduct alternative as was given to the views that were shown from ground level in the slide show.

And of course, there was no comparable slide show that showed the awful experience those drivers using the tunnel will experience.

I-013-003

Cost Estimating

In all of the cost estimating that was on display at the open houses, the cost estimating combined the sea wall replacement with the viaduct replacement.

That may be appropriate for the tunnel alternative, which incorporates the sea wall as part of the project.

I-013-001

Thank you for providing comments on the Draft EIS and attending project open houses. We are glad that you found the information provided by our engineers to be helpful and informative.

I-013-002

The analysis of impacts and visual simulations for the Elevated Structure Alternative is equivalent to the analysis provided for the other alternatives evaluated in the Draft EIS, Supplemental Draft EISs, and Final EIS. Attachments to the EISs contain further analysis and additional simulations for the alternatives evaluated. In the Final EIS, these can be found in Appendices D (Visual Quality Discipline Report) and E (Visual Simulations). Visual simulations are provided for views from the proposed facilities (including the tunnels) as well as from street level. For the tunnel alternatives, the loss of the panoramic view from atop the viaduct is acknowledged.

I-013-003

A road cannot be built without a foundation, and for this project the seawall would effectively form the foundation for both the surface street and any aerial structures along the waterfront. Therefore, for the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it is a necessary part of the overall project. For the Bored Tunnel Alternative, seawall replacement is not necessary for the operation of the bored tunnel facility, but it is necessary for the construction of the new Alaskan Way Surface Street and Waterfront Promenade, which are independent projects that will be led by the City of Seattle.

I-013-003

It is not appropriate to combine the costs in the other alternatives. For example, I understand from talking to one of the engineers at an open house that replacing the sea wall is estimated at \$.5 billion to \$1 billion. That is a separate project and is not a transportation project. While it needs to happen, it is not a viaduct cost, and should not be represented as such. Therefore, the cost to rebuild the viaduct or to do a new aerial viaduct is actually in the \$2.2 billion to \$3 billion range and should be shown in that manner. The sea wall expenses should be shown separately.

I-013-004

Cost Reduction:

The earlier figures for the tunnel ranged up to \$11 billion, and the Mayor was recommending it even at that price, which was laughable. Tremendous effort and research has obviously been invested in finding alternatives to reduce the cost of the tunnel to less than \$4 billion (including the sea wall). This brings it nearly into the same general price range as the other options. Was the same effort put into researching possible ways to reduce the cost of the rebuild or aerial option? The reduction in cost is certainly not as significant as the reduction in the tunnel option. **I don't trust that the same energy was invested in exploring ways to reduce the cost of the rebuild or aerial options, and I believe that further cost savings could be found if staff and/or elected officials were sufficiently motivated.**

I-013-005

Safety:

It appears that drivers will be expected to feel safe driving in a tunnel that is below sea level, and that is being built by the same people who cannot keep our floating bridges afloat....That is being built by the same people that approved putting water during a construction project into the pontoons that kept the Lake Washington Floating Bridge afloat:

To control contaminated water, the contractor severed the roadway drains that would have allowed water on the surface of the bridge to flow into the lake. After the drains were cut, essentially all water on the sidewalks and roadway surface of the floating pontoons drained into pontoon cells where it was collected for later removal. To prevent contaminated water from flowing over the side of the pontoons when hydrodemolition was in progress, water-collection barges were moored against the pontoons. The water that was collected in the barges was transferred temporarily into pontoon cells for later removal.

<http://66.102.7.104/search?q=cache:2YYaDrhfDIwJ:www.sgh.com/technicalpapers/tplac e.htm+sinking+of+the+floating+bridge&hl=en>

If the tunnel is at least open at the top, drivers could float to the surface.

I-013-006

Transportation Corridor

There are those who would like to stick their heads in the sand, and underestimate the importance of the viaduct in carrying traffic. They advocate not replacing the viaduct and believe the traffic can be absorbed in surface streets, on I-5 and other routes. I am glad I will likely be retired by 2008 and not commuting in that traffic, if that were to occur.

I-013-004

Efforts to reduce project costs are ongoing and will continue throughout the design process. This includes periodic detailed review by independent experts not affiliated with the project.

I-013-005

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

I-013-006

WSDOT agrees with your belief that the viaduct needs to be replaced with a new highway. Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street

I-013-006

There are those who use I-5 to commute and feel they will not be affected by what happens to the Viaduct. I believe they will be extremely affected if/when the traffic that is currently accommodated by the Viaduct would need to use I-5 instead.

Some people advocate widening the street along the waterfront to accommodate much of the traffic at street level. As one of the engineers told me at an open house, to accommodate the volumes of traffic that are now carried by the viaduct, the street traffic would be about the same as current traffic at Mercer and Valley. Not exactly an idyllic waterfront experience.

I-013-007

Views

It will be an extreme loss to the everyday person to lose the views that are available from the viaduct. They are breathtaking and are available to those who can't afford to live in the expensive downtown condos that will benefit from the removal of the viaduct.

In conclusion, for safety reasons all agree that the viaduct must be replaced. In my opinion:

I-013-008

- Transportation funding should be identified to rebuild the viaduct or to build a new aerial viaduct. This will likely cost significantly less than \$3 billion. Separate funding should be identified to replace the sea wall.
- While the "fix is in" in my opinion for a tunnel alternative, I still hope that the West Seattle Herald and Ballard News Tribune editorial will be considered: *"The aerial or rebuild options are among the least expensive choices on the table. Retaining a magnificent vista also makes them the most attractive."*

I-013-009

Or I hope that State Rep. Helen Sommers is correct in her April 2004 newsletter: *"I believe the more likely alternatives will be the rebuild or the new aerial."*

would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-013-007

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-013-008

A road cannot be built without a foundation, and for this project the seawall would effectively form the foundation for both the surface street and any aerial structures along the waterfront. Therefore, for the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it is a necessary part of the overall project. For the Bored Tunnel Alternative, seawall replacement is not necessary for the operation of the bored tunnel



April 2004

WASHINGTON'S UNIQUE PRIMARY ELECTION

For 70 years we have enjoyed a range of party choices in our unique "blanket" primary election. The voter could pick a Democrat in one race, a Republican in another, a Libertarian in the third, and on to a Green in yet another.

Almost all other states 1) allow only registered party members to vote in the primary, or 2) make the voter choose the ballot of one of the parties. Louisiana allows choice among all party candidates, but only the top two go on to the general election. So, it is possible to see two Democrats or two Republicans as the only choices—and probably none of the minor party candidates.

Last year the major parties challenged our unique primary in court. The federal court banned our open system, finding that the parties have the right to select their own nominees.



The Legislature approved the "top two" Louisiana model. In case of another court challenge, the bill provided an alternative—"open primary/private choice", where voters choose among candidates of one political party but the choice of party is private.

The Governor vetoed the first alternative. The Governor reasoned that the "top two" alternative was likely to be challenged, and that minor party and independent candidates have the right to bring their diverse views to the November ballot.

In summary, in the September primary you will choose a Democratic, Republican, Libertarian or other party ballot, but you will not be required to declare any party affiliation.

Phone: 360-786-7814
 Committees: Appropriations, Chair
 State Investment Board
 Wash. State Institute for Public Policy, Board

THE VIADUCT - HIGHEST PRIORITY

In transportation polling, the Viaduct rates highest even among residents east of Lake Washington. The Dept. of Transportation has completed initial analysis of five alternatives. They are: a six-lane tunnel, a four-lane tunnel, rebuild the present structure, a new aerial structure, and a six-lane surface boulevard along the waterfront. Costs range from \$3 to \$4 billion.

I believe two or three of the alternatives are not feasible. The all-surface boulevard would be a rush hour nightmare for commuters, business and industry traffic. The four-lane tunnel would eliminate the north portal (access from Elliott Ave. and exit to Western Ave.) and therefore be closed to all traffic to or from the Regrade, Magnolia, Queen Anne, Interbay, Ballard and further north, including industry along the Canal. The six-lane tunnel shows the north portal as an option, NOT included in the basic design, and is the most costly.

I believe the more likely alternatives will be the rebuild or the new aerial.

Public hearings are scheduled for: April 27, Dome Room, Arctic Bldg., 700 Third Ave., 4 to 7 pm; and April 29, Leif Erickson Hall, 2245 N W 57th St., 5 to 8 pm. Comments may also be sent by e-mail via the website www.wsdot.wa.gov/projects/Viaduct. Make your voice heard.

facility, but is necessary for the construction of the new Alaskan Way Surface Street and Waterfront Promenade, which will be led by the City of Seattle.

I-013-009

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild or Aerial Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

VIEWS

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COMMENT

Viaduct views

One unheralded factor makes it worth risking life and limb to travel along the Alaskan Way Viaduct: the amazing view.

Most of the time when the word "view" comes up during discussions on how to replace the viaduct, it's in the context of saving the precious waterfront vista for people who live and work downtown. The current viaduct, downtown boosters say, is a visual blight that cuts off the city from its birthright. Thus they drool at the thought of an underground tunnel that would keep all that annoying traffic out of sight.

The six-lane tunnel has its practical drawbacks — astronomically high expense, to name one — but on an aesthetic level, it would remove a view corridor for many Seattle drivers while "restoring" one that the city has lived without for close to a half century.

Travelers going either north or south on the Alaskan Way Viaduct get a spectacular view of the city and the water. It's an intangible benefit of the elevated structure.

Outlying neighborhoods like Ballard and West Seattle, which depend on this transportation corridor, should consider the view benefit that an elevated structure offers. Few people in the city can afford the kind of view they can get from the Alaskan Way Viaduct. It's a non-proprietary benefit of the structure.

A tunnel won't offer that kind of view. A surface boulevard, also under consideration for replacing the viaduct, won't offer it, either. (Indeed, by putting tens of thousands more cars on Alaskan Way, the surface boulevard will do more to cut off the waterfront from downtown than the existing structure does.)

Aesthetic appeal should not be the only consideration when choosing a replacement option for the Alaskan Way Viaduct. Downtown tunnel-hawks would do well to remember this. But the idea of preserving a view corridor that all of Seattle can enjoy should be a factor in choosing the best replacement.

The aerial or rebuild options are among the least expensive choices on the table. Retaining a magnificent vista also makes them the most attractive.



Levy renewal offers Seattle's children the chance to succeed

I-014-001

Comment – 4/2/04

Hi this is Eldon Davis, I live in Des Moines and I use the 509 freeway from Burien up to North Seattle once a week.

My question is or wonderment is;

I have never seen in any of the articles covering the replacement of the viaduct. What is to be done with 110,000 cars a day that use the viaduct? What roads will we be moved onto, will we be all moved over to I-5, will any surface streets in the middle of Seattle be designated for north south traffic non stop?

So I feel that's been ignored not telling people what's going to happen to those cars which I am one of. Thanks very much. 206.824.2215.

I-014-001

Once the viaduct replacement project is complete, most of the 110,000 vehicles currently using the viaduct will use the SR 99 replacement and surrounding streets. Please see the Final EIS and Appendix C, Transportation Discipline Report.

During certain construction stages, when SR 99 is closed, trips on the SR 99 corridor will shift to downtown streets and I-5, with most of the shift to local streets. Because of increased traffic on the local highways, some of the trips made today on SR 99 won't be made due to increased traffic congestion.

Strategies such as parking restrictions (to free up travel lanes), improved freeway operations, increased transit service, and programs to get more people out of their cars through transit, carpools, vanpools and telecommuting (among others), will help manage travel demand during the construction stages when SR 99 is closed. Final EIS Appendix C, Transportation Discipline Report, provides a more complete list of the traffic management strategies being considered for implementation during project construction. Through the transportation planning process for construction, the lead agencies will continue to refine these strategies as needed.

I-015-001

Comment Date – 4/2/04

Dale Nielsen - 523-5723

I think that surface option would be the best because the next time there is an earthquake it would be the easiest to fix. And if the plan coordinates with the sounder train they should just switch over to use the sounder train every hour during the construction time and maybe enough people will be converted during the construction that they won't need the maximum amount of roadways while they're doing the thing. Thank you bye.

I-015-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

The lead agencies have been working with transit providers, including Sound Transit, to maximize transit options during construction. Additional transit services will be provided during construction to help offset effects to traffic.

I-016-001

Comment – 4/2/04

I read the Seattle times article and of the alternatives I prefer either the rebuild or the aerial. You can have gorgeous landscaping and parks all over the place but there is only one place that has that gorgeous gorgeous unobstructed view of the Olympics and the water and the ferry boats and that is that viaduct, so it's a strong vote for either rebuild or aerial.

Maxine Keysling of Woodinville, thank you goodbye.

I-016-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-017-001

Comment – 4/1/04

Yes I vote to replace it with the rebuild as an alternative. My name is Michael Wilson and I can be reached at 206.426.4508

I-017-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-018-001

Comment – 4/1/04

Hello my name is _____ and I live on Beacon Hill. I can be reached at _____ but don't add my name to anything.

I am calling to urge that we adopt the tunnel alternative to replace the viaduct. I think we have a once in a lifetime chance to really alter the cityscape for the better here. Keeping the noise out and keep the views open and keeping the pedestrian sort of human size pedestrian access to the waterfront would just be a huge boon to the city, so, please tunnel, bye.

I-018-001

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-019-001

Comment – 4/1/04

My name is Diana Worth and I am 52 years old. I have lived in Ballard for about oh my goodness since about 1989 that's about 15 years and I drive on the viaduct a lot. I say rebuild it because, it works, I like it, and it is aesthetically very pleasing. When you look in the paper and it talks about the loss of parking and increased travel times it seems to me the very best choice. So that's it, my name is Diana Worth and I am registered voter and have been for a long time if that makes any difference. There you go that's it thanks a lot.

I-019-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-020-001

Comment – 4/4/04

Yes my wife and I are strongly in favor of the first alternative on the viaduct that is the rebuilding phase. Which would essentially leave the viaduct in tack at the end. We are in favor of this because of the view aspects. Visitors coming from and going to the airport as well as local residents who don't live downtown and don't have an opportunity to see the beautiful harbor and feel that it is not caused a separation between the Alaskan way area and the rest of the city. So please record us in that regard and please we hope the rebuild process will be the one that is chosen.
My name is Todd Vast and I live in Ballard.

I-020-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. While rebuilding the viaduct is not prudent, elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

Comment – 4/6/04

I-021-001

Hello John Worthington in Seattle commenting about the viaduct. I have to see it underground and it has to be three each way pretty much like it is now. I guess if I open up this I will say I support the tunnel, the six-way tunnel beneath Alaskan Way. And I also believe that it should be part of the project to move the ferry to either West Seattle or Magnuson Park. Somewhere else. I think it just dumps a bunch of traffic in the middle of the streets. I know it's an institution with Wendy and Marva and Wonderdog and all that, but now is the time since the moll borers have taken their course I would like to see them consider moving it to West Seattle since the West Seattle freeway is right there to accommodate the traffic a little easier. I just think it also makes a better look in our backyard or our front porch or however you want to call it the front porch the downtown project. I think they should be linked and I think that you should shoot for open spaces and usable spaces by the stadiums and cover the viaduct were you can.

I-021-002

I-021-003

That's my comment and I am sticking to it. I need a viaduct underneath I don't want to not build it at all, I have heard some people say on top. We have no other option but to build the tunnel so we can create the waterfront that we are looking to create to attract an or be an international destination. I think it is just imperative that the Alaskan Way viaduct be buried so that we can create an area by the stadiums free of the obstructed view of the water. So like I said I support the six-lane tunnel. Thank you.

I-021-001

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-021-002

The Alaskan Way Viaduct Replacement Project has a separate purpose, is funded separately, and cannot include any determinations for King County or Washington State Ferries operations.

I-021-003

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-022-001

Comment – 4/15

Hi my name is Adrian and I have not read the Draft EIS, however I have read about the projects, the alternatives in the paper several times and I am a user of the viaduct and so my priorities are to be able to keep using it and also I think that if it's possible to build the tunnel not only financially but logistically while retaining the current viaduct then that would be my choice because I would love to see the waterfront less interrupted by not only the visual but the noise of the viaduct. So those are my choices and my priorities. Ok, thanks.

I-022-001

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-023-001

Comment – 4/16

Hello my name is Jeffrey Markwart and I live 915 16th Avenue Seattle WA 98122. I would like the board to seriously consider the People's Waterfront Coalition that is written up in this week's Stranger edition. I think that just taking it down is the cheapest, most environmentally friendly, and public pedestrian friendly proposal that we've seen in Seattle for replacing the viaduct. I would seriously like them to consider the People's Waterfront Coalition as a viable and progressive solution to our problem. Thank you so much. You can contact me at 323-9055 with any questions.

I-023-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-024-001

Comment – 4/28/04

Hi this Joan Douglas. I am 72 years old and I live in the Top Hat area. I use the viaduct at least 5 times a week. And I am strongly in favor of retaining it, replacing it as it is, repairing it, as it is, or whatever. I do not want to go through a tunnel. I think it would be a mistake to put it along the waterfront as a street. It's practically impossible to drive Alaskan Way now so I can't imagine putting all that traffic down there. So far as people losing their views I think they bought knowing that the viaduct so they are not losing anything they didn't have from the beginning so to speak. So that's the way I feel about it. We should keep it like it is. Thank you very much.

I-024-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild or Aerial Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-025-001

Comment – 4/30/04

I would just like to remind the designers of the need to consider seriously both ends of this project. Most people are more interested in the tunnel versus the viaduct. I am more interested in seeing that for example in the South end that there is adequate on and off ramps to handle the traffic generated by Safeco Field and Seahawks Stadium as well as the ferry terminal. At least 100 times a year there are events at Seahawks or Safeco and of course the ferry traffic is steady year round. On the other end there is going to be according to the mayor another 25,000 to 30,000 jobs in the South Lake Union area. Those people have to have a way to get to and from work and the viaduct could be one of those ways. Likewise if the workers are going north or east it is imperative although not a part of this project to provide access to I-5 and also direct access to 520 for those 25,000 to 30,000 people who will not live in Seattle. Those are my comments and I suspect that some of these will have to be set aside for the future but at least provide a way that they can be provided in the future and not hindered by what you do now. Thank you for listening, my name is Bob Tate and my address is 9406 NE 14th St, Clyde Hill, WA 98004. My phone number is 425.454.8420 and I am on the 520 Advisory Committee. Thank you for listening.

I-025-001

The ramp and roadway configuration planned in the south end of the project area is expected to provide sufficient capacity near the Port, railroads, and stadiums in this area. Planning efforts for this project have considered the eventual population increases in the South Lake Union area.

I-026-001

Comment – 5/30/04

Hi my name is Karen Baer, and I live in Seattle at 10742 2nd Ave NW and I do not want a tunnel, I want the Alaskan Way Viaduct replaced as it is. I don't think that this should be an opportunity for developers to make more money and I don't think a tunnel is smart, I think it is just going to just suck up more dollars. It needs to be the least expensive and I think replacement is fast and I would never be able to enjoy the waterfront if Alaskan Way was not there because I would never go there. I am not going to go there for high priced development like is already down there. So, strongly, strongly, strongly against the tunnel and extremely favorable towards simple replacement. Thank you.

I-026-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-027-001

Comment - 5/30/04

This is Patricia Ronhour, 206.243.7417. I live in the South Area in a place known as Seaheast, WA and I use the viaduct regularly. I want the viaduct retrofitted, rebuilt, replaced in the air, pretty much as it is now. It works great it carries many thousands of cars every day, its beautiful from the water and from the City it hurts nothing. It allows the businesses that are already there to function nicely and I feel the tunnel just frees the air to build condos for somebody else and to build more skyscrapers and the inconvenience of the many many years it will take to put it in is unbearable. I actually feel that the choice that the Chamber has of putting a tunnel in is far too expensive and we can't afford it. It seems to me for a time the City would pay attention to what they can afford and the people who use the viaduct like it. Thank you very much.

I-027-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-028-001

Comment – 6/1/04

Hi my name is Barb Christenson and I really think it would be a shame to deny all those people who use the viaduct even once in while especially when taking visitors along the water showing them the city and everything and putting them in a tunnel and I don't know why you don't higher somebody like Cal Trava to do a beautiful bridge kind of structure that would go along the waterfront that would have a nice connection to the street below, and something beautiful for people to look through to the water beyond. There is definitely an opportunity for an incredible city symbol at that point and I hope you would consider it. Thanks bye.

I-028-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. The aerial structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Joel Adams
Address: 1624 Boren Ave
City: Seattle
State: wa
Zip Code: 98101
Email: joelcadams11@hotmail.com
Affiliation (optional): Skanska USA Building

Would like to be added to the project mailing list?

Yes

Project Comments:

I-029-001 It is my opinion that the only alternatives worth considering are the tunnel variations. The obvious point being that they open up the waterfront to development. Secondly, they will replace the most garish aspect of downtown life. I've lived in Seattle for three years and I think its a beautiful city on the whole. However, a dissapointment for me was seeing this massive snake of concrete, (at eye level from most side streets), between myself and the water.
I realize most of us can have very little understanding of the true expense that would be involved with the tunnel alternative, but I believe even those who do not support it will wish they had when they see yet another towering concrete mass or 8 lanes of surface streets.

Comments apply to:

Tunnel Alternative

I-029-001

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.

AWV Draft EIS Comment Form Results:

Name: Frederick S. Adamson
Address:
City:
State:
Zip Code: 98012
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-030-001 The traffic congestion in and out of the downtown area is well recognized as a major detriment to the city's image. After reading the article in the Seattle Times regarding the options being offered, and seeing the estimated average speeds and traffic times for the various alternatives, I believe the tunnel alternative provides the fastest movement of traffic through town. In the future I would expect the volume of traffic will only increase and these speeds and times will end up being overstated.

I base this opinion on the experience with I-5, I-405, and the Evergreen Point Bridge. I have been a resident in the Seattle area for 52 years, saw these highways built, and have seen the traffic on these highways become a disaster. I do not know the estimated life of a highway, but I believe they need to be constructed to handle estimated volumes fifty years in the future. Even the tunnel alternative doesn't seem to have been designed with this life span in mind. But, based on the speeds and times given, it does seem to be the option able to handle the highest volume. I would select this even though it carries the highest price tag and the longest construction time.

The biggest problem I see with the tunnel option is the constraint this concept places on future expansion

Comments apply to:

Tunnel Alternative

I-030-001

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.

The transportation modeling horizon year for this project is 2030, which was used to estimate traffic volumes during the operation of each build alternatives. Vehicle volumes among the build alternatives would vary, but only up to four percent depending on the screenline. See Chapter 5 of the Final EIS for the details about traffic operations for each proposed build alternative.

AWV Draft EIS Comment Form Results:

Name: Rob Adamson
Address: 5511 First Avenue S.
City: Seattle
State: WA
Zip Code: 98108
Email: rob@drapery.ws
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-031-001

The major consideration has to be maintaining through capacity, which means the seawall and cut/cover tunnel or the aerial structure. At the same time it seems reasonable to do without an elevated thoroughfare on the waterfront if possible. Freight volumes, public transit and high numbers of commuters may be best handled with the full-capacity tunnel alternative. It seems to me the time frame to complete the full-capacity tunnel alternative also weighs in its favor. The cost is higher, but the difference to us as taxpayers is relatively inconsequential. It seems likely to me the construction impacts may be more logically mitigated with the tunnel option. Thanks.

Comments apply to:
Tunnel Alternative
Aerial Alternative
Seawall

I-031-001

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.

Providing capacity is a stated purpose of the project; see Chapter 1 of the Final EIS for the project's purpose and need statement. 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.

1122 E. Pike #667
Seattle, Washington 98122

Douglas J. Allmon, Ph.D.
Licensed Psychologist #1133

(206) 323-0330 Office

1 April 2004

Ms. Allison Ray
AWV Project Office - Suite 2424
999 Third
Seattle, WA 98104

Regarding: AWV "Cut & Cover" Design

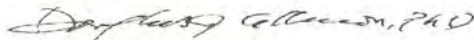
Dear Ms. Ray:

The "Cut & Cover" design was once discussed as an option for the AWV, yet currently I hear little about it. The semi-submerged feature of "Cut & Cover" (C&C) appears to me to have numerous important advantages:

1. Every expense estimate for C&C has been lower than either tunnel or viaduct designs, I believe.
2. As opposed to tunnel designs, the C&C design requires much simpler engineering against water seepage and much less expense for construction.
3. As opposed to viaduct designs, the C&C design has several advantages -
 - a. less expensive
 - b. does not divide downtown from the waterfront
 - c. does not block water vistas from downtown
 - d. is not an eyesore.

Only a simple and low "hump" would divide downtown from the waterfront under the C&C design. I recommend it.

Best regards,



DOUGLAS J. ALLMON, Ph.D.

I-032-001

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-032-001

AWV Draft EIS Comment Form Results:

Name: jeff altman
Address: 18474 40th Pl NE
City: lake forest park
State: wa
Zip Code: 98155
Email: jaltman8@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-033-001 | [Abbreviations: alt. = alternative] 1. It sure was difficult to gain access to a copy of the DEIS, which was discussed by phone w. Ms. Ray. When you send a copy to a public access agency, that doesn't mean the public can readily see it, and it may take (many) weeks to surface. 2. Consider a 10 week (or longer) complete closure of SR 99 in the construction zone EACH summer, if that will expedite completion of the project. Possibly also for 2 weeks at Christmas-New Years (parallel to the annual Boeing and public schools closure). Object: save \$\$ and earlier completion. 3. My overall preference is the Tunnel alt. Second = Bypass Tunnel. 4. All excavated soils and spoils, and demolition detrius, and construction materials should enter and leave the site preferably by barge, then by rail, and least preferably by truck. 5. For the Tunnel alt., suggest: at-grade roadway on south end of project, and provide ramps to Elliott and Western Aves. 6. For the Bypass Tunnel alt., provide optional connection to Elliott and Western Aves. 7. For the Aerial alt., do at-grade roadway on south end of project, except do aerial/tunnel ramps to SR 519, without traffic signals. 8. For the Surface alt., do at-grade roadway on south end of project, except do aerial/tunnel ramps to SR 519, without traffic signals. 9. Thanks for reading this far!
- I-033-002 |
- I-033-003 |
- I-033-004 |
- I-033-005 |

I-033-001

When publishing environmental documents, WSDOT makes every attempt to ensure that the public, agencies, and tribes have timely and easy access to the documents. For public viewing, hard copies and/or CDs of the Draft EIS were distributed to several federal, state, and local agencies; local business and trade organizations; 16 local libraries; media contacts; and the project office. Electronic copies were also made available online.

I-033-002

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

I-033-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative, followed by the 2004 Bypass 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-033-004

The 2006 Supplemental Draft EIS, Appendix B, Alternatives Description and Construction Methods Technical Memorandum, discusses each of these haul methods. The Final EIS discusses the construction plans for the preferred alternative, although no single method for the removal of spoils will be selected as part of the EIS process.

I-033-005

FHWA, WSDOT, and the City of Seattle appreciate receiving your suggestions for various alternatives. The environmental process has reduced the number of alternatives in consideration to three: the Bored Tunnel Alternative, the Cut-and-Cover Tunnel Alternative, and the Elevated Structure Alternative. Many of your suggestions are reflected in the design of the final three alternatives.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Ann Anderson
Organization/Membership Affiliation (optional): _____
Address: 10037 47th Ave SW #2
City: Seattle State: WA Zip: 98146
E-mail: sostuffe@aathlink.net

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-034-001

Seattle's waterfront ~~may~~ is the most valuable
public asset that we possess. I would encourage
a long-term vision on this project. I encourage
a tunnel (-not bypass tunnel) in order to
create a waterfront that will make Seattle's
waterfront comparable and competitive with other
great waterfronts (San Francisco, Long Beach, Chicago etc).

(Please use additional paper if you need further comment space)

I-034-001

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.

(2)

I-034-002

In addition to the use of a tunnel; I would like to see cars removed completely from the waterfront area to the trolley. * This would enable a ~~to~~ boardwalk, pedestrian friendly, tourist friendly, retail business friendly environment that is badly needed in Seattle and would contribute to the overall attraction of Seattle as a "destination" as well as created a destination of downtown to locals. The market is proximity to the waterfront (both jewels of the city -) and is just a great and unique opportunity to make this an exciting new city.

* I would like the ~~the~~ Committee to look at the most profitable, popular and economically viable areas in the nation right now - ~~in~~ in terms of destination areas. A quick look at California especially shows that areas where autos have been removed have been the most successful in recent years. Santa Monica, CA, Universal Citywalk, the waterfront of San Francisco & San Diego are all testaments to this. The people drive great distances and pay large ~~to~~ fees (just to park) to visit these auto-free zones. Particularly poignant is the fact that these are areas where

I-034-002

The lead agencies agree that the Alaskan Way Viaduct Replacement Project provides a unique opportunity for the City of Seattle and Puget Sound region. The preferred alternative is to replace the existing viaduct structure with a tunnel along the Seattle's central waterfront area. As a result, the existing viaduct structure will be removed, which will open up the waterfront and help to create a much more pedestrian-friendly environment compared with existing conditions. We are not proposing to eliminate all traffic from the Alaskan Way surface street, because this roadway provides critical connections to the Washington State Ferries Terminal, local businesses located on the waterfront, and the Port of Seattle. However, we are committed to improving and enhancing conditions along the waterfront for pedestrians and bicyclists. The final configuration of the Alaskan Way surface street and promenade will be determined by the Central Waterfront Project being led by the City of Seattle.

I-034-002

autos dominate the landscape. These are loud and clear signals that ~~the~~ auto-free urban zones are of great interest and desired all over the nation. (See Portland, Chicago, Austin etc etc). Please, let's start planning some of our city for the people who pay taxes, who use it and who would get so much more use out of accessible space that finally would not truncate the city from its precious waterfront resource.

I-034-003

Finally, I hope that the cost is not the determining factor. I would be happy to pay more taxes to fund a long-term beneficial solution in terms of use, noise, pollution, & public space, future city growth & profitability.

Thank you for the information and presentation tonight.

CS

I-034-003

Thank you for your comment. Cost was one of the factors the lead agencies considered in selecting the preferred alternative, but it was not the determining factor.

Steven W. Andreasen
2000 Alaskan Way, Unit 157, Seattle, Washington 98121
(206) 443-2808 H.M. · (206) 628-7613 W.K. · Fax: (206) 628-7699
e-mail: steveandreasen@dwt.com

April 29, 2004

Ms. Allison Ray
Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

Re: Comments on Draft Environmental Impact Statement
(the "EIS")

Dear Ms. Ray:

This letter will confirm points I intend to make by way of oral comments at the EIS hearing on April 29, 2004.

I am responding to the EIS as a homeowner and on behalf of our family, which lives on Alaskan Way.

The neighborhood in which we walk to work, engage in recreational activities, and shop will be significantly impacted by the project, as described in the EIS. The project corridor is our front yard.

We recognize the need for dealing with the Seawall and the Viaduct, but believe that the EIS does not adequately address the following points, viewed from the perspective of a homeowner.

1. The EIS does not adequately address the options available to shorten the construction period, by the complete closure of the construction corridor to through traffic. Complete diversion of traffic away from the construction corridor during construction should be viewed as an alternative and considered in detail. This would reduce

SEA 1497287v1 (2504-300)
Seattle

I-035-001

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

The total construction duration for the Bored Tunnel Alternative is 5.5 years. At the end of Traffic Stage 7, up to a 3-week closure would be needed to connect SR 99 to the bored tunnel.

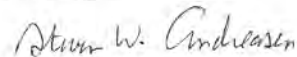
The total construction duration for the Cut-and-Cover Tunnel Alternative is 8.75 years. The construction plan for the Cut-and-Cover Tunnel Alternative would close SR 99 to all traffic for 3.25 years (39 months) between Royal Brougham Way S. and Denny Way. The Alaskan Way surface street would also be closed to north-south traffic during construction. The project will investigate opportunities to open at least one lane of traffic in each direction along the project corridor during major closure periods. Access to waterfront businesses will be provided. Complete closure of the viaduct would create 8 hours of peak congestion on downtown streets daily and would add 6 more hours of

Ms. Allison Ray
April 29, 2004
Page 2

- I-035-001** | the period of impact on the residential neighborhood and its businesses.
- I-035-002** | 2. If through traffic in the construction corridor is continued during the construction period, I do not believe that the EIS adequately assesses the way in which the diverted traffic will flow, and how it will impact our neighborhood and its businesses.
- I-035-003** | 3. I do not believe that the EIS adequately addresses the impact on residential property values within our neighborhood during and after the construction.
- I-035-004** | 4. I do not believe that the EIS adequately assesses the impact on local businesses, on which we depend for daily services and goods.
- I-035-005** | 5. Parking is already at a premium in our neighborhood. I do not believe the EIS adequately assesses the impact of the construction project on the availability of parking for guests who may wish to visit families living in the construction corridor, and for others who need parking in connection with local businesses.
- I-035-006** | 6. I do not believe there has been adequate consideration given in the EIS to mitigation measures to preserve the livability of our residential neighborhood during the construction period.

Thank you for the opportunity to provide these comments.

Sincerely,



Steven W. Andreasen

SEA 1497287v1 12504-500
Seattle

congestion each day on I-5.

The total construction duration for the Elevated Structure Alternative is 10.0 years. The Elevated Structure Alternative's construction plan would completely close SR 99 to all traffic for 2 to 4 months in Traffic Stage 4 and for 3 months in Traffic Stage 7. SR 99 will be restricted to two lanes in each direction throughout the construction period. The Alaskan Way surface street would maintain one lane in each direction by transitioning temporary detour alignments along the corridor as needed.

I-035-002

Additional information on traffic detours and associated strategies for minimizing and mitigating traffic delays are discussed in the Final EIS and its Appendix C, Transportation Discipline Report. Appendix C covers a wide range of transportation modes, facilities, and facility types, including SR 99, I-5, surface streets, intersections, transit, traffic accessing ferries at Colman Dock, and traffic accessing downtown sporting events.

I-035-003

Please refer to the Final EIS Appendix L, Economics Discipline Report, where you will find discussion related the potential economic effects of the project. WSDOT cannot speculate as to how the various factors that influence property values will come together at some future time.

I-035-004

The project team has been meeting with the business owners and the community as described in Appendix A, Public Involvement Discipline Report. The mitigation measures for transportation will be coordinated with surrounding businesses and are discussed in Chapter 8 of the Final EIS.

I-035-005

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-035-006

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. Mitigation measures addressing noise, parking, traffic, dust and other factors are included in the Final EIS and appendices. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods. The mitigation measures may also become part of the conditions for permits required for the project.

AWV Draft EIS Comment Form Results:

Name: steve andreasen
Address: 2000 alaskan way, unit 157
City: seattle
State: wa
Zip Code: 98121
Email: steveandreasen@dwt.com
Affiliation (optional): none

Would like to be added to the project mailing list?

Yes

Project Comments:

I-036-001

hello, i am responding to the draft eis as a homeowner and on behalf of my family, which lives on alaskan way in the project corridor. the project corridor is our residential neighborhood. after review, i do not believe that the draft eis adequately addresses the option of removal of the viaduct, and not replacing the structure. i believe that this costly project can and should be avoided. the seattle waterfront would receive a tremendous boost to livability, access, and the opportunity for new development and recreational opportunities without the viaduct in place, the need for accomodating vehicles could best be met through adjustments in existing roadways, and improvements to those existing roadways costing much less than the anticipated project. for this reason, i believe the draft eis is inadequate, and should be resived to consider this alternative. thank you. steve andreasen

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives

I-036-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Mildred Andrews
Address: 851 NE 56th Street
City: Seattle
State: WA
Zip Code: 98105
Email: gemilee@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- first improve the larger transportation network instead of building a new highway.

Comments apply to:
Overall Project

I-037-001

I-037-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4634 Form 261 CommentDate 4/28/2004
Krista Appleby Organization: commuter
Address: 4821 SW Graham City Seattle State: WA Zip: 98136

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

Appears to be very thorough review of alternatives. Graphics are very helpful.

My preference is for the Tunnel Alternative. Let's connect downtown to the waterfront. I am concerned with lost parking, but I'm sure that can be resolved. I find it a little odd that there's not more green park area in this scheme - perhaps similar to the thin park trails @ Myrtle Edwards. It would be great if this could all connect. Seems we've added a few more lanes of surface traffic - why can't service vehicles turn off the regular road?

I-038-001

I-038-001

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. Additional information on traffic, parking, and parks is also included in the Final EIS.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4625 Form 252 CommentDate 4/28/2004
Matt Appleby Organization: Commuter
Address: 4821 SW Graham City Seattle State: WA Zip: 98136

1. Choose Topic:

Overall	Tunnel *	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

The tunnel is by far the best alternative. The chance to open up the waterfront to the city is a chance that will not come again. The traffic and construction impacts seem fairly normal for a project of this scope. The issues seem to be:
1. The loss of parking along the waterfront. The will impact well into the downtown area with tourists and waterfront workers not having accessible parking.
2. Connection to the Coleman ferry dock. Has the future (proposed) expansion been taken into account? The access to the dock could really tie up traffic trying to get into downtown.
3. Terminal 46(?) (Hanjin Shipping) With rumors circling with the Port and developers, the has the potential to be developed by the time this project could begin construction. Will future access / loads be explored for this kind of contingency?

I-039-001
I-039-002
I-039-003
I-039-004

I-039-001

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-039-002

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities

- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-039-003

The lead agencies understand the importance of efficient access to Colman Dock and continue to coordinate with Washington State Ferries. All of the alternatives evaluated in the 2004 Draft EIS, 2006 Supplemental Draft EIS, 2010 Supplemental Draft EIS, and the Final EIS carefully considered not only the access to Colman Dock, but also the areas in which cars must wait for ferries. Appendix C, Transportation Discipline Report of the Final EIS discusses several important aspects of Colman Dock in relation to the preferred alternative, including measures of effectiveness, and operational impacts and benefits.

I-039-004

No specific development plans have been proposed for Terminal 46 at this time. If new types of development are proposed for this area in the future, the lead agencies would consider them as part of cumulative impacts and coordinate project efforts appropriately.

4/1/04

Ms. Allison Ray
AWV Project
999 3rd Avenue 2424
Seattle, WA 98104

Dear Ms. Ray:

I-040-001

In regard to draft environmental impact statements concerning alternatives for the Alaskan Way Viaduct, I wish to go on record as strongly opposed to any option that includes a widened surface highway along the Seattle waterfront. Such a thing would be an environmental and urban monstrosity, cutting off the city from its waterfront far more effectively than the present viaduct does—not to mention its ancient predecessor, the much-maligned Railroad Avenue, with its mass of congested railroad tracks! Resultant low-lying pollution, noise, and side-street traffic would further degrade the waterfront district. A widened surface highway along the waterfront would be a blight and a disaster.

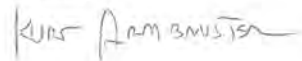
I-040-002

I have serious doubts about the safety of a tunnel along the waterfront, given the nature of the topography and likelihood of serious earthquakes in our area.

I-040-003

I believe that cost, engineering, and environmental factors combine in favor of duplicating the present viaduct, to modern seismic standards. In a perfect world, there would be no highway along the waterfront at all, but the Alaskan Way Viaduct is something several generations have been accustomed to, and the traffic needs of the region have come to depend heavily upon. I therefore favor the in-kind rebuilding option for the viaduct, with continued use of the existing Battery Street Tunnel.

Sincerely,



Kurt E. Armbruster
5207 12th NE
Seattle 98105
523-1693
kurat1@w-link.net

I-040-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your objections to a widened surface highway along the waterfront.

I-040-002

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

I-040-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since

comments were submitted in 2004, please refer to the Final EIS for current information.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 1628 Form 255 CommentDate 4/29/2004

DEIS Anonymous Organization:

Address: City State: Zip:

I-041-001

1. Choose Topic:

- Overall
- All of the
- Rebuild
- Aerial

- Tunnel *
- Bypass Tunnel
- Surface
- Seawall

- Construction Impacts and
- Other

Comment:

I-041-001

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.

AWV Draft EIS Comment Form Results:

Name: Bruce Arnold
Address: 105 S Main St, Suite 300
City: Seattle
State: wa
Zip Code: 98104
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-042-001 The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution – fixing the larger transportation network instead of building a new highway.

Comments apply to:
Overall Project

I-042-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Robin Atlas
Organization/Membership Affiliation (optional): _____
Address: 1900 Alaskan Wy # 508
City: Seattle State: WA Zip: 98101
E-mail: rattlas@coxblspeed.com

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-043-001

What are your comments about the project?

I live on the waterfront. I would like to see the city & WSDOT build a project that opens the waterfront so I like the Tunnel Alternative. I am concerned that if the Aerial Alternative is built ~~it~~ with the flyover will destroy our quality of life w/ the initial construction of the flyover then with the

(Please use additional paper if you need further comment space)

noise of the traffic and pollution from the cars. This is your chance to get one of the most important projects in decades right... Build the Tunnel

I-043-001

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.

AWV Draft EIS Comment Form Results:

Name: Mauricio Ayon
Address: PO Box 69255
City: Seattle
State: WA
Zip Code: 98166
Email: mauricioayon@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-044-001

I will ask you to consider the Latino workers that historically have been on Western Avenue seeking employment . They have come along way working with community members in Belltown. They are now organized inside the Day Worker Center (CASA Latina). If Day workers will be affected by the construction of the new viaduct, please consider relocation of their center to a suitable location with easy access to freeway and public transportation. I will also suggest that companies bidding for the work should be encouraged to hire workers from the center and help the economy of many people from our community.

Comments apply to:
Construction Impacts and Mitigation

I-044-001

In March 2009, Casa Latina moved to their new building east of I-5 in the International District neighborhood. The new location is outside of the Alaskan Way Viaduct project area.

WSDOT will comply with the federal requirements for disadvantaged business enterprise (DBE) participation. WSDOT cannot require contractors to hire workers from specific organizations. However, WSDOT can and does encourage contractors to work with local organizations and to develop programs that draw on the local labor pool.

AWV Draft EIS Comment Form Results:

Name: Sally Bagshaw
Address: 1107 1st Avenue #1806
City: Seattle
State: WA
Zip Code: 98101
Email: sally.bagshaw@metrokc.gov
Affiliation (optional): Downtown Seattle Residents Council

Would like to be added to the project mailing list?

Yes

Project Comments:

I-045-001 Please use this opportunity to capitalize on this major project to accomplish more than a multi-billion dollar rebuild of the cracking viaduct and aging seawall. A group of us are sending a letter asking for more regional cooperation to revitalize the waterfront, increase opportunities for people and goods to move through SEattle in a systemic way, and improve our economy and environment simultaneously. We need a regional czar to oversee and implement the project on the waterfront. Bypass tunnel should be covered at least to Battery Street.

Comments apply to:
Bypass Tunnel Alternative

I-045-001

Thank you for your comment on the Bypass Tunnel Alternative. This alternative is no longer being considered as it did not provide sufficient capacity. The Bored Tunnel Alternative would provide the greatest opportunity "revitalize" the waterfront, as you suggest.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: David Bailey
Organization/Membership Affiliation (optional): _____
Address: 2417 NW 59th St.
City: Seattle State: WA Zip: 98107
E-mail: dawbailey@netzevo.net

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-046-001

Given similar projects in the East.
I suggest re-examining the option of
filling underneath the present piers with
concrete and locating the tunnel under
the broadened shoreline.

(Please use additional paper if you need further comment space)

I-046-001

Thank you for providing your ideas for tunnel construction. Many years ago, it was common to build projects by filling in large aquatic areas. Many of the waterways in the Duwamish industrial area were created by filling in Elliott Bay and the Duwamish River. Over time this practice has changed because it eliminates important habitat for fish and aquatic species. As a result, it is highly unlikely that the lead agencies would be able to gain approval and necessary permits from several federal, state, and local agencies to construct the tunnel by filling in a large portion of Seattle's shoreline. A large-scale fill would reduce available habitat for fish and other aquatic species, many of which are protected by the federal Endangered Species Act.

In addition, a tunnel built entirely along the Elliott Bay shoreline would eliminate the waterfront businesses located on piers and it would impede commerce and navigation associated with the Port of Seattle and Washington State Ferry system.



Alaskan Way Viaduct and Seawall Replacement Project

RECEIVED
MAY 20 2004
AWSP Team Office

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Mr & Mrs Bruno Boim
Organization/Membership Affiliation (optional): _____
Address: 1900 Alaskan Way # 502
City: Seattle State: WA Zip: 98101
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-047-001

What are you doing. Our property values will plummet - car noise level will increase our views are history & much more dirt. Your alternative is NOT ACCEPTABLE. We're 67 years old; this project, literally, will last the rest of our lives.

(Please use additional paper if you need further comment space)

I-047-001

Thank you for sharing your concerns about the construction impacts of the 2004 Cut-and-Cover Tunnel Alternative. The construction of any of the build alternatives would result in effects, such as noise, traffic congestion near construction areas or detours, and visual impacts, but these effects would end when the project is complete.

The project has evolved since the publication of the Draft EIS in 2004. Since then, the lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due in part to its shorter duration of construction and fewer construction impacts along the central waterfront. The current project description and comparisons of construction impacts among the alternatives can be found in the Final EIS.



Alaskan Way Viaduct and Seawall Replacement Project

RECEIVED
JUN 01 2004
AWVSP Team Office

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Dwight C. Baker
Organization/Membership Affiliation (optional): K.C. FAC
Address: 11647 108th Ave. NE
City: Kirkland State: WA Zip: 98034
E-mail: dwightcbaker@yahoo.com

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|---|---|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative - <i>preferred</i> | <input checked="" type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

See attached typed comments dated 6-1-04. (2 pages) and photo example of need PKT access examples to downtown urban buildings for people moving vehicle systems.

(Please use additional paper if you need further comment space)

ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT

Draft EIS Comments

**Due June 1, 2004
999 Third Ave., Suite 2424
Seattle, WA 98104**

By

Dwight C. Baker

Citizen

**11647-108th Ave N. E.
Kirkland, WA 98034**

E – mail: dwrightcbaker@yahoo.com

**(Add to mailing list)
(Member: K.C. TAC)**

QUESTIONS 1, through 30 comments are as follows:

I-048-001

1. My first comment is: This "project" has an extremely broad impact. The time required to carry it out (4 to seven years estimated depending on alternatives and sub-alternatives selected). Will critically impact the dense urban zone in down town Seattle and the corridors of transportation extending both north and south for several miles. The General Public beneficiaries are the private businesses and property owners, and all the various levels of government are affected for the estimated four to seven years of construction, and beyond.

Therefore, I respectfully request that during the Draft EIS evaluation stage, prior to issuing your results of EIS comments, that you consider re-naming the "project" to call it a "PROGRAM" instead of a "project". That change would more fully imply the large scope and complexity and extensive time required and impacts on all persons traversing the area, to complete the detailed designs, carry out the program, and achieve the objectives and end results determined by the EIS over the life of the "program". The "program" should produce broad beneficial results for all, which results we may happily live with and within and improve upon for perhaps another 100 years or more.

I-048-002

2. I recommend the "Tunnel Alternative". I believe this to be the best combination of choices to achieve results which will enhance many aspects of competing uses of both Seattle and King County residents, downtown real property and business property owners, and visitors to the area for travel and international business, with proper engineering and cost evaluation trade studies and use analysis, especially the sequence of construction phases. I believe the Broad Street ^{detour} ~~bypass~~ has the best prospects of solving some of the north area issues *and construction time.*

I-048-003

3. I believe a great deal more time, money and attention should be given to the issues of Transit corridors, and various modes of transit, particularly to the METRO transit issues and solutions. Please look at automated driverless PRT systems for congested areas, such as the Morgantown W V. University system for interconnecting the peak hour transit demands, and the large event people moving tasks at events such as football, baseball, cruise ship traffic, and ferry traffic and university and hospital needs for connection..

I-048-001

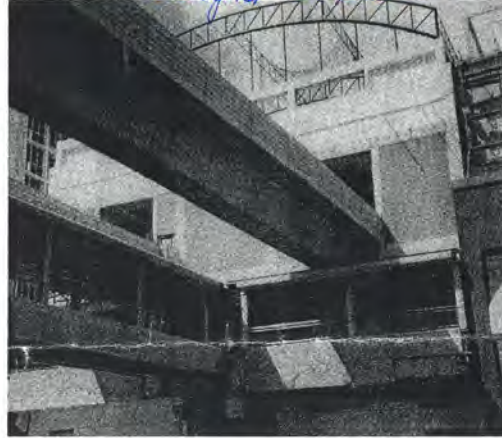
While referring to this undertaking as a "program" is an interesting idea, the terminology used for many years and understood by many parties leads us to continue to use the term "project" for the viaduct replacement. In the Final EIS, the project is part of the overall Alaskan Way Viaduct and Seawall Replacement Program.

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

I-048-002

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

*An Attachment to
EIS Comments 6-1-04
Dwight C. Baker*



LEFT: APM stations penetrate into terminal buildings, designed to be transparent and welcoming.
ABOVE: The Sengkang APM that distributes passengers from one of the outlying stations of Singapore's new, driverless rapid transit has been integrated into a community center.

justify those costs. No other cities have persisted in plans to build and other similar APM installations in CBDs.

There are a handful of interesting APMs at hospital complexes. Two were built in the 1980s—at Duke University Hospital in North Carolina, and another in Germany. A more recent one opened this past summer at Huntsville Hospital in Alabama—where an APM integrates several care facilities and office buildings with parking resources. Another is underway on the edge of downtown Indianapolis, where Clarian Health is headquartered. Here an APM is being built to save valuable staff time currently wasted in inefficient, traffic-slowed vans. Many other medical campuses are considering APM circulation to allow expansions, serve remote parking, and

better integrate their facilities.

APM SUCCESSES

Examples of successful urban development projects that utilize APMs effectively can be found in London, Copenhagen, Singapore, and Los Angeles. In all cases, real estate development has been combined with the staging and financing of APM services.

London: The British government established a temporary public authority charged with redeveloping an obsolete, derelict port and warehousing district just downstream along the River Thames from the Financial District in the late 1970s. Planning officials recognized the need for transit service, and a major commercial property developer decided to erect

diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-048-003

The alternatives analyzed in the Draft EIS did not include items other than those directly relating to replacement of the existing viaduct. Mid- to high-capacity transit developments are being addressed by other agencies, specifically Seattle Department of Transportation (e.g., South Lake Union Streetcar), King County Metro (e.g., RapidRide), and Sound Transit (e.g., Link Light Rail, Sounder). Potential fixed guideway HCT alignments that have been developed in the long-range plans for these agencies and at present do not include the SR 99/Alaskan Way Viaduct corridor. The Alaskan Way Viaduct and Seawall Replacement Program includes transit enhancements in the Moving Forward Projects and in the Letter of Agreement signed by the state, city, and county in January 2009. See the Final EIS for more information.

AWV Draft EIS Comment Form Results:

Name: Michael Baker
Address: 218 19th Ave E
City: Seat
State: W
Zip Code: 98112
Email: michael@bobcanhelp.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-049-001

I'm in favor of a limited-lane surface road alternative because it best meets the needs of the area in question: the waterfront. A rebuild or tunnel addresses the question of how to get through Seattle without dealing with the I-5 bottleneck, which has nothing to do with the waterfront, its relationship to the city, and how its integration with the city might become more fruitful for all concerned. Given that the disruption to the current traffic pattern is inevitable and long-term, we don't need to consider "replacing" the current traffic pattern with this proposal. It will obviously have to go somewhere during construction, and our efforts might be better spent managing where else traffic will go, and planning capacity extension along multiple avenues. You only have to visit the Embarcadero in San Francisco to see how successful a surface road alternative can be at satisfying the needs of various transportation constituencies without looking like a multi-lane freeway. Restricted-speed surface roads allow for into-city transport of freight, tourist traffic, and local circulation. They quite helpfully deter anyone looking for a speedy shortcut through the city, and create a calmer traffic pattern. They are easily integrated with our existing public transit system, and may even allow the expansion of the Waterfront Streetcar Line. Most importantly, they don't challenge current transportation behavior in inviting a waterfront experience rather than helping you bypass it entirely. The question of where existing traffic will go (and the larger question of how to get through or past Seattle) is really a separate issue, though a burning question in its own right. But let's try to solve that question by asking if it was ever a good idea to create a major secondary route through the heart of the city? There are a nexus of constituencies that were being served suboptimally by the existing structure. But it's not necessary to serve them all through a single replacement structure, and probably is not advisable. The city is planning at great expense to link parts of the city by light rail and (god forbid) Monorail; hopefully the city is considering the fact that public transit might serve a greater need than anticipated. Freight traffic to and from the waterfront belongs on freeways and again, rail options might prove a viable alternative. What it comes down to is making a choice about which question you want to solve: that of the region's transportation issues (which is not solvable with any single structure), or how to help residents live in their city?

Comments apply to:
Surface Alternative

I-049-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Ben Bakkenta
Address: 2348 30th Avenue South
City: Seattle
State: WA
Zip Code: 98144
Email: bbakkenta@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-050-001

I-050-002

I believe that the Alaskan Way Viaduct should be the Washington State Department of Transportation's highest priority project. Thank you for undertaking this important work, and providing an opportunity for the region's citizens to shape the direction of this project, which will have a long-lasting impact on the quality of life of the City of Seattle. This is a rare opportunity to reclaim a critically important part of downtown Seattle, and to reconnect the city to the waterfront. Unfortunately, all of the alternatives seem to treat Seattle's Central Waterfront as simply a linear, north-south corridor through which to move as many vehicles as possible. While there is some discussion of improved views with the removal of the aerial structure, none of the alternatives adequately address the urban design aspects of the project, or treat the waterfront area itself as an important amenity for the city, the region, or indeed the entire state. This is seen in the answers to the questions "How would the alternative change access?" "How would the alternative change bicycle access?" and "How would the alternative change pedestrian access?" Answers to the first question only describe vehicle access to the facility (be it tunnel, aerial structure, or surface alignment) from the north or south. In answers to the other access questions, the location of the linear, north-south bicycle/pedestrian Waterfront Trail is discussed. The analysis neglects to consider that there are over 20 locations where east-west street-ends in downtown Seattle intersect with Alaskan Way. (These intersections are discussed as potential points of vehicle congestion - presumably a negative in this analysis - but are not considered as critical features for equally important pedestrian and bicycle access to the waterfront.) Quite naturally, pedestrians and cyclists will want to cross Alaskan Way at these locations to the waterfront, its amenities, and its businesses. Most will not care to use pedestrian overpasses such as the one that feeds into the ferry terminal, or the new ones mentioned that could "possibly" be developed at Madison and Thomas Streets. At any rate, pedestrian overpasses are a poor substitute for direct surface crossings. A similar lack of information about pedestrian and bicycle use of streets and roadways is evident in the discussion of "How will streets and intersections operate?" Potential congestion levels are discussed at intersections, and vehicle volumes along roadways, yet there is no mention of the equally important function of roads as pedestrian and cyclist facilities. A tremendous - and growing - number of people walk and bike along these roads. Possible impacts to pedestrians and cyclists are not mentioned. With any of the alternatives, how will pedestrians and cyclists safely cross Alaskan Way? How many signalized, marked intersections will there be for pedestrians? Will there be pedestrian refuge areas - particularly in the alternatives with trolley elements? Boulevard landscaping? Pedestrian amenities such as benches, human-scaled lighting?

I-050-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and agree that this project is important to the region.

I-050-002

The final design of the Alaskan Way surface street is being led by the City of Seattle's Central Waterfront Project. The City recognizes the value of improving pedestrian connections and providing improved public space along the waterfront that will allow people to walk, bicycle, play, view Elliott Bay and the mountains, learn, and reflect. The exact configuration and types of activities (e.g., pedestrian and bike lanes) on the waterfront are not part of the preferred Bored Tunnel Alternative.

I-050-002

Directional signage? A Waterfront Trail traveling parallel to the waterfront is meaningless if there are no safe, direct east-west connections across Alaskan Way to the waterfront itself. In addition to these pedestrian and bicycle access issues, the DEIS also lacks a discussion of the character of the corridor itself. Many groups and individual citizens have commented in the media and in public forums about the potential for developing a significant amount of new open space - be it in privately developed plazas as part of commercial or residential redevelopment of the half blocks to the east of the present viaduct, or in public park land - as part of the project. Where in the DEIS are these issues fully discussed? This is the first time in a generation that the city and region have an opportunity to significantly reshape part of the region's urban core, and provide additional amenities that are otherwise sorely lacking. I point to the City of Portland's redevelopment of its riverfront, San Francisco's redevelopment of the Embarcadero, and Boston's reclamation of its direct water access. These cities developed public park areas, commercial and residential areas, promenades and urban amenities of which their citizens are rightly proud. Seattle should do no less. In other words, the DEIS seems to lack a discussion of how the waterfront of the City of Seattle will be improved with any of these alternatives. It discusses the potential to move a lot of vehicles THROUGH the city at high speeds, but does not talk about the ultimate effect on the shape and character of the city itself. They all lack a discussion of how people, be they tourists, residents or downtown workers, will safely access the waterfront and its attractions and amenities, and how this project will improve the Central Waterfront.

Comments apply to:
Overall Project
All of the Alternatives
Other Topic: The Waterfront as an urban amenity

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4621 Form 248 CommentDate: 4/29/2004
Mark Bandy Organization:
Address: 627 n 85th st City: seattle State: wa Zip: 98103

1. Choose Topic:

Overall	Tunnel *	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

build the tunnel and build it as fast as possible

I-051-001

I-051-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: S. Bartel

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98116

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-052-001

Such a small portion of the viaduct is in any danger of failing we should focus on that portion & repair it. Charlie Chong addressed it very well in his article that appeared in the West Sea Herald. We are being taxed & levied enough - what with the "studies" (a way to do power lunches & fill our pockets) going on from ~~the monorail~~ ^{the monorail}, now seawall/viaduct we've had enough.

(Please use additional paper if you need further comment space)

I-052-001

It is true that only a small portion of the existing viaduct sustained severe damage in the Nisqually earthquake in February of 2001. That portion was repaired for the interim. The structure is over 50 years old and nearing the end of its useful life. When built, it was designed to resist seismic forces less severe than we now know are possible in the Puget Sound region. The seismic standards in the 1950s were far below today's accepted design standards. Knowing what we do about the condition of the viaduct and the potential for catastrophic events, it would not be responsible or in the public's best interest to simply wait for the next event and risk loss of life.

**Alaskan Way Viaduct and Seawall Replacement Project Draft EIS
Comment Form**

RECEIVED
MAY 21 2004
AWSP Team Office

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information

At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Check here if you would like to be added to the project Mailing list.

Name DAGAN R. BAYLESS
Address 1710 COLLEGE ST.
City SEATTLE State WA Zip 98144
Email drbayl@yahoo.com

Organization/Membership Affiliations (optional)

Choose a topic

- Overall Project
- All of the Alternatives
- Rebuild Alternative Aerial
- Alternative Tunnel Alternative
- Bypass Tunnel Alternative
- Surface Alternative
- Seawall
- Construction Impacts & Mitigation
- Other _____

What are your comments about the Project?

I-053-001

I AM CONCERNED ABOUT THE EFFECT OF THE PROPOSED PROJECT ALTERNATIVES ON BELL TOWN DAY LABORERS. I WOULD LIKE TO SEE CASA-LATINA & MILLIONAIRE CLUB WORKERS EMPLOYED IN THE PROJECT AND WOULD LIKE TO SEE CASA LATINA ENSURE A FAVORABLE RELOCATION - CLOSE TO ARTERIAL, H2-WAY ACCESS AND THE DOWNTOWN CORE (RIDE FREE ZONE).
THANK YOU,
Dagan R. Bayless

I-053-001

In March 2009, Casa Latina moved to their new building east of I-5 in the International District neighborhood. The new location is outside of the Alaskan Way Viaduct project area. The Millionaire Club building also would not be affected by the project.

WSDOT will comply with the federal requirements for disadvantaged business enterprise (DBE) participation. WSDOT cannot require contractors to hire workers from specific organizations. However, WSDOT can and does encourage contractors to work with local organizations and to develop programs that draw on the local labor pool.

AWV Draft EIS Comment Form Results:

Name: Donald C. Bazemore
Address: 4068 SW Hanford St.
City: Seattle
State: WA
Zip Code: 98116
Email: dbaze3@comcast.net
Affiliation (optional): DB Assoc.,Architects

Would like to be added to the project mailing list?

Yes

Project Comments:

I-054-001

The most expensive solutions would be any of those that do not allow for the development of a world class destination waterfront park. The history of such facilities enhancing (increasing) adjacent property values, which also generate the associated property and retail sales taxes, is overwhelming. It is the only solution that provides a continuous public income stream into the predictable future. We must be long range smart. That such a park will greatly enhance the livability of our city is no small item, but the steady public and private income stream must not be denied. Thank you for this opportunity to share my thoughts with you.

Comments apply to:
Overall Project

I-054-001

A variety of opportunities for use of the waterfront have been evaluated in the 2004 Draft, 2006 and 2010 Supplemental Draft, and Final EISs. The design of the Alaskan Way surface street and promenade is being carefully considered and coordinated with the City of Seattle. It is anticipated that the waterfront can become a premier public amenity for Seattle's downtown, the City of Seattle, and the Puget Sound region. The exact configuration and types of activities on the waterfront are not part of this project.

AWV Draft EIS Comment Form Results:

Name: Laurie Beale
Address: 130 NW 56th St.
City: Seattle
State: Wa
Zip Code: 98107
Email: lkbeale@stoel.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-055-001 | The only alternative I am opposed to is the surface alternative. The viaduct provides an essential function of a north-south transportation link, and any alternative that reduces its functionality would greatly exacerbate the existing traffic problems on I-5.

Comments apply to:
Overall Project

I-055-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Paul Beaudet
Address: 714 Bellevue Ave E #701
City: Seattle
State: WA
Zip Code: 98102
Email: pbeaudet@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-056-001

I am writing to advocate for an option that doesn't appear on your preferred list. Tear the viaduct down, and replace it with a surface street of no more than 4 lanes. Replacing the viaduct with another aerial structure is unacceptable...the noise and visual blight degrade the urban experience. Tunnels are too expensive. We'd be spending too much to enable a car culture and accomodate commuters. A surface option that creates up to eight lanes of traffic does nothing to reduce traffic noise, create a pedestrian-friendly experience, or mitigate the severing of the waterfront from our downtown core. The only advantage to this surface option is that it improves the waterfront experience for those who will be enjoying the view from adjacent buildings. I suggest that we not try to replace the capacity for transporting automobiles through the city. Run a passenger ferry from West Seattle, add buses and improve the mobility of buses through our city core (perhaps dedicate Third Avenue as a transit only arterial?), and build and expand a monorail system. Follow the lead of Vancouver BC, which uses congestion as a growth management tool. Follow the lead of San Francisco, which had the courage to tear down its elevated Embarcadero. Create an attractive option for current car commuters: beautiful, quiet, park-filled family-friendly high-density in-city living options. Thank you, Paul Beaudet

Comments apply to:
Overall Project

I-056-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct, replace it with a four-lane surface roadway along Alaskan Way, and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Christopher Beck
Address: 1415 6th Avenue North #502
City: Seattle
State: WA
Zip Code: 98109
Email: christopherjbeck@mac.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-057-001

I-057-002

I-057-003

My preference would be for either one of the tunnels, if only to get rid of the ugliness of the current viaduct. Reconnecting the city with the waterfront is aesthetically pleasing and worth the cost, in my opinion, especially if the amount of traffic that can be carried by the new configuration is increased relative to today's viaduct. Regarding the two tunnel options, it is imperative that access at the north end to/from Elliott Ave. or Western Ave. be provided. Access to these streets is important for those living in the Belltown, Interbay, Magnolia, Ballard, and Queen Anne neighborhoods. If it is necessary to trade access from 99 to Alaskan Way against access from 99 to Elliott/Western, I think that access to Elliott/Western is much more important. The next best option after the tunnels would be an aerial structure. By far the least desirable option would be the "surface street" alternative. This will never move enough traffic to make a difference. A total waste of money. And Alaskan Way will be choked with traffic and pollution about 20 hours a day.

Comments apply to:
Overall Project

I-057-001

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-057-002

FHWA, WSDOT, and the City of Seattle acknowledge your concerns about access to the Elliott/Western corridor. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. If the Bored Tunnel Alternative is selected, the City of Seattle would construct a new road between Alaskan Way and the Elliott/Western corridor as an independent project.

I-057-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

----- Original Message -----
From: Jeannette Allée [mailto:kontakt@warmupcomedian.com]
Sent: Thursday, May 27, 2004 1:05 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: Viaduct Feedback

I-058-001

Replacement options for the viaduct should not dramatically increase any traffic on Alaskan Way or existing roads, therefore the cut-and-cover alternative looks preferable (other than utterly artful viaduct redone with stunning arches).

Increased traffic on those surface roads make the city feel inhumane. For example, although I live in Belltown/QA, a walk to Lake Union or Capital Hill is wholly unwelcoming due to those high traffic roads such as Denny.

I-058-002

The trolley should NOT be moved although it could make sense (and be helpful to the elderly and disabled) were it to turn up the hill and continue onto the Seattle Center.

Jeannette

I-058-001

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.

Your concern about traffic volumes on surface streets in the downtown area is noted. Information about traffic volumes with each of the alternatives can be found in Chapter 5 of the Final EIS and in Appendix C, Transportation Discipline Report.

I-058-002

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Linda Behrens
Organization/Membership Affiliation (optional): _____
Address: 2405 W. Boston St.
City: Seattle State: WA Zip: 98199
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input checked="" type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

I-059-001 What are your comments about the project?

* I really don't see how tunnel or surface options improve "life @ street level", or provide better waterfront/pedestrian access when there will be glorified vehicular boulevards, & cross traffic.

I-059-002 * Has anyone addressed beautifying spaces beneath an aerial or rebuild route?

(Please use additional paper if you need further comment space)

I-059-001

The Surface Alternative is no longer being considered. If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. The final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

If the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown.

I-059-002

With the preferred Bored Tunnel Alternative, the final surface street design and landscaping along Alaskan Way S. will be determined by the Central Waterfront Project, which is a separate project led by the City of Seattle. If the Elevated Structure is selected, the Alaskan Way Viaduct Replacement Project will address surface street design and landscaping along Alaskan Way S.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Linda Behrens
Organization/Membership Affiliation (optional): taxpayer, commuter
Address: 2405 W. Boston St.
City: Seattle State: WA Zip: 98199
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|---|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input checked="" type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-059-003

← Would provide most expedient access to Magnolia/Q.A. via Western/15th as well as North/South route.
← I like that I'm able to enjoy our spectacular aerial views of Elliott Bay and cityscape, in perspective rather than from street level.
← These 2 options appear to provide most long term N↔S. traffic volume capacity.

(Please use additional paper if you need further comment space)

I-059-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Geoff Belau
Address: 838 S. Donovan St.
City: Seattle
State: WA
Zip Code: 98108
Email: gbelau@mindspring.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-060-001

I strongly believe that the EIS needs to study options that focus on the larger transportation network. If San Francisco can demolish the Embarcadero freeway successfully - shifting the traffic burdens to other more feasible routes - without replacement, shouldn't we at least investigate that option for our own waterfront? I'm sure most are aware of the long term disruption and budget overruns on projects such as the "Big Dig" in Boston - it may be many years before that project even begins to live up to the early (and misguided) hype of the planners and engineers. Meanwhile, the damage to the existing fabric and its businesses will be forever. Let's think about what life might be like without a major highway along the waterfront now, before we get pulled along by the momentum of any ill conceived and under-funded notions of a new highway.

Comments apply to:
Overall Project

I-060-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: T. W. Bell
Address: 3425 - 41st Ave. SW
City: Seattle
State: WA
Zip Code: 98116
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-061-001** 1) The DEIS does not adequately address the short term and long term traffic impacts that would result to residents living south of the Seattle CBD if the Tunnel, Bypass or Surface alternatives were constructed. All three of these alternatives eliminate the existing direct access at Seneca St and Columbia St - which would double the travel times for many commuters coming from places like West Seattle. These impacts to CBD access would occur both during construction and once the new facility is completed. They would affect both transit riders and drivers of cars. CBD employers and businesses would be affected by reduced access. Only the Rebuild and Aerial alternatives maintain the existing direct access to the CBD and those are the only two acceptable alternatives in my view. I realize the DEIS reports traffic analyses looking at travel times for the different alternatives. My comments on this is there has obviously been little high level oversight and thought put into the traffic analysis - hence there are faulty conclusions. The travel times in the analysis mostly look at "through" traffic - as if this was the only important factor. In my view, it is not. Travel times into and out of the LARGEST CBD IN THE REGION are as important, if not more important. The traffic impact analysis is flawed by putting the focus on through travel times vs. access to and from the CBD. If not corrected there will be a horrendous backlash from the public once the impacts materialize. Because the DEIS does not emphasize the impacts that will result from making access more difficult (for the Tunnel, Bypass or Surface alternatives) Seattle's mayor, Council, legislative representation and the state Transportation Commission membership don't seem to understand what they will be facing. Downtown business interests don't seem to either. The bottom line to my comment is that the EIS needs to be reissued with a more comprehensive and understandable presentation of traffic impacts affecting access into and out of the downtown CBD. These impacts need to be compared between the alternatives and traffic mitigation needs to be proposed (and included in the project cost estimates) for alternatives that eliminate direct access at Seneca and Columbia. The access analysis needs to look at both impacts during construction and after the facility is open. 2) From a financial standpoint, given the huge risk the region faces should the Viaduct be taken out of service due to further damage or continuing settlement, I think the Rebuild option is the only reasonable choice for a replacement alternative.
- I-061-002**
- I-061-003**

Comments apply to:
Overall Project

I-061-001

The Final EIS addresses more completely impacts to south-end travelers. Please consult Appendix C, Transportation Discipline Report, of the Final EIS for more information on traffic impacts.

I-061-002

The Final EIS contains additional information about travel times by alternative. This information includes forecast travel times to the Seattle central business district from north and south trip origins. Please consult the Transportation Discipline Report (Appendix C) of the Final EIS for more information.

I-061-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Brooke Belman
Address: 5411 47th Ave SW
City: Seattle
State: WA
Zip Code: 98136
Email: bdbelman@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-062-001

I-062-002

I am a West Seattleite and I strongly favor the full tunnel alternative. There is not another alternative that would better fit with the City, its needs and the diverse constituencies that live and work in and around Seattle. The cost may seem like a lot to some, but in the long run we've got one shot at this corridor and we've got to do it right. My main concern is that the people of West Seattle have access in and out during construction. I leave 'in and out' open for the reason that access to I-5 and 1st Ave S. was not enough after the 2001 earthquake and I fear it won't be during construction for this project either. I support improvements to the current configuration to help get traffic off of the bridge and moving north and south and would like to see access to/from 99 maintained in some capacity during construction. Construction will be tough and access will undoubtedly be limited, but please try not to forget your friends on the west side. Also, this project has had the best public outreach I have seen on a project this size. Keep up the good work!

I-062-001

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-062-002

The transportation planning process for construction is ongoing. To date, a number of strategies have been identified to help West Seattle residents travel into and through the downtown area. The Spokane Street Viaduct project will add a ramp at Fourth Avenue S., which will help divert some in-bound traffic off of First Avenue S. Peak hour parking restrictions along First Avenue S. could also be implemented to provide additional roadway capacity.

Transit service to and from West Seattle will be greatly expanded and roadway treatments to improve the speed and reliability of buses travelling from West Seattle to downtown will be provided. Please see the Final EIS for more information on traffic impacts during construction.

AWV Draft EIS Comment Form Results:

Name: Randal Bennett
Address: 528 21st Ave E
City: SEATTLE
State: WA
Zip Code: 98112
Email: rbennett@lmnarchitects.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-063-001

give pedestrians a chance. tunnel. do not fill surface with wall to wall vehicles. 5-lane blvd maximum i.e. DECREASE CAPACITY. street car should be integrated into pedestrian walkway instead of increased r.o.w. and barricades. Euros have no difficulties running them down center of wide pedestrian walkways. shift surface traffic in place of exist viaduct (east), reclaimed r.o.w. should become pedestrian space on water-side. i am an architect with 10 years experience on urban regeneration schemes in (mainly) europe. trust me. easy for cars, trucks to find alternate routes-difficult or impossible for pedestrians. absolutely invaluable land for future of Seattle. think big.

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

From: Randal Bennett [mailto:rbennett@LMNArchitects.com]
Sent: Tuesday, June 01, 2004 11:52 AM
To: Ferguson, Sarah
Subject: RE: AWV Draft EIS Comment Form

I-063-002

Thank you. I'd like to add a comment if possible:
Keep tunnel lidded as it resurfaces past Pine Street and extend Alaskan Way on the lid to natural grade connections at Elliot and Western. The portion of Alaskan Way north of Pike Street would become destination traffic only: more pedestrian and residential scale, and avoid traffic conflict of rail crossing at Broad St. The extension of Alaskan Way on tunnel lid would add street frontage to property to south of Victor Steinbrueck Park, rendering it developable as pedestrian link down to waterfront.
Traffic solutions cannot be looked at in isolation and need to address multiple goals.

I-063-001

The Surface Alternative is no longer being considered. If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. The final configuration of Alaskan Way and the waterfront streetcar will be determined by the Central Waterfront Project being led by the City of Seattle.

If the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown. Please refer to the Final EIS for more information on how the alternatives have developed since the 2004 Draft EIS and how the preferred alternative was selected.

I-063-002

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.

6/22/2004

AWV Draft EIS Comment Form Results:

Name: David Benson
Address: 6700 39th Ave SW
City: Seattle
State: WA
Zip Code: 98136
Email: dlbenenson@stoel.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-064-001 It is critical to the future of Seattle to bury 99 and have useable community green space. It should allow for commercial and residential development as necessary to build the downtown community as a place that is alive past 5pm.

I-064-001

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.

AWV Draft EIS Comment Form Results:

Name: Robert Berghuis
Address: 4404 28th Pl, W.
City: Seattle
State: WA
Zip Code: 98199
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-065-001** I am 100% in favor of the Rebuild option. It will handle the highest volume of traffic in the shortest time period, it is least costly, has the least disruption, provides the most parking for those visiting or using the ferries, & provides a beautiful view of the waterfront to those of us who cannot afford to live on the water. I have driven the viaduct daily for the last 32 years & it is one of the special treats that a driver has in downtown Seattle. I enjoy the views (of small boats, large ships, Mt. Rainier, the Olympic mountains, stadiums, buildings, concerts, sunsets, para-sails, the list is endless) the action, & the aromas from the waterfront restaurants. I don't know how many times I've seen something that prompted me to follow up with a visit to the waterfront to participate in shopping, dining or activities. If I were limited to travel through a tunnel my visits to the waterfront & downtown would decrease considerably (out of sight, out of mind). We cannot afford a reduction in capacity since it is virtually impossible to increase the capacity of I-5 the other major alternative to N-S traffic through Seattle. My second choice would be the Aerial Alternative. However I do not understand why it would be proposed that the volume of traffic would be intentionally reduced on SR99 & that parking would be eliminated without increasing the capacity on Alaskan Way. I absolutely am opposed to any of the tunnel alternatives. They are too costly, take too long to build, have less capacity, & I do not want to be traveling below the level of Puget Sound in the event of an earthquake. I find the cost & volume projections to be very suspect & get the distinct impression that they were backed into in an attempt to get initial support when the reality is that they are considerably higher. I definitely do not believe that increasing the number of lanes on the surface streets from 4 to 6 on Alaskan Way will allow an increase in the traffic volume from 10,000 to almost 50,000, especially if as you project there will be more people walking across Alaskan Way to get between the waterfront & downtown. I also find the projection on the tunnel alternative that shows that Alaskan Way volume can be increased from 10,000 to 21,000 without an increase in number of lanes to be extremely dubious. The surface street option is too ludicrous to even consider. There is no way that 6 lanes of traffic will be able to move 74,000 vehicles a day & the travel time will be considerably higher than those projections. Talk about a barrier to pedestrians & a bottleneck for through traffic. The area population cannot afford another costly bill when we cannot handle the costs that we have now. Politicians need to be accountable & limit costs the way that the public must. How much money does the city stand to lose by eliminating the revenue from the parking under the viaduct? I don't see this included with any of the cost projections. Those with the most to gain are the downtown property owners whose views are blocked by the viaduct & stand to benefit at the cost of everyone else. No one I've spoken with has expressed their feeling that this is any more of an eyesore or barrier to the waterfront than the existing railway line that runs along the waterfront & disrupts traffic flow. We cannot decrease the volume of daily traffic moved quickly through the city & all options except the rebuild do exactly that. I firmly believe that selection of an alternative for this issue is too important to be left to agencies that have apparent biases. Ultimate decision making should be with the voters & I will oppose any attempt to railroad the voters. The Port of Seattle is notorious for deciding based upon their own agenda & making up their minds before accepting any citizen input.
- I-065-002**
- I-065-003**
- I-065-004**

Comments apply to:
Overall Project

I-065-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. The aerial structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report. "Before" and "after" view simulations of the alternatives can be found in Final EIS Appendix E.

I-065-002

We acknowledge your comment stating your concerns and preferences for the alternatives studied.

I-065-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. Lost revenue from the removal of parking meters/pay stations associated with the removal of parking spaces is presented in the Final EIS and Appendix L, Economics

Discipline Report.

Adjacent property owners could potentially receive indirect economic benefits associated with increased property values and increased potential for redevelopment. The City of Seattle may consider a Local Improvement District (LID) in the future, but it is not part of the project.

I-065-004

Thank you for stating your preference for the Rebuild Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information. The alternatives evaluated in the Final EIS maintain or improve traffic flow compared to existing conditions. Additional information about travel times and speeds for the preferred alternative is provided in the Final EIS.

FHWA, WSDOT, and the City of Seattle will continue to provide multiple opportunities for public involvement and feedback as we move forward with this project. FHWA, WSDOT, and the City of Seattle are working with the Port of Seattle on this project, but the Port will not decide which alternative gets built. Thank you for providing your comments.

AWV Draft EIS Comment Form Results:

Name: Louie Bergsagel
Address: 115 Howe Street
City: Seattle
State: WA
Zip Code: 98109
Email: louiebergsagel@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-066-001 You provide no proof that strengthening the existing structure is not viable. California has used composites to strengthen many of their freeways and bridges. I suspect the cost to repair using composites would be the cheapest solution.

Comments apply to:

Overall Project

I-066-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

AWV Draft EIS Comment Form Results:

Name: Eric Bergstrom
Address: 8226 Bagley Ave N
City: Seattle
State: WA
Zip Code: 98103
Email: eberg11@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-067-001

To Whom It May Concern: I believe the tunnel option is by far the best. The surface option is obviously flawed because of increased traffic congestion. Seattle certainly does not need more of that. All the other options call for an unsightly, obtrusive structure like the current viaduct. I grew up in Chicago and love the waterfront available to the public in that great city. It is one of the aspects that makes Chicago such a desirable city to live, work and play in. It is unfortunate that the available waterfront in Seattle is so limited in a city with so much water! A mixture of a waterfront park and Alaska Ave is the best choice for this prized real estate. It will help current waterfront businesses, stimulate new businesses, and add more energy into downtown. People of Seattle will want to be there, not just the tourists. I understand that this project is more costly than the other options, but great cities have great civil projects. It is what separates them from other average cities. Seattle has the potential to be one of North America's greatest cities, lets not waste it. Dr. Eric Bergstrom
Small Business Owner- Queen Anne

I-067-001

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.

AWV Draft EIS Comment Form Results:

Name: J. Thomas Bernard
Address: 1421 Shenandoah Drive East
City: Seattle
State: WA
Zip Code: 98112
Email: jame4682@aol.com
Affiliation (optional): Seattle resident

Would like to be added to the project mailing list?

Yes

Project Comments:

I-068-001

The obvious practical missing design alternative is a surface highway design with overhead or underground east-west crossings for pedestrians and (in limited cases) possible overhead or underground east-west service vehicles and boat access), combined with greatly or completely limiting surface access to the new surface highway from side streets. Offering this tuneup would make this alternative far more practical, eliminating many traffic lights otherwise needed to support pedestrian and vehicle surface crossings. These over-crossings or under-crossings and limiting surface access to the newly rebuilt wide surface highway would greatly reduce travel times, while not greatly increasing costs (with cost and major travel time delay savings by eliminating traffic lights. This "lowest cost" alternative would become far more practical. See what San Francisco has done in removing its waterfront viaduct. This new alternative might be called, "the most practical, most affordable, most workable Alternative. This is so practical. Why was this not explored before? Tom Bernard

Comments apply to:
Surface Alternative

I-068-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Ethan Bernau
Address: 4308 2nd Ave NE
City: Seattle
State: WA
Zip Code: 98105
Email: ebernu@u.washington.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-069-001

I would have preferred if you had included a "no-rebuild" scenario in your list of alternatives. I would like to see the existing Viaduct taken down and I don't think that we need to spend billions on a replacement roadway. The waterfront land should be devoted to open space and mixed-use development, not a highway. I believe that our state and regional transportation funds would be better spent on fixing bottlenecks on I-5, reconfiguring surface streets, and most importantly, investing in regional rail corridors (light rail, monorail, BNSF). However, since this is not an option for the EIS, I support the Surface alternative. Four lanes would be preferable to six lanes, in my opinion. We need to stop focusing on road capacity and instead focus on transit and livability. Transit corridors and development density are the keys to Seattle's future success, not single-occupancy vehicles. Portland removed its waterfront freeway and it is now a far more livable city because of this decision. Seattle should follow their lead. Thank you.

Comments apply to:
Surface Alternative

I-069-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Tom Bertucci
Organization/Membership Affiliation (optional): _____
Address: 4004 SW Stevens St
City: Seattle State: WA Zip: 98116
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-070-001

Looks like a lot of thought has gone into the alternatives analysis.
Overall, I support the Tunnel Alternative.

(Please use additional paper if you need further comment space)

I-070-001

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.

AWV Draft EIS Comment Form Results:

Name: Ann Bieri
Address: 1807 8th Ave. W.
City: Seattle
State: WA
Zip Code: 98119
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-071-001 I am one of those people who actually like the viaduct, but I have changed my mind about wanting to keep it. I also do not like the idea of a major money-draining tunnel project and its potentially negative impact on the Pike Place Market, and most of all, I do NOT like the idea of an expanded-lane surface street along our waterfront. We should be reducing street traffic there, not increasing it. I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has put Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS. Sincerely, Ann Bieri

Comments apply to:

I-071-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: Johnb4801@aol.com [mailto:Johnb4801@aol.com]

Sent: Sunday, May 02, 2004 9:25 AM

To: viaduct@wsdot.wa.gov

Subject: Viaduct Replacement.

I-072-001

I was promised in the original email that I would be able to fill out a questionnaire to give you my preferences, if I went to your website, but I saw none. I would prefer the least costly way to keep the viaduct. Otherwise, my second alternative, if even that is too costly, is to go with not having a major unrestricted highway in that area, and counting on the Monorail to help us move people. --John Birnel 719 N. 68th Seattle 98103

I-072-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

AWV Draft EIS Comment Form Results:

Name: Mindy Black
Address:
City:
State:
Zip Code: 98109
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-073-001** In an effort to make our city livable into the future I support the tunnel option. Asuming we will be disrupting traffic for several years with any of the options then the end result should create something better than what we have now. The viaduct as is severly limits the use and enjoyment of our greatest asset-the waterfront. We are a martime city and have completely cut off the heart/birth place of the city from the water. The area of the roadway at Alaska Way needs to be maintained at its current size with no net increase of surface area. The area should be no larger than 5 lanes total for driving, parking, turning and deliveries. Ive seen wonderful studies by the city and Allied Arts which locate additional traffic to improved downtown streets and the Trolley to Western Avenue. Moving the trolley puts pedestrians and tourists between shops in Pike Place Market and Pioneer Square and the waterfront providing equal oportunity for access and use! The lid should covl er the tunnel from Pine to Battery Street. The end result should provide quality public space for commercial and non-commercial use and enlvinve the waterfront edge which will supply new vitality and activity to the downtown neighborhoods.
- I-073-002**
- I-073-003**

Comments apply to:
Tunnel Alternative

I-073-001

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-073-002

With the Bored Tunnel Alternative, Alaskan Way would have the same number of lanes as it does today through the central waterfront. Cross streets will be in the same locations as they are today. If the viaduct was replaced by a tunnel, large areas of open space would become available. This new space could be converted into a variety of new uses (e.g., a waterfront promenade, bike and pedestrian paths, and expanded streetcar service). Also, if the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown. The City of Seattle is leading the planning effort for the central waterfront, including the location of the streetcar. Please refer to the Final EIS for more information on how the alternatives have developed since the 2004 Draft EIS and how the preferred alternative was selected.

I-073-003

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.

AWV Draft EIS Comment Form Results:

Name: janice Blair
Address: 1900 Alaskan Way #115
City: Seattle
State: Wa
Zip Code: 98101
Email: janiceblair@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

6-10 years is too long to disrupt the waterfront. I suggest not building the "temporary" bypass, and let drivers find alternative routes which will save 1/2 billion dollars, and speed up the project.

Comments apply to:
Construction Impacts and Mitigation

I-074-001

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated. The Elevated Structure Alternative does include the Broad Street Detour, please see Chapter 6 of the Final EIS for a description of the detours currently proposed for the build alternatives.

I-074-001

----- Original Message -----
From: Sam Blue [mailto:bluea@blueresearch.com]
Sent: Wednesday, May 19, 2004 3:25 PM
To: viaduct@wsdot.wa.gov
Cc: sommers_he@leg.wa.gov
Subject: Suggestion

I-075-001 What if:

instead of a two-tiered viaduct as a replacement.

Do a three tiered replacement - where the entire top layer is a major new park. Such an additional layer should add \$200 million for the design/build of the concrete, I have no idea how much the plantings would cost.

This proposal meets many of the objectives of the proponents of the diverse plans.

Pro:

- 1) This plan would be \$200 million more than the cheapest of the five plans.
- 2) The entire ground level would open up for heavy rail or whatever.
- 3) The 'shore' side of the park would be at/near 'ground level' around Pike Place.
- 4) This would open a major through-city bikepath. With an unparalleled view.
- 5) The south end of the park would be near the current south end of the viaduct - right near two major stadiums, an exhibition center, Pioneer Square, and the major transportation hubs at King & Union.
- 6) The sea wall and battery street tunnel aren't affected, and can be done separately if necessary.

Con:

- 1) Added cost.
- 2) Lower two floors of buildings get obstructed view. Drastically offset by the improvement to the other 20 stories of most of those buildings. (All of sound abatement, view, and park access.)

NY's Central Park has enough wildlife to attract Red Hawks. Think if something similar was possible here. We're in the Evergreen State, we have excellent suburban parks, but our downtown parks are studies in concrete and glass. Done right, I can see hawks and eagles as much more likely in a park like this - as one side fronts the bay and is thus not surrounded by buildings.

Sorry if this seems outlandish - but we have done something similar for Mercer Island and the rest of I-90 into Seattle. This would be far more accessible, and would seem an excellent site for many community building activities.

Alan S. Blue
bluea@blueresearch.com

I-075-001

Thank you for providing your ideas to add a third deck to the viaduct as a public open space. The public would be well-served by additional public open space along the waterfront; however, it would be difficult for people to access such an area since it would be located nearly 90 feet (nine stories) above the existing waterfront street level. The additional deck would also severely affect views for owners, residents, and tenants in many downtown buildings, reducing property values for many properties. The third deck would also negatively affect views from downtown to the waterfront. A similar idea was considered during the 2008 Partnership Process. Ultimately, the lead agencies 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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three alternatives.

>Shirley J. Bonney, MSW
>1507 Western Avenue, Suite 603
>Seattle, WA 98101
>May 30, 2004

>
>Ms. Allison Ray
>Alaskan Way Viaduct and Seawall Replacement Project Office
>999 Third Avenue, Suite 2424
>Seattle, WA 98104

>
>SR 99 - Alaskan Way Viaduct and Seawall Replacement Project
>Draft Environmental Impact Statement Comment – May 30, 2004

>
>I live and work at the Fix Building, which is located at 1507 Western
>Avenue and is directly adjacent to the Viaduct project site.
>The Fix Building condominium complex is a mixed use
>residential/commercial building.

>
>My concerns for the Alaskan Way Viaduct project are as follows:

- I-076-001** 1. I am deeply concerned about the structural integrity of the existing Alaskan Way Viaduct structure and the seawall, and I implore you to take immediate action to adopt an alternative and move forward with it.
- I-076-002** 2. I feel that the tunnel alternative is the best alternative of those cited in the EIS. I think it is important that WSDOT preserve an alternate north-south highway corridor between Elliott Bay and Lake Washington and the tunnel allows for that most effectively. The surface alternative does not allow for that at all and the bypass tunnel compromises that capability.
3. The tunnel alternative will also provide the best quality of waterfront experience for residents, businesses and tourists alike. The character and views in the permanent condition will be of great benefit and an incredible improvement over the existing condition. It will be a visual and noise relief to have no aerial structure along the waterfront.
- I-076-003** 4. Establish a forum for residences and businesses adjacent to the project site to work with the design team to assure that the concerns about construction impacts are met.
- I-076-004** 5. Noise: Limit construction noise that exceeds the City of Seattle residential nighttime noise regulations to non-residential areas of the project site. Appendix F states that City noise levels are expected to be exceeded in the nighttime and this is not acceptable in a residential area.
- I-076-005** 6. Traffic: We are concerned about increased traffic on Western Avenue caused by any detours to SR 99. Southbound traffic should be diverted before reaching the Pike Place Market area, perhaps at Broad or Denny Way, thereby preventing additional congestion in the vicinity of Pike Place Market. All changes in traffic need to be clearly identified.

RECEIVED
JUN 02 2004
AWWSP Team Office

I-076-001

FHWA, WSDOT, and the City of Seattle are working hard to move the project through the environmental and permitting processes and to secure funding so construction can begin as soon as possible.

I-076-002

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-076-003

The project team uses several communication and public involvement tools (see Appendix A, Public Involvement Discipline Report) to gather input and help shape the project throughout design and construction. There are opportunities to attend public meetings and community events to learn more about the project and multiple ways to contact the project team with any questions or concerns, including a hotline (1-888-AWV-LINE) or e-mail (viaduct@wsdot.wa.gov).


In addition, many forums are in place to provide feedback to the project team:

- North and south portal working groups have been meeting since May 2009, and they do not have a firm end date.
- Maintenance of traffic meeting in the south end discusses upcoming construction and potential traffic impacts. This includes stakeholders as well as the contractor and staff from the project office.
- Construction outreach tools such as distributing (often in person)

- I-076-006 7. Parking: It is necessary for my business to have easily accessible parking for my clients even during all phases of construction.
- I-076-007 8. Develop a clear process by which claims for any damage to adjacent properties can be made and fully compensated. Full disclosures of project insurance levels or self insurance of WSDOT should be made.
- I-076-008 9. Phase construction adjacent to the Fix Building to maintain parking garage exit access onto Alaskan Way. Integrate safe access into final design.
- I-076-009 10. Provide adequate dust control during demolition.
- I-076-010 11. Develop programs to keep area businesses alive during the project period. Having people continue to access the area shops and restaurants will enhance the safety of the adjacent neighborhoods. Consider mitigating impacts to neighborhood business with a public information campaign.
- I-076-011 12. Locate Pike Street Ventilation Building and its stacks someplace other than the Pike Place Market residential area. The EIS needs to address the release of concentrated pollutants and their effect on a residential property directly adjacent to the proposed ventilation stack. What are the effects of constant exposure to the plume from the ventilation building? What type of particulate matter will be released and what are the health risks? Ross Manor and Heritage House are neighborhood homes for the elderly, and many children play in the area and in Pike Place Market Daycare. They should not be exposed to concentrated airborne pollutant levels with the greater associated health risks that would result from the ventilation stacks. The EIS should also address the change in character of the ambient noise resulting from the frequency and steady sound of the fans. ~~These concerns should affect a location for the building to a~~ non-residential area. There are many options further south of the currently proposed location so it is not located next door to people's homes.

>Thank you for your consideration of these matters.

>Sincerely,

>
 >Shirley J. Bonney, MSW
 >email: shirleybonney@hotmail.com

notices to adjacent businesses and residents about upcoming work, regular construction reports on the website, and e-mail updates.

- Other resources: 24-hour hotline, web site, viaduct e-mail for comments or questions, community briefings, information booths, and community events. Many of these tools are used as opportunities to have dialogue or discuss any issues with stakeholders or neighbors.

I-076-004

Several individuals and organizations have made the suggestion that construction noise associated with the project that exceeds City of Seattle residential nighttime noise regulations should be limited to non-residential areas. The construction plans evaluated for noise and vibration are described in Appendix B, Alternatives Description and Construction Methods Discipline Report, of the Final EIS. While actual construction plans and activity sequencing could differ substantially from this evaluation, the locations and types of activities would be similar.

Construction of the project may require nighttime construction activities, and the City may require a Major Public Project Construction Noise Variance. Construction noise mitigation requirements would be developed and specified in the noise variance.

I-076-005

There is no question that the downtown arterial street network will be impacted by project construction closures. Traffic management strategies have been identified through the transportation planning process for construction, and some of the strategies to help reduce the severity to impacts to streets such as Western Avenue include on-street parking restrictions to provide additional travel lanes, increased transit service to encourage conversion of single-occupancy vehicle trips to transit, advanced traveler information to provide travelers with up-to-date construction and detour information so they can make better route

choices, and many others.

More information about these strategies can be found in Appendix C, Transportation Discipline Report, of the Final EIS.

I-076-006

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-076-007

WSDOT is currently preparing a claims process that would address any damage to property directly related to the preferred Bored Tunnel Alternative. This information will be given to individual property owners that may be affected by the project.

WSDOT plans to install an array of monitoring equipment to alert the construction team of any settlement, which would be used in the claims process.

There are specific impacts that WSDOT can compensate for, such as excessive noise and vibration levels or damage to property. However, impacts that are not quantifiable are generally not compensable. If you experience impacts during construction, please call our 24-hour hotline, 1-888-AWV-LINE.

I-076-008

Access to the parking garage will be maintained throughout construction. Temporary access limitations and any required changes to access during construction will be mitigated to the extent practicable. All affected businesses will be informed on all related activities throughout the project construction period.

I-076-009

Mitigation measures for air quality both during construction and operation are discussed in Appendix M of the Final EIS.

I-076-010

The lead agencies plan to maintain access to businesses and residences throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable. Mitigation measures for parking, pedestrian and vehicle access, and business assistance are discussed in Chapter 8 of the Final EIS. The project team members will continue their coordination and mitigation activities with local businesses and residents, freight/delivery companies, the Port of Seattle, neighborhood groups, and other affected groups.

I-076-011

An exhaust stack near Pike Place Market is no longer included in any of the alternatives. The preferred Bored Tunnel Alternative would have two tunnel operations buildings that include exhaust stacks. One building would be located in the south portal area near Alaskan Way S. and Railroad Way S., and a second building would be located in the north portal area near Sixth Avenue and Harrison Street.

AWV Draft EIS Comment Form Results:

Name: Tyler Bonstead
Address:
City:
State:
Zip Code: 99362
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-077-001 | think this is the best alternative available. While the tunnel alternative is also reasonable, I feel it is too massive and costly and would probably devolve into a Boston Central Artery type mess because of the difficult construction conditions on the waterfront. I feel a smaller bypass for through traffic and an improved surface Alaskan Way for local traffic, plus the new seawall, will be the best project for the buck. Thanks

Tyler Bonstead

Comments apply to:

Bypass Tunnel Alternative

I-077-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bypass Tunnel Alternative. 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 and 2006, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Heidi Boone
Address: 1221 Third Ave. N.
City: Seattle
State: WA
Zip Code: 98109
Email: hboone@perkinscoie.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-078-001

In the long term, it really does seem that the tunnel alternative would be the best for the City as a whole. Avoiding the barrier that would result from the rebuild or aerial options would significantly improve the livability and appeal of the City to downtown employees and residents, as well as tourists. Although some have expressed concern about the windfall current residents may receive from removal of the barrier, the more important consideration is the long-term benefit to the economy and quality of life downtown as new residents and visitors are attracted to the area. And much as I love the view from my car while I'm on it, I don't think the viaduct should be viewed as a scenic route -- rather, it's a critical transportation corridor and the speed of travel through it should to be maximized. The tunnel alternative is also superior to the others as to noise, travel time and construction time. It costs about 15% more than the replacement/aerial/bypass -- a smaller differential than I expected considering the exciting benefits it is likely to provide to the economy and livability of the City, over the long term.

I-078-001

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.

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

From: Paul Booth [mailto:paulboo@microsoft.com]

Sent: Friday, April 16, 2004 10:01 AM

To: viaduct@wsdot.wa.gov

Subject: "no viaduct" option

I-079-001

I would ask you to please study the option of removing the viaduct and replacing it with nothing but improvements to I-5 and our downtown grid (including truck lanes). I strongly believe that *reducing* capacity through the downtown corridor will actually result in a denser, better, more vibrant city with less pollution and a higher number of transit riders.

I-079-002

The study may want to examine the results of both the removal of the Embarcadero viaduct in San Francisco, and also the effect of *not* completing Highway 99 through the city of Vancouver, B.C. as potential models for Seattle. Additionally the study may want to look at projects such as central London's fee based access to central zones for cars as a model for what happens when a city actively discourages car trips.

It's my view that the city and state simply cannot afford a viaduct replacement in any form. As someone who works right by the viaduct (in the World Trade Centre buildings) I am intimately familiar with the scar it causes to this neighborhood, and on Seattle's downtown as a whole.

Many thanks

- Paul

paul booth | Software Design Engineer | Microsoft Corporation | 425-707-4026

I-079-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-079-002

Although the Embarcadero Freeway had some similarities to the Alaskan Way Viaduct, it served a different function. The Embarcadero Freeway was primarily a way for drivers to access the regional highway network from downtown San Francisco. After it was taken down, traffic shifted to more than a dozen parallel streets that served the same neighborhoods. Traffic on some city streets increased by as much as 50 percent following the closure of the Embarcadero Freeway. Please refer to Final EIS Appendix C, Transportation Discipline Report, for information on

what would happen in the corridor under the Viaduct Closed (No Build Alternative).

AWV Draft EIS Comment Form Results:

Name: Donald Boothby
Address: 8018 - 36th Avenue South
City: Seattle
State: WA
Zip Code: 98118
Email: donald@oz.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-080-001

Thank you for allowing me to contribute to the conversation regarding this most important project. I am highly supportive of the tunnel alternative for replacement of the viaduct. This will greatly enhance the usability of the surface areas on the waterfront, reduce noise pollution, provide for a cleaner and more accessible downtown corridor and contribute to making our city a shining gem in the Puget Sound region. We have already lost the majority of industrial users in this location and have seemed to focus more on development of tourist industry for the central downtown waterfront, which I believe is much preferable, allocating other, more suitable locations for industrial use. Why not make it a stellar project?

I-080-002

Regardless of what solution is eventually chosen, however, it must include the incorporation of greater mass transit options into the design. Light rail accessibility should be implemented into any design option chosen. We MUST quit trying to do everything on the cheap in Seattle and move our city into the 21st century with vision and an eye to becoming a truly international hub. Currently, we continue to be a small player and if we fail in this task, we will condemn ourselves to more of the same.

I-080-001

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-080-002

The alternatives analyzed did not include items other than those directly relating to replacement of the existing viaduct. High capacity transit (HCT) is not precluded from being implemented in the SR 99 corridor, though there are not any plans to incorporate it at this time. Transit enhancements are included in the Moving Forward Projects and the Bored Tunnel Program. See the Final EIS for more information.

AWV Draft EIS Comment Form Results:

Name: Irene Botero
Address: 2421 Meadow Ave. N.
City: Renton
State: WA
Zip Code: 98056
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-081-001

Do this project properly. Please use a tunnel alternative and think about doing this project in conjunction with the seawall. I work in the Federal Building between First and Second Avenues. If done properly, this project will enhance the City of Seattle for generations. The Alaska Way viaduct is antiquated and outdated and will result in many unnecessary deaths if we are hit with a big earthquake. It will not survive another big one like the one we had a few years ago.

Comments apply to:

Tunnel Alternative

I-081-001

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.



+ M.

Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Bylle Bowser
 Organization/Membership Affiliation (optional): _____
 Address: _____
 City: _____ State: _____ Zip: _____
 E-mail: [Signature]

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|---|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input checked="" type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

I-082-001 What are your comments about the project?

*Just rebuild - Sea wall has to be rebuilt or replaced. In 1963 I was told Viaduct built for earthquakes. Sea wall never discussed. Shipping so important that business should be making waves re seawall failing.
 Tunnels are acceptable for me. How you ever been trapped.*

(Please use additional paper if you need further comment space)

I-082-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Time, wear and tear from daily traffic, the salty marine air, and a couple of earthquakes have taken their toll on the viaduct since 1963. At that time, the seawall was not in the state of deterioration that it is today.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

Page 2
Rowsee, Balle

I-082-001

Tunnels are noisy, possibly lights,
Emergency access at least one night/week.

I-082-002

Politics pose so many projects
going today without any sign of success.
It's 10 years necessary to see a
failing seawall what are plans for
a more stable seawall now?

I-082-003

What about ramps to reach the
fringed "event"? i.e. West Seattle,
Alki bridge, Alki area? Bridge ramps?
With construction material cost
rising so rapidly how can it be
possible to even project cost? Even a T+M
Contract clause.

Can a sea wall be done and
then consider no more than 3 choices -
10 years of mess on the waterfront, 10 years
of mess for a possible monorail top
later ~~and~~ getting hard to swallow
Toll Roads are not acceptable
issues

I-082-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments about various aspects of the project.

Replacing the seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. The Cut-and-Cover Tunnel and Elevated Structure Alternatives include replacing the seawall. Please see Chapter 3 of the Final EIS for the alignments currently being considered.

Regarding ramps connecting to West Seattle, Delridge Way, and Alki, the project is specific to the SR 99 corridor between the SODO neighborhood and the part of SR 99 just north of Battery Street Tunnel. It is not possible for the project to include planning and design for all nearby areas adjacent to or connecting to SR 99.

I-082-003

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

Cost estimate ranges for the project have taken into account the hard costs (i.e., concrete, steel), as well as the risks and schedule factors that will affect the ultimate cost of the project. Delay in starting construction is a major factor that could add to the cost. Tolling is being considered as described in the Final EIS.

AWV Draft EIS Comment Form Results:

Name: mike braack
Address: 2027 eastlake ave. e. #305
City: seattle
State: wa
Zip Code: 98102
Email: blackvortex23@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-083-001 | the project is moveing to slow and I favor the tunnel options, the lowered arora north of the tunnel with over passes. the government needs to help pay for this vital route.

Comments apply to:

Tunnel Alternative

I-083-001

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.

RECEIVED

JUN 11 2004

AWSP Team Office

3822 NE 97th
Seattle Wa. 98115
5-29-04

Allison Ray
Alaskan Way Viaduct & Seawall Project Office
999 - 3rd Ave, Suite 2424, Seattle 98104
Subject: New Alaskan Way Viaduct, etc.

Dear Sir,

The Seawall Replacement is a real estate improvement project and has no connection to a viaduct replacement-improvement program. Secondly the 4 billion dollar figure will quite likely turn into a troubled 10 billion program. These are 2 unrelated deals. A Boston type dream?

A replacement viaduct should be a side by side, one level roadway. It can be done by shaving roughly 30 ft from the West side of old buildings for about 400 feet. The next viaduct should be held to 100,000 cars per day. Automatic toll booths should be installed plus booths at any on-ramp from the business district, even if not used.

I visualize the viaduct as a growing by-pass on travel from Tukwila - Georgetown - E. Marginal Way - Viaduct to Mercer St. mess - to Montlake etc. I have used this route for 20 yrs to avoid the downtown freeway mess. As Seattle plans ahead, this is a perfect by-pass.

Before a new 520 Bridge is built, final drawings on the Montlake Bridge mess should be issued, and the Mercer Street project should be finished. There may be those who want to line Mercer St with tall buildings & a narrow street. Mercer St west to 5th Ave Ns. will have to be an unusually wide corridor, with decent building setbacks.

The taxpayers are not going to go for 5 billion dollar over-runs, and wild projects. The new Seattle Monorail Project may bring an end to wild engineering ventures with public money.

Sincerely,
Ed Brady

I-084-001

I-084-002

I-084-003

I-084-004

I-084-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

I-084-002

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-084-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a single-level roadway with toll booths.

I-084-004

Thank you for your comment. The SR 520 Bridge Replacement and HOV Project, Mercer Corridor Project, and the Seattle Monorail Project are separate from the Alaskan Way Viaduct Replacement Project. You may want to direct your comments related to the SR 520 Project and the Mercer Project to public involvement opportunities related to those projects.

AWV Draft EIS Comment Form Results:

Name: B Brandstrom
Address: P.O. Box 673
City: Grand Coulee
State: Wa
Zip Code: 99133
Email: bbcoulee@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-085-001

Wish infotmation on the complete project.

Comments apply to:
Overall Project

Project Comments:

I-085-002

To keep a eye on my tax dollars.....

Comments apply to:

Overall Project

Tunnel Alternative

Construction Impacts and Mitigation

All of the Alternatives

Bypass Tunnel Alternative

Rebuild Alternative

Surface Alternative

Aerial Alternative

Seawall

I-085-001

The information in the Final EIS presents the updated information on the project. Please visit the website <http://www.wsdot.wa.gov/Projects/Viaduct/Library.htm> if you would like to view the library of documents that have been prepared as the Alaskan Way Viaduct Replacement Project has progressed.

I-085-002

FHWA, WSDOT, and the City of Seattle, are committed to careful and prudent use of public funds when considering the alternative to be constructed.

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

From: Dave Brede [mailto:dave@zaaz.com]
Sent: Tuesday, April 27, 2004 3:20 PM
To: viaduct@wsdot.wa.gov
Subject: no-highway alternative!!!!

Dear Sir/Madam,

I-086-001

As a Seattle business owner and a proud "downtown" business resident, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront.

Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I again urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

Regards,

Dave

Dave Brede
- ZAAZ
- C.O.O.
- dave@zaaz.com

t: 206.341.9885
f: 206.749.9868

www.zaaz.com

AWV Draft EIS Comment Form Results:

Name: dave brede
Address: 1924 1st Ave
City: Seattle
State: WA
Zip Code: 98101
Email: dave@zaaz.com
Affiliation (optional): zaaz

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution
- fixing the larger transportation network instead of building a new highway.

Comments apply to:
Surface Alternative

I-086-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Ed Breen
Address: 911 Western Ave. #416
City: Seattle
State: Wa
Zip Code: 98199
Email: breen@mbtarch.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The closure of the viaduct after the earthquake did not bring the City to a standstill – and that was not a planned closure. The cost of replacement in kind is enormous and the cost of a tunnel deep enough to remove the barrier, even more so. I think that at a fraction of the cost, and with potentially more interested parties to contribute funds, I-5 through the downtown area can be improved and select side streets can be improved and synchronized to move traffic. If there is a fall-off of efficiency, the trade-off would be a downtown waterfront connected to The City, a huge amount of land to be developed (bounty to the coffers) all gained while eliminating the noise, smell, and view-blocking hulk of the viaduct. As a Magnolia resident, I love the convenience of the Viaduct. It is the only way I have gotten to the airport and other points south of the city since 1989. I would trade this efficiency in a minute for a decision that would cost less and would give improving Seattle's waterfront for people priority over getting traffic around downtown via a part-buried tunnel or viaduct at the edge of our bay.

I-087-001

I-087-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Tara Breitenbucher
Address: 5039 19th Ave. NE
City: Seattle
State: WA
Zip Code: 98105
Email: tararene14@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I strongly believe that the EIS needs to further analyze what is most likely the simplest, cheapest, and least disruptive solution, which I feel would be fixing the larger transportation network, instead of building a new highway. Thank you for your consideration, Tara Breitenbucher

Comments apply to:
Overall Project

I-088-001

I-088-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Dascha Bright
Address: 1121 Broadway E, Apt 1
City: Seattle
State: WA
Zip Code: 98102
Email: daschabright@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Please tally my "vote" for the tunnel alternative. Although it is more expensive, as a Seattle resident, I am willing to shoulder the extra cost for what looks to me to be the best solution. Moving the majority of the viaduct traffic underground, while keeping the current Alaskan Way streets (4 lanes) open to local traffic (downtown, ferries, ballgames, Pioneer Square and Pike Place shopping) while at the same time providing a new seawall is the ultimate solution. If funding is a major issue, my second vote would be for the bypass tunnel alternative, though it makes me uncomfortable to have that additional traffic flowing down Alaskan Way. Thank you for your time, Dascha L. Bright

Comments apply to:
Tunnel Alternative

I-089-001

I-089-001

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.

AWV Draft EIS Comment Form Results:

Name: Michel Brotman
Address: 1600 First Ave.
City: Seattle
State: WA
Zip Code: 98101
Email: brotsky@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-090-001

I think the WSDOT and the other decision makers should take the Surface Alternative more seriously. The complexity and cost of this project make its actual construction a long shot, at best, given the "do nothing" mentality of the region's voters. The Surface Alternative, while forcing the region's drivers to re-think their driving habits, solves the sea wall problem and can be built within a budget that fits the realities of our new economy. The end result of this alternative will give Seattle a waterfront with traffic issues similar to the San Francisco waterfront: lots of cars and trolleys, yet plenty of people using their waterfront on foot. Please remember that this discussion is not just a wonderful class project for our state's engineers and architects. Real money and a difficult consensus will be necessary to bring this project to life, and the Surface Alternative can actually win a reluctant majority.

Comments apply to:
Overall Project

I-090-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

9688 Rainier Avenue S.
Seattle, WA 98118

May 28th, 2004

Washington State DOT
Attn: Ms. Allison Ray
999 3rd Avenue, Suite 2424
Seattle, WA 98104

Re: Alaskan Way Viaduct & Sea-Wall Replacement Project
DEIS
Comments

Dear Sir/madam:

I-091-001

The Alaskan Way Viaduct rebuild option will have a capacity of some 133,000 ADT along with a surface street capacity of about 10,000 ADT. Over a 20 year life, typical for a simple road user benefit analysis (albeit this is really a structure with an assumed 50-year life) the per vehicle cost, at \$3.2 billion, is in the order of \$0.33 per vehicle.

For a tunnel, bypass or otherwise, the ADT ranges from 138,000 to 143,000 with costs at a minimum ranging from \$3.1 billion to \$3.8 billion. These costs over the same 20-year interval are \$0.32 to \$0.27, excluding the costs of ventilation and illumination. The latter are both electricity based and the annual cost of that commodity is huge.

I-091-002

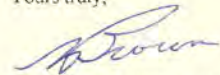
Continuing, in any tunnel option the motorist is denied access to air and light. Even worse, as demonstrated by the cross-Alps tunnel in northern Italy, a fire in a tunnel has deadly consequences. An earthquake in a below sea-level tunnel would be even more problematical. This is compounded since earthquakes are always accompanied by fire.

Any option that even blithely considers a tunnel must be deleted from all further consideration as adverse to the public health, safety and welfare. Life is far too dear to seriously consider such a foolish option. Moreover, the Risk Office of the Office of the Attorney General needs to have greater input since such foolishness will induce tort claims from any motorist who is adversely impacted. That cost is unstated in the DEIS.

I-091-003

Finally, since the most reasonable alternative in terms of cost and capacity is the "Rebuild" option, and since much has been said about its amenity to Seattle, why not include a 20-foot wide "boardwalk" along the upper level of the viaduct so that pedestrians, cyclists and others may have a spectacular and totally unimpeded view of the waterfront from that height. This view is not available with any other option.

Yours truly,



Christopher V. Brown, P.E.

I-091-001

Costs are an important consideration in selecting an alternative but are not the only factor. Maintenance and operation costs, including electricity, are included in the costs presented in the Final EIS.

I-091-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Any tunnels that are constructed for this project will contain a fire suppression system.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

I-091-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of

the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

Including a view-oriented boardwalk on the upper deck of the proposed elevated structure would be prohibitively expensive and would add to effects like shading and view obstruction. As a transportation facility, an elevated bicycle/pedestrian facility would require grades of well over the 5% percent specified in AASHTO guidelines and would be separated from the many amenities and connections found at ground level along the waterfront. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

RECEIVED
JUN 02 2004
AWWSP Team Office

9688 Rainier Avenue S.
Seattle, WA 98118

May 28th, 2004

Ms. Allison Ray
Washington State DOT
999 3rd Avenue, Suite 2424
Seattle, WA 98104

Re: **Alaskan Way Viaduct & Sea-Wall Replacement Project**
DEIS Comments

Dear Ms. Ray:

As a frequent driver on the *Alaskan Way Viaduct* and being personally impacted by all claustrophobic driving environments, and also being aware that many other drivers are likewise handicapped, I wish to take this opportunity to express my fervent hope that WSDOT and its companion participating agencies will reject any option that includes a new tunnel or a portion of a tunnel for the proposed new SR 99 viaduct.

Ignoring obvious cost impacts associated with any tunnel option, especially recognizing the appalling cost over-runs of Boston's *Big Dig*, and noting that any tunnel option will deprive me and other citizens of access to air and light, while increasing the driving hazard, you should only consider those options that will allow for our continued driving safety, efficiency, pleasure and ease as well as affording the required necessary future increases in capacity.

I must remind the Department and participating agencies that you do not enjoy an unfettered right to inflict driving problems or related tunnel hazards on me or any other citizen for that matter. Given less expensive alternatives, involving both capital costs and long term maintenance costs, a tunnel option is not the appropriate choice.

Thank you for considering my comments.

Yours sincerely,



Margaret M. Brown, M.A.

I-092-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Any tunnels that are constructed for this project will contain a fire suppression system and be built to the current safety standards. The lead agencies have considered the analysis of all alternatives carefully when choosing the preferred alternative.

I-092-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DAVID BRUNNER
 Organization/Membership Affiliation (optional): _____
 Address: 222 ALASKAN WAY S #1
 City: SEATTLE State: WA Zip: 98104
 E-mail: dbrunner@edilespeed.com

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input checked="" type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input checked="" type="checkbox"/> Seawall | |

What are your comments about the project?

I-093-001

THE OPPORTUNITY TO ~~EASE~~ THE NOISE POLLUTION AND HONOR OUR WATERFRONT IS CLEAR. PUT TRANSPORTATION IF ABSOLUTELY NECESSARY UNDER GROUND. FIX THE SEAWALL, IF DISRUPTION NEEDS TO OCCUR FOR THE SEAWALL IT MAKES SENSE TO PUT IN THE CUT & COVER TUNNEL. BEYOND THE NEED FOR THRU TRAFFIC & FREIGHT LEAVE THE SURFACE GRAND AND GLORIOUS WITHOUT VISUAL AND NOISE DISTRACTIONS AND DEGRADING.



I-093-001

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.

AWV Draft EIS Comment Form Results:

Name: George Brunner
Address: 222 Alaskan Way S #1
City: Seattle
State: WA
Zip Code: 98104
Email: dbrunner@cablespeed.com
Affiliation (optional): Old Boston LLC

Would like to be added to the project mailing list?

Yes

Project Comments:

The existing viaduct is over capacity, frequent accidents occur on the southbound lanes in front of our location at Main Street. Last week a collision sent ten pound peices of viaduct raining down on cars and people. This will continuc to be a problem with any elevated structure. The risk to people and property from objects eminating from elevated structures needs to be studied. Historic buildings should be protected through construction of any alternative with the historic connections to the waterfront enhanced. Noise needs to be diminished as much as possible in the downtown area and for that reason the tunnel alternative has additional merit. The long term growth and livability prospects for Seattle is better with the tunnel alternative.

Comments apply to:

I-094-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your concerns about having an elevated structure. Adverse affects to historic resources would be addressed by a Memorandum of Agreement developed in consultation with the State Historic Preservation Office, tribes, and the consulting parties and would meet the requirements of Section 106 of the National Historic Preservation Act and other applicable laws, regulations, and policies.

I-094-001

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

From: Gina Buettner [mailto:grbuettner@cablespeed.com]

Sent: Friday, May 21, 2004 9:13 AM

To: viaduct@wsdot.wa.gov

Subject: Viaduct replacement

I-095-001

As a homeowner living on the waterfront (Alaskan Way), I am writing to urge you to PLEASE consider the "no-highway" alternative in the Viaduct EIS.

The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront.

Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Thank you.

Frank and Gina Buettner

I-095-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Steve & Mary Ann Bunnell
Address: 1131 N. 83rd
City: Seattle
State: WA
Zip Code: 98103
Email: stevebunnell@comcast.net
Affiliation (optional): Puget Marine Advertising

Would like to be added to the project mailing list?

Yes

Project Comments:

Replacing the seawall with a full length tunnel is the only sensible option. Doing so will: 1. replace a dangerous, noisy, ugly structure 2. open up the waterfront in a way most of us can't really imagine 3. provide a traffic route able to better handle future traffic needs While arguments have been made for the "scenic" qualities of the existing viaduct, in reality, only passengers can look about when passing over the viaduct, the driver must concentrate on the narrow, dangerous lanes.

Comments apply to:
Tunnel Alternative
Bypass Tunnel Alternative

I-096-001

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-096-001

AWV Draft EIS Comment Form Results:

Name: Kevin Burgess
Address: 66 Bell St. #201
City: Seattle
State: wa
Zip Code: 98121
Email: burgess_key@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-097-001 Please tear down the viaduct. The alternatives mentioned (tunnel) are far better than an above ground replacement. Complete removal of highway 99 is better than the alternatives mentioned in this report. We have way too many roads as it is in this city. Please move forward with a more pedestrian, bike, tourist and environmentally friendly alternative. Imagine....the seafront opened up to the city!

Comments apply to:
Overall Project

I-097-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: SM Burke
Organization/Membership Affiliation (optional): NSIA - Secretary
Address: 3401 Evanston N.
City: Seattle State: WA Zip: 98103
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-098-001 North Seattle Industrial Association will submit detailed comments by June 1, 2004. We are concerned that the project choose an alternative that is fundable (in the real world), not over-

I-098-002 loaded with extras! We are also interested in how trucks will move

(Please use additional paper if you need further comment space) both during and after Reconstruction!

I-098-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and-Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-098-002

FHWA, WSDOT, and the City of Seattle are committed to working with the freight community to explore all practicable measures to facilitate freight mobility during construction and after the project is complete. Through the transportation planning process for construction, the lead agencies have consulted with members of the freight community and identified strategies to help trucks get around during construction. More information about these strategies can be found in the Final EIS Appendix C, Transportation Discipline Report. The lead agencies will remain committed to communication with the freight community as the strategies become more defined.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Suzanne M Burke

Organization/Membership Affiliation (optional): _____

Address: 3401 Evanston N.

City: Seattle State: WA Zip: 98103

E-mail: _____

Check here if you would like to be added to the project mailing list. Simon

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-099-001

Rebuild working on the two most fractured sections ASAP — long term replace one section at a time. We need to get going, funding is tight people are at risk if we wait any longer. Also need to keep trucks flowing!

(Please use additional paper if you need further comment space)

I-099-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Dick Burkhardt
Address: 4802 S Othello St
City: Seattle
State: WA
Zip Code: 98118
Email: dickburkhardt@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-100-001** (1) The Tunnel alternatives are the best. But why not keep the same capacity as now - 2 lanes each way in the tunnel and on the surface? This would save money and keep the surface a much friendly place - 6 lanes on the surface is way too much, especially since 4 does just fine now.
- I-100-002** (2) The bike lanes sandwiched between car traffic and parked cars are a very bad idea for such a prime tourist-oriented area (danger, noise, general unpleasantness). There should be separated bike paths - switch the location of the parking and bike lanes, adding a planting strip between them. On one side the bike path could run near the waterfront streetcar, as it does today. On the other side it could be near the sidewalk. Design the bike path on the waterfront side for slower cyclists and families, with the bike path on the downtown side for faster cyclists.
- I-100-003** (3) Parking (short term) should be only on the downtown side of the surface highway, not on the waterfront side, where it will detract from the park-like environment. Instead have a pick-up / drop-off lane on the waterfront side.

Comments apply to:

Tunnel Alternative

Bypass Tunnel Alternative

I-100-001

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. Therefore, to provide similar capacity levels as currently exist today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project.

With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock.

It is expected that, overall, traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-100-002

Because of the range of activities on the central waterfront, there is no clear-cut "best" alternative for providing bicycle facilities. On-street bike lanes are proposed to allow commuter and other experienced cyclists to travel in the roadway and avoid heavy pedestrian traffic associated with the waterfront promenade. The on-street bicycle lanes will be design to AASHTO national standards for bicycle lanes adjacent to parking. The waterfront promenade in this area will provide an area where slower-moving, recreational cyclists may ride.

I-100-003

The City of Seattle is leading the design effort for the Central Waterfront, which will determine parking along Alaskan Way.

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

From: Byram, Michael [mailto:byramm@soundtransit.org]

Sent: Thursday, April 01, 2004 2:03 PM

To: awvdeiscomments@wsdot.wa.gov

Subject: alaskan Viaduct

I-101-001 I am in favor of the six lane tunnel. It is the best option for the long term and the costs are reasonable considering the work. Please make this e-mail part of the official record for citizen's input.

Thanks

Mike Byram

1000 Cabin Creek Lane SW

B305

Issaquah, WA 98027

I-101-001

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.

AWV Draft EIS Comment Form Results:

Name: Staci Byram
Address: 1622 5th Avenue N.
City: Seattle
State: WA
Zip Code: 98109
Email: cwwyman@real.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I think you should build the tunnel alternative. It may cost more but it opens up more land, it has higher speeds and less noise. It appears there is less of an construction impact, and overall the tunnel alternative will greatly enhance the beautification of the waterfront. I'm all for the tunnel alternative.

I-102-001

I-102-001

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.

AWV Draft EIS Comment Form Results:

Name: Melissa Cabal
Address: 1825 - 18th Avenue
City: Seattle
State: WA
Zip Code: 98122
Email: melissa@reidcm.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway. PLEASE do not allow construction of an alternate bypass tunnel. The focus should be to build a park in place of existing overpass and focus on a subway system for transportation needs. alternatives just won't cut it for our city.

Comments apply to:
Overall Project

I-103-001

I-103-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

April 6, 2004

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Avenue, Suite 2424
Seattle, WA 98104

Comments: Alaskan Way Viaduct and Seawall Replacement Project

Your March 2004 bulletin requested comments on the five Viaduct alternatives.

I-104-001

REBUILD is the preferred alternative followed by AERIAL. The REBUILD retains the beautiful view of the city while traveling over the waterfront and provides easy access to First Avenue and the Waterfront from under the Viaduct parking. The Viaduct has withstood several earthquakes and major fires therefore the original concept has stood the test of time.

I-104-002


TUNNEL. Neither TUNNEL alternative is acceptable. The cost, construction time delay, lack of beauty, underwater hazard and earthquake risk make these alternatives unacceptable. We will never use the tunnels!

SURFACE. The surface option will invite pedestrian accidents and wipe out the Waterfront businesses. Philadelphia has a similar surface plan between the Independence Mall and the Delaware River waterfront. While the Independence Mall has attracted millions, access to the waterfront is difficult due to the expressway in between. Several historic ships are on the waterfront, otherwise tourist business is lacking and the area is an eyesore.

I-104-003

There seems to be a lack of concern regarding the TIME FRAME of 6 to 11 years. This long construction delay will have a serious impact on downtown business in addition to waterfront and tourist business. Impact causes accelerated actual depreciation of building values and the permanent loss of a substantial share of your property tax revenue. Have you considered an accelerated cost and time frame to keep your business base alive? Philadelphia has miles of abandoned business operations due to a similar faulted business concept. The downtown business heart of Tacoma was also destroyed several years ago by similar civic improvement. All the businesses moved to the Tacoma Mall in the suburbs.

Sincerely


Dan Caldwell
19547 Second Ave. S.
Des Moines, 98148

I-104-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild or Aerial Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-104-002

Your objections to the 2004 Cut-and-Cover Tunnel, Bypass Tunnel, and Surface Alternatives are noted.

I-104-003

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each

alternative and its construction plan, and Chapter 6 describes construction effects.

Dear Allison Ray,

How these needed re-placement projects lag!

I-105-001

Why don't we open them up to local bidding and save taxpayer's money??

Down the line there is always going to be better roads!

It never seems to happen.

I came to Seattle in 1962 and little has changed in this narrow land corridor!!

Yours truly,
(age 88) Lucile B. Cameron

I-105-001

Thank you for your comment. Before a project of this size is ready for contract bidding, a certain amount of planning and coordination with stakeholders is necessary to ensure its success. The contracts for this project will be open for bids from local contractors.

I-106-001

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

From: Dick Campbell [mailto:dick524@cablespeed.com]

Sent: Thursday, May 20, 2004 7:34 AM

To: awvdeiscomments@wsdot.wa.gov

Subject: Viaduct

We have gone to several informational meetings about the Alaskan Way viaduct and would like to say that we are in favor of the cut and cover tunnel that extends to Battery. We live on Alaskan Way and certainly think it would be a nicer place without the noise of the viaduct and with the city opening up to the waterfront in a more attractive way.

We would hope that you could avoid having more lanes of traffic on Alaskan Way, so that it would be attractive to visitors, and perhaps the trolley could be moved to Western.

Thank you for all your concern and work to make Seattle an even more pleasant place to live and work.

Dick and Marilyn Campbell

I-106-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: RICHARD W. GAMBELL
Organization/Membership Affiliation (optional): _____
Address: 1950 ALASKAN WAY, #529
City: SEATTLE State: WA Zip: 98101
E-mail: DICK529@CABLESPEED.COM

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project Tunnel Alternative Construction Impacts and Mitigation
- All of the Alternatives Bypass Tunnel Alternative Other
- Rebuild Alternative Surface Alternative
- Aerial Alternative Seawall

What are your comments about the project?

I-107-001

I AGREE WITH THE TUNNEL ALTERNATIVE,
NOT SURFACE OR SURFACE ALTERNATIVE.

(Please use additional paper if you need further comment space)

I-107-001

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.

Alaskan Way Viaduct and Seawall Replacement Project

ID: _____

CommentID: 4620 Form : 247 CommentDate

4/29/2004

Susan Casey Organization:

Address: 3227 14th Ave.W City: Seattle State: WA Zip: 98119

I. Choose Topic:

Overall	Tunnel Alternative *	Construction Impacts and Mitigation
All of the Alternatives	Bypass Tunnel Alternative	Other
Rebuild Alternative	Surface Alternative	
Aerial Alternative	Seawall	

Comment:

Favor tunnel alternative because it opens up the area along the sound. Also, it permits access (via Western) to QA and Ballard. This is critical. Would also like to see easy access to/from West Seattle Bridge and 99 going north and south.

I-108-001 |
I-108-002 |

I-108-001

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-108-002

Connections to the West Seattle Bridge are beyond this project's corridor and will not be considered as part of this project.

AWV Draft EIS Comment Form Results:

Name: Sallie Certo
Address: 1508 45th Ave SW
City: Seattle
State: WA
Zip Code: 98116
Email: radiocgypt@seanet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The rebuild makes the most sense as it is one of the cheapest alternatives, offers a save of an historic site and will be built the fastest. Living in W Seattle it is imperative that the Viaduct stay in tact and to be upgraded and rebuilt as soon as possible. The other alternatives seems wasteful and will cause more congestion in the long run. The elevated highway is the only way to go. THANKS

Comments apply to:
Rebuild Alternative

I-109-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-109-001

AWV Draft EIS Comment Form Results:

Name: Nelson Christensen
Address: 6311 18th Ave. NE
City: Seattle
State: WA
Zip Code: 98115
Email: nelsonsr@qwest.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The Environmental Impact Statement is incomplete in that it wholly fails to make a statement about the environmental impact of the project. The Viaduct is the best traffic mover in the city. When it is shut down for inspections, the city freezes up. The EIS makes no mention of any alternative route which will handle the traffic during the years of construction. There are so many agenda motivating this project — none related to efficient automobile traffic. Bike paths! How Seattle!

Comments apply to:

Construction Impacts and Mitigation

I-110-001

I-110-001

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

====My Contact information====
Name: Karen Clark
E-mail: karenclark64@yahoo.com
Street Address:
City, State, Zip Code:
Phone:

I-111-001

==== My Question/Comment/Complaint ====
I completely disagree with all of the "choices" offered regarding the Alaskan Way Viaduct. None of them are cost efficient. Each project would require many years of construction at an incredible expense. All require huge inconvenience to the Pioneer Square community, both the business and those people who live there. Any type of Viaduct construction would likely result in the closure of many businesses in the area.

There are better ways of solving Seattle's traffic problems. WSDOT has again failed the people of the city of Seattle.

=====

I-111-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your concern for the Pioneer Square businesses and residents. The lead agencies have been working to find a cost-effective solution that meets the transportation needs of the region. The lead agencies have also worked with local businesses, residents, and other stakeholders in an effort to find ways to minimize effects during project construction. In the Final EIS, Chapter 6 describes construction effects for each alternative and Chapter 8 describes mitigation measures.

AWV Draft EIS Comment Form Results:

Name: Gemma Clarke
Address: 8146 13th Ave SW
City: Seattle
State: WA
Zip Code: 98106
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-112-001 Dear viaduct Committee, I was raised in Seattle, WA and have memories of traveling on the viaduct. When I was younger I did not really care about the viaduct itself, I only cared that when traveling on it I could smell the Ivar's French fries cooking, and my mom would point out the Olympic Mountains to me, telling me that we were lucky to have such a nice view from the city. Now that I am older (currently fourteen years old) I care about my city more, which includes everything from the homeless population to transportation. I live in West Seattle and go to an Alternative school in Northgate. I hate it when there is traffic. When the freeway is packed we take 99, which carries us over the viaduct and straight into West Seattle. Sometimes I miss the bus and my mom drives me to school. It is a long way, but by taking the viaduct it makes traveling easy, not to mention giving us a beautiful view. In my opinion, a tunnel would clutter things up and there would be no more smelling Ivar's French fries, but instead car exhaust. There would also be no more beautiful view of the Olympic Mountain range, but instead concrete. To me, the viaduct is a part of Seattle's downtown and I would hate to see a tunnel in its place. I vote for the rebuild. Thank you for letting me voice my opinion. Sincerely, Gemma Clarke

I-112-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

5-27-04

WSDOT:

I-113-001

Please do not rebuild a highway on
our shore without exploring No Highway
alternatives.

Get a copy of the Bogue Plan that
years ago would have had all our
trains under the city - Not cutting
off our waterfront - We do not need
thru traffic on Seattle very unique
and precious waterfront - Make it
a friendly - safe part of our "Main
Attraction" - Not cars and pollution.
With the new SAM Sculpture gardens
coming to our waterfront we need the
freedom to walk safely and not have
to compete with commercial traffic.
Let's show the world we intend to
make Seattle waterfront a first class
destination -

Thank you,

Ernie R. Clauson
1950 - Alaskan Way #237
Seattle, Wn. 98101

RECEIVED

JUN 01 2004

AWWSP Team Office

I-113-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: David Clinkston
Address: 106 W Kinneer Pl
City: Seattle
State: WA
Zip Code: 98119
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-114-001 The replacement strategy for the existing viaduct should result in no additional surface traffic on Alaskan way. The replacement should be below grade, and should be combined with a new seawall. It would be narrow minded to view the viaduct replacement purely as a transportation project. It would be a huge mistake to ignore the importance of this project to the urban design and quality of life of the most important city in the region. Do not allow traffic engineers and planners to make an above grade solution the preferred alternative based on cost, at the sacrifice of a once in a lifetime opportunity to transform Seattle's waterfront into a vibrant place for visitors and locals of all ages. Seattle's existing waterfront suffers from poor planning and lack of vision. The existing viaduct is an eyesore, a horrible view obstruction, extremely noisy, and hacks the waterfront from a meaningful connection to the City's neighborhoods. Let's provide a replacement below grade, with no net gain in surface traffic, that will accomplish the necessary traffic volume counts, and that will seize on the opportunity transform Seattle into a City with a world class waterfront that can be enjoyed by pedestrians. The project needs to marry the needs of transportation infrastructure with the most intelligent and sensible practices of urban design. The result should include public open spaces along the waterfront, greatly improved pedestrian access along the waterfront, and vastly enhanced connections to the City's neighborhoods. The design solution should encourage new housing, addition of cultural destinations, restored habitat for sea life, promenades, and opportunities for parks that provide direct access to the water. Opportunities to cause such positive change come so rarely. Discover your sense of vision. Shame on planners who should lack the courage, or good common sense, or the conviction to make this happen.

I-114-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on an alternative that is below grade and includes the seawall. The lead agencies recognize that public spaces along the waterfront are invaluable amenities and have identified the Bored Tunnel Alternative as the preferred alternative for this project. The City of Seattle is leading the Central Waterfront Project, which will help shape the urban design of the central waterfront area with the preferred alternative.

AWV Draft EIS Comment Form Results:

Name: Douglas Clinton
Address: 2000 W. Barrett #308
City: Seattle
State: WA
Zip Code: 98199
Email: dclinton@psrc.org
Affiliation (optional): Puget Sound Regional Council

Would like to be added to the project mailing list?

Yes

Project Comments:

I-115-001 It is imperative that the waterfront be returned to the people of Seattle and the region. That is why the best solution for the replacement of the Alaskan Way Viaduct is some sort of tunnel. I believe the option with the six lane tunnel is the best one.

I-115-001

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.

AWV Draft EIS Comment Form Results:

Name: Karen Cody
Address: 125 So. 107
City: Seattle
State: WA
Zip Code: 98168
Email: codycats@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-116-001 I would like you to take very seriously the issue of view accessibility. Over the last 20 years, we have seen so many tall buildings built all along the western edge of downtown. A person used to be able to see glorious views of the sound and the Olympics from almost anywhere downtown during the course of their business day. Now, you rarely catch a glimpse through the crack between two tall buildings. And on the waterfront, so many more tall buildings have been built that views are getting harder and harder to find. So we are coming to a point where only the people wealthy enough to get up high above the heads of the others have the benefit of being reminded on a daily basis what a glorious place we live in. The viaduct is the last place where the common person can feel the glory of this beautiful spot on the earth. Driving along the viaduct is a two minute meditation in beauty and the changing landscape of mountain, cloud and sky. I'm not saying that I'm not keeping my eye on the road, but we all enjoy crossing the I-90 bridge and seeing the spectacular view of Mt. Rainier when it's out, and the view from the viaduct beats that hands down. If we put the viaduct underground, then there goes the last unobstructed view of the sound that the less than wealthy get. I, personally, hate the idea of being in an underground tunnel. Particularly if there were a traffic jam as there is almost daily on that stretch of road. But I can also see the benefit of having the viaduct gone and a wide open expanse of park and people space along the waterfront. But that's not what is going to happen, is it? What will happen if the viaduct is put underground is that all that space will be sold to wealthy people who will put up tall buildings and those of us not wealthy enough to be invited up there, will never see our beautiful sound and mountains from downtown again. Except for the rare crack between their monoliths. If you do decided to put a tunnel in, I must say I will fight to keep developers off that space. The people of Seattle have a right to enjoy this beautiful view. Don't sell our heritage. Seattle belongs to all of us.

I-116-002

Comments apply to:

Overall Project

I-116-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-116-002

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. The Final EIS and Appendix E contain visual simulations, and effects on visual quality are discussed in the Final EIS as well. There is insufficient space for additional large high-rise buildings to be developed in the right-of-way on the east side of Alaskan Way.

AWV Draft EIS Comment Form Results:

Name: Tom Cogbill
Address: 419 SW 154th St.
City: Burien
State: Wa
Zip Code: 98166
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-117-001 Your site concentrates reader attention on alternatives to replacing the viaduct. Why, however, have you not even offered for public consideration the cheapest, easiest, environmentally friendliest, and perhaps most responsible view in the long run, viz, get rid of the thing altogether WITHOUT replacing it? Living in the South End as I do, I find the viaduct very helpful getting downtown or to places in NW Seattle, but if it didn't exist, I would hardly be stymied. The move might encourage people overall to further consider their public transit options (particularly if these are ever beefed up) and would help greatly in re-uniting the downtown core with the waterfront. Placement of the railroad and highway along the waterfront may have made sense when the city was very young, but now their positioning there can only be regarded as abominable. Let's get REALLY progressive for a change and do away with the thing permanently in the next few years. Channel funds that would have been spent on it into a high-quality light-transit infrastructure instead.

Comments apply to:
Overall Project

I-117-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: GRANT COGSWELL
Organization/Membership Affiliation (optional): PEOPLES WATERFRONT COALITION
Address: 551 1ST AV. S.
City: SEATTLE State: 98104 Zip: →
E-mail: GRANT@PEOPLESWATERFRONT.ORG

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

SEE ADDED SHEET.

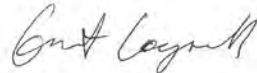
(Please use additional paper if you need further comment space)

**Viaduct Draft EIS Comment
Seattle, April / May 2004**

I-118-001

None of these alternatives offered takes full advantage of this incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront.

Improvements to the larger transportation system -- arterial connections, the express lanes and entrances and exits on I-5, the downtown grid-- and to transit would allow us to accommodate Viaduct freight and car traffic with existing resources. This simpler and more efficient approach offers us the mobility we need at a cost we can afford, without a decade of disruption to businesses and residents, and the billion dollar liabilities of a megaproject. We should not give up our city's most valuable ecological, civic, and economic land for just a highway. We have a once in a century chance to do better, and we owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to include a "no-highway" alternative in the Viaduct EIS, to spread the traffic out onto existing resources and open up the larger possibilities for the shore.


GRANT COGSWELL
551 1ST AV S.
SEATTLE WA 98104

I-118-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-119-001

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

From: Tina Cohen [mailto:tinacohen@worldnet.att.net]
Sent: Saturday, May 01, 2004 8:33 PM
To: viaduct@wsdot.wa.gov
Cc: awvmail@enviroissues.com
Subject: Website comments

Hope this is the right place - or please forward:

I prefer the viaduct be rebuilt. It really serves us Ballard residents and is an excellent alternative to I-5. The tunnel would be a money pit! It only benefits downtown condo owners.

Thanks,
Tina Cohen
8318 26th Ave NW
Seattle WA 98117

PS Need I say it? Please don't send me any spam. Thanks.

I-119-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

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

From: Nate Cole-Daum [mailto:natecoledaum@hotmail.com]

Sent: Saturday, May 29, 2004 11:09 AM

To: awvdeiscments@wsdot.wa.gov; aarts@speakeasy.net; david@daviddella.com; Jan.Drago@seattle.gov; jgodden@electgodden.com; Jim.Compton@seattle.gov; Nick.Licata@seattle.gov; Peter.Steinbrueck@seattle.gov; Richard.Conlin@seattle.gov; Richard.McIver@seattle.gov; Tom4Seattle@msn.com; jpatt3kids@aol.com; DJohnConey@aol.com
Subject: comments to Waterfront (Viaduct) DEIS

The design work being done presently is an opportunity to correct a huge urban planning mistake. As a lifelong Seattleite, I am heartened by the opportunity presented by the decay of the Viaduct, but I am discouraged by the results that have come of the official planning process.

The emphasis on replacing private automobile capacity is simply wrongheaded. Its effect is visible in the shortcomings in the plan. Please remember that this is a once-a-century opportunity to put things right, and remove a huge quality-of-life obstacle from the heart of the city.

Please consider these thoughts:

I-120-001

1. The viaduct needs to come down, whether the city, state or federal government is liable in the case of a structure failure or not is beside the point. It is no longer safe to allow people to risk their lives every day driving on it.

I-120-002

2. There should be no net increase in roadway to Alaskan Way. To do otherwise is to fail to learn from history. Making the waterfront a high traffic corridor was a mistake, please do not make the same mistake twice.

3. Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor. Studies throughout the world have shown decreased accommodation for the private automobile (reduced parking, restricted rights-of way) results in reduced congestion. People find other ways of getting there. They ride transit, move closer, etc. We are investing billions of dollars in public transit in this decade. Recognizing that large cities will have congestion, why should we continue to degrade the waterfront for the sake of cars when there are so many other ways to get around?

I-120-003

4. The lid over SR 99 should extend from Pike to Battery. Pike Place Market and the Waterfront are two regional jewels, artificially separated years ago by the viaduct. They are a stones' throw apart, but miles away on foot. We have the opportunity to correct that mistake, let's not squander it.

I-120-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and are also concerned about the safety of the existing structure. Replacing the viaduct is an urgent need for transportation in the region.

I-120-002

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. To provide similar capacity levels as currently exists today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. Overall, it is expected that traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-120-003

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

I-120-004

5. The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley. The Western neighborhood character is a great compliment to the trolley. This would change it from a tourist ride to a real component of the general transportation picture, linking Pioneer square to the furniture shops and office buildings on Western to Pike Place Market and residences in Belltown. This is a use of transportation dollars that makes sense, by improving quality of life and moving more people.

Nate Cole-Daum
3015 SW Avalon Way
Seattle, WA 98126
425.605.8369

and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

I-120-004

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.

AWV Draft EIS Comment Form Results:

Name: Bonnie Collett
Address: 1425 Western Ave. #310
City: Seattle
State: WA
Zip Code: 98101
Email: officemum@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I would like the DOT to add a "take down and do not replace" alternative to the EIS.

Project Comments:

Please consider the Environmental Impact of taking down the viaduct and not replacing it. Instead spend the money to repair the seawall and improve traffic on the surface streets of Seattle.

Comments apply to:
Overall Project

I-121-001

I-121-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: collingstaz@hotmail.com [mailto:collingstaz@hotmail.com]
Sent: Tuesday, May 25, 2004 6:53 PM
To: awvdeiscments@wsdot.wa.gov
Subject: Viaduct

To Whom it will Concern

We would like to weigh in with the Allied Arts recommendation as follows;

- I-122-001** | -cut and cover is best option after no viaduct at all
- I-122-002** | -no net increase in roadway to Alaskan Way
- I-122-003** | -any additional traffic to be dispersed among all avenues through downtown corridor
- I-122-004** | -lid over SR99 should extend from Pine to Battery
- | -Trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront

Thank you

Taylor and Anita Collings
2306 16th Ave East
Seattle, Wa 98112

I-122-001

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-122-002

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. To provide similar capacity levels as currently exists today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. Overall, it is expected that traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-122-003

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-122-004

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.

AWV Draft EIS Comment Form Results:

Name: kelly collins
Address: 4529 bagley ave n
City: seattle
State: wa
Zip Code: 98103
Email: kcol@u.washington.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The DEIS must address a no-build alternative. We need to look at options that move traffic away from our waterfront. It is irresponsible to leave out this alternative.

Comments apply to:
Overall Project

I-123-001

I-123-001

The 2004 Draft, 2006 and 2010 Supplemental Draft, and Final EISs all analyzed the No Build Alternative. In addition to the No Build Alternative, many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: yuccapete@juno.com [mailto:yuccapete@juno.com]
Sent: Monday, May 31, 2004 9:50 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: comments

On the selection of alternatives:

I-124-001 Whatever is decided, it is absolutely imperative that the 99 corridor continue to exist as a rapid means of accessing downtown Seattle and going through to the South or North. This, of course includes easy access to W. Seattle, Seatac, etc. This is essential given the difficulties on the I-5 corridor. Also, for residents to the west of I-5 living in the city, Aurora Ave is usually a better route.

The rapidity of access must not be compromised by becoming a road interrupted by lights or stops. The number of access points should be carefully considered and limited. It should be constructed so that highway speeds are able to be maintained on the route.

As a property owner in the city, I feel I'm on the receiving end of an endless progression of property tax hikes for an infinite list of projects planned to be done. This one is essential - maybe some others aren't.

Thank you for the chance to comment -
5/31/03
Peter Comanor
3821 Carr Pl N
Seattle, WA 98103-8125
206-632-0918 (voice mail)

I-124-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your thoughts regarding the 2004 Draft EIS alternatives and preserving and improving access and mobility within the corridor. The lead agencies are committed to the wise use of public funds in the planning, design, and construction of this project. Since the publication of the 2004 Draft EIS, the project has evolved. The Bored Tunnel Alternative has been identified as the preferred alternative. Please see the Final EIS for current project information.

AWV Draft EIS Comment Form Results:

Name: robert e condon
Address: 2722 86th ave ne
City: clyde hill
State: wa
Zip Code: 98004
Email: rec@wolfenet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Considering all the options for replacement, and the future need to create a visitor/resident-friendly waterfront, the reconstruction of the seawall combined with a covered below-grade tunnel (a la Mercer island I-90) seems the best solution in terms of accomplishing 1) easy access to the waterfront, 2) adequate traffic capacity for the present and future, and 3) improved amenities all 'round.

Comments apply to:
Overall Project

I-125-001

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-125-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DONALD JOHN CONEY

Organization/Membership Affiliation (optional): CH. CITY NEIGHBORHOOD COUNCIL TRANSPORTATION

Address: 3227 - 13TH AVE W.

City: SEATTLE State: WA Zip: 98119

E-mail: D.JOHNCONEY@AOL.COM

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- All of the Alternatives
- Rebuild Alternative
- Aerial Alternative
- Tunnel Alternative
- Bypass Tunnel Alternative
- Surface Alternative
- Seawall
- Construction Impacts and Mitigation
- Other

What are your comments about the project?

I-126-001

RETAIN ACCESS TUNNEL ALTERNATIVE UNDER O.S.P.
TO BETTER SERVE FREIGHT MOBILITY BETWEEN
BUNMILC AND DUWAMISH INDUSTRIAL AREAS.
CONSIDER A SOPHISTICATED SYSTEM OF TRAFFIC CONTROL AND
SAFETY FEATURES AT THE GRADE CROSSING OF BNSF RIGHT OF WAY
AT BROAD AND ALASKAN WAY IN MITIGATION PERIOD.
DO NOT BUILD TEMPORARY MITIGATION VIADUCT AT BROAD/ALASKAN WAY

(Please use additional paper if you need further comment space)

I-126-001

FHWA, WSDOT, and the City of Seattle are committed to working with the freight community. Since the publication of the 2004 Draft EIS, the project has evolved. Please see the Final EIS for current project information and proposed mitigation measures. Appendix C, Transportation Discipline Report, of the Final EIS also contains updated information about freight mobility and proposed mitigation measures.

AWV Draft EIS Comment Form Results:

Name: Patricia A. Conrard
Address: 12021 NE 67th St.
City: Kirkland
State: WA
Zip Code: 98033
Email: SandyClaws1947@comcast.net
Affiliation (optional): private citizen

Would like to be added to the project mailing list?

Yes

Project Comments:

I favor the aerial (first choice) or rebuild (second choice). I totally oppose the tunnel!!! It is too expensive and would be another "big dig" like the mess in Boston! The most scenic view in Seattle, and the ONLY view that I have of Puget Sound, is from the viaduct as it is currently built when I drive over it. A tunnel will improve the view ONLY of those wealthy enough to have an office in a downtown highrise or who can afford a high rise tunnel. The average citizen deserves a view and deserves a reasonably priced, safe viaduct. If the tunnel option is chosen, then let those groups who advocate for it - raise the funds for it themselves privately. The tunnel is a taxpayer rip off!!!!

Comments apply to:

I-127-001

I-127-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Nathaniel Cormier
Address: 1237 S. Rose St.
City: Seattle
State: WA
Zip Code: 98104
Email: ncormier@jonesandjones.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

We need a no-highway alternative! It is the cheapest and most visionary approach. We should spend our limited resources creating a people and nature-friendly waterfront and shaping a transportation system for the next century, not moving and parking cars right on our best real estate. We don't need a new dinosaur viaduct or an expensive tunnel on our precious waterfront! Thank you.

I-128-001

I-128-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4627 Form 254 CommentDate 4/29/2004
Mary Coughlan Organization
Address: 7707 26th Avenue City Seattle State WA Zip: 98117

1. Choose Topic:

Overall	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I do not favor the surface alternative. It would decrease mobility and add to congestion downtown.
I also do not like the bypass tunnel alternative because it would not allow people in Ballard to use the viaduct to go south.
It is important to consider freight mobility in any options.
Overall, I favor the tunnel option.

I-129-001

I-129-001

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.

May 28, 2004

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct & Seawall Replacement Project
999 Third Ave., Suite 2424
Seattle, WA 98104

RECEIVED

JUN 01 2004

AWSP Team Office

Dear Ms. Ray:

I-130-001

We would like to express our desire that the viaduct be rebuilt in the same configuration as it presently is.

All options over and above the "rebuild" option are, in our opinion, economically unfeasible and will never happen. The dreams of parks and open spaces are luxuries that we cannot afford. Further, the history of estimating of current projects, i.e. Light Rail, Monorail, is woeful. We need to stay with a project that will meet our needs and still be within the realm of affordability. It will never happen if you go with any other option.

On a personal note, we use the viaduct all the time to come to Seattle from the south-end. The drive is the most scenic in the State of Washington. Build a tunnel, we won't come. We refuse to become moles.

Sincerely,



Charles and Becky Cox
15725 25th SW
Burien, WA 98166

I-130-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Amy Cragg
Address: 4703 Fremont Ave
City: Seattle
State: WA
Zip Code: 98103
Email: cragga@u.washington.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-131-001

I urge to you consider including the study of a No-Highway alternative in the EIS for this project. Replacing the viaduct with a huge project like tunneling will be incredibly time-consuming, expensive and disruptive to the waterfront. Currently, the viaduct cuts the city off from the waterfront and it's important to look at transportation alternatives that will not do the same thing in the future. I would like to see study of all alternatives in the viaduct project, which must include not replacing the viaduct at all. Then, a decision can be made that will be the most cost-effective and place priority on re-connecting our city to Elliot Bay.

Comments apply to:
Overall Project
Other Topic: No-Highway Alternative

I-131-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Robert Cromwell
Address: 4750 35th Ave. South
City: Seattle
State: WA
Zip Code: 98118
Email: robert.cromwell@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-132-001 As a former downtown resident I believe a community friendly water front design is critically important in this process. For this reason I prefer the tunnel alternative with the surface alternative as a second best option.

My preference for a surface alternative in the absence of sufficient funding for the tunnel would be to mirror the designs of the San Francisco, CA and Vancouver, B.C. waterfront traffic designs where they do not overly detract from the pedestrian experience. The San Francisco analogy appears particularly apt given the loss of the Embarcadero closely parallels the risks we face with the viaduct.

I-132-002 Consideration should also be given to not having a water-front surface option at all and simply routing traffic into the core downtown streets (2d and 4th Ave.). This would also parallel the experience of entering Vancouver, B.C. where the freeways terminate on surface level streets. While I recognize the transit time impact of this option, it is likely to be of lower cost than the surface alternative now contemplated and would be as close to a

Comments apply to:

Overall Project

Tunnel Alternative

I-132-001

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-132-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Your suggestion to eliminate traffic along the waterfront would increase the congestion on I-5 and downtown streets over the levels found in the study mentioned in the paragraph above.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4631 Form 258 CommentDate: 4/27/2004
Carin Crowder Organization:
Address: 3803 Wallingford City: Seattle State: Wa Zip: 98103

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I think that the viaduct should be repaired or perhaps a tunnel could be an alternative. To have the viaduct completely torn down and an alternative plan of having traffic re-routed through downtown would be complete madness. Traffic is already a nightmare through and around this city. Hearing that bus tunnels could be shut down etc sounds awful to me. A simple plan of repair/re-surface seems to me to be the viable option. The folks that believe the viaduct is an eye sore - I don't think so. It is part of Seattle's waterfront. Let them try and detour traffic. We stand to loose a lot more if we try other alternatives.

I-133-001

I-133-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild or Tunnel Alternative. The project has evolved since the publication of the Draft EIS in 2004, and 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. Please refer to the Final EIS for current information.

May 27, 2004

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Ave., Suite 2424
Seattle, WA 98104

RECEIVED
JUN 01 2004
AWWSP Team Office

Dear Ms. Ray:

I-134-001

I have read through the draft EIS for the Alaskan Way Viaduct and Seawall project. I have lived in Seattle all of my life, and have used the area's transportation network for the last 25 years. I have taken a keen interest in transportation issues in the area, and particularly the larger ones, such as the SR99, SR520 and I-405 challenges.

All of the options are expensive, and that is to be expected with a project of this nature. Nonetheless, I feel that if it is important to invest the money in a revitalized SR99 corridor, and I feel the most cost-effective, least risky approach is either the Rebuild or Aerial alternatives. While the tunnel option appears attractive, I think it is inherently more risky, and would be more difficult to maintain. The view corridors to be created would not really benefit the average citizen; rather, they would benefit a few property owners in the first few floors of downtown properties. All of our previous experiences with tunneling in the Seattle area suggest that it is problematic, expensive, and presents significant risk of cost overruns.

A surface alternative is entirely unrealistic, and will result in significant negative traffic impacts on the downtown surface streets, but more importantly on I-5. I-5 through the downtown area is already congested during a significant portion of the day, and pretending that all of the traffic that bypasses downtown via the viaduct can be handled with a surface street seems absurd. In addition, the effect of increased through traffic on Alaskan Way itself will prove to be even more of a barrier between the waterfront and downtown than the current viaduct is perceived to be.

The viaduct as it exists today is worn out and obsolete, but the concept is still viable. That is: grade separate the through traffic, limit the on and off ramps, and provide an alternative for freight and vehicular traffic, while allowing easier pedestrian access to the waterfront from downtown. An Aerial or Rebuild alternative would replace the viaduct, built to 21st century traffic and seismic standards, would repair the seawall, and be a significant improvement from the current situation.

I look forward to following the continued progress of this important project. I appreciate the effort required to produce the Draft EIS. I would be happy to comment further, so please feel free to contact me.

Sincerely,



Brad Cummings, Seattle
home phone: 206-525-1160

I-134-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild or Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and 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. Please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Taggart Cummings
Address: 2449 36th Ave West
City: Seattle
State: WA
Zip Code: 98199
Email: tagcummings@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-135-001

As a Magnolia resident, the surface street and bypass tunnel options are unacceptable. In the "Why do we need the project?" section of the EIS it states, "the Alaskan Way Viaduct serves as a vital route for drivers, transit providers and riders, and the freight community by linking several key areas, including Burien, West Seattle, Duwamish industrial area, downtown Seattle, Ballard and Interbay, Magnolia, and north Seattle," yet the bypass tunnel option eliminates the Western Ave exit and adds at least 5 minutes to commute time to the Ballard/Interbay/Magnolia area. Please find a way to keep a suitable exit in place if the bypass tunnel option is picked. The surface street alternative is not attractive either, as we need the higher capacity link through the western side of the city.

Comments apply to:

Overall Project
Bypass Tunnel Alternative
Surface Alternative

I-135-001

FHWA, WSDOT, and the City of Seattle acknowledge your concerns about access to the Elliott/Western corridor. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. If the Bored Tunnel Alternative is selected, the City of Seattle will lead the Elliott/Western Connector project, which would provide a connection from Alaskan Way to the Elliott/Western corridor.

AWV Draft EIS Comment Form Results:

Name: P Scott Cummins
Address: 3430 - 38 Avenue West
City: Seattle
State: WA
Zip Code: 98199
Email: pscott@pscottcummins.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-136-001

Demolition prior to mitigation/temporary replacement of every traffic lane displaced means, in the aggregate, a long term hit to the economy we can ill afford. Therefore, an option needs to be placed back on the agenda of choices: a temporary (20 - 25 year) north-south SR99 SUSPENSION BRIDGE over Elliott Bay. To fail to study the ramifications of this option puts our economy at risk to dollar figures many more times than the \$1.5b depreciated over the life span of the structure.

Comments apply to:
Other Topic: Suspension Bridge

I-136-001

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

I-137-001

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

From: Christopher Cunningham [mailto:CRCCunnin@maxwell.syr.edu]

Sent: Monday, April 26, 2004 4:17 PM

To: viaduct@wsdot.wa.gov

Subject: Consider not replacing Viaduct capacity

Dear WSDOT project managers,

Commuters, homeowners and businesses constantly optimize where they work, where they live, how they commute and where they operate. That is why new infrastructure rarely provides the claimed benefits or reduced travel times. People respond to the added infrastructure by taking more trips, driving alone and perhaps living farther away and thus eroding the claimed travel time savings. Similarly, reductions in capacity should have fewer costs than predicted from a static model.

Please include a tear down without replacement option in your cost-benefit analysis. It is a choice that should be seriously considered before spending 4 billion dollars (presumably 8 billion with overruns and delays.)

Sincerely,

Chris Cunningham

I-137-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-138-001

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

From: Roger Curtis [mailto:rogercurtis@earthlink.net]
Sent: Tuesday, June 01, 2004 10:05 AM
To: awvdeiscomments@wsdot.wa.gov
Subject: Keep the Viaduct

Rebuild the Viaduct. The other options are much too costly and disruptive.

I am one of the many thousands who both rely on the viaduct and appreciate the chance to see the view.

I also rely on the parking underneath the viaduct. It will have to be replaced if any other option is chosen.

Thank you

Roger Curtis
West Seattle
206-935-9678

I-138-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Kristine Dahms
Address: 9511 SW 264th Street
City: Vashon
State: WA
Zip Code: 98070
Email: kristine@twistdesign.biz
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway. Let's keep in mind what a lovely city Portland is and what a wonderful job they have done managing their downtown waterfront. It is a shining example of a pedestrian-friendly city that accommodates traffic as well. Thank you for your consideration.

Comments apply to:
Overall Project

I-139-001

I-139-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Nora Daley
Address: Otak, 117 S. Main St. Suite 400
City: Seattle
State: WA
Zip Code: 98104
Email: nora.daley@otak.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

EIS is insufficient because it does not analyze what is likely the simplest, cheapest, and least disruptive solution: fixing the larger transportation network instead of building a new highway. I'd recommend adding this alternative to the study. Study its feasibility. This may be an option that we can afford and can implement in short order while enhancing the vitality and connectivity of Seattle's downtown and waterfront. Its extremely important that we don't lose this chance to reconnect the city to its waterfront. We need to put the focus on accessibility and mobility for people not cars.

Comments apply to:
Overall Project

I-140-001

I-140-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Jonathan David
Address: 2000 Alaskan Way #542
City: Seattle
State: WA
Zip Code: 98121
Email: jtdbluedevil@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I attended the public hearing earlier tonight (4/27). After reviewing the plans for the temporary flyover bridge I wanted to make sure that I provided my complete thoughts on this option. I am a homeowner on the waterfront. I care a great deal about the quality of life on the waterfront. I believe that the temporary flyover bridge being built makes the ariel plan a non-option. As a resident, I find this option completely unacceptable. The draft EIS makes no mention of how building this structure will impact local business (Marriott & Edgewater hotels, restuarants, shops, etc..). It also makes no mention of how building this structure will impact the property values of residents on the waterfront. These are major concerns and I would like to see them fully addressed before any plans involving the temporary flyover structure are seriously considered.

Comments apply to:
Overall Project
Construction Impacts and Mitigation
Aerial Alternative

I-141-001

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-141-001

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4612 Form 239 CommentDate: 4/27/2004
Jonathan David Organization: Waterfront
Address: 2000 Alaskan Way City: Seattle State: WA Zip: 98121

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

The EIS does not address the concept of building a final solution without temporarily rerouting traffic. It needs to investigate the concept of focusing purely on the final solution and letting traffic reroute itself naturally in the interim in order to save time and money.

I-142-001

Comment:

The Seattle waterfront has come a long way in the past decade. The development of a new hotel, residential condominiums, the cruise ship terminal and other businesses has begun to evolve the space into an inviting and desirable place for Seattle residents and tourists to visit.

I-142-002

Some of the options for temporary traffic rerouting during construction will destroy this progress. The Battery Street Flyover option will block access to the restaurants, businesses, and homes on the waterfront. The temporary aerial viaduct will do the same in the more southern areas. Both of these options will drop property values and discourage Seattle residents and tourists from visiting the waterfront.

If we choose to use these tools during construction it is obvious that a hypothetical traffic flow issues during construction is more important to the city than the residents, businesses, and economy of the Seattle waterfront. I do not believe that the EIS does an adequate job of assessing the impact of these temporary structures on the businesses, property values, and overall perception of the waterfront during construction. Along with all of these things, the EIS needs to discuss how parking will be replaced, how the concerts on the pier will continue, and how day-to-day activity on the waterfront will carry on.

There should be a full assessment of options that involve building the final solutions without putting in place these monstrous structures. Options where traffic reroutes itself naturally during construction need to be fully evaluated. Speaking as a homeowner on the waterfront, the Battery Street Flyover detour option and the temporary aerial structure are unacceptable.

I-142-001

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects. Any plan to replace the viaduct will require some type of closures and/or lane restrictions on SR 99 through downtown and the Alaskan Way surface street.

I-142-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects (including the cost) of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel Alternative and the Elevated Structure evolved, the Battery Street Flyover Detour was eliminated primarily due to these impacts. The Elevated Structure Alternative would construct a temporary Broad Street detour.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. This alternative does not include use of a temporary aerial structure during project construction. Details about the Bored Tunnel, Cut-and-Cover, and Elevated Structure construction plans are presented in Chapter 3 and effects are presented in Chapter 6 of the

Final EIS. The Final EIS also discusses mitigation strategies for parking effects in Chapter 8.

I-142-003

Please see the response to your previous comment I-142-001.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4613 Form 240 CommentDate 4/27/2004
Jonathan David Organization: Waterfront
Address: 2000 Alaskan Way City: Seattle State: WA Zip: 98121

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

The draft EIS does not explore the option of not rerouting traffic during construction. The option of focusing purely on the final solution and letting traffic reroute itself naturally during implementation could save time and money. This is a critical option that should be further explored.

Note: Apologies if this is a duplicate submission. The first time I entered the comment I do not believe that I entered all of my personal info

2. Is this the first EIS you have read?

Yes * No

3. Have you previously participated in public meeting/comment periods related to transportation projects?

Yes No *

4. Did you find this Draft EIS format easy to understand?

Yes * No Why:

5. Did the graphics help make the Draft EIS easier to review and understand?

Yes * No

6. What did or didn't you find helpful when reading this Draft EIS?

I-142-003

AWV Draft EIS Comment Form Results:

Name: Caroline Davis
Address: 2501 Nob Hill Pl N
City: Seattle
State:
Zip Code: 98109
Email:
Affiliation (optional): n/a

Would like to be added to the project mailing list?

Yes

Project Comments:

I-143-001 I favor a tunnel to open up the waterfront, make the land more valuable and usable and allow the beauty of that area to be enjoyed. I live on Queen Anne and want to be able to enter and leave 99 both heading north and south at some point on Queen Anne. This is an opportunity to remove an eyesore, cut down on traffic noise, improve property values, and make one of the most beautiful features of this city appreciated by others. Don't cut corners. The pay off in the long run is worth the expense. Thanks

Comments apply to:
Overall Project

I-143-001

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.

AWV Draft EIS Comment Form Results:

Name: Jacquelyn Davis
Address: 13160 91st Place NE
City: Kirkland
State: WA
Zip Code: 98034
Email: jacquelyn.davis@wamu.net
Affiliation (optional): Washington Mutual

Would like to be added to the project mailing list?

Yes

Project Comments:

I-144-001

I would very much like to see the tunnel alternative, in spite of the higher cost. I believe this to be the solution that provides the greatest value in human terms, creating a traffic solution together with an aesthetic, useable surface space which can be used for the enjoyment of the public, visitors and residents. It represents a large scale, long term, 100 year vision instead of a quick fix decision based solely on the cheapest solution. If we are going to do this project, let us do it in a way which will add economic benefits from commerce and tourism and a rich vitality to our Seattle Waterfront for everyone to enjoy.

Comments apply to:
Tunnel Alternative

I-144-001

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.

AWV Draft EIS Comment Form Results:

Name: Dayna Dealy
Address: 1707 Boylston Avenue #201
City: Seattle
State: WA
Zip Code: 98122
Email: ddealy@orig.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I support the full tunnel for many many reasons which have already been used before. Ditto the reasons, but vote yes for me for the tunnel. Thanks!

Comments apply to:
Tunnel Alternative

I-145-001

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-145-001

RECEIVED
MAY 21 2004
AWWSP Team Office

**Alaskan Way Viaduct and Seawall Replacement Project Draft EIS
Comment Form**

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information

At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Check here if you would like to be added to the project Mailing list.

Name Maria PE Figueva
Address 22528 NE 23rd Ct
City Summerville State WA Zip 98074
Email palmeratf@hotmail.com

Organization/Membership Affiliations _____
(optional)

Choose a topic

- Overall Project
- All of the Alternatives
- Rebuild Alternative Aerial
- Alternative Tunnel Alternative
- Bypass Tunnel Alternative
- Surface Alternative
- Seawall
- Construction Impacts & Mitigation
- Other _____

I-146-001

What are your comments about the Project?

The project will impact the people who live near the viaduct that are disproportionately poor and latino. The CASA latina day laborers who seek for job in that area would need help on the ways:

- The City of Seattle should work with the DOT and CASA latina Day workers center to relocate them to a suitable location.
- The DOT should give priority to construction companies that include in their bids a commitment to working with CASA latina to employ their workers in the construction.

I-146-001

In March 2009, Casa Latina moved to their new building east of I-5 in the International District neighborhood. The new location is outside of the Alaskan Way Viaduct project area.

WSDOT will comply with the federal requirements for disadvantaged business enterprise (DBE) participation. WSDOT cannot require contractors to hire workers from specific organizations. However, WSDOT can and does encourage contractors to work with local organizations and to develop programs that draw on the local labor pool.

I-147-001

4-25-04

RE: THE VIADUCT

FIRST I HAVE HEARD THE TV NEWS PERSONS
CALL IT "DECREPID" - "HALF CENTURY OLD" -
"CRUMBELLING" - "EARTHQUAKE DAMAGED" &
"ANTIQUE ROADWAY"

I HAVE ALSO HEARD THAT CONCRETE STRENGTHENS
FOR IT'S FIRST 100 YEARS!

I NEVER COUNTED THE COLUMNS, BUT THERE
MUST BE AT LEAST 300 TO 400

MOST OF IT IS BUILT ON UNSTABLE FILL BEHIND
A SEAWALL. I THINK IT IS STANDING AMAZINGLY
WELL!

ONE COLUMN HAS SETTLED & IS DOWN ABOUT 2
INCHES. THEY SAID IT IS SINKING, BUT A RECENT
CHECK SHOWED IT HAD NOT CHANGED IN THE PAST
YEAR. IT COULD BE CUT LOOSE & RAISED - REPAIRED -
OR AT MOST - REPLACED! THE SURFACE IS GETTING
A BIT ROUGH FROM WEAR. THIS COULD BE REPAIRED
OR BLACK-TOPPED.

LET'S LEAVE THE VIADUCT ALONE & GET ANOTHER
STREET THRU TOWN - MAYBE SUBMERGED UNDER
5TH AVE TO MISS THE RAILROAD TUNNEL!

206-301-4390

Jimmy Delaloye
110 ALMA 92714

I-147-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

In addition, the project team considered the idea of replacing the viaduct with a tunnel under 5th Avenue. This concept was rejected for several reasons, including that it would require complex, state-of-the-art construction with high costs and high risks.

AWV Draft EIS Comment Form Results:

Name: Karen
Address: DeLucas
City: Seattle
State: WA
Zip Code: 98102
Email: DeLucas@speakeasy.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

We need to step up to the plate and invest in the future of our city and waterfront and do the only alternative that would be best for the city....The full tunnel and seawall replacement. Anything else is a cop-out and will be a detrement to our city.

Comments apply to:
Tunnel Alternative
Seawall

I-148-001

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-148-001

AWV Draft EIS Comment Form Results:

Name: Julian De Puma
Address: 1824 S 245th Pl
City: Des Moines
State: WA
Zip Code: 98198
Email: joolz8000@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

My comments are specifically regarding the central viaduct section of the project. It appears to me that most of the options put forward thus far are overblown and too costly. In my opinion all tunnel-based options should be shelved. I'd like to propose an alternative which I haven't seen yet, which I believe would cost less than most current options: put 99 on the surface and build a park over it. Better yet, build parking and retail/restaurant structures over it, and a park on top of that. It'd still be lower than the existing viaduct, and lower than the proposed aerial options. Park-goers would have phenomenal views, and the views from the city would be improved. Business within the structure would help offset the cost. Re-route surface streets and parking to accommodate 99, tear down the old viaduct, use the debris to make a new pier... Has anyone proposed anything like this? I've made a graphic that I'd like to submit. Thanks.

Comments apply to:
Overall Project
Other Topic: aerial park

I-149-001

I-149-001

Thank you for your alternative suggestion. The deck of the structure you propose would need to be high enough to allow vertical clearance for trucks, and the structures required for the development of the elevated surface would be a minimum of one story tall. The deck itself would need to be deep enough to support the development you've proposed. The resulting structure would act as a multiple-story wall between downtown and the waterfront, affecting east/west travel for vehicles, pedestrians, and traffic, impacting views and visual character for people at street level, and diminishing neighborhood connectivity between the waterfront, Belltown, the Market, and Pioneer Square.

Since publication of the Draft EIS in 2004, the project has evolved. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current project information.

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

From: Alan Deright [mailto:ahderight@yahoo.com]
Sent: Thursday, May 20, 2004 12:11 PM
To: awvdeiscments@wsdot.wa.gov
Subject: Highway 99 and Seattle Viaduct

I-150-001

For the record--please consider asking the feds to include a new Interstate loop--maybe I-305--as part of any new viaduct--520 connector--Mercer mess solution--West Seattle bridge--Spokane Street--Seattle by-pass. Sincerely, Alan H. Deright--30--.

I-150-001

Thank you for your comment. The purpose of this project is to replace the existing Alaskan Way Viaduct, which is in poor condition and in danger of failing in an earthquake. A new interstate loop is beyond the scope of this project, does not meet the purpose, and is not proposed by the lead agencies.

6/22/2004

AWV Draft EIS Comment Form Results:

Name: Denise Derr
Address:
City:
State:
Zip Code: 98119
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-151-001 I have to admit it is a tough call for me. I love the views that take your breath away during a routine drive. However I absolutely cannot stand the noise that destroys the warf experience in person. Should the tunnel option prevail, I am worried that it will be so built up that the open feel combined with the views will be lost. Since we must do something I vote for the option that makes our city more beautiful.

I-151-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

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 is has received from diverse interests. Please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Kelly Devlin
Address: PO Box 2311
City: Tacoma
State: WA
Zip Code: 98401
Email: keldevlin@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I beleive the full cut-and-cover tunnel is the best option to facilitate flow of traffic while giving us the oppourtinty to shape the Seattle waterfront into a landmark destination it has the potential to be, by adding more parks, shops, community spaces and maximizing pedestrain access and safety.

Comments apply to:
Tunnel Alternative

I-152-001

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-152-001

AWV Draft EIS Comment Form Results:

Name: Robert C. Dickerson, II
Address: 3215 West Viewmont Way West
City: Seattle
State: WA
Zip Code: 98199
Email: rcdyaya@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The rebuild and the new aerial are the only feasible alternatives. Cost is a very important factor. And the solution has to be something that can carry traffic, both the amount now, and room to take more. While being able to withstand an earthquake.

Comments apply to:
Overall Project
Rebuild Alternative
Aerial Alternative

I-153-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild or Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for the project because it best meets the project's purposes and needs. Please refer to the Final EIS for current project information.

I-153-001

AWV Draft EIS Comment Form Results:

Name: Peter Donahue
Address: 2721 Fourth Avenue #205
City: Seattle
State: WA
Zip Code: 98121
Email: pdonahue2003@yahoo.com
Affiliation (optional): Private Concerned Citizen

Would like to be added to the project mailing list?

Yes

Project Comments:

All of the currently proposed alternatives are wrong-sighted. The city does not need a newer and bigger highway on its magnificent waterfront, especially at the prospective cost to taxpayers and to small businesses that will surely not survive the extended construction project of taking down and replacing the Alaskan Way Viaduct. WADOT needs to study and propose a non-highway alternative to the Alaska Way Viaduct that will maximize non-vehicular use of the waterfront and will benefit the fragile waterfront ecology. The city has an unprecedented opportunity to create a model waterfront, yet all of the alternatives in the draft EIS fail to realize this opportunity. Rather, they're all more classic Seattle boondoggle, on the scale of the Denny Hill regrading almost 100 years ago.

Comments apply to:
Overall Project

I-154-001

I-154-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: Ann Donovan [mailto:ann@elephantsandants.com]
Sent: Wednesday, May 26, 2004 6:28 PM
To: awvdelscomments@wsdot.wa.gov
Subject: Viaduct/Seawall DEIS Comments

Hi,

I know that jurisdiction over signage for SR-99 within the City of Seattle falls mostly to the City but I wanted to point out some problems with the current system which I hope will be addressed in the replacement. Some of these comments might fall outside of the scope of your EIS but as transportation mobility issues I think they deserve airing.

I-155-001

Access to ferries

From the north of the Pike Market, prior to the entrance to SR-99 signage indicates on City streets that one should use the viaduct for access to the ferry terminal. This however is neither necessarily a good idea, nor is it supported by the City in other uses of these roadway connections. In addition to the fact that the signs on 99 are unclear as to when one should exit, First Avenue South is not managed well during events at the Safeco Field and this causes much difficulty to one trying to get to the ferry terminal. The City of Seattle police block off most southbound lanes of First Avenue which creates a chokehold on the interchange, through traffic and to the ferry terminal --- all I suppose as a measure of crowd control. I don't know why they think that it makes sense to reduce roadway capacity when demand is highest but this is the current practice. I would like to see that the viaduct replacement adequately addresses and provide direction to the ferry terminals and the waterfront.

Usability and Signage

Signage on the current viaduct is also so abbreviated that if you are unsure of your exit to Downtown Seattle you are quickly shunted off to the ends of Downtown Seattle and have to travel via surface streets. I know that several of the proposed alternatives anticipate changing access to Downtown Seattle to outside the city center and utilizing surface streets more. It is imperative that the signage both on the SR-99 replacement and on the intended routes on the surface streets be logically and clearly marked so that visitors to our City are comfortable navigating about.

I-155-002

Access to Interbay/Magnolia

This is an important transportation for several of Seattle's neighborhoods and providing access to the west side of Queen Anne Hill, Interbay, Magnolia and Ballard needs to be clearly articulated via appropriate interchanges. Any expectation that this can be dealt with from Denny Way isn't realistic, not unless some serious traffic flow reworking is done and this would greatly reduce mobility on Denny Way, an already congested arterial.

I-155-003

Preferred Alternative

I prefer an all tunnel alternative as it would help open up that area of Seattle to development and help set our City apart in the World. This would likely result in the generation of more tax revenue for the State and could really help anchor the region's waterfront. The by-pass option doesn't improve the pedestrian or commercial environment unless you slowed traffic to a crawl on Alaska Way. I vote for a tunnel.

Thanks,

Ann

6/26/2004

I-155-001

Thank you for your comments. Clear signage that meets current engineering standards will be provided for this project.

I-155-002

The lead agencies recognize the importance of maintaining access to Queen Anne, Interbay, Magnolia, and Ballard, and the alternatives have been designed with this consideration in mind. Please see the Final EIS for current project information about access to these neighborhoods.

I-155-003

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.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4618 Form 245 CommentDate: 4/28/2004
Jonathan Dowd-Gailey Organization: World Affairs
Address: 7315 47th Ave. City: Seattle State: WA Zip: 98136

I. Choose Topic:

Overall	Tunnel *	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I would simply like to state my preference for the Tunnel Alternative. The various long term benefits of this solution have been amply restated. The costs are of course challenging, but there is a pallettoof available funding options. Seattle needs decisive, visionary transportation planning, and only striving for ambitious public projects will promise a Seattle that is a leader, not a follower.

I-156-001

I-156-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Elvina Downs
Organization/Membership Affiliation (optional): _____
Address: _____
City: _____ State: _____ Zip: 98146
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-157-001 Aerial Alternative seems the best considering cost, disruption
I-157-002 and loss of parking. Is it going to a public vote? If
so, who will be able to vote?

(Please use additional paper if you need further comment space)

I-157-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-157-002

No vote occurred for the Aerial Alternative. However, there was a vote in 2007 on versions of the Elevated Structure and Cut-and-Cover Alternatives. Seattle citizens voted down both versions that were on the ballot.

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

From: Michael Doyle (mailto:mdoyle1000@hotmail.com)

Sent: Tuesday, April 27, 2004 12:44 PM

To: viaduct@wsdot.wa.gov; sommers_he@leg.wa.gov

Subject: Thinking long-term

I-158-001

The cost difference in the 5 proposed Viaduct options is not that meaningful when viewed over the life of the project. Helen Sommers in her recent newsletter to her constituents has stated support for the Aerial and Rebuild options. This position is short-sighted and unfair to future generations. We have had 40 years to live with the problems and shortcomings of the existing Viaduct design. It has divided the downtown from the waterfront, created an unpleasant cave below and is an eyesore. To suggest that we leave these problems unsolved when given this once in 50-100 year opportunity is irresponsible. Only the surface option makes less sense. It would serve to further cut off the waterfront and make walking from the downtown to the waterfront unpleasant and dangerous.

We must choose one of the tunnel options. They are as little as \$100-300 million more than the aerial and rebuild options. This is not a significant enough difference to make a decision based on. If Boston can make the decision to spend \$15-20 billion improving its transportation network and quality of life by burying its elevated roadway, I would hope that we can scrape together \$4 billion.

The tunnel plans will reconnect the city and waterfront, create a beautiful space for urban parks and recreation as well as offer opportunities for new commercial and civic development. Downtown is in need of schools, grocery stores and additional residences to encourage more people to live in the city and away from traffic-inducing, forest-reducing, ugly suburbs.

I support the tunnel options and any required tax and toll programs needed to fund them. Please don't think short-term.

Regards,
Mike Doyle

I-158-001

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.

AWV Draft EIS Comment Form Results:

Name: Laura Drake
Address: 8146 13th Avenue SW
City: Seattle
State: WA
Zip Code: 98106
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-159-001 Dear Committee, I ride on the viaduct every day. The views of the city and of Elliot Bay are inspiring to me, any day of the year. To think about driving this stretch in a tunnel is depressing. Traffic usually flows along well, which is why I vote for rebuild rather than aerial, but when there is a traffic jam due to an accident or a ballgame, can you imagine sitting in a carbon monoxide-filled tunnel?? If the rebuild wins, contract visual artists to help with the design. Make it a beautiful viaduct - perhaps mirror the triangular structure of the baseball stadium. The triangle is the strongest form in architecture, and this kind of design would allow one to almost "see through" the viaduct. I am very opposed to the tunnel for the reasons I mentioned above, and because it seems there will be a lunge for the prime real estate that will open up. Frankly, I think the waterfront we have now is very vibrant. Building a tunnel instead of the viaduct isn't suddenly going to attract business people down to the waterfront to "stick their big toes in the Sound," as one newspaper article wrote. Our waterfront is cold many times, and full of tourists and homeless people. But the music on the pier, the boats, shops and restaurants are fine as they are. We don't need more retail there, set up by companies profiting by the building of a tunnel. Also, if there was an earthquake, I would much rather be above the ground, than below. The surface alternative is ludicrous. The waterfront would be unapproachable, loud, and dirty. Please consider the PEOPLE of Seattle when these alternatives are decided. I'm on the viaduct twice a day, most of the year, rain or shine. I love the view, and the feeling that I am "home" when I look around up there. Sincerely, Laura Drake

I-159-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. The lead agencies have determined that it would not be wise to make such a substantial investment to build a narrow roadway that would not meet today's safety standards for the SR 99 mainline. Instead, elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4615 Form 242 CommentDate: 4/28/2004
Debbie Driver Organization: resident and
Address: 10034 42nd Ave City: Seattle State: WA Zip: 98146

1. Choose Topic:

- | | | |
|------------|---------------|----------------------------|
| Overall * | Tunnel | Construction Impacts and * |
| All of the | Bypass Tunnel | Other |
| Rebuild | Surface | |
| Aerial | Seawall | |

Comment:

Do funding sources differ per option? Are funds secure for the life of each alternative? What if there are cost overruns?
I prefer the aerial and tunnel alternatives based on future traffic flow and long term integration with the Seattle "look and feel". Given current efforts to increase rail, monorail options for travelers, the viaduct's key client is vehicles. Regardless, consistent efforts to include safe and secure bike lanes both during construction and in the final product are much appreciated. The cost of the tunnel concerns me as does the experience in Boston with the "Big Dig". Efforts to ensure costs and timeline would be strictly adhered too would be important to highlight to the public. The City of Seattle has been successful at encouraging and supporting alternative modes of transportation. Yet the viaduct poses a unique challenge to the city. Fear of what may occur once construction begins could damper and slow progress on this project. Thoughtful, strategic and on-going efforts to mitigate construction should be marketed to both residents and employees. Traditional vanpool, rideshare and other employer based options should be supported by new and innovative ideas on reaching out to residents should be equally considered.

- I-160-001
- I-160-002
- I-160-003
- I-160-004
- I-160-005

I-160-001

At present, the state legislature has committed funding only for the Bored Tunnel alternative.

The outcome of cost overruns depends on the situation. If the overruns are a result of the contractor's actions, then the contractor would bear the liability for the cost. If the overruns are due to other factors, then the agencies funding the project may be responsible. On large, complex projects, the responsibility for cost overruns is often shared.

I-160-002

FHWA, WSDOT, and the City of Seattle recognize your preference for the Aerial and Tunnel Alternatives. Since the publication of the Draft EIS in 2004, the project has evolved. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the the Final EIS for a current description of the project alternatives.

I-160-003

Bicycle access will be maintained at all times during construction activities. At times, it will be necessary to reroute bicycles using temporary facilities/detours, but these detours will be designed to minimize any inconvenience to the greatest extent possible.

I-160-004

Your concerns about project cost and timeline are noted. The lead agencies are also interested in keeping the project on budget and on time. The Final EIS contains current project cost and schedule information.

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with

other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-160-005

A great deal of thought and planning has gone into the transportation management plans to mitigate for construction and permanent project effects. These management measures are discussed in the Transportation Discipline Report, Appendix C, of the Final EIS.

AWV Draft EIS Comment Form Results:

Name: Thomas Drugan
Address:
City:
State:
Zip Code: 98194
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-161-001 For the health, safety, and welfare of Seattle and Washington State residents, as well as visitors, taking down the viaduct and replacing it with a tunnel is the only solution that will really meet the long term needs of all types of users.

Don't view this as just a safety fix or a transportation capacity issue, it has far reaching implications on the city's growth and therefore the the region and the State.

Comments apply to:

Overall Project

I-161-001

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.

AWV Draft EIS Comment Form Results:

Name: Darryl Duke
Address: 1950 Alaskan Way, #327
City: Seattle
State: WA
Zip Code: 98101
Email: darryl@stepstonetech.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-162-001** | As a property owner on the Seattle Waterfront, I would like to point out several items that need to be addressed in the EIS. First, there is not adequate discussion of the economic impacts to businesses and residents during the construction process, including lost property values, loss of business and businesses, lost tax revenues, and the reversal of the efforts of the past two decades' of the Port Of Seattle's waterfront rejuvenation efforts. Specifically, the impacts of the temporary bypass and flyover options appear to have the largest impact over a very long period, but receive only cursory acknowledgment that there will be negative impacts. I believe these impacts should be estimated and included in the costs when considering plan alternatives. Second, there is no mention of alternatives that do not maintain the current traffic flow during construction, nor is there mention of alternatives that would divert traffic through or around other areas downtown rather than the waterfront. A different approach could reduce both the construction time and cost of the project. Also, a different approach would prevent the waterfront residents and businesses from unfairly bearing the full burden of maintaining traffic flow and enduring the impacts of the actual project construction. Third, no alternative is considered to replace the viaduct's traffic capacity with multiple facilities, instead of a single highway. This may be an opportunity for a more economical solution and to convert the waterfront from a highway to more desirable uses.
- I-162-002** |
- I-162-003** |
- I-162-004** |

Comments apply to:
Overall Project
Construction Impacts and Mitigation

I-162-001

A complete discussion of economic impacts was presented in Appendix P, Economic Technical Memorandum, of the 2004 Draft EIS. The economic impacts were summarized in the Draft EIS as well. Since the project has continued to evolve, the economics analysis has been updated for and summarized in the Final EIS. A detailed discussion can be found in Appendix L, Economics Discipline Report, of the Final EIS.

I-162-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-162-003

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

I-162-004

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Kathleen Duke
Address: 1950 Alaskan Way, #327
City: Seattle
State: WA
Zip Code: 98101
Email: kduke@iname.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-163-001

The following are my substantive comments on the Draft EIS. I have included procedural comments in a separate response. Two obvious and substantial omissions in the EIS, and the overall Viaduct project documentation, are: (1) the absence of any concrete analysis of traffic impacts, and (2) the lack of discussion lower cost alternatives to the proposed construction impacts (specifically, the temporary elevated highway). As a resident of the waterfront community and city taxpayer, I find it inconceivable that the member organizations have proposed a massively costly "temporary" elevated by-pass highway in answer to completely unquantified traffic impacts. I describe them as unquantified, because until a detailed analysis of surface street impact throughout the city is completed, there really is not way to quantify them based on partial or complete closure of the existing viaduct alone. Because a thorough traffic impact analysis is lacking, there is no basis for a rational cost-benefit analysis of construction impact mitigation alternatives. The proposed "temporary" highway would definitely not be justified, for example, to mitigate an average 10 to 15 minute longer commute through the city. Nor would it be even faintly justified if it results in only slightly less disruption than using surface streets to absorb viaduct traffic, but stretched over a much longer time frame due to construction risks involving the structure itself. Secondly, and most glaringly, there is virtually no discussion of compensating for impacts on the large and growing waterfront community, which includes several condominium residential developments, several restaurants, a major hotel, the Port of Seattle Maritime Discovery center and its museums, to name only a few. How are these individuals and businesses to be compensated for lost property values, disruptions, and lost business, both during construction and during the life of the "temporary" over flight highway? Additionally, the document does not address two inevitable and glaring risks of the "temporary" overflight structure itself: safety of the structure in its proposed setting, and the nature of "temporary" given today's fiscal realities. Specifically: (1) How are the residents, tourists, and businesses of the waterfront to be protected, during construction of this "temporary" highway and afterwards, in the event the structure itself is damaged and rendered unsafe by another earthquake? You will be placing a massive structure in a position to damage or destroy residences and parks, putting the people who live and work in these areas at much higher risk than at present. (2) What provision will be made to ensure the timely completion of the "temporary" highway, to ensure that it is not fiscally undermined and left as an eyesore on the Seattle waterfront, to the detriment of the entire city? This is arguable the single most important development issue facing the City of Seattle of this generation. This is not simply another monorail extension or a highway access issue.

I-163-001

Thank you for your comments. Appendix C, Transportation Discipline Report, of the Final EIS contains updated and more in-depth information on the transportation analyses conducted for the project than was summarized in the 2004 Draft EIS. The Final EIS also presents a discussion of traffic impacts on surface streets in the area as well as the transportation management plans that are under consideration. The 2006 Supplemental Draft EIS evaluated several additional construction approaches and provided more information on traffic impacts during construction. The temporary bypass elevated highway referred to in your comment has been eliminated in the current build alternatives.

Although costs are an important part of project planning and decision-making, they are purposely not a major part of the environmental review process. As provided in CFR 1502.23 "For purposes of complying with the Act, the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important qualitative considerations. Overall project costs are included with the project description and are used for the analysis of economic impacts.

Chapter 8 in the Final EIS presents mitigation measures to address project construction effects. Please see the Final EIS for current project information and analysis.

I-163-001

Your decision concerning the Viaduct, and in particular, the "construction impact" of the "temporary" highway will profoundly and permanently affect the most valuable city asset, its waterfront. Accordingly, this project more than any other deserves and exhaustive examination, forward-thinking analysis, AND an equitable solution for those who will, under your current proposal, be asked to bear a disproportionate measure of the cost. If not in the "Environmental Impact Statement", then where, of all places, are these issues to be publicly discussed?

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives

Project Comments:

I-163-002

The following relates to a very serious procedural issue regarding the EIS. I have provided my substantive comments on the document by a separate response. I am a resident of the Waterfront Landings Condominium development, a waterfront residential development whose members will suffer extreme and disproportionate impacts as a result of the proposed temporary fly-over highway. My procedural comment is this: fourteen months ago, before I purchased my condominium and as a portion of my due diligence efforts as a potential waterfront landowner and taxpayer, I read every document regarding the Viaduct replacement project available on the WSDOT Viaduct project website. In addition, I contacted, by telephone, WSDOT project contact staff. Throughout this effort I was attempting to answer one simple question: will any of the proposed Viaduct alternatives result in construction north of the current Seattle Aquarium (and therefore in the immediate vicinity of Waterfront Landings). I was assured both in the documentation and personally, by DOT staff, that there would be absolutely no construction north of the Aquarium or in the vicinity of Pier 62/63 or Waterfront Landings. A year later I learn that construction will not only continue north of the Aquarium, but pass mere feet from my residence, a "detail" that remained hidden from public scrutiny until April of this year when the Draft EIS was issued. The decision to announce the temporary fly-over highway, a massive construction project, costing in the vicinity of \$170-200 million and imposing 6-11 years of vastly negative impact on quality of life, community, businesses, tourism, and property values along the waterfront was, on its face, irresponsible and even corrupt. To treat this huge, costly and risky project as a mere impact mitigation is dishonest beyond comparison. It will have a substantial and possibly massive impact on the overall cost of Viaduct restoration, depending on which of the existing alternatives is chosen, and to treat it as a somehow separate, non-negotiable aspect is completely wrong and unacceptable, and will only result in a strenuous legal backlash from the waterfront community and other city residents. Consequently, by trying to "back door" this monstrous project, you have probably only ensured that, in the end, it will take much longer and cost much more than if you had simply included it as one of the original, public proposals.

I-163-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: KEITH DUNBAR
 Organization/Membership Affiliation (optional): NATIONAL PARK SERVICE
CHIEF OF PERMITTING AND COMPLIANCE
 Address: 909 FIRST AVE
 City: SEATTLE State: WA Zip: 98104
 E-mail: Keith-Dunbar@nps.gov

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative
<small>1st choice</small> | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Bypass Tunnel Alternative
<small>Distant 2nd choice</small> | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I FULLY SUPPORT THE TUNNEL ALTERNATIVE
(BYPASS TUNNEL WOULD BE A DISTANT SECOND)

THE TUNNEL ALT. HAS MANY DISTINCT ADVANTAGES

1. MOST IMPORTANT IT RESPECTS SEATTLE'S MOST PRECIOUS ASSET - THE WATERFRONT
2. IT ALLOWS THE SURFACE TO BE A LOWER SPEED EUROPEAN STYLE BOULEVARD WITH LOCAL TRAFFIC, AND COULD INCORPORATE BROAD PEDESTRIAN PROMENADES, LANDSCAPING W/ STREET TREES, BIKE LANE, ETC.
(Please use additional paper if you need further comment space)
3. ~~IT~~ OPENS WONDERFUL VIEWS + CONNECTIONS BETWEEN CITYSCAPE AND WATER.
4. THROUGH TRAFFIC IS ACCOMMODATED AT HIGHER SPEED IN TUNNEL.

I-164-001

I-164-001

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.

-----Original Message-----
From: Rob Dunn [mailto:robd@aphrodite.com]
Sent: Wednesday, April 21, 2004 10:09 PM
To: viaduct@wsdot.wa.gov
Subject: no-highway

Hi,

I would like to see a no-highway alternative to the viaduct EIS. The money spent on a new highway could be better served to make improvements to arterial streets and transit.

When San Francisco lost the **Embarcadero** Freeway the traffic moved else where or disappeared and the city was given back it's waterfront. I want Seattle to have the same chance.

Thanks,

Rob Dunn

I-165-001

I-165-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Timothy Dum
Address: 3022 SW Bradford St #204
City: Seattle
State: WA
Zip Code: 98126
Email: timothyld@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-166-001

I agree that something must be done. Not only does this roadway benefit me directly for my commute but the corridor is essential for the region. However, I believe that we don't have to spend billions of dollars to recreate or emulate the existing structure. Let's learn from San Francisco where they did not replace a similar structure with similar needs. They have managed very well at changing the environment in a positive manner and using alternative means for transportation movement along that corridor. For the livability of the city as well as making the waterfront a truly attractive environment, a place to proudly visit with friends and tourists, I do not believe the viaduct should be replaced. The economic benefits would be tremendous for both the tourist industry and for real estate values. However, in order to keep traffic moving without the viaduct, improve access to/from I-5. By fixing the existing problems in the area of I-5 & Spokane St turning the waterfront into a truly attractive environment, the city will benefit tremendously with better traffic flow on I-5 and creation of a valuable asset along the waterfront. I use the viaduct daily and would certainly miss it. But the alternatives are much better for the city and region as a whole. Rebuild the seawall, replace the viaduct with a simple, beautifully designed boulevard that discourages north/south through travel and fix the I-5 access instead. Let's quit thinking we have to have what exist today and be willing to be creative and alter our travel patterns by learning from the wonderful work that San Francisco has done by not replacing their vital viaduct. In conclusion, rebuild the seawall but not the viaduct but build a surface structure that is not a main north/south highway. Along with these changes, there will be an economic shot in the arm along the waterfront and surrounding CBD area with a truly attractive destination.

Comments apply to:
Overall Project

I-166-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Roger Eckhardt
Address: 10100 SW 211th Place
City: Vashon
State: WA
Zip Code: 98070
Email: reckhardt5@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-167-001

I am strongly for the tunnel alternative. We need to invest in a solution that would add dramatically to the beauty and public use of downtown Seattle. Tightening our belt and paying the cost now will be repaid a million-fold in the enjoyment both the citizens of Seattle and tourists will receive for generations to come. It would be tragic to saddle our city with another ugly highway in the sky. The loss of view for drivers is minimal since it is difficult to look at things while you're driving in traffic. But being able to walk in an open area adjacent to the waterfront and the attractions of the downtown area will enrich the city immeasurably. We need to follow the lead of Vancouver and Portland if we are not to end up another squalid city caught in the shackles of the automobile.

Comments apply to:

Overall Project

I-167-001

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.

====My Contact information====
Name: Anne Eddy
E-mail: scl3peck@excite.com
Street Address: 24427 Wax Orchard Rd SW
City, State, Zip Code: 98070
Phone: 206-463-6542

I-168-001

==== My Question/Comment/Complaint =====
I support the People's Waterfront Coalition.

Neither a rebuilt Alaska Way Viaduct, nor a surface road, nor a tunnel will solve the long standing viaduct problem. And any of these three solutions will be enormously expensive, very dirty, and will entail many years of construction.

The People's Waterfront Coalition approach deserves consideration, AND AT THE VERY LEAST SHOULD BE ADDED AS A SIXTH ALTERNATIVE TO WSDOT'S DRAFT ENVIRONMENTAL IMPACT STATEMENT.

I live and work both on Vashon Island and the Seattle waterfront; obviously I am watching your response to citizen input on this issue carefully

=====

I-168-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Roger C. Eddy
Address: 1425 Western Ave # 309
City: Seattle
State: WA
Zip Code: 98101
Email: nitellogger@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

None of these alternatives are satisfactory. The viaduct should be torn down and traffic redirected away from the waterfront. The seawall should be extended to the west. The waterfront should be more authentic with less tourist glitz. A tunnel along the waterfront is an extremely attractive target for terrorists and seems very dangerous for transporting any flammable cargo.

Comments apply to:
Overall Project

I-169-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have explored many options and are committed to providing an alternative that maintains the transportation capacity in the corridor. The Bored Tunnel Alternative has been identified as the preferred alternative. Please see the Final EIS for current project information.

I-169-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Alison Edgett
Organization/Membership Affiliation (optional): _____
Address: 432 Whitman Ave N.
City: Seattle, State: WA Zip: 98103
E-mail: alison-edgett@yahoo.com

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

please see attached

(Please use additional paper if you need further comment space)

I-170-001

I believe the tunnel alternative is the best solution for both the local economy & the visual appearance of the city while allowing for the most long term ~~transportation~~ alternative & good future adjustments as our transportation needs change.

I-170-002

My biggest concern about the tunnel alternative would be access. It doesn't appear to be access at the downtown areas. What would the access off ramps @ S. Royal Brougham way look like. What kind of congestion preventative measures are you taking at these locations?

Pedestrian safety & access are vital to the tourism and culture of the waterfront.

I-170-001

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-170-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. The Bored Tunnel Alternative removes the Columbia Street on-ramp and Seneca Street off-ramp. Instead, access would be provided at a full access interchange at S. Royal Brougham Way and S. King Street. Traffic destined for downtown would use off-ramps at S. King Street and then access a wider Alaskan Way surface street (six lanes to Yesler Way) to access the downtown streets via connecting east-west arterials. An advantage of this configuration is that traffic flow between these new ramps and Alaskan Way is expected to be more efficient than with the current ramp configuration at Seneca and Columbia streets. In other words, all downtown destined traffic would not congregate at one intersection, which happens today.

For all proposed project alternatives, safe and accessible pedestrian crossings will be provided.

AWV Draft EIS Comment Form Results:

Name: Suzan N Elrick
Address: 2000 Alaskan Way
City: Seattle
State: WA
Zip Code: 98121
Email: SNElrick@aol.com
Affiliation (optional): WFL

Would like to be added to the project mailing list?

Yes

Project Comments:

I-171-001

It is my opinion that the draft EIS is deficient in evaluating impacts of construction on pedestrian traffic and safety on the waterfront. Further, the draft EIS is deficient in evaluating impacts of dirt and noise pollution on the waterfront area during the proposed construction. Additionally, the draft EIS is deficient in evaluating impacts of lost parking and waterfront access for residents and visitors to the waterfront, both during the proposed construction process as well as once the project is completed. And most importantly, the "Public Hearings" simply did not exist. the format was an open house with no opportunity for public comment. All comments were given in private formats -- such as online, written, or through transcription. It is my right to have my comments heard by other concerned citizens, and my right to be able to hear the comments of others. No opportunity was given for me to exercise these rights. The process is flawed and irrevocable damage has been done. The agency orchestrating this process has been arrogant and non-responsive and as a result, opens the process up to litigation. The time and cost to correct the deficiencies will just be a further reason to upset this process. What an outrage. Management should be reprimanded if not replaced. Sincerely, Suzan N Elrick

I-171-002

I-171-001

Pedestrian access and safety on the waterfront will be maintained at all times during construction activities. At times, it will be necessary to reroute pedestrians using temporary facilities/detours, but these detours will be designed to minimize any inconvenience. Further information on how the project will address pedestrian access and safety during construction can be found in the Final EIS Appendix C, Transportation Discipline Report.

As the project has evolved, construction effects for dust (particulate matter) and noise have been further evaluated and the conclusions are summarized in the Final EIS with more detail presented in the Final EIS Appendix M, Air Discipline Report, and Appendix F, Noise Discipline Report.

The project team has been developing parking mitigation strategies since the 2004 Draft EIS was published. It is recognized that businesses and residents along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the Alaskan Way Viaduct Replacement Project, has conducted an in-depth parking study as part of the process to develop mitigation strategies. SDOT's Alaskan Way Viaduct Replacement Parking Assessment/Parking Mitigation Plan identified a number of strategies to offset the loss of short-term parking, including new or leased parking spaces and the increased utilization of existing parking. These strategies are being considered in the transportation planning for construction process and will continue to evolve in coordination with the project and community partners. More information on parking strategies can be found in the Transportation Discipline Report, Appendix C, of the Final EIS.

I-171-002

We understand that members of the public may prefer different ways to

share their comments. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team. The program team often holds open house-format public meetings to provide as much flexibility as possible to the public. With an open house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

RECEIVED

MAY 21 2004

AWWSP Team Office

Harley Engen
631 S.W. 126th
Seattle, WA 98146

MAY 14, 2004

ALASKAN WAY VIADUCT DRAFT EIS
WSDOT Attn: Allison Ray
999 Third Ave. Suite 2424
Seattle, WA 98104

I-172-001

In Alaskan Way Viaduct Draft EIS, I believe that the **BEST alternatives will be the Re-build or the new Aerial.**

I also believe two of the three of the Alternatives are NOT feasible. The all surface Boulevard would be a rush hour nightmare for commuters, business and industry traffic.

The four lane tunnel would eliminate the north portal which is access from Elliott Ave. and exit to Western Ave. and therefore, be closed to all traffic to or from the Regrade, Magnolia, Queen Anne, Interbay, Ballard and further north, including industry along the canal. The six-lane tunnel shows the north portal as an option, not included in the basic design and cost the most.

I believe only the Aerial or Re-build has the same capacity as the present Viaduct. Capacity should not be reduced, as this will further gridlock I-5 even more.

The removal of the viaduct for development will gridlock the city in the name of transportation. Federal and State funds should not be used in this unfair process to fatten politician's and developers wallets. It should be noted that Seattle ranks in the highest for gridlock of all major cities in the USA. The value of the viaduct corridor is worth billions to the people of Washington State.

I-172-002

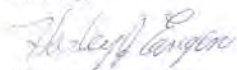
The EIS process WHO WILL DECIDE WHAT WILL REPLACE THE VIADUCT...has been compromised to the point of CORRUPTION.

1. The draft regional transportation package as reported in the Seattle Times twice, on January 22, 2004, "Alaskan Way Viaduct: \$1.1 Billion, mostly to replace Viaduct south of King St. with surface road way".....April 30th 2004 has "\$1 Billion dollars for the Alaskan Way Viaduct. The Viaduct will be replaced between Holgate and South King Street with surface road".

2. Mayor Greg Nickels has publicly promoted the development of Seattle Waterfront without an Alaskan Way Viaduct. Mayor Greg Nickels shows his Bias and should be removed from the decisions of the Alaskan Way Viaduct alternatives process.

3. The EIS comment period is not complete until the first of June 2004. **We believe this pre-determination on the Viaduct future is a violation of the rules of law and should have a federal investigation.**

Sincerely,



Harley Engen

I-172-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild or Aerial Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-172-002

The public discussions and opinions referred to are normal during project development. These comments do not invalidate the decision-making process required by NEPA and SEPA.

AWV Draft EIS Comment Form Results:

Name: Jared Erlandson
Address: 2140 Ferry Ave SW
City: Seattle
State: WA
Zip Code: 98116
Email: jerlandson@uwkc.org
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-173-001 How are we going to avoid a major traffic catastrophe when 99 finally closes for the project?

Comments apply to:

Overall Project

I-173-001

There is no question that traffic impacts on city streets and I-5 will be felt by the traveling public. However, through the transportation planning process for construction, the project team has assembled a number of proven strategies to help manage traffic. For more information about these strategies, please refer to Appendix C, Transportation Discipline Report, of the Final EIS.

AWV Draft EIS Comment Form Results:

Name: Carlos Estrada
Address: 4742 42nd AVE SW #101
City: Seattle
State: Wa
Zip Code: 98116
Email: car24los88@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I turely believe the tunnel alternative would be a great asset for our city in the long run. Yes the cost would be larger now but the expense would allow our city to expand and grow in the future. I hope this plan is used and approved by voters, they will realize its long term contribution to the City of Seattle.

Comments apply to:
Overall Project
Tunnel Alternative

I-174-001

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-174-001

RECEIVED
MAY 21 2004
AWSP Team Office

Alaskan Way Viaduct and Seawall Replacement Project Draft EIS
Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information

At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Check here if you would like to be added to the project Mailing list.

Name VERONIQUE FACCHINELLI
Address 109 NW 60th
City SEATTLE State WA Zip 98107
Email VERONIQUE@HOTMAIL.COM

Organization/Membership Affiliations (optional) _____

Choose a topic

- Overall Project Alternative Tunnel Alternative Seawall
 All of the Alternatives Bypass Tunnel Alternative Construction Impacts & Mitigation
 Rebuild Alternative Aerial Surface Alternative Other _____

What are your comments about the Project?

I-175-001 The project will impact the people who live near the viaduct, who are disproportionately poor & Latino. In all of the 5 alternatives, the CASA Latina workers' Center will be displaced a the level base of these 1000 day laborers will be affected. I understand that they need to move but I would like to ask the DOT to help them in 2 ways:
① The city of Seattle with DOT work with CASA Latina to relocate the Day Worker Center in a suitable location.
② The DOT gives priority to companies that commit to hire CASA Latina day workers in the construction.

I-175-001

In March 2009, Casa Latina moved to their new building east of I-5 in the International District neighborhood. The new location is outside of the Alaskan Way Viaduct project area.

WSDOT will comply with the federal requirements for disadvantaged business enterprise (DBE) participation. WSDOT cannot require contractors to hire workers from specific organizations. However, WSDOT can and does encourage contractors to work with local organizations and to develop programs that draw on the local labor pool.

AWV Draft EIS Comment Form Results:

Name: John Fading
Address: 2412 N. Pacific St.
City: Seattle
State: WA
Zip Code: 98103
Email: john.fading@mail.sprint.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-176-001

I strongly support the Tunnel Alternative. I think this is the only reasonable option considering the city will have to live with what ever is built for at least fifty plus years. Once the viaduct is gone and through traffic is removed the waterfront will be opened up for redevelopment and many great options are possible at that point. I would in fact like to see the tunnel extended all the way to the existing Battery Street tunnel, with no elevated or above ground section along the waterfront. North of the Battery Street tunnel the below grade option should be built to accommodate overpasses for east/west streets through the South Lake Union area.

Comments apply to:
Overall Project

Constituent: John Fading
Home Phone: 206-634-9033
Business Phone: 206-254-5089
E-mail: john.fading@mail.sprint.com
Address: 2412 N. Pacific St., Seattle, WA 98103.

Subject: Alaska Way viaduct tunnel alternative
Location: Workflow ID: 112882

I-176-002

Description: I strongly support the Tunnel Alternative. I think this is the only reasonable option considering the city will have to live with what ever is built for at least fifty plus years. Once the viaduct is gone and through traffic is removed the waterfront will be opened up for redevelopment. Many great people oriented options are possible at that point. I would in fact like to see the tunnel extended all the way to the existing Battery Street tunnel, with no elevated or at grade section along the waterfront. North of the Battery Street tunnel the below grade option should be built to accommodate overpasses through the South Lake Union area. I concur completely with the vision that you have voiced for the central waterfront. I attended many of the programs and workshops over the last year that were held in conjunction with this project and want to see them become reality for the city of Seattle. Thank you for taking this overarching approach

I-176-001

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-176-002

Thank you again for expressing your support for the 2004 Cut-and-Cover Tunnel Alternative. Your comments on the central waterfront area and involvement in learning about the project at public meetings and workshops are appreciated.

I-177-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

AWV Draft EIS Comment Form Results:

Name: Ralph Federspiel
Address: 8242 NE 110th Place
City: Kirkland
State: WA
Zip Code: 98034
Email: farfarfd@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Guayaquil, Ecuador and Barcelona, Spain both have beautiful waterfront parks and I hope that our planners can see them via the internet or mail, or at least one of them personally.

I-177-001

AWV Draft EIS Comment Form Results:

Name: Jeremy Fellows
Address: 7532 18th ave ne
City: Seattle
State: WA
Zip Code: 98115
Email: jeremy.fellows@kpff.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-178-001 | As it is a major part of the Seattle waterfront skyline, I would like to keep the viaduct as an aerial route. I personally enjoy taking this stretch of the highway for the views. I do think a widened version of the viaduct would decrease traffic problems, sometimes experienced on the viaduct.

Comments apply to:

Aerial Alternative

I-178-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Kent Ferguson
Address: 5706 27th Ave NE
City: Seattle
State: WA
Zip Code: 98105
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-179-001 I am very much in favor of this project. Removing the viaduct and replacing it with a tunnel along a portion of the waterfront thru downtown would be a huge benefit to the City.

I am against retrofitting the Viaduct or replacing it with an aerial structure. A primary purpose of this project should be to create a more liveable, beautiful waterfront.

Replacing portions of the Seawall that are failing is a good idea - but replacing the Seawall in total as part of this project may be too costly.

The Viaduct is no more vulnerable to earthquakes than many other bridges and buildings in the City - seismic concerns are easy to express, but not the best rational for this project.

This project and the improving capacity of the 520 crossing of Lake Washington are the two most feasible, major transportation improvements we can make in the region.

Hopefully our political leaders can find significant federal money to help make these projects happen. Also many property owners near the Viaduct would benefit from increased property values - hopefully they could contribute significant funds to the project.

Good Luck with the Project!

Comments apply to:

Overall Project

Tunnel Alternative

I-179-001

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.

AWV Draft EIS Comment Form Results:

Name: Steve Fischer
Address: 4023 Aikins Ave SW
City: Seattle
State: WA
Zip Code: 98116
Email: sfischer@gglo.com
Affiliation (optional): GGLO Architects

Would like to be added to the project mailing list?

Yes

Project Comments:

I-180-001

I use the Viaduct on a regular basis, but as an architect and visionary, I feel that it would be a great step in city development to remove the eye sore and noise of the viaduct from our water front. The viaduct is ugly, noisy, and physically and psychologically separates the downtown from the waterfront. The separation is an historical outcome of the days when the waterfront was an industrial zone, but with the current use of the waterfront as a tourist attraction (which could be better) and a Seattle public amenity, the industrial components need to be removed / concealed. For these reasons, I support the removal of the viaduct and support the tunnel solution. The tunnel would completely eliminate the structural and noise impact of traffic and since subsurface work is required in the area due to replacement of the seawall, it only makes sense to build both at the same time. The tunnel solution would also create developable land on the surface both for a smoother more pedestrian based circulation corridor as well as more retailing opportunities that our waterfront definitely needs to encourage tourist growth.

I-180-001

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.

AWV Draft EIS Comment Form Results:

Name: NANCIE FLETCHER
Address: 4275 WHITMAN AVE N #1
City: SEATTLE
State: WA
Zip Code: 98103
Email: NEFLETCHER@AOL.COM
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I WORRY THAT THE PEOPLE MAKING THE DECISIONS ABOUT THE VIADUCT ARE ONLY VIEWING THE VIADUCT FROM THE OUTSIDE, SEEING THE LESS THAN ATTRACTIVENESS OF THE STRUCTURE AND WANTING TO ERRADICATE IT POSSIBLY EVEN PUTTING IT UNDERGROUND. I FEEL THIS WOULD BE A TERRIBLE MISTAKE AS I HAVE CHERISHED THE VIEWS FROM THE VIADUCT FOR YEARS ON A DAILY BASIS AND FEEL IT IS THE BEST VIEW THE CITY OFFERS. THERE IS NO WHERE SO PUBLICALLY ACCESSABLE THAT ALLOWS YOU TO SEE NOT ONLY BEAUTIFUL VIEWS OF THE SOUND BUT ALSO GREAT VIEWS OF THE CITY IT SELF. WHILE I REALIZE THE NEED TO REBUILD OR COME UP WITH A NEW PLAN I HOPE YOU WILL SEE THE TERRIBLE TRAGEDY THAT IT WOULD BE TO LOWER THIS ACCESS TO GO UNDERGROUND OR EVEN LEVEL WITH ALASKAN WAY. THE ONLY WAY TO MAINTAIN THE FANTASTIC VIEWS IS TO KEEP THE VIADUCT OR IT'S REPLACEMENT WELL ABOVE GROUND. THANKS FOR LISTENING.

I-181-001

I-181-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Jim Flint
Address: 313 NW 81st ST
City: Seattle
State: WA
Zip Code: 98117
Email: flint@seanet.com
Affiliation (optional): Jim's Bash and Build

Would like to be added to the project mailing list?

Yes

Project Comments:

I really appreciate your efforts to solicit public input on this big project. I support the idea of the new SR 99 being in a tunnel but rather than a cut and cover mess that will shut down the whole area for years, I'm thinking that putting the six lanes of traffic in a sea bed tube/chunnel would have far less impact on the area. I know that this is not one of the alternatives identified so far but i'm wondering if anyone has thought of doing this? They have an under the bay tunnel in Boston.... thanks for all your hard work!

Comments apply to:
Overall Project

I-182-001

I-182-001

Thank you for your suggestions. Many options were looked at during the initial phases of the AWV project's screening process. The screening process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS, 2006 and 2010 Supplemental Draft EISs, and Final EIS. These alternatives analyzed include a range of viaduct repair and replacement designs with some elements of earlier concepts combined with other design structures as the engineering team looked at feasibility, cost and other criteria.

The concept of a tunnel in Elliott Bay was not carried forward in part because it could affect shipping and navigation, including Washington State Ferries, and because of the potential effects to endangered species and fish habitat.

AWY Draft EIS Comment Form Results:

Name: Sharon Florakis
Address: 720 W. Argand #2
City: Seattle
State: WA
Zip Code: 98119
Email: sljacobs2@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

As a lifetime resident of Seattle, I have been able enjoy the drive through Seattle on the Viaduct, with its inspiring view of Puget Sound and its feeling of openness. It would be tragic to lose this great in-the-air thoroughfare, especially if it were replaced by a tunnel or by a surface roadway. I make the following comments based on my already strong support of the in-the-air Viaduct and on what I have managed to glean from the DEIS. As a busy, working person I could not read every page, but I did my best to cover the basic information. I would support the REBUILD ALTERNATIVE, and am also open to the AERIAL ALTERNATIVE). Perhaps the some aspects of the former could be modified by aspects of the latter; I would hope so. I believe the REBUILD would be more popular than the AERIAL, since the AERIAL is wider and thus would take up more space near the waterfront and cast more shadow, but that does not bother me personally. Also, the REBUILD would take considerably less time to build than would the AERIAL - a very important consideration indeed! (1) DRIVING ALONG AN IN-THE-AIR VIADUCT IS A COMFORTABLE AND INSPIRING EXPERIENCE FOR SEATTLE RESIDENTS AND VISITORS: With an in-the-air viaduct, everyone can enjoy the view of Puget Sound, instead of only wealthy downtown condo owners. And it enhances tourism, quickly affording tourists a spectacular view and a sense of what the whole downtown is like; solid walls of commercial buildings (which would replace the existing viaduct) would make this impossible. Many commuters are forced to drive long distances nowadays and I believe it is more important to consider THEIR needs than to be mainly concerned about how pleasant the downtown area could be for pedestrians, residents and nearby businesses. Furthermore, commuters will be more willing to pay a toll to travel along a viaduct than through a confining tunnel. I for one would never travel through a tunnel, if that is built, as I would find it claustrophobic especially when forced to sit in it during traffic jams -- and, as I explain below, vulnerable to dangers. (2) THE REBUILD AND AERIAL ARE SAFER THAN THE

I-183-001

I-183-002

I-183-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild Alternative, followed by the Aerial Alternative. Elements of both the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-183-002

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. Emergency access, evacuation routes, ventilation, and fire suppression systems are incorporated into the tunnel design.

Since publication of the Draft EIS, the Surface and Bypass Tunnel Alternatives have been removed from further consideration. Please refer to Chapter 2 of the Final EIS for information about alternatives development.

I-183-002

TUNNEL ALTERNATIVES: A tunnel would be more vulnerable to terrorist attack than the open viaduct, and thus it would require costly security measures at all times. Moreover, built on shifting landfill, it would not be safe in an earthquake, or would cost too much to ensure such safety. As for the Battery Street tunnel, I like the improvements offered in the AERIAL ALTERNATIVE the emergency exits, fire suppression system, and improving the ventilation - and wonder why these could not be added to the REBUILD ALTERNATIVE. IF cost is the only consideration, I think that would be worth the extra cost.

I-183-003

Increased traffic caused by the SURFACE and BYPASS TUNNEL ALTERNATIVES would increase the number of vehicle and pedestrian accidents and injuries. (3) TRAFFIC FLOW IS BETTER WITH THE REBUILD AND AERIAL ALTERNATIVES THAN WITH THE SURFACE OR BYPASS TUNNEL ALTERNATIVES: With the SURFACE ALTERNATIVE, travel times would increase for trips to and from downtown, and especially to and from the Ballard/Interbay area: 26 minutes to get from Ballard to the SODO area, as compared to 13 minutes with an aerial alternative! And this alternative would increase congestion on downtown city streets and Alaskan Way, thus probably causing traffic noise levels to increase on other adjacent streets. The REBUILD ALTERNATIVE is better than all the other alternatives, which it does NOT - as do those others -- increase the number of congested intersections due to expanding Mercer Street. High traffic volumes of the SURFACE ALTERNATIVE and the BYPASS TUNNEL ALTERNATIVE could make recreational resources less desirable to visit or harder to get to. And the BYPASS TUNNEL would increase travel times between the Duwamish and Ballard/Interbay industrial areas, an important route for freight. (4) THE REBUILD AND AERIAL ALTERNATIVES WOULD CAUSE LESS DISRUPTION AND ANNOYANCE, IN

I-183-004

MANY IMPORTANT WAYS, THAN WOULD THE OTHER ALTERNATIVES: First, let's avoid a Boston-Big-Dig type of nightmare, and build an aerial viaduct rather than a (more expensive) tunnel! ** The REBUILD would not affect parks, recreation and open space, which would remain about the same as they are now. It would benefit public service providers, as overall traffic would improve. ** THE AERIAL would benefit public service providers by improving overall traffic operations. It would affect some buildings and businesses, and in this respect is less desirable an alternative than the REBUILD. ** The REBUILD and AERIAL ALTERNATIVES might include sound-absorptive materials to reduce noise reflected off the bottom of the elevated structure and around the tunnel portals, and this would probably be worth any extra cost to those people most affected by the noise. ** The REBUILD would cause the loss of fewer parking spaces than would the other alternatives. ** THE AERIAL would take longer (possibly three years longer!) to build than the REBUILD, so this is another reason I prefer the REBUILD to the AERIAL. Thank you for your consideration of my interest and opinions.

I-183-003

The Rebuild, Aerial, Surface, and Bypass Tunnel Alternatives are no longer under consideration for this project. However, elements on the Rebuild and Aerial Alternatives have been incorporated into the Elevated Structure Alternative analyzed in the Final EIS. Because the project has evolved since publication of the 2004 Draft EIS, the project team has updated the traffic analysis for the current proposed alternatives. Please see the Final EIS for a summary of the updated traffic analysis and the Transportation Discipline Report, Appendix C, for all the details.

I-183-004

Again, we appreciate receiving your comments on the Rebuild and Aerial Alternatives.

AWV Draft EIS Comment Form Results:

Name: David Folweiler
Address: 1725 NW 64th St
City: Seattle
State: WA
Zip Code: 98107
Email: DrDave@Folweiler.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-184-001 I think that this project affords a tremendous opportunity to reclaim the Seattle waterfront for pedestrians. I think the the tunnel alternative is by far the best option. The benefits are tremendous - opening up views, quieting the waterfront, creating park space (over the tunnel), and reconnecting the waterfront to the downtown core. Despite the higher cost, I am in favor of the tunnel alternative.

I-184-002 By the way, why is not replacing the viaduct with anything an alternative? Portland did this to great acclaim; their waterfront is beautiful and very accessible. I would also consider this option.

David Folweiler

Comments apply to:

Overall Project

Tunnel Alternative

Surface Alternative

Seawall

AWV Draft EIS Comment Form Results:

Name: David Folweiler
Address: 1725 NW 64th St
City: Seattle
State: WA
Zip Code: 98107
Email: DrDave@Folweiler.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I would like to see DOT seriously consider the option of not replacing the viaduct. I think that this option has many benefits, including lower cost and improving the waterfront appearance/aesthetics. I realize that this may seem radical, but other cities have done this with good effect. David Folweiler

Comments apply to:

Other Topic: no replacement option

I-184-001

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-184-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Cheryl Fontaine
Address: 23311 1st ave w
City: Bothell
State: wa
Zip Code: 98021
Email: fontaine2002@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Something does need to be done to help this wonderful old piece of Seattle's history. I favor the solution which least affects the current character of the viaduct and I believe there are suggestions on the board that do just that. However, I also believe that the people who have moved into that area are, and will be, a prevailing force in the destruction of the viaduct. They would like to have those million dollar views unobstructed and they can put money into the right pockets to see that decisions made are favorable to them. Poor planning, greed and shortsightedness have already gutted our beautiful city - it doesn't need to be that way but Seattle now seems to be populated predominately by people from other states/countries who couldn't care less about the character of the city.

Comments apply to:
Overall Project

Did you find this Draft EIS format easy to understand?

I-185-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have considered the character of the SR 99 corridor and the historic structures within the project area when analyzing the alternatives.

I-185-001

AWV Draft EIS Comment Form Results:

Name: Albert M. Forget
Address: 14349 32nd Ave NE Apt 105
City: Seattle
State: WA
Zip Code: 98125
Email: afroggy2@juno.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-186-001

I-186-002

I've been following the process of solving the problems with the Alaska Way Viaduct very closely. Would that all the money necessary were available. We could solve so many problems. The Mercer Way Mess could be solved while connecting I-5 directly with both SR-520 and Highway 99. The benefits to business interests would be immense. The Tunnel Alternative offers the greatest potential to the City of Seattle and its residents for redeveloping the front porch to the City while simultaneously providing more rapid and efficient movement of goods and people around both the City, the County and the Region. The savings anticipated through using the rebuilt seawall as a wall for the tunnel sweetens the project. Highway 99 is and most probably must remain a major highway of regional importance. It must someday connect fluidly with the other regional highways previously mentioned. Ideally, reconnection of city streets presently bisected by Highway 99/Aurora Avenue is also much to be desired. Provision should be made to eventually go for broke in this matter. Comprehensive planning designed to solve all of the problems should go forward post haste. The plans thus far presented are comprehensive. All that is lacking is the political will to say this must be done and it must be done now. We can be penny wise and pound foolish (as the City, County and State so often are) because so many of our citizens are locked into false memories of what yesterday was like. Rather than building for the future (for our posterity), all too many of our electeds choose to pander to an elitist view that everything old must be preserved. Bullfrog!! Let's get on with making tomorrow, and tomorrow, and tomorrow better. That is what we should be about.

Comments apply to:
Tunnel Alternative
Seawall

I-186-001

Thank you for your comment. Funding for transportation improvements often does not match the perceived need. The lead agencies are working to coordinate funded transportation improvements in Seattle to provide the most benefit for taxpayers.

I-186-002

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.

AWV Draft EIS Comment Form Results:

Name: Albert M. Forget
Address: 14349 32nd Ave NE Apt 105
City: Seattle
State: WA
Zip Code: 98125
Email: afroggy2@juno.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-187-001

I definitely DO NOT SUPPORT rebuilding the viaduct. Were I to have the powers of a dictator, I would go for broke on the project. I would underground the entire length, permitting a great percentage of the traffic to bypass downtown but to access downtown easily at several points. I would replace the present tunnel by lowering it and continuing it underground so that Seattle's street grid could be restored. The outboard wall of the tunnel should be comprised by a reconstructed seawall. Every possible ecologically friendly mitigation should be included. Wherever possible, since this is a state highway, the disruptions to the city should be of paramount concern. At every step, the state should consider Seattle's future as a prime consideration. It's not just about moving traffic--it is about quality of life both as to time saved in travelling, ease of access to the benefits Seattle offers, and reclaiming valuable waterfront to the benefits of the entire city. Whatever is done, it should be much more oriented towards public amenities rather than providing opportunities for wealthy developers to profit. IT MUST BE REMEMBERED THAT, WHILE THE VIADUCT IS A STATE HIGHWAY, IT IS ALSO A MAJOR IN-CITY ARTERIAL. As such, tolling it would be decidedly wrong. I live at the convergence of SR-523 and SR-522 (Lake City/Bothell Way and NE 145th Street) in Seattle. Tolling is being bandied about for SR-520. It should be remembered that, if SR-520 is tolled, SR-522 becomes the only reasonable alternative. This, from experience, leads to all-day-long congestion on SR-522--each time the floating bridge is shut down, it becomes very difficult to use (what are to me) neighborhood streets. If the intent is to further hinder the movement of goods and people around Seattle, all that is necessary is to toll SR-99. A FULL SURFACE solution is COMPLETELY UNACCEPTABLE. THE AERIAL ALTERNATIVE IS LAUGHABLE GIVEN THE PROBLEMS CAUSED BY THE PRESENT VIADUCT--FURTHER, THE COST (WHEN ADDED TO THE COST OF REPLACING THE SEAWALL AS A SEPARATE PROJECT) DOES NOT COMPUTE AS BEING THE BEST USE OF SCARCE FUNDS. THE BYPASS TUNNEL CONCEPT PROVIDES LITTLE IF ANY BENEFIT TO SEATTLE AND MAY MAKE COMMERCE MORE DIFFICULT. In all of this we should keep paramount in our minds what we can do to make the future (and not just the immediate future) better. Are we not supposed to be about providing for our posterity? If so, let us put ourselves in debt for a longer period (let us amortize what we do over a longer time even if we must pay more in the aggregate) that what we do will be more than just a temporary fix. If we do it right, we will be leaving a worthwhile legacy. In replacing the viaduct, we should provide for eventual integration with an underground? solution to the Mercer Mess so as to provide direct linkages between SR-520, SR-99 and I-5. If we do not, it will cost a tremendous amount more in the future. The state should consider providing such linkages as part of the design of the entire system.

I-187-002

6/22/2004

I-187-001

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-187-002

The Alaskan Way Viaduct Replacement Project includes improvements to Mercer between 5th Ave North and Dexter Ave. The Mercer Corridor Project between Dexter and I-5 is currently under construction, led by the City of Seattle.

Comments apply to:
Overall Project
Tunnel Alternative
All of the Alternatives
Bypass Tunnel Alternative
Rebuild Alternative
Surface Alternative
Aerial Alternative
Seawall

28 APR 2004

I-188-001

GENERAL COMMENT & PROPOSAL

CONSIDER STAYED CABLE STRUCTURE, SIX LANES, WITH ROADWAY AT APPROXIMATELY ONE-HALF WAY BETWEEN EXISTING DECKS. STAYED CABLE CONSTRUCTION OVER LAND, COULD ALLOW LONG SPANS USING MINIMAL INTERMEDIATE SUPPORTS BETWEEN TOWERS. THESE SUPPORTS SHOULD ALSO ALLOW SHORTER TOWERS, AS CABLES WOULD BE CARRYING LESS OF THE LOAD. A SINGLE SIX-LANE ROADWAY WOULD REDUCE WATERFRONT NOISE. ALL NOISE FROM EXISTING LOWER DECK BOUNCING OFF OF THE BOTTOM OF THE TOP DECK WOULD BE ELIMINATED. ON AND OFF RAMP WOULD PASS UNDER ROADWAY AND ALLOW CONNECTIONS TO EXISTING RAMP. ALL ON/OFF MERGES WOULD BE FROM/TO THE RIGHT HAND LANE. AN ESTIMATED (!) 12-15 TOWERS WOULD COVER THE PROPOSED DISTANCE. THIS WOULD REDUCE CONSTRUCTION DISTURBANCES. PROJECT COULD POSSIBLY BE DONE WITH PRESENT VIADUCT IN PLACE. THE TOWERS WOULD BE A NOTICEABLE VISIBLE PRESENCE. NO SPACE NEEDED, BUT STILL A PRESENCE. HOPEFULLY A PLEASANT ONE.

MARK S. FORSTER

4705 SW BRACE PT DR

SEATTLE, WA 98136

I-188-001

Thank you for your suggestions. Many options were looked at during the initial phases of the project's screening process. The screening process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts and seven seawall concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS, 2006 and 2010 Supplemental Draft EISs, and Final EIS. The alternatives analyzed over the course of the project include a viaduct repair and several replacement alternatives. The Final EIS contains alternatives that combine some elements of earlier concepts as result of stakeholder input and and the engineering team design refinement as they considered feasibility, cost, and other criteria.



GERALD
FOX, P.E.

01607 SW Greenwood Rd., Portland, OR 97219, 503-636-9861

Ms Alison Ray,
WSDOT Environmental Coordinator, Alaskan Way Project
999 Third Avenue Suite 2424
Seattle, Washington 98104

May 14th 2004

Subject – Comment on Alaskan Way Replacement DEIS

Dear Ms Ray,

I-189-001

I've watched the development of this project with growing concern. The project as presented in the DEIS proposes to replace the Alaskan Way Viaduct with one or another alternative at a cost of some \$4 billion. And what will we have at the end ?? Alaskan Way, with roughly the capacity it had before the project started. Net benefit ? Almost Zero!

And for this, the project will sop up all the available funding for transportation projects for years to come. This has to be the worst deal for the public ever in Washington history. So how did we get there ??

My belief is that the fundamental mistake was to assume that the project needed to accommodate all the demand. There was insufficient study of what might happen if the demand wasn't met. After all, it is the existence of Alaskan Way that has enabled the demand to grow. If you provided more capacity, you'd get even more traffic. And, more significantly, if you provided less capacity, you'd get less traffic. This will probably be demonstrated during construction. What happened to the thousands of cars that want to drive over the bridge to Bremerton? They don't, because the bridge wasn't built !

This is the age of limited resources, of concern for sustainable living, including transportation. The funds that will be squandered on Alaskan Way could provide far more transportation capacity if they were spent on sustainable alternatives, such as demand management, non-motorized transportation, transit, and a limited capacity boulevard along the waterfront. (As in San Francisco, or Portland)

I sincerely hope that the fundamental wisdom of this proposal is questioned, and that ultimately the community demands a replacement for the viaduct more in keeping with the needs of the times. We don't need another "Big Dig".

Sincerely

Gerald Fox

I-189-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: christina frank
Address: 4703 fremont avenue n
City: seattle
State: wa
Zip Code: 98103
Email: misschrisfrank@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution
-- fixing the larger transportation network instead of building a new highway.

I-190-001

I-190-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

GARY FRANKLIN
2022 12TH AVENUE SOUTH
SEATTLE, WA 98144

May 31, 2004

Ms. Allison Ray
Alaskan Way Viaduct & Seawall Replacement Office
Suite 2424, 999 Third Avenue
Seattle, WA 98104

Dear Ms. Ray:

I-191-001 Before making a decision on which option to choose to replace the viaduct, we need to be specific on the project goal. Seattle is often ranked as one of the worst cities in the nation for traffic congestion. Improving our traffic flow should be the major goal, and then the choice of options is simpler. I'm concerned that in an attempt to please all the constituencies that have opinions, we'll end up with a result that's inadequate in everything...like the joke about the camel -- a horse that was designed by a committee. Why spend millions or billions of dollars and not improve the situation?

Some have suggested that an above ground structure is a barrier between the city and waterfront and a tunnel is the answer to provide a "connection". I can think of two types of connection: visual and physical. Removing the viaduct only improves views from buildings immediately adjacent. From First Avenue eastward the waterfront can't be seen due to other buildings. The viaduct doesn't impact their views because most are above the viaduct. The viaduct doesn't hinder physical access because all major streets go under it. If re-timing stop lights and better use of surface streets is truly effective in improving traffic flow then this should be done anyway no matter what replacement option is chosen. To keep our city economically *strong we need to make it easier for people to arrive, to get around, and to leave*. Try this. Stand on the waterfront and ask yourself how much more of downtown could be seen without a viaduct? The answer is virtually nothing, and that's how much more waterfront could be seen from downtown without a viaduct. Where is any improved "connection"?

I-191-002 No one ever mentions one of the biggest barriers to accessing the waterfront and that's the train traffic. Even spending billions on a tunnel won't eliminate the railroad.

I-191-003 Finally, the best view of the waterfront is from the viaduct.

Please support replacement of the viaduct with a new one. Other more expensive options don't offer correspondingly significant benefits.

A viaduct is:

- Cost/benefit effective
- Efficient in moving traffic
- Short construction time
- Least disruptive to waterfront and businesses during construction
- Saves budget to apply toward seawall

Sincerely,



Gary Franklin
(53 year resident of Seattle)

RECEIVED
JUN 01 2004
AWSP Team Office

I-191-001

The purpose of the project is to provide a replacement transportation facility that will, among other things, meet current seismic safety standards and provide capacity to efficiently move people and goods to and through downtown Seattle. See Chapter 1 in the Final EIS for the complete purpose and need statement for the project.

The project has evolved since the publication of the Draft EIS in 2004. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current project information.

I-191-002

Comment noted. This project will not eliminate the railroad. The Final EIS discusses how the project will interact with the rail yards and rail operations located in the project area.

I-191-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: B Robert Franza MD
Address: 100 W Highland Dr. # 200
City: Seattle
State: WA
Zip Code: 98119
Email: bfranza@speakeasy.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-192-001

I request that you do a full EIS of a NO HIGHWAY/NO TUNNEL alternative. The waterfront and the city need to be as interwoven, connected as possible. Tunnels we do not need and can not afford; highways and replacement viaducts are totally the wrong approaches to bringing as much value to Seattle as possible. Thank you.

Comments apply to:
Overall Project

I-192-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Susan Freccia
Address:
City:
State:
Zip Code: 98107
Email: sfreccia@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-193-001 I am in favor of the tunnel alternative. I travel on 99 regularly, from my home in Phinney Ridge to the airport and to downtown. It is a fantastic alternative to I-5. An efficient 99 keeps traffic away from I-5 and off the City streets that Ballard/Magnolia/Phinney Ridge neighbors have to drive to get to I-5 (ie. 50th St and 45th St, which are already too congested). I use it as a fast route and would no longer use it if it were at surface level and had stoplights through downtown.

I approve of improving Alaskan Way (this street should be used much more efficiently) as well, but not combining it with 99. Alaskan Way could be a great alternative for getting from downtown to Ballard (via the Ballard Bridge), Magnolia and Interbay, and would ease traffic congestion downtown (it would be great to be able to cut down to Alaskan Way and then to Elliott, on my way to Ballard, rather than weave through downtown streets and traffic).

Comments apply to:

I-193-001

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.

All of the proposed alternatives maintain access to the neighborhoods north of downtown Seattle, such as Ballard and Magnolia.

AWV Draft EIS Comment Form Results:

Name: Art Freeman

Address:

City:

State:

Zip Code: 98109

Email:

Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-194-001 | Underground it! Underground is the only proper place for mass-transit facilities. Otherwise, they take up too much space and pollute the environment excessively, with visual, noise, and air and water pollutants.

Comments apply to:

All of the Alternatives

I-194-001

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.

AWV Draft EIS Comment Form Results:

Name: David Friedl
Address: 101 W Olympic PL #808
City: Seattle
State: WA
Zip Code: 98119
Email: davidfriedl@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-195-001

To whom it may concern: I have been living in Seattle for 25 years and I am a third generation Seattlelite. I currently use SR99 to commute to work. However, I would be extremely happy to use another route while we replace the Viaduct with a tunnel. A tunnel is the best solution for multiple reasons. First of all, the concrete mass of the Viaduct pollutes the scenic beauty of Puget Sound. The amazing views from our local businesses and apartments are stifled from this monstrosity. The sound pollution from the Viaduct is another factor. I cannot go for a day-time stroll without being disturbed by the constant noise from the borage of large trucks and cars. Underneath the Viaduct is a seedy scene as well. It smells of urine and alcohol. Sketchy characters loom in the many shadows provided by the Viaduct making our city unsafe. My friends and I have even witnessed large rats scurrying across the sidewalks at night. Not only is the Viaduct offensive to our eyes and ears, but it stifles the growth of our city's prime real estate. It hinders our businesses, condominiums, and apartment complexes from reaching their potential on this great property. If we are already going to spend a large amount of money to replace the existing structure, we should go ahead and take this opportunity to enhance our city's waterfront the most by building a tunnel. It may be more expensive but future generations of Seattleites will undoubtedly be grateful. The long term effect of building a tunnel will be beneficial for our entire community. Tourism will increase which will result in even more capital coming into our city. I think the average citizen won't mind paying the extra money to greatly enhance the Seattle Waterfront. This is our chance to have the premier waterfront on the West Coast. It is a once in a lifetime opportunity to make our waterfront beautiful. It can and should be something we will all be proud of. I look forward to a better city. Thank you, David Friedl

Comments apply to:
Tunnel Alternative

I-195-001

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.

6/26/2004

AWV Draft EIS Comment Form Results:

Name: Terry Galiney
Address: 1732 18th Ave
City: Seattle
State: WA
Zip Code: 98122
Email: tgaliney@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

thank you for the opportunity to comment. The EIS does not address the simplest alternative of not building a new highway. These funds could be better spent improving the larger transportation network instead. Sincerely, Terry Galiney Seattle, WA

Comments apply to:
Overall Project

I-196-001

I-196-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Robert C Gamrath
Organization/Membership Affiliation (optional): _____
Address: 4058 S.W. DONOVAN ST
City: Seattle State: WA Zip: 98136
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|---|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input checked="" type="checkbox"/> Seawall | |

What are your comments about the project?

I-197-001

I haven't heard of any plan to share the cost of the seawall with the abutting property users or owners. It will enhance their property and should share the costs.

(Please use additional paper if you need further comment space)

I-197-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Current funding plans do not include a local improvement district (LID), but the City of Seattle may consider one in the future.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

AWV Draft EIS Comment Form Results:

Name: Lawrence Garcia
Address: 4118 SW College #401
City: Seattle
State: WA
Zip Code: 98116
Email: lgarcia@prezant.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I still believe that the tunnel alternative is the best option. It is a shame that we can't do something with the Battery Street Tunnel. It tends to be a bottleneck in the evenings.

Comments apply to:

Overall Project

Tunnel Alternative

Seawall

I-198-001

I-198-001

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. Improvements made to the Battery Street Tunnel are described in the Final EIS and include fire and life safety upgrades.

AWV Draft EIS Comment Form Results:

Name: Ginger Garff
Address:
City:
State:
Zip Code: 98115
Email: gingershana@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The full tunnel alternative is the only way to go. Anything else compromises both transportation and public space.

Comments apply to:
Tunnel Alternative

I-199-001

I-199-001

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.

AWV Draft EIS Comment Form Results:

Name: Mark Garff
Address: 8110 34th Ave NE
City: Seattle
State: WA
Zip Code: 98115
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-200-001

I support the FULL TUNNEL OPTION. We have a unique opportunity to enhance our sad and dilapidated waterfront once and for all. Make Seattle better: Remove the viaduct!

Comments apply to:
Tunnel Alternative

I-200-001

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.

AWV Draft EIS Comment Form Results:

Name: Mary Jane Gassert
Address: 7548-14th NW
City: Seattle
State: WA
Zip Code: 98117
Email: mgassert@nwlink.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-201-001

I believe the Aerial Alternative is the best alternative presented. Wider lanes and shoulders are a great idea. I've often wondered what I would do if my car broke down on the current viaduct with no shoulders. I do question the reasoning in changing the surface streets losing all that parking and still only having two lanes north and south on Alaskan Way. All in all I think this alternative is the best way to meet this transportation need.

Comments apply to:
Aerial Alternative

I-201-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Laurie Gates
Address: 920 6th Avenue North
City: Seattle
State: WA
Zip Code: 98109
Email: LAURIE.J.GATES@BANKOFAMERICA.COM
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-202-001

I-202-002

Can we please have all the money (150%) for this project before we start tearing down anything. I hope we don't tear down the Viaduct, and then find out the city doesn't have the funds to rebuild. I would also like to express my vote for the Rebuild Alternative, and NO tunnel. I also hope the wealthier of our city residents who own condos on the waterfront will not have a larger pull to have the viaduct torn down to have it replaced by a tunnel so their view would improve. After all, the viaduct was here first, before the million dollar condos. We need the viaduct, the surface streets are already jammed, the freeway is jammed, and this is with the viaduct. Can you just imagine what it would be like to drive downtown or the waterfront, all the traffic? And if or when the big one hits I personally would rather be above ground on the viaduct than in a tunnel.

Comments apply to:
Rebuild Alternative

I-202-001

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding; \$400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

I-202-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and acknowledge your preference for the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be

during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

AWV Draft EIS Comment Form Results:

Name: Danielle Genaux
Address: 131 Bellevue Ave E. #302
City: Seattle
State: WA
Zip Code: 98102
Email: dgenaux@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-203-001

I am writing to voice my support for consideration of a "no viaduct" alternative in the Viaduct EIS. I believe that the City of Seattle and the region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the EIS."

I-203-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day, compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Diana George
Address: 127 18th Ave E
City: Seattle
State: WA
Zip Code: 98112
Email: diana@carceraglio.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I am for a no-highway alternative to be studied in the EIS. Don't fill our waterfront with construction. Don't make our downtown unlivable. Don't force downtown businesses out of business. We don't need another highway in Seattle.

Comments apply to:
Other Topic:

I-204-001

I-204-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: Gessler Thomas E PSNS [mailto:gessler@psns.navy.mil]
Sent: Thursday, April 01, 2004 11:40 AM
To: 'viaduct@wsdot.wa.gov'
Subject:

I-205-001

Why does the viaduct get mostly state funding? Was there a vote on this? I believe the new viaduct should be paid for with tolls just like the Tacoma Narrows Bridge. Is this just another case of Seattle is better than Tacoma and the whole State should take the majority of the cost of the viaduct even though less than 5% of the state's population uses the viaduct?

PS: The majority of the people who voted yes for the Narrows Bridge will never use it and for almost a billion dollars we only get 2 more carpool lanes. I believe the viaduct should have a similar vote and toll.

The people who use it should pay for it

I-205-001

During the 2009 legislative session, the Washington State Legislature passed Engrossed Substitute Senate Bill 5768, which directed WSDOT to study whether money could be raised by tolling a new SR 99 facility. WSDOT was also directed to analyze the performance of a tolled facility and the potential effects of diverted traffic on alternate routes.

The results of this initial work were reported in the "SR 99 Alaskan Way Viaduct Replacement Updated Cost and Tolling Summary Report to the Washington State Legislature" published in January 2010.

The 2010 Supplemental Draft EIS includes preliminary analysis on the effects of tolling. The Final EIS also includes a more in-depth analysis of the effects of tolling the viaduct replacement alternatives.

AWV Draft EIS Comment Form Results:

Name: Jennifer Gibbons
Address: 601 Belmont Ave E. #A-10
City: Seattle
State: WA
Zip Code: 98102
Email: jenniegibbons2@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Please, please, please build the tunnel. I know this is one of the more expensive options, but we have a once-in-a-lifetime opportunity to reclaim some areas of waterfront if the tunnel is built. What a great legacy to leave to future generations of Seattleites.

Comments apply to:
Tunnel Alternative

I-206-001

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-206-001

RECEIVED
MAY 10 2004
AWWSP Team Office

5-4-2004

I-207-001

Allison Ray,

I have been a lifelong Seattle resident, 52 years, and proud of it. I remember when Highway 99 was the main route of travel. That time has past however and it needs replacing. The solution must be cost effective, done in a timely manner and improve efficiency. Of the 5 plans to replace the viaduct, I support the Bypass Tunnel. It appears to be cost effective by utilizing a tunnel through downtown and freeing up the waterfront area to be more citizen friendly. The time frame is acceptable, being less than other options. It would also have more lanes to travel with. The other options require more dollars or more time to build. A surface roadway is the most idiotic choice. An aerial would take much too long to build. Replacing the viaduct would create massive traffic jams and NOT solve the problem of safety.

I live in West Seattle and use the viaduct every day. As one of the 110,000 auto's a day using 99, I consider it of the highest priority of our transportation problems. Please make a choice and BUILD IT. It is past time when our leaders show direction and commitment.

Realistically,



Peter Giese
PO Box 16303
Seattle, WA 98116

I-207-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Bypass Tunnel Alternative. The Bypass Tunnel Alternative was eliminated from further consideration because it did not meet the project's purpose; please see Chapter 2 for the full discussion about why this alternative was dropped. 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-208-001

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

From: Peter Giese [mailto:peterg4@comcast.net]

Sent: Friday, May 14, 2004 4:54 PM

To: viaduct@wsdot.wa.gov

Subject: get it done

Viaduct Team

I support the Tunnel/Bypass tunnel alternatives. They offer improvement to auto capacity, integrating downtown Seattle with the water, NO stoppage of use of the viaduct and best cost/benefit advantages. Please start the project at the SOONEST possible date,

Peter Giese
PO Box 16303
Seattle, WA 98116

I-208-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel and Bypass Tunnel Alternatives. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The Bypass Tunnel Alternative was eliminated from further consideration because it did not meet the project's purpose; please see Chapter 2 for the full discussion about why this alternative was dropped. 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.

AWV Draft EIS Comment Form Results:

Name: daniel gildark
Address: 4020 aurora ave. n. #103
City: Seattle
State: wa
Zip Code: 98109
Email: gildark@gobot.com
Affiliation (optional): filmmaker

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway. Give Seattle back to those who want to live there. The city's future depends on a livable city center.

Comments apply to:
Other Topic: don't rebuild alternative

I-209-001

I-209-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Joan D Giuffre
Address: 215 N 168TH
City: Shoreline
State: WA
Zip Code: 98133
Email: Giuffre_937@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

All of the property owners are going to have view property if this goes underground so talk to them instead of the taxpayers!!! The taxpayers can ante-up the cost of the rebuild and the property owners can come up with the other cost for building and getting it underground. Thanks for your time.

Comments apply to:
Overall Project

I-210-001

I-210-001

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding; \$400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Aaron Goss
Organization/Membership Affiliation (optional): _____
Address: 5069 25 SW
City: SEA State: _____ Zip: 98136
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-211-001 | I would like to see a
 "TEAR IT DOWN" and build a park
 ALTERNATIVE.
 ROADS MESS UP THE ENVIRONMENT
 SO DO CARS!

I-211-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Aaron Goss
Address: 5069 25 AVE SW
City: Seattle
State: WA
Zip Code: 98106
Email: aaron@rideyourbike.com
Affiliation (optional): Aaron's Bicycle Repair

Would like to be added to the project mailing list?

Yes

Project Comments:

I-211-001 think we should take the lead from Portland and San Francisco. Tear down the Viaduct and do nothing! Other than making a park under where it now stands.

By the time the viaduct project is ready to go, driving a single occupant car will be less of an option for people. Why spend billions of dollars to promote global warming. I-5 is just fine thank you.

Comments apply to:

Overall Project

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

From: Aaron Goss [mailto:aaroncgoss@hotmail.com]
Sent: Wednesday, April 28, 2004 1:46 AM
To: viaduct@wsdot.wa.gov
Subject: no option

How come there isn't an option to remove the viaduct and build a park like Portland or S.F.? I have been to both cities and their waterfronts are much nicer and there is much more business and people space than ours.

Sincerely,

Aaron Goss

Owner & Mechanic,

PLEASE NOTE OUR NEW ADDRESS:

Aaron's Bicycle Repair
6521 California AVE SW
Seattle WA 98136

(206)938-9795 Fax(206)923-1597

AWV Draft EIS Comment Form Results:

Name: Mark Gouras
Address: 36118 2nd Ave. S.
City: Federal Way
State: WA
Zip Code: 98003
Email: markg10568@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Are you nuts?

I-212-001

Why do you ALWAYS have to propose the most expensive alternatives.

What would it cost to shore up the existing site? None of your alternataives are cost-efficient. All of them have a significant aspect of wishful thinking.

This is public planning at its absolute worst! The Boston Big Dig redux. You should all be embarrassed.

Comments apply to:

Overall Project

I-212-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have continued to work through the concerns regarding cost. Please see the Summary Chapter of the Final EIS for more information. It has been determined that retrofitting the viaduct has been determined not to be a good investment because it would cost 80-90 percent of the cost of a new structure to meet the required earthquake standards.

AWV Draft EIS Comment Form Results:

Name: Andrea Grad
Address: 3009 62nd Ave. SW
City: Seattle
State: WA
Zip Code: 98116
Email: agrad@helsell.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-213-001

I support the Rebuild Alternative over the other alternatives, for the following reasons:

(1) Maintaining the viaduct's traffic capacity with as little interruption as possible is crucial for West Seattle residents. When it is shut down for even short periods of time, traffic to and from West Seattle becomes gridlocked and unbearable. If it were torn down (or rendered unusable by an earthquake) before a fully-operational replacement were finished, it would wreak havoc on all West Seattle residents (and those who, e.g., work in West Seattle and reside elsewhere) for literally years. Businesses would suffer; property values would suffer; commuters would suffer. The entire city would suffer as a consequence. Shipping traffic would also be severely impacted, since many container ships dock on the west side of the Duwamish.

(2) The viaduct is one of the most -- if not the most -- scenic routes in the city. It is a mainstay for residents who want to show our city to visitors. It has been used repeatedly in commercials and movies due to its scenic features. It gives people a great overall view of both the waterfront and the skyscrapers. It is a landmark feature of our cityscape. I always enjoy driving on it because of the views it affords. I disagree strongly with those who call it an eyesore, or want to develop the land underneath it. The land underneath it functions as valuable (scarce), affordable parking for waterfront and downtown uses.

(3) The Rebuild Alternative would create the fewest construction impacts and require the least mitigation.

(4) The Rebuild Alternative would end up costing far less than any of the other alternatives, which is a very important factor to consider in this age of declining availability of funds for such projects.

(5) Rebuilding the viaduct could start (and be completed) far sooner than the other alternatives could be, which is a big plus.

Thank you for the opportunity to comment. Please choose the Rebuild Alternative.

Comments apply to:

All of the Alternatives

I-213-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-214-001

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.

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

From: Jonathan Granato [mailto:lord_st_erth@yahoo.com]
Sent: Thursday, April 01, 2004 4:15 PM
To: viaduct@wsdot.wa.gov
Subject: FIVE PLANS FOR THE ALASKAN WAY VIADUCT

Well, hello there, all you WSDOT persons!

I presume this email addy will be a-jitter w/everybody and their uncle giving you their opinions on wh. of the five proposals for the Alaskan Way Viaduct they prefer.

In order to keep this email succinct, simple, and concise, here's my choice:

"* Tunnel: Replace the viaduct with a tunnel along the central waterfront with three lanes in each direction. An aerial structure would connect the tunnel from the waterfront to the Battery Street Tunnel and, in the south, the viaduct would be replaced with an at-grade roadway. This is the most expensive option with cost estimates of \$3.6 billion to \$4.1 billion. It would take from seven to nine years to build. "

Look, let's do it right this time around!

Jonathan Granato
206 284 8437

Do you Yahoo!?
[Yahoo! Mail](#) - More reliable, more storage, less spam

I-214-001

6/26/2004

Victor O. Gray
Civil and Structural Engineer

RECEIVED
JUN 07 2004
AWWSP Team Office

120 Colman Drive
Port Townsend, Wa. 98368

email vgray@Olympus.net
360-379-9862

5/30/04

WSDOT.
999 Third Avenue S. Suite 2424
Seattle, WA. 98104

Re Alaskan Way Viaduct and Seawall Replacement Project DEIS.

The WSDOT has produced a major document for the DEIS. A three volume summary with about 450 pages in the 11 by 17 format backed up by 23 appendices in the 8.5 by 11 format with more than 2400 pages of data. Just taking the time to review all of the data requires a major effort not to mention trying to develop some constructive comments.

The DOT is well aware we have followed closely the project in its development over the last 3 years. We have suggested some alternates that might be considered. However the five selected alternatives ignores our views and are presented as the last word and the only possible solution for the entire project. This is in spite of the fact that the financing, 2.5 to 4.1 billion, to support any of the alternatives simply is not available and the time table proposed is unrealistic.

In our concern about costs we have suggested that the seawall work could be done independent of the viaduct. The soils below the viaduct can be stabilized independent of the wall. We also note that the work scheduled for north of the Battery Street Tunnel could be deferred and done independently as the safety of the viaduct is not involved. The viaduct single level structure north of Pine Street could be retrofitted and strengthened as noted in the rebuild alternative. That leaves the two level structure south of Pine street to be upgraded or replaced.

We proposed a system to provide for base isolation together with seismic dampers to protect the two level structure against an earthquake. That proposal was considered and dismissed by the DOT. Still there are other options available that should be investigated with the same zeal as those of the five alternatives. Specifically we suggest that the viaduct can be braced to meet the new more rigorous earthquake standards. Together with ground improvement the new braced frames can provide the necessary lateral strengthening while the existing structure can support the vertical loads even with some damage as now exists. It should be noted that during the 2001 earthquake only about one block or 2 three span viaduct units out of 64 were damaged. Our proposed braced frame alternate can be done while keeping the viaduct in service. We call this a repair alternative/strengthen proposal.

Some observations of the five proposed alternatives are in order. In all of the alternates it is assumed that the money will be there at the time it is needed. Given the status of the funding at this time and the vulnerability of the viaduct structure time is not on the side of just waiting until something happens. Further all of the alternates involve a loss in traffic capacity over a period of years during construction. Appendix "C" Transportation Discipline Report, cites a loss of 51% up to 82% during the most disruptive stage. Even those figures may be low considering the assumptions made. See appendix "C" page 267. If anything the loss in capacity will be greater than estimated.

Considering the loss of capacity, even using the average of about 25% (varies with each alternate as per table 6.7 appendix "C") that translates into some 28000 trips per day that will be diverted from the viaduct corridor to I 5 and other remaining streets. Just where the traffic will go and how much delay and cost to the motorist needs to be quantified when considering alternates. Also the

I-215-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct.

ferry system will be disrupted thru out each day with all of the alternates. Again that will cause more delays and costs to all of the users of the ferries. Some 45 scheduled landings and 45 departures occur during a typical weekday. This involves some 7700 vehicles. Those delay costs should also be quantified.


All of the proposed alternatives will have a severe impact on the businesses that now exist on the waterfront. Somehow the DEIS assumes that they will survive during the extended period or years of construction. How the public will access those facilities as well find a place to park not to mention how normal deliveries can be made. The DEIS is inadequate with respect to the waterfront activities as well as maintaining truck traffic and emergencies services thru the corridor.

Recommendations:

1. Break the project down into separate units for cost control. Delete the work north of the BST tunnel. Separate the seawall work.
2. Do a study of the repair strengthened braced frame with viscous dampers as an alternate for the two level structure. Note that this would be a minor cost and involve a short period of time and would allow a construction cost estimate to be made. The study should be performed by an independent engineering firm with a given directive to find a solution to repair the viaduct.
3. Strengthen the single level structure north of Pine Street.
4. Do a survey of the costs to the public of the loss of capacity for each of the alternates. This should include the travel time costs and any off corridor projects that would be necessary.
5. In the overall assessment of the project include the capacity lost cost with the construction costs for each alternative.

After all is said and done, with the 5 now proposed alternatives, the public will be forced to find ways to work around the congestion on Alaskan Way. And as noted in the report this will go on for some years. Who knows, the public may just manage to survive with out the need of a project costs in billions.

Sincerely,



Victor O. Gray.

Although costs are an important part of project planning and decision-making, they are purposely not a major part of the environmental review process. As provided in CFR 1502.23 "For purposes of complying with the Act, the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important qualitative considerations." Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4630 Form 257 CommentDate: 4/29/2004
Name: Greg Organization:
Address: 511 N 80TH City: Seattle State: wa Zip: 98103

1. Choose Topic:

Overall *	Tunnel *	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

The tunnel option is the only realistic option to choose, even though it will be the most expensive. It is vital to the city to re-establish connection with the waterfront, which eliminates the aerial options. The surface option cannot possibly serve the needs of the traffic using the facility - we already have a surface street in this location that doesn't work all that well.

I-216-001

I-216-001

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.

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

From: Jessie Griess [mailto:jessgriess@yahoo.com]
Sent: Wednesday, April 14, 2004 2:40 PM
To: awvdeiscments@wsdot.wa.gov
Subject: Draft EIS Concerns

Dear WashDOT and City of Seattle Members:

I am writing to share my concerns about the proposed drafts for rebuilding Seattle's city waterfront.

As a resident of downtown Seattle and as one of the many pedestrians that walks under the existing viaduct daily on my way to and from work, I have a vested interest in seeing Seattle's waterfront become a living city center. I share the waterfront vision of many others - a waterfront filled with pedestrian spaces and amenities that serve the broad demographic profile that constitutes Seattle's public community. In this vision I look forward to a time when all of the adjacent downtown neighborhoods feature useable connections to Seattle's waterfront, fostering and adding life to our new urban center. This waterfront vision considers our incredible natural surroundings, resources and precious habitats as crucial elements to Seattle's future appeal.

Our living waterfront vision cannot be realized, and cultural amenities that will truly serve the public of Seattle cannot be cultivated in a scenario where motorized traffic is the predominant feature of our waterfront, as suggested by ALL of the current EIS draft viaduct replacement options. The only thing that 8 lanes of motorized traffic along Alaskan Way can contribute to Seattle's waterfront is a congested and hazardous highway - completely devoid of pedestrian life (as is the void that currently defines the underside of Seattle's existing viaduct). The current draft suggestions do not allow for the thriving community growth, public pedestrian spaces, and the types of neighborhood businesses and amenities that will make our waterfront a destination and a joy to those that live, work and visit our beautiful city.

As a concerned resident of Seattle, I implore you to continue considering options for Seattle's waterfront that do not require so much of our valuable public waterfront space to be consumed by vehicle traffic. I encourage you to require that a strong connection be enforced from the waterfront to our other local treasures, such as Pike Place Market, Pioneer Square, and other waterfront neighborhoods, which can in part be accomplished through the extension of the proposed Highway 99 tunnel lid, and the public-space connections that such a solution provides.

I feel that it is only through endeavors like these that our precious resources can be preserved for future generations to enjoy, and that through our perseverance, time, and dedication our city can grow to become one of the most thriving and desirable cities in the US.

I thank you for your time and consideration.

Sincerely,
Jessie R. Griess

I-217-001

The Surface Alternative is no longer being considered because it does not meet the project's purpose and need to provide capacity to and through downtown Seattle.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. However, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

I-217-001

AWV Draft EIS Comment Form Results:

Name: Gordon Griggs
Address: 6318 - 148th Place SW
City: Edmonds
State: WA
Zip Code: 98026
Email: griggs@spro.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-218-001

I grew up in Seattle, and love the city and its waterfront. I have also always admired the use to which Vancouver B.C. has put its waterfront property; so much is public access. We now have a grand opportunity to connect the downtown Seattle area with the waterfront, and to enhance the public open air spaces in between. Please put as much of the highway 99 project as possible underground, and develop public park places on the surface. This is not the time for public parsimony. For our future generations, please take advantage of this opportunity for enhancing the connection between downtown Seattle and its waterfront.

Comments apply to:
Overall Project
All of the Alternatives

I-218-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: ROGER/JENNIFER GROHS
 Organization/Membership Affiliation (optional): WFL OWNER
 Address: 1900 ALASKA WAY No. 501
 City: SEATTLE State: WA Zip: 98101
 E-mail: -

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

- I-219-001** ① ANY CLUTTER ON THE WATERFRONT IS ABOMINATION TO BE AVOIDED. BEAUTIFUL AND FRIENDLY SPACE IN SEATTLE IS ALWAYS IN TOO SHORT SUPPLY
- I-219-002** ② TOTAL ELIMINATION OF EXPRESSWAY NEAR THE WATERFRONT NEEDS TO BE EXAMINED AND SUPPORTED.
- I-219-003** ③ A "TEMPORARY" FLYOVER BRIDGE DURING CONSTRUCTION IS FOOLISHNESS NOT TO BE CONSIDERED
- ④ PRELIMINARY COST DIFFERENCES SEEM SO SMALL THAT THE BEST MUST BE PREFERRED

(Please use additional paper if you need further comment space)

I-219-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-219-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel

and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-219-003

Your comments on preliminary cost estimates are appreciated and noted. Updated cost estimates are included in the Final EIS.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Bruce Synniewski
 Organization/Membership Affiliation (optional): Wedge Kingdom Conservation Voters
 Address: 9020 13th Ave SW
 City: Seattle State: WA Zip: 98146
 E-mail: bruce@wcvoters.org

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-220-001

Please make sure that whichever
plan is adopted that there
is a premium on the environmental
impact for fish & habitat. I am
very concerned about the impacts of
and the seawall on fish and other
marine life

(Please use additional paper if you need further comment space)

I-220-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If the Bored Tunnel Alternative is selected, replacing the seawall would be a separate project, led by the City of Seattle, because the failing seawall does not have the potential to affect the seismic stability of this alternative. Measures to avoid and/or mitigate effects on fish and wildlife would be determined under that project. If the Cut-and-Cover Tunnel Alternative or the Elevated Structure Alternative is selected, the lead agencies would take the appropriate measures to avoid and/or mitigation effects on fish and wildlife as required by law as part of this project. Please see Chapter 3 in the Final EIS for a description of the current configuration for each proposed build alternative.

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

From: Debra Guenther [mailto:DebraG@Mithun.com]

Sent: Wednesday, May 19, 2004 11:58 AM

To: awvdeiscments@wsdot.wa.gov

Subject: DEIS comments

I-221-001

I strongly recommend that the State considers an additional surface option for the DEIS. The cut and cover option, while the most effective in responding to the long term growth potential of the waterfront, falls short in not providing a lid between Pike and Battery. Especially considering that Pike and Steinbreuck Park are the heart of our City.

I-221-002

The most effective solution for the long term health of downtown Seattle and the region is the one that takes the most courage for WSDOT to consider - no net increase in roadway on Alaskan Way and solving traffic by improving I-5 intersections and dispersal through the downtown.

Connecting to our waterfront is an economic development driver. Ten years from now no one will remember the hassle it was to add another option to the DEIS but Seattle will be infinitely farther on it's way to providing economic and quality of life value for the region.

(These comments represent my personal viewpoint and do not represent any organization I am affiliated with. I have been an active participant in the CityDesign waterfront charette and Downtown Seattle Association Viaduct Committee)

Deb Guenther, ASLA, LEED™ AP

2562 7th Avenue, W

Seattle, WA 98119

206-286-0101

I-221-001

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 Steinbreuck 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-221-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen

Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

To: WSDOT, Alaskan Way/SR 99/ Replacement DEIS Staff
RE: DEIS Comments
FROM: Virginia Gunby, 2540 NE 90th St, Seattle, WA 98115

5/31/04

Overall Comments: First of all high complements must be given to those who prepared the Draft EIS for its form, content and the overall product. I have reviewed many transportation EIS documents since the 1970s, and this is one of the clearest and most informative documents that I have ever read. It meets SEPA and NEPA requirements and should be cited by those who rate Environmental Impact Statements, as a model for future documents of this nature. Thanks for doing the kind of work needed to truly withstand any legal challenges in the future, as well as providing a user friendly, objective review of WSDOT's five AWV alternatives.

- I-222-001** **Summary of My Comments:** The plans for the cut and cover tunnel are much cheaper and better than the initial work. The four freeway ramps initially proposed for the heart of the waterfront have been removed and replaced with open space. The proposed AW cut-and cover plan should improve the configuration and design of the connecting viaduct ramp along the length from the Pike Place Market to the Battery Street Tunnel. It must be better integrated with Seattle's plans for revitalizing pedestrian access and the renewal of the waterfront. The waterfront surface-level Alaskan Way should not be eight lanes.
- I-222-002** **Highest Priority for Expedited Construction and Funding:** The AWV replacement must be the highest transportation project priority in our state. WSDOT and the Legislature should seek state, federal and regional funding to replace it as soon as possible. The AW Viaduct/SR 99 is a major state alternative north/south, economic corridor through Seattle, and should be funded with substantial share of state transportation funds. In my opinion, the city of Seattle and the Port of Seattle need to bring predictable funding for sharing the cost of replacing the seawall of the project costs, since they are also primary interests, benefactors and partners in the completion of this project.
- I-222-003** Replacement opponents argue that the Viaduct corridor should not be rebuilt and that the city should study smaller projects to improve our transportation network. But they would not replace the capacity and service of the proposed facility. At the same time the proposed Monorail transit-way, running the length of the north/south Second Avenue, may reduce north and south corridor capacity movement by requiring a traffic lane be removed to provide adequate space between the monorail vehicles/structures and the adjacent buildings. It is unrealistic to remove the SR 99 corridor along the waterfront from the system. It will ultimately join in with new SR 519 connection to I-5 as part of a interchange with I-90 and with the future SR 509 improvements and help to take the capacity pressures/limits off of I-5.
- I-222-004** **Innovative Funding Support:**
1. TIF The public's investment in the replacement AWV structure will greatly benefit the values of adjacent central city urban properties. **Tax Increment Financing** to fund transportation projects could pay for part of the cost of the major new replaced facility. The public would for the first time get a well-deserved return through increased property taxes, earmarked to pay for part of the cost of the related transportation investment. We know that our state Constitution currently does not permit this type of financing, and amendments has been defeated at the polls in the past, but we need this reform to be able to fund future highway investments and we must pursue this important option as a long range objective.
2. Tolling of the 110,000 a-day AWV users must be evaluated and used for another new approach to funding the high costs of the AWV, and for managing the use of the facility in the future. Tolling could be combined with a very effective Corridor Transportation Demand Management Policy/Agreement with the city as a tool to sustain capacity, reduce or stabilize use, particularly targeted at solo driven autos in the city of Seattle. We must build and manage new infrastructure that supports the city of Seattle's multi-modal policies to encourage transit and HOV use, to decrease gridlock and congestion in our regional center. (Great analysis has been done by the WSDOT office of Urban Mobility on Corridor TDM relating to the SR 520/Translake and I-405 Studies. Analysis of the AWV should be added to their work and tolls should be considered and implemented as part of the project.)
- I-222-005** **Overall Seattle Waterfront Priority Should be for People Over Vehicles--Transportation should be a tool to implement the planned long-term waterfront development goals, with facilities that are not an end in itself. The AWV should be designed to improve the quality of life, livability and density of the downtown and help Seattle to meet our state and local growth management policies and goals.**

I-222-001

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-222-002

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding; \$400,000,000 of toll funding. Both the City of Seattle and the Port of Seattle are also contributing substantial funding to this project and other complementary improvements.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

I-222-003

The Monorail Project no longer exists. However, as you note, it is not

I-222-006 **Best Project Alternative- Alaskan Way Viaduct** – Even though it is initially the most expensive, I support the cut-and cover-tunnel alternative, with some revisions I will discuss later. The transportation project is the catalyst for rebuilding the seawall and for stimulating a 21st century Renaissance of Seattle's 'front yard', our waterfront community. The whole will become worth more than the sum of its parts. The tunnel option allows an unprecedented opportunity to rethink and revitalize the Seattle waterfront in a manner worthy of its view vistas, access to the water and the natural environment, in addition to a revival, as a focus on the working waterfront, where needed. As part of the whole renewal, the AWV project needs to broaden its vistas to seek alternatives to replace highway capacity, in this important scenic section of our city. The waterfront should become truly the "Emerald" city's salt-water connection, and the "jewel" attraction.

I-222-007 **Alaskan Way:** The current "no-person's land" of parking spaces, traffic noise and debris under the viaduct can be regained for a large strip of publicly owned property to be used for creating new open space and other planned public/private development. This can happen only if the elevated viaduct is removed and the number of the Alaskan Way highway lanes is reduced. Existing short-term parking spaces should be replaced with a plan for structured parking in the vicinity of the waterfront. Improved waterfront transit service/circulators should be planned for and implemented to revitalize our waterfront into a pedestrian friendly, well-designed destination activity/area for all kinds of water-related redevelopment and cruise/ferry services. Many obsolete waterfront warehouse structures currently adjacent to Alaskan Way could then be redeveloped. The existing "waterfront" trolley should be relocated to Western Avenue to create additional room on the waterfront for redevelopment and better transit integration and inter-modal connections to other parts of the CBD.

I-222-008 **Alaskan Way Street Level;** I do not support the DEIS proposal in all of the viaduct replacement options to have Alaskan Way built with at least 8 lanes for vehicles. Through traffic should travel on the new, 6-lane underground state facility, in order that the people gain the use of the waterfront for everyone to enjoy. There should be no increase in present street-level roadway capacity. I urge you to seek to reduce the present capacity. The current proposal would leave less than 30% of the right-of-way for sidewalks and other activities. A great deal of public right-of-way could be available for new public and private uses, if the size of Alaskan Way was reduced, as part of an overall Waterfront Plan that Seattle is developing.

I-222-009 **Viaduct Ramp to Battery Street Tunnel Needs Reevaluation:** This part of the WSDOT 's proposal is a challenge. Moving from underground grade to the level of the Battery Street Tunnel is a difficult construction problem to resolve. It should be revised to include a well-designed, non-weight-bearing viewing lid, around Pine Street to Battery, to reduce noise and integrate it into the redevelopment of the adjacent areas. If well planned it could become part of a new terraced pedestrian promenade from Pike Street down to the waterfront level. I-5 and Mercer Island I-90 have set precedents for partial highway lids over freeways. Portland removed a freeway adjacent to the river and replaced it with a fine waterfront park. San Francisco stopped the waterfront Embarcadero and replaced it with new development. The new Alaskan Way roadway from Pike to the Battery Street Tunnel needs some very of that creative thought and architectural guidance, so that it will be integrated into the overall waterfront plan. Without changing this important part, the money spent for under-grounding part of it could be wasted.

I-222-010 **Bodemueller Work:** In the 1980's Klaus Bodemueller, a Seattle Architect who now lives and works in Austria, gave me a large legal-size book with a collection of copies and articles about his effort in the 1970/80s to convert the existing viaduct structure. He had worked diligently to gain support for reusing and rebuilding part of it into public viewing platforms, housing and park areas. Now that the structure has been irreparably damaged by an earthquake and is obsolete, the structural quality of the viaduct requires that it be removed in its entirety. I urge that a structurally sound remnant or a facsimile replacement can be used for a waterfront/Elliott Bay/Puget Sound viewing platform, as part of the new plan. It would be a historic reminder to all future generations, of the ugly, noisy, facility that negatively and positively impacted our Seattle waterfront for over the past 50 years. (I could loan you the Bodemueller collection to copy, if you do not have it in your library of project documents.)

Thank you very much for your fine work on this DEIS. I look forward to reviewing future actions, the decisions to fund and to implement a new Alaskan Way cut-and-cover and revised elevated facility.
Virginia Gunby, former Washington Transportation Commission Member, 1973-79
2540 NE 90th St.
Seattle, WA 98115
vgunby@aol.com

realistic to remove SR 99 from our transportation system. Careful study shows that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. The build alternatives evaluated in the Final EIS replace the existing capacity of SR 99 in the project corridor.

I-222-004

Yes, adjacent property owners could potentially receive indirect economic benefits associated with increased property values and increased potential for redevelopment. However, the lead agencies will not pursue state financing reforms to allow tax increment financing to fund this project.

Tolling the new facility is considered in the Final EIS.

I-222-005

If the Bored Tunnel Alternative, the preferred alternative, is chosen, the exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project led by the City of Seattle. The lead agencies are coordinating with the City on its planning efforts for that project. As the City moves forward with that project, there will be opportunities for the public to participate in the master planning effort and to help determine the future of their waterfront.

I-222-006

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-222-007

If the preferred alternative, Bored Tunnel Alternative is chosen, the exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project led by the City of Seattle.

If the Elevated Structure or Cut-and-Cover Alternative is chosen, this project would include an Alaskan Way with two lanes each direction with center turn pockets along the central waterfront. Expanded open space, a waterfront promenade, broad sidewalks on both sides of the surface street, bicycle lanes, and parking are also included as part of these alternatives.

Please see the Final EIS for current information about the proposed build alternatives.

I-222-008

The Surface Alternative is no longer being considered. The lead agencies are not planning to reduce capacity in the corridor. In addition to improving the earthquake resistance, the purpose of the project is to "maintain or improve mobility, accessibility, and traffic safety for people and goods along the existing Alaskan Way Viaduct Corridor." Both the state and federal governments also require that traffic capacity be the same or greater than it is today as a qualification for funding.

I-222-009

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-222-010

Although retaining a portion of the existing viaduct as a view platform would provide an interesting public open space amenity, space along the waterfront is physically constricted, and preservation of a viaduct section would come at the expense of future transportation facilities and of public open space at ground level.

2004 May 20

Attn: Allison Ray
Alaskan Way Viaduct and Seawall Replacement Project
c/o: Washington State Department of Transportation
Suite 2424
999 Third Avenue
Seattle, WA 98104

Dear Ms. Ray and the Alaskan Way Viaduct and Seawall Replacement Project:

About three weeks ago, I attended one of the Draft EIS review meetings (at Leif Erikson Lodge, in Ballard). Thank you for your work thus far on this difficult and contentious project. I apologize for the delay in my response.

Let me preface my opinions by stating that I grew up in West Seattle and lived there for over 40 years; currently I live in Ballard and still use the viaduct rather than I-5 almost without exception. The viaduct is as important a lifeline for West Seattle as the West Seattle Bridge. I have both traveled through downtown and commuted to it.

- 1) Note: I did not spend much time looking at construction mitigation, as I believe the final result is the primary concern, whatever the pain required to get there.
- 2) Please don't underbuild; eliminate the Bypass Tunnel and Surface Alternatives. Though I wish the need for automobiles would diminish or even disappear, neither will happen in the foreseeable future. Capacity is strained with the present three lanes each direction, so down-sizing to two lanes each way is not viable.
- 3) Eliminate the Aerial Alternative. Given the current strong objection to the existing viaduct, I believe there would be tremendous outrage at building a larger and even more ominous structure (even if the supports are farther apart). I had a friend who was killed when the motorcycle he was riding was pushed over the side of the viaduct by a truck changing lanes, so I am painfully aware of the existing viaducts safety shortcomings. Though not as thoroughly as the Aerial Alternative, the Rebuild Alternative does provide partial shoulders, and significantly addresses safety issues.
- 4) That leaves the choice between the Tunnel and Rebuild Alternatives, unfortunately the two most expensive, but the Rebuild Alternative could be done as a complete tear-down, making it less expensive than the Aerial Alternative.
 - a) Rebuild Alternative and Seawall Replacement Projects: These two major projects could be done independently, so any delays in the seawall projects need not interrupt progress on the viaduct. The combined effort might take longer than the tunnel, but if done as a complete tear-down, the viaduct itself might be rebuilt relatively quickly and more cheaply than the Aerial Alternative. However, federal funds might only be provided for the highway project and not for the seawall.

From a practical point of view and for non-downtown residents, this alternative makes the most sense:

Page: 1 of 2

I-223-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your objection to the Bypass Tunnel and Surface Alternatives. These alternatives are no longer being considered. Please refer to the Final EIS for the alternatives currently being evaluated.

I-223-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-223-003

Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the Supplemental Draft EISs and Final EIS. The latest information on effects to parking, project costs, and the construction plan for the Elevated Structure are included in the Final EIS. Bicycle and pedestrian facilities will be provided along Alaskan Way.

I-223-001

I-223-002

I-223-003

I-223-003

- Maintains best traffic flow by keeping downtown exit and entrance ramps.
- Maintains public parking for sports events, concerts, shopping, business, and tourists.
- Least expensive viable alternative (if done as a tear-down).
- Probably shortest interruption of highway traffic flow for construction.
- Maintains the most pleasant and scenic highway section in the city.
- Find extra money and the imagination to give it architectural interest; make it a feature of the city (like the original, now sunk, floating bridge once was) instead of a blight on it.
- Add a no-pedestrian bikeway to the structure. This would improve the safety, speed, and viability of bicycle commuting to, from, and through downtown.

I-223-004

- b) Tunnel Project (with Integral Seawall): This is a single larger project, with more chance for delays (for the highway), however integral use of the seawall as part of the tunnel structure provides some economy in overall cost and schedule, which may prove to be greater than anticipated. Most or all of the seawall could probably be built prior to demolition of the viaduct, limiting likelihood of delays once highway flow is interrupted. Also, since the seawall is integral to the highway, federal funds might be provided for a greater percentage of the overall cost.

From the points of view of downtown livability and aesthetics this alternative makes the most sense:

- Maintains most of the current traffic flow capability and convenience.
- Overall cost may be lower than anticipated (especially for Washington residents).
- Overall project might be completed faster, minimizing waterfront impacts.
- Greatly improved downtown environment for pedestrians, workers, tourists, and residents.
- Improved aesthetics of downtown from other areas and views from downtown.
- Addition of desirable waterfront area greenspace.
- Opportunity for a mini, bicycles-only viaduct. (If the tunnel requires towers to get exhaust fumes above street level, they could be used for some of the supports.)
- Note: A friend expressed some fear of tunnels but indicated that natural light filtering through the ventilation grating in the Battery Street Tunnel makes it more bearable.

I-223-005

Recommendations:

Provisos (whatever the final choice):


- At least 75% of public (on street) parking beneath the existing viaduct is returned to public parking.
- Space occupied by the existing viaduct should be kept as public property.

This is a very tough call, and I don't yet have an absolute choice.

The Rebuild Alternative makes good sense. It would provide travellers stunning views and make city life most pleasant for thousands of non-downtown residents. Build it as a complete tear-down, and use those savings toward adding an integral bikeway and making it an architecturally interesting feature of the city. The Golden Gate Bridge, the Brooklyn Bridge, and the original Lake Washington Floating Bridge (now sunk) are examples of structures that make a city proud, not remorseful.

For the city as a whole, the Tunnel Alternative may be the right thing to do? The actual cost for residents could be less than for a viaduct. However, you are underestimating the value and need for mid-downtown entrance and exit ramps. Work them into the project, or at least make provisions for later addition. Also, seriously consider the bicycles only viaduct idea as a follow-on project while placing and sizing ventilation towers.

Sincerely,



Dan Gunderson

Page: 2 of 2

I-223-004

The Final EIS analyzed two tunnel alternatives: Cut-and-Cover Tunnel and Bored Tunnel. The Cut-and-Cover Tunnel Alternative would include the replacement of the seawall because it would be a component of the west tunnel wall. The Bored Tunnel Alternative does not include the replacement of the seawall because the alignment of the bored tunnel would not be along the seawall.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current information about the alternatives considered and the environmental analysis. The Elliott Bay Seawall will be replaced by the City of Seattle.

I-223-005

After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated

Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

The configuration of Alaskan Way and amount of parking provided on the waterfront will be determined by the Central Waterfront Project, which is being being led by the City of Seattle as a separate project. The area beneath the viaduct is owned by the City of Seattle and will remain under its ownership once the viaduct is removed.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Duncan Haas
Organization/Membership Affiliation (optional): _____
Address: _____
City: _____ State: _____ Zip: 98107
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-224-001

It's important to end up with sufficient capacity, for today as well as the future, so I highly recommend the Tunnel Alternative. This alternative would improve waterfront area and provide a more pedestrian and bike friendly environment. More open space than concrete! Access at Elliot-Western is vital for the entire NW end of town plus Interbay (residents + industry).

(Please use additional paper if you need further comment space)

I-224-001

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.

AWV Draft EIS Comment Form Results:

Name: Gary Hackworth
Address: 7548-14th Ave. NW
City: Seattle
State: WA
Zip Code: 98177
Email: garylh@nwlink.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The Aerial Alternative is the way to go for this project. It enhances the strengths of the current structural and corrects it's weaknesses. Such as narrow lanes and no shoulders. Some minor tweaking would make it perfect. Putting the two north bound lanes of Alaska Way under the new viaduct accomplishes nothing positive, adds no capacity and just eliminates parking. Leave the surface streets in the current configuration. A Win/Win situation.

Comments apply to:
Aerial Alternative

I-225-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-225-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Julia Hadley
Organization/Membership Affiliation (optional): _____
Address: 3913 22nd Ave SW
City: _____ State: _____ Zip: 98106
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-226-001 We have a unique opportunity to create something beautiful and healthy for our waterfront. I am reminded of the Olmstead parks & Blvd's legacy. Building the larger tunnel for traffic will leave more open space for us to create something beautiful. We must push for the most beautiful, enhanced, retrofitted ecological, Northwest Style possible because it will be paredback.
(Please use additional paper if you need further comment space)

I-226-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Julia Hadley
Organization/Membership Affiliation (optional): _____
Address: 3813 2nd Ave SW
City: Seattle State: WA Zip: 98106
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-226-002

I am excited that we have this unique opportunity to build and create a new seawall that will enhance and promote healthy sealife. There is nothing more beautiful & aesthetic as healthy life.

(Please use additional paper if you need further comment space)

I-226-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. If either the Cut-and-Cover Tunnel Alternative or the Elevated Structure Alternative is selected, the seawall would be replaced as part of that alternative. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

AWV Draft EIS Comment Form Results:

Name: David Haggith
 Address: 3100 W. Commodore Way, #300
 City: Seattle
 State: WA
 Zip Code: 98199
 Email: haggith@earthlink.net
 Affiliation (optional): Signature Communications

Would like to be added to the project mailing list?

Yes

Project Comments:

I-227-001

Based on your environmental impact statement, I think we have been handed an opportunity to deal once-and-for-all with a problem that has been long discussed in Seattle. Many citizens, business owners and people involved in Seattle's economic development have wanted for years to get rid of the blight created by the Viaduct. Now we have the opportunity to do that for very little cost. Since the Viaduct must be replaced no matter what, the cost of finally getting rid of it for good is only the difference between the replacement cost and the tunnel cost. A small price to pay for the enormous economic and social benefits created. One thing mentioned a couple of times in your EIS is the trade-off of views for drivers v. people living, working, and shopping downtown and tourists on the waterfront. In my opinion people who are driving shouldn't be distracted by spectacular views anyway, especially when travelling at sixty miles per hour on an aerial route. As your EIS points out, removing the Viaduct completely opens expansive views for all the people who live and work downtown at or below the viaduct level. What isn't mentioned is that it also IMPROVES the quality of the view for all who live or work ABOVE the Viaduct. So everyone downtown benefits by putting the route underground. Also not mentioned in the EIS is the important fact that the tunnel options open up the view BACK toward the city FROM the waterfront for all the tourists on the waterfront and tourists entering the city by boat and ship. That's a LOT to be gained for the sake of what drivers lose who should be paying attention to the road and not the view anyway. And it's LOT to be gained for the difference in price between rebuilding the viaduct and building a tunnel. As your EIS mentions, the tunnel options also greatly dampen the horrendous noise across the entire face of our town. Who wants to roaring traffic while they're enjoying our city's primary tourist attraction -- its waterfront -- or what could be its primary tourist attraction. What's more important? A spectacular view for those who are on the viaduct for all of five minutes at 55mph ... or the view plus freedom from noise for those who look at the view for several hours many days a week? Would it make more sense to save the view for people who shouldn't be looking while taking it away from all of those who should??? One political argument that has been raised against the Viaduct is that fuel truck will not be able to travel through a tunnel. To the best of my knowledge that is the only negative traffic impact of the six-lane tunnel. In fifteen years of traveling the viaduct, I don't think I've ever seen a fuel truck. So, they can't represent a significant traffic factor. I would also point out that putting fuel trucks twenty feet above the ground at sixty miles an hour is as questionable from a safety point of view as running them through a tunnel. Perhaps its time for the Seattle Fire Department to consider the risk of a fuel truck careening over the rails and throwing its fuel

I-227-002

6/26/2004

I-227-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. A tunnel alternative would create more open space along the waterfront. This new space could be converted into a variety of new uses like a waterfront promenade, bike and pedestrian paths, and expanded streetcar service. Also, if the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown. Please refer to the Final EIS for more information on how the alternatives have developed since the 2004 Draft EIS and how the preferred alternative was selected.

I-227-002

Yes, with either tunnel alternative, freight with hazardous and/or flammable cargo would be prohibited in the tunnel. Instead of traveling on SR 99 through downtown, freight with such cargo would be required to use another route, such as Alaskan Way or I-5. While this impact would be inconvenient to some, the lead agencies still have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs.

I-227-002

all over the streets below. The city would be safer if the small number of fuel trucks involved travelled at ground level on I-5. There is no fishing fleet nor any pleasure boats on the downtown waterfront, so there would be no impact to the maritime industry along the waterfront. Any maritime fuel needs along the downtown waterfront are already handled by the surface roads anyway because you can't drive a fuel truck off of the viaduct to service the downtown maritime industry. Delivering oil between the Ballard Interbay area and the Duwammish and West Seattle via I-5 would only add a few extra miles. All the needs of downtown ought not to be held hostage to that minor increase in delivery costs. Since all other maritime truck deliveries can still happen by the tunnel, the only impact to the maritime industry would be the delivery of flammables between north and south Seattle. That's a tiny economic impact compared to the unmeasured negative economic impact that already exists with the raised Viaduct. Removing the viaduct will remove an enormous EXISTING negative impact and result in a huge economic boon for all of downtown. If the state is going to stretch beyond its approximate \$2M fundraising capacity, then stretch the furthest and enable Seattle to do a major project right for once. The enormous economic and social benefits of putting all the traffic underground -- the big tunnel -- is an absolute bargain, given that the difference in cost between building the aerial and the tunnel is only half a billion dollars. I also want to point out that expanding the existing aerial by twenty feet makes the Viaduct bigger an uglier than ever, and so many people already hate the imposing shadow of the existing viaduct and the dank, dirty area underneath that an expanded aerial only makes the current situation worse. Now is the only shot we'll ever have at putting the entire blight of the Viaduct underground. To miss this opportunity for the sake of immediate financial considerations would be the biggest political mistake in a long, long time. The economic cost to the city of Seattle over the next hundred years that is imposed even by the existing Viaduct is almost incalculable. By comparison the cost of the big tunnel (with all the ramp options for servign Ballard and Interbay) is calculable and a bargain. Do it right. Pick the Cadillac option that will forever improve the city of Seattle. In the process, don't add any new lanes of traffic to the surface. Keep that area for parking and for park space. (Ideally, you should even add underground parking for the waterfront in order to get the automobile as far out of the picture as possible.) This will be the single greatest improvement to city of Seattle since the World's Fair. And wasn't that all about Seattle being the Transportation City of the future. Let's live up to the promise of the World's Fair and think for the future, not allowing immediate financial constraints to hobble the city's future forever. The only cost of the tunnel now is the difference in price between that option and replacement. --David Haggith

I-227-003

I-227-004

Comments apply to:
Tunnel Alternative

6/26/2004

Impacts and mitigation related to freight transportation are discussed in detail in Appendix C, Transportation Discipline Report, of the Final EIS.

I-227-003

The cost estimates for the build alternatives have been updated since the Draft EIS was published. Project costs are included with the project description and are used for the analysis of economic impacts. Please refer to the Summary Chapter of the Final EIS for a summary of the cost and funding information for the alternatives.

I-227-004

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 publication of the Draft EIS in 2004, please refer to the Final EIS for current information about the build alternatives.

The exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project led by the City of Seattle.

AWV Draft EIS Comment Form Results:

Name: David C. Hall
Address: 4636 Eastern Ave N
City: Seattle
State: WA
Zip Code: 98103
Email: dchall@wolfenet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-228-001

From the standpoint of a person in a car or truck, the full tunnel alternative is clearly the best (and the most expensive). From the standpoint of longterm ecology, limiting automotive exhaust in the city will greatly facilitate the quality of life for future generations.

I-228-002

What are the serious rapid-transit and public transit components of this project? It would be great to make the waterfront a pedestrian friendly place accessible by effective transit options to parking areas away from the center of the city waterfront. Thanks for the careful and impressive work you have done so far in providing options for this enormous project.
Dave Hall

Comments apply to:
Overall Project

I-228-001

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-228-002

The alternatives analyzed in the 2004 Draft EIS focused on replacement of the existing viaduct. Mid-to-high capacity transit developments are being addressed by other agencies, specifically Seattle Department of Transportation (e.g., South Lake Union Streetcar), King County Metro (e.g., RapidRide), and Sound Transit (e.g., Link Light Rail, Sounder). Potential fixed guideway high-capacity transit (HCT) alignments that have been developed in the long-range plans for these agencies and at present do not include the SR 99/Alaskan Way Viaduct corridor. Potential future pedestrian enhancements in the waterfront area would be addressed in the Central Waterfront Project being led by the City of Seattle.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Tomy Helverson
Organization/Membership Affiliation (optional): Metropolitan Market
Address: 1720 Victoria Ave SW
City: Seattle State: WA Zip: 98126
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-229-001

With a large business in West Seattle, one major concern is level of traffic disruption getting to & from W.S. After reviewing the information provided at the Public hearing, I would be in support of the Tunnel alternative. My primary reasons include disruption, duration, and the preferred final projects advantages for improving the waterfront.

(Please use additional paper if you need further comment space)

I-229-001

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.

AWV Draft EIS Comment Form Results:

Name: Whit Hamlin
Address:
City:
State:
Zip Code: 98121
Email: whithamlin@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-230-001

Seattle has had many previous opportunities to improve itself in a major way via infrastructure projects. As a community, we have generally failed to take advantage of these opportunities. A few examples of Seattle failures: The City plan from 100 years ago. This would have given Seattle a true center and facilitated the movement of people and goods much better. Forward Thrust - Rail. We could have had the federal government pay for 90% of a comprehensive rail system. That system would have been built before urban density increased to the point it is currently at. This change in density adds significant costs to all infrastructure projects today. So instead of a less expensive system funded 90% by the rest of the country, we have an incredibly expensive system funded 90% by us. This represents a monumental failure by the community. Seattle Commons. We had an opportunity to create an amazing spine of open space available to all citizens. This was voted down because of fears that the industrial area would gentrify, and because citizens here have a history of being cheap and without vision (I am in the fifth generation of my family to live here so can say this from the "inside"). In the end, the neighborhood gentrifies anyway, and we have no park. Incredibly shortsighted by us. Bury I-5 through downtown. When I-5 was built, there was a marginal cost to bury significant portions of I-5 through downtown. This would have maintained connections between Capitol Hill and Downtown / South Lake Union. Did we go for it? No. Why, because this region has a history of not having vision. One more opportunity. We now have an opportunity to do something right with regards to infrastructure. Our pattern as a city and a region is to go down the shortsighted route of picking the cheapest option (some city examples - Kingdome, all of the municipal buildings, etc.). Why don't we do the right thing for once and CHOOSE THE TUNNEL OPTION? Anyone who has been to San Francisco, Boston, Vancouver, or just about anywhere in Europe can see the benefits of not having a freeway, especially an elevated one, cutting right through the urban fabric. This is our chance to reconnect the waterfront, to lower noise, to spur development, and to pick an option using more factors than "what is the cheapest option?" Another reason: The cost is almost the same for the tunnel option as the others, and yet we would get all the benefits. A Question of Revenues. Has anyone studied the estimated revenues to the City based on the different options? If the viaduct goes away and the automobile capacity is replaced under the surface, land values will immediately rise all along the central waterfront. This will raise tax collections. Why is this not factored into

I-230-002

I-230-001

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-230-002

The Final EIS includes qualitative economic analysis of the preferred alternative to more fully describe project indirect benefits, such as increased downtown property values. A broader discussion of the project's economic costs and benefits can be found in Appendix L, Economics Discipline Report, to the Final EIS.

I-230-002

the DEIS? Furthermore, not only will choosing the tunnel option immediately raise revenues, but it will spur new development. This will create permanent and temporary jobs, new residences, offices, etc., increased tax revenues, more tourism, and many other benefits. The economic implications of the tunnel alternative make this choice not even close. It's time for Seattle to stop the pattern of poor planning choices, poor infrastructure investments, and shortsightedness. Let's embrace a new attitude of long-term vision, of making public investments that provide the highest returns, and of making this place better for all people. The choice is easy here. Pick the tunnel alternative.

Comments apply to:
Overall Project

#2400215

Transportation Building
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia WA 98504-7300

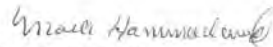
April 14, 2004

I-231-001

I am writing in regards to the **SR 99-Alaskan Way Viaduct and Seawall Replacement Project**. I am in favor of the tunnel option. Even though it is more expensive than other options, the tunnel plan takes full advantage of the need to deeply excavate for the new seawall; the tunnel will leave our waterfront more attractive.

For a world-class city, as Seattle should become, we need to invest in our infrastructure now. Let's not try to do another cheap project, such as the Kingdome. Let's build something strong, solid, and long-lasting.

Sincerely,



Mark Hammarlund
2121 N. 143rd St.
Seattle, WA 98133

I-231-001

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.

AWV Draft EIS Comment Form Results:

Name: Jason Hanner
Address: 9258 Greenwood Ave N #4
City: Seattle
State: WA
Zip Code: 98104
Email: racerxnico@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

After reviewing the options for the replacement of the viaduct and the seawall I strongly urge WSDOT to make an investment in the future of the city. The tunnel may be more expensive initially but the benefit to the city will be enormous. I believe the tunnel is generally accepted as the best alternative, we must push forward with it. In addition to this I would like to bring up the surface traffic issue. I have seen the sections through the proposed tunnel and the amount of space dedicated to surface traffic is quite intimidating. The lanes broken up but unusable strips of plantings does not seem like a good idea. If the traffic could be minimized or pushed off to one side of the right of way to allow for a greater depth of usable pedestrian space at the water, it would be greatly preferred. Thank you
jason hanner

Comments apply to:
Overall Project

I-232-001

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-232-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Mia Hannula
Organization/Membership Affiliation (optional): 15th Ave NW Association
Address: 7309 17th Ave NW
City: Seattle State: WA Zip: 98117-5422
E-mail: melkang@msn.com

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-233-001

Let's reintegrate the water front with downtown like Portland, OR. Their water front park is delightful I think the tunnel alternatives accomplish this. In the long run the extra expense will be worth it.

(Please use additional paper if you need further comment space)

I-233-001

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.

GOVERNOR GARY LOCKE WF100670 SDOT - DIRECTOR
DIST. 34 LEGISLATORS - POUSSON - MR. DEAMOTT - CHAIR
HIGHER EDUCATION COORDINATING BOARD
SEA. MAJOR GREG NICKELS
RECEIVED

APR. 14. 04

SIRS -

YESTERDAY'S T.V. REVEALED A COALITION TO REMOVE THE ALASKAN WAY VIADUCT - PERIOD.
I REITERATE SAN FRANCISCO DID NOT REPLACE EITHER THE EMBARCADERO, OR THE OAKLAND - NIMITZ TWO TIER FREEWAYS.

AFTER THE ALASKAN WAY VIADUCT IS DOWN HOW MUCH MONEY IS SAVED BY NOT REBUILDING?

IF VOTED ON BY THE PUBLIC WE COULD VERY POSSIBLY HAVE A FOUR YEAR COLLEGE SOUTH OF DOWNTOWN - TERMINATING SOME NORTHBOUND COLLEGIATE TRAFFIC.

IF ENACTED BY THE LEGISLATURE WE UNDOUBTEDLY HAVE ANOTHER STADIUM

Thank you for Reading
Jed Skonssen

RECEIVED
04 APR 20 AM 10:53
CITY OF SEATTLE
MAYOR'S OFFICE

I-234-001

The range of costs is discussed in the Final EIS. It is difficult to estimate how much money would be saved if the viaduct was not replaced, because alternate improvements to the downtown street grid would have to be made to accommodate at least some of the loss in capacity. There would also be additional costs to increase transit service, both in terms of additional transit vehicles and other capital improvements to augment transit speed and reliability. Therefore, no specific cost savings can be given to the "no replacement" concept at this time.

We are not aware of any plans for future colleges or stadiums in the project area, and if they exist they have not progressed to the point where they can be considered.

I-234-001

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

From: Phillip Hanson [mailto:cty80222@centurytel.net]
Sent: Wednesday, April 28, 2004 7:31 PM
To: viaduct@wsdot.wa.gov
Subject: from Vashon

I-235-001

I live on Vashon Island and work at the the Seattle Center. My primary concern is that there not be a disruption of this route no matter what the final design. A new roadway/tunnel/? must be constructed in a timely manner in order to dovetail into the retirement of the viaduct.

On rare occasion, thank god, I must use I-5 or surface streets to get to the Center and it is NO fun. Thank You Phillip Hanson

I-235-001

Traffic delays during construction are a concern. Traffic detours and associated strategies for minimizing and mitigating traffic delays are summarized in Chapter 8 of the Final EIS and discussed in Appendix C, Transportation Discipline Report.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. This alternative avoids substantial closure of SR 99 during construction. Chapter 5 of the Final EIS provides a discussion of construction effects for all the proposed build alternatives.

April 8, 2004

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement
999 Third Ave., Suite 2424
Seattle, WA 98104

I-236-001

With regard to the five alternatives under consideration, I prefer the rebuild. It does the job, is the least expensive and preserves the view for the thousands of motorists every day. I am a West Seattle resident and use the viaduct at least 2 to 3 times a week, and I always enjoy the view as I drive, not many cities can boast of such a beautiful drive. My second choice would be the Aerial.

Sincerely yours



Leon A. Harman
8465 Tillicom Rd SW
Seattle, WA 98136

I-236-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Kim Harmeling
Address:
City:
State:
Zip Code: 98045
Email:
Affiliation (optional): WaMu

Would like to be added to the project mailing list?

Yes

Project Comments:

I-237-001

I work Downtown and have always thought that the current Viaduct is not only an eyesore, but unsafe as well. It's got narrow lanes, short sight lines and lousy offramps. The Tunnel option, while the most invasive choice, will open up the waterfront views for the buildings (condos and businesses alike) closest to the area as well as the views of downtown from the Waterfront. It also appears to add additional greenery and possibly pedestrian areas to the waterfront. I think that this will improve the overall impression of two of our most popular tourist areas - the waterfront and Pike Place Market. I note that there is some concern over the loss of views from the Viaduct if the elevated roadway is removed. In my opinion, this is a safety issue rather than one of views - people should be paying attention to their driving rather than gaping at the view of the Sound.

Comments apply to:

Tunnel Alternative

I-237-001

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.

AWV Draft EIS Comment Form Results:

Name: Todd Harps
Address: 2700 W. Smith St.
City: Sea
State: WA
Zip Code: 98199
Email: harpot@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-238-001

Can't the viaduct be seismically retrofitted without taking it down for substantially less cost? I've heard \$800 million. I'm not clear, is the seawall actually supporting the foundation of the viaduct and does it have to be rebuilt in order for any elevated to bridge to function safely? Why isn't the seawall a City project with a separate budget as opposed to a transportation department project? Is the city kicking in for that part of the project? Seems to me we are on a beer budget these days and are planning as though the champagne was still flowing. Any concept that doesn't allow at least as many car trips per day as currently use the viaduct is insane! Opening up the waterfront is the least of our urban priorities in this new age of austerity. I'd like all the wiring to be underground in my neighborhood, but it isn't fiscally possible or responsible.

Comments apply to:

Overall Project

I-238-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

The seawall holds back fill placed along the waterfront that now supports the foundations of the viaduct, adjacent buildings, and the Alaskan Way surface street. This makes fixing the seawall a critical project. The alternatives being considered maintain or improve the transportation functions of the project corridor.

AWV Draft EIS Comment Form Results:

Name: Eric Hartsfield
Address: 8418-240th Street SW, Apt. A-303
City: Edmonds
State: WA
Zip Code: 98026
Email: erichartsfield@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-239-001 Why is it necessary to include improvements north of the existing viaduct in this project? While improvements to the Battery Street Subway and the Denny Regrade portion of Aurora Avenue would be nice, why add hundreds of millions of dollars to the Viaduct and Sea Wall Replacement Project by

Comments apply to:

All of the Alternatives

From: EricHartsfield@aol.com
Sent: Friday, April 02, 2004 5:10 PM
Subject: Re: AWV Draft EIS Comment Form

Allison,

No, I did not retain a copy of my comment. I guess I should have done a copy/paste from the web form to a text file. <sigh> :-)

My comment focused on a couple of areas. I wondered why the scope of many of the alternatives makes changes to the Battery Street Subway and to Aurora Avenue. While these improvements would be nice they do not relate to the more immediate need of replacing the Viaduct and Sea Wall before they become too deficient to allow their continued use.

I-239-002 The other area I wondered about was the tunnel alternative. The graphic shows a narrow chamber within the easterly portion of the southbound tunnel but does not identify it. I assume it is for ventilation, utilities, and/or emergency egress. I notice that there is a good sized area between the northbound tunnel and the existing Alaskan Way right-of-way line. I wondered if it would be feasible to construct the southbound tunnel but with a temporary chamber that could be removed and replaced in the northbound tunnel once it were built. That would leave room in the southbound tunnel for four lanes rather than three. The right-of-way is 180' wide and four (12') traffic lanes and four (10') shoulders only add up to 136' leaving 44' for barriers, tunnel walls, and utilities.

I-239-003 My reasoning behind a four lane tunnel is that this tunnel will last for 75 years or more and six-lanes is already functionally obsolete. If the tunnel can be built with 8 lanes, it should be built, even if two lanes are not immediately opened to traffic. This is a major truck route connecting the Ballard/Interbay area with points south. I doubt single-lane on and off connections to Elliott Avenue will meet 2030 demand. Elliott Avenue is also part of the Northwest Expressway shown in the 1967 regional transportation study. While Elliott may never be fully limited access, the portion between Denny Way and Market Street (Ballard) could foreseeably be upgraded to a 45+ mph divided roadway (see SR 99 between Denny Way and Green Lake). Also, if the tunnel is considered as part of the larger corridor including the SR 509 freeway and its future connection to I-5, HOV lanes will need to be constructed. The HOV lanes are already programmed from the SR 509/I-5 connection to the First Avenue South Bridge. Also, the Battery Street Subway may someday be replaced with a six-lane tunnel. All these things would seem to point to an eight-lane tunnel rather than six.

Thank you,
Eric Hartsfield

I-239-001

North of the Battery Street Tunnel, SR 99 needs improved connections to and from the roadway. To clarify the need for these improvements, the project's purpose and need statement was modified after the 2004 Draft EIS was issued. As a result, new configurations for this area were analyzed with the alternatives in the 2006 and 2010 Supplemental Draft EISs. Please see the Final EIS for updated information on the alternatives.

I-239-002

Besides the chambers for vehicle traffic, a waterfront tunnel would need space for ventilation, utilities, tunnel mechanical systems such as control wiring, and/or emergency egress. Various tunnel design alternatives have considered different combinations of temporary and permanent chambers. A tunnel with four lanes in each direction would not leave enough room along the waterfront for utilities, which must be relocated from the existing viaduct, even if they are placed in a stacked configuration. In addition, the project has not considered providing four lanes of traffic in either direction because this would exceed the capacity of SR 99 north and south of the viaduct section, where there are no plans to increase the number of lanes.

I-239-003

The purpose of the Alaskan Way Viaduct Replacement Project is to provide a transportation facility with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. While increasing capacity may be possible along the corridor, it is not the ultimate goal of the project and was not considered a necessary component of the alternatives.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. The long-range capacity needs of

the corridor would be adequately served by this alternative or the other two build alternatives analyzed in the Final EIS. Please see the Final EIS Appendix C, Transportation Discipline Report, for more information.

7058 Alonzo Ave NW
Seattle, WA 98117
May 11, 2004

RECEIVED
MAY 13 2004
AWWSP Team Office

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Ave, Suite 2424
Seattle, WA 98104

To Whom It May Concern:

I attended the last hearing about the viaduct/seawall project. As a long time Seattle resident and user of the viaduct, I have many concerns about the changes that are to happen in the future.

First of all, I feel the decisions have already been made and the hearings, etc. are just a front. In some areas of the city some of the major projects have been decided long before the public could voice concerns/questions. Even when the public votes something down the politicians make it happen anyway and we the public end up paying. Well, enough of that.

I-240-001

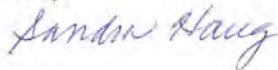
I would prefer rebuilding the viaduct or as a second choice the aerial approach. I use the viaduct as my main route to travel south/north, be it Georgetown, Burien, the airport or I-5. I always enjoy the view from the viaduct no matter what the weather. I like the ability to travel through downtown without having to deal with all the stops and shops.

I-240-002

I fear being caught in a tunnel because of an accident or tie up of some sort without well thought out safety precautions. I object to the idea of developing more retail and living areas in the space of the current viaduct. Why is it necessary? The developers want the additional resources for their pockets. I don't believe the best interest of the people traveling the viaduct every day is paramount, if retail and living space is more important. We all know traffic along the waterfront now can be a awful mess. Think of the impact without the viaduct. I-5 is not an option for those of us who live on the West Side of the city because it is already a nightmare.

In closing, I would prefer rebuilding the viaduct and the sooner the better. Thank you for your time.

Sincerely,



I-240-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-240-002

The tunnel alternatives are safe options. Emergency access, evacuation routes, ventilation, and fire suppression systems will be provided. Please see Appendix K, Public Services and Utilities Discipline Report, of the Final EIS for more information on the proposed safety measures.

Residential and commercial development are not likely to occur in the space where the existing viaduct is located. Much of the space would be needed for the Alaskan Way surface street, trolley, pedestrian walkways, bike paths, and parking. The Final EIS includes qualitative economic analysis to help describe potential development that might result from the project; however, planning for private development is not included in the scope of the EIS.

AWV Draft EIS Comment Form Results:

Name: Nelson Hauke
Address:
City:
State:
Zip Code: 98166
Email: nh441@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The Aerial Alternative is my preference because: 1) I don't like driving in a tunnel. 2) I enjoy the views while driving on the existing elevated AWV. 3) I like the planned safety improvements to the Battery St tunnel.

Comments apply to:
Overall Project

I-241-001

I-241-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

Fire and life safety improvements will be made to the Battery Street Tunnel as part of the Cut-and-Cover Tunnel and Elevated Structure Alternatives. If the preferred Bored Tunnel Alternative is selected, the Battery Street Tunnel would be decommissioned after the bored tunnel is operational.

AWV Draft EIS Comment Form Results:

Name: Steve Havas
Address: 2637 Mayfair Ave. N.
City: Seattle
State: wa
Zip Code: 98109
Email: shavas@seanet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

For less than \$1 Billion more than the only other viable alternatives (replace/Aerial), the tunnel will allow development, at last, of a special waterfront and the further beautification of a city that is already one of America's most scenic. I drive the viaduct everyday to work but would gladly give up my daily view for the integration of the waterfront to the city. Go for it, find the money, and don't be cheap about it. Including the other roadway improvements, this is clearly the path to take.

Comments apply to:
Tunnel Alternative

I-242-001

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-242-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Connie Hayden
Organization/Membership Affiliation (optional): Resident Ballard
Address: 3021 N.W. 65th St.
City: Seattle State: Wn. Zip: 98117
E-mail: HTC Hawker @ A.O.L. Com

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-243-001

Want to see the viaduct kept in some form. I prefer the tunnel alternative, but if the money isn't there for the tunnel than Rebuild the viaduct as is. DO NOT tear it down and expect 110,000 ears to find an alternative route.

(Please use additional paper if you need further comment space)

I-243-001

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.

AWV Draft EIS Comment Form Results:

Name: Margaret Hayes
Address:
City: Seattle
State: WA
Zip Code: 98115
Email: margarethhayes@hotmail.com
Affiliation (optional): SB & A Landscape Architects

Would like to be added to the project mailing list?

Yes

Project Comments:

I support the full tunnel alternative. Let's rebuild the waterfront into the great civic amenity that it should be!

I-244-001

I-244-001

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.

AWV Draft EIS Comment Form Results:

Name: Susan Hazelmann
Address: 80 South Washington, Suite 200
City: Seattle
State: WA
Zip Code: 98104
Email:
Affiliation (optional): ProVideo|Seattle

Would like to be added to the project mailing list?

Yes

Project Comments:

I-245-001 I own a business in Pioneer Square. Every day I wonder what kind of idiocy led to the building of the viaduct. It is noisy, extremely ugly and ruins natural beauty that Seattle is blessed with. An underground tunnel would restore the area. Views from buildings would be reopened, making the whole area more desirable. The removal of the noise and dirt from the viaduct would make the location ideal for restaurants with outdoor seating and great views. No true refurbishing or renewal of Pioneer Square, which is the historic heart of Seattle, is possible with the viaduct in its current location. Moving the viaduct will drastically change this area - make it much more friendly to business and tourists. Please, please, please move it underground.

Comments apply to:
Tunnel Alternative

I-245-001

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.

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

From: Jillhearne@aol.com [mailto:Jillhearne@aol.com]

Sent: Tuesday, May 25, 2004 12:51 PM

To: viaduct@wsdot.wa.gov

Subject: No Subject

I-246-001

Please don't rebuild and expand throughfares on our waterfront. We need to create a people friendly waterfront environment. Make our existing north-south streets more efficient and fix the lane exits on I-5. Jill Hearne

I-246-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

6/11

Constituent:matt hebard
Home Phone: Business Phone:
E-mail: hebardmf@uwashington.eud
Address: 66 bell #32 , Seattle, WA 98121.

Subject: Alaska Way Viaduct
Location: Workflow ID: 112842

I-247-001

Description: Mayor, I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

I-247-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Karen Hendrickson
Address: 3237 56th Ave. SW
City: Seattle
State: WA
Zip Code: 98116
Email: Karen.A.Hendrickson@conocophillips.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-248-001 | I believe the surface option should be selected based on the price and the time needed to complete the project. I use the viaduct every day and we need to find a way that will be the least disruptive for the shortest period of time.

Comments apply to:

Overall Project

I-248-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Tonya Hennen
Organization/Membership Affiliation (optional): Neighbor/Windermere R.E.
Address: 2400 SW Thistle St.
City: Seattle State: WA Zip: 98106
E-mail: tonya@cohorealty.com

Check here if you would like to be added to the project mailing list. I think I'm on it...

1. Choose a topic:

- my preferred alternative.
- ① Overall Project Tunnel Alternative ② Construction Impacts and Mitigation
- All of the Alternatives Bypass Tunnel Alternative Other
- Rebuild Alternative Surface Alternative
- Aerial Alternative Seawall

What are your comments about the project?

① I get the impression that this project is moving forward in a thoughtful manner. Thank you for your time in communicating with the public.

I-249-001

② I am most concerned about traffic mitigation - the more that can be kept open the better. I'm glad to see this provided for in your plans - many West Seattleites depend on the viaduct for business & pleasure commuting. I appreciate (Please use additional paper if you need further comment space) the improvements to be made in mitigating run-off effects.

I-249-001

WSDOT, King County, and the City of Seattle have developed transportation improvements to minimize traffic effects to keep people and goods moving during construction of the program. These enhancements and improvements are an independent project that will benefit all pending program elements. They are designed to increase transit options, shift traffic away from construction areas, and provide drivers with the information they need to choose less congested routes. More information about strategies to mitigate construction traffic impacts can be found in Appendix C, Transportation Discipline Report, of the Final EIS.

AWV Draft EIS Comment Form Results:

Name: Scott Henning
Address: 12300 33rd Ave NE #203
City: Seattle
State: WA
Zip Code: 98125
Email: sahenning@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-250-001

I would like to strongly recommend the the "tunnel alternative" be choosen for the 99 replacement. First, the waterfront area should be connected with the rest of the downtown, and primarily have a park/retail feel. The waterfront is one of Seattle's greatest assets and the viaduct ruins the atmosphere of the area. Thus, the aerial and surface alternatives are unacceptable. Secondly, SR99 needs to have as much capacity as possible to make up for the lack of expandability of I-5 through downtown. In fact, 99 should become an easily accessible bypass highway for I-5. So, even with its cost, the tunnel alternative is best. The bypass tunnel is the second choice given cost constraints. Thanks for taking our comments.

Comments apply to:
Overall Project
All of the Alternatives

I-250-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Frederick M Herb
 Organization/Membership Affiliation (optional): Belton resident
 Address: 2125 1st Ave, Apt 904
 City: Seattle State: WA Zip: 98121
 E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- A. Overall Project Tunnel Alternative B. Construction Impacts and Mitigation
- All of the Alternatives Bypass Tunnel Alternative Other
- Rebuild Alternative Surface Alternative
- Aerial Alternative Seawall

What are your comments about the project?

I-251-001 A. My order of preference is: 1- Bypass ^{with} ~~at~~ NW access via Alaskan Way, 2- Rebuild, 3- Bypass Alternative with NW access via Elliott & Westman, 4- Aerial, 5- Tunnel ^{option} ~~with~~ NW access via Alaskan Way, 6- Tunnel Alt. with NW access via Elliott/Westman, 7- Surface.

I-251-002 B. The City of Seattle should not grant a variance of the noise ordinance during evening & night in residential neighborhoods such as Belton.

(Please use additional paper if you need further comment space)

I-251-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments regarding each of the alternatives.

I-251-002

Several individuals and organizations have made the suggestion that construction noise associated with the Alaskan Way Viaduct Replacement Project that exceeds the City of Seattle residential nighttime noise regulations should be limited to non-residential areas. The construction plans evaluated for noise and vibration are described in Appendix B, Alternatives Description and Construction Methods Discipline Report, of the Final EIS. While actual construction plans and activity sequencing could differ from this evaluation, the locations and types of activities would be similar under the final sequence. This means that there is some flexibility in the proposed construction plans.

Construction of the project may require nighttime construction activities, and the City may require a Major Public Project Construction Noise Variance. Construction noise mitigation requirements would be developed and specified in the noise variance.

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

From: Nathan Herring [mailto:nh.94@alum.dartmouth.org]

Sent: Thursday, May 27, 2004 4:31 PM

To: awvdeiscments@wsdot.wa.gov

Subject: Limit additional traffic capacity and increase tunnel lid size.

I-252-001

One thing we should not be doing with any rebuild of the Viaduct is encouraging more people to use their personal vehicles. The more lanes we provide means the more traffic capacity and the less traffic backups, at the cost of having more people take to their vehicles or at least to have less incentive to switch to mass transit options.

The current viaduct is not the most attractive part of our skyline, both for visitors on the ferry or cruise ships, but also for the people living downtown and close to the waterfront. Both the rebuild and arial options will continue this cosmetic problem.

The surface option, while cost efficient, will make it even harder for people to walk from downtown to the waterfront and back – traffic snarls and the inevitable traffic casualties will be a part of our daily lives.

In any other than a tunnel option, noise and extra traffic will be an auditory and visual pollution.

I would really encourage the use of a limited capacity (two lane, or at most three lane) tunnel option that extends most of the way through downtown, to allow a large continuous section of park that would adjoin the waterfront and downtown businesses. While in the short term, local residents will have to deal with the construction efforts, overall, property values will increase, due to the beauty that we will recover from those areas.

I-252-002

The cheapest alternative, and while my favorite, but probably untenable as an option, is to just remove the viaduct entirely and make no replacement. The costs would be significantly less than any of the aforementioned options, and traffic would have to spill into the rest of the city streets.

Sincerely,

Nathan Herring

I-252-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. Your suggestion that the lead agencies should adopt a tunnel alternative with a maximum of two or three lanes would be infeasible, because the state legislature has stipulated that state funding is contingent upon accommodating at least as much traffic as the existing viaduct does today. The lead agencies have selected the Bored Tunnel Alternative as the preferred alternative. Please refer to the Final EIS for information on the alternatives evaluated.

I-252-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Spencer M. Higley
Address: 200 Beach Place #503
City: Edmonds
State: WA
Zip Code: 98020
Email: Spencerhig@aol.com
Affiliation (optional): Retired

Would like to be added to the project mailing list?

Yes

Project Comments:

I-253-001

Thousands of commuters as well as tourists can enjoy great views of our area from the current viaduct as I did over 25 years of commuting to Boeing plants. I see no reason why they should be denied that view just so a relatively small number of property owners can capitalize on their properties if the viaduct is removed. I also doubt that the number of citizens who might use the "improved" waterfront would number more than those commuters. Since the cost of tunneling adds \$2 billion or so to costs I propose that, if the tunneling goes ahead, such added costs should be added to the benefitting property owners taxes, not the general public. I see no reason why we should put up with twice the cost and twice the construction disruption time just so we can ride like moles. When the viaduct was first operated in competition with the I-5 freeway we could tell that the commuters were trying out their alternatives. Some days the freeway was crowded and other days it was not. The same was true of the viaduct. Eventually people settled upon the best choices for themselves and traffic improved on both routes. My point is that without a viaduct for 11 years while installing the tunneled version, traffic would be disastrous. Finally, I have found the current waterfront very enjoyable. I do not need the city to be more "connected" to the water.

Comments apply to:
Tunnel Alternative
Bypass Tunnel Alternative
Surface Alternative

I-253-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

The tax structure that the City of Seattle chooses to implement is not the purview of WSDOT or any of its projects. We encourage you to contact your City Council to discuss these types of issues related to property taxes.

Additional construction plans, which take less than 11 years, were presented in the 2006 Supplemental Draft EIS.

6/26/2004

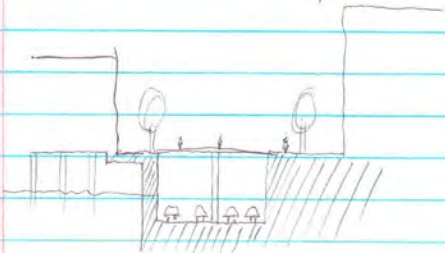
Viaduct Hearing Comments Apr. 29, 2004

I-254-001

While each of the proposed schemes have negative points, the surface scheme seems to have the greatest negative impact. It would be a great danger to the plethora of citizens & tourists who walk or bike between the waterfront and the downtown area. It would be an eyesore to see so much traffic. And the studies show that it would be noisy & extremely inefficient in terms of ~~of~~ commute times.

I-254-002

I find the Bypass tunnel to be the best solution because it ~~is~~ ~~not~~ provides an express route underground for thru traffic & maintains a manageable surface. However, I would like to propose an ~~altern~~ modification based on a freeway system I witnessed in Barcelona, Spain.



continued →

I-254-001

Thank you for your comments regarding the Surface Alternative. This alternative is no longer being considered. Please see the Final EIS for information on the alternatives that were considered.

I-254-002

Constructing a bypass tunnel with an open-air roof would indeed allow a more shallow excavation and preclude the need for ventilation while reducing noise. Despite these advantages, the Bypass Tunnel Alternative was eliminated as discussed in Chapter 2, Question 1 of the 2006 Supplemental Draft EIS. The Bypass Tunnel Alternative did not meet the project's purpose because it would have increased travel times and congestion. There are also a large number of utilities that must be placed over the tunnel including large electric vaults; large diameter storm drainage pipes; fiber optic duct banks; high pressure gas mains; and several electric, water, and steam utilities serving the waterfront businesses.

In addition to the utilities, there are structural reasons not to leave the facility open. Leaving the structure open leaves less room for a surface street and promenade along the water. Because of the high water table, buoyancy calculations indicate large uplift forces that would require extraordinary means to secure without the weight of overburden. Without a roof, the structure would also be much more vulnerable to earthquake forces. The buoyancy and earthquake forces can be overcome with a robust structure, but not without adding considerably to the cost of construction.

I-254-002

In this scheme, the bypass tunnel is built similarly but with an open air roof. In other words, ~~the~~ ~~is~~ SR 99 is sunken to allow for a more shallow tunnel which requires less excavation. No ventilation is necessary. Noise is reduced. And pedestrian overpasses & parks can be built over parts of the road to allow for safe circulation and create unique green spaces.

This scheme has the same traffic capacity as the surface scheme so it might be considered a hybrid between the bypass tunnel & surface schemes.

Thanks!

Nicole Hillyard
432 Woodland Park Ave #105
Seattle, WA 98103
nhillyard@hotmail.com

AWV Draft EIS Comment Form Results:

Name: Nicole Hillyard
Address: 4312 Woodland Park Ave. N. #105
City: Seattle
State: WA
Zip Code: 98103
Email: nhillyard@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I already submitted comments on the schemes but I wanted to also comment on the public hearing itself. I attended the hearing in Ballard on Apr. 29. I was very impressed by the amount of information available. The history and studies were organized very well and were very educational. I liked all of the exhibits that demonstrated what the noise would be like and what the schemes would look like. That was excellent. It was great to have people from the DOT there to be able to explain how each scheme would be built. The visual aids and the representatives there helped me to understand what the obstacles are and helped me to differentiate facts from myths. Thank you for making the effort to provide the public with an educational forum and giving us the opportunity to participate in the project.

Comments apply to:
Overall Project

I-254-003

Thank you for your interest and participation in the Alaskan Way Viaduct Replacement Project and for your feedback on the public hearing in Ballard (4/29/04). The lead agencies have tried to provide many opportunities for the public to participate in this effort and to keep the communities well-informed.

I-254-003

1425 Western Avenue, APT 201
Seattle, WA 98101
27 May, 2004

RECEIVED
JUN 01 2004
AWVSP Team Office

Ms. Allison Ray
Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

Re: Draft Environmental Impact Statement Public Comments

Dear Ms. Ray:

I-255-001

As a user of the Alaskan Way Viaduct, I am concerned about its integrity and am writing to address this issue as identified in the Draft Environmental Impact Statement (DEIS). As a resident of Hillclimb Court at 1425 Western Avenue, my home is adjacent to the existing Alaskan Way Viaduct and the proposed project area. I am concerned about the construction impacts detailed in the DEIS. I am writing to provide input on these aspects of the project as part of the DEIS public input process.

Design Alternatives

I-255-002

I am deeply concerned about the structural integrity of the existing Alaskan Way Viaduct structure and the seawall, and I implore you to take immediate action to adopt an alternative and move forward with it.

Preferred Alternative

I feel that the tunnel alternative is the best alternative of those cited in the EIS. I think it is important that WSDOT preserve an alternate north-south highway corridor between Elliott Bay and Lake Washington and the tunnel allows for that most effectively. The surface alternative does not allow for that at all and the bypass tunnel compromises that capability. From the data cited in Exhibit 2-10 the tunnel appears to have the highest capacity which will allow for the greatest flexibility to accommodate the future demand.

The tunnel alternative will also provide the best quality of waterfront experience for residents and tourists alike. The character and views in the permanent condition will be of great benefit and an incredible improvement over the existing condition. I wanted to cry when I saw the renderings in the EIS that simulate the aesthetic of the area without the aerial structure in-place. It will be such a visual relief to have no aerial structure along the waterfront. Seattle depends on its quality of views and the outdoor experience

I-255-001

Thank you for your comments and your careful consideration of the Draft EIS. As a neighbor, the lead agencies recognize your concerns. The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

I-255-002

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-255-002

to attract visitors to the area and this is our opportunity to improve that experience in a monumental way. If as a community we are going to spend the money, we might as well "do it right".

I-255-003

Design Alternative Impacts

In the EIS Appendix Q, "Air Quality Discipline Report", Exhibit 6-9, the Pike Street Vent Building is shown located adjacent to and just south of the Hillclimb Court property at 1425 Western Avenue. In Appendix F, "Noise and Vibration Discipline Report" this property is identified in Exhibit 4-6 as noise monitoring location S18. I am concerned about the proposed location of the vent building.

If either of the tunnel alternatives is selected, the Pike Street Ventilation Building and its stacks must be located someplace other than near the Pike Place Market Hillclimb residential area. The release of concentrated pollutants from vehicle exhaust via the ventilation stacks into the neighborhood is not an option. There are children who play in the Hillclimb Court courtyard and other children who spend much of their day outdoors at the Pike Place Market Daycare who should not be exposed to a concentrated stream of pollutants; also there are elderly folks in Ross Manor who would be at greater health risk because of concentrated airborne pollutant levels. The character of the ambient noise will change in a way that is not compatible with a residential neighborhood. Fan noise is typically at a different frequency than any of the atmospheric urban noises currently experienced and is intolerable in a residential setting. Also, the document offers that the ventilation fans would be designed for normal operational noise levels not to exceed the City of Seattle Maximum Permissible Sound levels (Appendix F, Table 2-7, pg 13 and Section 5.5.4 Ventilation System Noise, Paragraph 2, page 58), and the "maximum" should not be the target design level – the target should be well below the maximum permissible sound level. Both of these issues, the noise and pollutant levels, must be addressed in the Final EIS and should affect a different location for the Pike Street Ventilation Building. There are several properties immediately to the south of the location shown (south of the foot of Union Street) that are vacant and industrial in nature and would be better suited than locating it directly adjacent to homes.

I-255-004

Construction Impacts

Noise

Appendix F states that exceedances of the City of Seattle noise regulations are expected to occur during the daytime and the nighttime. It is unacceptable that these noise regulations be exceeded during nighttime in the adjacent residential areas such as Hillclimb Court. Work can proceed at nighttime in non-residential areas of the project site.

I-255-003

An exhaust stack near Pike Place Market is no longer included in any of the alternatives. The preferred Bored Tunnel Alternative would have two tunnel operations buildings that include exhaust stacks. One building would be located in the south portal area near Alaskan Way S. and Railroad Way S., and a second building would be located in the north portal area near 6th Avenue and Harrison Street.

I-255-004

Several individuals and organizations have made the suggestion that construction noise associated with the Alaskan Way Viaduct Replacement Project that exceeds the City of Seattle residential nighttime noise regulations should be limited to non-residential areas. The construction plans evaluated for noise and vibration are described in Appendix B, Alternatives Description and Construction Methods Discipline Report, of the Final EIS. While actual construction plans and activity sequencing could differ from this evaluation, the locations and types of activities would be similar under the final sequence. This means that there is some flexibility in the proposed construction plans.

Construction of the project may require nighttime construction activities, and the City may require a Major Public Project Construction Noise Variance. Construction noise mitigation requirements would be developed and specified in the noise variance.

I-255-005

Traffic

I am concerned about the project adding traffic to Western Avenue. Any detours to SR 99 southbound ramp should be made at Broad Street or at Denny Way to divert southbound trips before they reach the Pike Place Market area, thereby preventing congestion in the vicinity of the Pike Place Market. Reducing congestion will reduce the impact on air quality and prevent the addition of vehicle/pedestrian conflicts in this area.

Paved access to the Hillclimb Court parking garage must be provided during construction. Construction of viaduct demolition must be phased to allow for this access with out risk of damage to passing cars. Any construction debris should be swept regularly to avoid damage to vehicles. Please employ adequate dust control measures.

Community Impacts

A mix of residential, commercial, and retail provides for a viable, vibrant community. It is critical that all of these are maintained during construction in order to preserve the safety and integrity of neighborhoods adjacent to the project area. The area has seen in recent years some new businesses develop and residences added along Western Avenue, at Harbor Steps, on the Pike Place Market Hillclimb, in the Pike Place Market, and along First and Second Avenues that have added eyes on the street, improving safety and other aspects of quality of life for residents & shopkeepers and attracting tourists. It is important that support is provided by the project to maintain the area as desirable for residents, tourists, and businesses alike, allowing the area to sustain its recent achievements but also for grow over the project period.

Consider mitigating impacts to neighborhood businesses by including a public information campaign in the highly trafficked tourist areas that has individuals posted to answer questions about directions and access. Such a program was successful at Portland International Airport during major expansion projects. As a resident of the Market, directions are asked of me on a regular basis. During the period of construction, way finding by landmarks will be more difficult because existing routes and facilities will be off-limits or obscured. Having uniformed, easily identifiable staff in public areas adjacent to the construction site would make the area more accessible to tourists & locals and keep businesses alive. Please add this method of public information to business mitigation possibilities in the Final EIS. In addition, the project must implement all of the other mitigation measures for affected businesses cited in Chapter 10 of the DEIS.

I-255-007

Conclusion

I am hoping that project will consider my comments contained within and provide a process in future stages of the project by which adjacent property owners can be involved in the design process in order to contribute local knowledge that will improve the design and mitigate the construction concerns.

I-255-005

The lead agencies recognize that the Pike Place Market area is especially sensitive to traffic impacts during construction. Updated construction transportation planning can be found in Chapter 6 of the Final EIS. Detoured traffic is not expected to pass through the immediate market area. However, nearby streets, such as First Avenue South, are likely to see impacts to traffic as a result of detours.

I-255-006

Thank you for your suggested mitigation measures to minimize impacts to businesses along the waterfront and along streets adjacent to the construction zone. These suggestions have been considered in preparation of the mitigation measures included in the Final EIS.

I-255-007

The project team uses several communication and public involvement tools (outlined in Appendix A, Public Involvement Discipline Report) to gather input and help shape the project throughout design and construction. There are opportunities to attend public meetings and community events to learn more about the project and multiple ways to contact the project team with any questions or concerns including hotline (1-888-AWV-LINE) or e-mail (viaduct@wsdot.wa.gov).

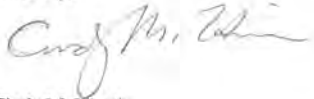
In addition, many forums are in place to provide feedback to the project team:

- North and south portal working groups exist today. They have been meeting since May 2009 and they do not have a firm end date.
- Maintenance of traffic meeting in the south end discusses upcoming construction and potential traffic impacts. This includes stakeholders as well as the contractor and staff from the project office.
- Construction outreach tools such as distributing (often in person) notices to adjacent businesses and residents about upcoming work,

Hirsch
Draft Environmental Impact Statement Public Comments
May 27, 2004
Page 4

Thank you for the opportunity to comment.

Sincerely,



Cindy M. Hirsch

- regular construction reports on the website and e-mail updates.
- Other resources: 24-hour hotline, the website, viaduct e-mail for comments or questions, community briefings, information booths and community events. Many of these tools are used as opportunities to have dialogue or discuss any issues with stakeholders or neighbors.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Cindy Hirsch
 Organization/Membership Affiliation (optional): Hillclimb Court
 Address: 1425 Western Ave APT 201
 City: Seattle State: WA Zip: 98101
 E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Bypass Tunnel Alternative | <input checked="" type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-256-001 | I am disappointed that the public hearing does not allow for oral public comments - the mention of a court reporter is misleading, implying that this would be the case.

I-256-002 | As a resident of a property adjacent to the project, I am concerned about construction impacts and will detail those in a

I-256-003 | letter. As a citizen of this city I advocate the tunnel alternative

I-256-004 | as ~~the~~ most desirable. Once again, as an adjacent property

(Please use additional paper if you need further comment space)
 owner I object to the location of the Pike Street Vent Building as it is shown directly adjacent to Hillclimb Court and would like to see it relocated to the south, away from our residence, Russ Manor, and Pike Place Park Cafe.

I-256-001

We understand that members of the public may prefer different ways to share their comments. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team. The program team often holds open house-format public meetings to provide as much flexibility as possible to the public. With an open house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

I-256-002

Measures to mitigate construction noise, parking, traffic, dust, and other project effects are presented in the Final EIS and its appendices. As project design is finalized, the lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods.

I-256-003

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-256-004

An exhaust stack near Pike Place Market is no longer included in any of

I-256-004

The data resulting from the modelling does not satisfy the concerns we have about the health risks, particularly for the children and the elderly, resulting from a concentrated stream of particulate matter and other pollutants.



~~As it is there is~~ always a way to move the building, even if it means additional vent buildings will be needed to satisfy the ~~spacing~~ spacing requirements must be considered/ found. Thanks.

The co-lead Agencies are trying a new question and answer format for this EIS. Your answers to the questions below will let the Agencies know if the new format was helpful. Your answers to these questions are not part of the EIS process and they will not receive a response.

We look forward to our continued participation in your process.

the alternatives. The preferred Bored Tunnel Alternative would have two tunnel operations buildings that include exhaust stacks. One building would be located in the south portal area near Alaskan Way S. and Railroad Way S., and a second building would be located in the north portal area near 6th Avenue and Harrison Street.

AWV Draft EIS Comment Form Results:

Name: douglas hodge
Address:
City:
State:
Zip Code: 98119
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

build the tunnel-do this right for the entire century-put a toll on it if necessary

I-257-001 |

I-257-001

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.

The Final EIS considers tolling for all the build alternatives.

April 1, 2004

ALLISON RAY, DOT ENVIRONMENTAL COORDINATOR
ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT
999 third Avenue, Suite 2424
Seattle, Wa. 98104

Dear Ms Ray,

I-258-001

I reviewed the plans outlined in the morning Times. I personally feel that a tunnel will not only end up costing a great deal more, but be open to very serious problems in the event of an earthquake, and will cause numerous problems every single day, due to accidents. It will be more difficult for emergency personnel to reach and more expensive to build. I rather like the idea of widening Alaskan Way and making the Viaduct at street level, but I also know that parking will be lost and must be not only replaced but increased, perhaps by multi-level parking garages, low enough to protect the views, let them go underground!

(I have no sympathy whatsoever for those people who purchased property for the views. They knew the Viaduct was there and to serve the whims of a few pampered individuals at the tax payers expense is ridiculous, to say the very least.)

I-258-002

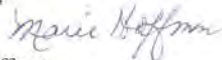
THE ONE THING I REALLY WANT TO STRESS IS;

PLEASE, PLEASE, AFTER OVER TWENTY YEARS OF PLANS AND WASTING THOUSANDS OF DOLLARS ON IDEAS, JUST DO IT !!!!!FOR CRYING OUT LOUD.

The cost to replace/repair is only going to increase the longer we delay. Seattle would be hard pressed to exist without our beloved Viaduct—the idiots who planned I-5 thru downtown Seattle must have been drunk as well as dumb. Funneling five lanes of I-5, and four lanes of I-90 into one lane! I can only hope and pray that the new Viaduct will have someone with common sense to plan on our ever increasing traffic flows.

Thank you for the opportunity to express my ideas and gripes.

Sincerely,



Marie Hoffman
1310 No. 169th St
Shoreline, Wa 98133
206-542-6551

A Proud Native Seattle Resident for 70 Years.

I-258-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. This alternative is no longer being considered. Please refer to the Final EIS for information regarding the current alternatives. Your comments regarding cost, safety, and parking are also noted.

I-258-002

The project is planning to begin construction in the Fall of 2011. The Federal Highway Administration (FHWA) will issue a ROD no earlier than 30 days after this Final EIS is published. Construction will begin once the ROD is issued and required permits are obtained.

RECEIVED

MAY 28 2004

AWWSP Team Office

Eugene Hoglund
3503 30 Ave. West
Seattle, WA 98199

May 28, 2004

ALASKAN WAY VIADUCT DRAFT EIS
Attn: Allison Ray, WSDOT, Megan Hall, Federal Highway Administration

I-259-001 | The attach petitions signed by over one hundred citizens from the Magnolia and Ballard community agree with State Representative Helen Sommers that the BEST alternatives will be the Re-build or the new Aerial.

I-259-002 | The petitioners agree that two of the three of the Alternatives are NOT feasible. The all surface Boulevard would be a rush hour nightmare for commuters, business and industry traffic. The four-lane tunnel would eliminate the north portal which is access from Elliott Ave. and exit to Western Ave. and therefore, be closed to all traffic to or from the Regrade, Magnolia, Queen Anne, Interbay, Ballard and further north, including industry along the canal. The six-lane tunnel shows the north portal as an option, not included in the basic design and cost the most.

I-259-003 | The petitioners believe only the Aerial or Re-build has the same capacity as the present Viaduct. Capacity should not be reduced, as this will further gridlock I-5 and city streets.

In addition to the petitions, it is my personal opinion that the removal of the viaduct for development will gridlock the city in the name of transportation. It should be noted that Seattle ranks in the highest for gridlock of all major cities in the USA.

I-259-004 | The EIS process....**"WHO WILL DECIDE WHAT WILL REPLACE THE VIADUCT"....has been compromised by special interest groups.**

1. The draft regional transportation package as reported in the Seattle Times twice, on January 22, 2004, "Alaskan Way Viaduct: \$1.1 Billion, mostly to replace Viaduct south of King St. with surface road way".....April 30th 2004 has "\$1 Billion dollars for the Alaskan Way Viaduct. The Viaduct will be replaced between Holgate and South King Street with surface road".

2. The EIS comment period is not complete until the first of June 2004. **I believe this pre-determination on the Viaduct future is a violation of the rules of law and the EIS process.**

3. Mayor Greg Nickels has publicly promoted the development of Seattle Waterfront without an Alaskan Way Viaduct. **Mayor Greg Nickels shows his Bias and should withdraw from the decisions of the Alaskan Way Viaduct alternatives process.**

4. **Federal and State transportation funds should not be used in an unfair process to take away or diminish this vital Viaduct corridor from the people of Seattle.**

Sincerely,



Eugene Hoglund

Enclouser: 6 petitions

I-259-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-259-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated

RECEIVED

MAY 28 2004

AWSP Team Office

ALASKAN WAY VIADUCT DRAFT EIS PETITION

We agree with State Representative Helen Sommers that the BEST alternatives will be the Re-build or the new Aerial.

We agree that two of the three of the Alternatives are NOT feasible. The all surface Boulevard would be a rush hour nightmare for commuters, business and industry traffic. The four lane tunnel would eliminate the north portal which is access from Elliott Ave. and exit to Western Ave. and therefore, be closed to all traffic to or from the Regrade, Magnolia, Queen Anne, Interbay, Ballard and further north, including industry along the canal. The six-lane tunnel shows the north portal as an option, not included in the basic design and cost the most.

We believe only the Aerial or Re-build has the same capacity as the present Viaduct. Capacity should not be reduced, as this will further gridlock I-5 and city streets.

Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-259-003

The Bored Tunnel Alternative would provide as much capacity as the existing Battery Street Tunnel. For details on anticipated operations in other sections of the project corridor, please refer to the Transportation Discipline Report, Appendix C, of the Final EIS.

I-259-004

Environmental documentation for the project has been prepared in compliance with the National Environmental Policy Act (NEPA) (42 U.S.C. 4322(2)(c)) and the State Environmental Policy Act (SEPA) (Ch. 43.21 C RCW). Chapter 1, Introduction, of the Final EIS describes the history of the project, including development of the Purpose and Need and alternatives. Please refer to the Final EIS for current information.

Petitioner's Signature	Printed Name	Residence Address, Street & Number	Zip
	GRAZELLA POMPI	2319 W. Viewmont Way W	98199
	JOHN JEFFCOAT	2548 35 th AVE W. Seattle	98199
	Melinda Matthews	2530 W Viewmont Way W	98199
	Chris Reinling	2845 Parkins Lane W	98199
	Paul Obst	3212 36 th Ave W	98199
	Stephanie Cornett	2890 46 th Ave W	98199
	Kathleen Granger-Wilkes	3541 W Howe	98199
	Daisy J. Beach	2821 - W. Grove St	98199
	Portias Gray	3514 W. Lawton St.	98199
	Denise Books	2539 Perkins Ln. W.	98199
	LANA DEARONDA	2824 29 th Ave W	98199
	ALICIA GODWIN	2016 West DRAVUS ST. Seattle	98199
	IRENE RUDCHENKO	2914 N. NEWTON ST. P.P. 99	98199
	Francine Greenway	3710-27 th Pl W, Seattle	98199
	Laurie Taylor	3544 Swanston Ave W	98103
	Mark Metcalf	4026 W. Dravus Seattle	98199
	Heidi Porter	2826 Magnolia Blvd W	98199
	Barbra V. Wibrickson	2401 - 25 th West St	98199
	Bernice K. Smolen	2567 - 28 th Ave W.	98199
	EUGENE D. HORDLUND	3503 30 th AVE W	98199

RECEIVED

MAY 28 2004

AWWSP Team Office

ALASKAN WAY VIADUCT DRAFT EIS PETITION

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We believe only the Aerial or Re-build has the same capacity as the present Viaduct. Capacity should not be reduced, as this will further gridlock I-5 and city streets.

Petitioner's Signature	Printed Name	Residence Address, Street & Number	ZIP
<i>Lise Wang</i>	LISE WANG	1926 31st Ave W.	98199
<i>Jared Hirschel</i>	Jared Hirschel	2317 W. Raye St.	98199
<i>Sonia Moore</i>	SONIA MOORE	16329 DAYTON AVE N.	98132
Phil Robinson			
<i>Phil Robinson</i>	Phil Robinson	16329 Dayton Ave N.	98132
<i>Corine Niskchel</i>	CORINE NIKSCHEL	3606-35th AVE. WEST	98199
<i>Rudi Hirschel</i>	RUDI HIRSCHEL	3606-35th AVE. W.	98199
<i>Kona M. Fraley</i>	KONA M. FRALEY	2250 Condon Way W	98199
<i>Maureen Madioni</i>	MAUREEN MADIONI	2460 MONTA VISTA PL. W	98199
<i>Maureen Madioni</i>	Maureen Madioni	2626 27th Ave W	98199
<i>Mandy Raymond</i>	MANDY RAYMOND	3510 Magnolia Blvd W.	98199
<i>Penelope Stead</i>	PENELOPE STEAD	3037 34th Ave W.	98199
<i>WJ Fitch</i>	WJ Fitch	2637 28th W	98199
<i>Carisa Hietalati</i>	Carisa Hietalati	2822 36th Ave W Seattle WA 98199	98199
<i>Isabelle Ochsman</i>	Isabelle Ochsman	2565 31st Ave W	98199
<i>Herb Young</i>	Herb Young	2420 W. Raye St	98199
<i>Julie Wilber Devine</i>	Julie Wilber Devine	4033 29th Ave W. Seattle WA 98199	98199
<i>Francis A. Spracklin</i>	Francis A. Spracklin	3411 30th West Seattle	98199
<i>Augusta Brasinger</i>	AUGUSTA BRASINGER	2632-32nd Ave W Seattle	98199
<i>Christina Carson</i>	CHRISTINA CARSON	3409 31st Ave W SEA	98199

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AWWSP Team Office

ALASKAN WAY VIADUCT DRAFT EIS PETITION

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Petitioner's Signature	Printed Name	Residence Address, Street & Number	Zip
1 Anna E Hayes	ANNA E HAYES	2632-42 AVE W, Seattle	98199
2 William J Ryberg	WILLIAM J RYBERG	2630 W Lynn Seattle	98199
3 Willis Olsen	WILLIS OLSEN	2517 29 Ave W Seattle	
4 Al Anthony	AL ANTHONY	3100 Thurmond Ave W Seattle	98199
5 Sherman Sloan	SHERMAN SLOAN	2858-35th AVE W	98199
6 Mauron F. Fisker	Mauron F. Fisker	1944-35th Ave W Seattle	98199
7 Gary Fisker	GARY FISHER	1944 35th AVE W SEATTLE	98199
8 Laris Elack	LARIS ELACK	2827-31st Ave W Seattle	98199
9 Lauren Poole	LAUREN POOLE	3232 Whalley Pl. W Seattle	98199
10 Sandy Ericson	SANDY ERICSON	2110 Elise Pl W SEA	98199
11 Anthony J Manca	Anthony J Manca	3909 W 1st Bertona St.	98199
12 Robert Fowle	ROBERT FOWLE	8058 17th AVE NW	98117
13 Bridget Rogler	BRIDGET ROGLER	8051 17th AVE NW SEA	98117
14 Jeff Rogler	JEFF ROGLER	8051 17th Ave NW	98117
15 Bernice Loken	Bernice Loken	8052 17 Ave NW	98117
16 Pam James	Pam James	8048-17th NW	98117
17 Virginia Fowle	VIRGINIA FOWLE	8028-17th AVE. N.W.	98117
18 Molly Shutes	MOLLY SHUTES	2404 W Newton	98199
19 Sam Shutes	SAM SHUTES	2404 W. Newton	98199
20 Shae W Rowley	Shae W Rowley	2529 Perkins Ln W	98199

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Petitioner's Signature	Printed Name	Residence Address, Street & Number	ZIP
<i>Miller</i>	70 ANNA MILLER	3539 27th Pl. W. #414	98199
<i>Trace Lewis</i>	TRACE LEWIS	3520 27 th Pl W	98199
<i>Robert Bartla</i>	Robert Bartla	3228 20th 98199	98199
<i>Richard Pratt</i>	Richard Pratt	3017 West Government Way	98199
<i>Andrea Metcalf</i>	Andrea Metcalf	4006 W Draculus	98199
<i>Donald McElroy</i>	DONALD McELROY	3736 N Commodore Way	98199
<i>Richard K Myers</i>	RICHARD K MYERS	3513 30TH AVE W	98199
<i>Julia C Hasunkian</i>	Julia C Hasunkian	3655 4 th Ave W	98199
<i>Tom Fruhwirth</i>	Tom Fruhwirth	2918 WEST LYNN ST	98199
<i>Plyllis A Jaeger</i>	Plyllis A Jaeger	2110 W. Wolfe Pl. W.	98199
<i>Ferdinand Russell</i>	Ferdinand Russell	4224 Williams St Sea	98199
<i>Douglas Bredek</i>	DOUGLAS BREDEK	7044-11 th NW	98117
<i>Wendy Jordan</i>	Wendy Jordan	4343 W McHanna	98118
<i>Robert D Hitching</i>	ROBERT D HITCHING	3834 35 th AVE WEST	98199
<i>Scott Hendrix</i>	SCOTT HENDRIX	2501 W NEWTON ST	98199
<i>Till Gilbert</i>	Till Gilbert	2436 30th Ave. W.	98199
<i>Marilyn Morrison</i>	Marilyn Morrison	3200 W. Commodore Way	98199
<i>Sue Yekman</i>	SUE YEKMAN	P.O. Box 9911	98199
<i>Nessa Mittelstaedt</i>	Nessa Mittelstaedt	3526 Magnolia Blvd. West	98199
<i>Darleen Neenan</i>	Darleen Neenan	3100 W. Commodore Way	98199

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Petitioner's Signature	Printed Name	Residence Address, Street & Number	ZIP
	Sharon Swann	4551 W. DAVE	98199
	CRIN MAYNISEY	4551 W. DAVE	98199
	Shirley DAMAN	2624 W. PLYMOUTH	98199
	William DAMAN	2624 W. PLYMOUTH	98199
	JULIANNE E. HARRIS	2869 31st AVE W	98199
	DONALD R. HARRIS	2869 31st AVE W.	98199
	Barbara B. Baschen	5815 - 39th W.	98199
	Marget L. Johnson	2823-42nd Ave W	98199
	Joyce N. LANE	2616 - 42nd Ave W	98199
	Megan Vokay	5049 35th Ave SW	98126
	Colleen Schepman	3451 37th Ave W	98199
	Robert B. Hutchinson	2519 Montavista Pl W	98199
	MAXINE ESTHER ROSS	10 Fuller St	98109
	Marilyn Bates	3016-42nd Ave W	98199
	Elizabeth Ann Marks	8023-32nd Ave NW	98117
	ANGIE KHONTZ	3504 - 3rd W	98199
	JAMES H. ERICKSON	425 VINE ST. #303	98121
	PAUL M. MERZ	3609 37th AVE W	98199
	C.G. BOYER	2315 W. Smith St	98199
	Jenny Kollen	2319 W. Smith St.	98199

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Petitioner's Signature	Printed Name	Residence Address, Street & Number	Zip
<i>Nancy Marshall</i>	Nancy Marshall	2460 Montavista Pl W	98199
<i>Laurel F. Hadley</i>	LAUREL HADLEY	3400 25 th AVE W. SEATTLE WA.	98199
<i>Loren F. Hadley</i>	LOREN F. HADLEY	3400 25 th AVE W. SEATTLE WA.	98199
<i>Margaret O'Rourke</i>	Margaret O'Rourke	3333-89 West Seattle Wash	98199
<i>Camie Morrison</i>	CAMIE MORRISON	3602 38 th WEST	98199
<i>Tom Hansen</i>	TOM HANSEN	1526 - THORNDYKE W.	98199
<i>Michael Kostig</i>	Michael Kostig	8359 11 th Ave NW	98117
<i>Jane R. Pitts</i>	JANE R. PITTS	3028 W. BROWN ST SEA	98199
<i>Janice Kahle</i>	FRANCOISE KAHLE	2808 34 th Ave W.	98199
<i>Frank Hopkins</i>	Frank Hopkins	2808 34 th AVE. W.	98199
<i>Shirley J. Holmes</i>	SHIRLEY J. HOLMES	3653 W. Commodore Way	98199
<i>Constance Hosan</i>	CONSTANCE HOSAN	1532 Thorndyke Ave W	98199
<i>John F. Goodman</i>	John F Goodman	3845 33 rd Ave W.	98199
<i>Patricia Johnson</i>	PATRICIA JOHNSON	3241-43 W	98199
<i>Erin Smithson</i>	ERIN SMITHSON	2902 W Boston St SEA WA	98199
<i>Evelyn Smythson</i>	EVELYN SMYTHSON	2300 W BOSTON ST #2A	98199
<i>Ronald Trump</i>	RONALD TRUMP	3203-34 th Ave. W.	98199
<i>John Hansen</i>	JOHN HANSEN	5539 27 th PL. W #415	98199
<i>Doug Zimmerman</i>	Doug Zimmerman	3121 W Galer	98199

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MAY 28 2004

AWWSP Team Office

State Representative

HELEN SOMMERS

reports to the 36th District



April 2004

WASHINGTON'S UNIQUE PRIMARY ELECTION

For 70 years we have enjoyed a range of party choices in our unique "blanket" primary election. The voter could pick a Democrat in one race, a Republican in another, a Libertarian in the third, and on to a Green in yet another.

Almost all other states 1) allow only registered party members to vote in the primary, or 2) make the voter choose the ballot of one of the parties. Louisiana allows choice among all party candidates, but only the top two go on to the general election. So, it is possible to see two Democrats or two Republicans as the only choices--and probably none of the minor party candidates.

Last year the major parties challenged our unique primary in court. The federal court banned our open system, finding that the parties have the right to select their own nominees.



The Legislature approved the "top two" Louisiana model. In case of another court challenge, the bill provided an alternative—"open primary/private choice", where voters choose among candidates of one political party but the choice of party is private.

The Governor vetoed the first alternative. The Governor reasoned that the "top two" alternative was likely to be challenged, and that minor party and independent candidates have the right to bring their diverse views to the November ballot.

In summary, in the September primary you will choose a Democratic, Republican, Libertarian or other party ballot, but you will not be required to declare any party affiliation.

Phone: 360-786-7814

Committees: Appropriations, *Chair*
State Investment Board
Wash. State Institute for Public Policy, Board

THE VIADUCT - HIGHEST PRIORITY

In transportation polling, the Viaduct rates highest even among residents east of Lake Washington. The Dept. of Transportation has completed initial analysis of five alternatives. They are: a six-lane tunnel, a four-lane tunnel, rebuild the present structure, a new aerial structure, and a six-lane surface boulevard along the waterfront. Costs range from \$3 to \$4 billion.

I believe two or three of the alternatives are not feasible. The all-surface boulevard would be a rush hour nightmare for commuters, business and industry traffic. The four-lane tunnel would eliminate the north portal (access from Elliott Ave. and exit to Western Ave.) and therefore be closed to all traffic to or from the Regrade, Magnolia, Queen Anne, Interbay, Ballard and further north, including industry along the Canal. The six-lane tunnel shows the north portal as an option, NOT included in the basic design, and is the most costly.

I believe the more likely alternatives will be the rebuild or the new aerial.

Public hearings are scheduled for: April 27, Dome Room, Arctic Bldg., 700 Third Ave., 4 to 7 pm; and April 29, Leif Erickson Hall, 2245 N W 57th St., 5 to 8 pm. Comments may also be sent by e-mail via the website www.wsdot.wa.gov/projects/Viaduct. Make your voice heard.

AWV Draft EIS Comment Form Results:

Name: Elizabeth Holland
Address:
City: Seattle
State: WA
Zip Code: 98119
Email: lizholland14@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

How can we consider alienating Seattle from Puget Sound for another 50 years? We have suffered enough having to have our front door cut off from the rest of the city by the viaduct. Think outside of the money, think of the legacy that could be created. Think of how you can improve this city. Build the Tunnel. You have an opportunity here to go down in the annals of Seattle's history as the forward thinking entity that realized that an extra outlay of money at one point would be more than made up for in a century of increased tourism, enhanced community and a city that welcomes its visitors to visit its waterfront, rather than shunt them off from the value Seattle has in its waterfront property. Don't be known for saving a few bucks by making the same mistakes that previous Seattle governments did. Have a vision. Make a statement. Grow Seattle into the potential that it might have if it wasn't cut off from the body of water that has made it beautiful.

Comments apply to:
Overall Project

I-260-001

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-260-001

AWV Draft EIS Comment Form Results:

Name: Douglas Holley
Address: 2443 29th Ave West
City: Seattle,
State: Wa
Zip Code: 98199
Email: douglashh@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-261-001

I want to register my support for the Tunnel option. Seattle would become a world class city with this alternative. Opening downtown to the waterfront would add tremendous value to the downtown area and would increase investment in the waterfront area and would remove an eyesore from downtown. Additionally I would support making the tunnel a toll road to help pay for it.

Comments apply to:

Tunnel Alternative

All of the Alternatives

I-261-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. During the 2009 legislative session, the Washington State Legislature passed Engrossed Substitute Senate Bill 5768, which directed WSDOT to study whether money could be raised by tolling a new SR 99 facility. WSDOT was also directed to analyze the performance of the tolled facility and the potential effects of diverted traffic on alternate routes.

The results of this initial work were reported in the "SR 99 Alaskan Way Viaduct Replacement Updated Cost and Tolling Summary Report to the Washington State Legislature" published in January 2010.

Please refer to the Final EIS for a more comprehensive analysis of tolling and the potential effects on the environment.

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JUN 07 2004
AWWSP Team Office

May 22, 2004
Alaskan Way Viaduct and Seawall
Replacement Project c/o WSDOT
999 Third Avenue, Ste 2424
Seattle WA 98104

Citizen Comment:

I-262-001

I think that the present Viaduct is the best thing we have in our transportation system in Seattle. It allows traffic from the North end (Greenwood – Holman Road – Ballard district, Hiway 99 (Aurora Avenue) to connect directly to the South end industrial area for truck traffic and a swift uninterrupted connection to West Seattle (Magnolia to California Avenue in 20 minutes) and on to the airport via Burien as the quickest route from the North end to the airport – all this freedom of movement without having to use the I-5 Freeway. This route should never be tampered with. It is a result of many years of traffic engineering study for this North – South traffic corridor.

I-262-002

Some older more experienced engineers have stated that the Viaduct has many more years of useful life. It is not the same design as the San Francisco double decker viaduct that collapsed in the 6.0 plus earthquake. The Seattle Viaduct is designed so that it will not pancake in an earthquake.

In these times of high taxes it would be prudent of the city to consult with structural engineers to determine what type of retrofitting could be done to add more strength to the existing structure. They need to lay out plans to repair any aging cracks, repair the roadbed and shore up areas that are settling and give it a good pressure washing to clean it and brighten it. This would be the most practical solution to extend its life and to save us taxpayers the huge burden of replacement. And it would be much less of an impact on the transportation corridors. It would be much less of an impact on our waterfront tourist businesses and businesses throughout the city.

All of the five options for replacing the Viaduct will cause many years of clogged traffic and misery on our city streets. I hope that the decisions that are made regarding the Viaduct will not be politically driven yielding to pressures from our powerful developers who want to profit from the pocketbooks of the unsuspecting and underrepresented taxpayer.

Yours truly,


S.J. Holmes

I-262-001

All the build alternatives analyzed in the Final EIS would accommodate traffic patterns similar to the current facility. The tunnel alternatives will not provide access in midtown, but new on-and-off ramps to and from the north are added in the Stadium area. Improvements to the existing facility will include wider lanes that meet current engineering standards. Travel times on SR 99 for trips traveling through central Seattle will be approximately the same as what is experienced today.

I-262-002

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

From: Peter House [phinney6@hotmail.com]
Sent: Wednesday, April 07, 2004 5:47 PM
To: RayAlli@wsdot.wa.gov
Cc: phinney6@hotmail.com
Subject: RE: AWV Draft EIS Comment Form

I-263-001

Ray: I will try to reconstruct from memory:

1. The current configuration is something I like. I like the free access that everyone has to the world class views of Elliott Bay, Puget Sound and the Olympics.
2. If we go with a tunnel, I think we must raise taxes on any property owner who realizes a windfall gain once the viaduct comes down. It would be wrong for a private property owner to benefit from this public project. If they do, we should tax them as a way to recoup the costs of the project. This would be complicated public policy but well worth the effort. The (1989?) earthquake in San Francisco offers a nice natural experiment of what happens to property values when a viaduct comes down.

Peter House

Peter House at home (phinney6@hotmail.com)
(Please write to me at my hotmail address
if your communication is not work-related.)

I-263-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

The tax structure that the City of Seattle chooses to implement is not the purview of WSDOT or any of its projects. We encourage you to contact your City Council to discuss these types of issues related to property taxes.

AWV Draft EIS Comment Form Results

Name: Erin Howshar
Address: 1900 Alaskan Way
City: Seattle
State: WA
Zip Code: 98101
Email: erin@smythlaw.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-264-001

Draft EIS is deficient in evaluating impacts of construction on pedestrian traffic and safety on the waterfront. Draft EIS is deficient in evaluating impacts of dirt and noise pollution on the waterfront area during the proposed construction. Draft EIS is deficient in evaluating impacts of lost parking and waterfront access for residents and visitors to the waterfront, both during the proposed construction process as well as once the project is completed. Public hearings simply did not exist. Format was an open house with no opportunity for public comment. All comments were given in private formats -- such as online, written, or through transcription. It is my right to have my comments heard by other concerned citizens, and my right to be able to hear the comments of others. No opportunity was given for me to exercise these rights.

I-264-002

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives

I-264-001

Pedestrian traffic and safety

Pedestrian access will be maintained at all times during construction activities. At times, it will be necessary to reroute pedestrians using temporary facilities/detours, but these detours will be designed to minimize any inconvenience. Any pedestrian facility (e.g., sidewalk, bridge, path, etc.) that may be removed to accommodate construction activities will be replaced with a temporary facility in a nearby location with equal capacity. Further details regarding the specifics of pedestrian detours during construction will become available once the construction plans evolve. The discussion of pedestrian safety and access has been updated in the Final EIS to reflect the work that has been done since the 2004 Draft EIS was published.

Dirt and noise pollution

The Final EIS Appendix F, Noise Discipline Report, and Appendix M, Air Discipline Report, contain analysis of the dust and noise associated with construction. The construction plans have been updated since the 2004 Draft EIS. Please see the Final EIS for updated information.

Impacts of lost parking and waterfront access for residents and visitors

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. Refer to the Parking section of the Final EIS Appendix C, Transportation Discipline Report, for updated information.

I-264-002

We understand that members of the public may prefer different ways to share their comments. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could

submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team. The program team often holds open house-format public meetings to provide as much flexibility as possible to the public. With an open house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

AWV Draft EIS Comment Form Results:

Name: Mike Howshar
Address: 1900 Alaskan Way #407
City: Seattle
State: WA
Zip Code: 98101
Email: mike@howshar.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-265-001

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I-265-002

Comments apply to:
Construction Impacts and Mitigation

I-265-001

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AWV Draft EIS Comment Form Results:

Name: Larry J Hubacka
Address: 1016 121st ave SE
City: bellevue
State: WA
Zip Code: 98005
Email: hubacka@foxinternet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Do it once and do it right. Tear down the via-duct, and build a tunnel for traffic. Build a new sea wall. Yes it will cost more, but in the long term, it will beautify the city, eliminate a monolith that divides the city from the waterfront. And, don't waste all the tax payers money on committee after committee. Just do it!!!!!!!

Comments apply to:
Tunnel Alternative
Seawall

I-266-001

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-266-001

AWV Draft EIS Comment Form Results:

Name: Richard D. Huey
Address: 218 NW Bowdoin Place
City: Seattle
State: WA
Zip Code: 98107
Email: silverhuey@worldnet.att.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I strongly support the tunnel option. Though it is expensive, it will dramatically open up the waterfront. However, the space that results must not be sold off to developers to build view condos for the rich. If the public is footing the bill, it should reap the benefits in public space.

Comments apply to:
Tunnel Alternative
Other Topic: Public Access

I-267-001

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-267-001

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

From: Patricia Huling [mailto:patriciahuling@yahoo.com]
Sent: Thursday, April 01, 2004 11:01 AM
To: viaduct@wsdot.wa.gov
Subject: Viaduct--support for bypass tunnel

I-268-001 | I am writing to express support for the BYPASS TUNNEL alternative to replace the viaduct.

My husband and I own a loft condominium in Pioneer Square. Although (a) I personally do not dislike the viaduct (minority voice), and I love the view on the rare occasions I'm on it, and (b) I dislike the idea of living with years of digging, I nevertheless believe the bypass tunnel is the best solution.

I-268-002 | Opening up the waterfront is critical in Seattle's modern development. Gone are the days when citizens thought of the waterfront as an industrial-commercial venue. People love to come down to the waterfront to stroll, eat, enjoy the view; in fact, one reason we moved here is that we were spending all of our time down here anyway!

I-268-003 | The noise of the viaduct has become more of a problem just lately--I wonder why. Luckily the noise isn't the problem for us in our condominium that it is for others, but last Monday, when it was so hot, we walked over for fish and chips and weirdly couldn't hear ourselves talking to each other, especially on the pathway beside the viaduct. So it looks like it really is time for it to go.

I-268-004 | Absolutely unacceptable for everyone--commuters, tourists, and residents alike--would be six lanes of surface traffic along the waterfront. The idea is ludicrous--slow traffic, noise, exhaust fumes, difficult access to what would be left of the waterfront.

I-268-005 | I also dislike the idea of a full-scale tunnel, with its "big dig" reality.

Thank you for the opportunity to comment on this hugely important decision.

Patricia Huling
611 Post Ave. #7
Seattle, WA 98104

I-268-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Bypass Tunnel Alternative. 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.

The project has evolved since the publication of the Draft EIS in 2004. Please refer to the Final EIS for current project information.

I-268-002

The exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project led by the City of Seattle. There will be opportunities for the public to participate in the master planning effort and to determine the future of their waterfront.

I-268-003

Comment noted. The existing conditions, construction, and operation noise analyses presented in Appendix F, Noise Discipline Report, of the Final EIS may be of interest to you.

I-268-004

Your concerns regarding the Surface Alternative are noted. This alternative is no longer being considered.

I-268-005

Your concerns regarding the construction of a tunnel alternative are noted. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The Final EIS contains a summary of the construction techniques, sequencing, and schedule for the build alternatives. Also, please see Appendix B, Alternatives Description and

Construction Methods Discipline Report, for more detailed construction information.

I-269-001

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

From: rod huling [mailto:hotrodhul@hotmail.com]
Sent: Tuesday, April 06, 2004 4:33 PM
To: viaduct@wsdot.wa.gov
Subject: viaduct

My wife and I live in P.Square. I work here as well. We both enjoy The Square and the waterfront, but the viaduct is a constant source of noise and filth. Get rid of it.

We vote for the Bypass Tunnel, the only sensible solution.

Rod Huling

I-269-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bypass Tunnel Alternative. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the proejct's identified purposes and needs and the support it has received from diverse interests. The project has evolved since the publication of the Draft EIS in 2004. Please see the Final EIS for current information about the proposed build alternatives.

THEODORE HURWITZ
2000 FIRST AVE. SUITE 512
SEATTLE, WA 98121
(206) 723-0528

APRIL 2, 2004

ALLISON RAY
WSDOT ENVIRONMENTAL COORDINATOR
ALASKA WAY VIADUCT AND SEAWALL REPLACEMENT
PROJECT

DEAR ALLISON,

THANK YOU FOR THE ALASKA WAY VIADUCT
AND SEAWALL REPLACEMENT PROJECT
SUMMARY. I FOUND IT TO BE VERY

HELPFUL AND INFORMATIVE. THANK YOU.
I AM GLAD THAT THERE IS SOME KIND OF
A SCHEDULE AND A PLAN FOR A FINAL
DESIGN SOLUTION THIS SUMMER.

I WANT TO SUGGEST THAT YOU INCORPORATE
PLANNING AND ALLOCATION FOR PARKING
IN THE DESIGN PROCESS. WE WILL
NEED AT LEAST AS MUCH AND HOPEFULLY
MORE PARKING TO ACCOMMODATE THE
GROWTH IN THE USE OF A MORE ACCESSIBLE
AND MORE ATTRACTIVE WATER FRONT.

I-270-001

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.


I-270-001

I-270-002 | TO THE END, A CUT AND COVER TUNNEL
COULD PROVIDE SPACE FOR PEDESTRIAN
WALKING AS WELL AS MULTI-LEVEL
PARKING. ADDITIONAL PARKING WOULD
PROVIDE ACCESS AS WELL AS INCOME
TO THE CITY BY WAY OF PARKING FEES.

I-270-003 | THE PRESENT DESIGN HAS HAD A
50 YEAR LIFE. THE REPLACEMENT
NEEDS TO HAVE A 100 YEAR LIFE TO
BE COST EFFECTIVE.

I-270-004 | IN THE EVENT THAT THE ROADWAY PORTION
OF THE PLAN IS DELAYED, WE MUST GO
FORWARD WITH THE SEAWALL PORTION OF
THE PROJECT. IF THE SEAWALL FAILS IT
WILL CAUSE SERIOUS DAMAGE TO DOWNTOWN
SEATTLE.

THANK YOU



I-270-002

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-270-003

In accordance with the WSDOT *Bridge Design Manual* and the American Association of State Highway and Transportation Officials (AASHTO) *Standard Specifications for Highway Bridges*, the project team has identified a target structural design life of 75 years for the Alaskan Way Viaduct Replacement Project. As the design continues, that target may be refined for individual features. It may make economic sense to design certain parts for a life of 100 years or more, while others may be designed for 75 years or less. Longer is not always better, if the cost of providing for extended life is unreasonably high. Also, criteria may change. As a case in point, the present viaduct was designed with an intended life of 60 years, but changes in seismic design and traffic geometry criteria (underscored by damage in the 2001 Nisqually Earthquake and unacceptable accident rates) led us to planning a replacement after only 50 years.

I-270-004

FHWA, WSDOT, and the City of Seattle recognize the importance of rebuilding the seawall. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Replacement of the seawall

would occur under the Elliott Bay Seawall Project led by the City of Seattle.

Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area. The Cut-and-Cover Tunnel Alternative and Elevated Structure Alternative would both include replacement of the seawall, if chosen.

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

From: John R. Hutchins [mailto:sinistre@liripipe.com]
Sent: Tuesday, May 04, 2004 2:55 PM
To: viaduct@wsdot.wa.gov
Subject: Viaduct replacement

I-271-001 The continuing insistence of state and local governments to align the viaduct or its replacement along the present route is disappointing. During one of the seemingly innumerable hearings on the topic, one of the local newspapers (The Ballard News Tribune[?]) published a picture of what I thought was an elegant and perfectly sensible solution to all of the difficulties of the Viaduct replacement.

It pictured a high level suspension bridge anchored in the north around Myrtle Edwards Park, and in the south just south of Spokane Street. The beauty of the plan was that most of the construction could be completed without disrupting traffic flow on SR99. There might have to be a minimal disruption occurring when the ends of the bridge were connected to the existing highway around Battery Street, and West Marginal Way, but the years long congestion and disruption of Alaska Way would be all but eliminated. Construction could be completed well before any demolition takes place. The people who use SR99 would be happy, the people who visit our waterfront would be happy, and the merchants whose livelihoods come from waterfront tourism would be happy. Everybody wins.

From an engineering standpoint, it makes perfect sense. Suspension bridges, when properly designed, are robust, and in fact survived the last San Francisco earthquake. Mitigation costs during construction would be minimal, and the construction itself, would be a great attraction to the crowds of shoppers along the waterfront. The demolition costs should remain the same.

This logical, elegant, and most sensible solution has been ignored by the Seattle dailies, and the city government, and deserves another look.

Thank you,

John Hutchins
1526 NW 59th Street
Seattle WA 98107
(206) 782-4482

I-271-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

AWV Draft EIS Comment Form Results:

Name: Richard Jack
Address: 7012 19th Ave NW
City: Seattle
State: WA
Zip Code: 98117
Email: rjack321@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-272-001: am very concerned about the possible conversion of the viaduct and adjacent area into a surface street. Such a conversion would be incompatible with a multimodal pedestrian focused waterfront. Minimization and mitigation for the extensive noise and safety issues presented by this alternative would be virtually impossible. These impacts would reduce the historical and touristic value of Seattle's waterfront and degrade property values in the vicinity.

To rebuild the viaduct with another aerial structure presents similar challenges. Such a roadway is not visionary. It reduces property values along its eastern margins through continued degraded views, and makes the waterfront appear 'stuck' in a 1950's design mentality.

I-272-002: tunnel options provide the best alternative(s) for through-traffic, and provide an excellent opportunity to transition into a seamless transportation corridor with the Mercer Street tunnel. They enhance neighborhood property values by developing views and segregate pedestrian and vehicular traffic in this tourist area.

I would support either tunnel option as effective for the future transportation and city design needs of Seattle.

Comments apply to:

All of the Alternatives

I-272-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Your objections to the Surface and Rebuild Alternatives are noted. The Surface Alternative is no longer under consideration because it does not meet the project's purpose and need to provide capacity to and through downtown Seattle. The Rebuild Alternative is also no longer under consideration, but elements of this alternative have been incorporated into the Elevated Structure Alternative that is included in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The project has evolved since the publication of 2004 Draft EIS. Please see the Final EIS for current configurations of the proposed build alternatives.

I-272-002

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.

AWV Draft EIS Comment Form Results:

Name: Karen Janosky
Address: 2230 E. Crescent Drive
City: Seattle
State: WA
Zip Code: 98112
Email: kjanosky@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

It is not only prudent but necessary that a no-traffic option be studied. At a maximum, there should be a small access road along the water's edge or we will ruin an immense resource along our city's edge. Tunneling will be expensive, and will limit the flexibility of future development or restoration along the water's edge. We owe it to ourselves to explore locating the traffic elsewhere.

I-273-001

I-273-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: ken jensen
Address: 11532 4th ave nw
City: seattle
State: wa
Zip Code: 98177
Email: kjensen@weberthompson.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Bury the traffic in tunnels. Open the area for pedestrians: workers, residents, and tourists.
Provide places to: touch the water and look back at the city, reflect, have lunch, roller blade,
jog, stroll, walk, ride, promenade, oggle, hug, kiss, read, nap, interact, draw, paint, listen,
smell, and be proud to live here.

Comments apply to:
Tunnel Alternative

I-274-001

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-274-001

AWV Draft EIS Comment Form Results:

Name: Teri Jensen
Address: 2657 NW 60th Street
City: Seattle
State: WA
Zip Code: 98107
Email: tjensen@regence.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I have reviewed all of the options and feel this is the best option for addressing the traffic volumes. Additionally, the "Sound view" from the raised highway is a part of Seattle's unique skyline.

Comments apply to:
Aerial Alternative

I-275-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-275-001

I-276-001

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

From: Jerome, Keith R [mailto:kjerome@fhcrc.org]
Sent: Thursday, April 01, 2004 1:54 PM
To: 'awvdeiscomments@wsdot.wa.gov'
Subject: build the tunnel

The tunnel option is best. This is our one chance to reclaim the waterfront for people, not cars. I also don't favor widening Alaska Way - four lanes is plenty.

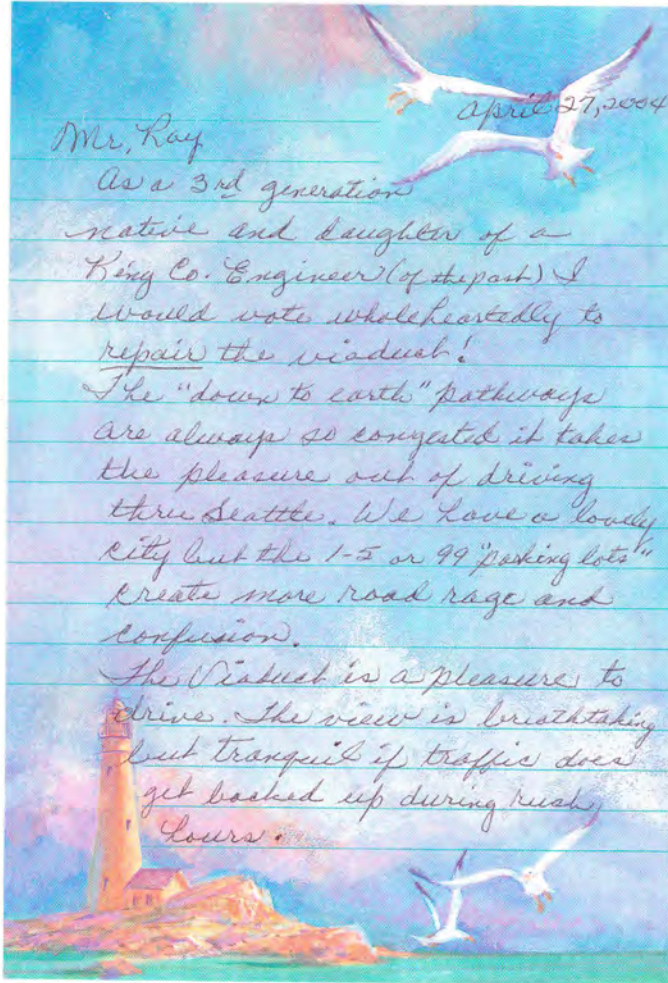
Let's make the waterfront an inviting, pedestrian-friendly area where Seattle citizens will want to go. The tunnel option will accomplish this.

Keith Jerome
10316 Riviera PL NE
Seattle, WA 98125

I-276-001

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-277-001



I-277-002

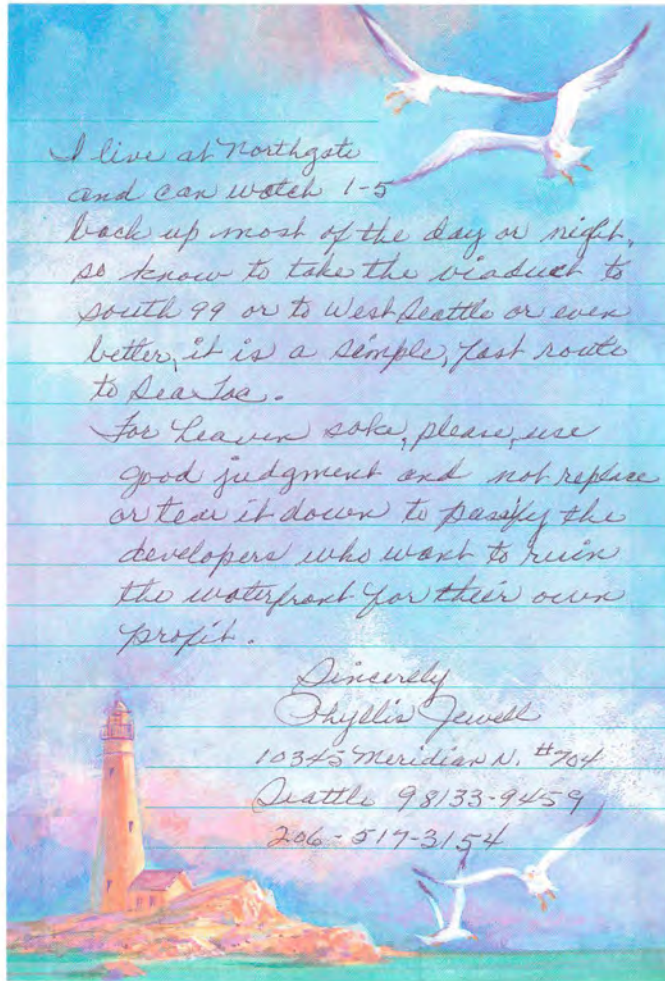
I-277-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

I-277-002

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-277-003



I-277-003

Thank you for your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The project has evolved since the publication of the Draft EIS in 2004. Please see the Final EIS for the current information about the proposed build alternatives.

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

From: Jack Johnsen [mailto:jjjjjohnsen@yahoo.com]
Sent: Monday, May 31, 2004 10:12 PM
To: viaduct@wsdot.wa.gov
Cc: Ed Murray WA House; Margaret Haugen WA House; Ruth Fisher WA House;
Ken Jacobson WA Senate; WHTArmstrong; WHTBailey; WHTCampbell;
WHTClibborn; WHTCooper; WHTDickerson; WHTEdwards; WHTBricsen;
WHTFlannigan; WHTHankins; WHTHatfield; WHTJarrett; WHTKristiansen;
WHTLovick; WHTMielke; WHTMorris; WHTNixon; WHTRockefeller; WHTRodne;
WHTRomero; Bruce Agnew; Alaskan Wy Viad; AwVDickPord; Seattle Chamber of
Commerce Bob Watt; Michael Brower; Belltown Business Association;
Charlie Chong; WSDOT Don MacDonald; Dave Gering; Mary Gray; grdcqy;
Migee Han; Elizabeth Healey; Peter Hurlley; Pioneer Square BIA Judy
Eakin; Downtown Business Assoc Kate Joncas; KCCConstantine; KCCedmonds;
KCCFerguson; KCCGosset; KCCHague; KCCHammond; KCCIrons; KCCLambert;
KCCMcKenna; KCCPatterson; KCCPelz; KCCPhillips; KCCStCarlson;
KCCStChatalas; KCCStFaubion; KCCStHedson; KCCStLatzy; KCCStLewicki;
KCCStThornbury; KCCVonReich; KomoKR; James Leonard; Sharon Love; Pike
Place Merchant's Association; WSDOT Paula Hammond; Peoples Waterfront;
Argosy Cruises Ralph Pease; WSDOT Roger Horton; SEA TIMES epryne; SEA
TIMES Garber; UNEXPECTED DATA AFTER ADDRESS@.SYNTAX-ERROR
Subject: Alaskan Way Viaduct Draft EIS Comments

TO: Alaskan Way Viaduct Project Office

Attached are my comments on the Alaskan Way Viaduct in Microsoft Word format. It appears that the comment function provided on your web-site deletes the paragraph format of the document, making it quite difficult to read.

In general, I believe the Draft EIS suffers greatly from the underlying approach to the project, which seems to focus on replacing the structure rather than looking at the functions it provides and providing the most effective mix of improvements to regional transportation facilities to serve the traffic demand.

I believe that an important element of this integrated package would be improvements to I-5 that could replace some of the functions of the viaduct, particularly for through traffic.

I recommend that such an integrated approach be included in the comprehensive study of Interstate 5 recently initiated by WSDOT as reported in the Seattle Daily Journal of Commerce reported on April 14, 2004. This \$5 million to \$7 million WSDOT effort is designed to look at "any way we can to improve I-5 including capacity additions, pricing and HOT (high-occupancy toll) lanes." Given present capacity constraints on I-5, it appears that several billion dollars of improvements may be needed. This further highlights why WSDOT needs to look at all the major freeways in the Seattle area and develop an integrated plan that meets all future transportation needs in a cost effective manner.

Thank you for the opportunity to respond.

J. "Jack" Johnsen, PE

I-278-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional analysis and revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in the Final EIS, Chapter 2. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

The I-5, Surface, Transit Hybrid alternative was studied as part of the 2008 Stakeholder Advisory Committee process. The alternative was measured against the screening criteria and did not advance for further environmental review because it did not meet the objective of providing capacity for the future. It would require investments on I-5 to accommodate shifted viaduct traffic, leaving little room for future regional and state growth. In addition, travel times for trips through downtown on Alaskan Way would be 10 to 15 minutes longer.

I-278-001

AWV Draft EIS Comment Form Results:

Name: J. J. Johnsen Jr.
Address: 500 Wall Street
City: Seattle
State: WA
Zip Code: 98121
Email: jjjohnsen@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-278-002

May 31, 2004 Washington State Department of Transportation Alaskan Way Viaduct Project Office
Subject: Alaskan Way Viaduct Replacement Draft EIS Thank you for the opportunity to comment on this Draft EIS Alternatives I find the analysis provided in this Draft EIS and the technical appendixes generally to be quite thorough, however, there are many cases where the analysis in the Draft EIS appears designed to support the alternatives under consideration, rather than provide a broad view of the function of the transportation system. The choice of alternatives I find especially lacking in providing a logical, more effective, and likely less expensive alternative: improvements to Interstate 5 which parallels State Route 99 at a distance of about a mile through most of the corridor. The recent initiation of by WSDOT of a comprehensive study of Interstate 5 through most of the City of Seattle provides an opportunity to examine these two parallel facilities and determine what package of integrated improvements provides the best transportation system at the best price. The Seattle Daily Journal of Commerce reported on April 14, 2004 that the Washington Department of Transportation is initiating a consultant contract is valued at between \$5 million and \$7 million to look at "any way we can to improve the facility, including capacity additions, pricing and HOT (high-occupancy toll) lanes." It appears from the transportation modeling in the Transportation Discipline Report for the Alaskan Way Viaduct Draft EIS that 2030 traffic volumes on I-5 will be about 30% greater than at present. Given present capacity constraints on I-5, it appears that several billion dollars of improvements may be needed. This further highlights why WSDOT needs to look at all the major freeways in the Seattle area and develop an integrated plan that meets all future transportation needs in a cost effective manner. The piecemeal approach of the current Alaskan Way Viaduct replacement project The major deficiency of the EIS is the lack of consideration of alternatives that would preserve the same mobility functions provided by the viaduct on other corridors. The problem with the approach to the viaduct is that the focus is on replacing the facility rather than the transportation mobility functions. As I outlined in previous emails to WSDOT, the alternative of making improvements the I-5 corridor preserves all of the functions of the Alaskan Way Viaduct for through traffic and has a number of advantages. The I-5 alternative was advanced in my comments to the viaduct project team on July 31, 2002, June 17, 2002 and January 10, 2002, to which I received responses from Carol Hunter on August 6, 2002, June 28, 2002 and January, 2002. To summarize features of such an alternative:

- 1) I-5 has a much wider right-of-way and has considerable potential for carrying additional through lanes without additional right-of-way, but with more efficient use of the existing corridor. (Included in my June 17, 2002 comment to WSDOT)
- 2) Both north and south of downtown, adding lanes to the existing elevated structure is relatively straightforward (Included in my June 17, 2002 comment to WSDOT)

1

I-278-002

In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. The Partnership Process embraced a new strategy-referred to as the Systems Approach that looked more broadly at the region as a whole to identify innovative strategies for moving people and goods in and through Seattle. The study area was broadened from the limited SR 99 corridor to a wider area more or less bounded by N. 85th Street to the north, the Seattle city limits to the south, Elliott Bay to the west, and Lake Washington to the east. This process led to the development and analysis of three hybrid scenarios, one of which was the I-5, Surface, and Transit Hybrid, which included extensive improvements to I-5. Details about the Partnership Process and its evaluation results can be found in the 2010 Supplemental Draft EIS Appendix S, Project History Report. A summary of the project history is described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the No Build, Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-278-002

- 3) In the existing corridor, the most constricted area between Columbia Streets and Pine Street can be increased in capacity either by a lower level under the existing lanes (similar to the 3 to 4 lane lower level express lanes between Mercer and Pine) or through adding collector-distributor lanes under the parallel surface streets on either side. (Included in my June 17, 2002 comment to WSDOT)
- 4) Construction of a tunnel or lower level on I-5 through downtown would be shorter than any of the Alaskan Way tunnel options. (Included in my June 17, 2002 comment to WSDOT)
- 5) 5) Improvements on I-5 have greater regional benefits because: a) I-5 connects to the entire regional freeway system; b) Improvements can include the Mercer to SR 99 and Spokane Street Viaduct to permanently enhance those weak links of the circulation system. (Included in my June 17, 2002 comment)
- 6) Construction of a tunnel or lower level in the existing I-5 right-of-way would be less complex because of a number of factors: (Included in my June 17, 2002 comment) a) WSDOT currently controls the entire right-of-way and can manage its use during construction with no conflict from other users. b) There are no adjacent businesses to be affected during construction. c) The geotechnical conditions are much better than the unconsolidated fill along the waterfront. d) The removal of thousands of piles is not required. e) The tunnel or lower level would not be at or below sea level, as are the lower levels of the tunnels on the waterfront. f) The management of existing traffic will be more straightforward than along the waterfront because construction can be staged to close lanes during non-peak periods and traffic can be temporarily constricted to a few lanes in each direction. (In addition, the existing one-lane through express lane under the northbound lanes can be expanded to two-lanes by elimination of the Seneca Street off-ramp and modification of existing supports. This would provide a two lane bypass when the southbound mainline needs to be closed temporarily closed for lower level construction. Construction of a lower level beneath the northbound lanes would occur after the lower level beneath the southbound lanes was completed, allowing traffic to be re-routed.)
- 7) The advantages of improvements to I-5 must be evaluated from the perspective of the current design flaws. I-5 has 12 lanes at the Ship Canal Bridge (including express lanes) and only 8 lanes (including one through express lane) at Madison Street. It has a total of 14 lanes at Jackson Street. Even more striking, the northbound lanes after the I-90 merge total 8 lanes at Jackson then narrow to 3 at Madison. Merely correcting this constriction may be enough to carry a substantial portion of the through traffic that would use the Viaduct. (Included in my June 17, 2002 comment)
- 8) SR 99 can continue to carry substantial volumes of traffic to and from the downtown without the aerial or tunnel connection along Alaskan Way. (Included in my June 17, 2002 comment). The Draft EIS on page 58 states that "Expanding I-5 is not considered as a replacement for the viaduct because it would not meet the purpose and need of the project. In addition, these concepts would not replace the seawall; so a separate seawall construction project would still be needed." I have reviewed the Purpose and Need statement and find no transportation related goal that the package of improvements outlined above would not meet. What specific consideration was given in the development of alternatives that provided capacity for through movements served by the viaduct on I-5? Did that consideration include detailed modeling? If so, how many additional lanes on I-5 would be required to accommodate through traffic (assuming that the existing SR 99 route to downtown would provide access from the south to at least King Street and from the north to the south portal of the Battery Street tunnel, and that a surface route would be available along the Alaskan Way surface street between Broad Street and Atlantic Street)? What responsibility does WSDOT and FHWA have in participating in the replacement of the seawall, in the absence of a state highway adjacent to it? What justification is there for combining seawall

I-278-003

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The Cut-and-Cover Tunnel and Elevated Structure Alternatives include the replacement of the Elliott Bay Seawall as a critical element of their structural integrity. However, the Bored Tunnel Alternative (preferred alternative) does not require replacement of the Elliott Bay Seawall. If the Bored Tunnel Alternative is selected, the replacement of the Elliott Bay Seawall will be designed, analyzed, and permitted by the City of Seattle.

I-278-003

replacement in the transportation project if alternate locations for the state highway can be developed to serve through traffic? Previous responses to my comments indicated that the viaduct is vital to freight mobility. It is true that the viaduct connects the Duwamish area and the Ballard/Interbay areas. This, fact, however does not establish that the viaduct is a major freight route.

I-278-004

The following factors mitigate against the viaduct playing a significant role in freight mobility. a) Most of the Duwamish industrial area doesn't connect easily with the viaduct. The only access points are at First Ave/RR Wy and south of the Spokane Street Viaduct. At other locations, access is cut off by rail yards and other obstructions. (Included in my July 31, 2002 comments) b) There are other multiple access points connecting the Duwamish industrial area to the regional transportation system and I-5 which are much easier to access than the viaduct and connect to regional destinations which are important to freight mobility. (Included in my July 31, 2002 comments) c) There are few reasons for freight trips from the Duwamish industrial area to travel north on the viaduct, as compared to other regional destinations. The Ballard/Interbay industrial areas are very small compared to other industrial centers in Renton, in the Green River Valley, and on the east side of Lake Washington. (Included in my July 31, 2002 comments) d) The Viaduct is only about a mile and a half of the route from the Duwamish area to Ballard/Interbay which is about 5 miles long. The rest of the route is over surface arterials. Providing surface arterial access for freight on the Alaskan Way surface street would not significantly increase travel time. (Included in my July 31, 2002 comments) e) For Ballard/Interbay, the Alaskan Way Viaduct is only one of several truck routes. Both Leary Way and Nickerson provide access to Dexter and Mercer Street which provides access to I-5 for regional trips. These routes provide better connections to I-5 and the regional road network than the Alaskan Way viaduct. (Included in my July 31, 2002 comments) f) The Alaskan Way Viaduct does not connect effectively to the regional freight network. The viaduct connects only to the Duwamish area, West Seattle, and the Burien area. There are no ramps connecting SR 99 to Spokane Street eastbound to I-5. A very small proportion of total trips from Ballard/Interbay are likely to use the viaduct. (Included in my July 31, 2002 comments) g) Ballard/Interbay is a specialized industrial areas focused mostly on the marine industry. There is no reason to assume that trips from Ballard/Interbay are particularly oriented to the Duwamish area. In fact, the Ballard/Interbay area is more likely oriented to specially industrial supplies outside the region who access via I-5 and would not use the Alaskan Way Viaduct. (Included in my July 31, 2002 comments) h) The Port of Seattle facilities on Harbor Island have no reason to use the viaduct except for) trips to north Seattle or Ballard.

Again, The Draft EIS and Transportation Discipline Report (TDR) contains no survey or other information about freight traffic accessing these facilities and whether their destinations are such that they can effectively use the viaduct. (Included in my July 31, 2002 comments) i) Port facilities in interbay are bulk facilities such as grain terminals and fish processing uses. It is unlikely that they use the viaduct much. If they do, it is a short part of the trip and use of the surface route would not affect trip time significantly. (Included in my July 31, 2002 comments) On page 34 the Draft EIS states that "A working viaduct and seawall are critical to international and interstate freight and commerce through the Puget Sound region. Failure of the viaduct and seawall would push 110,000 vehicles per day (enough to fill two freeway lanes in each direction) onto already overwhelmed parallel freeways and arterials. This could increase congestion by nearly 40 percent. The congestion could severely affect the ability to move freight and goods across the country and to Canada. The seawall also supports the main rail line in the region, which serves both north- south and east- west freight and passenger service. On page 35 the Draft EIS says "SR 99 is an important alternative route to, from, and through downtown. It is a major freight corridor providing access for businesses in the SODO and Duwamish industrial areas to northwest Seattle neighborhoods. The corridor is an important route for freight in the Ballard/Interbay manufacturing and industrial area. WSDOT classifies this section of SR 99 as a freight corridor carrying more than 10 million tons per year - the highest classification made. Page 40 of the Draft EIS discusses

I-278-005

I-278-004

While the viaduct does not carry as much freight traffic as I-5 through downtown Seattle, it is a viable freight corridor that serves a number of freight users (roughly 4,000 trucks per day) that are not well-served by I-5. It also provides an alternative to I-5.

The lead agencies have worked extensively with representatives and staff from the Port of Seattle, the Manufacturing Industrial Council of Seattle, and the Burlington Northern Santa Fe Railroad to understand freight needs throughout the Alaskan Way Viaduct study area. The lead agencies have repeatedly heard that the Alaskan Way Viaduct is an important freight route to all of the above-noted users and one that needs to be maintained and enhanced, if possible. Further data and information on freight movement and demand can be found in the Final EIS Appendix C, Transportation Discipline Report.

I-278-005

Comment noted. Project information and analysis has been updated and the EIS has been revised since the publication of the Draft EIS in 2004. Please see the Final EIS and the accompanying Transportation Discipline Report, Appendix C, for current project information.

I-278-005 | the employment and trip generation of the Interbay/Ballard and Duwamish Industrial areas and suggests, by the context, that the viaduct is important to those areas. Portions of these statements are manifestly incorrect, in other places they are contradicted by more balanced analysis in the Transportation Discipline Report.

I-278-006 | If the viaduct were not available, only the through component of traffic would be shifted to I-5. Unfortunately we don't know what this is, because the Draft EIS does not tell us. We know that the 110,000 vehicle trips applies to only a five block portion of the viaduct between King Street and Seneca Street. The volumes drop rapidly both north and south to about 80,000 south of King Street and about 60,000 through the Battery Street tunnel. A realistic estimate of the through traffic on the viaduct is probably about 40,000 vehicles per day. The existing SR 99 route for traffic accessing downtown from the south and the north would still be available. A number of alternative routes would be available for traffic to and from Ballard/Interbay. In terms of freight, as outlined above, the viaduct is virtually inaccessible to the Duwamish area except by a single on-ramp and off ramp that carries relatively small truck volumes. Almost none of the marine cargo uses the viaduct. More detailed information is presented in the TDR, however this section of the Draft EIS, by presenting this information, suggests that it is relevant to the function of the viaduct.

Why is the 110,000 trips represented in the Draft EIS as being shifted to I-5? Is the EIS writing unaware of the origin and destination of trips, or is this an attempt to create panic? Why is great detail on freight generation included in the Draft EIS without presenting the fact that very little of the total freight generation of these areas uses the viaduct? What is the daily and PM peak hour total volume using the viaduct that originates north of the Battery street tunnel and has destinations a)to downtown Seattle between Denny Street and Royal Brougham Way, b) to West Seattle, c) to the off-ramp to Harbor Island? d) to designations between Spokane Street and the Duwamish River, e) to SR 509 south of the Duwamish River, f) to SR 99 south of the Duwamish River? What is the daily and PM peak hour total volume using the viaduct that originates south of the Duwamish River and has destinations a)to downtown Seattle between Denny Street and Royal Brougham Way and east of Battery Street b) to the Belletown area south of Denny Way and west of Battery Street, c) to Elliott Avenue north of Denny Way d) between the Battery Street Tunnel and the Ship Canal Bridge e) north of the Ship Canal Bridge?

I-278-007 | What is the daily and PM peak hour FREIGHT volume using the viaduct that originates north of the Battery street tunnel and has destinations a)to downtown Seattle between Denny Street and Royal Brougham Way, b) to West Seattle, c) to the off-ramp to Harbor Island? d) to designations between Spokane Street and the Duwamish River, e) to SR 509 south of the Duwamish River, f) to SR 99 south of the Duwamish River? What is the daily and PM peak hour FREIGHT volume using the viaduct that originates south of the Duwamish River and has destinations a)to downtown Seattle between Denny Street and Royal Brougham Way and east of Battery Street b) to the Belletown area south of Denny Way and west of Battery Street, c) to Elliott Avenue north of Denny Way d) between the Battery Street Tunnel and the Ship Canal Bridge e) north of the Ship Canal Bridge?

What other Washington State highways are classified as a freight corridor carrying more than 10 million tons per year? What order in magnitude is the viaduct in comparison to other Washington State highways are classified as a freight corridor carrying more than 10 million tons per year? What is the highest FHWA classification of Freight carrying highways and how does the viaduct compare with that classification? What is the total estimated daily Freight trips and tonnage generated by the Ballard/Interbay and Duwamish industrial areas? What percentage of trips and total tonnage is carried by the viaduct? Addressing these questions will to some extent repair the misconceptions furthered by the DEIS text. Previous responses to my comments also indicated that the viaduct is vital to access to the ferry system. The viaduct, however, provides access to the Ferry System only for trips originating in North Seattle. The trip volumes on SR 99 drop drastically to the north. I find it very doubtful that a

I-278-008 |

I-278-006

As you have noted, the volumes on the viaduct vary by segment. However, the total number of users on the viaduct in the central waterfront segment for the existing condition corresponds to 110,000 in the 2004 Draft EIS. Updated information regarding traffic volumes on the viaduct can be found in the updated Transportation Discipline Report, Appendix C of the Final EIS.

The total number of vehicles that currently use the viaduct are not all expected to transfer to I-5 in the event of a viaduct failure or during construction closures. Some traffic is expected to transfer to I-5, some to parallel city arterials, and small increases in traffic on I-405 are expected as well. Additionally, some users will use alternate modes (such as buses), while some trips are expected to not be made at all (or made to different locations), due to congestion on alternate routes and capacity limitations. More detailed information concerning expected shifts in traffic can be found in the Transportation Discipline Report, Appendix C of the Final EIS.

I-278-007

Please see the Final EIS Appendix C, Transportation Discipline Report, for a detailed discussion of freight issues. In addition, the Seattle Department of Transportation completed a freight survey and interviewed 35 businesses in both the Ballard and Duwamish manufacturing and industrial centers, which contains information on the number of trips made by various businesses and their typical hauling routes.

Origin and destination data for freight trips on the viaduct is not available, though truck enter and exit volumes for the viaduct are known and presented in the Transportation Discipline Report. However, the lead agencies have been working with the freight community to understand their needs and address them as part of the alternatives under

I-278-008 significant proportion of trips on the ferries uses the viaduct. From the Draft EIS and Transportation Discipline Report (TDR), it appears that no surveys of cars and trucks boarding the ferry to see what proportion used the viaduct for access. (Included in my July 31, 2002 comments)

I-278-009 As indicated above, the recent initiation of by WSDOT of a comprehensive study of Interstate 5 through most of the City of Seattle provides an opportunity to examine these two parallel facilities and determine what package of integrated improvements provides the best transportation system at the best price. The Draft EIS states that "Other Features of the Alternatives concepts such as adding ramps at specific locations (like S. Spokane Street to Fourth or Sixth Avenues), extending the AWV Corridor to I-5 or SR 520, and providing grade separation in specific areas. These ideas are not evaluated in this Draft EIS because many of them could be built as separate projects or they are marginally related to the purpose of this project and therefore could not be logically included. There are two design features included in the Draft EIS that could be built as separate projects, are marginally related to the purpose and should be eliminated. In addition, these features obscure the functional impacts of the viaduct alternatives and add costs that inflate the true cost of the alternatives for meeting the regions transportation needs.

These features which should be eliminated are: a) options for crossing SR 99 north of the Battery Street Tunnel, and b) relocating the SR 99 surface highway west of the rail yards south of Holgate Street. The inclusion in the alternatives of east-west crossing of SR-99, specifically the Mercer Street Underpass options that include significant changes to east-west crossings of SR 99 appears to not meet the purpose and need of the project. These options bear little or no relation to the replacement of the viaduct. The elimination of 4 lanes of traffic crossing under Aurora Avenue using Broad Street and replacing them by two additional lanes on Mercer Street will have pervasive changes on traffic circulation and operations. Including these features provides a confounding factor that make it impossible to determine the effects of the alternatives for viaduct replacement for the area north of Denny Way. It is likely that changes in east-west traffic patterns with resulting changes in intersection demand characteristics, especially left-turn demand confounds an accurate comparison of effects of the viaduct replacement alternatives. In addition, this features appears to benefit only by the development interests in the South Lake Union Area and perhaps the City of Seattle has no relevance to the transportation goals of WSDOT, and adds cost to the alternatives in which it is included that skews the decision-making process.

In addition, if these east-west crossing alternatives are to be properly analyzed, the analysis area needs to extend to the entire corridor from Elliott Avenue to I-5 where traffic patterns will be changed. What is the increase in east-west traffic on Denny Way and other east-west connections, as a result of viaduct alternatives with no change in east-west crossings of SR 99? What is the change in levels of service at intersections north of the Battery Street Tunnel as a result of viaduct alternatives with no change in east-west crossings of SR 99? The second feature that bears little or no relation to the purpose and need of the project is moving the SR 99 right-of-way to the west south of Holgate Street. This features appears to benefit only the railroads and perhaps the Port of Seattle by allowing a larger railroad classification yard. It has no benefits for vehicular transportation. It is a substantial expense that is proposed to be borne by the public which receives no direct benefit. What benefit to transportation circulation is provided by relocating the SR 99 right-of-way to the west of the existing route south of Holgate Street? What is the cost of the alternatives without relocation of SR 99 south of Holgate? As indicated above, these features of the alternatives should be eliminated for the reasons given in DEIS, they can be implemented independently of the replacement of the viaduct and bear little relevance to the purpose and needs of a state highway.

I-278-010 Transportation Analysis The description of the function of the Alaskan Way Viaduct in the Transportation Discipline Report (TDR) in Appendix C reflects a pervasive confusion about the role of the Alaskan Way Viaduct. (I refer to the "viaduct" as the elevated roadway between Holgate Street and the Battery Street Tunnel.) The the TDR includes the following: "State Route 99 (SR 99) is an important

consideration.

Other Washington State highways with freight classifications can be found on the Washington State Department of Transportation website at <http://www.wsdot.wa.gov/>. FHWA freight classification information can be found the Federal Highway Administration website at <http://www.fhwa.dot.gov/>.

I-278-008

Please see Chapter 5, Permanent Effects, and Chapter 6, Construction Effects, in the Final EIS for updated information regarding the project's potential effects on access to the ferry terminal.

I-278-009

Yes, WSDOT is studying ways to improve traffic flow and reduce congestion along I-5 through downtown Seattle. The current planning and design efforts for I-5 that are underway are not the result of the Alaskan Way Viaduct Replacement Project or any of its alternatives. Please see the I-5 Pavement Reconstruction and Bottleneck Improvement Project's website at <http://www.wsdot.wa.gov/Projects/I5/Rehab/> for more information about what WSDOT is doing along the I-5 corridor in Seattle.

As previously noted, the project has evolved since the publication of the Draft EIS in 2004. Please see the Final EIS for the current configuration of each build alternative.

I-278-010

State Route 99 (SR 99) extends between Everett to the north and Fife to the south. As SR 99 passes through downtown Seattle, it travels along the Alaskan Way Viaduct, the elevated two-level structure adjacent to the downtown Seattle waterfront. The Alaskan Way Viaduct comprises a

I-278-010

highway facility that serves both local and regional travel demands in the central Puget Sound area" (TDR, p. 1). What is meant by a regional trip? What is the percent of regional trips on the viaduct? What is the percent breakdown of designations for regional trips? What is meant by a local trip? What is the percent of regional trips on the viaduct? What is the percent breakdown of designations for regional trips? The methodology of establishing 2030 trips appears unusual. I would expect modeled existing trips to be compared with future modeled trips and a growth rate applied to each intersection approach or ramp.

I-278-011

The TDR states "Growth rates were established for ramp locations considering both the modeled growth forecast for the area served by the ramps, as well as the growth forecast for mainline traffic and area-wide for the portion of the network served." (TDR p. 15) What weight was given each of these factors? How does this methodology take into consideration trip choice based on capacity of other elements of the transportation system and the desired end point of trips? The methodology for arterials and intersections were based on "an evaluation of sub-area and screenline growth forecasted by the AWV model" (TDR p. 16) How does use of screen lines provide a means to allocate growth between individual arterials? For example, how can you determine how north-south trips split between 1st, 3rd and the 2nd/4th Avenue pair? How does this methodology take into consideration trip choice based on capacity of other elements of the transportation system and the desired end point of trips? For example, how does this account for "local" trips shifting from SR 99 to local arterials based on congestion? The initial step of establishing future traffic volumes for the SR 99 mainline at the Battery Street Tunnel appears flawed by estimating volumes substantially higher than the capacity of the facility. The Battery Street Tunnel is substandard by today's standards with a very tight turn near each end. It lacks shoulders on the side and center. The 2030 estimated PM peak hour northbound volume of 4050 (TDR Figure 4-9) is 2025 vehicles per lane and appears substantially beyond the capacity of the roadway. This is reflected in calculations on page 26 that capacity of the Battery Street Tunnel is 1,900 pcphpl. That figure seems high given the geometrics of the tunnel.

In addition the v/c results on TDR figure 5-19 that indicate the tunnel operating at over capacity, which is likely to be either impractical, or dangerous, or both. How was the capacity of the Battery Street Tunnel calculated? If traffic assigned is assume at a lower capacity, what is the shift of traffic to arterials and I-5? The measures of transportation system operation appear flawed in a number of cases and lack relevance or needed information to judge the alternatives from the perspective of operation of the regional transportation system. MOE H2: Corridor Peak Hour Travel Times The choice of routes to measure travel time appears flawed. Page 24 of the TDR provides the following destinations and route: Between downtown Seattle and the Aurora Bridge This route extends from the center of downtown Seattle (within a one-block radius of Second Avenue and Madison Street) to just south of the Aurora Bridge on the north side of Queen Anne hill. The route does not utilize SR 99 through downtown, as access to/from the north is not provided from downtown. Instead, the route follows First Avenue and Battery Street (northbound) and Wall Street and Second Avenue (southbound) through downtown. Access to SR 99 is at the Denny ramps, and the route follows SR 99 north of there. Using 1st Avenue for this route makes little sense. 1st Avenue is not near the center of downtown and is a two-way roadway with turning conflicts at intersections. As such it is a much slower and more congested route than 4th Avenue. 2nd Avenue and 4th Avenue have been a high capacity arterial pair providing access through downtown since the 1950s. Since they are both one-way streets with coordinated signals, they provide very efficient vehicle movement. I have timed the trip on these streets at rush hour a number of times and find that the trip time from Madison to the SR 99 ramps at Denny Street is about 5 minutes. This route is likely to be much less congested in the future because of the lack of conflicting turn movements at intersections and signal coordination that is possible on a one-way pair. Why was 1st Avenue chosen for this route? What are the trip times if 2nd Avenue and 4th Avenue are used instead? MOE H3 and H4: SR 99 Corridor PM Peak Hour Vehicle and Person Throughput provides a flawed perspective of system operation because it considers only SR 99.

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small section of the entire SR 99 corridor.

In this context, the terms local trips and regional trips were applied generally. A local trip is one where the origin and destination are relatively close, usually within the same city. An example of a local trip along the viaduct would be a trip from downtown Seattle to West Seattle. A regional trip has an origin and a destination that are further apart, either in different cities or counties. A trip on SR 99 that begins in Edmonds and ends in downtown Seattle (King County) would be considered a regional trip.

The methodology used to forecast year 2030 trips was established using standard traffic engineering and transportation planning principles and is consistent with the methodology that you have suggested. Adjustments are necessary to balance out the ramp and mainline volumes and are also employed to correct obvious model assignment anomalies.

I-278-011

Traffic analysis, modeling, and methodology have been updated since the 2004 Draft EIS. Updated information can be found in Appendix C, Transportation Discipline Report, of the Final EIS.

I-278-011 It is of little consequence if the number of vehicles and persons carried on one corridor is reduced if the capacity of the system is adequate. This is a case where analysis of the alternative of increasing capacity on I-5 is especially relevant. MOE H5: Corridor Peak Hour Volume to Capacity Estimates appears fatally flawed in comparing the surface alternative to others. Because the methodology is different, the results are not comparable. In addition, the following anomalies are noted in questions below. How can the v/c ratio of 1.35 reported for the Surface Alternative in TDR Table 5-18 be relevant if the intersection v/c ratios as reported in TDR Table 5-34 range from .98 to 1.21? Is not intersection capacity generally the relevant measure of capacity on a street with signalized intersections? MOE H8: Traffic Distribution is designed to gauge the general impacts to parallel streets and highways. As described in Section 5.3.7 (TDR p 169f) the analysis is essentially meaningless for two reasons: a) It is based on ADT, which has no bearing on capacity and b) volume shifts to other corridors are not compared to capacity. In addition, reporting the shifts in traffic between the alternatives in ADT makes it impossible to clearly relate the changes in on travel time and congestion, which are based on the PM peak to the shift to alternative routes. It is critical, for example to relate the shift to I-5 for the Surface Alternative to the PM peak hour capacity of I-5. It may be necessary to propose capacity improvements to I-5 as part of the mitigating measures for the Surface Alternative. What are the PM peak hour shifts in traffic distribution? How do those shifts relate to capacity of the facilities? MOE H9: Arterial Intersection Performance has the potential to indicate the impacts of the alternatives, but has been rendered meaningless because of the limited scope of the analysis. The analysis extends only to 2nd Avenue. This provides a very limited view of the effects of traffic re-distribution. It excludes the 4th Avenue 2nd Avenue arterial pair that provide the highest capacity routes for northbound and southbound traffic through the downtown because they are one-way streets with coordinated signals. This doesn't give an accurate view of travel through the downtown utilizing available alternative routes when capacity on SR 99 is limited. In addition, there are a number of anomalies in LOS and v/c ratios reported as noted below. The screenlines used in MOE H8 extend all the way from the waterfront to I-5, why weren't intersections analyzed for the same area? Why does 2nd/Madison experience 144 seconds delay in 2030 Existing Facility and much less in other alternatives? Why does the delay at different intersections on Second Avenue vary? Was the analysis performed assuming coordinated signals? (With coordinated signal operation, as at the present time, southbound traffic should platoon through intersections with approximately the same delay would be produced on 2nd Avenue by the signal coordination at each intersection. Any difference in delay would be attributed entirely to the cross street delay.

I-278-012 If so, this should be reported because a delay in cross street traffic for the relatively short trips between 2nd Avenue and the I-5 interchanges is different in character and much different for operation of the circulation system than delays to north-south traffic platooning with coordinated signals.) Was analysis on First Avenue performed assuming left-turns allowed at cross streets, particularly the current signal timing at Pike Place? Why were two lanes in each direction assumed on First Avenue rather than the existing configuration? Would it not be more consistent to identify impacts with the existing conditions and identify additional lanes as mitigation. Is a four lane First Avenue consistent with City of Seattle plans for Pioneer Square? What is the source of traffic on First Avenue? Can that traffic be reasonably re-routed to 4th Avenue northbound and 2nd Avenue to 4th Avenue southbound? Were any other changes in configuration of operation of downtown streets assumed in the analysis? For example, was elimination of two-way operation on First and Third Avenues considered as mitigation? To what extent is LOS on the intersections north of the Battery Street Tunnel related to re-distribution of east-west traffic with the reduced capacity of the Mercer Street crossing of SR-99 with the elimination of the 4 lane undercrossing at Broad Street rather than relating to capacity of the Holgate to Battery Street segment of SR 99? The increase in cross traffic and turning movements due to re-distribution of east-west trips may have a greater effect than the viaduct alternatives. The above provide a general overview of the deficiencies I see in the Alaskan Way Viaduct replacement project that stem from the limited perspective of replacing the facility, rather than analyzing the functions it serves and designing an

I-278-013

I-278-012

Uniform delay progression, which accounts for the effects of coordinated signals, is just one factor that informs delay at individual signalized intersections. Vehicular traffic volumes, vehicle queue lengths, intersection geometry, and signal timing/phasing are some other factors that affect average intersection delay. These factors differ at each intersection along Second Avenue; therefore, average delay is expected to differ at each intersection as well. Optimization of signal timings for future conditions was accounted for in the analysis.

Traffic analysis, modeling, and methodology have been updated since the 2004 Draft EIS. Updated information can be found in Appendix C, Transportation Discipline Report, of the Final EIS.

I-278-013

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on this project. Please refer to the responses provided by above as they address your specific comments about incorporating capacity improvements to I-5 in to the Alaskan Way Viaduct Replacement Project.

I-278-013

integrated plan that will provide effective vehicular circulation to at the greatest benefit and least cost to the public. I urge that the planning for the viaduct replacement be integrated with the recently initiated WSDOT program to identifying capacity improvements to I-5. Thank you for your consideration. J. "Jack" Johnsen, PE 500 Wall Street Seattle, WA 98121

Comments apply to:
Overall Project

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

From: Ben Johnson [mailto:BJohnson@starbucks.com]

Sent: Thursday, May 27, 2004 11:30 AM

To: awvdeiscomments@wsdot.wa.gov

Subject: Viaduct Replacement

To the DOT:

My suggestion is to take the viaduct out and replace it with a tunnel below sea-level.

My vision for the future of the Alaskan Way viaduct is integrated with my vision of the potential that the Seattle waterfront has as a civic institution. With the necessary removal of the Alaskan way viaduct, I think the city has a genuine opportunity to improve the quality of the waterfront by increasing the natural light along the waterfront as well as reduce noise pollution. Ultimately the vision for the waterfront would be a park type atmosphere that had businesses and shops along it.

I'd love to see the seawall removed to help improve the natural conditions for the sea-life in Puget Sound, as well as improve the quality of the feel of the waterfront. This would probably require the construction of a graded (sloped) seawall that isn't quite natural either; however it would drastically improve the habitat of marine invertebrates.

I-279-001

I-279-001

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.

May 31, 2004

Maureen Sullivan
Urban Project Director
State DOT

JUN -7 2004

RE: A TUNNEL TO REPLACE THE ALASKA VIADUCT

I sent you a letter on January 14, 2003 with brochures about the solutions in Gothenborg, Sweden. I believe it will be opened in the first part of 2005.

I was so convinced it would be the answer for us, that I made the point [while I was in southern Sweden] to see the site.

Of the three letters I sent out, you were the only respondent which I very much appreciated. When we have World Class Buildings like the new Library, Benaroya Hall, McCaw Hall AND the Monorail we may be reducing that group who believe is the cheapest way is the best way. We just tore down a city building I was in many times and it was a crackerbox then.

I-280-001

So I applaud that the original DOT belief that the tunnel was the best way.

Building a tunnel will allow the current Viaduct to be used to move the North/South Traffic. To the best of my knowledge none of the other surface plans include the cost of moving traffic through the city [possibly building temporary bridges, etc]

I-280-002

You can help me about the cost of the seawall. For the life of me, why can't the entire tunnel be a part of the seawall with the 'wall' steel driven down lower depths on the west side. The dimensions and weight of the tunnel with the deeper depth of the 'wall' steel

I-280-001

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-280-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if the Cut-and-Cover Tunnel Alternative or Elevated Structure Alternative is chosen, the seawall will be replaced as part of that alternative. The west wall of the Cut-and-Cover Tunnel Alternative would replace the seawall. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

page 2

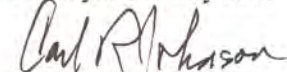
I-280-002 | should be sufficient.

I-280-003 | I most certainly agree with you about the section of Holgate to King streets. It has been awhile since I have driven there, but, I believe Holgate is where the surface of Alaskan Viaduct start to rise. Is it not possible for the surface dive into the tunnel? The construction team in Goteborg did just that so they did not have to create and rise at all.. It seems that all cross streets can continue and at some point so will the current Alaskan Way for business, shopper, visitors, etc.

I will try to keep abreast by reading the newspapers and if you have a Web site I finally have one. It is csvenskj@msn.com. You may reach me there.

A few years back I was speaking on behalf of The Seattle Commons and said that Seattle is in the position of New York City a century ago, only instead of Europeans, it will be all the ethnic Asians. We MUST take that into consideration when we make plans for the future.

I wish you the very best.



Carl R. Johnson
4735 35th Ave. N. E.
Seattle, 98105
(206) 525 8412

I-280-003

The S. Holgate Street to S. King Street portion of the project has become its own project: S. Holgate Street to S. King Street Viaduct Replacement Project. Construction for this project began during the summer of 2010. The engineering team considered the idea of constructing a tunnel as far south as S. Holgate; however, geotechnical investigations indicated that the soils in this area are poor. As a result, a tunnel in this area would have high construction risks and be expensive to build.

AWV Draft EIS Comment Form Results:

Name: Diane Johnson
Address: 3042 Garlough Av SW
City: Seattle
State: WA
Zip Code: 98116
Email: julycreek@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-281-001

I-281-002

1. I would like Hwy 99 to remain open to traffic during the construction. 2. There should be new ramps constructed to connect southbound Hwy 99 with the West Seattle Bridge. (The current configuration requires slow arduous travel on surface streets with stoplights.) Both of these roads serve 100,000 cars daily, per Seattle Dept of Transportation map. It's appalling that there is not yet ramps to go south on 99 from WS Bridge and to get on WS Bridge when approaching from the south on 99. Thank you

Comments apply to:
Overall Project

I-281-001

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If this alternative is selected, SR 99 would remain open for most of the construction period, but would be closed for several weeks to connect SR 99 to the bored tunnel. Periodic night or weekend closures of SR 99 would also be required.

Please see the Final EIS for details about the construction plans for all the build alternatives.

I-281-002

Comment noted. Improvements to the access from the West Seattle Bridge to SR 99 are not included in the scope of this project.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4622 Form 249 CommentDate: 4/28/2004
Robert M Johnson Organization: R.I.D.D.L.E.
Address: 10230 47th Ave City: Seattle State: WA Zip: 98146

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

When I came to this meeting I was sure that I wanted the rebuild or aerial alternatives on this project. After looking at the various details I have changed my opinion, I now like the Tunnel Alternative. My main concern about the tunnel alternative is the cost and the greater possibility of cost overruns. My main thoughts about the alternatives is one we can afford and one that will not reduce traffic throughput.

I-282-001

I-282-001

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.

AWV Draft EIS Comment Form Results:

Name: Douglas L. Jonas
Address: 8009 Hansen Road
City: Bainbridge Island
State: WA
Zip Code: 98110
Email: matrixdlj@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-283-001

I believe Rebuild is the best and most practical alternative, with the following proviso: Added to the project at a relatively nominal cost should be a "scrub" of City plans, codes and ordinances to find every opportunity to make revisions that will induce developments of a scale that will "overcome" the apparent barrier of the Viaduct. The Viaduct is not the "barrier" today that it was initially because high rise buildings, Harbor Steps, ivy on structure, etc. "subdue it." I-5 is less and less a barrier because of the Convention Center, etc. Urban design and scale can diminish the effect of the Viaduct while retaining the aesthetic experience of driving on it.

I-283-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Kerry Jones

Organization/Membership Affiliation (optional): _____

Address: 416 S. 112th

City: Seattle State: WA Zip: 98168

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

Overall Project Tunnel Alternative Construction Impacts and Mitigation

All of the Alternatives Bypass Tunnel Alternative Other

Rebuild Alternative Surface Alternative

Aerial Alternative Seawall

What are your comments about the project?

I-284-001

Coming from the south end - I think I am attracted to both the Aerial + Tunnel options. Most of this comes from an interest in keeping capacity higher and travel times lower. I personally would like to keep the lovely view that all of us enjoy from the viaduct now - but can also appreciate the sense of space and openness that the tunnel would create on the surface.

(Please use additional paper if you need further comment space)

I-284-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Aerial or 2004 Cut-and-Cover Tunnel Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was 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.

AWV Draft EIS Comment Form Results:

Name: Brad Kahn
Address: 1510 N 40th St
City: Seattle
State: WA
Zip Code: 98103
Email: hbkahn@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-285-001

Neighborhood connections are the biggest problem in the DEIS for two big reasons 1) Every viaduct replacement option has at least 8 lanes of motorized vehicles on Alaskan Way, leaving less than 30% of the right of way for walkers and 0% for destinations. 2) The neighborhood connection between the Waterfront and Pike Place is denied because the lid over highway 99 doesn't reach Steinbrueck Park (even with the cut and cover tunnel) I strongly believe the cut-and-cover tunnel alternative is the best option, but even it falls short of enabling a great waterfront: - There should be no net increase in roadway to Alaskan Way - Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor - The lid over SR 99 should extend from Pike to Battery - The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley

I-285-002

I-285-003

Comments apply to:
Overall Project

I-285-001

The 2006 Supplemental Draft EIS and Final EIS Cut-and-Cover Tunnel Alternatives have evaluated a lid in the Pike Place/Belltown area. The proposed lid would include direct access to the Pike Street Hillclimb as well as the Victor Steinbrueck Park. The lid structure is described in the Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

A general discussion of neighborhood connections and detailed description of existing and potential operation and construction effects on local access between neighborhoods (including trails, pedestrian bridges, and shoreline access) is described in Appendix H, Social Discipline Report. Local street access is described in Appendix C, Transportation Discipline Report. In particular, this report discusses proposed improvements to reconnect local streets across Aurora Avenue N. to improve local access between the Uptown and South Lake Union neighborhoods.

All of the alternatives would have fewer than eight lanes on the Alaskan Way surface street through the Central Section of the project area. The City of Seattle is leading the design effort for the Alaskan Way surface street.

I-285-002

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-285-003

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.

AWV Draft EIS Comment Form Results:

Name: doug kaimakis
Address: 5501 latona ave ne
City: seattle
State: wa
Zip Code: 98105
Email: drkai@nwlink.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-286-001

When the tunnel concepts were announced, my initial reaction was against any such concept. First, the high cost was a big problem for me; second, the elevated route through the city generally works and provides magnificent city/water views for commuters & visitors. Nothing has changed my mind since. In fact, I'm confused about the significantly lowered cost estimate for the full tunnel option - perhaps this is due to a shorter tunnel? I'm very dubious about the "re-attach Seattle to the waterfront" benefit that has been used to advance the cause of a tunnel. While the varying schemes for the public space are somewhat intriguing, the largest benefit seems to accrue to the owners of real estate east of the right-of-way. Since tax-increment financing is illegal in our state, I'd like to see some sort of direct jv investment by these land owners, since their property values will increase dramatically. Another concern I have is the lack of provision (it appears) for any sort of fixed mass transit along this route. Whether or not such a system can every get approved, it would seem prudent to build a replacement to the viaduct that would at least support such an opportunity (e.g., light rail/monorail for several miles n/s along the corridor). My preferences, then, in descending order: 1. Rebuild alternative 2. Aerial alternative 3. Bypass tunnel alternative 4. Tunnel alternative 5. Surface alternative Despite the higher cost of the tunnels, I believe they are better than trying to shoe horn huge traffic volumes onto a surface-only replacement. One of the biggest issues related to the surface systems is that they don't really address bypass or through traffic, which is a large percentage of total vehicle travel. The types of signalling or ped overpasses needed to maintain a high n-s traffic flow would, I think, largely undermine any visual benefit of removing the structure - you'd still have a "wall of traffic" separating the city from the waterfront.

I-286-002

I-286-003

Comments apply to:
All of the Alternatives

I-286-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-286-002

The alternatives analyzed did not include items other than those directly relating to replacement of the existing viaduct. High-capacity transit (HCT) developments are being addressed by other agencies, specifically Sound Transit. Potential HCT alignments that have been developed in the long-range plans for these agencies did not include the SR 99/Alaskan Way Viaduct corridor. HCT is not precluded from each alternative, but long-range state, regional, and local transportation plans do not envision HCT being deployed in this corridor.

I-286-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Conrad Kartanas
Address: 7011 16 Ave NE
City: Seattle
State: WA
Zip Code: 98115
Email: sarunas_kartanas@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-287-001 | I feel that either of the tunnel alternatives would be the best solution to this project.

Comments apply to:

Bypass Tunnel Alternative

I-287-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 tunnel alternatives. The project has evolved since the publication of the 2004 Draft EIS. 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. Please refer to the Final EIS for current information about the proposed build alternatives.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: GERALD KEENAN
Organization/Membership Affiliation (optional): _____
Address: 1950 ALASKAN WAY #232
City: SEATTLE State: WA Zip: 98101
E-mail: KEENAN@1@MSN.COM

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-288-001

I UNDERSTAND THAT THE STATE LEGISLATURE PASSED A BILL IN THE LAST FEW DAYS OF THIS YEAR'S SESSION THAT ELIMINATES THE AERIAL AND BYPASS OPTIONS. IF SO, WHAT IMPACT, IF ANY, DOES THIS HAVE ON THE PROJECT?

(Please use additional paper if you need further comment space)

I-288-001

The 2004 transportation funding bill passed by the state legislature includes a provision that prohibits WSDOT from funding any alternative which reduces capacity in the project corridor. Since the publication of the 2004 Draft EIS the project's alternatives have evolved. Please see the Final EIS for current project information. All alternatives under consideration in the Final EIS meet this requirement.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Robert Keeney
Organization/Membership Affiliation (optional): _____
Address: 124 NW 83rd St
City: Seattle State: WA Zip: 98117
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-289-001 I would prefer an aerial structure to a tunnel. If we cannot rebuild the existing structure then we should incrementally replace it with a new viaduct. I believe it could be done in such a way that the viaduct would be largely useable during the

I-289-002

(Please use additional paper if you need further comment space)

I-289-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-289-002

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

Construction. I envision new bridge supports built between the existing supports. Then, by use of temporary spans, similar to the adjusting spans at the Puget Sound Ferry docks we should be able to continue using the "old" part that remains as we build the new from one end to the other. This would require deck heights fairly near the heights of the existing decks.

Thank You for your consideration of my thoughts on this matter.

AWV Draft EIS Comment Form Results:

Name: H. W. Kerr
Address: One Union Square Suite 3600
City: seattle
State: wa
Zip Code: 98101
Email: wkerr@stoel.com
Affiliation (optional): Stoel Rives LLP

Would like to be added to the project mailing list?

Yes

Project Comments:

I-290-001 | I vote for the tunnel alternative, even though it is more costly and will take longer to build. In the long run, the tunnel will be better for Seattle because it will make the waterfront more useful and attractive. This will attract more visitors, business, and buildings to downtown.

Comments apply to:

Overall Project

Tunnel Alternative

I-290-001

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.

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

From: Alaskan Way Viaduct Web Site [mailto:viaduct@wsdot.wa.gov]
Sent: Thursday, April 01, 2004 7:58 AM
Cc: awvmail@enviroissues.com
Subject: AWV Draft EIS Comment Form

AWV Draft EIS Comment Form Results:

Name: Jude Kersey
Address: 10718 2nd Ave S
City: Seattle
State: wa
Zip Code: 98168
Email: jkersey55@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I ruly believe that the rebuild alternative is the better of the alternatives.

Comments apply to:

Rebuild Alternative

I-291-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-291-001 |

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

From: Billy King [mailto:billyking501@msn.com]

Sent: Sunday, May 23, 2004 12:37 PM

To: awvdeiscomments@wsdot.wa.gov

Subject: viaduct proposals

I-292-001

I prefer and support the vision of the viaduct as a car-free park! A boardwalk that would rival any in the world with a world class view. Dig a pay-tunnel underneath or better yet a bridge out in the harbor but please no Cut and cover tunnels or 8 lane waterfront solutions!
Billy King

I-292-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. If this alternative is selected, the City of Seattle would lead the redevelopment of the waterfront under a separate project, the Central Waterfront Project. As the project has evolved since 2004, please see the Final EIS for current project information.

AWV Draft EIS Comment Form Results:

Name: Kelly King
Address: 1560 17th Ave E
City: Seattle
State: WA
Zip Code: 98112
Email: womps@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-293-001

A no-highway alternative should be studied in the EIS without a doubt. Why isn't it included? I am writing with great hope that Seattle will be able to take advantage of a once in a lifetime opportunity to reconnect downtown to the waterfront. Our city made a bad decision back in the 1950's and now we have a chance to fix this mistake. By offering a no-highway alternative, Seattle has the possibility to show the world we are a Smart-Seattle. I am the mother of a three year old and looking into the future of all children. Let's show future generations that a connection to nature and the community is more important than the isolation of driving in a car. My family owns only one car, we frequently take the bus and walk everywhere, and my husband bikes downtown to his office. Let's encourage a CLEAN city. How many times have I and countless others stood in Victor Steinbrueck Park looking over the railing and thinking, "Seattle, what a great city except for this highway impediment my view and my way to the waterfront". I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. If we can save billions of dollars, keep downtown businesses running, redirect traffic and reclaim our connection to Elliott Bay all at the same time, let's do it! Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all. Let's not ignore the lessons other cities have learned the hard way. Let's avoid the billion dollar liabilities of a megaproject. Please, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

Comments apply to:
All of the Alternatives

I-293-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

6/26/2004

AWV Draft EIS Comment Form Results:

Name: Pippa Kiraly
Address:
City:
State:
Zip Code: 98112
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- 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.

Name: James Kirkpatrick
Address line 1: 1017 Minor Ave #1204
Address line 2:
City, State: Seattle, WA
Zipcode: 98104
Email Address: jlkirk77@hotmail.com

Add to Mailing List: yes

How to receive project news: by_email

I-295-001

Importance of Issues:
Scale of 1 to 5 (5 is most important)

DESIGN

Improve seismic safety: 3
Reconnecting downtown to waterfront: 5
Parks/open space: 5
Views while driving: 1

ECONOMICS

Cost of alternatives: 3
Funding sources: 3

TRANSPORTATION

Connections/circulation: 2
Transit service: 2
Pedestrian access: 5
Bike Trails: 3

ENVIRONMENTAL

Noise: 5
Land use along waterfront: 5
Air quality: 5
Water quality: 5
Fish and wildlife: 4
Hazardous materials: 3
Historic buildings: 4
Cultural resources: 4

CONSTRUCTION

Traffic during construction: 3
Access to and from waterfront during construction: 4
Displacements or relocations: 3
Other construction impacts: 3

What issues concern you the most about the Rebuild alternative?

We have lived with this eyesore for 50 years. Admittedly, it has been, and still is, a very important 'traffic mover' in our city, but it is time to address that need in a much different way. In the early years of its existence, over the 'busy' railroad tracks and dividing the downtown business district from the industrialized 'working' waterfront, the viaduct was, perhaps, not the stigma it is today. However, our city has changed. Downtown has become much more than just a 'business district' (although that is vitally important and should be a major consideration in any viaduct alternative). Thousands of people once again live downtown (a trend I'd like to see continue to grow) and even more visit the 'city center' for ever increasing cultural / sports events and an evening 'on the town'. The waterfront has become a destination for residents, visitors, and business people. It's really the biggest downtown park Seattle has and it could become so much better (!

I-295-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and ranking of issues. Your ideas regarding the connection of the waterfront to downtown and the waterfront's importance as a destination are noted.

I-295-001 Myrtle Edward's is wonderful, but how many people can get there on their lunch hour or want to stroll there after dark?). Downtown Seattle, in recent years, has become a very nice place to live - to call home. To rebuild "the wall" between downtown and the waterfront would be a major blunder. A 'black-eye' that would be there, for all to see, for a long time to come.

I-295-002 What issues concern you the most about the Aerial alternative?

It would be an even bigger eyesore than the present structure. And, with more traffic (and heavier trucks) a lot more noise would be generated. Seattle has been gifted with one of the most beautiful 'front doors' any city could ask for... Why ruin it by blocking it with a wall of concrete?

I-295-003 What issues concern you the most about the Tunnel alternative?

This alternative will probably present the greatest impact on waterfront access (cars, trucks, and people) during construction. I mean, after all, we are talking about one big ditch. Business, residents, and visitors will need to adjust and adapt -- and they will. Yes, it will cause some inconvenience but the gain will most definitely be worth the pain. I like the 'stacked' tunnel rather than the 'side by side' version. I think construction of it would reduce the amount of disruption in the area (and be a better seawall). However, cost and other construction issues might have considerably more to do with the version eventually (hopefully) selected so I'm open to input on the up/down or side/side version. However, a tunnel is definitely the way to go in my opinion.

I-295-004 What issues concern you the most about the Bypass Tunnel alternative?

If I read this one correctly, it still leaves far too much traffic on the surface. If you are going to build a tunnel, build it right.. A 'half and half' is not going to please anyone

What issues concern you the most about the Surface alternative?

The traffic performance and pollution issues with this option are a major concern. Stop and go traffic and up to three times the travel time. Has anyone given any thought to how much more air and noise pollution this will dump on the waterfront and the downtown area? The waterfront is a major 'pedestrian' location. Mixing a lot of surface traffic with that many people is asking for severe vehicle - pedestrian interaction (yes, even fatalities). Don't go there....

I-295-005 What opportunities about these alternatives most interest you?

We have a 'once in a lifetime' opportunity to do something for our city that will have an impact on Seattle for generations to come. So many times in our recent past, transportation and parks come to mind, we have let our children down. Yes, some of these viaduct 'alternatives' are expensive, but perhaps we should not be asking ourselves 'what's this going to cost me' but rather 'what's this going to cost them if we screw this up'.

I-295-006 Other Comments

I think that many of the benefits inherent in (or missing from) the various viaduct alternatives have been ignored in the EIS. OK, maybe not ignored, just omitted. Certainly, a reduction in noise and air pollution should be a consideration - a very important consideration. Aesthetic improvements are perhaps impossible to quantify, but no one can doubt that the dollar benefits to business (the tourist trade is no small entity in the local economy) and to property owners (yes, that relates to property taxes) should also be major considerations in this process. Beyond, the dollar calculations, there are a number of 'quality of life' issues. They are not easy to put into a budget, and their value probably varies as much as our citizens do, but the cost/value is there never the less.

I-295-002

Your objection to the Aerial Alternative is noted.

I-295-003

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-295-004

The project has evolved since the publication of the Draft EIS in 2004. The Bypass Tunnel and Surface Alternatives are no longer alternatives under consideration. Please see the Final EIS for current information about the build alternatives considered for this project.

I-295-005

Your comment regarding the importance of considering impacts to future generations is noted.

I-295-006

Please see Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS for a comparison of trade-offs and benefits between the three current build alternatives.

How many times a week do you use the Viaduct?

3_to_4

I use the viaduct to:

bypass-access

Tell us a little about your background. Please
check any of the following categories that apply to you and your
connection to the Viaduct:

-] Commuter
-] Cyclist/Pedestrian
-] Freight
- on] Neighborhood Advocate
-] Port
-] Rail
- on] Urban Design Advocate
-] Waterfront business



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: VIRGINIA KIEN

Organization/Membership Affiliation (optional): _____

Address: _____

City: SE State: _____ Zip: 98121

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-296-001

I like the tunnel alternative the best. I'd like our waterfront area to look nice. :)

(Please use additional paper if you need further comment space)

I-296-001

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.

AWV Draft EIS Comment Form Results:

Name: Lori Kittredge
Address:
City:
State:
Zip Code: 98070
Email: lori.kittredge@metrokc.gov
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-297-001

The viaduct has long been a sore spot in our City beauty, it's extremely noisy and dirty. This is a wonderful opportunity to build a Tunnel which would allow us to develop a beautiful waterfront that would enhance our City. I use the viaduct, and would pay a toll to help pay for additional costs for a tunnel.

Comments apply to:

Tunnel Alternative

I-297-001

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.

Daniel E. Klein, MD
1425 Western Avenue, Suite 303
Hillclimb Court
Seattle, WA 98101
danielklein@earthlink.net

RECEIVED
JUN 02 2004
AWWSP Team Office

May 30, 2004

Ms. Allison Ray
Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

SR 99 - Alaskan Way Viaduct and Seawall Replacement Project
Draft Environmental Impact Statement Comment – May 30, 2004

I live and work at Hillclimb Court, which is located at 1425 Western Avenue and is directly adjacent to the Viaduct project site. Hillclimb Court condominium complex is a mixed use residential/commercial building.

I-298-001

My concerns for the Alaskan Way Viaduct project are as follows:

1. I am deeply concerned about the structural integrity of the existing Alaskan Way Viaduct structure and the seawall, and I implore you to take immediate action to adopt an alternative and move forward with it.
2. **I feel that the tunnel alternative is the best alternative of those cited in the EIS.** I think it is important that WSDOT preserve an alternate north-south highway corridor between Elliott Bay and Lake Washington and the tunnel allows for that most effectively. The surface alternative does not allow for that at all and the bypass tunnel compromises that capability.

I-298-001

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-298-001** | 3. The tunnel alternative will also provide the best quality of waterfront experience for residents, businesses and tourists alike. The character and views in the permanent condition will be of great benefit and an incredible improvement over the existing condition. It will be a visual and noise relief to have no aerial structure along the waterfront.
- I-298-002** | 4. Establish a forum for residences and businesses adjacent to the project site to work with the design team to assure that the concerns about construction impacts are met.
- I-298-003** | 5. Noise: Limit construction noise that exceeds the City of Seattle residential nighttime noise regulations to non-residential areas of the project site. Appendix F states that City noise levels are expected to be exceeded in the nighttime and this is not acceptable in a residential area.
- I-298-004** | 6. Traffic: We are concerned about increased traffic on Western Avenue caused by any detours to SR 99. Southbound traffic should be diverted before reaching the Pike Place Market area, perhaps at Broad or Denny Way, thereby preventing additional congestion in the vicinity of Pike Place Market. All changes in traffic need to be clearly identified.
- I-298-005** | 7. Parking: It is necessary for my business to have easily accessible parking for my clients even during all phases of construction.
- I-298-006** | 8. Develop a clear process by which claims for any damage to adjacent properties can be made and fully compensated. Full disclosures of project insurance levels or self insurance of WSDOT should be made.

I-298-002

The project team uses several communication and public involvement tools (outlined in Appendix A, Public Involvement Discipline Report) to gather input and help shape the project throughout design and construction. There are opportunities to attend public meetings and community events to learn more about the project and multiple ways to contact the project team with any questions or concerns including hotline (1-888-AWV-LINE) or e-mail (viaduct@wsdot.wa.gov).

In addition, many forums are in place to provide feedback to the project team:

- North and south portal working groups exist today. They have been meeting since May 2009, and they do not have a firm end date.
- Maintenance of traffic meeting in the south end discusses upcoming construction and potential traffic impacts. This includes stakeholders as well as the contractor and staff from the project office.
- Construction outreach tools such as distributing (often in person) notices to adjacent businesses and residents about upcoming work, regular construction reports on the website, and e-mail updates.
- Other resources: 24-hour hotline, the website, viaduct e-mail for comments or questions, community briefings, information booths and community events. Many of these tools are used as opportunities to have dialogue or discuss any issues with stakeholders or neighbors.

I-298-003

Several individuals and organizations have made the suggestion that construction noise associated with the Alaskan Way Viaduct Replacement Project that exceeds the City of Seattle residential nighttime noise regulations should be limited to non-residential areas. The construction plans evaluated for noise and vibration are described in Appendix B, Alternatives Description and Construction Methods

- I-298-007 | 9. Phase construction adjacent to Hillclimb Court to maintain parking garage exit access onto Alaskan Way. Integrate safe access into final design.
- I-298-008 | 10. Provide adequate dust control during demolition.
- I-298-009 | 11. **Develop programs to keep area businesses alive during the project period. Having people continue to access the area shops and restaurants will enhance the safety of the adjacent neighborhoods.** Consider mitigating impacts to neighborhood business with a public information campaign.
- I-298-010 | 12. Locate Pike Street Ventilation Building and its stacks someplace other than the Pike Place Market Hillclimb residential area. The EIS needs to address the release of concentrated pollutants and their effect on a residential property directly adjacent to the proposed ventilation stack. What are the effects of constant exposure to the plume from the ventilation building? What type of particulate matter will be released and what are the health risks? Ross Manor and Heritage House are neighborhood homes for the elderly, and many children play in the Hillclimb Court courtyard and in Pike Place Market Daycare. They should not be exposed to concentrated airborne pollutant levels with the greater associated health risks that would result from the ventilation stacks. The EIS should also address the change in character of the ambient noise resulting from the frequency and steady sound of the fans. These concerns should affect a location for the building to a non-residential area. There are many options further south of the currently proposed location so it is not located next door to people's homes.

Thank you for your consideration of these matters.

Discipline Report, of the Final EIS. While actual construction plans and activity sequencing could differ from this evaluation, the locations and types of activities would be similar under the final sequence. This means that there is some flexibility in the proposed construction plans.

Construction of the project may require nighttime construction activities, and the City may require a Major Public Project Construction Noise Variance. Construction noise mitigation requirements would be developed and specified in the noise variance.

I-298-004

The project team recognizes the sensitivity of the Pike Place market area and is developing traffic management plans with that in mind. Subsequent construction transportation management planning, described in Chapter 6 of the Transportation Discipline Report, Appendix C of the Final EIS, identifies the impacts of construction and evaluates different mitigation measures. Analysis of the various proposed detour plans shows that traffic will primarily shift to city arterials other than Western Avenue, such as First, Second, Fourth, and Fifth Avenues. More information will be available as construction staging plans are further developed.

I-298-005

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over

1425 Western Avenue
Hillclimb Court
SR 99 – Alaskan Way Viaduct and Seawall Replacement Project Draft EIS
Comment
May 28, 2004
Page 4

Sincerely,



Daniel E. Klein, MD

the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-298-006

WSDOT is currently preparing a claims process that would address any damage to property directly related to the Bored Tunnel Alternative. This information will be given to individual property owners that may be affected by the project. WSDOT plans to install an array of monitoring equipment to alert the construction team of any settlement which would be used in the claims process.

I-298-007

The lead agencies plan to maintain access to businesses and

residences throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable. Mitigation measures for parking, pedestrian and vehicle access, and business assistance are discussed in Chapter 8 of the Final EIS. The project team will continue their coordination and mitigation activities with local businesses and residents, freight/delivery companies, the Port of Seattle, neighborhood groups, and other affected groups.

I-298-008

Dust will be controlled during construction using applicable best management practices (BMPs). Specific mitigation measures for air quality are presented in Chapter 8 of the Final EIS.

I-298-009

Mitigation measures to address construction effects on businesses are discussed in Chapter 8 of the Final EIS.

I-298-010

An exhaust stack near Pike Place Market is no longer included in any of the alternatives. The preferred Bored Tunnel Alternative would have two tunnel operations buildings that include exhaust stacks. One building would be located in the south portal area near Alaskan Way S. and Railroad Way S., and a second building would be located in the north portal area near 6th Avenue and Harrison Street.

AWV Draft EIS Comment Form Results:

Name: Joanne Klein
Address: 5321 33rd ave. s.
City: seattle
State: wa
Zip Code: 98118
Email: joanneklein49@netzero.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-299-001

why do we need a tunnel? the only folks who will prosper from this will be the wealthy land developers and the years of construction workers... Those of us who will use the viaduct will be underground, unhappy and unable to change anything.
I think it stinks that the beauty of the overhead road with it's gorgeous view of the sound is being fought, and again, it smells of money and not what really is best for the people.

Comments apply to:

Rebuild Alternative

Aerial Alternative

I-299-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

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

From: Edkloth537@cs.com [mailto:Edkloth537@cs.com]

Sent: Wednesday, April 28, 2004 4:24 PM

To: viaduct@wsdot.wa.gov

Subject: My Comments

I-300-001

I can remember when the viaduct was built and I have used it ever since. I currently reside in Ballard and it is the best way for the folks living in the Northwest part of the city to go south including the airport. We all have known for many years that the original design did not include earthquake. For at least the last 10 years the fix has not been for safety or for moving traffic through the city, it has been strictly political. A former mayor had property on the waterfront that would be affected by the fate of the viaduct. The concern has been everything but doing the fix quickly, before a lot of people are killed if it fell down. The pictures of a similar structure in Oakland was very unsettling.

I-300-002

It's time to fix it now. If money is a problem, why can't Senator Murray get us some federal money? The best fix is to replace it with an earthquake safe 6 lane elevated structure.

Remember, almost all of the people that use the viaduct are city and King County voters. Mayor Nickels and Ron Sims are going to have a lot of explaining if the thing collapses and the fix delay was their politics.

Thanks, Ed Kloth

I-300-001

The lead agencies agree there is an urgent need to make the facility safe for public use. Federal funding is a substantial part of the total funding package.

I-300-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Kay Knapton
Organization/Membership Affiliation (optional): West Seattle Junction Assoc.
Address: _____
City: _____ State: _____ Zip: 98146
E-mail: wsja@wsjunction.com

Check here if you would like to be added to the project mailing list.
already on it

I. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-301-001

Do it right - go for the best solution to our transportation problems. Think about what our legacy to our children & grandkids will be if they have to cement an inferior project.

(Please use additional paper if you need further comment space)

I-301-001

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.

AWV Draft EIS Comment Form Results:

Name: John Koriath
Address: 10607 SW 112th St
City: Vashon
State: wa
Zip Code: 98070
Email: jjk@fullc.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution
-- fixing the larger transportation network instead of building a new highway.

Comments apply to:

I-302-001

I-302-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Ceren Kopusuzoglu
Organization/Membership Affiliation (optional): _____
Address: 7934 34th NW
City: Seattle State: WA Zip: 98117
E-mail: _____

Check here if you would like to be added to the project mailing list.

i. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-303-001 What are your comments about the project?

I think its wrong to include unthought-out improvements north of Battery St Tunnel in this process. We need to cut this down so we can afford to get it going. Mercer/Thomas St improvements belong in S. Lake Union Plan.

(Please use additional paper if you need further comment space)

I-303-001

The project alternatives have been changed and refined since the publication of the Draft EIS in 2004. Please see the Final EIS for information about how each build alternative addresses improvements to the area north of the Battery Street Tunnel.

Constituent:Karl Kraber
Home Phone: 206-276-2155
Business Phone:
E-mail: karl.g.kraber@boeing.com
Address: , Seattle, WA 98177.

Subject: Viaduct ideas
Location: N/A
Workflow ID: 107642

I-304-001 Description: Mayor, Perhaps I simply missed it among the alternatives considered for rebuilding the viaduct, but has a combination viaduct/tunnel been considered? Rather than an "all above the surface" or "all below the surface," construct one level of viaduct with traffic going in one direction and one depth of tunnel with traffic going in the other direction, both within the existing footprint of the current viaduct. It reduces the height of the double viaduct option and reduces the cost of the tunnel only option, while not impinging on lateral uses. With current technology, a new viaduct does not have to seem so "big" and intrusive. In fact, the surface area under the viaduct could be landscaped/shaped in a way that enhances its use and brightens up the area currently in the shadows of the current structure. Seems to me it mitigates some of the view and cost concerns. Sincerely, Karl Kraber

Thank you very much!

I-304-001

Thank you for your suggestion. Many options were looked at during the initial phases of the project's screening process. This process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts and seven seawall concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the Supplemental Draft EISs and Final EIS. The alternatives analyzed include a range of viaduct repair and replacement designs with some elements of earlier concepts combined with other design structures as the engineering team looked at feasibility, cost, and other criteria.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Stanley C. Krohn

Organization/Membership Affiliation (optional): _____

Address: 3407 FAUNTLEROY AV SW

City: SEA State: WA Zip: 98126

E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-305-001 What are your comments about the project?
Need To Rebuild Existing

I-305-002 ? On Traffic Impacts for All Proposals

(Please use additional paper if you need further comment space)

I-305-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-305-002

Appendix C, Transportation Discipline Report, of the Final EIS provides updated information about long-term traffic impacts (once the project is built) and short-term construction impacts.

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

From: KSM44@aol.com [mailto:KSM44@aol.com]

Sent: Thursday, April 22, 2004 11:55 PM

To: viaduct@wsdot.wa.gov

Subject: Draft EIS

I-306-001

As a resident of Waterfront Landings on Alaskan Way, I have grave concerns about the construction of a "temporary" roadway during the replacement of the Alaskan Way Viaduct. In my opinion, anything longer than six months to a year is not "temporary". The longer the "temporary" structure stays in place, the less "temporary", and more "permanent", it becomes.

I-306-002

I have attended a previous meeting where the replacement options were presented. There is another option that is rarely mentioned or discussed, and that is to NOT replace the Viaduct at all. It has come to the end of its useful life of many decades. Over those many years, the city of Seattle has changed dramatically, and I doubt that such a roadway would even be considered, much less approved, today.

This is a VERY short piece of roadway, that bears a VERY high cost. My suggestion is to close the Viaduct for one year, and study the resulting traffic patterns. The information gleaned from this circumstance would help to determine more clearly where and how to move traffic through, and around, the city. The current Draft EIS does not adequately discuss or address this option, nor ALTERNATIVES for shorter construction periods, traffic flow during construction, economic impacts in the construction zone, and what to do with displaced spaces for parking, taxis, buses, etc.

Replacing this short stretch of road at such an incredibly high cost is not acceptable. In addition, the fact is that the Waterfront District has changed. It is no longer an empty wasteland suitable only as a transportation corridor. There are now new businesses, a new hotel, our residential complex, Pier 66, the cruise terminal, the Victoria Clipper, the Port of Seattle building. The Viaduct served its purpose for many years, but it is time to implement a new vision for Seattle, as it is TODAY - not 40 years ago.

Thank you for your consideration.

Sincerely,

Karan Merola Krueger

206/239-0793

I-306-001

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-306-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Contact Date: 5/28/2004

Contact Type: Gov. Web Page E-mail

From: Karen Merola
2000 Alaskan Way
Seattle, WA 98121

Email Address: ksm44@aol.com

Importance: High

Comments:

Alaskan Way Viaduct

I am writing to urge you to help take advantage of an opportunity for Seattle. The end of the useful life of the Alaskan Way Viaduct offers us a chance to reclaim our connection to Elliott Bay. Other cities have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar cost of a megaproject for a very short stretch of road. We owe it to ourselves to rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

Karen Merola

AWV Draft EIS Comment Form Results:

Name: Karen Merola
Address:
City:
State:
Zip Code:
Email: ksm44@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I am writing to urge you to help take advantage of an opportunity for Seattle. The end of the useful life of the Alaskan Way Viaduct offers us a chance to reconnect the city to Elliott Bay. Other cities have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar cost of this megaproject. We owe it to ourselves to rethink the way we provide view Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

I-306-002

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

From: Linda Lagasca [mailto:llagasca@cpcwa.org]
Sent: Monday, May 03, 2004 11:52 AM
To: viaduct@wsdot.wa.gov
Subject: Viaduct

I-307-001

The rebuild or aerial alternatives for addressing the viaduct problems seem to be the most viable.

Linda Lagasca
2522 Dexter Ave. North
Seattle, 98109

I-307-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild or Aerial Alternative. While rebuilding the viaduct is not prudent, elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: David Lauer
Address: 2000 Alaskan Way, #353
City: Seattle
State: WA
Zip Code: 98121
Email: marcom_pro@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-308-001** | Public hearings did not exist. Format was an open house with no opportunity for public comment. All comments were given in private formats -- such as online, written, or through transcription. I believe true open forums should have key representatives involved in the planning of the project in attendance and monitoring the discussion(s). Draft EIS is deficient in evaluating impacts of lost parking and waterfront access for residents and visitors to the waterfront, both during the proposed construction process as well as once the project is completed. Draft EIS is deficient in identifying costs and construction period impacts of the proposed "flyover". In addition, draft EIS does not address the impact on the north waterfront area (Pike to Broad) in terms of noise, visual pollution, traffic impact during construction of the flyover and subsequent periods of viaduct construction as well as during the period of removal of this unsightly edifice. Draft EIS is deficient in evaluating impacts of construction on pedestrian traffic and safety on the waterfront. Draft EIS is deficient in evaluating impacts of dirt and noise pollution on the waterfront area during the proposed construction. Currently I am leaning toward no replacement and the demolition of the existing viaduct.
- I-308-002** |
- I-308-003** |
- I-308-004** |

I-308-001

We understand that members of the public may prefer different ways to share their comments. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team. The program team often holds open house-format public meetings to provide as much flexibility as possible to the public. With an open house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

I-308-002

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors

- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-308-003

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

The project has evolved since 2004. Please see the Final EIS for current information about potential effects of the project in Chapters 5 and 6 and the mitigation measures proposed to address these effects in Chapter 8.

I-308-004

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing

the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Marilyn Lauer
Address: 2000 Alaskan Way, #353
City: Seattle
State: WA
Zip Code: 98121
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-309-001 I do not support replacing the viaduct. I do support tearing it down and investing any transportation funds in expanding I-5 and our east/west transportation corridors...widen 520. I particularly do not want to see any viaduct construction, if so decided, prior to completion of other transportation projects (light rail/monorail). Their completion is necessary to mitigate and evaluate transportation requirements for WA-99 through Seattle. I'm opposed to continued use of an outdated tunnel (Battery Street Tunnel) that would funnel traffic toward an outdated and restrictive laned bridge (Aurora bridge). Let's encourage traffic to go into downtown or around it and open up our waterfront for the public to enjoy.

Comments apply to:
Overall Project

I-309-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: David Laxdall
Organization/Membership Affiliation (optional): _____
Address: _____
City: _____ State: _____ Zip: 98146
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-310-001 What are your comments about the project?

The present Viaduct serves West Seattle - Ballard - Downtown traffic efficiently. Don't mess with it. The present Viaduct is beautiful. Let the tourists learn to appreciate art. Fix the sea walls as cheaply as possible.

(Please use additional paper if you need further comment space)

I-310-001

Thank you for your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current project information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Eleanor Laxdall
Organization/Membership Affiliation (optional): Resident W. Seattle
Address: 3525 SW Seattle
City: Seattle State: Wash Zip: 98146
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-311-001

What are your comments about the project?

*I appreciate what we have: convenient exits, views
seamless trip from Spokane St to downtown Seattle.
Probably too expensive - but remember we will this time improve
Seattle's livability & business economic growth -
The surface alternative will stagnate us all of downtown
Seattle - just not sensible for a prosperous city -*

(Please use additional paper if you need further comment space)

I-311-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-312-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comment.

AWV Draft EIS Comment Form Results:

Name: Leanne Leith
Address: 804 James St. Apt. C-405
City: Seattle
State: WA
Zip Code: 98104
Email: sullengrrl@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

It's time to connect Seattle to the waterfront!

Comments apply to:
Tunnel Alternative

I-312-001 |

AWV Draft EIS Comment Form Results:

Name: John Lemr
Address: 6326 50th Ave. SW
City: Seattle
State: WA
Zip Code: 98136
Email: jlemr@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The best alternative is to place the roadway underground. Build the tunnel. Everything else is a compromise. I am sick of Seattle transportation projects that attempt to: A. Satisfy everyone; and B. Spend as little money as possible. First of all, you will never satisfy everyone. Make the best decision for the city, stop looking at stupid polls, and move ahead. Secondly, any decent proposal will cost a lot of money. The real question is what will the expenditure buy? If the answer is limited to roadways, then the money is not well spent. If the answer is roadways, quiet waterfront, new potential sites for development, an expanded tax base, new pedestrian open space, then the money is worth it. This can be an enduring legacy: Fifty years from now, no-one will care what it cost.

Comments apply to:
Tunnel Alternative

I-313-001

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-313-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: John LEONARD
Organization/Membership Affiliation (optional): citizen
Address: _____
City: West Seattle State: _____ Zip: 98116-3942
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

I-314-001 What are your comments about the project?

My preference is 'Aerial.' Make it a thing of beauty!

I understand that it has the longest construction period, but I also understand that my north-south corridor is open the whole time.

The price is right, too.

I-314-002 There is a sixth alternative: REPAIR SEAWALL - TEAR DOWN VIADUCT - BUILD FLOATING BRIDGE
(Please use additional paper if you need further comment space)

I-314-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-314-002

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: LESTER M. KERROSS
Organization/Membership Affiliation (optional): _____
Address: 2000 ALASKAN WAY #550
City: SEATTLE State: WA Zip: 98121
E-mail: NEWHEART1997@MSN.COM

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-315-001

THE BATTERY STREET FLYOVER DETOUR SIMULATION
AS SHOWN ON PAGE 143 EXHIBIT 10-11 IS A HORRIBLE
CONCEPT. IT RUNS IMMEDIATELY IN FRONT OF OUR
CONDOS AND WOULD MAKE LIVING THERE IMPOSSIBLE

(Please use additional paper if you need further comment space)

I-315-001

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Stacie Leskosek
Organization/Membership Affiliation (optional): _____
Address: _____
City: _____ State: _____ Zip: 98116
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-316-001

The tunnel seems to be the best alternative -
Surface compromises too many things.
I vote for opening up our waterfront

(Please use additional paper if you need further comment space)

I-316-001

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.

AWV Draft EIS Comment Form Results:

Name: Art Lewellan
Address: 3205 SE 8th #9
City: Portland
State: Or
Zip Code: 97202
Email: Lotilivo@peoplepc.com
Affiliation (optional): The Seattle Circulator Plan

Would like to be added to the project mailing list?

Yes

Project Comments:

I-317-001

Despite my Portland address, I've regularly visited Seattle to analyze the Link LRT, Greenline monorail, Lake Union Streetcar and the Viaduct transportation projects; I am outspoken pro-rail in Portland and around the nation. The Seattle rail projects mentioned above are all the worst case examples of preposterously faulty engineering I have ever seen. The Link LRT Bypass of South Center is a grievous, multifaceted error that cannot be corrected with a spur. The Lake Union Streetcar is better routed into the DSTT at Convention Place Station, NOT on Westlake to Westlake Mall. The best monorail route to Ballard is via one of the "East Alternative" options, NOT Interbay. The best monorail route through downtown is along I-99/Alaskan Way, Battery Street to Lake Union and the East Alternative. These Waterfront routes have many advantages: optimal destination station siting for ridership/revenue, view preservation, development opportunities, construction cost savings, etc etc. The 2nd Avenue route is too constrictive, too disruptive for monorail. 2nd and nearby 3rd are already well-served with transit, but the Waterfronts are neglected. Duuh. Pardon my French. I support undergrounding the viaduct. There should be NO EXIT-ENTRANCE in the Central District. An interchange near Royal Brougham is sufficient, and, the entrance/exit off Western and Elliott can remain if rebuilt so I-99 will run UNDER these streets. A Bell or Battery Street tunnel keep it simple. Washington State and Seattle Transportation planning agencies are SO SCREWED-UP, a public REVOLT is inexorable. Incompetence, ignorantly or willfully committed by various special interests, purposefully enact criminal malfesance and MUST BE ROOTED OUT or Seattle economy and culture will continue to STAGNATE. A good start might be to relocate Hammering Man to Gasworks Park. The context of its current is an insult to 'us' flatblack, featureless, 2-dimensional citizens who actually live by strenuous, monotonous toil rather than office tower button-pushing, paper-shuffling cocktail luncheons and deal making. Hammering Man does not feel at home in the Seattle culture mayhem-grovel and wants to move where he'll feel more useful. I feel so sorry for Seattle. Get your act together! Start by unplugging Sound Transit and merciless scrutinize WSDOT and Seattle transportation agency troglodytes.

I-317-002

I-317-003

Comments apply to:
Overall Project

I-317-001

Thank you for your comments. Please note that the Seattle Monorail Project has been cancelled.

I-317-002

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-317-003

Your comments are noted. FHWA, WSDOT, and the City of Seattle (the lead agencies), along with a host of transit agencies, are endeavoring to improve our local and regional transportation system.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: John Lewis

Organization/Membership Affiliation (optional): _____

Address: 9246 26th Ave S.W.

City: Seattle State: WA Zip: 98106

E-mail: johnlewis11@comcast.net

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-318-001

*Great opportunity to restore central waterfront
from visual eyesore
also reduce noise pollution*

Build the tunnel !!

(Please use additional paper if you need further comment space)

I-318-001

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.

AWV Draft EIS Comment Form Results:

Name: John Lin
Address: 2743 36th Av. SW
City: Seattle
State: WA
Zip Code: 98126
Email: matapan@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-319-001

The tunnel alternative is the option which has something for everyone. This alternative recognizes the importance of SR-99 as an important alternative North-South major transportation corridor for moving people and freight to areas north and south of Seattle. At the same time, this alternative also recognizes the importance some people in the community place on improving the waterfront environment in downtown Seattle, with the removal of a major industrial element across the waterfront. While some might say that the tunnel option costs too much, it is important to recognize that none of the options presented are cheap, and the benefits of spending the incremental amount to improve aesthetics at the same time as solving the mobility problem will provide many benefits in livability and attractiveness which are not characterized fully in the EIS. Seattle has a track record of underengineering major civic projects in the city, from the four lane Evergreen Point Bridge built with no shoulders to the Kingdome, which had a lifespan of less than 25 years. It is time to break this trend and build infrastructure that can be depended on for many generations. Paying for the tunnel option now is a good investment for everyone living here, new and old.

I-319-001

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.

AWV Draft EIS Comment Form Results:

Name: Ed Lincoln
Address: 19235 N.E. 149th St.
City: Wailea, Maui
State: WA
Zip Code: 98077
Email: connicoln@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-320-001

As a long term resident of the Greater Seattle area, if the project cannot be shored up safely, my vote would be to tear it down and shift the traffic to I-5 in the best way possibly. After visiting Boston and experiencing the mess of traffic and the cost overruns of the BIG Dig that will haunt the citizens of Boston for many years to come. I vote against the tunnel. While visiting Rio de Janeiro, one of their treasures is the viaduct free, freeway free waterfront drive and beautiful walkway. The distance from the tall buildings to the piers is about the same and they created two one way streets with a divider in between that is servicable and functional. Traffic speeds are about 25 mph and it moves well through the area. It is beautiful and enhances the city. The route is by Copacapana Beach if you would like to further research this idea. Seattle could make the waterfront it's treasure for the citizens and visitors. Taking the viaduct down would improve the look o! f the city. Let's not drag out a debt that will affect our children and grandchildren for many years to come and be fiscally responsible.

I-320-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Kirby Lindsay
Organization/Membership Affiliation (optional): _____
Address: 465 N 36th
City: Seattle State: WA Zip: 98103
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-321-001 What are your comments about the project?

I don't see why the Seawall is part of this package - it seems to make it more expensive. The Tunnel addresses only a short part of Seawall and that has to be the most expensive way to do it. Can't we (as Seattle) do our own Seawall!

I-321-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. If either the Cut-and-Cover Tunnel Alternative or Elevated Structure Alternative is selected, the seawall would be replaced as part of the alternative because the outer wall of the cut-and-cover tunnel would serve as part of the new seawall and for the elevated structure, the new seawall is needed to support the soils in which the new foundations would be placed. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

AWV Draft EIS Comment Form Results:

Name: Andrea Linsky
Address:
City:
State:
Zip Code: 98119
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-322-001

The plan for to rebuild the viaduct is short-sighted. There needs to be a better review of how to use alternative transportation and routes to build a city that celebrates it's waterfront and downtown neighborhoods and not another large highway that cuts the city in half.

I-322-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Ned Logan
Address:
City:
State:
Zip Code: 98103
Email: ned155@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-323-001

After reviewing the choices on the wsdot web site I feel there are two choices that are far superior, Aerial and Tunnel. I have lived in Seattle my entire life and the Alaskan way viaduct is easily one of my favorite roads, the fresh sea air and views are amazing. I think it might be time to go underground now though; the tunnel plan seems the best. My only fear is the City handing the open space created by the tunnel project to developers. The open space should be public, either a greenbelt or a park or something public. No more condos!

Comments apply to:
Tunnel Alternative
All of the Alternatives
Aerial Alternative

I-323-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial and 2004 Cut-and-Cover Tunnel Alternative. The Aerial Alternative is no longer under consideration, but elements of this alternative have been incorporated into the Elevated Structure Alternative in the Final EIS. 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.

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

From: Lopuszynski, Barbara [mailto:Barbara.Lopuszynski@METROK.COV]

Sent: Wednesday, April 28, 2004 1:14 PM

To: 'viaduct@wsdot.wa.gov'

Subject: viaduct opinion

I-324-001

Hello,

My opinion is that the viaduct should be torn down and not rebuilt. Whichever is more cost effective, tunneling or expanding I-5, should replace it. I believe that opening up the waterfront will move Seattle from a nice place to visit to a renowned tourist attraction. The revenue from tourist activities would offset the cost of an alternative road.

Sincerely,

Barbara Lopuszynski

[Barbara Lopuszynski](#)

Strategic Technology Planner, Paratransit/Rideshare Operations

King County Metro Transit

400 Yesler, M.S. YES-TR-0700

Seattle, WA 98104-2628

206-263-6392

I-324-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Robert Lynn
Address: 12819 SE 38th St, #227
City: Bellevue
State: WA
Zip Code: 98006
Email: milleniumquest04@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-325-001 It is my longstanding belief that the Tunnel Alternative is the best alternative for traffic, improvement of the downtown Seattle area and in the long run, the most efficient use of funds.

Unlike many large cities, the downtown area of Seattle is NOT its best feature. There are many competing interests along Alaska Way. This project offers the opportunity to develop a beautiful link between the downtown area and the waterfront. Its time that seeing downtown Seattle closeup is better than seeing it from a ferry in the middle of the Sound. While I have to admit that there are some beautiful views from the Alaska Way viaduct, it is quite obvious that sightseeing in the middle of a highway is an extreme hazard.

Placing the highway underground will allow so much better use of the surface, and elevated viewing sites can be developed to make a visit to the Seattle waterfront a genuinely enjoyable experience.

Comments apply to:

Tunnel Alternative

I-325-001

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.

AWV Draft EIS Comment Form Results:

Name: Mimi MacLeod
Address: 2562 Thorndyke Ave. W., #102
City: Seattle
State: WA
Zip Code: 98199
Email: mimitini@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-326-001 Leave it as is and do retrofitting like what has been done on the Aurora Bridge and the freeway bridge over the canal. We can't afford to lose a major arterial through the city, transportation-wise and money-wise. We should be concentrating on the other transportation plans before we mess with another one! That's the problem with this city - way too many cooks in the kitchen! Too many ideas and nothing gets done.

Comments apply to:

Other Topic: Leave it as is

I-326-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Jennifer Macuiba
Organization/Membership Affiliation (optional): _____
Address: _____
City: _____ State: on file already Zip: 98117
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- All of the Alternatives
- Rebuild Alternative
- Aerial Alternative
- Tunnel Alternative
- Bypass Tunnel Alternative
- Surface Alternative
- Seawall
- Construction Impacts and Mitigation
- Other

RECEIVED
JUN 07 2004
AWSP Team Office

What are your comments about the project?

- I-327-001** To me I fail to see the need to bundle the widening of the Mercer St overpass into this project. I consider it a State Union project not viaduct ~~part~~ / waterfront project
- I-327-002** Access to Ballard, Magnolia, Interbay must be maintained regardless of the alternative
- I-327-003** Thank you for considering bicycle & pedestrian safety & access

(Please use additional paper if you need further comment space)

I-327-001

The purpose and need of the project was revised to include improving SR 99 from the Battery Street Tunnel north to Roy Street in the 2006 Supplemental Draft EIS. This revision to the purpose and need addresses safety and access issues within the SR 99 corridor and in adjacent neighborhoods.

The project has evolved since the publication of the Draft EIS in 2004. Please see the Final EIS for current information about the configurations of the proposed build alternatives.

I-327-002

The lead agencies understand the importance of maintaining adequate connections to Ballard, Interbay, and Magnolia. The preferred alternative, the Bored Tunnel Alternative, provides these connections.

I-327-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comment.

I-328-001

May 27, '04
3415 Western Ave. #513
Seattle, Wa. 98121

The Director
Wash. State Dept. of Transportation
Dept. of Transportation Bldg.
Olympia, Wa. 98504

Dear Director:

Please consider the enclosed excellent report as a reflection of our opinion with respect of the Seattle viaduct question. As long-time residents of the downtown area we have long pondered the terrible mistake of building this viaduct in the first place. It was absolutely criminal to separate the people from their waterfront as does this viaduct. It would be even more criminal to repeat this same mistake by now rebuilding the viaduct. The enclosed article provides the broad outline of an

acceptable alternative at this time.

Sincerely yours
Tabmon R. and Marian Mager
etc.

I-328-001

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.

Post-Intelligence may 27, 04

Full tunnel will enhance waterfront

BRIAN STEINBURG

Guest columnist

With every mega-project comes a "mega-document." Such is the case of the "Alaskan Way Viaduct and Seawall Replacement Project Draft Environmental Impact Statement" (DEIS).

The DEIS presents multiple viaduct and seawall replacement alternatives for civic comment. Now is the time to provide the guidance that will shape our waterfront for future generations. It is time to ask, "What should the central waterfront be like when we replace the viaduct?"

To answer this, we must address two main questions: What option should be selected as the viaduct's replacement and how should the waterfront be designed once the project is complete?

If we are to spend \$3 billion to \$4 billion to replace the viaduct, the waterfront should be better off when construction is finished. Five replacement options are being studied: rebuild, new aerial, bypass tunnel, full tunnel and surface. The surface alternative will make the central waterfront another traffic-clogged Aurora; the aerial alternative is even worse, scaling in at 1.5 times larger than the current viaduct and further encroaching upon the piers with a wall of concrete, noise and shadow. Only the full cut-and-cover tunnel would allow the waterfront to become a great public, regional amenity.

Public design charrettes sponsored by Allied Arts and the city have highlighted some common themes for an improved waterfront:

► **Neighborhood connections:** Providing active workplaces, residences and recreational activities that bring the character of each neighborhood to the waterfront day and night.

► **A grand market terrace:** A lid over the viaduct as it emerges from the tunnel at Pine Street headed north will enable a direct pedestrian connection from the waterfront to the Pike Place Market. Landscaped terraces from the Market to the waterfront would make you forget a major freeway is below. This would allow Steinbrueck Park to expand, providing new downtown open space and stunning views. The high-speed 90-second whiplash view from the viaduct would pale in comparison to this leisurely pedestrian experience.

► **A place for parks:** Alaskan Way should be configured to create a wide swath of park space near Pike Street and south of Colman Dock. These parks could be linked with a wide promenade and series of plazas through the central waterfront.

► **Touch the water:** There is an innate human desire to access the water. In a city surrounded with water, it is vital to our identity to physically connect to and interact with this precious resource.

► **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.

When developers threatened Pioneer Square and the Market with parking lots and slab office towers, Seattle said no. Today, another Seattle treasure is threatened. We must raise our voices and proclaim we want and deserve more from our tax dollars than an ugly freeway and a blighted waterfront. With a little vision, a single investment could improve traffic and create a social and economic asset on our waterfront.

Now is the time to voice your desires for the waterfront and critiques of the DEIS. Contact the state Department of Transportation by Tuesday to record your comments. Access the comment form at www.wsdot.wa.gov/projects/viaduct/deis/chapter1_1.htm.

Brian Steinburg is a member of Action: Better City and producer/co-director of the film "Viaduct? What Viaduct?" which can be seen on the Seattle Channel Web site: www.seattlechannel.org/issues/viaduct.htm.

AWV Draft EIS Comment Form Results:

Name: Michael Maher
Address: 723 20th Ave E
City: Seattle
State: WA
Zip Code: 98112
Email: mmaher@thcalarisgroup.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-329-001

After thorough review of all alternatives, I strongly support the "tunnel" concept. This is a critical time in our city's history. It would be extremely short-sighted to simply build another elevated freeway. Yes, the tunnel may be more expensive in the short-run, but future dividends will come in the way of increased tourism, higher property values and a better quality of life for all the residents of this region. If the viaduct is taken down and the tunnel built as its replacement, housing development and business development will surely follow. Our greatest asset is the central waterfront, yet it is not used nearly as much as it would be if there were more open spaces and views available to all. Many other cities also made serious mistakes in the past by constructing major transportation networks along their waterfront. Two (2) of these cities have had the chance to do something about it - San Francisco (not by choice) and Boston. Both cities have benefited greatly by the removal of elevated freeways along their waterfront. Boston's "Big Dig" was controversial, but now that it is nearing completion, it is widely applauded. The "Big Dig" has re-made that City's waterfront, and with it made it one of the finest cities in the world. The revival along San Francisco's waterfront is truly remarkable. It is now an area that both tourists and residents gather at. Seattle has one chance to do the same. The Waterfront should be a place for the public to gather and enjoy one of the greatest settings in this County. This is not possible with an elevated freeway roaring overhead. It would truly be inconceivable for a City that prides itself on its parks and outdoor spaces to miss out on this opportunity by simply constructing a new elevated structure. Lastly, I suggest that the new tunnel be a "toll road" to help offset the extra cost incurred by constructing this more expensive alternative.

I-329-002

Comments apply to:
Tunnel Alternative

I-329-001

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-329-002

Tolling is being considered in the Final EIS. Please refer to the Final EIS and its appendices for further information.

AWV Draft EIS Comment Form Results:

Name: John Main
Address: 5501 Issaquah Pine LK Rd SE #L104
City: Issaquah
State: WA
Zip Code: 98029
Email: johnmain@ironmountain.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-330-001 Most importantly to me is that the Sea Wall be deep enough so that SR99 can be built next to across for puget sound while making building sites available above. For example in Boston, MA from the Airport pas the city one travel under a series of different hotels and corporations along with roads between them. Of course I would like to see green spaces city owned parking stalls for water front enthusiest's. That have meters for 5 hours of parking. This is an opportunity that we have to make an impact so that the enviornment and that our historical Seattle is not disrupted or torn down.

Comments apply to:

All of the Alternatives

I-330-001

Thank you for your comments. Please see the Final EIS for current project information about the Bored Tunnel, Cut-and-Cover Tunnel, and the Elevated Structure Alternatives.

AWV Draft EIS Comment Form Results:

Name: Roxann Malley
Address: 3716 SW Tillman
City: Seattle
State: WA
Zip Code: 98126
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-331-001** 1) 99 is the second route through the city, other than I5. It is a necessary route, if for no other reason than as an option to I5 when that is gridlocked. Also, it is vital for people in West Seattle. Anyone driving from West Seattle to I5 can tell you how dangerous and jammed that route can be, especially when 99 is closed. Therefore, regardless of methodology the route must be maintained.
- I-331-002** 2)The silly monorail project, a waste of money, does not replace 99. Any thought that anyone will use the monorail instead of a road, is foolish. The monorail is not a viable option for a variety of reasons. a) does go anywhere necessary b) can't get to it to use it c) unsafe at night
- I-331-003** 3)I prefer replacing the existing structure. It can be higher, or lower, however, remember trains go under it. I do not support an expensive tunnel built in sawdust from Yeslers mill. I do not support a waterfront roadway. I've been on the one in San Francisco and it becomes totally gridlocked due to lights. We have the added problem of ferry traffic and sports related traffic. All of which would impact a surface street.
- I-331-004** 4) I'm not sure why the seawall must be done at the same time, but if so, then do it.
- I-331-005** 5) Most importantly, I drive on the old viaduct every week and it will collapse in a pancake mode. It will cost the city a great deal more to settle the lawsuits when people die because it collapsed. So whatever is to be done, should be done ASAP, not waiting for the collapse.

Comments apply to:

Construction Impacts and Mitigation

I-331-001

Thank you for your comment. FHWA, WSDOT, and the City of Seattle are also interested in maintaining the SR 99 corridor. The Bored Tunnel Alternative has been identified as the preferred alternative. This alternative will maintain the north-south corridor, and access to West Seattle, currently provided by the viaduct. Please see the Final EIS for current project information.

I-331-002

Your objections to the monorail project are noted. The monorail project was led by another agency and is no longer active.

I-331-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-331-004

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. If either the Cut-and-Cover Tunnel Alternative or Elevated Structure Alternative is selected, the seawall would be replaced as part of the alternative because the outer wall of the cut-and-cover

tunnel would serve as part of the new seawall and, for the elevated structure, the new seawall is needed to support the soils in which the new foundations would be placed. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

I-331-005

Construction to replace the viaduct between S. Holgate Street and S. King Street began in 2010. The purpose of this proposed project is to replace the remaining portion of the viaduct.

AWV Draft EIS Comment Form Results:

Name: Larry Mammoser
Address: 2816 S. Hudson St.
City: Seattle
State: nm
Zip Code: 98108
Email: larrym7000@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-332-001

The Tunnel Alternative would NEVER be built IF it had to be fully paid for by LOCAL TAXPAYERS. In such event the focus would be on finding methods to repair and maintain the Alaska Way Viaduct. Is this not true? "Free money" results in flawed decisions detrimental to all American citizens. This project fits that mold PERFECTLY. We need to focus on the repairing and maintaining the Viaduct as it now exists. It has served the community well for 540+ years, and it can (IF PROPERLY MAINTAINED) serve another 50 years.

I-332-002

Comments apply to:
Tunnel Alternative

I-332-001

Like all large infrastructure projects, transportation facilities benefit a much wider population of users than just local residents. Funding for this project comes from a variety of federal, state, and local sources.

I-332-002

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

AWV Draft EIS Comment Form Results:

Name: Mary Ruth Mann
Address: 1425 Western Ave
City: Seattle
State: WA
Zip Code: 98101
Email: mrmann@mrmannlaw.com
Affiliation (optional): none

Would like to be added to the project mailing list?

Yes

Project Comments:

I-333-001

Seattle's waterfront is potentially the greatest asset of the city; it is now cut off from the rest of the city by a noise corridor that renders the crown jewel an industrial howling nightmare. The tunnel alternative would not solve that as now proposed both because of the years of construction and disruption; but also because the two primary areas needing protection from the noise and traffic, Pioneer Square and the Pike Place Market would still be impacted by the ingress and egress openings to the tunnel and the noise would be concentrated and preserved for all time. There should be no major traffic conduit on the waterfront; it should be a preserved and protected destination, not a transit corridor.

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives
Other Topic: Noise

I-333-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Brook Maples
Address: 117 24th Avenue
City: Seattle
State: WA
Zip Code: 98122
Email: brookic@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I support the full tunnel alternative. For less than 20% more than the other alternatives, we can recreate a useable waterfront for the next generation. Please find a way to make the full tunnel alternative happen.

Comments apply to:
Tunnel Alternative

I-334-001

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-334-001

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

From: Mike Mariano [mailto:MMariano@MillerHull.com]
Sent: Monday, May 31, 2004 1:46 PM
To: awvdeiscments@wsdot.wa.gov
Subject: AWW - DEIS comments

Michael Mariano, AIA
Architect
The Miller|Hull Partnership, LLP
www.millerhull.com
71 Columbia - Floor 6
Seattle, WA 98104
206-254-2020 direct

To the staff of WSDOT

I-335-001 | All Seattle-through traffic should travel underground from Atlantic Street into the Battery Street Tunnel and that Alaskan Way should receive no net gain in roadway.

Further study should be given to analyzing and addressing the following considerations:

I-335-002 | **Pike Place to Waterfront Lid**
The tunnel option includes a new viaduct from Pine to Battery. Extensive analysis should be made to develop a pedestrian descent over SR 99 from Virginia, south, to Alaskan Way.

I-335-003 | **Access Road**
I challenge the need for the access road as presented in the cross-section diagram for the tunnel option. Analysis should be given to providing delivery access from the curb of Alaskan Way, in keeping with the style along the other downtown avenues.

No Net Increase in Roadway to Alaskan Way
Alaskan Way should not increase in width from curb to curb or number of lanes. In essence, it should mimic any other downtown avenue.

I-335-004 | **No net Increase in Speed on Alaskan Way**
The speed limit on Alaskan Way should be no more than 30 mph. Traffic lights should be set to move traffic between 22 and 28 mph—again, in accordance with other downtown avenues.

I-335-005 | **Distribute Additional Traffic Among All Downtown Avenues**
As changes are made to SR 99, any additional traffic directed to the surface should be spread equally among all of the downtown avenues. I-5 should also be considered as an alternative for increased capacity, especially if it is reconfigured.

I-335-006 | **Construction Timeline and Costs**
Consideration and analysis should be given toward the option of closing SR 99 for the duration of construction and absorbing traffic flow through a re-knitted downtown street grid.

Thank you for your consideration,

I-335-001

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-335-002

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-335-003

Planning and design for the current tunnel alternatives does not include a separate access road parallel to Alaskan Way.

The alternatives currently being considered would have two lanes in each direction on Alaskan Way through the central waterfront. Lanes would be the same width as today, with the exception of a few areas where width would be added to safely accommodate bicycle traffic.

I-335-004

The speed limit along the Alaskan Way surface street is currently 30 mph, the standard speed limit for arterial streets in the City of Seattle. The Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure Alternatives, the three build alternatives carried forward to the Final EIS, do not propose to change the speed limit along the Alaskan Way surface street. Traffic signals on Alaskan Way for the Cut-and-Cover Tunnel and Elevated Structure Alternatives would be designed to help facilitate safe and efficient traffic flow along the corridor. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project.

I-335-005

Overall, traffic that diverts to use surface streets and I-5 is expected to distribute based on the available capacity of these various roadways. At this time, there are no plans to increase capacity along I-5 through the downtown core.

I-335-006

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each

alternative and its construction plan, and Chapter 6 describes construction effects.

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

From: George Markich [mailto:gmarkich@highstream.net]

Sent: Tuesday, May 18, 2004 11:30 AM

To: viaduct@wsdot.wa.gov

Subject:

I-336-001

My recommendation is to forget about replacing the viaduct in the immediate future. It will become a political football with the city wanting to go underground and the State not wanting to spend what that would cost. It will go on for years spending lots of money on studies like the 3rd Lake Bridge, Third runway at SeaTac and the Monorail.

Although there is potential for major damage to the viaduct during a severe earthquake so is there to other structures in Seattle. The Alaska Way viaduct has better details than the one in Oakland, that failed, which should make it hold together better. Life is a gamble.

I-336-001

FHWA, WSDOT, and the City of Seattle appreciate your comment. This project plans to replace the viaduct because it is at risk of failure from earthquakes (with unacceptable risk to lives as well as property) and irreversible loss of use from age and deterioration.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current information about the project.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4633 Form 260 CommentDate: 4/27/2004
 Jeff Markwardt Organization: Seattle resident
 Address: 915 16th ave. City: Seattle State: wa Zip: 98122

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

What's best for Seattle is tearing down the viaduct, decreasing traffic along the waterfront, and making the project affordable for all. Seattle's small geographical boundaries necessitates this. Let us NOT lose sight of these three needs as we look at the proposals.

After graciously considering each of the proposals on the table, I am concerned that none of the proposals adequately address all three of these goals. The tunnel is beautiful, but outrageously expensive and is only going to get more expensive once we start digging. The tunnel also does nothing to decrease traffic and air pollution along the waterfront. All of the other proposals (surface, arterial, and rebuild) keep the loud, unnecessary traffic with an equally loud, and unappealing structure. This is not acceptable.

The People's Waterfront Coalition is cheap, reasonable, beautiful, and environmentally-friendly. It took forever just for Seattle to build or even begin to build a GreenLine because of its high cost. It will take centuries before Seattle agrees to pay for and even find a way to pay for something like the tunnel option.

We need a solution fast. The viaduct must be replaced before the next earthquake. Seattle has done more to protect itself from a "perceived" terrorist attack than a real and scientifically proven, destructive and deadly earthquake. Building a tunnel in 9-15 years is not a good solution. In fact, every non-People's Waterfront Coalition proposal sits around waiting 7-15 years for a natural force to take the viaduct down. WE must take the viaduct down. WE must take the viaduct down SAFELY and EFFICIENTLY with the least amount of harm done to people and the surrounding structures beside it.

I love Seattle because of its small, neighborhood layout and feel. Any of the proposals besides the People's Waterfront Coalition destroys any possibility of bringing what is Seattle to the waterfront. If anything is built besides the People's Waterfront Coalition, the waterfront will continue to be separated from the rest of what is Seattle. We need an accessible, quiet, happy waterfront. We, the people, do. Cars don't need this.

The cars will find elsewhere to go. The people will actually use other means of transportation. They will choose to use the GreenLine which they have already paid for and which is being constructed for them. They will go 20 minutes out of their way to use I-5. They will carpool. They will.

IF YOU BUILD IT, THEY WILL COME. If you build a six-lane surface highway, you will bring more traffic THROUGH the city. This traffic doesn't STOP in the city. People will bypass Seattle without ever giving it a glance or a dime as they travel through Seattle to Vancouver and Portland. This is not good tourism. This is not good for the economic growth of our region.

The People's Waterfront Coalition brings people TO Seattle. It brings them TO Seattle--not through it. And the strongest point for the People's Waterfront Coalition is that it brings people into the city to LOVE the city. To love the views, the water, the mountains, and the air. People will come to Seattle to escape, rather than heading an hour or two outside Seattle to feel as if they need to escape.

Let Seattle BREATHE. Let Seattle grow as it was meant to grow. The west coast is radically different from the east coast. That's why people vacation here. To increase the speed and the amount of traffic along the waterfront is to split the heart of Seattle in two. Don't divide Seattle. Unite Seattle and we will all be happier, healthier, and richer.

2. Is this the first EIS you have read?

Yes No *

I-337-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-337-001

AWV Draft EIS Comment Form Results:

Name: Ed Marquand
Address: 1519 Third Avenue #704
City: Seattle
State: wa
Zip Code: 98101
Email: edm@marquand.com
Affiliation (optional): Downtown Seattle Residents Council

Would like to be added to the project mailing list?

Yes

Project Comments:

I-338-001

I am in strong support for teh full tunnel option. We have a once in a century opportunity to reconnect downtown with the waterfront. Surface and elevated options will only doom our ability to ever become a world-class waterfront city. We will be a Long Beach instead of a Vancouver.

Comments apply to:
Overall Project

I-338-001

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.

AWV Draft EIS Comment Form Results:

Name: Kelsey Marshall
Address: 8174 Hansen Rd NE
City: Bainbridge Island
State: WA
Zip Code: 98110
Email: kelsey@gagedesign.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Do a tunnel to reclaim the waterfront!

Comments apply to:
Tunnel Alternative

I-339-001 |

I-339-001

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.

AWV Draft EIS Comment Form Results:

Name: Melissa Martin
Address: 4018 - 31st Ave. West
City: Seattle
State: Wa
Zip Code: 98199
Email: crickitty@yahoo.com
Affiliation (optional): Rosetta Inpharmatics

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 arial/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.

AWV Draft EIS Comment Form Results:

Name: KAREN MASEL
Address: 738 10TH AVE E
City: SEATTLE
State: WA
Zip Code: 98102
Email: mkaren963@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-341-001

I would prefer 1) Rebuild or 2)Aerial, even if the costs and time were the same. A few people would benefit from removal, but thousands use it, not just for transportation, but for the view -- use something besides a solid wall on each side: it's high on my list with out-of-town visitors. As for a "park", hang a pedestrian walkway half-way up on the water side with several access points. If additional parking could be worked in, this would be a big help in tourist season. Also, don't include Mercer St. or other non-essential areas in the initial plan: "too much, too vague", just like the proposal for the Commons a few years ago. We lived with "ramps to nowhere" for years, we can do it again.

I-341-002

I-341-003

Comments apply to:
Overall Project
All of the Alternatives

I-341-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-341-002

The idea of attaching a pedestrian walkway to the elevated structure has not been incorporated in any of the alternatives. In addition to safety concerns, the effort needed to climb the walkway and the noise impacts associated with the highway would likely limit its appeal to most pedestrians. Some parking will still be located along Alaskan Way as described in the Final EIS and Appendix C, Transportation Discipline Report.

I-341-003

The purpose and need of the project was revised in the 2006 Supplemental Draft EIS to include improving SR 99 from the Battery Street Tunnel north to Roy Street. This revision of the purpose and need addresses safety and access issues within the SR 99 corridor and in adjacent neighborhoods.

I-342-001

-----Original Message-----
From: Diane Mathers [mailto:dymathers@comcast.net]
Sent: Monday, May 10, 2004 8:18 PM
To: viaduct@wsdot.wa.gov
Subject: Our preferences

As Magnolia residents who use the viaduct regularly, we urge you to keep the Western avenue on-ramp available in the tunnel alternative. The number of vehicles that use this ramp has grown steadily as I 5 traffic becomes worse. This is a unique ,albeit expensive project, but the funds must be found to do it right. Thank you, Bill and Diane Mathers

I-342-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments regarding the existing Western Avenue on-ramp. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. The project has evolved since comments were submitted in 2004. Please see Chapter 3 in the Final EIS for a description of the current alternatives.

AWV Draft EIS Comment Form Results:

Name: R. Mauritsen
Address:
City:
State:
Zip Code: 98115
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-343-001 I understand the necessity of replacing the viaduct and seawall. However, I am against the alternatives that do not involve another viaduct. My reasons are emotional. I'm sure you've heard this before, but the drive along the top of the viaduct is a major uplifting experience. Much ado is made about how the waterfront will be improved for the people of Seattle if a tunnel is used. But what about the rest of us who don't live downtown? When I drive north on the viaduct, the views of downtown and of the bay and the sound are simply splendid. They always remind me of how great Seattle really is. On a non-rainy, partly sunny day, or especially a sunny day, the view of the late afternoon sky over the sound, with the bay and the waterfront in the foreground, never fails to thrill me as I drive by the downtown buildings of Seattle. And these views have become more precious to me, the more that people have agitated to tear down the viaduct. If you want the non-downtown residents of Seattle to keep a strong connection with the center, then put up another viaduct. Let them keep seeing the city and the bay and having a thrill when they do. On the other hand, don't make them sit down in a tunnel when there is a traffic jam. The jam is much easier to tolerate with the wonderful views from the viaduct. A new viaduct doesn't have to be ugly. Just look at the unbelievable new viaduct over the Tam River at Millau in France. You are proposing to build something here in Seattle that will probably cost more than the Millau viaduct. Use the money to build a viaduct that isn't ugly and which gives something to each group. For example, you might put it on single pylons, instead of double ones. You might raise it higher. Be creative. One last thought. If you put in a bunch of park areas, especially south of the ferry terminal, those areas will just fill up with homeless people and the like. Look at the park in the Denny Regrade area. And then what? Instead, build the new viaduct higher and open up the waterfront that way.

I-343-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild Alternative, followed by the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: damien mcbride
Address: 14555 whitman ave n # 204
City: shoreline
State: wa
Zip Code: 98133
Email: damienmcbride@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

tunnel, tunnel and tunnel that is the best option for now and for the future, this is a once-in-a-lifetime chance to "do right" and i would hate to see a rebuilt viaduct or more surface traffic.... please tunnel regards damien

Comments apply to:
Tunnel Alternative

I-344-001

I-344-001

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.

AWV Draft EIS Comment Form Results:

Name: Mary McCann
Address: 206 N 60th Street
City: Seattle
State: WA
Zip Code: 98103
Email: marymccann@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-345-001

Members of my household use the viaduct every day - to commute for work by ferry from Seattle to PSNS in Bremerton, for frequent trips to the airport, to access the stadiums, to shop in Pioneer Square, Costco, Esquin, Sears and the home furnishings stores in SODO, and to dine in West Seattle. We SUPPORT minimizing the cost and construction disruption, maximizing capacity and efficiency, retaining the parking under the viaduct, and retaining the view from the viaduct. We STRONGLY prefer the REBUILD Alternative and urge you to select it.

Comments apply to:
Rebuild Alternative

I-345-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Mark McCarter
Address:
City:
State:
Zip Code: 98109
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-346-001** support a more pedestrian oriented waterfront. Where connections from downtown to the waterfront are encouraged through pedestrian friendly crossings occur. Public Open parks space along the waterfront would also be a priority over high speed vehicle transit. Moving business traffic onto Western Avenue would help balance the need for surface traffic to support waterfront businesses while allowing the pedestrian to feel safe and have a connection to the waterfront. Thank you.
- I-346-002**

Comments apply to:
Tunnel Alternative

I-346-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for a pedestrian-friendly environment along the waterfront. The alternatives currently being considered add to the public open space along the waterfront, either through the City's Central Waterfront Project or with the Cut-and-Cover Tunnel or Elevated Structure Alternatives. Additionally, pedestrian and bicycle facilities along the waterfront would be enhanced and expanded, making it easier and safer for people to travel along the waterfront by foot or on bike.

I-346-002

While it is likely that some waterfront business traffic may use Western Avenue as an alternative access corridor, Alaskan Way will remain an important travel corridor for all alternatives. Pedestrian connections have been assessed in greater detail in the Final EIS. Additional follow-up work will occur to incorporate urban designs that minimize traffic impacts to pedestrians.

AWV Draft EIS Comment Form Results:

Name: Kristin McCurdy
Address: 4250 aurora ave n #A202
City: Seattle
State: wa
Zip Code: 98103
Email: kmc_indacity@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-347-001

I think the way the surface option opens up the area between downtown and its waterfront is amazing. It is so dark there now.

What I am curious about is:

(1) where are we going to replace the parking and how are we going to deal with how the city streets enter into the new surface alternative?

(2) If we decide to get rid of this efficient thoroughfare, how will we maintain or improve it (efficiently- i.e. maintain non stopping) on the surface safely while still keeping the pier and downtown connected for pedestrians and drivers?

Thank you for asking.

Comments apply to:

Surface Alternative

I-347-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Mary A. McGovern
Address: 3839 50th Ave. SW
City: Seattle
State: wa
Zip Code: 98116
Email: nobrakesformary@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-348-001

I think the aerial alternative is best - first choice - fits the traveling needs best and allows auto traffic to see the best drive in town.

Comments apply to:
Aerial Alternative

I-348-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Terry & Joann McGovern
Address: 32607 39th Place SW
City: Federal Way
State: WA
Zip Code: 98023
Email: joann.mcgovern@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-349-001 As daily drivers on the AWV, we DO NOT WANT the Tunnel Options. Tunnels are not a safe nor cost-effective ways to deliver products and have other negative transportation /economic impacts.

The two options we think best for all transportation and most cost effective are: rebuild in-kind or replace with the aerial option, with the more lane options.

The Seawall must be fixed, no matter what option is done.

Comments apply to:

Tunnel Alternative

Bypass Tunnel Alternative

Rebuild Alternative

Surface Alternative

Aerial Alternative

I-349-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild or Aerial Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if another build alternative is selected, the seawall would be replaced as part of this project and its design will be carefully considered. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

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

From: Brian McNeill [mailto:bpmcneill@hotmail.com]
Sent: Thursday, May 27, 2004 11:32 AM
To: viaduct@wsdot.wa.gov
Subject: Viaduct Options

I-350-001

As a resident of Belltown, I have been carefully reviewing the proposed solutions for the viaduct. After completing my analysis, I would like to strongly encourage the state to look into the no highway solution. When I first heard this idea I scoffed at it as I felt the hindrance to area traffic would be too great, but after additional consideration I believe our money can be better spend in simply tearing down the viaduct for the following reasons:

- 1) A much greater portion of our traffic flows through I-5 and funds would be better spend improving flow around Mercer St and other causes of slowdown, including if needed, an elevated link between 99 on both the North and South sides of the city
- 2) The monorail will provide a much improved transportation option for those traveling from the North and South who currently take 99
- 3) Technological improvements over the next 10-20 years have the potential to greatly reduce existing need for single occupancy vehicle traffic in and out of the city (namely Personal Rapid Transit: <http://www.skywebexpress.com>)
- 4) The best solution presently proposed, replacing the viaduct with a tunnel (which would be my vote if I had to choose from the existing plans), keeps an elevated artery in two key growing residential districts, Belltown and Pioneer Square according to <http://www.wsdot.wa.gov/projects/viaduct/plans.cfm>. This misses a great opportunity to improve the regions of these neighborhoods that are hindered by crime and reduced property values resulting from the massive shadow and noise cast by an elevated roadway.
- 5) By eliminating HWY 99 through downtown Seattle, it provides a great opportunity to remake Highway-99 North of the city from its current status as a heavily trafficked, crime ridden eye soar. Because traffic volumes will be reduced, the center lane could be eliminated, and the area from downtown on northward converted to a tree lined boulevard that serves as an enjoyable residential neighborhood, and a pleasurable connection into the downtown area.

A greatly applaud the hard work your team is putting into making our city and region a more enjoyable place to live, and would like to ask that you carefully consider this one additional alternative.

Thank you,
Brian McNeill
2801 1st Ave
#804
Seattle, WA 98121

I-350-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Since the publication of the Draft EIS in 2004, the Seattle Monorail Project has been cancelled.

AWV Draft EIS Comment Form Results:

Name: Chris McNulty
Address: 3249 26th Ave. W.
City: Seattle
State: WA
Zip Code: 98199
Email: csmcnulty1@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-351-001 I am adamantly opposed to the surface alternative or any other alternative that would decrease the flow of traffic provided by the existing viaduct. I live in Magnolia and the viaduct is a vital link for those in my neighborhood, individuals and businesses. Decreasing traffic flow and rerouting into already clogged downtown streets and I-5 makes no sense. The cost savings do not justify the loss. The issues regarding the other alternatives are not as troubling to me. Thank you.

Comments apply to:

All of the Alternatives

I-351-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The Surface Alternative is no longer under consideration because it does not meet the project's purpose and need to provide capacity to and through downtown Seattle.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Stan Mels

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98126

E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-352-001

View
Comments

What are your comments about the project?

What are the assurances that the project costs will remain at a price set before construction begins and that not a penny more will be spent on it? We do not want another "big dig" like the one in Boston, Massachusetts. Can there be jail terms for anyone that cost for spends an extra penny?

(Please use additional paper if you need further comment space)

I-352-001

The lead agencies are committed to preparing careful and complete cost estimates. However, it is impossible to project costs with 100 percent accuracy. Your concerns are recognized by the lead agencies.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Sten Mels

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98126

E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-352-002

It has come to my attention that a new Sea Wall is the "Most Important project" before any other project can be done. Without a new Sea Wall all the money, all the fancy technology in Engineering would be a total disaster, and a total waste. Please, pay close attention to the new Sea Wall, which by the way needs to be replaced even if we don't build anything else.

(Please use additional paper if you need further comment space)

I-352-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if another build alternative is selected, the seawall would be replaced as part of this project and its design will be carefully considered. Please see Chapter 3 in the Final EIS for a description of the current configuration for each proposed build alternative.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Sandra A. Messner
Organization/Membership Affiliation (optional): # 427
Address: 1950 Alaskan Way
City: Seattle State: WA Zip: 98101
E-mail: sandymessner@juno.com

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-353-001 What are your comments about the project?

#1 I support the 6 lane tunnel

I-353-002 #2 I oppose the temporary bypass that would direct external traffic along Alaskan Way

#3 If in fact a bypass is built then a guaranteed time slot of ^{at least} 10 to 15 days

I-353-003 #4 Residents ^{need to} be compensated for the adverse impact the project will have on property values & residents

(Please use additional paper if you need further comment space)
need to see a schedule of compensation over the next 9-15 yrs that is calculated during the construction period as some may need to sell their homes or may not live thru the duration of construction

I-353-001

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-353-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-353-003

WSDOT is currently preparing a claims process that would address any damage to property directly related to the Bored Tunnel Alternative. This information will be given to individual property owners that may be affected by the project. WSDOT plans to install an array of monitoring equipment to alert the construction team of any settlement which would be used in the claims process.

Please refer to the Final EIS Appendix L, Economics Discipline Report, where you will find discussion related the potential economic effects of the project. WSDOT cannot speculate as to how the various factors that influence property values will come together at some future time.

AWV Draft EIS Comment Form Results:

Name: Jeff Meyer
Address: 1702 North 46th Street
City: Seattle
State: WA
Zip Code: 98103
Email: Jeff.Meyer@fluke.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-354-001

My preference for alternates would be (in decending order of preference): 1) Rebuild Alternative or Aerial Alternative (prefer Rebuild in general -- cheaper, and the advantages of the Aerial alternative aren't of much appeal to me.) 2) Tunnel Alternative 3) Bypass Tunnel Alternative I am completely against the Surface Alternative. ---- Just a brief description of why I made these choices: 1) I live in North Seattle, and currently use the Viaduct to get from here to places south of the city (West Seattle, the airport) -- NOT the city itself. In other words, a bypass. 2) I really enjoy the view of the Sound when driving North; and I find that the smaller, narrower lanes keep large trucks and people intent on going at high speeds to a minimum. 3) The tunnels are nice, but expensive; and I'm not particularly interested in park areas near the waterfront, particularly if they will be used for anything other than open park spaces. Also concerned on how stable tunnels would be over the long-term -- i.e., will we be dealing with a problem of this magnitude in 40-50 years? 4) In terms of eyesores, noise, etc. -- I don't work downtown, and rarely go there, so I'm much less concerned. Again, very nice job summarizing all this information -- thank you!

I-354-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild Alternative, and your order of preference for other alternatives. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information. Your comments regarding personal use of the viaduct are appreciated.

I-355-001

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

From: Vicki Michels [mailto:Vicki.Michels@Seattle.Gov]

Sent: Thursday, May 27, 2004 12:24 PM

To: awv@wsdot.wa.gov

Subject: Idea

I recently saw something that struck me like lightning: What a wonderful, beautiful answer to the problems of both the viaduct and Lake Washington! I know it would be ridiculously expensive, but then so is the replacement of the seawall and the determination of what to do with all those cars traveling on Highway 99. We MUST put some hard money into the problem. It cannot be ignored, and it should not be dealt with on a stopgap basis.

Please see the attached photograph, and consider it.
Stop laughing.
Really.

Think about it. :)

Vicki Michels
615-0600

I-355-001

Thank you for your suggestion. Many options were looked at during the initial phases of the project's screening process. This process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts and seven seawall concepts were considered, and concepts that were not feasible, or were outside the purpose of the project, were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the Supplemental Draft EISs and Final EIS. The alternatives analyzed include a range of viaduct repair and replacement designs with some elements of earlier concepts combined with other design structures as the engineering team looked at feasibility, cost, and other criteria.



file://C:\Documents%20and%20Settings\rayalli\Local%20Settings\Temporary%20Internet... 6/22/2004

====My Contact information====
Name: robin middleton
E-mail: rogemidd@cs.com
Street Address: 9844 ne25th.st.
City, State, Zip Code: bellevue, wa, 98004
Phone: 425-454-8054

I-356-001

==== My Question/Comment/Complaint ====
We always took our visitors to the Seattle waterfront, but no more, as the noise level from viaduct traffic is often so high that the experience is utterly spoilt. I urge you not to replace the viaduct, and hope to see a waterfront rebuilding project that will bring some beauty to a wonderful city space.

=====

I-356-001

The lead agencies appreciate your comment. The Bored Tunnel Alternative has been identified as the preferred alternative. Land on top of the tunnel could be used for public open space, opening up scenic views to and from the waterfront for people who live, work, and recreate in and near downtown; for people visiting Seattle; and for the many local people making day trips to the waterfront. The City of Seattle is leading the project, Seattle Waterfront Project, to plan and redevelop the waterfront. The Bored Tunnel Alternative would provide new opportunities for all members of the public to enjoy the Seattle waterfront.

AWV Draft EIS Comment Form Results:

Name: Charles Mika
Address: 1900 Alaskan Way #302
City: Seattle
State: WA
Zip Code: 98101
Email: chuckmika@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-357-001

I support the tunnel alternative, with redevelopment of the water front. This is a great opportunity to open up the water front to the city while replacing the aging viaduct and sea wall.

Comments apply to:
Tunnel Alternative

I-357-001

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.

AWV Draft EIS Comment Form Results:

Name: Bryan Miller
Address:
City:
State:
Zip Code: 98104
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-358-001 The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway.

Comments apply to:
Overall Project

I-358-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4629 Form 256 CommentDate 4/29/2004
Kenneth Miller Organization: homeowner
Address: 5413 3rd ave NW City: Seattle State: WA Zip: 98107

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I live on Phinney Ridge and routinely use the Viaduct. Presently, at most times, it works very well north or south bound. It is extremely important to me that whatever option is selected, that it is not one that reduces capacity, including at the north entry points to the Viaduct. Thus I would strongly oppose the Bypass and Surface alternatives. I love the views from the Viaduct, but would be willing to sacrifice them for the benefit of downtown for the Tunnel Alternative.

I-359-001

I-359-001

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.

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

From: Richard.A.Miller@med.va.gov [mailto:Richard.A.Miller@med.va.gov]
Sent: Tuesday, June 01, 2004 12:02 PM
To: viaduct@wsdot.wa.gov
Subject: comment

Dear Sirs,

I-360-001

I would like to voice my support for the proposal by the People's Waterfront Coalition to simply tear down the viaduct, rebuild the seawall, and use some of the money saved to improve traffic flow on existing arterials. Commuters and other drivers are far more fluid and flexible than suggested by your other projections. This is amply supported by the literature on complex/chaotic systems but, as evidence, I would point out the following real-life examples:

1. When an earthquake destroyed several miles of I-10 ("the busiest interstate in the country") through west-central Los Angeles everyone predicted gridlock. What transpired was that traffic was pretty bad the following day, less severe the next, etc. until by the following week things were pretty much back to normal on other highways and surface streets.
2. When the Embarcadero section of freeway in San Francisco collapsed there was similar hand-wringing about the catastrophic effect of traffic. In reality drivers adjusted very quickly and life has gone on just fine without the viaduct-like eyesore. They even coped with the loss of a major freeway in Oakland and the temporary closure of the Bay Bridge.
3. Locally when the viaduct was closed after the Nisqually quake the projected traffic jams never materialized and, after the first couple days, the impact on I-5 was marginal.

All the evidence suggests we can live without the viaduct or its replacement. Individuals and businesses will decrease discretionary trips, alter commute or delivery times, etc. Use the funds to improve flow on I-5 (the Mercer Mess and the bottleneck around the I-90 interchange), north-south surface arterials (including Boren, 23rd, and the new Alaskan Way) and to create a vibrant and people-friendly waterfront for the city. Future generations will thank you for it.

Sincerely,

Richard A. Miller, MD
Assoc. Professor of Medicine
University of Washington

I-360-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Karen Millward
Address: 7041 -- 16th Ave NW
City: Seattle
State: WA
Zip Code: 98117
Email: Writekm@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-361-001

I live in Ballard and commute to Boeing-Kent, so I use the Viaduct every workday. I think the view from the Viaduct is one of the best in Seattle, and when I have visitors I always include the Viaduct in "tours." When I travel downtown, I do so by bus whenever possible. My criteria for a preferred alternative is that it (1) has the least impact on existing "footprint" (e.g. parking, views, destruction of existing buildings and streets, construction time); (2) has least cost; (3) does not depend on other projects to achieve its objectives. My first preference would be to strengthen and refurbish the existing structure, not rebuild it, along with making imperative improvements to the existing seawall. This was not an alternative you presented, but it is what I think is possible, considering likely funding. Of the alternatives presented, I prefer Rebuild. The aerial alternative does not provide sufficient benefits to offset increasing the footprint. The ! tunnels destroy the views. The surface alternative is totally unacceptable because it impacts both pedestrian and vehicle traffic. The much-propagandized "connection between the waterfront and downtown" will not occur under any alternatives. Already, the condos/office buildings marching down the east side of the waterfront like Sherman into Georgia have cut off views of the waterfront from downtown more than the Viaduct has; I proved this to myself in August 2002 by photographing the views along First Avenue from about Lenora to south of Pike Street. These buildings, when seen from the waterfront, cut off downtown, and by the time construction begins on any alternatives, will have made moot any attempt to provide green space on the east side of Alaskan Way. The only views left from the tunnel and surface street alternatives will be exclusively for the very rich who live in the penthouses of these buildings. Even walking along the waterfront, views of the Sound ! are cut off by structures today except in a few open spaces. There are too many options and assumptions about other transportation projects in all alternatives except Rebuild and No Build. If options are not exercised, Ballard and Interbay residents will be far worse off, transportation-wise, than before with these other alternatives.

I-361-002

I-361-003

I-361-004

Comments apply to:
Overall Project

I-361-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The Final EIS contains current information about all the build alternatives proposed for this project.

I-361-002

The existing structure is over 50 years old. While strengthening and refurbishing would add a few more years of life (up to 25), due to the extent of repairs and current condition of the viaduct, the cost of doing so would approach the replacement costs. This is not considered a cost-effective approach especially in light of the disruption along the waterfront that would need to be repeated again. The intent is to replace the viaduct south of Pine Street. North of Pine Street, a retrofit approach may work depending on the alternative. Current information on the alternatives is presented in the Final EIS.

I-361-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. While rebuilding the viaduct is not prudent, elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-361-004

Please see Chapter 3 in the Final EIS for a description of the current alternatives. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. If the Bored Tunnel Alternative is selected, the City of Seattle would

construct a new road between Alaskan Way and the Elliott/Western corridor.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DAVID MINAGLIA
Organization/Membership Affiliation (optional): NONE
Address: 5613 9th AVE NW
City: SEATTLE State: WA Zip: 98107
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input checked="" type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-362-001

I WOULD LIKE TO SEE AN ALTERNATIVE SELECTED THAT REMOVES THE EXISTING VIADUCT AND TURNS ALASKA WAY INTO A PLEASANT WATERFRONT BOULEVARD WITH BIKE PATHS AND SIDEWALKS AND GREENSPACE. SAN FRANCISCO, CA AND VANCOUVER B.C. HAS PROVEN THAT A LARGE CITY CAN SURVIVE AND FUNCTION WITHOUT A LARGE FREEWAY / HIGHWAY RUNNING THROUGH IT. I ALSO PREFER A SURFACE ALTERNATIVE AS THE LEAST COSTLY. ENVIRONMENTAL PROJECTS ARE TOO EXPENSIVE FOR THE CURRENT ECONOMY.

I-362-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-363-001

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

From: maryam mohit [mailto:msmohit@hotmail.com]
Sent: Sunday, May 09, 2004 9:45 PM
To: viaduct@wsdot.wa.gov
Subject: opinion on viaduct options

I strongly support replacing the current viaduct with a tunnel and having access to the "north areas" such as Queen Anne and Ballard.

We should spend a little more now to have a better long-term solution.

It would be tragic to spend so many millions and still have a noisy eyesore like the current viaduct. Any surface street or aerial option just reduces the long term competitiveness of our city as a wonderful place to live and visit. We need to use the rebuilding opportunity to create a wonderful business/recreation area on our waterfront.

Maryam Mohit

I-363-001

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. This alternative, as well as the other build alternatives, would maintain access to the neighborhoods north of downtown. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4626 Form 253 CommentDate 4/29/2004
Ken Molsberry Organization: Central Ballard
Address: 2806 NW 56th St City Seattle State: WA Zip: 98107

1. Choose Topic:

Overall	Tunnel	Construction Impacts and
All of the *	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

REBUILD alternative is not acceptable. We must take this opportunity to improve as many aspects of traffic flow and environmental impact as we can.
SURFACE alternative is not acceptable. Unacceptable impacts to noise, traffic volume, travel times, the separation of downtown from the waterfront caused by a broad "river of cars", and the pedestrian experience of the waterfront.
AERIAL alternative is only marginally acceptable. Unfortunately it still retains the "wall" that separates downtown from its precious resource, the waterfront. Seattle has historically been highly connected to its water, and the wall that separates our downtown from that resource should come down. This alternative also contributes to high noise levels, and the wall will remain a visual blight.
BYPASS tunnel is somewhat acceptable. It has significant and undesirable impacts on travel times southbound from Ballard and northbound from S. Spokane St.
TUNNEL is the most desirable alternative: lowest noise, best travel times, best impacts on waterfront experience, best impacts on overall travel times and capacities, best visual impacts. It is the most expensive but the cost would be worth it.

I-364-001

I-364-001

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.

AWV Draft EIS Comment Form Results:

Name: Howard A. Monta
Address: 12034 15th Ave NE, Unit 305
City: Seattle
State: WA
Zip Code: 98125
Email: howardandliz2992@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-365-001

My main concern is that the alternative selected for the project will be the one that will create the least traffic rerouting while the work is in progress. We have experienced the increased traffic congestion on I-5 when the viaduct is closed for just a short period of time. I am in favor of rebuilding the viaduct as it now exists if that can be done with little or no rerouting of traffic. I was born and raised in Seattle, and I have never considered the viaduct an eyesore. It is as much a part of our picturesque skyline as the rest of our structures.
Thanks, Howard A. Monta

Comments apply to:
Overall Project

I-365-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan. Compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, the preferred Bored Tunnel Alternative avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three alternatives.

Viaduct Draft EIS Comment
Seattle, April / May 2004

I-366-001

None of these alternatives offered takes full advantage of this incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront.

Improvements to the larger transportation system -- arterial connections, the express lanes and entrances and exits on I-5, the downtown grid-- and to transit would allow us to accommodate Viaduct freight and car traffic with existing resources. This simpler and more efficient approach offers us the mobility we need at a cost we can afford, without a decade of disruption to businesses and residents, and the billion dollar liabilities of a megaproject. We should not give up our city's most valuable ecological, civic, and economic land for just a highway. We have a once in a century chance to do better, and we owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to include a "no-highway" alternative in the Viaduct EIS, to spread the traffic out onto existing resources and open up the larger possibilities for the shore.

CARY MOON

1925 WESTERN AVE #102

SEATTLE WA 98101

206.623.7871

I-366-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DAN MORRIS
Organization/Membership Affiliation (optional): GREEN BUILDING COUNCIL
Address: 8340 24TH AVE
City: SEATTLE State: WA Zip: 98117
E-mail: DMORRIS@HEALTHY BUILDINGS.COM

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input checked="" type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-367-001

1. THIS IS A REGION WIDE ISSUE - ESSENTIAL
ARTERIAL NOT JUST A SEATTLE ISSUE

2. BEST CHOICE NEW TUNNEL 4 OR 5 LANES
IN EACH DIRECTION

3. NEXT BEST AERIAL NEW ABOVE GRADE
BUILT WITH OPEN LIGHT ^{& VIEW} PASSING THROUGH
STEEL or? NOT THICK, GREY, MASSIVE
(Please use additional paper if you need further comment space)
LIGHT BLOCKING, VIEW BLOCKING CONCRETE

I-367-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative and the Aerial Alternative. 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.

AWV Draft EIS Comment Form Results:

Name: Dan Morris
Address: 8340 24th Ave NW
City: Seattle
State: WA
Zip Code: 89117
Email: dnmorris@healthybuilding.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-367-002

Please make sure this project works for the entire west side of Puget Sound and not just consider down town Seattle. Please plan for the FUTURE need of the area. Let's avoid the mistakes made with I-5, 520 & I-90 where they were inadequate to handle the increased traffic in just a few short years. Make a tunnel with 5 (FIVE)lanes in each direction stacked with two on/off ramps to downtown. Make some people friendly green park spaces with seating, as well as spaces for flower, coffee, hot dog, etc. stands.

Comments apply to:
Overall Project

I-367-002

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.

AWV Draft EIS Comment Form Results:

Name: David Morris
Address: 2621 2nd Ave #1204
City: Seattle
State: WA
Zip Code: 98121
Email: demorris@u.washington.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-368-001

Dear DOT, I was recently in Vancouver and I was struck by how far ahead of Seattle it is in urban planning. Vancouver has taken fantastic advantage of its waterfront in providing public access, parks, living spaces and views. There are no freeways in the city of Vancouver and yet traffic seems to move better there than in Seattle. I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. It is no exaggeration to say that the downtown waterfront in Seattle is potentially one of the great urban spaces in the world. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS. The waterfront is the worst possible place for a highway. The billions that would be spent on a new tunnel or surface street would be much better used if put toward other transportation improvements which would compensate for the loss of the waterfront route.

Comments apply to:
Overall Project

I-368-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Gregory Morris
Address: 1909 32nd Ave. S.
City: Seattle
State: WA
Zip Code: 98144
Email: ggmorris@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-369-001

The tunnel alternative will create so many opportunities to blend waterfront activities and tourism with downtown and all it has to offer. Views would be enhanced creating higher property tax revenue. More condominiums and other residential projects could result. Restaurants and retail shops would benefit by having a transition area where today is noise and cement. Although it is hard to quantify, the additional cost would be offset by improvements listed above and the revenue they would generate. Seattle must think long term and out-of-the-box like Vancouver, BC.

Comments apply to:
Tunnel Alternative

I-369-001

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.

AWV Draft EIS Comment Form Results:

Name: Anne Moses
Address:
City:
State: WA
Zip Code: 98117
Email: momma@annemoses.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution
-- fixing the larger transportation network instead of building a new highway.

I-370-001

I-370-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Bob Moses
Address:
City: seattle
State: wa
Zip Code: 98104
Email: vashonbob@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-371-001

This project will drive myself and most of my neighbors out of Pioneer Square. What are you thinking!?!?!?! This is the dumbest thing I have ever heard of. If the tunnel is selected and built, a giant noisy hole will exist right next to Pike Place Market - Seattle's crown jewel. And another one will exist in Pioneer Square - our heritage. Stupid stupid stupid. Or, another viaduct if you pick the aerial option - that viaduct already renders the waterfront into a noisy ugly grotesque zone. Tear it down and put a park in there - people will flock down there. I have been told that your various options will bring us 7.5 to 11 years of 24 hour a day construction: jackhammers, dumptrucks, piledrivers and detours 24/7. Unacceptable. It will drive all business out. You'll be left with a noisy ghetto. \$4,100,000,000 is the estimated cost of the tunnel. Modern megaprojects commonly go way over budget. I'm told that economists estimate that this will tie up all available public funding for our region for the next 30 years. Insane. I'll take my tax dollars to Tacoma before i support something like that. 1200 businesses are within a block of the construction mess, with city staffers predicting "the strong will survive and the marginal won't make it." Thanks a lot - I'm one of those small business that you don't care about. Good bye Seattle, you have betrayed me. If this is the best you can do then I'm outta here. WHY not look at alternatives that build a beautiful downtown Seattle. I love what the folks at peopleswaterfront.org are proposing. Make Seattle something awesome, not another downtown L.A.

Comments apply to:
Overall Project

I-371-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

March 31, 2004

Greg Nickels
PO Box 94749
Seattle, WA
98124-4749

RECEIVED
04 APR -B AM 10:58
CITY OF SEATTLE
MAYOR'S OFFICE

Dear Greg Nickels,

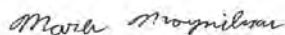
I, a student at Bishop Blanchet High School, have two issues I want to talk to you about. I am writing a paper on the future project of re-building or fixing the Alaskan Way Viaduct. Choosing the project that best fits Seattle's needs is the question I am asking you.

I-372-001 Seattle, mostly on the liberal side, is dreaming for any kind of tunnel so that the waterfront has potential to become a very welcoming, park filled entrance to the city. I am in favor of what these people are towards for Seattle's upcoming, major project. The Viaduct has been a massive concrete wall separating the city from the waterfront for over fifty years and I think it has to go. I have lived in Seattle for my entire life and rarely go to the waterfront, because the Viaduct inconveniently blocks it. Though the tunnel option comes out to the highest price, I think we have the most potential as one of America's main port cities to have a new, populated waterfront. Imagining Seattle without the Viaduct just blows me away because such a dream would generate a much more lively waterfront in which all Seattle lights would want to visit. Mayor, Greg Nickels, what is your opinion

I-372-002 on this up coming project? I have researched and found information of you asking for federal funding for this project. What do you plan to do with this money? I am eager to hear your response because if this new Alaskan Way Viaduct becomes a tunnel without a massive cement structure, me and many other residents of Seattle would be grateful.

I-372-003 The second issue is on the future of Seattle's downtown. After reading Gordon Price's quote taken on November 25, 2003, I wondered on what the upcoming Seattle downtown would look like. I have always been interested in all sorts of architecture, city skyscraper building and running the city as the mayor in certain video game simulators. For the past couple of years these have been my main hobbies in which all of my other interests somewhat revolve around. In this section of Price's quote, "there's a sense in Seattle that maybe things are finally coming together for the Emerald City," what does he mean by this. Since it was on a your home page, it seems like you would know the answer to my question. What am I, a Seattle Light going to expect for the future of Seattle's downtown? What about, "a denser downtown, with a web of transportation services." Can I expect to see Seattle without it's horrible traffic problems in the near future, or is this a far from present dream of yours or Price's? When I think of the future of Seattle, I hope to see many of its traffic problems fixed to some extent, but from the recent past and present problems in its transportation system, I don't know how believable this dream is. I hope you can send me some plans for what Seattle is planning to do to come together as a linked city. I want to believe Seattle is seeing a bright future, I just don't see any straight facts on what is planning to happen. Thanks for your time.

Sincerely,



Mark D. Moynihan

10525 15TH AVE NW, SEATTLE WA 98177

I-372-001

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-372-002

The project has already received some federal funding to aid with design, and some additional federal funding is expected for construction, although the majority of funds will be from state and local sources. Please see the Final EIS for current information.

I-372-003

Thank you for submitting your comment and request for more information about the Mayor's vision for the City of Seattle. Your comment specifically refers to projects the City of Seattle is undertaking separately from the Alaskan Way Viaduct Replacement Project. For more information on the Mayor's vision for the City, please refer to the City's website at: <http://www.seattle.gov/>

Information on the topics you specifically mention in your letter can be found at:

[http://www.seattle.gov/DPD/Planning/Downtown_Zoning_Changes/Final EIS/default.asp](http://www.seattle.gov/DPD/Planning/Downtown_Zoning_Changes/Final_EIS/default.asp)



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: FRANCES MULLEN
Organization/Membership Affiliation (optional): _____
Address: 11050 8TH AVE. N.E. #702
City: SEATTLE State: WA Zip: 98125
E-mail: FMULLEN169@AOL.COM

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|---|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-373-001

IT IS MY OPINION THAT REBUILDING WOULD SERVE US AS THE BEST CHOICE.

(Please use additional paper if you need further comment space)

I-373-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Betsy Murray
Address: 3818 Linden Ave North
City: Seattle
State: WA
Zip Code: 98103
Email: elizabethlevison@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-374-001 I want us to keep the viaduct as it is my favorite roadway in Seattle. I travel it both to and from work daily and appreciate the beauty it provides me.

I would like for us to upgrade it in the most cost effective manner in a way that will have the least impact on commuters.

KEEP OUR VIADUCT!
Betsy A Murray
3818 Linden Avenue North
Seattle WA
98103

Comments apply to:

Overall Project

I-374-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: N. A. H.
Address:
City:
State:
Zip Code: 98101
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-375-001 I recently moved into a downtown water-view apartment. While the view from my apartment is amazing, it is quite an eyesore to see the I-99 Viaduct out the window of my apartment. In addition to the appearance, there is also the issue of noise created by the viaduct. If you are looking for a way to revitalize the downtown area and attract a wider range of people, you should definitely choose the tunnel option. Don't clutter the scenic Seattle Waterfront by rebuilding the same old double-stacked interstate. Instead, place the 6 lanes underground and turn the above-ground part of the project into a well-groomed park-like street that provides access to the downtown area. Many may argue that the cost is prohibitive, or that the well-to-do are the only ones worried about appearance. However, Seattle boasts a strong tourism industry and should be conscious of the appearance of downtown. If you think building the full tunnel is expensive, implement one of the other decisions! and see how long it is before people demand even more capacity. At least this way, once the tunnels are constructed all of the above-ground land can be turned into whatever is needed. Perhaps some day there Alaskan Way will be double stacked on top of 6 lanes of tunnels, it's always easier to build from the bottom up.

Comments apply to:
Overall Project
Tunnel Alternative

I-375-001

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.

Mr. John K. Naden
3818 43rd Ave NE
Seattle, WA 98105

March 31, 2004

Mayor Greg Nickols
Mayor's Office
Seattle City Hall
Seattle, WA 98105

Dear Mayor Nickols:

RECEIVED
04 APR 20 AM 10:53
CITY OF SEATTLE
MAYOR'S OFFICE

I-376-001

I am an 18 year old senior at Bishop Blanchet High School here in Seattle. I am writing to you to express my appreciation for your support of two different issues that are important to me. First of all, I think that the cleaning up of the University Ave. is very important, and I also think that your push for federal funding to fix the Alaskan Way viaduct is very important.

I live very close to the University Ave and have spent a lot of time there when growing up and it hasn't been in great shape lately. Along with fixing it up though, I think that it's important to try and keep the culture. This means not making the buildings too nice so stores like "The Woolly Mammoth" and "Red Light Vintage Clothing" cannot afford to stay there anymore. Still, I can already see some changes, like re-paving of the roads, which is making a huge difference.

I-376-002

The Alaskan Way Viaduct is the best place to be stuck in traffic on the entire earth. The view of Puget Sound makes you forget your road rage. After the Nisqually earthquake in 2001 the viaduct and the Alaskan Way Seawall were both damaged and might not hold up in case of another large earthquake. For this reason I think that it is very important that the Federal Government does give the \$1 billion you are asking for. If the Alaskan Way viaduct does suffer another earthquake, it could not only be dangerous. Also, our traffic is pretty bad as it is, and if the viaduct had to close at times it would be hard to get anywhere.

I really appreciate what you are doing for the city. I can see that you truly care about making Seattle a better place for all that live here.

Sincerely yours,



John K. Naden

I-376-001

The City of Seattle, as a lead agency, thanks you for your comments on the University Way project and support for funding for the Alaskan Way Viaduct Replacement project.

I-376-002

Thank you for providing your support for the project and for federal funding.

AWV Draft EIS Comment Form Results:

Name: Charles Nafziger
Address: 3030 NW 66th St
City: Seattle
State: WA
Zip Code: 98117
Email: canafziger@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I looked through the draft EIS and saw no details on how the new seawall would improve smolt passage in the Duwamish River esuary (Elliot Bay). The original seawall made no attempt to help smolt passage and consequently, some of the salmon affected by the seawall are endangered species. Any new seawall should bring smolt passage back to pre-seawall days so the salmon runs can return to normal over the life span of the new seawall. Fix the screwup or let downtown crumble into the bay. If we cannot afford to make a salmon friendly seawall, we cannot afford to do the project.

Comments apply to:
Seawall

I-377-001

I-377-001

The 2004 Draft EIS did not contain information on changes to the seawall to improve juvenile salmon passage, other than moving the seawall landward, and the conceptual habitat improvements identified in Appendix R, Attachment D. The seawall design team evaluated means to improve habitat conditions for migrating juvenile salmonids along the Seattle shoreline. However, returning the shoreline to historic natural conditions is not compatible with existing land and water uses and land ownership, nor is it a purpose of the project or warranted to mitigate for project effects.

Please note that the lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if another build alternative is selected, the seawall would be replaced as part of this project and its design will be carefully considered. Please see Chapter 3 in the Final EIS for a description of the current configuration for each proposed build alternative for the project.

AWV Draft EIS Comment Form Results:

Name: Nick Nakadate
Address: 3824 22nd Ave SW
City: Seattle
State: WA
Zip Code: 98106
Email: nicholas@pixelforge.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-378-001

The cut-and-cover tunnel alternative is the best option by far! As an architect and a long-time Seattle citizen, I believe this will do the most good for Seattle culturally and financially. A few further points: There should be no net increase in roadway to Alaskan Way. Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor. The lid over SR 99 should extend from Pike to Battery. The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley.

I-378-002

I-378-003

I-378-004

Comments apply to:
Tunnel Alternative

Did you find this Draft EIS format easy to understand?

I-378-001

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-378-002

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. To provide similar capacity levels as currently exists today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. Overall, it is expected that traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-378-003

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-378-004

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.

Linda Neilsen
2112 S. 250th St.
Kent, WA 98032
April 28, 2004

RECEIVED
MAY 07 2004
AWSP Team Office

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Ave., Suite 2424
Seattle, WA 98104

Allison Ray, Coordinator:


I-379-001 May I ask that the Viaduct be built incorporating ancient Roman arch design. The strength and beauty of Roman arches should not be overlooked for the Viaduct. I personally endorse only an above ground replacement for the old Viaduct. A tunnel of the length that would replace the old Viaduct is too long to be underground in an artificially lit space, not to mention the extra cost.

I-379-002 However the Viaduct is replaced, all plans for its structure, lighting, and on and off ramps, multiple lanes and vehicles operating on it, running the gamut from small cars, to trucks and SUV's to heavy rigs should be put to the test of a virtual reality program to find errors, problems and identify road safety issues that would come from a busy road system involving a wide range of vehicles and drivers.

The reality program should involve numerous, different kinds of people "driving" at the same time different vehicles during "virtual" high and low traffic volumes and speeds, involving different ages in the drivers and don't forget to include driving at twilight, dawn, full daylight and nighttime. This could head off and eliminate unintended but short sighted engineering problems that could unfortunately be built into the replacement road.

I believe this "virtual" testing to be worth the extra effort and cost on what will be an enormously expensive project any way that one looks at it.

Thank you.



Linda Neilsen
ldneilsen@yahoo.com

I-379-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on rebuilding the viaduct with Roman architectural elements.

I-379-002

The design and final configuration of the Alaskan Way Viaduct Replacement Project will be developed through the use of the best information and tools available. This includes application of current local, state, and federal design and safety standards, making the project as safe and serviceable as possible.

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

From: Michael Newton [mailto:newton@heavybit.com]

Sent: Wednesday, April 14, 2004 10:17 AM

To: viaduct@wsdot.wa.gov

Subject: Let's NOT have a highway along Seattle's waterfront.

I-380-001

Everyone knows the viaduct is ugly and devalues Seattle's greatest natural asset - the waterfront.

Urban planners around the world praise Vancouver and Portland, and scoff at Seattle. We are going to need a little bit of vision to make Seattle the world-class city it deserves to be.

These people have the right idea: <http://www.peopleswaterfront.org>

M.

I-380-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-381-001 |

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

From: Gwen Nicholson [mailto:gnicholson10@comcast.net]

Sent: Thursday, May 27, 2004 7:56 AM

To: awvdeiscments@wsdot.wa.gov

Subject: Cut and Cover Tunnel Option - I support

I am a strong supporter of the Cut and Cover Tunnel Option.

Thank you,

Gwendolyn W. Nicholson
2341 Rosemont Pl.W.
Seattle, WA 98199
gnicholson10@comcast.net

*** eSafe scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

I-381-001

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-382-001

Re: Draft EIS for the Options Involving Viaduct

Dear Ladies and Gentlemen:

There is so much good material in the draft EIS on the various possible ways to deal with the certainty that the viaduct must be replaced. I will eschew rehashing the detail of the report and stick to the big picture.

The most important thing to recognize, I feel, is that the way the viaduct is dealt with can and should be the defining moment for the "boomer" generation that is at its crest and soon to be on the way gradually to retirement. (While all generations will be involved with this decision, I say this because we currently represent the largest age cohort). We've enjoyed the benefits of those who came before us and created Arboretums and lovely University of Washington campus vistas, cleaned up Lake Washington waters, created the Seattle Center, and many other items in our built infrastructure too numerous to mention. Our generation has built a lot of office towers and shopping centers, condos and sports stadiums, but nothing that by itself seems to count as a true legacy to future generations. We are running out of time to do so.

It is not overstating it to say, I believe, that at least one of the viaduct "fixes" can transform the very way Seattle sees itself and is perceived by others. That relates to the fact that even though we are a seaport and our Emerald City fronts the shores of Puget Sound, our waterfront is largely an embarrassment, someplace we hide our visitors from instead of making sure they see it. If we can find a way to go with the "Cut and cover tunnel" alternative, we have the opportunity to create a true heart to the city, a place where people live, shop, recreate and where there is enough space to call it a civic space. This new place will connect the heart of the urban downtown with the soft edge of the water. All great seaports find a way to do this.

I hope the 'cut and cover' alternative can be modified a bit to cut down the number of lanes of traffic that will still seem to dominate Alaskan Way. Can't a portion of the flow be diverted to other streets in the north south grid? And we should make sure the tunnel is long enough that we create a truly worthwhile space, not some Westlake "Park" postage stamp chump space.

The key things here are to not let our suffocating "process" bog us down till the damn viaduct falls down, and the other is to decide at the beginning that while for many items we need to be very cost sensitive, in this case we have to realize that there is a difficult to quantify (but very real) upside that will accrue to creating a truly vibrant, beautiful heart to our city that will pay dividends 100's of times over the course of time. Yes, it will be difficult to find the money, but all involved must be passionately steadfast in adhering to the vision that this is something we HAVE to figure out and make happen. Naysayers turned down 90% Federal financing for an underground Metro for the region, and crushed the opportunity for us to have a beautiful city sized park at The Commons, why not this time see the yeasayers have their day??

Cut and Cover Tunnel is the way to go. The new space created will have the potential to make Seattle a much more special place to live. The new library is an inspiration, if we can create this space the way it should, it can have 50 times the impact the dazzling new library will have on our lives and for the lives of those who will follow us.

Kerry Nicholson

2341 Rosemont PLW.
Seattle, WA 98199

6/26/2004

I-382-001

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.

AWV Draft EIS Comment Form Results:

Name: Robert Nokes
Address: 1950 Alaskan Way, L-124
City: Seattle
State: Wa
Zip Code: 98101
Email: rnokes@cablespeed.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

In addition to the comments that I gave to the court examiner at the downtown Seattle meeting, I also wanted to say that the EIS should consider other alternatives to the temporary bypass freeway that is suggested to be constructed at the northern end of Alaskan Way. Given the extreme amount of money, in both construction costs, time (and ultimately financing costs because of time spent on this traffic diversion), and lost property values and tourism revenues, these amounts should be quantified. Alternative uses for these funds for permanent projects, that could help mitigate traffic problems during construction, should be considered. Perhaps relocating the ferry terminal, constructing on/off ramps from Spokane street to 1st, 2nd, 3rd, 4th, 5th and 6th avenues, reconfiguring the mercer street off ramp to free up congestion on I-5, increase bus and ferry service from West Seattle to downtown, would be a better permanent use of funds. For the EIS to fairly represent the best solution for our State and City, please expand on these issues in the EIS statement.

Comments apply to:
Construction Impacts and Mitigation

I-383-001

I-383-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

The project is coordinating closely with Washington State Ferries. Improvements north of the Battery Street Tunnel have been proposed as described in the Final EIS. On- and off-ramps for the preferred alternative are described in the Final EIS as well as Appendix B, Alternatives Description and Construction Methods Discipline Report, and Appendix C, Transportation Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Evan Nordby
Address: 6001 Bligh Ct. NE
City: Bainbridge Island
State: WA
Zip Code: 98110
Email: ehn3@bulldog.georgetown.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-384-001

Considering all the possibilities, the Tunnel Alternative represents a once-a-generation opportunity to remake the look and feel of downtown Seattle as well as provide for the needs of drivers and commerce. Let's have vision, and not make the same mistake that King County voters made in turning down the Forward Thrust rail system bonds 30-some years ago - a decision for which we're still paying.

Comments apply to:

Overall Project

I-384-001

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.

AWV Draft EIS Comment Form Results:

Name: Michael Novak
Address: 2440 NW 64th Street
City: Seattle
State: WA
Zip Code: 98107
Email: maitaihi@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-385-001

I-385-002

I-385-003

1. Instead of tearing out the existing seawall, just add another 3' to 4' of bulkhead in front of it. We will end up with a stronger concrete structure and wider sidewalks. 2. Once the seawall is done, the Aerial Alternative could commence. 3. Build the Aerial Alternative wider and higher than the existing Viaduct. This means keeping the upper deck of the Viaduct as a working platform, while the new side structure of the Viaduct was being built. 4. The closest example I can think of would be McDonalds "arches" (they don't have to be "golden") that span the entire waterfront from the Bell Street tunnel to the Spokane Street Viaduct. 5. The arches could be higher and wider than the existing Viaduct, and the new "top" roadway (5 lanes or more headed North) would be above the existing Viaduct. 6. All traffic would be "two-way" on the existing South Bound lanes of the old Viaduct during construction. Believe me "one lane" of "express" traffic in both directions will be better than stop lights on surface streets. 7. Once the top lanes of the new structure are completed, traffic both ways (N-S) could be diverted onto this new wider roadway (something like they did when building the new First Avenue South bridge while repairing the old bridge). 8. The top lanes (North bound) of the old Viaduct could be dismantled and hauled away. The South bound lanes of the old Viaduct could be used as a work platform for the new South bound lanes of the "golden arches". 9. Once the new South bound lanes are completed, the remaining portion of the Viaduct could be easily dismantled underneath the arches and hauled away. 10. What is left under the "arch" design is more open space between the lanes, open space under the lanes, and greater distance between the "arches". The current "pillar" Viaduct looks like a concrete wall (think prison) and is very confining, but "arches" could be spaced farther apart BECAUSE...an arch is the strongest support structure we know of and has been around for Centuries. 11. Bottom line: Expand the seawall out into Elliott Bay (don't dig it up and replace it), and make the new Viaduct a series of large sweeping arches down the water front that people and cars can maneuver around and it won't feel so claustrophobic. 12. In closing, Tunnels are expensive, they trap and confine pollution, wrecks are more difficult to clear, people would require emergency exits from the tunnel, and the "landfill" proposals that I saw at the Bell Street Center a few weeks ago to add more "public park space" are ridiculous. There should be connecting "loops" between I-90, I-5, Spokane Street Freeway, and SR-99. Thank you for letting me suggest an "alternative" that goes beyond the current proposals.

Comments apply to:
Aerial Alternative

I-385-001

By expanding the seawall further into Elliott Bay, the project would have much greater environmental impacts than the current design. Elliott Bay serves as a permanent or seasonal home to aquatic species, including endangered and threatened such as Southern resident killer whales and Puget Sound Chinook salmon. Despite urban development, the edge of the seawall still provides habitat for the fish, wildlife, and vegetation resources in Elliott Bay. Expansion of the seawall would permanently and substantially affect the habitat for these resources.

Seawall construction further into Elliott Bay would also be challenging and may produce its own set of temporary impacts. The disturbance of sediments along the seabed could create turbidity and transport of contaminated soils.

Many of these concerns have been emphasized by local environmental groups, interested tribes that depend on fisheries, and state and federal resource agencies with permitting authority. The lead agencies continue to seek input and to work with stakeholders on how to avoid, minimize, and mitigate impacts in Elliott Bay.

I-385-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-385-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your

suggestions. Numerous design concepts were evaluated as described in Chapter 2, Alternatives Development, of 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.

AWV Draft EIS Comment Form Results:

Name: Greg Oaksen
Address: 85 South Washington St. #301
City: Seattle
State: Wa
Zip Code: 98104
Email: Goaks@Juno.com
Affiliation (optional): Gregory Oaksen Architect

Would like to be added to the project mailing list?

Yes

Project Comments:

I-386-001

I strongly favor the Tunnel Alternatives over any of the other Alternatives. This is an opportunity for major improvement in urban design of Seattle. The viaduct was an ill conceived engineering based solution to begin with. I think that the relatively small difference in cost (except for the outlandish surface solution) between this and other alternatives makes this the most sensible alternative. I worked in San Francisco when the Embarcadero Freeway cut into the heart of the city and have visited after it was torn down and was amazed at the vitality of the area and integration of the water edge into the city. This shows the tremendous potential economic payback that the Tunnel Alternative presents.

Comments apply to:
Overall Project
All of the Alternatives

I-386-001

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.

AWV Draft EIS Comment Form Results:

Name: mickey o'connor
Address: 1420 western ave. #201
City: seattle
State: WA
Zip Code: 98101
Email: mickeyoco24@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I think the ideal option is the Tunnel Alternative, because that would open the waterfront up for people to use and make the whole area from Pike Place Market through Pioneer Square quiet and livable and human. The tunnel would also increase businesses along the waterfront and turn Seattle into The Most Livable City again. If the Tunnel Alternative is not approved I vote for Bypass Tunnel Alternative, as that would decrease the traffic noise significantly and still allow the waterfront area to be opened up more than it is now.

Comments apply to:
Tunnel Alternative
Bypass Tunnel Alternative

I-387-001

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-387-001

To Whom It May Concern:

I love the idea of making our waterfront more reflective of the international cosmopolitan city we have become. Our waterfront is the front door to millions of visitors every year, not to mention those of us living here. I commend your visionary approach to an old problem.

Several ideas I have heard for its redevelopment which I strongly support include the following:

I-388-001

1) Moving the trolley car to Western Avenue would provide much better access both to the waterfront, Pike Place Market and our mid-center shopping areas. As is, it is a very inefficient set up for both visitors and those of us living here year round.

I-388-002

2) Creating a pedestrian friendly park-like area for all Seattle residents and visitors alike.

3) Move viaduct underground to make best use of space

Thank you for your consideration.

Roberta Ohno
ITEC America, Inc.
216 First Avenue South, Suite 251
Seattle, WA 98104
Tel: (206) 223-1802
Fax: (206) 223-1804
roberta.ohno@itec-america.com

I-388-001

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.

I-388-002

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.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4623 Form 250 CommentDate: 4/28/2004
Doug Oleson Organization: self
Address: 3822 42nd ave sw City: seattle State: wa Zip: 98116

1. Choose Topic:

- | | | |
|------------|---------------|--------------------------|
| Overall * | Tunnel | Construction Impacts and |
| All of the | Bypass Tunnel | Other |
| Rebuild | Surface | |
| Aerial | Seawall | |

Comment:

I'd rather be stuck in traffic on an elevated roadway than in a tunnel. No tunnel!
The surface option is the worst because of the increased traffic and because of the effect it would have on the public use of the waterfront. It would be as bad as running a train down the middle of Rainier Ave.
There needs to be at least one downtown exit, which I don't see with the tunnel options.
This project isn't for next week, next month, or next year, or even just for the next generation. Damn the cost. Do the right thing. Go Ariel.
"It's got to be the going, not the getting there that's good." - Harry Chapin

I-389-001

I-389-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: John Olson
Address: 418 Highland Dr. #2
City: Seattle
State: WA
Zip Code: 98109
Email: JandROlson@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-390-001

Former Governor Dan Evans, who has a background in engineering, once commented that the Alaska Way Viaduct should not have been built in the first place. It is constructed on a liquefaction zone. The geology there is notoriously unstable. I would heartily recommend, therefore, either a surface alternative, seawall, or any other proposal that would minimize construction in that area. I would also like to add that a prolonged period of construction in that area would decimate some of the smaller businesses in that area, leaving little else but the corporate chains.

I-390-002

Comments apply to:
Surface Alternative
Seawall

I-390-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

I-390-002

Construction activities, especially along the central waterfront, would interfere with access to businesses and properties adjacent to the project on either side of the right-of-way. A primary goal of construction planning is to maintain adequate access to all businesses so they can continue to operate. If adequate access cannot be maintained, impacts to affected businesses will be mitigated under policies identified in Chapter 8 of the Final EIS. If provisions of the Uniform Relocation Act are met, then relocation assistance would be provided. The type and ownership of businesses that will be operating on the central waterfront after construction cannot be reasonably predicted.

====My Contact information====
Name: Katherine F. Olson
E-mail: citybear1@mindspring.com
Street Address: 100 First Avenue S. #14
City, State, Zip Code: Seattle, Wn. 98104
Phone: (206)621-1766

I-391-001

==== My Question/Comment/Complaint ====
Please study a "no-highway alternative " for the Alaskan Way Viaduct for the EIS. As a resident a block away from the Viaduct, I fear for my safety and the structure needs to be removed .
=====

I-391-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Wouter Onclin
Address: 14042 Wayne Place N
City: Seattle
State: WA
Zip Code: 98133
Email: wouteronclin@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-392-001

I have two comments about the draft EIS and will start with the most practical one: Has a tunnel in a different location ever been considered? A tunnel under 1st Ave that would connect to the Battery St tunnel for instance. This tunnel could be built while the existing viaduct is in place, minimizing construction impact there and creating opportunities to develop the right of way of the existing viaduct, which can help financing the tunneling project. Drilling techniques could be used because the soil under First Ave is more solid, which means that construction impact will be concentrated to a smaller area. My second comment is that the EIS is very technical, a very straight forward problem-solution document. I think the document should reflect more than just the fact that 110,000 cars need to be able to drive here. The replacement of the viaduct is a project with a much broader scope than just the technical traffic problem. It's an opportunity for the city to develop a new face, connect downtown to the waterfront, develop new property near the waterfront, creating a place that's attractive to everyone, from tourists to local residents and I think this project should reflect that. In my opinion it's strange that the DPD is planning for the redevelopment of the waterfront, assuming that a tunnel alternative will be realized, while DOT prepares an EIS in which 3 of the 5 alternatives do not involve a tunnel. DPD and DOT should be working together in a project organization, together with private developers and engineering agencies, and develop some sort of public private partnership, in which the potential of private investments in the project will be fully explored. The benefit to the public should be the number one objective in this project and barriers like divisions between DPD and DOT budget or private and public investments should be overcome.

I-392-002

Comments apply to:
Overall Project

I-392-001

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The Bored Tunnel Alternative's alignment is similar to what you suggest in this comment and could be built while the existing viaduct remains standing. Please see the Final EIS for more information about the preferred alternative.

I-392-002

The City of Seattle, as both an Alaskan Way Viaduct Replacement Project lead agency and as the lead for the Central Waterfront Project, is serving as the liaison between those two efforts and keeps both projects informed as to decisions that affect the projects. The purpose of the Alaskan Way Viaduct Replacement Project is to provide a replacement transportation facility. The environmental analysis on the Alaskan Way Viaduct Replacement Project examines compatibility with adopted land use and neighborhood plans. This analysis is found in the Final EIS and its Appendix G, Land Use Discipline Report.

I-393-001

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

From: Mcgoregan@aol.com [mailto:Mcgoregan@aol.com]

Sent: Saturday, May 22, 2004 4:46 PM

To: awvdeiscomments@wsdot.wa.gov

Subject: Waterfront

Why is there so much moaning and groaning about waterfront ideas with a tunnel or cover and six lanes or eight? Last year Roger Patten AIA wrote an op-ed article in the Seattle Times proposing a bridge across Elliott Bay to replace the viaduct. It would go from the battery street tunnel to south of town and join somewhere near the stadiums. He estimates it would cost about a billion dollars. Why has this proposal been met with silence?

Tunnels are not popular with people that have to use them. The Chunnel that connects Britian with Europe is barely maintaining because people prefer to use the ferries where they can be on the water not under it, and they can see the scenery and smell the fresh air.

The big dig in Boston came in billions of dollars over budget, and the same thing could happen here. In fact Sound Transit tunnel's bid came in millions over the amount estimated and they haven't even turned one shovel of dirt.

In case you haven't seen Roger's proposal I'm enclosing a copy. As an arts organization you should be able to see the beauty of a soaring bridge over the bay that frames the Olympic Mountains, removes traffic and its noise from downtown and gives the waterfront room for parks and promenades.

If you have any knowledge of why consideration of a bridge is denied, I'd be interested to know. A less expensive alternative by far to the current proposals merits at least an explanation of why not.

Clare O'Regan
mcgoregan@aol.com

Proposed Elliot Bay Bridge by Roger Patten AIA

Imagine a bridge built over Elliot Bay that removes the high speed traffic and noise of highway 99 away from the waterfront and returns the waterfront back to the city of Seattle for development.

Picture a cable-stayed suspension bridge with a main span of 3,450 feet for a total bridge length of 6,900 feet with approaches for a total length of two miles. It can be built within five years at a cost of about one billion dollars. The bridge would be the same length as the Alaskan Way Viaduct and replace it forever.

The bridge's main span is supported by two bridge towers that are approximately 1000 feet above sea level and support the cable stayed bridge span 240 feet above the water.

The towers will have Viewing/Restaurant platforms at the 800 foot level for the south tower and Security facilities for the Port of Seattle and US Coast Guard at the north tower.

The bridge deck has a curve designed into it to allow for expansion and contraction of the superstructure between the approaches and will curve outward from the waterfront to afford a greater space for Seattle to have an Inner Harbor. This curved deck will also move the highway traffic a half mile off the waterfront, far enough away so you can see the vitality of the traffic but not hear it.

The curve in the bridge deck will also allow for the bridge alignment with the Battery Street Tunnel and when traveling north on the bridge the Space Needle will appear centered between the suspension cables and when traveling south (on a good day), Mt. Rainier will appear centered between the suspension cables.

I-393-001

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

The Bridge is designed to support six lanes of car/truck traffic and two monorail tracks under the bridge superstructure for a personal rapid transit (PRT) public monorail transportation service to the bridge towers and the city's new waterfront development.

The bridge towers will be mirror like and at times their silhouettes will disappear and reappear like a mirage with reflections and shadows in the waters of Elliott Bay.

The bridge cable-stayed suspension system is a new and inventive structure and is supported by the two towers anchored approximately 220 feet below the surface of the water by means of a foundation system that will harness the unique geology of the Elliott Bay estuary and resolves the ecological impact of the bridge construction in a new and meaningful way.

The Elliott Bay Bridge will be the longest cable stayed bridge in the world and perhaps a new signature for the City of Seattle.

Some engineers believe the Alaskan Way Viaduct is too dangerous to use and should be shut down. Remember the California Northridge Earthquake of January 17, 1994 and the catastrophic events to the transportation system of L.A.

Now is the time to build!

Roger Patten AIA

AWV Draft EIS Comment Form Results:

Name: Clare O'Regan
Address: 8223 20th Ave NE
City: Seattle
State: WA
Zip Code: 98115
Email: mcgoregan@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-393-001

Last year There was a proposal by Roger Patten AIA to build a bridge over Elliot Bay to replace the viaduct. It would cost one billion dollars and be completed in 5 years. It takes the noise and traffic away from downtown and creates a beautiful structure to admire along with the mountains and sea and can be done with a minimum of disruption to traffic. You already have the planning done for the approaches. You owe it to the taxpayers to consider a less expensive alternative to tunneling, and rebuilding the viaduct is unacceptable.

Comments apply to:
Other Topic: Bridge over Elliot Bay



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Mike Osterfeld
Organization/Membership Affiliation (optional): Fremont Chamber
Address: 740 N 35th
City: Seattle State: WA Zip: 98103
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-394-001

Most important that we keep the traffic which uses this Corridor moving through the Project - this is the lifeline of the west side of Seattle. Critical!

(Please use additional paper if you need further comment space)

I-394-001

The lead agencies recognize the importance of maintaining mobility during construction. The analysis of construction plans, described in the Final EIS and Appendix C, Transportation Discipline Report, compares the extent of traffic impacts and access constraints associated with each construction plan for each proposed build alternative.

Also, the preferred Bored Tunnel Alternative avoids substantial closure of SR 99 during construction.

26 April 2004

Allison Ray
DOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Avenue - Suite 2424
Seattle, WA 98104

Friends:

I have been thinking on this problem for 35 years and also following the discussions. I had more or less decided it was a case of an "insolvable problem" until I read the article in the Seattle Times 1 April 2004. The sad thing is that none of the alternatives seems to be really satisfactory for anyone.

After all these years it came to me - with a little lateral thinking - that there is a good solution which is simple, elegant, workable, timely, environmentally reasonable, and affordable (I think). Attached is a drawing with map and explanation. Many famous harbors have bridges.

I am aware of all the detail design, engineering, planning, and environmental studies which would be necessary - after 65 years of doing those things myself - and I think it is doable. For example, T. Y. Lin is capable of doing the structural engineering I believe.

Consider also the Thompson Freeway: why it was planned and why it was canceled.

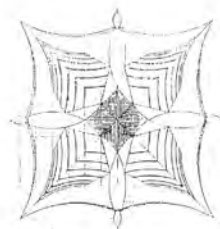
What do you think? It seems to me the people of the city and the state should at least be made aware of this option.

John Ottenheimer

ORGANIC ARCHITECTURE NORTHWEST

John Ottenheimer Architect & Associates

archnw@whidbey.com
POB 984, Freeland WA 98249
360-331-7559



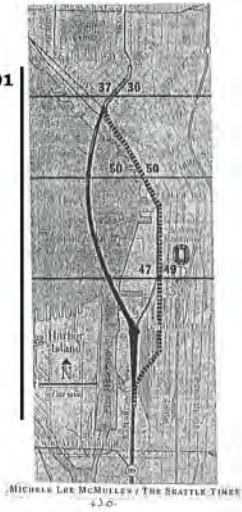
I-395-001

As part of the alternatives development process for this project, concepts were considered that would replace the viaduct with a bridge over Elliott Bay. However, these concepts were not advanced for reasons listed below:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

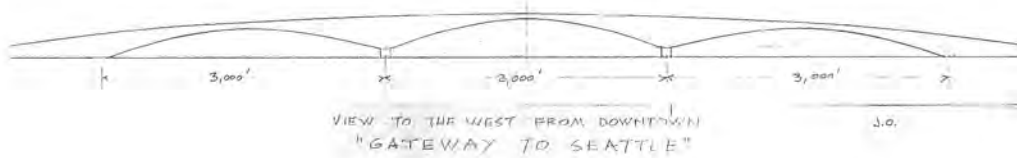
Since 2004, the lead agencies have worked with the public, other agencies, and decision-makers to develop, refine, and evaluate possible viaduct replacement alternatives. Please see the Final EIS for a description of the currently proposed alternatives, their effects, and proposed mitigation.

I-395-001



ADVANTAGES TO THE "SEATTLE GATEWAY BRIDGE" SOLUTION
TO THE ALASKAN WAY VIADUCT PROBLEM

1. The existing viaduct is completely removed from the waterfront allowing the best development for its use.
2. Can be almost entirely constructed without interrupting present traffic on route 99.
3. Can be built on a fast track construction schedule, proceeding 24/7, taking possibly half the time of the other schemes.
4. Pending solid construction bids, the cost should be equal to or less than the lowest cost alternative, particularly when factoring in the minimum interruption and earlier completion date.
5. Provides a true alternative route around/thru the downtown to supplement I-5 Freeway.
6. Rather than blocking views of the Olympics and the water would frame them. The view for motorists would be enhanced.
7. Would add to the city's magic with a beautiful gateway.
8. No comparison with the projections for "travel times; average speed; or loss of parking".
9. Could reasonably be made a toll bridge to help pay the cost. One time users - ie tourists - full price, commuters a minimum amount. Occasional resident users somewhere in between.



AWV Draft EIS Comment Form Results:

Name: Mitzy Oubre
Address: 1005 S. Southern St.
City: Seattle
State: WA
Zip Code: 98108
Email: meo@workwithin.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Take this opportunity to make the Elliot Bay Waterfront something that people will enjoy for generations instead of a place where traffic, noise, and exhaust overwhelm pedestrians. I support the no highway alternative. I spend 5 - 7 days a week working in an office one block from the viaduct in Pioneer Square.

Comments apply to:
All of the Alternatives
Other Topic: no highway alternative

I-396-001

I-396-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: David E. Overton
Address: 1119 First Ave #313
City: Seattle
State: WA
Zip Code: 98101
Email: nblco@cablespeed.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

As Seattle grows and continues to house a larger population downtown, the city must seek to find more public open space and create a city that is liveable 24 hours a day. Please study the quality of life benefits from replacing the current viaduct with either a street level or tunnel approach. The foot print of the current viaduct could be turned into a linear park that parallels the waterfront. Please consider purchasing from Republic Parking the surface parking lot at Western and Seneca and after construction turning this area into a park. A set of steps from First Avenue could be built under the existing Seneca Street exit ramp to connect First and Western. This connection would be much like the Harbor Steps open space. Thank you for the opportunity to provide input.

Comments apply to:
All of the Alternatives

I-397-001

In the preferred Bored Tunnel Alternative, removing the the viaduct would create large areas of open space. This new space could be converted into a variety of new uses, like a waterfront promenade, bike and pedestrian paths, and expanded streetcar service. The exact configuration and types of activities provided on the waterfront will be determined by the Central Waterfront Project being led by the City of Seattle. Also, if the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown.

Please refer to the Final EIS for more information on how the alternatives have developed since the 2004 Draft EIS and how the preferred alternative was selected.

I-397-001

-----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.

AWV Draft EIS Comment Form Results:

Name: Steve Paoli
Address: 6 W Smith St.
City: Seattle
State: WA
Zip Code: 98119
Email: paolis@cablespeed.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

Re-connecting the waterfront and the city are forefront. Drop the wall between Seattle and the Sound. The Viaduct is able to go cut and cover and provide more amenity space for a growing city, why not do this??? Development will pay handsomely for some of the adjacent space. Steve Paoli Sales Manager Cristalla Residences Queen Anne Community Council/Homcowner

Comments apply to:
Tunnel Alternative

Project Comments:

The city should drop the highway out of the physical way of the Waterfront and Downtown. More development, both housing and recreation will blossom. The original viaduct was part and parcel of the "build it simple" mentality of the 1950s. What great buildings or public works do we have from that era? Not our Library or City Hall. If we repeat short sited vision; Seattle will never be a great world class city. Never a Paris, a New York, a London, that years ago dropped transportation out of the daily patchwork of it's citizens lives. Yes, it will cost more, but this is Seattle's shoreline for the next one hundred years.

Comments apply to:
Tunnel Alternative

I-399-001

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-399-001

AWV Draft EIS Comment Form Results:

Name: John Pastier
Address: 4702 Linden Ave N
City: Seattle
State: WA
Zip Code: 98103
Email: pastier@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-400-001

The EIS's range of alternatives is presently incomplete. It needs to present and analyze what is almost certainly the simplest, most cost-effective, and least disruptive solution -- prioritizing human and urban values over the demands of vehicles by re-thinking and refining the larger transportation network instead of building a staggeringly expensive new aerial, surface or underground high-speed, high-capacity highway.

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives
Other Topic: The Big Picture

I-400-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Roger Patten / Architect AIA

1215 SW 149th Seattle WA 98166

Phone 206 242 0329 Fax 206 242 0824

5.19.04

*Douglas B. MacDonald
Secretary of Transportation
310 Maple Park Ave. SE
Olympia WA 98504-7300*

Dear Mr. MacDonald:

I-401-001

*Thank you for your reply to my letter on proposed Elliott Bay Bridge
Re: Alaskan Way Viaduct & Seawall Project for Seattle Washington.*

As you mentioned in your letter, Tom Madden, Engineering Manager for the project discussed my proposal with me several months ago and I quote "He advised why your proposal was not feasible, including the impacts to shipping access to the piers at the south end of Elliott Bay."

Elliott Bay Bridge

The question Tom Madden ask me, " how are we going to afford it. " (Elliott Bay Bridge that is.) I told him, the bridge cost is one billion dollars.

*One billion dollars, if I am correct is less than 2.4 billion minimum to 4.5 billion suggested by the proposed five alternative solutions by the Washington State Department of Transportation.
So, the bridge over Elliott Bay cost is less than the tunnel/viaduct over land cost.*

The Elliott Bay Bridge should be the preferred alternative to replacing the Alaskan Way Viaduct because the bridge solution is less expensive and will cause less disruption to the city during construction, and it adds a completely new highway corridor through the city and opens up many possibilities for the use of the old Alaskan Way Viaduct property.

I-401-002

Impacts to shipping

The question of impacts to shipping access can be looked at in several different ways. Container cargo shipping belongs in an industrial area. If we remove our Terminal 45 (cargo container) shipping to another location, we can make way for a new cruise ship terminal right in the center of town only blocks from shops and sight seeing. We can remove the fill dirt of Terminal 45 and include that area for the new inner harbor of Seattle

The Port of Seattle has many options for developing container facilities in cooperation with other cities here in the Puget Sound region. Perhaps by combining operations they will find it more productive and less costly to protect there facilities and simpler to operate.

I-401-003

Seawall and Water Retention System

When we have an opportunity to make improvement to the city because of the need to replace the cities waterfront seawall to insure future stability of existing and new structures along the waterfront, why would we not consider building in a water retention system. Why not consider the possibilities of reuse an existing structure like the Alaskan Way Viaduct?

For the most part, the Alaskan Way Viaduct structure is constructed in separate 200 foot long roadway sections about 60 foot wide with 20 feet between upper and lower decks. These section could have the columns removed

I-401-001

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

I-401-002

Changing container cargo shipping facilities is outside the scope of this project.

I-401-003

Thank you for your suggestion about using the viaduct to build a new seawall and water retention facility. New materials would be used to build the new seawall, and the old viaduct structure would be removed and not available for other uses under all the proposed build alternatives.

I-401-003

and be turned on its side and set so the top deck roadway can be the Seawall and the space between the top deck and lower deck the water retention area. This area is approximately 60 x 20 feet per lineal foot, or 1200 cu ft / ft or = 240,000 cu ft / roadway section. Now, take the paved land area of downtown Seattle that dumps storm water directly into Puget Sound is about six sq miles of surface area, say 3838 acres. The standard storm water retention required in King County is 2000 cu ft / acre. This would require approximately 7,677,000 cu ft of storm water retention or at 75 % efficiency would require approximately 8,528 lineal feet of Alaskan Way viaduct Seawall for water retention, or 1.6 miles... and that's about what is available. Seattle can build in a state of the art Seawall/water retention system and filter all surface drainage before it enters Elliott Bay. That's what the city should do.

Waterfront Master Plan

I-401-004

If we give this new highway corridor over Elliott Bay to the State of Washington, perhaps the state will give us (the City of Seattle/King County) the old Alaskan Way Viaduct corridor. Just think what we could do.

If we owned the Alaskan Way Viaduct property we can turn it into a City Park. We can add Alaska Street (100 feet width) and we can build the new seawall out 100 feet into Elliott Bay for a total of 300 feet wide by two miles long "City Park

A New City Park with a new City Street / Viaduct

I-401-005

Extending along the new city park a new city street/viaduct with the upper level a four lane city traffic with connections to the city and the Elliott Bay Bridge and below that at a mid-level, a rapid transit, bus/monorail connections to the city and at ground level connections to city ground transportation, bus and taxis and below that underground connections/tunnels to the waterfront.

To the water-side of City Park we can make new waterfront city blocks and provide zoning that will encourage the developed of the water resources, and water use. Zoning to encourage open space under building envelopes for views of the water from the City Park and encourage open plaza planning for public and private use and along the waterfront provide a harbor walk, a floating walkway the size of a city street except it is a walking promenade for the public to enjoy the bay views.

A floating street for pedestrians at water level of the inner harbor, with plaza's and movable bridges along the way for small boat traffic in and out of the new city blocks. The harbor walk and the City Park will add open spaces for the public to enjoy and use as they pass in and out of the cities new central waterfront. It will invite all of Seattle to come down to the waterfront each day, for every sunset.

Sincerely yours,



Roger Patten ALA

Cc: David L. Dye, Urban Corridors Administrator, MS TB85-95
Maureen Sullivan, Project Director, MS NB82-230
Tom Madden, Engineering Manager, MS NB82-230
Allison Ray, Environmental Coordinator, MS NB82-230
City and County Counsel members

I-401-004

Under the Cut-and-Cover Tunnel and Elevated Structure Alternatives, improvements to Alaskan Way are included as project elements. For the Bored Tunnel Alternative, Alaskan Way improvements are not part of the project and will be analyzed under separate environmental documentation by the City of Seattle. In all cases, the City of Seattle owns the property located under the viaduct structure.

I-401-005

A system of floating public spaces and walkways would be extremely difficult to obtain permits from public resource agencies that safeguard shoreline areas along the project corridor. Because of space restrictions within the project corridor, and requirements for maintaining current capacity, separated HOV facilities will not be incorporated into the alternatives being considered.

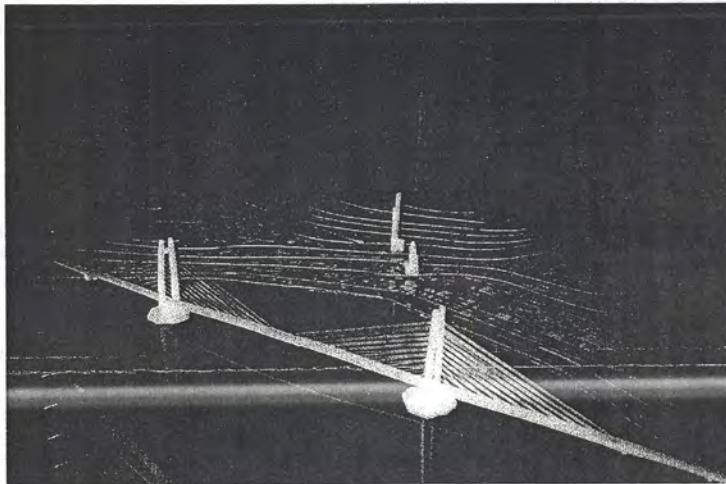
Part I of III

PROPOSED

ELLIOT BAY BRIDGE

Seattle WA

2.27.04



By

Roger Patten AIA

Proposed Elliot Bay Bridge

Imagine a bridge built over Elliot Bay that removes the high speed traffic and noise of highway 99 away from the waterfront and returns the waterfront back to the city of Seattle for development.

Picture a cable-stayed suspension bridge with a main span of 3,450 feet for a total bridge length of 6,900 feet with approaches for a total length of two miles. It can be built within five years at a cost of about one billion dollars. The bridge would be the same length as the Alaskan Way Viaduct and replace it forever.

The bridge's main span is supported by two bridge towers that are approximately 1000 feet above sea level and support the cable stayed bridge span 240 feet above the water.

The towers will have a Viewing/Restaurant platforms at the 800 foot level for the south tower and Security facilities for the Port of Seattle and US Coast Guard at the south tower.

The bridge deck has a curve designed into it to allow for expansion and contraction of the superstructure between the approaches and will curve outward from the waterfront to afford a greater space for Seattle to have an Inner Harbor. This curved deck will also move the highway traffic a half mile off the waterfront, far enough away so you can see the vitality of the traffic but not hear it.

The curve in the bridge deck will also allow for the bridge alignment with the Battery Street Tunnel and when traveling north on the bridge the Space Needle will appear centered between the suspension cables and when traveling south (on a good day), Mt. Rainier will appear centered between the suspension cables.

The Bridge is designed to support six lanes of car/truck traffic and two monorail tracks under the bridge superstructure for a personal rapid transit (PRT) public monorail transportation service to the bridge towers and the cities new waterfront development.

The bridge towers will be mirror like, and at times their silhouettes will disappear and reappear like a mirage with reflections and shadows in the waters of Elliott Bay.

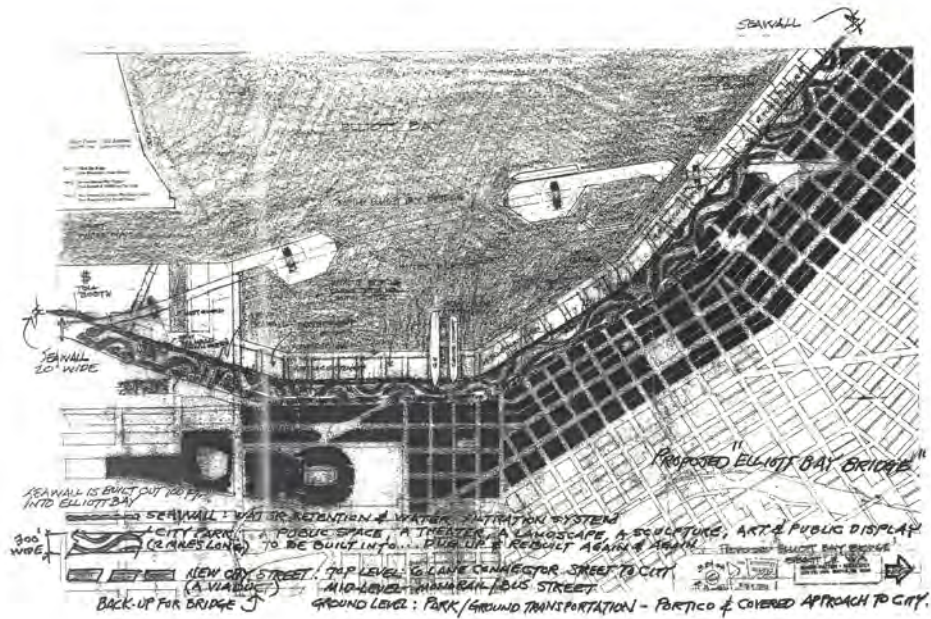
The bridge cable-stayed suspension system is a new and inventive structure and is supported by the two towers anchored approximately 220 feet below the surface of the water by means of a foundation system that will harness the unique geology of the Elliott Bay estuary and resolves the ecological impact of the bridge construction in a new and meaningful way.

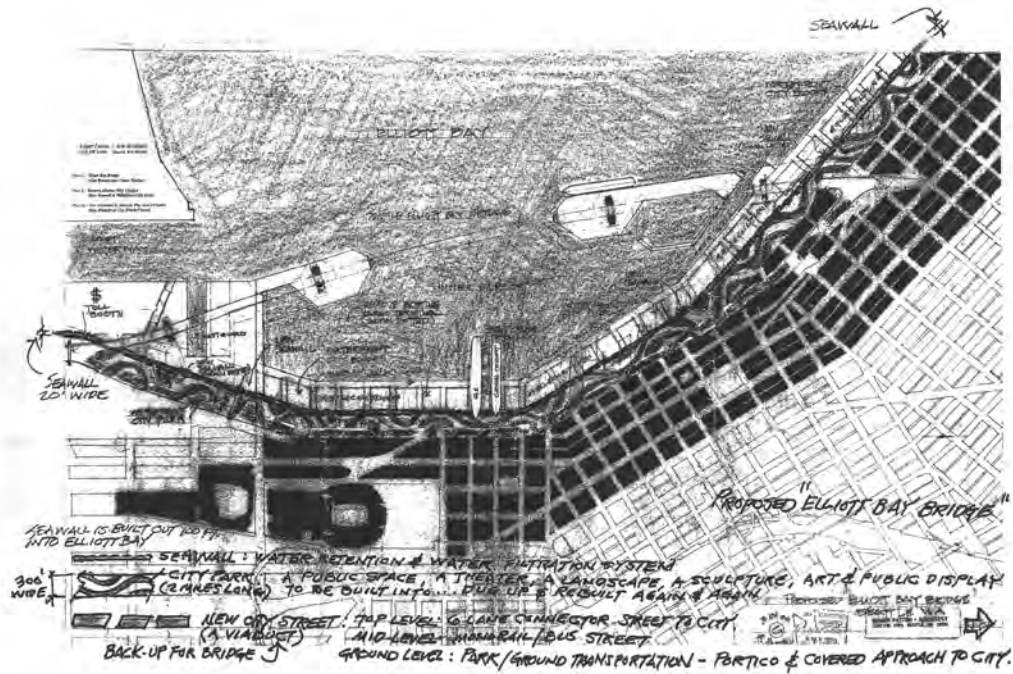
The Elliott Bay Bridge will be the longest cable stayed bridge in the world and perhaps a new signature for the City of Seattle.

Some engineers believe the Alaskan Way Viaduct is too dangerous to use and should be shut down. Remember the California Northridge Earthquake of January 17, 1994 and the catastrophic events to the transportation system of L.A.

Now is the time to build!

Roger Patten AIA





AWV Draft EIS Comment Form Results:

Name: Shao Pei
Address: 11048 SE 27th PL
City: Bellevue
State: WA
Zip Code: 98004
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-402-001 This project should offer opportunity to beautify Seattle. No elevated roadways and minimize traffic on waterfront. Tunnel proposal with six lane of traffic is best plan. City can be responsible for above ground plans.

Comments apply to:
Tunnel Alternative

I-402-001

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.

L. Embree Hall
4-29-04
Concerned

- I-403-001 1. Viaduct interface with Highway 99 necessary now and in future.
- I-403-002 2. Combining Viaduct and seawall updating makes sense.
3. Viaduct Northbound view one of Seattle's greatest assets.
4. Waterfront park only makes sense with underground parking - example - Boston Commons.
5. So many people entertain themselves in downtown Seattle - from the suburbs. Planning must include considerable car traffic from 1st half of 21st Century.
6. Removing viaduct with no replacement not an option.
7. Park planning needs Elliott Bay new plan (water/shore docks and functions (ferries) as well. Private property complicates this I know.
- I-403-003 8. Move on, one way or the other.
- I-403-004 9. Rowing will be a vital part of life here, what are they hoping with?
- I-403-005 10. Elliott Bay's cleanup and vitality essential to all this, too.
- I-403-006 11. Puget Sound and Lake Washington are here to stay. North-South travel, even with monorail, must be preserved so railroads, trucks, air planes and automobiles can handle expected population growth - why?
12. Puget Sound is a great place to live!

Ray Pennoke
8519 12th NW
Seattle, WA 98117

June Public Presentation - thank you.

I-403-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

I-403-002

Many people have expressed how much they enjoy the views when traveling northbound on the viaduct. Views from the existing viaduct, the visual character and quality of the views, as well as the likely viewer response of drivers and passengers, are discussed in the Final EIS and Appendix D, Visual Quality Discipline Report.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If this alternative is selected, the final configuration of Alaskan Way will be determined by the Central Waterfront Project led by the City of Seattle. There will be many opportunities for the public to participate in that master planning effort and to determine the future of their waterfront.

I-403-003

The lead agencies have continued to work diligently to move this project forward.

I-403-004

The lead agencies have worked, and will continue to work, extensively with the railroads to ensure their needs are considered in the development of the final project design as well as plans to manage traffic during project construction.

I-403-005

Mitigation measures will be in place during construction to protect Elliott Bay. Measures related to the removal of soil and contaminated materials

are described in Appendix P, Earth Discipline Report, and Appendix Q, Hazardous Materials Discipline Report, of the Final EIS.

I-403-006

The project's purpose is to provide a replacement transportation facility that will, among other things, provide capacity for automobiles, freight, and transit to efficiently move people and goods to and through downtown Seattle and to provide linkages to the regional transportation system. Please see the Final EIS for current project information.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4614 Form 241 CommentDate 4/27/2004
David Park Organization: Resident, Fremont
Address: 4032 Greenwood N City Seattle State WA Zip 98103

1. Choose Topic:

Overall	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I-404-001 I think the tunnel alternative is the most desirable.

If the cost of that alternative proves to be too daunting, the bypass tunnel would be a worthy alternative.

I-404-002 The plan advocated by the "take it down, don't rebuild it" group also deserves to be studied. I strongly recommend including this alternative in the final version of the EIS. Having a cost estimate for this option would provide an excellent baseline by which to compare the costs and benefits of the other plans.

I-404-003 As a resident of Fremont I often use the viaduct as an alternative to I-5 or surface roads when traveling through downtown. As much as I love the view I would trade it for a viaduct-free waterfront, even though my personal use of the waterfront is minimal. The noise pollution and imposing mass of the viaduct today is a tremendous blight on what could be the most enjoyable part of our downtown. Quality of life is not limited to commuting experiences. I would be happy to forego my own viaduct travel in order to have a viaduct-free waterfront.

About the view... Clearly Seattleites like their aerial view of Elliott Bay, even if they're stuck in traffic while they enjoy it. I would suggest that an amusement park ride or elevated walkway could be constructed to provide the same or better view to future Seattleites once the viaduct is gone. To rebuild an aerial viaduct in order to preserve the view for drivers strikes me as desperately perverse.

I-404-001

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-404-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-404-003

Thank you for your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. With this alternative, the downtown waterfront would be viaduct-free.

Chapter 8 (Comparison of Alternatives) of the Final EIS does acknowledge that the current views from the viaduct would be lost as a result of constructing the preferred alternative. Victor Steinbrueck Park does provide similar views towards the west as the top deck of the existing viaduct and would remain after the project is completed to continue to provide similar views.

AWV Draft EIS Comment Form Results:

Name: Sandra Perkins
Address: 415 Wheeler St.
City: Seattle
State: WA
Zip Code: 98109
Email: sandraperkins@seanet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-405-001

I-405-002

My husband and I live on Queen Anne, and we use the viaduct often. Please do not replace the viaduct with the all-surface boulevard—it would be a traffic nightmare!! The tunnel options are not only extremely expensive, they also eliminate access from Queen Anne and other neighborhoods north of downtown. If we lose our access to the viaduct, or if the convenient viaduct becomes a congested surface street, we will be forced onto I-5, increasing traffic there. I realize that many people think the tunnel options would look better, but we have to be realistic in the face of limited tax dollars. I do not believe that the extremely expensive tunnel is the highest and best use of our tax money. Please either rebuild the viaduct, or build the new aerial. That will preserve the access and service that neighborhoods like Queen Anne have now, and will cost much less than the tunnel options. Thank you for considering my comments.

Comments apply to:
All of the Alternatives

I-405-001

The Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. For this reason, the Surface Alternative is no longer being considered. See the Final EIS for current information about the proposed build alternatives.

I-405-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

We also recognize your concerns about the high cost of building a tunnel. Access to and from SR 99 would be provided by new ramps near the stadiums and near Seattle Center. If the Bored Tunnel Alternative is selected, the City of Seattle would construct a new road between Alaskan Way and the Elliott/Western corridor.

AWV Draft EIS Comment Form Results:

Name: P. C. Peters
Address: 7022 Earl Ave. NW
City: Seattle
State: WA
Zip Code: 98117
Email: VFW2713@aol.com
Affiliation (optional): VFW Post No. 2713

Would like to be added to the project mailing list?

Yes

Project Comments:

24 April 2004 To: www.wsdot.wa.gov/projects.Viaduct From: The Peters Family
VFW2713@aol.com Subject: Our Built and Paid For Viaduct along the waterfront Attn:
Appropriations and hopefully, a Common Sense Committee (if we have one) Gentlemen;
There is an old Adage coined by some very wise men that discovered after centuries of
heavy study; that: "If it Ain't Broke, Don't Fix it !!!" Our Viaduct Aint Broke !!! Your \$3 to
\$4 Billion Cost Range "Estimates" for Repairing and/or Replacing our Viaduct are totally
unacceptable. It shouldn't take anything like \$3 Billion to repair what we already have, that
provides commuters with quick and easy, access to North / South unsharled traffic. Not to
mention the beautiful sound, mountain and city views we are greeted with.... Visitors gasp
in delight, and Love it.... The people that designed our old friend deserve an award of
excellence in public project design, and an apology from those warped visionaries that
would even think of tearing it down. Our Viaduct Ain't Broke !!! Yes, he's been wounded in
the battles with Mother Nature and Nut-Case Drivers. But like the strong old soldier he is, if
we bring in a field hospital, he'll live to serve us several more decades... Our Viaduct isn't
dead, he's only been clipped a little in the legs... Don't write him off for some stupid leaky
hole in the ground replacement fresh from UC Berkeley's Skrool of Urban Lunacy. The
view in tunnels, Stinks !!! Respectfully, Pete and Dianne Peters (AKA: Taxed to the Max in
Munchkin Land) 7022 Earl Ave. N.W. Seattle, WA 98117 206-784-8559
VFW2713@aol.com

I-406-001

I-406-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

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

From: Kristina Peterson [mailto:Kristina.Peterson@lakesideschool.org]

Sent: Thursday, May 06, 2004 10:58 AM

To: viaduct@wsdot.wa.gov

Subject: viaduct opinion

Hello,

I was unable to make it to a public hearing on April 27 or 29 but would like to mention that I favor reconstruction of the present structure for the viaduct. I use the viaduct about once a month for transport to the airport and I like the view as I ride to the airport and feel it is a chance for almost anyone to see the great view of the sound instead of just from some businesses or private residences downtown. I am used to the viaduct as it is and would not be interested in paying more money to have a tunnel.

Thanks,

Kristina Peterson 206 418-1335

I-407-001

I-407-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Pat Petersen
Address: 3057 63rd Ave SW #10
City: Seattle
State: WA
Zip Code: 98116
Email: paxsca@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-408-001

Hey you people, You still keep saying that you can build a tunnel for the viaduct replacement that is only a billion dollars more then other alternatives. What are you smoking. Their has not been one large underground project buildt in Seattle that has been on time or on budget. Seattle has terrible soils, lots water(salt and fresh) that has cause overruns and delays on every significant public project buildt. Modern envnimental, business migation, ever present lawsuits will make it impossible for you to build a tunnel for \$4 billion dollars. It upsets me that you even present such a unrealistic alternative, give false hope to people. I fully expect everyone of your alternatives will cost in excess of \$4+ billion dollars. The only realistic one that offers any hope to the Region's transportation needs is the aerial one.

Comments apply to:
Overall Project

I-408-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

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

From: Pat Petersen [mailto:paxsea@hotmail.com]

Sent: Thursday, April 01, 2004 11:37 PM

To: viaduct@wsdot.wa.gov

Subject: comment

I-408-002

I doubt this will do any good, especially with the people you have on the leadership group. First off a tunnel would be great, however I don't believe your costs are realistic at all. No tunnel project in Seattle has been anywhere close to its budget. To believe that a tunnel is only going to be marginally more expensive than other alternatives means there is really a Santa Claus. The Puget Sound area has forego its right to build a project with all the bells and whistles because of lack of planning and building of transportation infrastructure. Now we do because we can't delay any longer. Build the aerial option. Downtown doesn't need the view and the waterfront will do just fine on its own. You should actually build an expanded aerial on 99 from countyline to countyline. Make it a 4 or 5 lane limited access freeway. Bus only, HOV and 2-3 general purpose lanes would actually make an improvement in traffic. What is the area going to do when another million and a half more people move into the area in the next twenty years. Sound transit is clueless. The Monorail is being drowned by you people. Show some leadership and guts. Show the people a project that will get us on top of transportation. Elevation is the key. Make it a toll road. So what if it takes 10-15 years and 10-15 billion dollars. Like I said we have given up our rights to make pleasant looking alternatives, by not doing enough earlier. Get cross town traffic off the surface streets. Aerial is the only realistic option. Besides the Port of Seattle could interconnect its rail and sea distribution points dramatically. For those people who complain about the viaduct blocking their view, think about the 100,000 plus people a day who enjoy the view while driving on the viaduct. I am one of them.

Sincerely,
Pat Petersen

I-408-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and-Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. The aerial structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report. All of these factors were weighed by decision-makers when choosing the preferred alternative.

-----Original Message-----
From: Pam Peterson [mailto:peterpam1@earthlink.net]
Sent: Tuesday, April 06, 2004 11:49 AM
To: viaduct@wsdot.wa.gov
Subject: Alternatives under Consideration

I-409-001 |

We favor the 6 lane tunnel beneath Alaskan Way.

Robert & Pamela Peterson
2929 1st Ave. #603
Seattle, WA 98121

--- Pam Peterson
--- peterpam1@earthlink.net
--- EarthLink: It's your Internet.

I-409-001

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.

AWV Draft EIS Comment Form Results:

Name: Bill Phillips
Address:
City:
State:
Zip Code: 98199
Email: wwphil@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-410-001

My preferred option is the Rebuild Alternative. This appears to be the best compromise for providing traffic flow, minimizing the costs, taking the least space, maximizing constructibility, and minimizing construction time. This also appears to provide the best access for the west side traffic (Ballard/ Interbay, etc.), which is essential. It would be a traffic nightmare to have the westside traffic go through downtown to get to the southend or to I-5 or use additional surface streets to get to the proposed tunnel. For the south section I would suggest looking at providing aerial structure (or flyover, if you wish) over 1st Ave So, directly to the 4th Ave So. flyover on So. Atlantic St. This could provide a complete aerial from the Viaduct to I-90 without the cross traffic of the surface streets. For the south section it is not clear what the benefits/pros/cons for aerial or surface roadway might be. Suggest that this comparison be made more direct and obvious when the final alternative is chosen. By including the south aerial and Bell Street Tunnel refurbishment in the Aerial Alternative, not clear what the real cost trade is between the Aerial and Rebuild Alternatives. Obviously, larger structure means somewhat higher cost for the Aerial, but the groundrules for comparing the alternatives should be the same. For the Aerial and Rebuild Alternatives, has any consideration been given to employing "tinker toy" type of construction? Whereby, large sections would be constructed off-site and then barged to the waterfront to be lifted into place, and then bolted and cabled. General techniques such as this have been employed successfully for bridge construction to minimize the costs, impact on traffic, and duration of construction.

I-410-002

I-410-003

Comments apply to:
Overall Project

I-410-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-410-002

The overcrossing you suggested for Atlantic Street was included instead at S. Royal Brougham Way in the S. King Street to S. Holgate Street Viaduct Replacement Project. This project began construction in 2010. S. Atlantic Street remains an at-grade roadway for the build alternatives currently being considered. The elevated crossing of SR 99 would be provided at S. Royal Brougham Way as a more efficient connection across the traffic on the surface street.

I-410-003

Prefabrication of structural elements is being considered and will be utilized to the extent that it is appropriate for achieving project objectives. Please note that the lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project.

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

From: Wendell Phillips [mailto:wphilli@pobox.com]

Sent: Monday, April 12, 2004 10:18 PM

To: awvdeiscments@wsdot.wa.gov

Subject: Viaduct replacement draft EIS comment:

I have looked at the replacement plans you are presenting now for the viaduct replacement and I have a few comments for you.

I-411-001

It looks like the tunnel plans will drastically change the use and traffic patterns of the viaduct. The viaduct today is used by commuters from the southwest parts of Seattle to commute to and from downtown Seattle. ALL PARTS of downtown Seattle, not just the Pioneer Square and Stadium areas. With downtown exits planned only for the stadium area and King Street any traffic heading for commuting destinations north of King Street will be using numerous already overcrowded routes to arrive where intended. If the tunnel option is chosen there must be exits added for those traveling to the central and northern parts of downtown.

I-411-002

Many of the options seem to want to increase the traffic use of 99 for stadium events. Traffic is already very bad on the viaduct in the evening commute without adding the large number of cars for stadium events. The stadium exits should be removed and surface streets continue to be used for stadium traffic. Don't spoil a working system!

I-411-003

Please remember that the traffic using 99 must go somewhere during construction so don't just shut it down.

Thanks for your consideration

Wendell Phillips
1710 Alki Ave SW
Seattle, WA 98116

I-411-001

Comment acknowledged. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Full access to and from the tunnel would occur between S. Royal Brougham Way and S. King Street at the south portal and near Harrison and Republican Streets at the north portal.

I-411-002

The proposed stadium area ramps (between S. Royal Brougham Way and S. King Street) would improve access in the south end by adding connections that will help improve overall circulation in the immediate area. Providing these additional connections to SR 99 will help improve the congested traffic conditions that occur along surface streets when events take place in the stadiums. Please see the Final EIS Appendix C, Transportation Discipline Report, for more information about how traffic would operate in this area.

I-411-003

The lead agencies have worked hard to propose ways to minimize the amount of time of any SR 99 closures and restrictions. The preferred alternative, the Bored Tunnel Alternative, requires fewer SR 99 closures and lane restrictions than alternatives evaluated in the 2004 Draft EIS. Please see the Final EIS for an updated description of the alternatives, their effects, and proposed mitigation.

AWV Draft EIS Comment Form Results:

Name: Robert M. Pierce
Address: 3414 NW 62nd Street
City: Seattle
State: WA
Zip Code: 98107
Email: bobbierce@scanet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-412-001

I believe the seawall replacement and tunnel under Alaskan Way is by far the most desirable alternative. First it is the best aesthetically IF the land above the tunnel and that below the existing viaduct is converted to open space for the public with good access and parking from the new roadway. Second there appears to be an advantage for simultaneous use of the viaduct during a large part of the construction. The negatives of higher cost and loss of the view (mostly single drivers which should be eyes on the road) are greatly outweighed by the potentially magnificent public space. I support only minimal (5%) use of the land for income production to offset costs. Not billboards or similar advertising.

Comments apply to:
Overall Project

I-412-001

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.

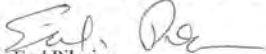
Department of Transportation
AWV Project
Allison Ray
Wells Fargo Building
999 3rd Ave
Seattle , Wa. 98104

I-413-001

Re the Alaskan Way Viaduct

May 27,2004

I lived in the Seattle area for the first 60 years of my life , and am sure became immune to its beauty . I don't get back very often , but when I do I always drive the Alaskan viaduct . I defy anyone to find a more beautiful sight . The big buildings , the port , the mountains , and Puget Sound are awesome to behold , and unique to Seattle . Millions of people observe this beauty , and am sure include it in their visiting itinerary . Exchanging the viaduct for a tunnel will make Seattle less desirable for tourists , and for those Seattle citizens that really appreciate the beauty the city offers . For those living along the viaduct suffering the noise , and lack of view sorry it was there first .


Earl Pilgrim
105 S.E. Arcadia Pt Rd.
Shelton , Wa.98584

I-413-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Bruce Pollock
Address: 2021 First Ave Suite G16
City: Seattle
State: WA
Zip Code: 98121
Email: bushwa@nwlink.com
Affiliation (optional): Resident

Would like to be added to the project mailing list?

Yes

Project Comments:

I-414-001

I live above the viaduct 1/4 mile south of the Battery Tunnel entrance. I use rte 99 going south every day to work at Boeing on E. Marginal way, and return on it every evening. Nevertheless, I would prefer that the waterfront corridor be decommissioned as a high-speed traffic conduit, above or below the ground. Why? Here are my reasons: 1) My domestic life would be demolished by any of the alternatives in the EIS. The construction noise, dust, and debris will ruin the nascent downtown neighborhood I live in. 2) Pike Place Market and the First Avenue and Western Avenue merchants will find their custom drying up during the ten-year construction period. My neighborhood, only recently coming to life, will be thrown back to the scary, empty streets of the past. Tourism will suffer. 3) Any of these alternatives will drive my taxes way up and/or drive the next generation of Seattleites into unbelievable debt. Our economy and our city are not booming any more. We simply can't afford to replace the viaduct by any of the EIS alternatives - we need a more affordable alternative. 4) During construction traffic will have to find other ways north and south through or around the city. I hear that DOT has plans to ease this traffic. If we can survive major blockages for extended periods during the construction, why can't we just use the necessary detours as the basis for a "no construction" alternative? 5) Something great could be done with our waterfront and our downtown "village" if we find another way to deal with elimination of the viaduct. I was in Vancouver last week - what a great job they have done using their natural topography and waterfront! Look at what happened when San Francisco took down the Embarcadero Freeway without replacing it - they removed an ill-conceived waterfront high-speed viaduct, freed up a wonderful space, and made a vibrant new center for the city. 6) I am surprised to find that there is not a "redistribute traffic" alternative in the EIS. In my job I am often required to do engineering trade studies or alternative analyses - and we always look at the "do as little as possible" alternative. Often it is the best solution. Please do not settle on one of these alternatives without looking at a less expensive, less disruptive, more creative solution. Decommissioning the high-speed corridor along our waterfront has potentials for the future of Seattle without loading the next generation with debt; without building an expensive solution that may, itself, not do well during a large earthquake; without damaging the downtown residential neighborhood. We need an affordable alternative that enhances our city. I'd like to see the project apply its obvious analytical strengths to this unexamined alternative.

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives

I-414-001

The lead agencies appreciate receiving your comments on removing the viaduct entirely. Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Constituent: bruce pollock
Home Phone: Business Phone: 206-544-0049
E-mail: bushwa@nwlink.com
Address: 2021 First Ave Suite G16 , Seattle, WA 98121.

Subject: AWV
Location: None
Workflow ID: 114402

Description: [Arrived to Mayor's Office, 5/26/04, 11:49am]

I-414-001

Mr. Mayor, they say that politicians don't attend to email as they do to postal mail. I hope they are wrong. I urge you to reject the idea of rebuilding the high-speed conduit through the waterfront corridor. We can't afford it, nor can our kids. It will kill my neighborhood and the waterfront for years - and the tourist trade along with them. Any of the alternatives described in the draft EIS will be incredibly expensive, incredibly disruptive to the heart of the city, will generate short and long term new traffic problems, and will be ugly. I think the people's waterfront coalition has some great ideas - I just viewed their website this evening - about renewing the waterfront and connecting it with the city by eliminating the high-speed viaduct. Let me say that I did read the draft EIS in March, and was depressed by what I saw. All of the alternatives are expensive, complicated, and disruptive. Please consider another way for Seattle. Bruce Pollock

Thank you very much!



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Roy Pollock
 Organization/Membership Affiliation (optional): —
 Address: 4225 4th NW NW
 City: SEATTLE WA State: WA Zip: 98107
 E-mail: RoyPollock@YAHOO.COM

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

- I-415-001** → MAINTAIN CAPACITY OF EXISTING STRUCTURE (I LIKE THE TUNNEL BUT I ALSO LIKE THE VIEW FROM THE VIADUCT. ALSO
- I-415-002** → THE 519 2ND PHASE SHOULD BE BUILT
 → HWY 99 SHOULD BE CONNECTED TO I-5 WITHOUT GOING ON THE SURFACE. THIS WAS ORIGINALLY PLANNED AND WOULD MAKE DRIVING TO I-5 MUCH MORE CONVENIENT.

(Please use additional paper if you need further comment space)

I-415-001

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-415-002

The SR 519 Phase 2 Project is complete.

The connection between I-5 and SR 99 is only available through surface street connections. The Alaskan Way Viaduct Replacement Project does not propose to connect I-5 and SR 99 via grade separated routes.

Name: James C. Price
Address: 3624 22 Ave SW
City: Seattle
State: WA
Zip Code: 98106
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-416-001 I want to see us keep the viaduct as either the REBUILD or the AERIAL with the objective of protecting the views thousands of us have come to value. The views are integral to the enjoyment of living in this great city. I drive out of town guests along the viaduct to show them how the city is laid out and the views of the Olympics Sound and downtown going north and the Sound waterfront and Duwamish port activities going south. It is a great introduction. It is unique in the world. Seattle has not been good about protecting its views. The viaduct allows people at ground level to look under it and people in tall buildings to look over it. Primarily, though, I'm interested in protecting the views for all of us who drive it. I also want to suggest that you not add any more on or off ramps to the new structure than positively necessary because that would slow traffic down, and as it is now we can travel very smoothly on the viaduct. It has been an excellent means for commuting. I ! would like it to stay a viaduct above ground and rebuilt in sections that would disrupt traffic the least.

Comments apply to:
Overall Project

I-416-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Karen Price
Address: 16405 Maplewild Ave. SW
City: Burien
State: WA
Zip Code: 98166
Email: i_am_karen_price@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I am only in favor of the tunnel alternative. Reasons: I grew up in Portland and am used to thoughtful, long-term city planning and the Portland waterfront. This is a great opportunity for Seattle to increase its livability and improve aesthetics and amenities for locals and visitors alike. The viaduct is an ugly eyesore, put it underground. Since I live in Burien and take the express bus to work in Seattle, I favor 3 lanes in both directions.

Comments apply to:
Tunnel Alternative

I-417-001

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-417-001

AWV Draft EIS Comment Form Results:

Name: Sharon Price
Address: 3624 22 Ave SW
City: Seattle
State: WA
Zip Code: 09106
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-418-001** My first choice is the Aerial because we would gain the safety of having a "pull-over shoulder", but the down side is that it would take more years to build than the Rebuild. My second choice is the Rebuild. In both the Aerial and Rebuild the City of Seattle would continue to provide the views of nearby sea and mountains which is what makes Seattle special. With over 110,000 of us a day enjoying these views, as well as views of the waterfront piers and downtown, I feel it is the responsibility of the City Council to see that we don't lose this. When I went to the presentations of creative possibilities for the downtown waterfront I was very upset. Things I saw do not belong here. 1. we should not bring in sand to make beaches where we are envied for having a natural deep water harbor 2. we should not tear down the viaduct and put up more buildings (developers win, not THE PEOPLE)--forget the argument for adding to the tax base, the views are more important and I mean views for thousands of people every day, not just the privileged who live or work in town or the tourists 3. we shouldn't lose the parking we now have under the viaduct 4. we need to keep the piers for water-related activities and not allow condos and office space to go up along the waterfront
- I-418-002**

Comments apply to:
Overall Project

I-418-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial and Rebuild Alternatives. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-418-002

Your opinions about the waterfront planning process have been forwarded to the City's Department of Planning and Development for consideration, because the City is leading the Central Waterfront Project.

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

From: +=studio blu=+ Kathleen Rabel and Stephen Hazel [mailto:studioblu@cablespeed.com]
Sent: Thursday, May 20, 2004 1:10 PM
To: awvdeiscments@wsdot.wa.gov
Subject: Alaskan Way

City, county, state government:

I-419-001 | The cut-and-cover tunnel alternative is the best option

I-419-002 | There should be no net increase in roadway to Alaskan Way
Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor

I-419-003 | The lid over SR 99 should extend from Pike to Battery

Kathleen Rabel
resident and business owner in downtown Seattle, Pike Market area
Washington Pioneer family

I-419-001

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-419-002

Your preference for no net increase in roadway to Alaskan Way has been noted.

I-419-003

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.

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

From: Charles Raines [mailto:ccraines@comcast.net]

Sent: Saturday, May 08, 2004 7:39 AM

To: viaduct@wsdot.wa.gov

Subject: Alaskan Way Viaduct DEIS comments

DOT,

I-420-001

Fixing the Alaskan Way Viaduct problem should be a very high priority.

Putting Hwy 99 in a tunnel where it crosses the downtown waterfront is the best and arguably the only long term solution for the Alaskan Way Viaduct problem. And the six lane alternative is the only logical one. Though more expensive than the other options, it is worth it for a project that will be a major part of Seattle for many decades. Use the space above the tunnel for a variety of uses- open space, park and even buildings- to make this an attractive, active working neighborhood, not just a tourist destination.

While the views from the viaduct are stunning, there seems to be no way to reduce the huge physical, visual and noise impact of an aerial structure through this area. So the rebuild options are not acceptable. The noise of the viaduct is one of its greatest impacts. Perhaps more so than the visual impact, which diminishes by the time you get up to third avenue.

The surface option is unacceptable from a traffic standpoint and would create a huge vehicle-dominated barrier between the waterfront and the city. The stoplights and time requirements would essentially eliminate this through route from the city where the largest bottleneck is. And moving any of those vehicles onto I-5 would further worsen that overburdened facility.

While every effort to get people out of their cars and into mass transit should be pursued, eliminating a heavily used existing transportation facility is inappropriate.

I-420-002

I agree that the northbound entrance ramp at the south end of the Battery Street tunnel should be closed to general traffic for safety reasons. However, the southbound exit at that portal is not nearly as much of a problem, and is important to provide access to downtown and the waterfront. It should be left open.

I-420-003

Trying to fix the Mercer mess is a worthy goal, but the proposed solutions don't seem to do it. I am not convinced converting Mercer to two-way is a good idea. While adding a bridge at Thomas would be helpful, removing Broad Street does not seem warranted and would eliminate a transportation corridor for those coming down from Lake Union and looking for a direct route around the south end of the Seattle Center. Not all traffic is on Mercer/I-5 or on Aurora. Rethink solutions in this area- which goes beyond Aurora. Besides, this is not a critical element of the project- replacing the viaduct is. Actually, before you try to fix Mercer, you should rebuild the Battery Street tunnel.

I-420-004

Several maps on website are not clear. It was difficult to understand the Mercer and King Street proposals. Also, some of the time charts seemed illogical, as there was no footnote explaining the trips from downtown started off the viaduct at some undescribed location (which I only learned at one of your open houses).

Thank you for this opportunity to comment on this proposal.

Charles Raines
9004 - 20th NE
Seattle, WA 98115

I-420-001

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-420-002

The roadway and ramp geometries at both the on- and off-ramps at the south portal of the Battery Street Tunnel do not meet current design and safety standards. In addition, traffic volumes on these ramps are low compared to other ramps due to the constrained geometrics and safety issues. The ramps will remain open to emergency vehicles for the Bored Tunnel Alternative and would remain open to traffic in the Cut-and Cover Alternative and Elevated Structure Alternative.

I-420-003

The purpose and need of the project were revised to include improving SR 99 from the Battery Street Tunnel north to Roy Street in the 2006 Supplemental Draft EIS. The improvements included enhancements to Mercer Street, reconnecting Thomas and Harrison Streets across SR 99, and improving the street grid in that area. These additions to the purpose and need address safety and access issues within the SR 99 corridor and in adjacent neighborhoods. Depending on the alternative chosen, improvements to the Battery Street Tunnel would be made as part of the project. Please see the Final EIS for the current configuration of each build alternative.

I-420-004

Since the 2004 Draft EIS, the lead agencies have continued to work on developing readable information for the public. We hope that you found the information presented in the 2006 Supplemental Draft EIS, 2010 Supplemental Draft EIS, and the Final EIS clear.

====My Contact information====
Name: pat
E-mail: p.rampp@juno.com
Street Address: 2483 westmont wy w
City, State, Zip Code: seattle wa 98199
Phone: 206 282 5456

I-421-001

==== My Question/Comment/Complaint ====
I received a newsletter from my representative, Helen Sommers and am stunned to realize that several of the Viaduct Replacement options would eliminate the North Portal - meaning no access, entrance/exit to Magnolia, which is where I live. I received the newsletter too late to attend the public hearings, but HEAR ME NOW. No access to the viaduct is not acceptable. Rebuild the present structure or design a new aerial structure. Preserve our gorgeous driving views AND our access.

=====

I-421-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Access to and from SR 99 would be provided by new ramps near the stadiums to the south and near Harrison Street to the north. If the Bored Tunnel Alternative is selected, the City of Seattle would construct a new road between Alaskan Way and the Elliott/Western corridor. Magnolia would not be cut off from downtown.

WF 196890 SDOT - Direct

RECEIVED

06 JUN -1 AM 11:36

CITY OF SEATTLE
MAYOR'S OFFICE

Rao

May 27th

Mayor Greg Nickels
600 4th Ave, 7th floor
P.O. Box 94749
Seattle, WA 98124

Dear Mr. Nickels,

I-422-001

I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long range benefit of their communities. I believe the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's Central Waterfront.

Improvements to arterial connections and transit would allow us to accommodate viaduct freight and car traffic while easing congestion for

I-422-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-422-001

us all, avoid a decade of disruption
to businesses and residents, and
avoid the billion dollar liabilities
of a megaproject. We owe it to ourselves
and our children to rethink the way
we provide stewardship to Seattle's
waterfront. Therefore, I urge you to
work towards the inclusion of a "no-
highway" alternative to the Viaduct EIS.

Sincerely,

Suzanne Fellner Fox
5100 NE 55th St
Seattle, WA 98105

AWV Draft EIS Comment Form Results:

Name: Ingrid Rasch
Address: 2460 Westlake Ave. N., Houseboat F
City: Seattle
State: WA
Zip Code: 98109
Email: ingridra@comcast.net
Affiliation (optional): Corporate Action Now

Would like to be added to the project mailing list?

Yes

Project Comments:

I-423-001 The tunnel alternative would be the best choice to reduce air pollution downtown, reduce noise pollution for business people and residents downtown, and to open up the shoreline area for human enjoyment and habitat restoration for fish and other wildlife. What a wonderful opportunity to incorporate the natural world into our daily lives even in an urban environment. We are often credited with being far-thinking. Let's demonstrate that it can actually be true!

Comments apply to:

Tunnel Alternative

I-423-001

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.

AWV Draft EIS Comment Form Results:

Name: Greg L Rasmussen
Address: 520 W. Niemeyer Rd.
City: Granger
State: WA
Zip Code: 98932
Email: gnjrasmu@bentonrea.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The tunnel alternative may be more costly, but generations to come will thank us for the unimpeded downtown to waterfront connection.

Comments apply to:
Tunnel Alternative

I-424-001

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-424-001 |

AWV Draft EIS Comment Form Results:

Name: Jeff Reibman
Address: 7224 Palatine Ave N
City: Seattle
State: Wa
Zip Code: 98103
Email: jreibman@weberthompson.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-425-001

I want to express my support for the Tunnel Alternative and to encourage the city to minimize car traffic at the surface. I believe that we have an historic opportunity to recreate a connection to our waterfront. A tunnel will be an efficient traffic mover while the surface can create a pedestrian friendly environment which could be an economic windfall for the city. The possibilities for public and commercial space along our piers are incredible and unique. This is our chance to recapture an essential element in Seattle's history and improve our city for everyone.

Comments apply to:
Overall Project

I-425-001

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.

AWV Draft EIS Comment Form Results:

Name: joe reiner
Address:
City: seattle
State:
Zip Code: 98103
Email: joseph.reiner@edcc.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-426-001

I strongly favor the rebuild alternative. I am an occasional driver from Fremont to West Seattle. To me, the downtown waterfront is for tourists and I get no pleasure from it other than the views from the viaduct. The panorama out over Elliot Bay on a sunny afternoon or late at night are some of my happiest moments in seattle. thank you. Joe Reiner

Comments apply to:
Rebuild Alternative

I-426-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Douglas Remy
Address: 914B 17th Ave.
City: Seattle
State: WA
Zip Code: 98122
Email: doremiarts@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-427-001 I believe that a tunnel is the only option that can allow for a dynamic and scenic waterfront. The viaduct is a blight and a nuisance, built in an era when Seattleites were so in love with the automobile that they thought nothing of scarring the natural beauty of this site. We need to have a vision for the future that recognizes the extraordinary potential of this area. If our waterfront were properly developed to include parks, gardens, paths, galleries and boutiques, it could draw millions more tourists into Seattle and demonstrate that we are a city that knows how to wisely manage its wonderful natural scenic resources. Let's give Seattleites one more reason to go downtown, and let's give visitors one more reason to visit our beautiful city!

Comments apply to:

Tunnel Alternative

I-427-001

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.

In the spiral-bound book, "Battery St
Flyover Detour"
pp 22-23

See Exhibit 2-30 (photo)
and Exhibit 2-31 (chart)

I am a homeowner of a waterfront
condo unit in Waterfront Landings. I
am appalled to see what would hap-
pen to my waterfront view, with
a bridge built over, above, and in
front of my apartment - this for
4 to 6 years!! At age 50, I would
never have my view again! The
whole purpose of my purchase in
1998 was for the view of the harbor.
Up to now, the value of my apt. has
appreciated sharply. With the awful
proposal of the "Battery St Flyover
Detour" my beautiful waterfront
property is ruined!!

(Mrs.) Gloria A. Remy
2000 Alaskan Way, Apt. 456
(Waterfront Landings, "Marine" Bldg.)
Seattle, WA 98121

I-428-001

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

AWV Draft EIS Comment Form Results:

Name: Scott Rice
Address: PO Box 2145
City: Vashon
State: WA
Zip Code: 98070
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I prefer the bypass tunnel alternative as it seems to provide a very user-friendly surface street while focusing the bulk of the traffic below the surface.

Comments apply to:
Bypass Tunnel Alternative

I-429-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bypass Tunnel Alternative. However, this alternative is no longer being considered. Please see the Final EIS for current information about the proposed build alternatives.

I-429-001 |

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

From: Jerry Richard [mailto:writerich@worldnet.att.net]
Sent: Friday, April 30, 2004 1:11 PM
To: viaduct@wsdot.wa.gov
Subject: Viaduct

I-430-001

It's important to keep in mind the long range costs of replacing the Alaskan Way Viaduct. If people spend the next fifty years regretting a new barrier between the city and its waterfront, then patching up or resurrecting the present structure will not look like a bargain. A tunnel may be expensive now, but it will increase property values and it is the only solution that improves the city's liveability. We didn't build rapid transit in the '60s because it was too expensive. We did build a Kingdome because it was cheap. This time, let's do it right.

Sincerely,
Jerry Richard

I-430-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments regarding costs and 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.

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

From: rasr [mailto:ron.richardson@comcast.net]

Sent: Thursday, April 01, 2004 7:57 AM

To: awvdeiscomments@wsdot.wa.gov

Subject: viaduct plans

I-431-001

Thanks for the chance to comment on the plans being considered to replace the viaduct. I am definitely in favor of the plan to build the six lane tunnel. I assume this will include rebuilding the sea-wall as well. I live in West Seattle and use the viaduct all the time, so that the 7 to 9 years to build the tunnel will have an impact no doubt, but it has to be done. The project will give West Seattle folks a reason to ride the new monorail system and add significantly to the ridership of that project.

I say it is time to make a decision and get on with it. Delay will only add to the costs. Another benefit of the tunnel project is that it will open up the space between downtown and the waterfront. We may get some needed greenspace yet!!

Again, thanks for the chance to comment.
Ron Richardson ron.richardson@comcast.net

I-431-001

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.

AWV Draft EIS Comment Form Results:

Name: Leo Riley
Address: 412 - 166th Ave.
City: Bellevue
State: WA
Zip Code: 98008
Email: miker@oz.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I am so sad to see the folks of Seattle requesting the most expensive alternative to fixing the viaduct. A park? New Development? Who do they expect to pay for this project? My guess is that they expect the Federal Government and State Government to pay almost all the costs. Guess what? The DOT has not only spent all their money, but also have spent all the Federal Gas Tax that represents this States share. I would like to see how Seattle plans to pay for this dream. Increased Sales Tax in the City of Seattle, Increase the Seattle Property tax? Some new Seattle Tax? Folks, the highway system in the State is broken and it is getting worse, not better. There are no excess funds for these wonderful dreams, but if you have the money in Seattle to pay for it. Go for it!!!!!!!!!!!!!! Just don't ask for any of the money that should be spent on the roads all of us use... Thanks

Comments apply to:
Overall Project

I-432-001

I-432-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

AWV Draft EIS Comment Form Results:

Name: Duncan J. I. Roberts
Address: 23 W Galer
City: Seattle
State: WA
Zip Code: 98119
Email: joeballet@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-433-001

I have long thought that the tunnel was the only sensible future for the uneasy marriage of a transportation corridor along the downtown waterfront. Now my father, who has a master's degree in urban planning and is a PUD commissioner in Jefferson County has notified me that the idea needs support in the form of public comment. Please build a tunnel that provides the level of traffic sensible planning would dictate, and while doing so, a superior seawall, cognizant of Boston's lessons with cost overruns, was it Bechtel that did their "big dig"? I also think that Arnold Schwarzeneger's unprecedented bond issuances in California may prove to be a precedent others may eventually follow, the values always trump costs when it comes to the quality and vision of infrastructure investment.

Comments apply to:
Overall Project
Tunnel Alternative
Construction Impacts and Mitigation
All of the Alternatives

I-433-001

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-434-001

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

From: David F. W. Robison [mailto:david@robison.net]

Sent: Saturday, May 08, 2004 4:34 PM

To: awvdeiscments@wsdot.wa.gov

Subject: Comments on Alaska Way Viaduct & Seawall Project Draft EIS

As a past resident of West Seattle and current resident of Ballard, I have come to use the SR99 viaduct as one of my prime driving routes. When I was in West Seattle, I rode the Metro bus on the viaduct to and from work each day. As much as I enjoy the view that the aerial structure provides, I support a tunnel-based solution to allow for the opportunity of a more pedestrian- and bike-friendly waterfront. Right now, the waterfront is marred by the sound of the cars, buses, and trucks on the viaduct.

Of the two tunnel alternatives, I prefer the Tunnel Alternative (as opposed to the Bypass TA) since it provides for greater volume of traffic on the final state route.

Thank you,
David

David F. W. Robison
3037 NW 72nd St.
Seattle, WA 98117-6266

phone: +1 206.228.2487

fax: +1 206.374.2208

SMS/page: 2062282487@tmail.net

I-434-001

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.

AWV Draft EIS Comment Form Results:

Name: Dan Rodina
Address: 5044 Beach Drive S.W.
City: Seattle
State: WA
Zip Code: 98136
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-435-001 I think the Bypass Tunnel Alternative is the best solution because it is a compromise between cost and effectiveness. I also like it because it addresses the problem with the sea wall. It is a solution that is not technically complex consequently I think planners should be able to reasonably estimate and manage the projected costs.

Comments apply to:

Bypass Tunnel Alternative

I-435-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bypass Tunnel Alternative. However, this alternative is no longer being considered. Please see the Final EIS for current information about the proposed build alternatives.

AWV Draft EIS Comment Form Results:

Name: roger
Address: 201 galer # 540
City: seattle
State: wa
Zip Code: 98109
Email: rogerg@mithun.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

go with the full tunnel. this is 100 year strategic project- don't make the same mistake twice and build another viaduct. we'll be going through the same process in another 40 years if you do. get the money through federal state and city bonds and tax increment financing. think about the future, not just today's traffic whines. thanks, rg

Comments apply to:
Tunnel Alternative

I-436-001

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-436-001

AWV Draft EIS Comment Form Results:

Name: Gary Rogowski
Address: 2000 Alaskan Way #457
City: Seattle
State: WA
Zip Code: 98121
Email: garyrogowski@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-437-001 You have not considered the fact that for the next 7-10 years there will be another viaduct, as a temporary structure. this definitely has an environmental effect, as one of the reasons for doing away with the viaduct in the first place was because it is an eye sore. I live on Alaskan way.

I live on Alaskan Way. I am 62 years old and this is my retirement home. Please understand this. In round numbers, the average life span of a man is 80 years. Call it 80 inches. If you take a tape measure and lay out 80 inches and subtract your age (mine is 62), then I have just 18 inches left. That's not very much, and how much of that will be a comfortable quality of life. Your Aerial proposal puts a temporary (10 years) structure right in front of my home. For the best years of my life, that are left, I will not have the view or quiet enjoyment of my retirement home. Your draft report does not take into consideration the most important thing, that is, the quality of life of the people who would have to live under the conditions you are proposing. And, in my case, if you choose this scheme, how do you put a price on my life? Please consider this and DO NOT build this temporary structure in front of my home. Thank you.

Comments apply to:
Aerial Alternative

Project Comments:

I-437-002 I live on Alaskan Way. You have not considered a "long range plan" or century plan in your Draft EIS. The reason the city and state are faced with this delemma in the first place is because of poor planning. A true long range plan would address the cause of the problem. The solution may be entirely different from any of the proposals you have given us. Please consider this. Thank you.

Comments apply to:
Aerial Alternative

I-437-001

Building a temporary viaduct along the waterfront during construction, as discussed with the Aerial Alternative in the 2004 Draft EIS, is no longer being considered. Please see the Final EIS for current project information.

I-437-002

The purpose and need for replacing the viaduct is to protect public safety and provide essential vehicle capacity to and through downtown Seattle. Addressing a "century plan" is outside the scope of the project.

AWV Draft EIS Comment Form Results:

Name: Sharyl Rogowski
Address: 2000 Alaskan Way #457
City: Seattle
State: WA
Zip Code: 98121
Email: rogowski@pacifier.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-438-001

You have not considered the effect of the temporary structure on Alaskan Way (for the Aerial Alternative) on property values during it's use (7-10 years). the length of time is to long to be egnored. 10 years is a long time out of our lives. We live on Alaskan Way. Even considering the costs, the structure is hurendisly obtrusive.

Comments apply to:
Rebuild Alternative
Aerial Alternative

I-438-001

A temporary structure along the waterfront is no longer being considered. Please see the Final EIS for current information about the proposed build alternatives.

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

From: Patricia Ronhaar [mailto:pafron@msn.com]

Sent: Monday, April 05, 2004 4:04 PM

To: Fergusa@wsdot.wa.gov

Subject: Alaska/seawall project

I-439-001 Having reviewed the designs again, I am adamant about my decision: rebuild the wall, as it is. I understand that this design also includes replacing the seawall. The cost is less than the other alternatives and disturbs the existing businesses as little as possible. It saves the accessibility of the waterfront, as is without cluttering it up with more condos and office buildings. Our waterfront is a prized possession of us Seattleites and we have lost all too much of it in the past few years to oversized housing construction.

I live in the far South area, in Seahurst, and feel blessed to enjoy the glorious view from the present structure on my frequent trips downtown to the theater, to dine, to museums or to shop. I suppose the "aerial" plan would be my 2nd choice but how much of the surface street would be sacrificed for the additional 25 feet?

I-439-002 Question: I read the mayor and State Transportation Secretary will select some combination of these five as the preferred alternative this summer. What does this mean? Why ask us what we want if they will choose a combination of our choices, rather than the most popular sight totally?

Patricia S.; Ronhaar
Seahurst, Wa 98062
Pafron@msn.com

I-439-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-439-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated

Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

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

From: KEVIN ROSENFELD [mailto:karosenfeld@msn.com]
Sent: Thursday, April 01, 2004 1:12 PM
To: viaduct@wsdot.wa.gov
Subject: The Amazing Seattle Waterfront!!

I-440-001

The Seattle waterfront could be something spectacular..... Do NOT expand Alaskan Way. Do NOT rebuild the Viaduct. This is an opportunity that should not be passed up. I realize that a tunnel is the most expensive option, but the rewards of such a venture--connecting the waterfront to the city and providing seemingly limitless park, commercial, and residential development potential--would far exceed such a cost.

If the bypass option is selected, I believe it would be a mistake to expand Alaskan Way. Turning Alaskan Way into a quasi-highway would taint the waterfront. Forever. (Want an example?? Check out Lake Shore Drive in Chicago.)

This project is certainly one of Seattle's biggest decisions---and certainly Mayor Nickels will forever be known by what he decides to do here. Don't go cheap. Don't allow for future regret. With a spectacular and untainted waterfront, the people of Seattle will forever thank you for it.

--Kevin

I-440-001

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.

AWV Draft EIS Comment Form Results:

Name: Courtney Rosenstein
Address: 6709 24th Ave NW
City: Seattle
State: WA
Zip Code: 98117
Email: crosenstein@weberthompson.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-441-001

I support the full tunnel alternative. This option gives Seattle a opportunity to reinvent its waterfront and create a city 'front door' that is beautiful, functional and it will create economic opportunity. It is worth the money. Put the noisy, stinky, fast traffic underground and leave the waterfront for pedestrians, parks, and businesses. The people who make this project happen will be remembered and appreciated as visionaries.

Comments apply to:
Tunnel Alternative

I-441-001

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.

April 28, 2004

WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Ave., Suite 2424
Seattle, WA 98104

Dear Coordinator,

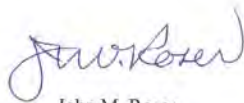
I-442-001

We are very excited about the possibility of putting the viaduct below ground in either the option Tunnel or Bypass Tunnel or Surface. Tunnel would be our preference. Our waterfront is some of the most beautiful in the world and we should do everything in our power to keep it that way. These options would make it usable while retaining its beauty. In our opinions, Seattle missed the opportunity of its lifetime when it lost the Commons Park. Lets not let it happen again by not looking far enough in the future. Thank you for listening.

Sincerely,



Ellie Roser
7830 SE 63rd Place
Mercer Island, WA 98040-4814



John M. Roser
7830 SE 63rd Place
Mercer Island, WA 98040-4814

I-442-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative, Bypass Tunnel Alternative, and Surface 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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DENNIS ROSS
 Organization/Membership Affiliation (optional): _____
 Address: 2008 CALIFORNIA AVE SW
 City: SEATTLE State: WA Zip: 98116
 E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-443-001 THE AERIAL ALTERNATIVE SHOULD
BE SELECTED. IT BEST IMPROVES
SAFETY CAPACITY AND MOVING
TRAFFIC. PLUS IT IMPROVES
THE NORTHBOUND ON RAMP
FROM THE WEST SEATTLE BRIDGE.

(Please use additional paper if you need further comment space)

I-443-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial Alternative. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information. Improving the northbound on-ramp from the West Seattle Bridge to SR 99 is not part this project.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DENNIS ROSS
Organization/Membership Affiliation (optional): ADMIRAL CO
Address: 2008 CALIFORNIA AVE SW
City: SEATTLE State: WA Zip: 98116
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-443-002

WEST SEATTLE HAS COMMENTED FOR MANY YEARS ON THIS PROJECT TO IMPROVE THE NORTHBOUND 99 ON RAMP FROM THE WEST SEATTLE BRIDGE TO THE VIADUCT. THIS MUST BE INCLUDED IN THIS PROJECT. THE CAPACITY OF THIS RAMP AND THE VIADUCT NEEDS TO BE INCREASED. THE AERIAL ALTERNATIVE IS BEST.

(Please use additional paper if you need further comment space)

I-443-002

Comment noted. Improving the northbound on-ramp from the West Seattle Bridge to SR 99 is not part this project.

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

From: Laine Ross [mailto:Laine.Ross@ceoworkz.com]
Sent: Saturday, May 29, 2004 2:19 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: VIADUCT DRAFT EIS COMMENTS

See our comments on the DEIS for the Viaduct below:

I-444-001

We have observed that neighborhood connections are the biggest problem in the DEIS for at least two reasons:
* Every viaduct replacement option has at least 8 lanes of motorized vehicles on Alaskan Way, leaving less than 30% of the right of way for walkers and 0% for destinations

I-444-002

* The neighborhood connection between the Waterfront and Pike Place is denied because the lid over highway 99 doesn't reach Steinbrueck Park (even with the cut and cover tunnel)
In consideration of these glaring impacts above, we ONLY support the cut-and-cover tunnel alternative as the best option, but even it falls short of enabling a great waterfront - see below:

I-444-003

* There should be no net increase in roadway to Alaskan Way
* Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor

I-444-004

* The lid over SR 99 should extend from Pike to Battery
* The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley

I-444-005

We do NOT want to see a new or old and repaired viaduct! The tunnel option will give citizens an opportunity to enjoy a great waterfront! Only the 'tunnel' will create new open space for people, help us meet growth management goals, strengthen our economic base and maintain current transportation capacity. We also understand that there is an option to shorten the construction time by completely closing the project area to present viaduct traffic - which we believe would be a cost saving measure that could potentially outweigh the increase of disruption from a loss of circulation. Finally, please thoroughly investigate the access to ferries and other transportation modes within your decision making process.

I-444-006

I-444-007

Please take our comments very seriously - this structure will impact our communities for another 50+ years! We must live/work with the negative impacts from construction that will hit the Pioneer Square community hard. As a result, mitigation will be the next discussion topic. This fragile community will be heavily assaulted by the looming construction from the monorail. Pioneer Square's historic landmark status should be "enhanced and optimized" at the end of this project, not "destroyed".

Thank you,
Laine Ross
13+ Year Pioneer Square Resident / Business Owner
PO Box 4426 / Seattle, WA 98194 - 206-293-5045

I-444-001

The preferred Bored Tunnel Alternative would construct the new SR 99 bored tunnel away from the central waterfront as described in the Final EIS. If this alternative is selected, the final configuration of Alaskan Way will be determined by the Central Waterfront planning process being led by the City of Seattle. The City recognizes the value of improving pedestrian connections and providing improved public space along the waterfront that will allow people to walk, bicycle, play, and view Elliott Bay and the mountains.

A lid up to Steinbrueck park is proposed as part of the Cut-and-Cover Tunnel Alternative.

I-444-002

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-444-003

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-444-004

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.

I-444-005

Comments noted. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If this alternative is selected, the final configuration of the waterfront would be determined through the Central Waterfront Project, led by the City of Seattle.

A complete closure of SR 99 during construction, called the shorter construction plan, was evaluated in the 2006 Supplemental Draft EIS. Chapter 3 of the Final EIS contains current details about the construction plan for each build alternative.

I-444-006

Access to the Colman Dock ferry terminal for all travel modes will be maintained throughout all phases of project construction regardless of the alternative.

I-444-007

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods. Mitigation measures addressing noise, parking, traffic, dust, and other factors are discussed in the Final EIS and appendices.

AWV Draft EIS Comment Form Results:

Name: Donald J. Rowe
Address: 5610 S. Junett
City: Tacoma
State: WA
Zip Code: 98409
Email: djrowe45@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-445-001

Even though I live in Tacoma, I am in Seattle fairly regularly. I have lived in the area since 1972, and have always considered the AWV an eyesore born of transportation expediency over quality-of-life esthetics. Replacing one viaduct with another would be rejection of a golden opportunity to put the traffic UNDERGROUND and develop a human-friendly waterfront which would help to attract Seattleites and visitors alike. The city council need to study not what replacement option to pursue, but how to best utilize the open space which will be created when (may it be soon!) the AWV is torn down and given a proper burial. Which brings up another thought: recycle the concrete from viaduct to tunnel ala the Kingdome!

I-445-001

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.

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

From: Lois Patton [mailto:L.PattonRowe@hotmail.com]

Sent: Friday, May 28, 2004 7:17 AM

To: viaduct@wsdot.wa.gov

Subject: The Viaduct

Sir/Madam:

I-446-001

I am in favor of replacing the present highway with a full tunnel. In my opinion, it is the only way to go.
Thank you.

Lois Rowe

I-446-001

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.

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

From: RSteve1018@aol.com [mailto:RSteve1018@aol.com]

Sent: Friday, May 28, 2004 10:26 PM

To: viaduct@wsdot.wa.gov

Subject: Comment on current EIS

I-447-001 | Don't rebuild the viaduct. The cost in dollars and 7-11 years of disruption to the waterfront is too high a price to pay for a project that encourages people to stay in cars at a time when we desperately need to get them out of cars.

I-447-002 | Costs - I don't believe your numbers for a minute. When has a public project ever come in under budget? This is a horrible ideal

I-447-003 | Increase parking capacity at the suburban Park N Rides so more people can use the bus.
Smooth the kinks out of alternative routes through the city.

Encourage retailers (grocery) to allow night deliveries from all of their vendors.

I-447-004 | Create a jewel on the waterfront, not a smoke belching freeway.

I-447-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and acknowledge your preference not to rebuild the viaduct. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current information about the proposed build alternatives for the project.

The need to reduce the single-occupant vehicle trips is also acknowledged. Numerous measures to make that happen during the construction of the alternatives have been carefully considered in coordination with all of the local transit agencies. These measures are included in the Final EIS Appendix C, Transportation Discipline Report.

I-447-002

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-

and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-447-003

Thank you for these mitigation suggestions. Please refer to Chapter 8 Mitigation of the Final EIS for information on the proposed mitigation measures for the project.

I-447-004

Comment noted. If the preferred Bored Tunnel Alternative is selected, the final configuration of the waterfront would be determined by a separate project, the Central Waterfront Project, led by the City of Seattle.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Elaine Russell
 Organization/Membership Affiliation (optional): _____
 Address: 5014 95 SW
 City: SEATTLE State: WA Zip: 98126
 E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-448-001 *I would like to suggest either the Aerial or Bypass Tunnel alternatives even though there are several year's difference in completion time. (I hope I am still alive at that time.)*

I-448-002 *Whatever is chosen, work at it night & day. The city needs this project done as quickly as possible. To be sure the work is done correctly, (Please use additional paper if you need further comment space) *hire only qualified union companies to do so people who get quality of work done.**

I-448-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial and Bypass Tunnel Alternatives. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-448-002

Your comments are noted. Please see the Final EIS for the current construction plan for each build alternative. Construction for all activities could occur up to 24 hours per day, 7 days per week within permitting requirements. The project would bring family-wage jobs to the region. Please see the Final EIS, Chapter 6, for current information about construction effects.

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

From: Pat Sargent [mailto:patsargent@seanet.com]

Sent: Thursday, April 01, 2004 11:06 AM

To: viaduct@wsdot.wa.gov

Subject: Viaduct Opinion

I-449-001

I vote for the tunnel!

Despite the increased costs and construction time, it seems that in the long run, the tunnel would be the best option. Due to the physical enhancements of the waterfront, I'd imagine that the city and state would gain significant tax revenue on real estate sales and leases, especially on western exposure condos. The property value would undoubtedly be enhanced by the view and noise level improvements.

I-449-002

The tunnel would also open up a much more attractive waterfront retail environment for tourism (read "tax dollars"). What would Seattle stand to gain in total tax revenue increases in 50 years from tunnel completion? I'm betting it's more than the difference between the cost of the tunnel and a lesser expensive alternative. Why not try to find a private financier that would be willing to give the city a 50 year loan to cover the expenses? Call it the Allen Tunnel if necessary.

I-449-003

Some people are concerned with losing the view from the viaduct if it's removed. Well it's a bit difficult for view seekers to spend money at the local retailers while driving. Go to the Pike Place Market for the view. While there, buy some fresh seafood and local produce. Parking is free, as is the view.

Imagine San Francisco with a viaduct running through the Fisherman's Wharf parking lot. Imagine Seattle without a viaduct.

Let's all get over our nostalgia for an old, decrepit piece of Seattle's past planning mistakes, and move to something that will enhance the waterfront environment, as well as the local tax revenue.

Thank you,

Pat Sargent
Seattle Native

I-449-001

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-449-002

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and-Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-449-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments regarding views and the character of the waterfront. The City of Seattle is leading the Central Waterfront Project, which will help shape the urban design of the central waterfront area with the preferred alternative.

AWV Draft EIS Comment Form Results:

Name: Valerie Sargent
Address:
City: Seattle
State: WA
Zip Code: 98109
Email: sargentvl@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I am writing to fully support the Tunnel Alternative. What a great and wonderful gift we could give to ourselves and to our downtown/tourist industry if we had a waterfront that was available to all citizens. Please consider the Tunnel Alternative as the only alternative for the city of Seattle now and for the future generations.

Comments apply to:
Overall Project

I-450-001

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-450-001

I-451-001

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

From: Kevin Schafer [mailto:kevin@kevinschafer.com]

Sent: Monday, April 05, 2004 8:55 PM

To: viaduct@wsdot.wa.gov

Subject: COMMENTS

Dear WSDOT,

My wife and I attended the early neighborhood meetings on this project 2-3 years ago. We will have to miss them this time around and wanted to register our opinion.

We feel strongly the full tunnel option. It may be the most expensive but it offers so many advantages :

- Re-opening the downtown to the waterfront
- Removing a noisy eyesore (the current viaduct)
- Allows full, efficient replacement of the seawall.

We were frankly shocked that many people advocated rebuilding the viaduct, simply so they could enjoy the view on their commute. What nonsense... First of all, they should be driving; if they want to enjoy the view, they *should get out of their cars!* But mostly this ignores what we feel is an historic opportunity to re-think this city's relationship with the water.

Good luck with this difficult and time-consuming process.

Sincerely,

Kevin & Martha Schafer
West Seattle

--

Kevin Schafer Photography
2148 Halleck Avenue SW
Seattle, WA 98116-1830 USA

I-451-001

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.

AWV Draft EIS Comment Form Results:

Name: Craig Scheak
Address: 2851 Nw 71st
City: Seattle
State: WA
Zip Code: 98117
Email: CraigS@artwolfe.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-452-001

I would be very happy to see the tunnel alternative. We need to daylight the waterfront, return the above ground flow of traffic to pedestrian/bicycle/local auto access, and provide more greenspace for anyone coming to downtown to truly appreciate the waterfront. although the process will be somewhat painful for most commuters and ferry users, I do believe that in the long term Seattle will benefit in manifold ways. And the bonus will be that the noise levels will drop considerably too.

Comments apply to:
Tunnel Alternative

I-452-001

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.

AWV Draft EIS Comment Form Results:

Name: gabriel scheer
Address: 8005 ashworth ave n
City: scattle
State: wa
Zip Code: 98103
Email: scheerg@u.washington.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-453-001

I would like to offer a couple of thoughts: 1. Something must be done, and that something will cost a lot of money. However, since doing nothing is not an option, in future public discourse and statements on the topic, I believe you should start with the cheapest option, the Surface alternative (\$2.5-2.8B) as a zero point. That is, point out that we will be spending at least this much regardless, as failure to do so could result in catastrophic loss of life as well as disruption to the region's daily life. From a base of, at minimum, then, the topic becomes what we actually want - to get a tunnel, for example, adds only \$1.3-1.6B to that, which in much more palatable than the idea of spending \$4.1B. Essentially, look at the cheapest option (besides doing nothing) as sunk costs, and then envision what would actually be the best thing to have there, rather than looking at voluminous price tags and making a less desirable choice on this once-in-a-generation decision. 2. Tunnel, Aerial and surface do not add value to the downtown, but putting the whole thing underground would open up a vast track of amazing land. If done right, that could include development of beautiful, open public spaces, parks, private development in the form of housing and retail/service industry, and would see a massive net inflow of both local and tourist dollars.

I-453-002

It could be consistent with the "Sustainable Seattle" image and mission, adding density as well as greenspaces to improve the overall quality of life in our fair city. 3. Inclusive process is essential for this process, but I think it is also important to keep in mind that in the end we must do the best thing for the city and all its inhabitants. While the viaduct currently offers breathtaking views of the Sound, and while property values of some buildings are currently dependent on those same views, a well-managed redevelopment of the entire waterfront could result in a great net public good, including more access to those views for all. As noted above, this is a once-in-a-generation chance; let's leave a legacy at which our grandchildren can look and speak of how visionary we were to realize the importance of providing open spaces and a livable, walkable community for all denizens of downtown, with the traffic hidden underground and not given pride of place on our gorgeous waterfront.

Comments apply to:
Overall Project

I-453-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

I-453-002

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.

The project's public involvement process strives to be inclusive by having

numerous public meetings, briefings with community and other groups, and interviews with service providers.

AWV Draft EIS Comment Form Results:

Name: Michael A. Schemm
Address: 610 Aloha St. #501
City: Seattle
State: WA
Zip Code: 98109
Email: mikeschemm@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-454-001 It seems to me the rebuild is the best alternative. It is one of the lower costing options and it moves the most traffic. The tunnel choices are more expensive and probably have a higher risk of cost overruns. Also, many people, including myself, like to show off the Seattle skyline to visitors by arriving via the viaduct. Sydney, Australia has shown that the waterfront can still be beautiful with a viaduct. The surface option is not practical at all. It will not move enough traffic and it will cut off the waterfront from the rest of downtown.

Comments apply to:

All of the Alternatives

I-454-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Anne Schopf
Address:
City:
State:
Zip Code: 98102
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-455-001 I favor this solution as the best long term investment for the city. Opening the city to the waterfront brings incredible development opportunities and has the potential to increase the quality of life for downtown residents, visitors and employees. The loss of parking under the existing viaduct will be a hardship to the area businesses - but perhaps there is a plan in place for that. I will certainly miss the wonderful views from the top deck of the viaduct, but in the long run, it would be a service to the city to remove the vehicle traffic (and with it it's exhaust/particulates/noise pollution) from the waterfront.

Comments apply to:

Tunnel Alternative

I-455-001

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. Additional information regarding permanent parking loss is provided in Chapter 5 of the Final EIS.

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

From: Jessyn Schor [mailto:jessyn@washpirg.org]

Sent: Thursday, May 27, 2004 3:04 PM

To: awvdeiscomments@wsdot.wa.gov

Subject: Choose the Tunnel Option!

I-456-001

First, my compliments on a beautifully-laid out, easy-to-read Draft EIS.

I urge you to select the tunnel option as the preferred alternative for the Alaskan Way Viaduct and Seawall replacement project. This project presents us with a fantastic opportunity to reshape the face of the Seattle waterfront for the benefit of the whole region. Let's think long term and pony up the cash to rebuild this thing the right way!

I-456-002

However, there is one major problem with the tunnel option as it is currently configured. We should not build a structure that increases the general traffic capacity of the corridor. This is at odds with the goals of the Seattle Comprehensive Plan and wrongly places emphasis on moving more cars instead of more people and goods. Instead, we should focus on transportation demand management techniques and increased transit service to cope with future demand.

Sincerely,

Jessyn Schor

I-456-001

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-456-002

One of the purposes of the project is to provide capacity to efficiently move people and goods to and through downtown Seattle; the purpose is not to increase capacity as this comment states. Please refer to the Final EIS Appendix C, Transportation Discipline Report, which discusses the capacity and mobility for traffic for each build alternative. Strategies that improve transit access through downtown Seattle and minimize the impact of peak period traffic congestion for transit passengers and operators are being considered, particularly during construction.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Mike Schuh

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98117

E-mail: _____

Check here if you would like to be added to the project mailing list. *already on it, thank you.*

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

(Please see "attached")

(Please use additional paper if you need further comment space)

Mike Schuh

✓

SR99/Seawall project comments
April 29, 2004

I-457-001

① I strongly favor the "tunnel" (6 lanes) option - it'll be underground (which reduces noise and opens up views) and provides good (albeit shy of "ideal") connections to the north. Yes, this option is expensive, but let's spend the money and do it right. Twenty years from now, what will we wish we had done?

I-457-002

② Don't fill in Broad Street. Instead, convert it to a cut 'n cover tunnel extending past at least Third Avenue. This will allow for smoother traffic flow and the opportunity to create a softer transition from Belltown to the Seattle Center. Likewise, bury Mercer Street from Aurora to at least past Queen Anne Avenue (for both tunnels, provide a limited number of connections to surface streets). The area bounded by Thomas/Fifth/Mercer/Aurora can be redeveloped as a whole. Taylor Avenue could (should) be extended south of Mercer (which would pass beneath) and then connect to Fifth Avenue via an "S" curve.

I-457-003

③ Funding Referendum 51 failed in part due to its high price tag. For such ballot issues,

I-457-001

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-457-002

We appreciate your comments regarding rerouting streets north of the Battery Street Tunnel to enhance traffic flow and connectivity. In the Final EIS, improvements north of the Battery Street Tunnel are proposed for each build alternative. These improvements would greatly enhance connections between the South Lake Union neighborhood and the lower Queen Anne neighborhood. Please see the Final EIS for the current configuration of each build alternative in this area.

I-457-003

Thank you for your creative suggestion. This type of approach to funding would require legislative action before it could be implemented. Please note that the Alaskan Way Viaduct Replacement Project is funded.

Mike Schuh

2/

I-457-003

it's always a guess as to what price point to submit - too high, and it fails; too low, and (if it passes...) it won't provide enough money to do much.

How about this: For the dollar amount, present a single ballot question with several amounts (\$0, \$1 Billion, \$2 Billion...), Each voter selects one amount. After the election, tally the votes starting from the highest amount working downward. The dollar amount that provides the votes to create a majority is the amount authorized. Example

\$	votes (%)	
5	5	} 45% } 80%
4	15	
3	25	
2	35	
1	15	
0	5	\$2 Billion is authorized.

Advantage: the voters choose the amount, and most likely some amount is authorized (as opposed to zip from Referendum 5).

A similar process could be used to select which projects to build with the authorized funds.

- Mike Schuh

schuh@farmland.com POB 17005, Seattle 98127

AWV Draft EIS Comment Form Results:

Name: Lisa Schulz
Address:
City:
State:
Zip Code: 98136
Email: ms_lisas@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-458-001

Like the cross-section views of the different alternatives. Gives a good feel about how it will actually affect the waterfront area.

Comments apply to:

Overall Project

Construction Impacts and Mitigation

I-458-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Please see the Final EIS to see current views of each proposed build alternative.

AWV Draft EIS Comment Form Results:

Name: Frank Schumann
Address: 956 18th Ave E., #8
City: Seattle
State: Wa
Zip Code: 98112
Email: schuffj1@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-459-001

I-459-002

I-459-003

I-459-004

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-459-001

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.

====My Contact information====
Name: Sylvia Schweinberger
E-mail: jerry.stewart2@comcast.net
Street Address:
City, State, Zip Code:
Phone:

==== My Question/Comment/Complaint =====

To Whom It May Concern:

I-460-001 My favorite choices for a Viaduct replacement are replacing the current structure or creating a new aerial structure. I am against the tunnel options because I think they would be very expensive and may have construction problems like sea water leakage, sink holes etc. that the above ground structures could avoid. Please send this note to the appropriate person/department. Thank you.

Sylvia Schweinberger

I-460-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

AWV Draft EIS Comment Form Results:

Name: Kristen Scott
Address:
City:
State:
Zip Code: 98117
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-461-001 We have an opportunity to fix a serious transportation problem while creating usable, amenity-rich space for future generations of our community--if the Tunnel alternative is chosen. The chance to connect our downtown with the waterfront in a significant way should not be missed. It is this sort of visionary thinking that creates world class cities! Let's not screw it up by holding onto the familiar at the expense of our future.

Comments apply to:
Tunnel Alternative

I-461-001

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.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4619 Form 246 CommentDate 4/29/2004
 Larry Senn Organization: Citizen
 Address: 5527 29th NE City Seattle State: WA Zip: 98105

1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I-462-001

1. The tunnel, as proposed, is the worst alternative. The increased danger from fire or explosion gives the tunnel option similar possibilities for catastrophic loss of life as the existing structure. Also, this tunnel will be unique because there would be more pressure on one side than the other in the event of seawall failure. The tunnel is below the water table and below the surface of the sound. Lifetime operations costs will also be greater than any other option. Alternate routing of flammable materials that use neither I-5 or the new tunnel will be required in the event both fire systems are down.

I-462-002

2) I see no mention of multimodal considerations. The city faces multiple big ticket items in the near future including the rebuilding of the downtown train tunnel. Could this vital corridor be used to create 2 tracks to keep vital rail service moving? Also, all alternatives do not solve a long standing problem of lack of parking and ferry line access. And what about public transit, other than the cool, but lame, trolley, bus service is poor in the area. While developing the corridor could provision be made for mass transit, perhaps a monorail corridor that serves most of Seattle's waterfront attractions and maybe more latter?

I-462-003

3) An old boss of mine pointed out that every challenge identified was supposed to have a solution....This alternative should be considered. The urban revisionists that want a vital transportation corridor converted into a big park missed the point, the best view is not from the street level, but from the top level of the viaduct.
 Build a two level structure wider than the existing viaduct, but put the traffic on the surface and middle areas. The top level would be a pedestrian area level with 1st avenue and could accommodate limited surface roads. Public private partnerships could be use to build a limited number of low height buildings for things like a good restaurant. Leave enough room on the waterfront side to have a three lane + bikes surface road. Terraced and ramped structures at 3 to 5 points would provide ADA and pedestrian access to the waterfront. The structure needs to go out to a single level in the vicinity of the ferry docks. Some mitigation, or lowering the roadway might be needed in the Pioneer square area where the hill disappears. The traffic levels would be open on the waterfront side to reduce lighting and ventilation costs (exhaust fans might be entirely eliminated). It may be possible to incorporate two tracks for rail on the downtown side of the structure, both solving the need for the existing tunnel and increasing rail (and commuter rail) capacity. It may be possible to eliminate all at grade crossings from Broad St. south. Monorail, I'd leave the politicians, but keeping the possibility of adding in later would be a plus.

I-462-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-462-002

Parking, ferry service, and transit are discussed in the Final EIS Appendix C, Transportation Discipline Report.

I-462-003

Thank you for your comments suggesting the project consider another alternative. The alternatives presented in the 2004 Draft EIS and the 2006 and 2010 Supplemental Draft EISs represent a reasonable range of approaches that can meet the purpose and need for the project. Many options were looked at during the initial phases of the project's screening process. The screening process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts and seven seawall concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the 2006 Supplemental Draft EIS. In 2010, a second Supplemental Draft EIS was prepared to analyze the Bored Tunnel Alternative. The Final EIS contains descriptions and analysis of the current project alternatives.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DULCE SETTERFIELD
 Organization/Membership Affiliation (optional): _____
 Address: I already provided
 City: _____ State: _____ Zip: _____
 E-mail: contact info

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input checked="" type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input checked="" type="checkbox"/> Seawall | |

What are your comments about the project?

I-463-001 1. SEAWALL: Let's educate all of Seattle re: the Gribble! School kids may find it as ~~is~~ fascinating as dinosaurs. Fundraisers with T-shirts could promote awareness - Artists could ~~do~~ do an amazing job to amplify awareness and raise money

I-463-002 2. OTHER: The bridge proposal is my favorite. Beautiful & sensible. The approach to Boeing Field could be altered. Build the Bridge!

I-463-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments proposing a gribble awareness campaign.

I-463-002

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

AWV Draft EIS Comment Form Results:

Name: Barbara Shaiman
Address: 1415 Second Avenue #1405
City: Seattle
State: WA
Zip Code: 98101
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

- I-464-001** The cut-and-cover tunnel alternative is the best option, but even it falls short of enabling a great waterfront. There should be no net increase in roadway to Alaskan Way Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor The lid over SR
I-464-002 99 should extend from Pike to Battery The trolley on Alaskan Way should be moved to Western to
I-464-003 create room for destinations on the waterfront and better neighborhood connections by trolley. The option of no highway at all should be fully explored. This is a great opportunity to connect the
I-464-004 downtown to the waterfront.

Comments apply to:
Overall Project
All of the Alternatives
Rebuild Alternative

I-464-001

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-464-002

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-464-003

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.

I-464-004

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: BARBARA SHELDON
 Organization/Membership Affiliation (optional): Redtman C.C. Denny Hill Assoc
 Address: _____
 City: _____ State: _____ Zip: 98121
 E-mail: _____

Check here if you would like to be added to the project mailing list. *am on mailing list*

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-465-001

*I prefer the aerial, but do not want the Broad St. overpass on even a temporary basis.
 My second choice is the surface alternative*

(Please use additional paper if you need further comment space)

I-465-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial and Surface Alternatives. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative to meet today's safety standards while minimizing the effects of a wider structure. This alternative was analyzed in the 2006 Supplemental Draft EIS, and the design was refined in the Final EIS.

As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

*Alaskan Way Viaduct and Seawall Replacement Project
Public Hearing Computer Comments*

CommentID: 4610 Form 237 CommentDate 4/27/2004
Siegal Arthur Organization: 1524 Alaskan Way
Address: 1110 W. Howe St. City Seattle State: WA Zip: 98119-2977

1. Choose Topic:

Overall	Tunnel *	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

I-466-001 before I came today I thought I was in favor the tunnel, After reviewing all of the proposals I am convinced that I prefer the tunnel. It is by far the most forward looking and will enhance the area as well as traffic flow. The higher price is cost effective.

I-466-001

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.

AWV Draft EIS Comment Form Results:

Name: Charles Siegel
Address: 2140 Shattuck Ave #2122
City: Berkeley
State: CA
Zip Code: 94709
Email: siegel@preservenet.com
Affiliation (optional): Preservation Institute

Would like to be added to the project mailing list?

Yes

Project Comments:

I-467-001

The Environmental Impact Statement should study the no-highway alternative proposed by the People's Waterfront Coalition, including a four-lane surface street, traffic demand management (TDM), and the 21 small and mid-sized projects have been identified by Seattle DOT as components of a decentralized solution to keep traffic flowing without replacing the Viaduct, if it fails before a new highway can be built. This alternative would clearly be lowest cost, would do the most to restore the waterfront, would be best in environmental terms, and would bring the most economic benefit to Seattle. The only question is whether this alternative would work in terms of traffic flow. We will not know the answer to this question unless this alternative is studied in the EIS. Even if the EIS finds that this alternative is not completely adequate, we will get useful information from studying it. For example, finding out how much we can reduce congestion through TDM and through the 21 projects identified by Seattle DOT would be helpful in deciding how much capacity we need if we build the surface boulevard alternative studied in the EIS. It is plausible that, even if the no-highway is not feasible, some hybrid of this alternative and the surface-boulevard alternative is feasible. Again, we will not know unless the no-highway alternative is studied. I urge you to include this alternative in the final EIS. Charles Siegel

Comments apply to:
Overall Project

I-467-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Patricia A. Simon
Address: 1142 N. 77th St.
City: Seattle
State: WA
Zip Code: 98103
Email: sp88ky1@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-468-001

I am in favor of only the rebuild or aerial alternatives because the price is less than a tunnel and they both preserve the views that should remain free for all. Despite protestations to the contrary, if the tunnel alternative is chosen, there may indeed be a park built, but it will be backed by private property-condos-as evidenced by how many of those ugly things have already been built. The view belongs to everyone and must not be privatized. The view from a park at ground level would not replace what we currently have & would be a huge loss to all, except the prospective condo dwellers. The argument that the viaduct cuts the city off from the waterfront is not convincing to me. One can easily walk over (at the elevated walk to the ferry dock) or beneath the viaduct. Only those whose views include the viaduct could possibly benefit by its removal. Comparing their small numbers with the many who would be deprived of the quintessential Seattle view provided by driving on the viaduct reveals that the majority should be able to continue to enjoy the views the viaduct provides. Parkland could replace the parking areas under the viaduct if parkland is the issue, but then where would users of the waterfront businesses and recreation park?? I believe the park issue is an imaginative & fantastic red herring. The pressure to "redevelop" the waterfront with condos would be overwhelming; the county's appetite for property taxes is very well known. I support only the rebuild or aerial alternatives as the only choices that preserve the views for all Seattleites.

Comments apply to:
Overall Project
Rebuild Alternative
Aerial Alternative

I-468-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Ron Skarbo
Address: 16705 Southcenter Pkwy
City: Seattle
State: WA
Zip Code: 98188
Email: rskarbo@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-469-001

As a Seattle native, and waterfront resident for the past 5 or 6 years, I'm very aware of what a unique part of town the waterfront is. Through the ongoing conversation about the viaduct and seawall replacement, I've gotten a much clearer picture of what the waterfront MIGHT be in the future. I think most Seattleites view the central waterfront as a collection of tourist-oriented shops selling the same "gee-gaws" as most other major city waterfront areas. Some may pay the occasional visit for a concert or to enjoy one of Alaskan Way's three fine dining restaurants but, for most, the waterfront is a place to bring out-of-town visitors to shop for trinkets and pig-out on hotdogs or deep fried fish and chips. I'm sure Seattle residents do occasionally succumb to the need for deep fried fish, though it's getting to be a pretty infrequent guilty pleasure. As for the trinket vendors, I doubt that many locals visit those shops in a given week...or year, for that matter. The point is, today's central waterfront is not a part of town that area residents have much reason to frequent. Any plan for replacing the Alaskan Way Viaduct must take into account future public use of the central waterfront. The waterfront could be so much more than a tourist trap. With proper planning, it might be one of Seattle's most desirable areas serving the needs of locals and out of town visitors alike. The full tunnel approach, as opposed to the Bypass Tunnel Alternative, leaves Alaskan Way a 4 lane, local access street rather than a 6 lane Aurora-like thru-way. I think the Tunnel Alternative provides Seattle with the most options for future development of the waterfront.

Comments apply to:
Tunnel Alternative

I-469-001

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.

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

From: DSmith6644@aol.com [mailto:DSmith6644@aol.com]

Sent: Friday, May 14, 2004 2:43 PM

To: awvdeiscments@wsdot.wa.gov

Subject: Viaduct Alternatives

To whom it may concern,

I-470-001

We have been downtown residence for over 20 years and live on First Ave., in the Watermark Tower. We love our neighborhood and the water front. The noise from the viaduct is not overbearing, but constant. A tunnel would help eliminate the noise and allow the Waterfront to become a better attraction for tourists and the people of Seattle, but why do we need a tunnel? Shouldn't we spend the money on mass transit and let the people that need to drive north and south to find another way or drive thru downtown? Downtown could use the traffic and the business. This might encourage more people to move to the city or closer to work. Every day we see the same people that work up north using the viaduct to get from their homes in the south and the watch their return in the evening and the people that work down south drive from their homes up north and turn around and use the viaduct to get back home after work. Obviously, I will never understand their thinking.

I-470-002

If we must express automobiles down 99 and bypass the city I still believe the tunnel is best. I believe the trolley is important to the Waterfront and to Pike Place Market. I would turn the trolley up First Ave. where it crosses First Ave. in Pioneer Square now and then again west at Yeller to Western. Up Western to University and put a "Y" that would continue up Western to the Market, but would a University branch off to the Waterfront and run to the present Trolley barn.

I-470-003

Portland is a prime example of waterfront utilization. Do you remember when the space on the west side of the river that is now a park was a freeway in Portland? Our waterfront could be 100 times better with a more logical planning. But who cares? Right?

Darwin M. Smith

I-470-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the 2004-Cut-and-Cover Tunnel Alternative as a replacement for the viaduct. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-470-002

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.

I-470-003

The opportunity for new public open space is one of the main advantages of the Bored Tunnel Alternative.

AWV Draft EIS Comment Form Results:

Name: James R. Smith
Address: 3028 Western Avenue, # 115
City: Seattle
State: WA
Zip Code: 98121
Email: smithji@covad.net
Affiliation (optional): The Alexandria Condominiums

Would like to be added to the project mailing list?

Yes

Project Comments:

I-471-001 When the Alaskan Way Viaduct (AWV) was built over five decades ago, the Waterfront and adjacent streets were filled with rundown piers and old buildings. In the 1960s, most of the old structures were torn down and turned into parking lots for the Seattle Worlds Fair. Starting in the late 1990s, condominium and apartment buildings were built, a new cruise ship terminal was built and the Waterfront will soon host the Seattle Art Museum Sculpture Park. Tourism and community activity along the Waterfront are now the driving factors in the area of the viaduct.

The effect of 110,000 vehicles on the homeowners in the immediate area is devastating. Noise, air, and water pollution are affecting us all and the concentration of people and vehicles is a poor mix. If the viaduct is so to be used as an alternative to I-5, then it must be put underground, insulated from the 50,000 people living along its length. We all know the seawall and viaduct have reached the end of their useful lifespan. The seawall does need to be repaired but the end of the viaduct is near and some other alternative must be considered.

Ultimately, the three leading agencies must answer to the 500,000 people who live within a mile or two of the viaduct. The decision to rebuild the viaduct, route traffic through our neighborhoods, and clog US-99, must not be made without our blessing. If we say, build it "Underground or Out of Town", then that is what we mean.

James R. Smith
The Alexandria Condominiums

I-471-001

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.

AWV Draft EIS Comment Form Results:

Name: m smith
Address:
City:
State:
Zip Code: 98199
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-472-001 Please rebuild or build an aerial alternative. Enjoying the terrific views in one of the reasons I like living in Seattle. Plus I find it an excellent way to get where I'm going and avoid the freeway hassles. NO Tunnels please. If I wanted a tunnel, I can stay home in my dark and dingy basement.

:)

Comments apply to:

Rebuild Alternative

Aerial Alternative

I-472-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

From: Bill Sornsin [bills@gnventures.net]
Sent: Friday, April 02, 2004 12:41 PM
Subject: RE: AWV Draft EIS Comment Form

I-473-001

I sure don't. It was substantially longer than the clip below. I'd have to recreate it from scratch. The gist of it was urging you to go with the Tunnel option, and to preserve access to Ballard/Interbay *without* having to cross BNSF tracks at grade, preferably via ramps at Elliott and Western. Train traffic by all estimates will be increasing significantly (both freight and passenger), and the Broad St. crossing is already frequently a mess. I further think it could be a congestion disaster to dump current Ballard/Interbay traffic onto Alaskan Way from Pike to Broad, even if aided by a railroad underpass at Broad (which also might ruin the aesthetics of that portion of the waterfront and the SAM sculpture park).

I did save one piece of it intact, because I sent it separately as a question:

I-473-002

"Approaching the Battery St tunnel from the south, how is it possible to go from a below-grade tunnel to an aerial structure clearing the BNSF tracks in such a short space? This presumably requires rising 40-50 feet in just a short city block from roughly Pike to Virginia. Plus even more vertical to clear Elliott, if that's the plan. It's a little hard to see the route in detail on the website, so I'd appreciate if you could clarify this point."

Thanks Bill Sornsin

I-473-001

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-473-002

In the 2006 Supplemental Draft EIS, the proposed grade coming northbound out of the waterfront tunnel at Pine Street is approximately 7 percent, which is within the prescribed WSDOT criteria for urban highways. The longitudinal distance is approximately 350 feet between where the bottom of the tunnel box breaks ground and the top of the BNSF railroad clearance envelope. The approximate 7 percent grade set for SR 99 maintains the preferred clearance over the BNSF railroad tracks and the tunnel liner.

See the Final EIS for current information about the build alternatives.

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.

AWV Draft EIS Comment Form Results:

Name: Daniel Speck
Address:
City: Seattle
State: WA
Zip Code: 98122
Email: danielspeck@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-475-001 | The tunnel is the best plan, the most costly but it will open up Seattles waterfront.

Comments apply to:

Tunnel Alternative

I-475-001

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.

AWV Draft EIS Comment Form Results:

Name: Misty Speck
Address: 913 20th Avenue
City: Seattle
State: WA
Zip Code: 98122
Email: m@netgrafix.net
Affiliation (optional): Netgrafix

Would like to be added to the project mailing list?

Yes

Project Comments:

Few times in the life of a great city does it get the opportunity to really do something right and good for the community. There is only one option for replacing the viaduct that will stand the test of time and criticism: a full cut and cover tunnel. It will relieve a wonderful waterfront of the horrible din of an overhead freeway and make Seattle a world-class city, like it deserves to be.

Comments apply to:
Tunnel Alternative

I-476-001

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-476-001

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

From: Richard Spiegel [mailto:Dr.Spiegel@yakimaheartcenter.com]
Sent: Friday, April 02, 2004 2:18 PM
To: viaduct@wsdot.wa.gov
Subject: Comments on viaduct options

I-477-001 Thanks for the chance for input and for making details of the various options readily available.

We live in Yakima but have a Belltown condo since we visit Seattle so often. We frequently walk along the waterfront, often to Safeco field. The viaduct is so intrusive (the visual obstruction is bad, but the noise is overwhelming), that we favor the 6 lane tunnel option. Our second choice would be the bypass tunnel option. The chance to have a fairly quiet, green central waterfront is very appealing.

I-477-002 In a very self-centered comment: all of the options would maintain above ground traffic through residential Belltown. We hope that something can be done to lessen the noise impact from that. A sound deflecting barrier or lid would be great. Even a quieter road surface than concrete would help. The relative quiet when the viaduct is closed for inspection or special events is a remarkable relief from the usual constant traffic noise. We hope something can be done about traffic noise no matter which option is chosen.

We appreciate the work you've done in developing these options.

Ann and Rich Spiegel
rkspiegel@yahoo.com
annspiegel@yahoo.com

I-477-001

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-477-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. This alternative would remove the existing viaduct and place traffic in a tunnel starting from around S. Royal Brougham Way to about Harrison Street, north of the Battery Street Tunnel. Noise mitigation measures are presented in Appendix F, Noise Discipline Report, of the Final EIS.

I-478-001

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

From: Mark Spitzer [mailto:mospitzer@araijackson.com]

Sent: Thursday, April 01, 2004 10:11 AM

To: viaduct@wsdot.wa.gov

Subject: Viaduct Replacement Comments

In the big picture, the difference in cost between rebuilding the viaduct, putting it at street level or putting it in a tunnel is not all that great.

In the big picture, the benefits to putting it in a tunnel are enormous:

- moves through traffic through
- keeps local traffic local
- dramatically reduces noise and pollution
- opens up the waterfront to downtown views and viewing
- opens up the waterfront facing properties to development
- opens up the waterfront to tourism and general enjoyment

It's clear: for our 50 year future, it's worth it to put the viaduct in a tunnel.

Mark Spitzer

Mark Spitzer, AIA

Principal

MARK **SPITZER** DESIGNS

3813 South Andover

Seattle WA 98118

206 722 8786

206 722 7711 fax

mark@spitzers.net

I-478-001

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.

AWV Draft EIS Comment Form Results:

Name: Dana Spradley
Address: 218 31st Ave South
City: Seattle
State: WA
Zip Code: 98144
Email: utopus@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-479-001

None of the options presented are acceptable. Each would continue the severe disruption of the quality of life in downtown Seattle that the existing viaduct has foisted on an unwilling citizenry for half a century now, all for the sake of a quick alternative route through the city for suburban locals who know about it. The viaduct should be torn down and replaced with a quiet two-lane boulevard, a new Seattle Central Park, and a broad array of amenities for residents and visitors to enjoy. Vehicular access to the waterfront should be limited to a few major east-west corridors. The money you're thinking of spending to replace the viaduct should instead be dedicated to expanding and improving I5 through the city and covering it with a longer lid, and to improving the ability of the north-south avenues through the city to handle semi-local traffic. I405 could also usefully be expanded and improved to handle traffic that can bypass Seattle. That will accomplish a much better result all around.

Comments apply to:
Overall Project

I-479-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-480-001

Dear Planners:

Let us consider future utility of the waterfront in light of the future of transportation. Most plans assume a certain amount of growth in traffic over the next two decades. We won't even finish the project for almost a decade. Thus the question: should we be investing our money (and our children's money) in very expensive infrastructure that encourages prominent use of the automobile?

I suggest that we all consider the cost of gasoline in 20 years. I suggest you take a gander at <http://peakoil.org/> if you want to know what the energy experts know. Sure we will not run out of gas. the price will just continue to go up. Having researched this topic quite thoroughly, (and having gone to the recent AAAS panel discussion on our energy future) I am convinced that we should not be spending government transportation dollars on anything except developing an efficient public transport system.

In the 80's, folks convinced our federal government to waste \$billions to defend us from the impoverished struggling Soviet Dinosaur. In twenty years when our children are all grown up, will they ask us why we spent all their money on extra lanes and tunnels for cars?

thank you for you time,
if you want to see a more thorough analysis of the damage done by cars, see carbusters.org

Liam stacey
321 31st ave E
seattle wa 98112

I-480-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Joe Stack
Address: 6804- 28th
City: Seattle
State: WA
Zip Code: 98117
Email: jstack98188@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-481-001 | In different times building another alternative to the Viaduct would make sense, but the need for a viaduct replacement is happening at time when there are other projects and other needs requiring our tax resources. It is not practical to fulfill dreams of a different waterfront unmarred by a viaduct. I think the best course of action is to choose the least costly alternative and then add ideas that will mitigate the blight caused by the project. I tend to favor rebuilding the Viaduct, but consider material other than concrete that will soften its impact, that is, material that may make it more attractive rather than appear as concrete wall. Can't it look like an attractive steel bridge? Would this be cheaper? Knock the Viaduct and do nothing should be considered. I transit the Viaduct Monday thru Friday, so I know this is traffic havoc, but in the end people will cope, and maybe in the future, when there is more tax revenue available, another alternative can be constructed. Sincerely, Joe Stack Ballard

I-481-002 |

I-481-003 |

Comments apply to:
Overall Project

I-481-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-481-002

If the existing viaduct is replaced with a similar elevated structure, every attempt will be made to make it both attractive and context-sensitive. Bridge architects will be used to come up with a visually appealing, yet cost-effective approach. Both steel and concrete will be studied for this

application. However, in a marine environment, steel may not be the preferred material, due to potential corrosion from saltwater and the marine air.

I-481-003

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Randy Steele
Address: 11504 SE 320th Pl
City: Auburn
State: WA
Zip Code: 98092
Email: randy.steele@westfarm.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-482-001

When making a decision on the alternatives, please do some site visits to other waterfront cities. I have not visited many, but one in particular - San Francisco - seems to be an ideal situation. The area is free from loud freeway noise, it's a pleasant and peaceful place for anybody to spend time. It's a great place to go for a bike ride or a run. There are trees, grass, and plenty of open space to enjoy. Can you imagine that waterfront with an overhead freeway? Or, what would it be like with a 6-lane surface freeway? Either situation would completely ruin the ambiance of that area. I often spend time on the Seattle waterfront and currently it's not a pleasant place to spend time due to the noise from the viaduct. I hope the decision is made to bury the traffic. Even if it costs more than a surface or elevated road, the decision to transform the waterfront into a peaceful location will be a major asset to the city in the years to come.

Comments apply to:
Tunnel Alternative
All of the Alternatives

I-482-001

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.

-----Original Message-----
From: Alex N. Steffen [mailto:alex@worldchanging.com]
Sent: Thursday, May 27, 2004 11:51 AM
To: awvdeiscomments@wsdot.wa.gov
Subject: SR 99 EIS Comment

I would like to comment on the Seattle Waterfront Viaduct Draft EIS:

- I-483-001** | 1) I strongly support the cut and cover option to create a tunnel for the viaduct replacement.
- I-483-002** | 2) I think that the width and speed of Alaskan way should be *reduced*, not increased, and Alaskan way made a purely local access road, if not removed altogether.
- I-483-003** | 3) Any addition North-South traffic should be dispersed along all major North-South routes.
- I-483-003** | 4) The medium- and long-term consequences of sea-level rise as a possible result of global warming should be anticipated in replacing the sea wall.
- I-483-004** | 5) the waterfront streetcar should be moved to Western Ave.
- I-483-005** | 6) the northern limit of the lid over SR 99 should be extended from Pike to Battery
- I-483-006** | 7) pedestrians and bicycles should be emphasized at crossings
- I-483-007** | 8) the ferry terminal should be moved to the south waterfront
- I-483-008** | 9) emphasizing the value of the waterfront as a destination for recreation, cultural events and tourism is important. the rebuilding of SR 99 can help create a great waterfront for our biggest city!

Sincerely,
Alex Steffen

=====
Alex Nikolai Steffen
<http://www.worldchanging.com>
"Another world is here."
=====

I-483-001

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-483-002

The Alaskan Way surface street is designated as a principle arterial by the City of Seattle. It provides the only access to many businesses along the waterfront as well as to ferry operations at Colman Dock. Alaskan Way is also designated by the City of Seattle as a major truck street.

Reducing lane widths would likely lower travel speeds and provide an inducement to shift traffic to other downtown north-south streets, for example, 1st Avenue in Pioneer Square. North-south downtown arterials street intersections are already at peak capacity and some even exceed capacity during the peak commute hours. By diverting traffic from Alaskan Way, the downtown street network would experience even more congestion, causing further delay through downtown.

I-483-003

Potential sea level rise has been taken into account in the design of the build alternatives considered in the Final EIS.

I-483-004

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.

I-483-005

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 Tunnel Alternative is described in the Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report. The structure would not extend completely to the Battery Street Tunnel in part because that would require a more extensive ventilation system and buildings.

I-483-006

Facilities for bicyclists and pedestrians would be improved under all the build alternatives. The Cut-and-Cover Tunnel Alternative and Elevated Structure Alternative would each include a continuous sidewalk and promenade, a continuous route for bicyclists throughout the project corridor, and connections to existing bike/pedestrian routes. As part of the effort to improve bicycle and pedestrian travel, intersections on Alaskan Way and the side streets would be signalized, allowing people on bike and on foot to safely cross. For the preferred Bored Tunnel

Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

I-483-007

The scope of the project does not include modification of the Colman Dock (Seattle Ferry Terminal) location. The project will maintain vehicle and pedestrian access at all times to Colman Dock at its current location during project construction.

I-483-008

If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. The final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

If the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown.

AWV Draft EIS Comment Form Results:

Name: Christina Steinburg
Address: 6050 5th Ave. NW
City: Seattle
State: WA
Zip Code: 98107
Email: christina.short@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I would like to ensure that the full tunnel is the selected alternative for replacing the Alaska Way Viaduct and Seawall. The full tunnel will improve connectivity with greater downtown and bring greater economic and civic vitality to the waterfront.

Comments apply to:
Tunnel Alternative

I-484-001

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-484-001

AWV Draft EIS Comment Form Results:

Name: Patricia Steinburg
Address: 2920 Parkway Dr. W
City: University Place
State: WA
Zip Code: 98466
Email: childdays@aol.com
Affiliation (optional): none

Would like to be added to the project mailing list?

Yes

Project Comments:

The city would be much improved and become more enjoyable and liveable with the tunnel alternative.

Comments apply to:
Tunnel Alternative

I-485-001 |

I-485-001

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.

AWV Draft EIS Comment Form Results:

Name: Valerie Stevens
Address:
City: Edmonds
State: WA
Zip Code: 98026
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-486-001 As a neighbor who travels through and spends a lot of time in the big city, I have to recommend the full tunnel option. We really need more public, waterfront space put to good use in our city, and this seems the time to make things better. We need a good north south transportation route, but we also need attractive public spaces, parks, restaurants and shops. Let's make better use of the natural resource we have available: the waterfront.

Comments apply to:
All of the Alternatives

I-486-001

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.

AWV Draft EIS Comment Form Results:

Name: John Stewart
Address: 941 25th Ave
City: Seattle
State: WA
Zip Code: 98122
Email: stewartj@seanet.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-487-001

I am glad to see WSDOT putting time and energy into dealing with the Alaskan Way Viaduct. I wish the people working on the RTID would realize that it and 520 have to be seen as our top two priorities, since we must maintain what we already have before we go building additional capacity! Having said that, I am frankly less than enthusiastic about most of the alternatives presented. I am a strong supporter of the Seattle Monorail Project, but I would still like to see a non-elevated roadway structure take the place of the current Viaduct, a position some might call contrary. However, the Monorail's shadow and view blockage envelopes are tiny compared to those of the current Viaduct [or the Rebuild/Aerial Alternatives]. Looking at the amount of time a mega-project like this would take to complete, in addition to the large chance of cost overruns [see the Big Dig in Boston, throw in Seattle's all-fill waterfront, etc.], I am left agreeing with the People's Waterfront Coalition that the best solution may be no solution at all. Let's take these 120,000 car trips a day and redirect them. Fully fund and integrate passenger-only ferry service. Expand the current waterfront streetcar line north into Magnolia and east to 23rd/Jackson. Increase express bus service. Put the rest of the cars onto our existing street grid. Indeed, while we're working on streetcars, let's bring back the old Madison Street line to provide another connector to First Hill and Capitol Hill. I realize these ideas don't deal with freight traffic...so why not make freight-only corridors on Alaskan Way, which is already the recommended freight through-route? I believe those freight trips are more important than SOV commuter trips anyway, since in the long run we are going to have to give up the SOV options, as gas prices continue to increase. Let's get ahead of the curve and start planning for the future.

Comments apply to:
Overall Project

I-487-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Carsten Stinn
Address: 2350 Minor Ave E
City: Seattle
State: WA
Zip Code: 98102
Email: teamenzo@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

To whom it may concern-

I-488-001

As an architect with experience in urban planning and citizen of Seattle I strongly support the tunnel alternative. The benefits of moving the traffic and noise under a lid and repairing the seawall at the same time are immense. The city has no promenade along the waterfront which will make it so much more enjoyable for Seattlites as well as tourists. I have worked downtown (Pioneer Square) for over 6 years and have a detailed knowledge of the area. Please do not let budgetary concerns alone drive the decision process here. Seattle needs a well designed edge to the water. The payoff is a long term one. A chance to do it right at an urban scale like this one doesn't come along very often and I hope we won't miss this opportunity.

Sincerely
Carsten Stinn

Comments apply to:

Overall Project

Tunnel Alternative

I-488-001

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.

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

From: Stump, Rick [mailto:Stump.Rick@ysd.wednet.edu]
Sent: Thursday, April 01, 2004 12:28 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: tunnel

I-489-001 | Go with the long tunnel. Its the most expensive, but the noise reduction will be worth the cost. rs

I-489-001

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.

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

From: Felix Sukhenko [mailto:fsukhenko@excite.com]
Sent: Wednesday, April 14, 2004 10:03 AM
To: viaduct@wsdot.wa.gov
Subject: Consider a no-highway alternative

I-490-001 I would like the DOT to also consider a no-highway alternative to replacing the viaduct on top of the 5 options. I believe that improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject.

Please consider the alternative proposed by the People's Waterfront Coalition (<http://www.peopleswaterfront.org/>).

Thank you,

Felix Sukhenko
Seattle

I-490-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-491-001

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

From: Jann Swartz [mailto:jannswartz@hotmail.com]

Sent: Tuesday, June 01, 2004 10:01 PM

To: viaduct@wsdot.wa.gov

Subject: How about a tunnel

Replacement of the viaduct is vital to the continuing development and health of Seattle and outlying communities. Please, research and develop ways to replace the viaduct with an appropriate transit tool to benefit all users. Consider a tunnel as a viable option for the replacement of the viaduct. I use the viaduct every day to get to work and home again. I would welcome a tax to pay for a safer alternative to the currently unsafe viaduct.

Thanks,

Jann Swartz
Queen Anne

I-491-001

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.

AWV Draft EIS Comment Form Results:

Name: Matthew Swenson
Address: 4156 20th Ave SW
City: Seattle
State: WA
Zip Code: 98106
Email: matts323@comcast.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-492-001 As a daily commuter along the Alaskan Way Viaduct - but also a student of history - I strongly encourage the City to opt for the Tunnel Alternative. I'll lose my scenic drive, but the Tunnel is the best long-term investment for Seattle. If we select the Aerial, Rebuild or Surface Alternatives, future generations will scorn us just as much as we pile insults today on the city planners who erected the Viaduct and cut off Seattle's waterfront from its downtown. Please make the best strategic decision and select the Tunnel Alternative!

Comments apply to:

All of the Alternatives

I-492-001

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.

AWV Draft EIS Comment Form Results:

Name: Bret Takahashi
Address: 4313 S. 217th Street
City: Kent
State: WA
Zip Code: 98032
Email: btakahashi@zgf.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-493-001 I support the design that provides the best opportunity for future growth for downtown Seattle and a open waterfront.

I believe the tunnel design is the best option because it accomplishes both of these goals.

Although I am a supporter of historical landmarks, the Hwy 99 route is a physical barrier and fragments the city to sea relationship.

Vehicles drive much to fast on it to appreciate the view, cause excessive noise and pollution that contributes to the detriment of the waterfront. This provides all negative implications of any of the design solutions that resemble its stature on its replacement.

In my opinion, the best solution is one that makes it go away from anyone's 5 senses, sight, sound, smell, touch, taste.

The best solution is a tunnel design.

Comments apply to:

All of the Alternatives

I-493-001

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.

AWV Draft EIS Comment Form Results:

Name: Anna Tamura
Address: 2411 East Helen Street
City: Seattle
State: WA
Zip Code: 98112
Email: annatamura@hotmail.com
Affiliation (optional): National Park Service

Would like to be added to the project mailing list?

Yes

Project Comments:

I-494-001

Given the numerous factors involved in the decision-making process and the analysis illustrated in the summary and comparison of alternatives... The alternative with the highest and best value for the City of Seattle's transportation system, the citizens of Seattle, and tourists is the Tunnel Alternative. Although this Alternative is the most costly, its other advantages outweigh the costs. The Tunnel Alternative would provide the fewest impacts to views and noise, which is a constant concern in downtown and along the waterfront. Tourists and citizens would be more interested in visiting the waterfront if there was less noise and more views. Consequently, the waterfront businesses would benefit economically from the Tunnel Alternative. Also, the waterfront would provide more of a civic experience and center for Seattle. Traffic speeds under the Tunnel Alternative are near the top, comparable with the Aerial Alternative. The Surface Alternative would worsen transportation and circulation through downtown, given the traffic speeds, impacts to other adjacent roadways, and congestion at nearby intersections. Safety is worst under the Surface Alternative, which should be a significant decision-making issue. Bypass Tunnel rates low on safety as well. The number of buildings, employees, and acres are most impacted by the Surface Alternative. The number of cubic yards to be excavated poses the question- where will it be moved under the Tunnel Alternative? When it comes to individual preference about what type of structure to build- I think it is best to weigh cumulative impacts- both positive and negative for the majority of people in the area. This means considering people who work in nearby buildings, take the ferry, tourists and pedestrians, drivers along SR99 and adjacent roads. As a result, drivers along SR99 are but a fraction of the total number of people affected. While views from the Viaduct are a legitimate benefit, the Viaduct conversely blocks views along the entire waterfront and is a noisy distraction to the beautiful scenery and pedestrian experience along the waterfront. The Surface Alternative is the least desirable, for many of the reasons stated above. Most importantly, it is the worst alternative because it decreases roadway capacity by 60%!!!! For the good of Seattle, its citizens, and visitors, please DO NOT select this alternative. The most viable alternatives are the Tunnel and Bypass Tunnel after being analyzed considering a variety of factors. However, the Tunnel is preferable because of its fewer impacts on noise, higher traffic speeds, less traffic on Alaska Way, better safety, fewer congested intersections in adjacent areas, and overall character of the waterfront!

Comments apply to:
Overall Project
All of the Alternatives

I-494-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Renee Tanner
Organization/Membership Affiliation (optional): Property Owner
Address: 222 ALASKAN WY S. #1
City: SEATTLE State: WA Zip: 98104
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-495-001

What are your comments about the project?

No above ground alternative is worth the effort
 Yes to seawall/tunnel combo project
I like removal of crumbling viaduct
 Support all tunnel-cut & cover-seawall repair & replacement

(Please use additional paper if you need further comment space)

I-495-001

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.

AWV Draft EIS Comment Form Results:

Name: Cassandra Tate
Address: 3616 SW Othello
City: Seattle
State: WA
Zip Code: 98126
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-496-001

I favor the rebuild alternative over all the other options presented in the Draft EIS. The existing viaduct is an efficient transportation artery and minimally intrusive compared to most of the other alternatives. Advocates of the tunnel option depict the viaduct as a hulking monster squatting on what would otherwise be pristine waterfront. In fact, most of the area is working waterfront, given over to industrial use. Tearing down the viaduct would open up a few blocks for the development of parks and other amenities, for the enjoyment of a few thousand residents and tourists; but it would also deprive hundreds of thousands of drivers and passengers of some of the best views in the city.

Comments apply to:

Overall Project

Rebuild Alternative

I-496-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Bret S. Taylor
Address:
City:
State:
Zip Code: 98004
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-497-001

Securing a decision that meets the practical and affordable is always paramount in decisions like this. However, due to the massive opportunity to finally open up the waterfront to the downtown core I believe we should invest the additional money for the tunnel option. Perhaps an electronic toll system would best be employed for this particular project as it would enable users to pay for the new tunnel over the long term. This is definitely a tough decision to make but I feel that the opportunity we have to shape the entrance of our entire waterfront is too great to try to rebuild a structure that most people, if money was not an option, would rather tear down and put underground.

Thank you for devoting your time, creativity, and energy to this very difficult decision.

Comments apply to:

Overall Project

I-497-001

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.

David Taylor
1560 NW Woodbine Way
Seattle, WA 98177
(206) 363-8126
AHHA@comcast.net

I-498-001

Dear WSDOT,
I realize you hear from many citizens about this project.
I just want to add my thoughts.

Some have expressed the preference for taking out the viaduct
and replacing it by having folks use public transportation and
city streets to replace this... frankly this is NUTS!

Some want to improve their views and property values by having
no visible portions of the replacement roadway. They should
pay for this improvement to their values if it's that important to them.

in one way or another we need to replace this major transportation
way... and we need to do something about the failing bulkhead
along the edge of Elliott Bay. Lets do something reasonable, not
the Rolls Royce that I-90 became across Mercer Island because
of special interests, and not something that doesn't address the
long term needs of a growing population.

Thanks...

David Taylor
1560 NW Woodbine Way
Seattle, WA 98177
(206) 363-8126
AHHA@comcast.net

I-498-001

Thank you for your comments. The lead agencies have identified the
Bored Tunnel Alternative as the preferred alternative for this project.
Please see the Final EIS for current project information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: ERIC THUR
 Organization/Membership Affiliation (optional): _____
 Address: 1221 1ST AVE #1719
 City: SEATTLE State: WA Zip: 98101
 E-mail: etaylor17@yahoo.com

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-499-001

CONSIDERING SAFETY, AESTHETIC QUALITY, TRAFFIC, COMMERCE AND ENVIRONMENTAL IMPACT THE TUNNEL APPEARS TO BE THE BEST ALTERNATIVE. ALTHOUGH MORE EXPENSIVE, I BELIEVE THE CITY AND STATE WILL HAVE MORE BENEFIT WELL INTO THE NEXT CENTURY WITH THE ALTERNATIVE.

(Please use additional paper if you need further comment space)

I-499-001

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.

AWV Draft EIS Comment Form Results:

Name: charles tedrick
Address:
City: seattle
State: wa
Zip Code: 98101
Email: peshcena@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-500-001

I am infavor of the rebuild alternative because it will not increase traffic on alaskan way once it is completed thereby NOT dividing the downtown from the waterfront any more than it already is. The other alternatives do increase traffic on alaskan way, doubling and even quadrupling the traffic on the already crowded street and making it much more difficult for foot traffic to cross alaskan way; but more importantly the noise and noxious fumes will make the waterfront experience much less desirable eventually driving people away.

Comments apply to:
Construction Impacts and Mitigation
Rebuild Alternative

Project Comments:

I-500-002

This is the plan I like the best and support this alternative as the more acceptable of those presented to us. However I do not think that any of the plans give enough consideration to the enhancement of the waterfront as a place for people to enjoy and as an attraction for people to make the city their home. Too much attention is given only to moving traffic north and south through the city and too little consideration for the actual waterfront.

Comments apply to:
Rebuild Alternative

Project Comments:

I-500-003

I do not see anything in the EIS that addresses the option of not rebuilding the viaduct and the mitigation of traffic congestion by the construction of the monorail from Ballard to West Seattle. Also the EIS does not adequately address the economic impact on retail business and residential homeowners during the long construction times as well as the effects of the increased traffic (as much as 4x the present volume on alaskan way) will have on business and home values. Any alternative that would decrease traffic on alaskan way would certainly enhance the attractiveness of the waterfront to bikers and pedestrians alike, as well integrating the downtown with the waterfront without the high traffic volumes that would turn alaskan way into another I-5 with endless streams of traffic.

I-500-004

I-500-005

Comments apply to:
Overall Project
Construction Impacts and Mitigation

I-500-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-500-002

The Rebuild Alternative is no longer being considered. The final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle. The Alaskan Way Viaduct Replacement Project has considered how to protect and enhance recreational and cultural resources along the corridor - such as Pike Place Market, Pioneer Square, and the many waterfront activities along the project corridor.

If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. If the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown.

I-500-003

Please refer to the discussion of the Viaduct Closed (No Build) Alternative in the Final EIS for more information on the effects of closing the viaduct.

Project Comments:

I-500-006 The EIS does not adequately address the ability of design changes and the use of advances in construction materials to mitigate the noise levels with the rebuild alternative. The measurement of decibel levels in the EIS which is all well and good, does not mention any studies by acoustical engineers that might be of value in decreasing the noise levels from the viaduct.

Comments apply to:
Rebuild Alternative

Project Comments:

I-500-007 It appears that traffic flow on Alaskan Way will be increased with all of the alternatives presented. I was under the impression that it is desirable to increase the connection between downtown and the waterfront by doing away with the physically and visually obstructing viaduct. None of these plans address this issue, in fact by increasing the traffic flow on Alaskan Way, you will actually isolate the waterfront from downtown even more than it is now. Also, it does not seem possible to increase the traffic and make the waterfront more pedestrian friendly.

Comments apply to:
Overall Project

The Seattle Monorail Project's Green Line is no longer being considered for implementation, and therefore cannot be assumed as a mitigation strategy to either complement or replace the project. However, other high-capacity transit developments that are currently being planned or built (e.g., Link Light Rail) may address some of the trips that are made on a daily basis through the Alaskan Way Viaduct corridor.

I-500-004

Impacts to businesses and residents during construction were evaluated in Chapter 6 of the Economics Technical Memorandum, Appendix P of the 2004 Draft EIS. This document has been updated for the Final EIS as the Economics Discipline Report, Appendix L. The economics analysis includes the impacts directly attributed to construction activities for the project. An analysis on changes to the property values of individual parcels during or after construction would be speculative, subject to economic forces beyond the control of this project, and is outside the scope of this economic analysis.

I-500-005

Comment noted. Please see the response to I-500-002 above. The Final EIS and Appendix C, Transportation Discipline Report, describe traffic volumes in the corridor and on the surface street under each alternative.

I-500-006

Please note that the Rebuild Alternative is no longer under consideration. Methods of noise mitigation such as noise barriers and berms are not applicable due to the densely developed nature of the project area. Other noise abatement methods applicable to all build alternatives are addressed in the Final EIS Appendix F, Noise Discipline Report.

I-500-007

The build alternatives analyzed in the Final EIS are forecasted to have less traffic on Alaskan Way compared to the 2030 Viaduct Closed (No Build Alternative). Please see the Transportation Discipline Report, Appendix C of the Final EIS, for additional information.

AWV Draft EIS Comment Form Results:

Name: Craig Telfer
Address: 13000 26th ave S
City: Seatac
State: Wa
Zip Code: 98168
Email: ctelfer@qwest.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-501-001 | I am not in favor of the Tunnel Alternative.
I am very unhappy with how long it takes for a decision to be made on how the Viaduct will be replaced.
It will be a big mess once the replacement starts, but it would be nice to see some progress being made.

Comments apply to:

Overall Project

I-501-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and have identified the Bored Tunnel Alternative as the preferred alternative. The lead agencies are continuing to work together to move the project forward through construction. Please see the Final EIS for current project information.

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

From: Randal Thatcher [mailto:chuckleheads@worldnet.att.net]
Sent: Sunday, May 23, 2004 9:44 AM
To: awvdeiscomments@wsdot.wa.gov
Subject: viaduct replacement

Hello Seattle City and King County Council members,

I-502-001

Thanks for all you do for the citizens of Seattle and King County.

I just wanted to make a quick e-appeal to all of you respecting the proposed replacement of the Alaskan Way viaduct. It seems our viaduct problem also presents us with a unique opportunity to give our Seattle waterfront a rejuvenating facelift.

I envision a vibrant, revitalized waterfront, without that cement, double-decker eye-sore; I see a waterfront with less car traffic and more pedestrian and bicycle traffic, connecting downtown neighborhoods with Pike Place Market, Steinbrueck and Myrtle Edwards Parks.

[I bike from downtown (Western and Spring) to Magnolia via Alaskan Way and Myrtle Edwards bike trail at least twice a week, and would sorely grieve were that waterfront route to be swallowed up, or even compromised, by a major highway system along that corridor.]

It's a lovely vision, but also--I realize--an expensive one. A tunnel alternative seems the ideal solution from the aesthetic and livability perspectives. The question, I suppose, is whether a tunnel is economically feasible. I sure hope so.

Thanks for your time and attention,
-R. Thatcher

I-502-001

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.

AWV Draft EIS Comment Form Results:

Name: K. A. Thiem
Address: 6277 119th Place SE
City: Bellevue
State: wa
Zip Code: 98006
Email: kthiem@cityofbellevue.org
Affiliation (optional): City of Bellevue

Would like to be added to the project mailing list?

Yes

Project Comments:

I-503-001

the environmental review process requires all options to be evaluated. That doesn't mean that all options considered are viable. Is the (viaduct) decision about moving the maximum number of vehicles for the least amount of money? No. It's much broader. Yes, for years the viaduct allowed west edge travelers to avoid downtown, even let them see the sound at 60 mph. Stupid indulgence. To build another viaduct would be retro; far worse than the 50's idea to attract people to downtown by building above grade parking garages next to pedestrian-oriented streets. Freeways and neighborhoods don't mix, particularly when the freeway destroys the very essence of the neighborhood (which all too often happens). Think long term. Build the infrastructure to accommodate 100% of the moving vehicles and the parked vehicles below grade. Give the waterfront back to the people. Polish Seattle's front door to the world.

Comments apply to:
Overall Project

I-503-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-504-001

April 2, 2004
Dear Sir:
I request a comment for of
and about as well as respectfully
to the Alaska Way Viaduct
Seattle Waterfront Sea Wall,
Seattle Monorail, and discussion
concerning a tunnel pertinent
to repairs, upgrade, earthquake
Damage, renovation, new
improved traffic control and
flow for pedestrians and public
transportation in and around the
Facade of Seattle and Waterfront.
Please send diagrams, plans
Blue prints, contracts information, Voter
Explanation for Ellis/Ball makeover!
Sarrelia Thomas
PO Box 845 Chehalis, WA 98532

I-504-001

FHWA, WSDOT, and the City of Seattle appreciate your comment and hope that you have found the additional information and graphics in the 2006 and 2010 Supplemental Draft EISs and Final EIS helpful.

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

From: art lover [mailto:springinparis@msn.com]
Sent: Tuesday, June 01, 2004 5:01 PM
To: avwdeiscomments@wsdot.wa.gov
Subject: draft eis comments due June 1

Hello. professionally I am not a planner, architect etc. but speak as a Seattle native who has followed the viaduct replacement/waterfront planning process.

I-505-001

At its current height, the viaduct does bisect the Seattle waterfront and makes it much less inviting than it could be. If it were to be rebuilt aerially, I would like to see it several stories higher; and, if that is not practicable, then the tunnel alternative is the best.

I-505-002

In all Eis alternatives, a surface route with 3-4 lanes of traffic going each way is envisioned. This is too much surface traffic. At most, there should be 2 lanes each way on the surface. The point is that pedestrians need to move easily between the waterfront and the city, and anything beyond 2 lanes of traffic 1-way essentially just moves the viaduct down onto the street, creating yet another barrier with noise, pollution, and safety problems.

Of course, there should be wide, well-marked bicycle lanes, and places at either end of downtown where car owners could park their cars and ride bikes around the downtown core (I am not sure whether this idea, my own, has been presented by Cascadia or any of the architectural firms which donated their own time to the charette (sp?) sponsored by Allied Arts).

I-505-003

In addition, in Chap. 7 tunnel alternative the tunnel is seen as shoring up the seawall. To beautify the shoreline and allow better alternatives for salmon, the shoreline should be made as "natural" as possible with pocket parks, such as those on Alki beach. Vegetation should overhang the shoreline in places to allow cooler places for young salmon. This would mean the tunnel would be built further east.

The alternatives presented by Cascadia should be given heavy weight. I have seen their presentation, looked at their schematics, and they present a view of Seattle's future that is exciting, innovative, environmentally and pedestrian/bicyclist friendly, as befitting a city with such a bounty of natural and intellectual resources. Seattle needs to be on the cutting edge.

I-505-004

However, I am also heavily concerned with historic preservation, and it is important to ensure that Pioneer Square and other older brick buildings are preserved. I do not know whether they would be better preserved with a tunnel or with an aerial structure. Shoring up of foundations may be more expensive, but worth it. Seattle needs every single historic structure left in the downtown -- without them, architecturally, it turns into just another sleek "upscale" city.

Please! Incorporate the ideas of Cascadia and the comments of People for Puget Sound, as well as those of Allied Arts! Thank you, Karen Tofte

I-505-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference to construct an elevated structure that is much higher. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current information about the project alternatives.

I-505-002

Under the Bored Tunnel Alternative the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle. If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths.

I-505-003

If the preferred Bored Tunnel Alternative is selected, replacement of the seawall would occur under a separate project, the Elliott Bay Seawall Project, led by the City of Seattle. The redevelopment of the central waterfront would occur under a separate project, the Central Waterfront Project, also led by the City of Seattle.

If the Elevated Structure Alternative or Cut-and-Cover Tunnel Alternative is selected, the replacement of the seawall would be included as part of that alternative. For these alternatives, creating beaches is not proposed. Recreating a natural beach would require a gently-sloping intertidal area. To accomplish this, the shoreline would need to be pulled back well into the Alaskan Way corridor where streets, sidewalks, open space, and utilities would be located. Or it would require filling an area west of the seawall - an action strongly discouraged by natural resource agencies because of impacts to existing intertidal and nearshore habitat. Planning and design for project alternatives preserves salmon habitat by minimizing or avoiding digging or filling along the shoreline, and minimizing or avoiding new overwater structures that reduce the function

of habitat by shading them. Please see the Final EIS for current seawall replacement design information as it applies to the Elevated Structure Alternative and the Cut-and-Cover Tunnel Alternative.

I-505-004

The lead agencies are also concerned with the preservation of historic buildings within the project area. Vibration effects and the preservation of historic buildings are addressed in Chapters 6, Construction Effects, and Chapter 8, Mitigation, of the Final EIS. A more detailed discussion can be found in Appendix I, Section 106: Historic, Cultural, and Archaeological Resources Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Mike Toschi
Address: 1907 11th Ave E
City: Seattle
State: WA
Zip Code: 98102
Email: miketoschi@graffiti.net
Affiliation (optional): Global Seepej Records

Would like to be added to the project mailing list?

Yes

Project Comments:

I-506-001

The viaduct must be torn down and not replaced. I support the concerns of the People's Waterfront Coalition. The tunnel is WAY TOO EXPENSIVE, DISRUPTIVE and there is probably a fair chance that it will be underwater in the next few decades when the automobiles that are driving in it cause the ocean levels to rise from global warming. We must reclaim the waterfront for the citizens of Seattle and our visitors, and stop making the automobile our number one priority and addiction. This is our only long term logical solution. Be brave, think ahead and help transform our waterfront into something amazing.

Comments apply to:
Overall Project

I-506-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Pandora Touart, Tom Whitaker
Organization/Membership Affiliation (optional): _____
Address: 934 NW 59th St.
City: Sea State: _____ Zip: 98107
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-507-001

- | | |
|--|--|
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall |

With public access shoreline & views shrinking as fast as you can say apartment - note that the view from the aerial structure is the best in town.

I-507-002

If the bypass tunnel were to be selected, what land use and/or height restrictions etc. would come into play in the opened up adjacent land?

I-507-003

Surface street replacement is not a viable alternative.

I-507-004

While the city council is strongly opting for an option that does not include an aerial - the

*(Please use additional paper if you need further comment space)
result, no matter what is not going to resemble an attractive drive like Tom McCall Park in Portland unless we sink or move all the pier structures.*

I-507-001

Many people have expressed that they enjoy the views when traveling on the viaduct. The Final EIS analysis considers views in the SR 99 corridor, which is designated as a City of Seattle Scenic Route, and identifies and assesses designated view corridors largely along east-west streets. Views from the road and of the road are both evaluated. The visual quality analysis detailed in the Final EIS Appendix D, Visual Quality Discipline Report, is taken into consideration by the lead agencies.

I-507-002

The Bypass Tunnel Alternative is no longer being considered. The Bored Tunnel Alternative has been identified as the preferred alternative.

Building heights and land uses are determined by City of Seattle Zoning Code regulations. Zoning varies along the project route. In the southern project area, much of the adjacent land is zoned IG1 or IG2 (Industrial General) and IC (Industrial Commercial) for industrial or commercial uses. This area has height limitations varying from 45 to 85 feet. A small part of the project route is near Pioneer Square parcels with zoning for less intensive uses and height limits between 100 and 120 feet. The central project area includes DH1 or DH2 (Downtown Harborfront) and DMC (Downtown Mixed Commercial zones) which allow waterfront uses and a variety of office, retail, and mixed residential uses. These zones have height limitations from a minimum of 45 feet to maximum heights of between 120 to 240 feet. A few parcels near the proposed route are in the PMM (Pike Place Market) zone where height limits are 85 feet. In the north, adjacent parcels are in DMC (Downtown Mixed Commercial), DMR (Downtown Mixed Residential), C1 or C2 (Commercial), and NC3 (Neighborhood Commercial) zones. These zones would generally allow numerous types of office/commercial, retail, and residential uses. Height limits for these zones vary from 65 to 240 feet.

The City recently adopted new height limits downtown, which generally support much taller structures there, including unlimited height potential for some uses. The new height regulations affect the downtown core area and do not apply to waterfront properties or parcels immediately adjacent to the project route. The nearest area to the project where these regulations would apply is along 1st Avenue between Union and Spring Streets.

I-507-003

The Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Therefore, this alternative is no longer being considered.

I-507-004

Additions to or removal of pier structures along the section of waterfront in the project corridor is not part of the project scope. With the Bored Tunnel Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

AWV Draft EIS Comment Form Results:

Name: matthew tullio
Address: 18538 ashworth ave n.
City: shoreline
State: wa
Zip Code: 98133
Email: woodfx@excite.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-508-001

I strongly believe in the tunnel alternative. Even though it is the most expensive, it would tie together the waterfront with downtown and create a more tourist friendly area which would help the economy in the long run and therefore make the money well spent. It seems logical that if you have to dig to replace the seawall you have already created one side of the tunnel.

Comments apply to:

Overall Project

Tunnel Alternative

I-508-001

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.

AWV Draft EIS Comment Form Results:

Name: Rebecca Tuttle
Address: 7744 13th SW
City: Seattle
State: WA
Zip Code: 98106
Email: Rebecca_Tuttle@HUD.GOV
Affiliation (optional): HUD

Would like to be added to the project mailing list?

Yes

Project Comments:

I-509-001 | something definitely needs to be done about the Viaduct. Would like to see a tunnel with a park along the waterfront. Would definitely hate to see any TALL buildings that would detract from the waterfront area. Let's keep it as a park-like area instead of developers gobbling up the space for high-rise buildings, just to have a view or boast of being located on the sound.

Comments apply to:

Overall Project

I-509-001

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.

Building heights are determined by City of Seattle zoning codes, which will not be changed by the project. More information on land use can be found in Appendix G, Land Use Discipline Report, of the Final EIS.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4636 Form 263 CommentDate 4/29/2004
ANDRE VAN DER MOST Organization:
Address: 1205 N 47TH ST City SEATTLE State: WA Zip: 98103

1. Choose Topic:

Overall	Tunnel *	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

Even though this is the most expensive alternative, the additional benefits are numerous for really only the "extra" cost over the other 4 alternatives: 1) Extra surface capacity that will be freed up. No pillars
2) Instead of building two projects; seawall & viaduct it becomes one tunnel/seawall combo, there should be some savings there.
3) View restoration is priceless
4) Loosing the poor man's view is about the only downside, so we can still take Alaskan Way & visit the waterfront more often!!!

I-510-001

I-510-001

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.

AWV Draft EIS Comment Form Results:

Name: Narendra Varma
Address:
City:
State:
Zip Code: 98103
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-511-001 The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway.

Comments apply to:

I-511-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Angie Venturato
Address: 4815 California Ave SW Apt #506
City: Seattle
State: WA
Zip Code: 98116
Email: ajvent@u.washington.edu
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-512-001 I live in West Seattle and commute to the University/Sand Point area daily. I split my commute between driving my car and riding the bus, depending on work assignments. SR99 is an essential route for me with either transit option.

SR99 provides the fastest transit time for me during the morning and evening high-capacity commute times. SR520/I-5 is excessively difficult from the University area due to the interweave near Mercer and high number of traffic accidents. Surface streets through downtown also cause long delays due to high capacity, pedestrians, and numerous stoplights. Alaska Way is also congested due to ferry traffic.

My average drive time from Sand Point area to West Seattle during morning/evening commute:
SR99 : 15-20 minutes
SR520/I5 : 30-40 minutes
Downtown surface streets: 45-60 minutes
Alaska Way/surface streets: 45-60 minutes
Bus Transit (3 buses, change downtown and university): 90-120 minutes

I recommend the following as the best options:
#1 choice: Rebuild with at-grade option for South
#2 choice: Aerial with at-grade option for South

My top 2 choices seem the most efficient in terms of cost, construction time, and safety. It leaves parking spaces and pedestrian access open to the waterfront and keeps freight traffic away from pedestrians. It also keeps Alaska Way as a viable alternative in case of a traffic accident on SR99 and/or I5.

Though the tunnel idea is interesting, the prohibitive cost makes it unviable. Given the number of tall buildings surrounding the current viaduct, I don't believe the tunnel options will provide a great deal of visual improvement. I enjoy spending time along the waterfront and do not believe the viaduct is an eyesore or too loud. The lack of parking with the option is also a consideration.

The surface option is a terrible alternative. It would create a traffic mess, remove valuable parking space, and completely ruin the convenient pedestrian access to the waterfront.

I-512-002 With the aerial alternative, is the widened Mercer underpass absolutely necessary? If not, could this option be removed to save cost/time and possibly be presented as a separate improvement under a different transportation plan?

I-512-003 Given the poor soil stability, new research about the Seattle fault, and recent tsunami hazard map from DNR, the waterfront and Central area are particularly prone to natural hazards. Replacing the seawall needs to happen as quickly as possible, and therefore a cost- and time-efficient plan is crucial to obtaining federal, state, and local funds. Keeping multiple evacuation routes open to pedestrians and traffic are also important.

Comments apply to:

Overall Project

All of the Alternatives

Seawall

I-512-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-512-002

Since 2004 comments were submitted, the project has evolved. Chapter 3 of the Final EIS describes the current alternatives. The City of Seattle is leading separate projects to improve Mercer Street between Elliott Avenue W. and Fifth Avenue N., and from Dexter Avenue N. to I-5, which will accommodate two-way traffic. This project will work with the City on the Mercer Street improvements between Fifth Avenue N. and Dexter Avenue N. to coordinate the roadway design and construction.

I-512-003

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal.

Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

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

From: David M Vice [mailto:david.vice@ceoworkz.com]
Sent: Saturday, May 29, 2004 2:33 PM
To: avvdeiscomments@wsdot.wa.gov
Subject: VIADUCT DRAFT EIS COMMENTS

I-513-001 We have observed that neighborhood connections are the biggest problem in the DEIS for at least two reasons:

- Every viaduct replacement option has at least 8 lanes of motorized vehicles on Alaskan Way, leaving less than 30% of the right of way for walkers and 0% for destinations
- The neighborhood connection between the Waterfront and Pike Place is denied because the lid over highway 99 doesn't reach Steinbrueck Park (even with the cut and cover tunnel)

I-513-002 In consideration of these glaring impacts above, we ONLY support the cut-and-cover tunnel alternative as the best option, but even it falls short of enabling a great waterfront - see below:

- There should be no net increase in roadway to Alaskan Way
- Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor
- The lid over SR 99 should extend from Pike to Battery
- The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley

I-513-003
I-513-004
I-513-005 We do NOT want to see a new or old and repaired viaduct! The tunnel option will give citizens an opportunity to enjoy a great waterfront! For example, the Boston tunnel is among the most successful revitalization, economic, and traffic management solutions in the US. Only the 'tunnel' will create new open space for people, help us meet growth management goals, strengthen our economic base and maintain current transportation capacity. We also understand that there is an option to shorten the construction time by completely closing the project area to present viaduct traffic - which we believe would be a cost saving measure that could potentially outweigh the increase of disruption from a loss of circulation. Finally, please thoroughly investigate the access to ferries and other transportation modes within your decision making process.

I-513-006

I-513-007 Please take our comments very seriously - this structure will impact our communities for another 50+ years! We must live/work with the negative impacts from construction that will hit the Pioneer Square community hard. As a result, mitigation will be the next discussion topic. This fragile community will be heavily assaulted by the looming construction from the monorail. Pioneer Square's historic landmark status should be "enhanced and optimized" at the end of this project, not "destroyed".
Thank you,
David Vice
13+ Year Pioneer Square Resident / Business Owner
PO Box 4426 / Seattle, WA 98194 - 206-625-0347

I-513-001

With the Bored Tunnel Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle. The City recognizes the value of improving pedestrian connections and providing improved public space along the waterfront that will allow people to walk, bicycle, play, and view Elliott Bay and the mountains. A Pike Place Market Lid has also been incorporated into the design of the Bored Tunnel Alternative.

Additionally, improvements north of the Battery Street Tunnel would build Aurora Avenue to grade level between Denny Way and John Street. John, Thomas, and Harrison Streets would be connected across Aurora Avenue with signalized intersections. These improvements would greatly enhance connections between the South Lake Union neighborhood and the lower Queen Anne neighborhood. See the Final EIS for more information.

I-513-002

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.

With the Bored Tunnel and Cut-and-Cover Tunnel Alternatives, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. Therefore, to provide similar capacity levels as currently exist today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity

of Colman Dock. It is expected that, overall, traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-513-003

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-513-004

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.

I-513-005

Comments noted. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If this alternative is selected, the final configuration of the waterfront would be determined through the Central Waterfront Project, led by the City of Seattle.

A complete closure of SR 99 during construction, called the shorter construction plan, was evaluated in the 2006 Supplemental Draft EIS. Chapter 3 of the Final EIS contains current details about the construction plan for each build alternative.

I-513-006

The Final EIS Appendix C, Transportation Discipline Report, contains discussions regarding roadway connectivity and access, transit services and facilities, and ferry services with regard to all the build alternatives. However, if the Bored Tunnel Alternative is selected, the final design of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle, and will be coordinated with Washington State Ferries.

I-513-007

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. Mitigation measures addressing noise, parking, traffic, dust and other factors are included in the Final EIS and appendices. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: John Vogel
Organization/Membership Affiliation (optional): _____
Address: 4451 53rd Ave SW
City: Seattle State: WA Zip: 98116
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-514-001

I have concerns that most of the proposed alternatives would add ~~at~~ surface traffic along Alaskan Way, with the potential to make the area less pedestrian friendly. The Bypass and the Surface alternatives would be the worst for pedestrians. Only the Rebuild alternative retains the area for pedestrians - while maintaining parking for waterfront visitors.

I-514-001

The Bored Tunnel or Cut-and-Cover Tunnel Alternative would provide the most pedestrian-friendly atmosphere by moving SR 99 traffic below-ground through the central waterfront area.

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

From: Todd Vogel [mailto:todd.vogel@cablespeed.com]
Sent: Wednesday, May 26, 2004 7:10 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: Alaskan Way Viaduct Comments

Dear WashDOT & City of Seattle,

I-515-001

I write about the proposed rebuilding of the Alaskan Way Viaduct because I think the design of the rebuild is crucial to keeping Seattle a livable city.

My big concerns are the following:

- . Maintaining enough right of way for walkers
- . Connecting the Waterfront to the city - especially Pike Place market.

To meet these aims, I favor the cut-and-cover tunnel design alternative. And to make this - or any design - effective, I believe that we need to follow these guidelines:

I-515-002

- . There should be no net increase in roadway to Alaskan Way.
- . Any additional traffic on the surface should be dispersed among all avenues running through the downtown corridor.
- . The lid over SR 99 should extend from Pike to Battery.
- . The trolley on Alaskan Way should be moved to Western to create room for destinations on the waterfront and better neighborhood connections by trolley

I-515-003

I-515-004

Thank you for your consideration.

Regards,

Todd Vogel

Todd Vogel, Ph.D.
Director,
Trinity Institute for Urban Learning and Action
206-347-3390
Todd.Vogel@trincoll.edu

1

I-515-001

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. Additional information on pedestrian connections and facilities is provided in Appendix C, Transportation Discipline Report, of the Final EIS.

I-515-002

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. To provide similar capacity levels as currently exists today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. Overall, it is expected that traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

I-515-003

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-515-004

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.

SKYPARK WOULD OFFER AN ALTERNATIVE TO TEARING DOWN OR REPLACING EXISTING VIADUCT BY WIDENING THE PRESENT STRUCTURE ONE LANE ON BOTH VEHICLE LEVELS - THIS PROVIDES ONE THIRD INCREASE IN TRAFFIC CAPACITY ON EA LEVEL. A WIDER STR. COULD BE STRENGTHENED AND ALLOW A PEDESTRIAN PROMENADE / LINEAR PARK THAT WOULD SERVE THE ENTIRE WATERFRONT AND C.B.D.

Cut-and-cover tunnel/aerial structure

IT COULD BE ALL SEASON FACILITY THAT MORE THAN A MILE OF THE WORLD'S BEST VIEW BEGINNING AT THE PUBLIC MARKET AT THE NORTH & CONTINUING SOUTH TO THE OFF RAMP AT THE SOUTH. IT WOULD ALSO ALLOW THE SEATTLE CENTER TO BE JOINED WITH A NEW AND REVITALIZED INTERNATIONAL DISTRICT. IT WOULD SERVE ALL PEDESTRIAN INCLUDING PIONEER SQUARE AND SAFEFO FIELD LOCATIONS.

new viaduct for cars going southbound - a shallow tunnel for northbound traffic

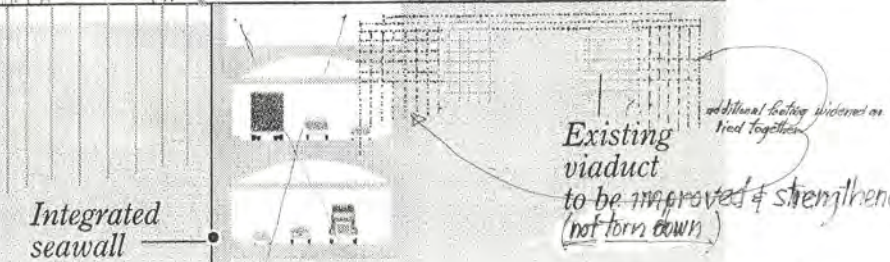
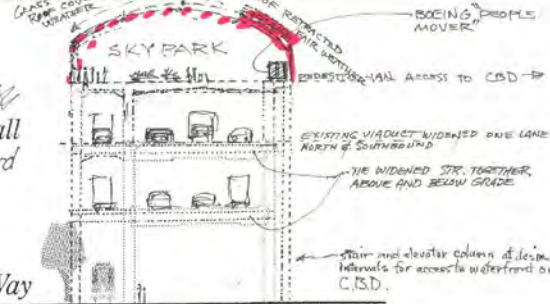
ONE COULD EXPECT TO FIND PLANTS & FLOWERS, POOLS AS WELL AS PLACES TO WALK AND PLACES TO BACK TO THE CBD OR DOWN FOR SHOPPING ALONG THE PEOPLE MOVER NORTH OR SOUTH. IF IT WERE SUMMER, THE ROOF WOULD BE RETRACTED MOST OF THE TIME; IF WINTER PROBS. CLOSED MUCH OF THE TIME. THE VIEW WOULD ALWAYS BE THERE.

SCULPTURE, FOUNTAINS, SIT AND READ OR WALK WATERFRONT OR TAKE THE



Double-deck cut-and-cover

A viaduct that increases all former viaduct traffic by a third



ALTERNATIVE #6 (SKYPARK)

BY EN. WAHLMAN 3927 N.E. DELVOIR PL SEATTLE 98105 (206) 323 2844

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for preserving and enlarging the existing viaduct, and creating an aerial covered park on a new upper deck. The alternatives presented in the 2004 Draft EIS, 2006 Supplemental Draft EIS, 2010 Supplemental Draft EIS, and Final EIS represent a reasonable range of approaches that can meet the purpose and need for the project. Many options were looked at during the initial phases of the AWW project's screening process. The screening process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the two Supplemental Draft EISs and the Final EIS.

AWV Draft EIS Comment Form Results:

Name: Thad E. Wardall
Address: 5025 California Ave. SW, #204
City: Seattle
State: WA
Zip Code: 98136
Email: thadwardall@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-517-001 April 8, 2004 I tried to send my comments to you earlier regarding the "SR 99 - Alaskan Way Viaduct and Seawall Replacement Project," but your website's email system crashed on me unexpectedly. It has been necessary to rewrite my comments entirely. Please forgive the length of this communication, but I believe it is necessary that I state, in general terms, the full case. I find all of the alternatives for this project to be thoroughly analyzed, studied and professionally presented. In my opinion, however - and the opinion of others I know - none of them satisfactorily resolve the current Viaduct/seawall problems AND potential development opportunities that currently exist in the waterfront district. (Please forgive me for being so blunt, but I and others believe this to be the truth.) The famous, Finish architect, Aero Saranin (sp?), the designer of St. Louis' Gateway Arch, among other noted projects, stated it this way: "The solution lies in the problem." What he meant by that statement is that any solution (including the best available solution) to a problem is determined by how that problem is defined. The narrower and more detailed a problem's definition, the fewer the possible solutions and the less likely that the final, selected solution will actually be the "best" one available.

On the other hand, the broader a problem's definition, the more likely that the best available solution will be found. Most new inventions have been created in this fashion - i.e., by defining the problem in a manner that leads to new, original and improved solutions. The City of Seattle has defined the Viaduct/seawall and waterfront "problem(s)" generally as follows: 'The Alaskan Way Viaduct and portions of the waterfront seawall need to be replaced. Which of the following alternatives should be adopted: 1) a direct replacement of the existing, elevated Viaduct, 2) demolition of the existing Viaduct and construction of a new vehicular traffic system at ground level, 3) demolition of the Viaduct and construction of a tunnel for vehicular traffic below ground level, or 4) a combination of any or all of the above? All four alternatives shall also contain the necessary repairs to the seawall.' (There may be one or more alternatives that I have not accurately described above, but let's assume, for the sake of argument, that there are currently only these four.) Because of the way the problem has been defined, the currently available solutions have been limited to these four basic "alternatives."

The obvious question arises: Have all of the feasible alternatives (solutions) been analyzed and presented for final consideration? The answer is NO. More importantly, the selection of one of these four alternatives could severely limit and adversely affect all future development in Seattle's waterfront district. All four of these alternatives would be tremendously expensive. All four of them would take a very long period of time to complete (7 to 11 years) before the new structures would be full operational.

I-517-002 The economic impact on businesses and facilities located along the waterfront would be absolutely devastating because of the long time periods during which they would be totally "cut-off" from convenient access to the City's CBD. As a result, many of the private establishments in waterfront area would likely go out of business.

I-517-001

Thank you for your comments. Many options were looked at during the initial phases of the project's screening process. This process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the two Supplemental Draft EISs and the Final EIS. The alternatives analyzed include a range of viaduct repair and replacement designs with some elements of earlier concepts combined with other design structures as the engineering team looked at feasibility, cost, and other criteria.

I-517-002

The lead agencies plan to maintain access to businesses and residences throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable. Mitigation measures for parking, pedestrian and vehicle access, and business assistance are discussed in Chapter 8 of the Final EIS. The project team will continue their coordination and mitigation activities with local businesses and residents, freight/delivery companies, the Port of Seattle, neighborhood groups, and other affected groups.

I-517-003 The vehicular traffic that is currently served by the Viaduct would have to be totally diverted to other routes for nearly the entire duration of the new construction. None of these four alternatives comprehensively addresses the other uses, buildings and facilities that currently exist along the waterfront, except for portions of the seawall. The tunnel alternative - the most expensive and time-consuming of the four - is the only one that provides significantly more developable land surface area than what currently exists today. And finally, regardless of the alternative eventually selected, its long-term effects on future development will be IRREVERSIBLE. So, let us try defining the problem differently, as follows: 'What is the best way to quickly and efficiently move vehicular traffic through and/or around the waterfront district of central Seattle, and what is the best way to develop that area for future use?' By defining the problem in this manner, the number and variations of possible alternatives (solutions) is greatly expanded, and a broader scope of potential development opportunities arises.

I-517-004 A "fifth alternative," resulting from the revised problem definition just stated, is the subject of this message to you. It can be generally described as follows: The concept for this fifth alternative involves the construction of a new vehicular traffic conveying structure that would extend out into Elliot Bay and COMPLETELY BYPASS THE WATERFRONT AREA. This "bypass structure" would be essentially linear in form and would be connected on land to both the Battery Street Tunnel and the southern end of the existing Viaduct. A totally new, protected "inner harbor" would thus be created. Close to the middle of the new bypass structure, an elevated bridge would be provided to allow water traffic into and out of the inner harbor. Vehicles traveling through town - i.e., the existing Viaduct traffic - would ultimately be directed onto the bypass structure, thus relieving the waterfront district of all such traffic. Vehicles traveling to and from the waterfront would be directed along Alaska Way and Western Avenue. The new bypass structure itself could be supported on floats, submerged piles and/or a combination of the two. The demolition of the Alaskan Way Viaduct could take place at any point after the north and south bypass structure connections are completed.

The entire Viaduct area would therefore be made available for future development. In addition to conveying vehicular traffic, the new bypass structure could have new "surface elements" appended to it that could accommodate other uses, mostly on its protected inner harbor side. Thus, the surface area that could support additional development would be expanded dramatically beyond the total land area (real estate) that would be recovered by demolishing the Viaduct. This solution would be the LEAST EXPENSIVE alternative, primarily because portions of the new bypass structure's surface elements could be leased out or sold to help defray the project's costs. 95% to 98% of the new bypass structure could be constructed without affecting the existing Viaduct traffic. (This traffic would have to be diverted elsewhere only during the brief period necessary to complete the north and south connections of the bypass structure.)

Also, it would not be necessary to "cut-off" or physically isolate any of the waterfront facilities and businesses at any time during the project's duration. The VISUAL IMPACT on Seattle's waterfront district would be dramatic. An opportunity would thus exist for an excitingly new and different appearance and spatial construct. The total waterfront "experience" would be altered with additional, new structures, activities and uses. By applying skilled and creative designers and planners to the individual elements of the project, such as the bridge, inner harbor structures and land-based developments, the overall aesthetic character of Seattle's "skyline" could be significantly improved. The project could thus become the central catalyst for a new, expanded image for the City, and begin the creation of a new "landmark" that might eventually rival the Space Needle. Similarly, the ECONOMIC IMPACT on Seattle would be tremendous.

First and foremost, the visual and physical impediment that the Viaduct currently represents will be completely eliminated. The new bypass structure's surface elements and the district's recovered land areas could support new or expanded uses that are only partially feasible at this point - such as parks,

I-517-003

Your comments on developing the waterfront district of Seattle are understandable; however, the stated purpose of the project is to provide a replacement transportation facility. The build alternatives advanced for consideration in the Final EIS are: the Bored Tunnel Alternative, the Cut-and-Cover Alternative, and the Elevated Structure Alternative. Land uses adjacent to the proposed alignments for these alternatives are addressed in the Land Use Discipline Report (Appendix G) for the Final EIS. Although the two tunnel alternatives may result in more new development opportunities than the Elevated Structure Alternative, none are expected to be directly responsible for substantial development in the project area.

The City is leading the Central Waterfront Project, which will guide future development in that area. The City is also working on a plan for the South Downtown area that will help determine future uses along much of the project route. Additionally, the amount and type of future land uses will also be influenced by other factors, especially future economic conditions that will affect the rate and timing of development that may take place along the viaduct and within nearby neighborhoods.

I-517-004

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.

I-517-004

playgrounds, mass transit facilities, parking garages, marinas, high-density housing, restaurants, specialty retail establishments, commercial buildings, a new cruise ship terminal..... one's mind boggles with the possibilities! Such new activities and uses could be allowed to develop over time. Would they have a favorable impact on future city revenues? Would their spin-off effects generally benefit existing downtown businesses? You do the math; you be the judge. The ENVIRONMENTAL IMPACT of this fifth alternative would be the least of all of the proposed alternatives. The bypass structure itself could be built elsewhere in sections that could be moved by water into place, similar to the way the two Lake Washington floating bridges were built. It would not be necessary to disturb the subsoil adjacent to the seawall, which the tunnel alternative would require, nor widen the existing surface streets. (Of course, the seawall would be repaired or replaced on an as-needed basis.) Because of the reduced time constraints, demolition of the Viaduct could be carried out in a manner that would have the least impact on the environment. The need to reroute existing vehicle and pedestrian traffic for long time periods would be minimized. The bypass structure's impact on Elliot Bay's marine life and its effects on currents and such would have to be studied, but I do not foresee the significant endangerment of any animal or plant species, nor the all-tering of any existing natural structures.

One potential use for the newly recovered waterfront land might be the development of a storm water treatment facility. (Currently, all of Seattle's storm water on the west side of the CBD is dumped, untreated, directly into Elliot Bay.) The project could be expanded to address this additional opportunity to help improve Puget Sound's marine environment. In the selection of the "best" alternative, the following general criteria must be considered: a) money - i.e., the overall financial costs, savings and economic benefits to those entities that will have to pay for the project, b) time factors - i.e., the overall duration of the project, its impact on vehicular and pedestrian traffic, local business "down time," etc., c) environmental impacts, d) visual/aesthetic impacts, and e) the extent of public and private amenities gained or lost. With all of these things considered, the BEST ALTERNATIVE is the one I have just described. The four alternatives provided by the City of Seattle fall considerably short of this alternative's cost-benefit considerations. In more general terms, the selected alternative should provide a long-term, comprehensive strategy for the overall development of Seattle's waterfront district, present and future, in a manner that addresses ALL aspects of the current situation. In this regard, the four alternatives presented by the City of Seattle are sorely lacking.

The problems and potential opportunities existing in the waterfront district extend far beyond the Viaduct and the seawall situations, upon which those four alternatives focus. They are safe (but dull and unimaginative) solutions that are undeserving of the time, money and efforts that need to be spent. The alternative I have just described was not my own idea originally. All such credit should be directed to Mr. Roger Patten, an architect and life-long resident of Seattle, currently living in Burien. It is my understanding that Roger was able to present his idea during the recent public exhibition of design solutions for the Viaduct/seawall project. At that exhibition he apparently displayed a scale model of the concept, along with other materials. I am, however, unfamiliar with what sort of response(s) he received. I am writing to voice my own support for Roger Patten's idea - i.e., the fifth alternative to the Viaduct/waterfront project - and to request Seattle's City Planning Department and other entities involved to give it serious consideration, equal to that already given to other four alternatives. Doing so could potentially save Seattle, its residents, the WSDOT, etc., a great deal of time, money and inconvenience, while jumpstarting a comprehensive development process that could totally transform Seattle's waterfront district in the near future. Not giving Roger Patten's idea its due consideration could be construed to be a serious abrogation of your department's fiduciary responsibility to review all reasonable urban planning concepts and ideas that might benefit the public's welfare. In this case, the potential losses to the public and private sectors of Seattle could be enormous. In closing, it is my understanding that this communication will be made part of the Public Record concerning this matter and its associated EIS. I look forward to receiving your response. Thad E. Wardall Seattle, Washington PS: Since I can no longer rely on your website's email capabilities, a similar hard copy of this communication will be sent to you via mail.

3

- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

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

From: warrpd [mailto:warrpd@walkerarch.com]

Sent: Tuesday, June 01, 2004 8:48 PM

To: viaduct@wsdot.wa.gov

I-518-001 | Subject: NO HIGHWAY!!!

I-518-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Darby Watson
Address: 2641 1/2 Prosch Ave W
City: Seattle
State: WA
Zip Code: 98119
Email: darbomatic@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I think that a "no replacement" alternative needs to be studied. I realize this goes against so many years of traffic engineering but I think we can at least look at it as an option. We know traffic will not go away but maybe the enormous amounts of money would be better spent improving I-5 and Alaskan Way surface street and downtown signaling, than replacing the structure or tunneling. Thank you.

Comments apply to:
All of the Alternatives

I-519-001

I-519-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Alexis Weil
Address: 1159 17th Ave E
City: Seattle
State: WA
Zip Code: 98112
Email: lexiew100@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution -- fixing the larger transportation network instead of building a new highway.

Comments apply to:
Overall Project

I-520-001

I-520-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Robert G. Weisenbach
Address: 6710 56th Ave South
City: Seattle
State: WA
Zip Code: 98118
Email: bobprop1@comcast.net
Affiliation (optional): None

Would like to be added to the project mailing list?

Yes

Project Comments:

I am in support of the Tunnel Alternative that includes the rebuilding of the Seawall. For once let's do the project right since this project has to last the next 100 to 200 years. We are always forced to pick an alternative that is not the best and we end up paying to replace the project before we should be. Do the project right for once. Look at what Boston did with their underground freeway connections and the benefits to the City by removing the freeway and building parks and green space.

Comments apply to:
All of the Alternatives

I-521-001

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-521-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Stuart Weiss
Organization/Membership Affiliation (optional): Resident
Address: 9612-55th Ave. S.
City: Seattle State: WA Zip: 98118
E-mail: _____

Check here if you would like to be added to the project mailing list. on list now

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Sulace Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-522-001

Sea Wall: The Port of Seattle has been taking property taxes from King County residents for many years to subsidize their poorly managed Port operations. They own most of the Seattle waterfront from Pier 91 on the north to Harbour Island on the south. It is time for them

(Please use additional paper if you need further comment space)

continue on page 2

I-522-001

The seawall belongs to the City of Seattle, not the Port of Seattle. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if another build alternative is selected, the seawall would be replaced as part of this project and its design will be carefully considered. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

From page 1
Stewart Weiss comments Page 2 of 2

I-522-001

to give back to the taxpayers and pay all costs of the seawall replacement including any part of tunnel construction. If they ~~see~~ refuse, the state legislature should remove their ability to levy property taxes and instead use that tax money for the seawall.

I-522-002

Options: Aerial structures are unacceptable from the aesthetic standpoint and their inability to withstand the pounding from heavy trucks. Our legislators do not understand the great damage that heavy trucks do to highways and road structures.

"Surface lanes only" should be considered if we cannot afford the cost of tunnels.

Tunnels: A 6 lane tunnel would be the best alternative but the bypass tunnel is acceptable to me from the economic viewpoint. In both cases - use of the battery tunnel is ok.

I-522-002

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.

AWV Draft EIS Comment Form Results:

Name: gary west
Address: 9610-29th NW
City: Seattle
State: Wa
Zip Code: 98117
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-523-001 I believe the appropriate alternative to be No Build. This based on the viaduct's deteriorated condition, funding uncertainties, a construction start for replacement many years off, and public safety. A No Build alt should not preclude upgrades and stabilization of failing elements. Stabilization of the footings, supporting soils, soils behind the seawall and structural upgrades could be accomplished at a cost of 1-2% of that of the other alternatives. A concern is that presently anticipation of the other alternatives is a distraction in the funding of necessary stabilization efforts. The responsible approach, considering the potential loss of life, property, transportation and commerce due to the impending failure public leaders have led us to expect, would be the immediate commencement of efforts to insure us of a safe and functional system until such time funding a replacement is assured and physical construction begun. Undertaking these efforts would insure us of an open rating facility while relieving us of the cost, liability and other impacts should the structure fail or be closed. Should funding be assured and the project a likely reality my preferred alt would be the 6 lane tunnel. I only reviewed the Draft Executive Summary and found it lacking in discussion and costing of the No Build Alt. Thank you for allowing and supporting public comment. GW

Comments apply to:
Overall Project

I-523-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a No Build alternative and a tunnel alternative. Not replacing the viaduct would entail either retrofitting the existing viaduct, or removing the viaduct and replacing it with a reconfigured Alaskan Way.

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Therefore, the Rebuild Alternative is not reasonable.

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would

quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: Wheeler, Douglas [mailto:WheelerD@LanePowell.com]

Sent: Friday, April 02, 2004 8:49 AM

To: 'viaduct@wsdot.wa.gov'

Subject: Tunnel Alternative

I-524-001

Now that the alternatives for replacement of the Alaskan Way Viaduct have been better researched and defined, it seems obvious to me that the Tunnel alternative makes the most sense. It may be the most expensive alternative, but not by that much. More important, the impacts going forward are so much less than the other alternatives, and it will open up more surface space and views. This is a once in a lifetime opportunity to reconnect the waterfront with the rest of Seattle. It would be a shame to blow this opportunity. I urge adoption of the Tunnel alternative.

Sincerely,

Douglas Wheeler

5822 Ann Arbor Avenue NE
Seattle, Washington 98105-2120

Home: (206) 525-3248

Work: (206) 223-7025

Fax: (206) 613-4254

I-524-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Judith A. Whetzel

Organization/Membership Affiliation (optional): Property Owner

Address: 1511 East Olin Place

City: Seattle State: WA Zip: 98112

E-mail: jaforart@mindspring.com

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-525-001

It appears to me that the tunnel alternative will make the most positive contribution to our city - for our citizens for our economy and for our visitors. It appears well worth the significant investment - an investment critically important to the future of Seattle and the Puget Sound region.

(Please use additional paper if you need further comment space)

I-525-001

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.

8 May 2004

Allison Ray
WSDOT Environmental Coordinator
Alaskan Way Viaduct and Seawall Project
999 Third Avenue Suite 2424
Seattle WA 98104

RECEIVED
MAY 11 2004
AWVSP Team Office

Dear Allison Ray:

I-526-001 Since we live in Burien we might have gone to Lafayette School in West Seattle, but that would have been farther than getting down to the Arctic Building, the Dome room no less where our wedding reception was held in 1948 when it was the Arctic Club. But we didn't even make that meeting, so I guess I have to write.

I have no sympathy for the people who have moved into office buildings or apartments that abut the viaduct. They knew it was there. I don't agree that it cuts anyone off; from 1st, 2nd, 3rd, 4th avenues one must be looking down a westerly street in order to see any of the harbor and its activity.

I remember when driving on the new viaduct one passed a lot of windows so dirty that noone could have seen anything out of them unless they were already broken, which many were. There were still railroad tracks crossing Alaska Way out onto the docks, and traffic on Alaska Way often was stopped by the switch engines and cars as they went out to the docks, so the viaduct was a very good choice at that time.

We depend on hiway 509 and the viaduct for quick access to downtown Seattle. When I see letters complaining about the viaduct and I look up the names in the telephone directory, I find that so often they live east of I5 and north of the canal, or on Mercer Island, or east of the lake, or even just east of downtown. They never use the viaduct!

So what do I want? I do not want to be trapped in a tunnel during a Juan-de-Fuca plate subduction zone earthquake.

The options to rebuild or go aerial keep an important feature: surface parking in the waterfront area. Without that parking the current commercial development along Alaska Way would not have happened nearly as soon as it did—if at all. A surface option would likely wipe out the parking.

So, yes, I favor staying elevated.

Sincerely,



Jean Dougherty Whisler
121 South 168th Street
Burien WA 98148-1611

whislsmother@hotmail.com

I-526-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild and Aerial Alternatives. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4624 Form 251 CommentDate: 4/28/2004
Jack Whisner Organization: none
Address: 8325 11th ave nw City: seattle State: wa Zip: 98117

1. Choose Topic:

Overall	Tunnel	Construction Impacts and
All of the	Bypass Tunnel *	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

please consider adding another option for central waterfront area with features of the bypass tunnel and surface options. In that segment, place the lanes going only one direction below grade and build the lanes going the other direction on a deck at grade with a concrete box around them. Alop the concrete box new slow local streets and pedestrian ways would be constructed. Sloped ramps would connect the top of the box with both the water and city sides of the box. Consider the redevelopment of the concrete boxes in Paris on either bank of the Seine. On the right bank, there is an express roadway. On the left bank, there is an RER line. On both sides there are pedestrian facilities on top. Some streets would connect Western Avenue with the top of the box. Others would lead to pedestrian ramps. Should free up more land for redevelopment. Would retain advantage of tunnel options to share concrete wall with seawall reconstruction.

I-527-001

I-527-001

The lead agencies appreciate receiving your comments requesting that another alternative be considered. The project has evolved since the publication of the Draft EIS in 2004, and such an alternative was not added for evaluation. The lead agencies have identified the Bored Tunnel as the preferred alternative. Please see the Final EIS for current configurations of the proposed build alternatives for the project.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Tom Whitaker
Organization/Membership Affiliation (optional): _____
Address: 934 N.W. 59th St.
City: Seattle State: _____ Zip: _____
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-528-001

During construction of ~~all~~ all alternatives, will there be provisions for bike traffic along the water front, i.e. as an example: biking south through E. Myrtle Park to the water front surface streets in order to gain access to downtown?

(Please use additional paper if you need further comment space)

I-528-001

Bicycle access will be maintained at all times during construction activities. At times, it will be necessary to reroute bicycles using temporary facilities or detours that will be designed to minimize user inconvenience. More information about bicycle facilities can be found in the Final EIS Appendix C, Transportation Discipline Report.

AWV Draft EIS Comment Form Results:

Name: Sean Whitcomb
Address: 8010 1st Ave NE
City: Seattle
State: WA
Zip Code: 98115
Email:
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-529-001 I believe that the Tunnel Alternative is the way to go. Yes, it may cost more and take slightly longer than the others, but this alternative shows the most VISION. The downtown waterfront is one of Seattle's best assets. This is an opportunity to restore Seattle's waterfront properly, and it should not be squandered.

Comments apply to:

Tunnel Alternative

I-529-001

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-530-001

The lead agencies are working hard to begin construction as soon as possible and recognize the increase in costs over time.

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4616 Form 243 CommentDate: 4/28/2004
scott wilbur Organization: none
Address: 1612 46th Ave City: Seattle State: WA Zip: 98116

1. Choose Topic:

Overall	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild *	Surface	
Aerial	Seawall	

Comment:

The time value of money coupled with rising fuel costs will increase the actual cost of this project no matter which alternative is selected. Lets see about moving the final alternative selection date up and save the tax payers.

I-530-001



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Carin Willette (age 56)
Organization/Membership/Affiliation (optional): _____
Address: 1814 Minor Ave. # 311
City: Seattle State: WA Zip: 98101-1460
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-531-001

It would be better to
get rid of the ~~SSA~~
above surface route
all together; without
a ~~SSA~~ tunnel, it would be
much SAFER for pedestrians.

(Please use additional paper if you need further comment space)

I-531-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Carin Willette
Organization/Membership Affiliation (optional): Union-office workers
Address: 1814 Minor Ave #311
City: Seattle State: WA Zip: 98101-1460
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

I-531-002 What are your comments about the project?

The legal unions of Seattle, WA should be involved in the destruction and construction of this project. Make sure, please, that no people are put in jeopardy of injury when it starts.

(Please use additional paper if you need further comment space)

CW - Medicare special 1st Biller

I-531-002

The contractor selected to build the project will be required to follow strict safety regulations during all aspects of the project.

Constituent:Carole Jo Williams
Home Phone: 206-624-1130
Business Phone:
E-mail: downtowncj@seanet.com
Address: 98 Union St. #607 , Seattle, WA 98101.

Subject: Alaska Way Viaduct - red flag
Location: Workflow ID: 112802

I-532-001

Description: Dear Mayor Nickels, I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.Sincerely, Carole Jo Williams, downtown resident

I-532-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Daniel Wayne Wilson Jr
Address: 2929 1st Avenue
City: Seattle
State: WA
Zip Code: 98121
Email: doyledesign@msn.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

The EIS needs to analyze what is likely the simplest, cheapest, and least disruptive solution
-- fixing the larger transportation network instead of building a new highway.

Comments apply to:
Overall Project

I-533-001

I-533-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

AWV Draft EIS Comment Form Results:

Name: Tim Wind
Address: 66 Bell
City: Seattle
State: WA
Zip Code: 98121
Email: timothywind@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-534-001 Obviously the tunnel is the best solution, but if that proves too expensive or difficult, please consider the surface alternative. It is the cheapest, easiest, and it would still open up the waterfront and get rid of that elevated freeway marring our beautiful city. I can't conceive of actually rebuilding the viaduct -- as if it were a good thing that we want to keep! Please -- our neighbors in Portland and Vancouver have embarrassed us long enough by their superior urban planning. Let's show that Seattle is also a progressive, forward-thinking city that puts livability and the needs of pedestrians over those of automobiles.

Comments apply to:

Overall Project

I-534-001

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 is no longer being considered, the reason for this is explained in Chapter 2 of 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.

AWV Draft EIS Comment Form Results:

Name: Patrice Winter
Address:
City:
State:
Zip Code: 98121
Email: pmwinter@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-535-001

I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar liabilities of a megaproject. We owe it to ourselves and our children to be rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

I-535-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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

From: John Withers [mailto:catbells@comcast.net]

Sent: Thursday, April 08, 2004 11:43 AM

To: viaduct@wsdot.wa.gov

Subject: Alaskan Way Viaduct and Seawall Replacement Project

I-536-001

I live in West Seattle and avoid using the existing viaduct whenever possible. The six lane tunnel is the most desirable option. The bypass tunnel is a distant second option.

I-536-001

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 Bypass Tunnel has been eliminated from further consideration, the reason for this is explained in Chapter 2 of 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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: J. Wolk
Organization/Membership Affiliation (optional): Ø
Address: 9415 21 AVE SW
City: SEATTLE State: WA Zip: 98106
E-mail: jolewolk@msn.com

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

WOULD PREFER TO SEE THE VIADUCT DISMANTLED
AND TRAFFIC ROUTED TO ~~THE~~ I-5. BUS TRAFFIC
TO DOWNTOWN SHOULD BE USING THE BUS LANES
PARALLELING 4th AVE. ALASKAN WAY SHOULD NOT CARRY
MORE TRAFFIC, BUT MADE INTO A WIDE BOULEVARD
WITH WIDE PEDESTRIAN-FRIENDLY ACCESS AND MANY
CROSSING POINTS TO ACCESS WATERFRONT AND STREET CAR
(Please use additional paper if you need further comment space) AND FERRY TERMINAL.

I-537-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-537-001

AWV Draft EIS Comment Form Results:

Name: Martin Wolk
Address: 3463 36th Ave W
City: Seattle
State: WA
Zip Code: 98199
Email: mhwolk@yahoo.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-538-001 is a once-in-a-lifetime chance to reclaim precious waterfront territory and views. Seems the opportunity to improve the waterfront should help pay for these more costly options. A tunnel is the way to go.

Comments apply to:

Tunnel Alternative

Bypass Tunnel Alternative

I-538-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

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Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Sandra J Wood
Organization/Membership Affiliation (optional): _____
Address: 1950 Alaskan Way #435
City: Seattle State: Wa Zip: 98101
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-539-001

The tunnel is the best solution for all the others are too impact full on residence, tourism the air quality for pedestrians. - We need to look at long term for our city a tunnel is the best solution

(Please use additional paper if you need further comment space)

I-539-001

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.



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: SANDRA WOOD
Organization/Membership Affiliation (optional): _____
Address: 1950 ALASKAN WAY #435
City: Seattle State: WA Zip: 98101
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-539-002 Do not believe EIS has considered impact on local residences with fly by alt'

I-539-003 However feel the Tunnel alternative is the most beneficial for our environment.

(Please use additional paper if you need further comment space)

I-539-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-539-003

Thank you for your comment. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. Please see the Final EIS for current project information.

AWV Draft EIS Comment Form Results:

Name: Robert E Worthington
Address: 12436 4th SW
City: Seattle
State: Wa
Zip Code: 98146
Email: worthington_rl@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-540-001

The Draft EIS reads like an editorial piece with conclusions that are contradictory to facts outlined in the introduction.
example: Conclusions regarding the loss of free parking space are specious at best.
example: under south end alternatives I 90 connections are described as nearby and important yet no version includes direct connection nor mentions the benefits of linking these major freeways.
With out a doubt there will be no opportunities in the future to add general traffic.\

Comments apply to:

Overall Project

I-540-001

Thank you for your comments. The project and the proposed alternatives have changed substantially since the 2004 Draft EIS. Please see the Final EIS for updated information, including how parking will be affected during project operation in Chapter 5 and construction in Chapter 6. Proposed mitigation for parking effects are discussed in Chapter 8.

AWV Draft EIS Comment Form Results:

Name: Chris Wright
Address: 4018 31st Ave W
City: Seattle
State: WA
Zip Code: 98199
Email: cwrght@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-541-001: Replace the Viaduct with a Tunnel.

The Viaduct effectively acts as a moat for the water front. While there is pedestrian traffic under the Viaduct, it would be greatly enhanced if the works were under ground. Other improvements would be view, noise, commerce. Better destination for cruise ships.

Engineers have tunnel under the English Channel. Lessons should have been learned from Boston's big dig.

Hope that Kerry wins in the fall. He'll be far more likely to give McDermot money than Bush.

Comments apply to:

Tunnel Alternative

I-541-001

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.

AWV Draft EIS Comment Form Results:

Name: Pamela Wyngate
Address: 214 Summit Ave. East #407
City: Seattle
State: WA
Zip Code: 98102
Email: pwyngate@earthlink.net
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-542-001

The Tunnel Alternative is the most forward-thinking alternative. Let's remedy the greed and stupidity of our tax-paying predecessors. (They've all retired to the peace of the San Juans after selling us their run-down houses for exorbitant prices.) The Tunnel reduces noise and puts the most traffic underground. It also creates the most open space on the central waterfront. Boo-hoo-hoo for the drivers and passengers who would not have views of downtown, Elliott Bay, and the Olympic Mountains. They can get out of their vehicles and enjoy a park with other human beings on foot. We all needed the exercise, last time I checked.

Comments apply to:
Tunnel Alternative

I-542-001

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.

-----Original Message-----
From: siyates@riderhunt.com [mailto:siyates@riderhunt.com]
Sent: Thursday, April 01, 2004 9:00 AM
To: keithj@wsdot.wa.gov
Subject: WSDOT Feedback Form

====My Contact information====
Name: Susan Yates
E-mail: siyates@riderhunt.com
Street Address:
City, State, Zip Code:
Phone:

I-543-001

==== My Question/Comment/Complaint ====
I wish to vote for the viaduct alternatives. I vote for the tunnel alternative that will take 7 to 9 years and cost \$3.8 to 4.1 billion.

I-543-001

FHWA, WSDOT, and the City of Seattle recognize your preference for the 2004 Cut-and-Cover Tunnel Alternative. The project has evolved since the publication of the Draft EIS in 2004. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current information about the proposed build alternatives.

Warren Yee
5912 23rd Avenue South
Seattle, WA 98108-2944
wye@earthlink.net

Alaskan Way Viaduct Comments:

I-544-001

(1) Rebuild/Aerial options: Has there been any thought of moving the NB Seneca St. offramp to another location instead (maybe Spring St, University St would be more desirable, but it has been redeveloped and no longer available). This is because of Seneca St being really a westbound one way street (it is two way between 1st and 2nd Avenues). This ramp frequently backs up, since the 1st and Seneca intersection has lots of pedestrian traffic, and Seneca St not being a through street, most cars turn left or right at 1st Avenue. If Spring St was used instead, being an Eastbound one way street, this would disburse the traffic better, than the current situation.

(2) 1st Avenue:

(2A) Between Seneca and Columbia Sts. Currently the traffic pattern is 3 lanes NB and 2 lanes SB (both of these figures include the parking lane, with no parking in the peak). North of Seneca (or Spring, if above comment is considered), this lane arrangement makes sense. South of Seneca (or Spring), this arrangement does not make sense, since most of the traffic is headed to the Columbia St. on-ramp. Has the City of Seattle thought about changing the traffic pattern, so it would be 3 lanes SB, and 2 lanes NB on 1st Avenue between Seneca (Spring) and Columbia Sts.?

(2B) Between King St. and Yesler Way. Currently, the City of Seattle allows parking during the PM rush hour on 1st Avenues between King St and Yesler Way. This has been a sore spot with Metro Transit, especially on weekday nights with a Mariner's game, with only one lane of traffic open. Has been any thought of a bus (only during PM peak) lane on Alaskan Way to mitigate this disaster?

(3) Slope of AWV between Pike St and Battery St, Tunnel (tunnel and bypass tunnel options)

How steep is this slope, and how will icy weather affect this portion of the new roadway? Due to this slope, is this why WSDOT has proposed an exit at the bottom of the slope (6 lane tunnel option), just in case the slope gets too icy, so vehicles have a way to escape the tunnel?

(4) Battery St. Tunnel upgrades are a high option, even it should be done in the rebuild option too. North of Battery St. Tunnel options are the lowest priority for fixing up, and if necessary, put off until a phase 2 option.

(5) I prefer the lowered SR-99 option for north of the tunnel, since it would reconnect the neighborhoods better. Widening Mercer will simply cause the 5th Ave N and Mercer St Intersection to reach LOS F. A better solution, as shown in some of your drawings, is a new Roy St. Underpass, with the connection at 9th and Mercer. This would be a much smoother transition.

(5) In the rebuild option, strong consideration should be given to rebuilding the approach to the Battery St. Tunnel, Columbia St on ramp, and Seneca (Spring) St off ramp? and not simply retrofit.

I-544-001

The project alternatives have evolved since the publication of the 2004 Draft EIS. The Final EIS analyzes three build alternatives: Bored Tunnel Alternative, Cut-and-Cover Tunnel Alternative, and the Elevated Structure Alternative. The configurations of these alternatives, including how the Battery Street Tunnel is addressed, are presented in the Final EIS in Chapter 3. Please refer to the Final EIS for specific information about locations of ramps, lane configurations, and other design elements for each alternative. The proposed temporary Battery Street Flyover Detour is no longer part of any alternative. Chapter 5 discusses permanent effects and Chapter 6 discusses effects during construction. Chapter 8 describes the proposed mitigation to address project effects, including effects to parking.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

The preferred alternative was selected due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would

I-544-001

(6) In the Rebuild/Aerial options, how much will the temporary roadway cost and how much more material (concrete/rebar?) has to be disposed of?

(7) I have doubts with your rebuild option traffic figures, since it has substandard shoulders and if there was an accident or stalled vehicle, how much delay of traffic will occur? Also, in the rebuild option, I cannot see how you can have wider lanes with the similar footprint you propose (the aerial option is a 20 foot wider ROW, I believe)?

(8) How will the temporary aerial structure affect waterfront businesses, since the elevated structure will be essentially next to them?

(9) Finally, I seem to favor the 6 lane tunnel option, because the existing viaduct can be used for the longest time before the transition period, and provides for existing capacity. The bypass tunnel option would require a 6 lane surface street, in a pedestrian type environment. The aerial and rebuild options require a lot of throwaway costs (building another elevated structure to keep traffic moving).

Thanks for allowing comment on the Alaskan Way Viaduct DEIS

Sincerely
Warren Yee
5912 23rd Avenue South
Seattle, WA 98108-2944
wye@earthlink.net

have severe adverse effects on Seattle and the Puget Sound region. Chapters 5 and 6 in the Final EIS provides a more in-depth comparison of trade-offs for the three alternatives.



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Draft EIS Comment Form

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Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Ken Youn
Organization/Membership Affiliation (optional): _____
Address: 3111 E Helen St
City: Seattle State: WA Zip: 98112
E-mail: kenyoun@hotmail.com

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-545-001 Overall great job on an amazing amount of work accomplished. My personal preference is the tunnel alternative, possibly due to my feeling for connecting the city to the waterfront, and the possibility of separating pedestrian and vehicular transportation. The reasons for the tunnel over the bypass would be the added 'habitat' value of the tunnel by rebuilding the seawall.

I-545-002

Please use additional paper if you need further comment space)

*couldn't really grasp the habitat value. Based on a spectral measure? What about quality and diversity in habitat?

I-545-001

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-545-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected because the failing seawall does not have the potential to affect the seismic stability of this alignment. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

If another build alternative is selected, which would include the replacement of the seawall, habitat value would be added by increasing the amount of aquatic habitat, relative to the area and volume of Elliott Bay, as discussed in the Wildlife, Fish, and Vegetation Discipline Report, Appendix N of the Final EIS.



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Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Marcus Fungari
Organization/Membership Affiliation (optional): _____
Address: 1425 Western Avenue
City: Seattle State: WA Zip: 98101
E-mail: _____

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-546-001

I am very concerned about the placement of the Pike Street ventilation shaft. I live in Hill Climb Court (518) and see that the shaft's placement has serious effects to our building, along with Ross Manor and Market Court, not to mention Pike Place Market.

(Please use additional paper if you need further comment space)

I-546-001

An exhaust stack near Pike Place Market is no longer included in any of the alternatives. The preferred Bored Tunnel Alternative would have two tunnel operations buildings that include exhaust stacks. One building would be located in the south portal area near Alaskan Way S. and Railroad Way S., and a second building would be located in the north portal area near 6th Avenue and Harrison Street.



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Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Fangari, Marco
Organization/Membership Affiliation (optional): _____
Address: 1425 Western Avenue #104
City: Seattle State: WA Zip: 98101
E-mail: _____

Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

What are your comments about the project?

I-546-002

I would very much like to see the 'no-highway' option, recently advocated, to be included in the final EIS. This seems to be the lowest impact on the environment and, perhaps, the cheapest solution. Please include the 'no-highway' option in the final EIS.

(Please use additional paper if you need further comment space)

Thanky

I-546-002

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

From: [David Atcheson](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Alaskan Way Viaduct SDEIS comment
Date: Thursday, September 21, 2006 6:30:26 PM
Attachments:

Thank you for the opportunity to share thoughts on replacement options for the Alaskan Way Viaduct.

I-547-001 I don't feel it is appropriate to invest billions to either build the elevated structure or to put the thoroughfare in a tunnel. Instead, I'd argue that we have reached a point where atypical responses are required. Much more appropriate is to implement a range of smaller, less expensive enhancements to streets and transit to make adjusting to life without a waterfront highway easier. Many of these have already been identified in some detail in preparation for the years-long period when the highway would be out of commission.

Not only would this approach save money and avoid the financial hardships to downtown businesses during years of construction, we stand to gain so much in terms of economic and ecological value along the Seattle waterfront. I sincerely hope that Seattle can see the futility of committing so many resources to an outmoded response to a transportation problem and instead seizes the viaduct "crisis" as an opportunity for a progressive and holistic response. We can address the needs of discreet viaduct user populations with a variety of lower-cost solutions instead of betting it all on one solution whose cost overruns and complications are likely to be unbearable.

David Atcheson
8029 38th Ave NE
Seattle, WA 98115

I-547-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

From: kwbaer@comcast.net [mailto:kwbaer@comcast.net]

Sent: Monday, September 04, 2006 1:37 PM

To: WSDOT Alaskan Way Viaduct

Subject: AWV Feedback

Sent from:

Karin Baer

Address:

City:

Seattle

State:

WA

County:

King County

Zip:

98177

Email:

kwbaer@comcast.net

Phone:

206-361-6141

Comments:

I-548-001

Re the viaduct tunnel vs replacement?: I would favor the replacement. I like the view. Its one of the great pleasures of the city. I don't want more visitors, I think there are way too many already, like the cruise people. I think the land would be given to developers who support the mayor. If it is open, it would be another habitat for the homeless. I think the tunnel has much more pote! ntial to be the Seattle Big Dig. There aren't enough lights in the tunnels we do have.

I-548-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name Sally Bagshaw
Address on file
City _____ State _____ Zip _____
Email sally.bagshaw@gmail.com
Organization/Membership Affiliations (optional) downtown resident

Choose a topic

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-549-001

Best alternative, best value for our investment is the tunnel.

I-549-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

From: [Gloria Bailey](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: SDEIS comments
Date: Thursday, September 07, 2006 6:16:27 PM
Attachments:

I want to register my comments for the replacement for the viaduct.

I-550-001 We will be living with the replacement for a long time. We need to do it right and not regret our decision. That means we should spend what it takes and put in the tunnel.

I work in Seattle every day. I cross under the viaduct on foot near the ferry dock in order to reach the waterfront during the nice weather so I can eat my lunch and see the view. I get frustrated that the ugly viaduct blocks the view for most people working in Seattle and just traveling through.

Please put in one concerned citizen for a tunnel, even if it costs twice as much. It will be better, safer, easier to live with.

Sincerely,

Gloria A. Bailey
14925 58th Drive SE
Everett, WA 98208

I-550-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

***Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form***

Name: Philip Beck

Address: 1017 Minor Ave. #903

City: Seattle

State: WA

Zip: 98104

E-mail Address: philip@beckstudio.net

Affiliation (optional):

I-551-001

Comments: I strongly support the Tunnel Alternative. There is an intense need for open space in the city center, particularly as downtown residential density is increasing. Burying the viaduct would reconnect the city to its waterfront and improve quality of life immensely for city residents. The Elevated Structure will have a horrendous impact on the urban environment. The elevated structure will impede view corridors on downtown streets; blight the areas underneath; and harm the pedestrian environment. It will result in high levels of noise pollution and air pollution. It will negatively impact tourism on the waterfront, reduce property values, and probably badly damage local business. The Elevated Structure is totally unacceptable!!!!

I-551-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

***Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form***

Name: Bellinger, Sandra

Address: 10427 Alderbrook Pl. NW

City: Seattle

State: WA

Zip: 98177

E-mail Address: slange34@comcast.net

Affiliation (optional):

I-552-001

Comments: I had hoped to hear what other residents of the Ballard and North Seattle area had to say about this project and its possible or probable impacts on their communities, jobs, etc. during construction and after. I work with some aspects of this project and also use this route for my work and to access the Seattle Waterfront and downtown. I have attended 3 open houses like this in the Fremont-Ballard area over the past 4 years, and although they are interesting, at some point people need to hear what others have to say about the potential or probable impacts of a project. This project needs to be discussed out in the open because it seems to have gotten quite polarized between the elevated alternatives and the tunnels. There must be many designs for a new elevated structure, but they don't appear to be up on the boards. I hope there actually a public hearing with information sharing regarding potential impacts before it goes to a vote or whatever its fate is.

I-552-001

We understand that members of the public may prefer different ways to share their comments. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team. The program team often holds open house-format public meetings to provide as much flexibility as possible to the public. With an open house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

From: [Louie Bergsagel](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Don't replace the Viaduct until it is undrivable
Date: Friday, August 18, 2006 9:34:30 PM
Attachments:

I-553-001

1. Don't replace the viaduct until it is undrivable.
 2. The viaduct in any form will be damaged in the expected large earthquake. Why build one that will be destroyed?
 3. The tunnel would be damaged in the expected large earthquake, with the distinct possibility of flooding and drowning everyone. Why build a tunnel that will be destroyed.
 4. You should only allow people on the viaduct who are willing to take the 10 percent risk.
- "... experts predict there is a one in ten chance of this earthquake happening in the next 50 years."

-- Alaskan Way Viaduct and Seawall Replacement Project E-mail Update, 18 Aug 06

Sincerely,

Louis Bergsagel
115 Howe Street
Seattle, WA 98109

phone: (206) 284-6832
email: louiebergsagel@yahoo.com

I-553-001

Thank you for your comments. A large earthquake could cause damage to either the existing or a new viaduct, but designing the structure to current standards would result in less damage and could save many lives.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

From: abespalov@hotmail.com [mailto:abespalov@hotmail.com]

Sent: Thursday, September 07, 2006 11:24 PM

To: WSDOT Alaskan Way Viaduct

Subject: AWV Feedback

Sent from:

Alexei Bespalov

Address:

17210 NE 33rd St

City:

Redmond

State:

WA

County:

If Washington, select a county

Zip:

98052

Email:

abespalov@hotmail.com

Phone:

4258027702

Comments:

I-554-001

We need a seawall/tunnel combination. If you wait for a disaster to happen first, and then act, it will always cost more, both financially and in terms of lives. We've seen this with Katrina, where proper levee upgrades and replacements were completely ignored and put off, even though lawmakers knew full well that a Cat 3 hurricane would topple them. The 3 billion it would have cost to build new levees turned into 50 billion after the storm, plus a thousand human lives. Learn lessons from others' mistakes. PLEASE. We need a tunnel, a tunnel that is also a seawall. We need it now, before the earthquake, before the tsunami. This is the best solution.

I-554-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

I-555-001

Thank you for attending the public hearing.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name Jeff Bowe
Address Homeless
City Seattle State WA Zip Washington
Email [redacted]
Organization/Membership Affiliations Box ABCDEFG.Hi.J. (Drop-out)
(optional)

I-555-001 Choose a topic

Overall Project
 All of the Alternatives
 Tunnel Alternative
 Elevated Structure Alternative
 Design Choices
 Seawall
 Construction Impacts & Mitigation
 Traffic Impacts & Mitigation
 Other _____

What are your comments about the Project?

From: [Dave Brede](#)
To: [AWV SDEIS Comments](#)
CC:
Subject: Please don't waste our tax money on viaduct replacement
Date: Thursday, September 21, 2006 9:48:03 AM
Attachments:

Dear Kate,

As a business leader in Seattle, I am often confused by how state and local government seems to complain about budgets – then turns around and selects plans that are a complete waste of tax payer dollars.

I-556-001 The viaduct replacement is clearly a big sink hole of our children's future. The cost difference between the viaduct replacement and no build option would fund so many other wonderful things or – simply improve our local and national standards of living by not taxing us for a 1 mile "section" of a worthless "highway" from nowhere to nowhere.

Please don't let this stupidity continue. I urge you to not hold an advisory vote on the viaduct alternatives. Neither of the two options on the table is affordable. We need to identify new alternatives Seattle can afford. Please fully consider a Transit + Streets proposal that invests in transit, improves the street grid to handle redistributed traffic, and builds a four-lane pedestrian-friendly street on the waterfront. It is affordable, experts have concluded it is feasible, and it is gentlest on the environment and existing businesses. We have to live without any viaduct for 2-4 years anyway, so let's see if we can make this approach work long-term.

Whatever City and State leaders ultimately decide as a permanent solution, I urge you to use existing funds to take care of public safety first. Improve the street grid and add more transit, as recommended in the Construction Transportation Management Plan, close and

I-556-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

I-556-001 | remove the viaduct, and fix the seawall. Consensus on a final solution may take a while, and removing the public safety threat should not be held hostage to this political process.

Regards,

Dave Brede

From: [Van Brinkerhoff](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Concerning the Viaduct
Date: Saturday, September 23, 2006 6:40:54 AM
Attachments:

I have three comments.

- I-557-001** | First, the comment period needs to be extended now that Nickels has 'dictated' the tunnel to the constituency.
- I-557-002** | Second, Most users of the viaduct don't live in that part of the city. We pay city taxes, but live in Magnolia or West Seattle or parts east. Commuting to an appointment is the only time we get to enjoy the fantastic view from the viaduct. As taxpayers, we should get a proportionate vote in whether the view stays or goes underground. The relatively few condo viewers who will benefit from the destruction of the viaduct do not pay taxes in proportion to the destruction they request. If they want a tunnel, let them build it themselves.
- I-557-003** | Thirdly, Seattle residents already pay some of the highest property taxes in the country. It's time our elected management figured out how to run the city without add-on taxes. Just fix the viaduct.

Thanks for your consideration.

Van Brinkerhoff and Natalie Williams

206/409-7989 voice
vanbrink@comcast.net

natalie.k.williams@boeing.com

I-557-001

The comment period exceeded the time required by NEPA and SEPA regulations and was not extended.

I-557-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your objections to a tunnel alternative.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-557-003

The lead agencies are endeavoring to complete the project in as cost-effective a manner as possible. Project funding is discussed in the Summary chapter of the Final EIS.

Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS Comment Form

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name Colleen Braune
 Address 3307 SW Seola Lane
 City Seattle State WA Zip 98146
 Email colleen@zipcon.net
 Organization/Membership Affiliations (optional) none

Choose a topic

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-558-001

This seems the best way to reduce noise in our City's core while keeping this vital traffic + freight transportation corridor. It allows downtown to connect to the waterfront the best way as well. In the end, a few million dollars more will add a great deal to the overall quality of life in Seattle. Years from now, while the next generations are enjoying this better downtown / waterfront area, those \$ differences will seem like peanuts.

I-558-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

**Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form**

Name: Tracy Burrows

Address: 4025 34th Avenue SW

City: Seattle

State: WA

Zip: 98126

E-mail Address: teburrows@yahoo.com

Affiliation (optional):

- I-559-001** | **Comments:** In the Final EIS, please address the following concerns about the tunnel alternative: The significant impacts on West Seattle residents during the construction of this alternative. It is totally unacceptable to close the Viaduct down during even a portion of the construction without viable alternative transportation options. So far, the thinking on this has not been adequate. There will be a need for rapid transit -- there are a significant number of West Seattle residents who work on the eastside -- transportation options that are geared toward getting commuters downtown will not be effective at all for these commuters who are headed downtown. If this project goes forward, you will have an awful lot of people who will be riding the bus to the SODO area and then picking up a beater car that they park there in order to drive over to the eastside. Have you thought about Park and Ride lots south of I-90 for these folks? Or, just delay the project until Sound Transit 2 is complete. The cost of the tunnel option is prohibitive. How much has sea level rise been considered as part of the tunnel option? Have you seen Al Gore's movie? In relation to the rebuild option: the DEIS has not considered the positive urban design aspects of the rebuild/retrofit options. The views from the Viaduct are spectacular. Many, many more thousands of people will be able to enjoy those views from an elevated Viaduct than those that will be at the waterfront after tunnel construction. Also, there is an urban grittiness that is an important part of Seattle's waterfront that will be lost if the Viaduct is replaced by a tunnel. Have you experienced Boston's waterfront pre and post-big dig? The waterfront used to be a wonderful, ethnic, gritty, urban place. Now, it is an upscale playground for tourists. We should not lose the real Seattle waterfront -- funky, loud, gritty, and
- I-559-002** |
- I-559-003** |

I-559-001

One of the major benefits of the Bored Tunnel Alternative is its ability to maintain the operation of SR 99 throughout the construction period. The current construction plan calls for only a short (several weeks) closure of SR 99 when the tunnel is connected to the other portions of SR 99. Details regarding construction plans and effects on transportation facilities and services is provided in the Final EIS Appendix C, Transportation Discipline Report.

Throughout the construction period and after the completion of the project, there will continue to be transit options from West Seattle that provide connectivity to the east side either through transfers in the Downtown Seattle Transit Tunnel, the International District or via direct routes such as the Sound Transit Express Bus #560.

I-559-002

The sea level is projected to rise approximately 1 foot over the design life of the facility, which is approximately 100 years. The potential rise in sea level has been taken into account in the design of all the build alternatives considered for this project.

I-559-003

The Rebuild Alternative is no longer under consideration because the lead agencies determined it would not be wise to make such a substantial investment to build a narrow roadway that would not meet today's safety standards. Also, the lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable. Please see Chapter 2 in the Final EIS for more information about the alternatives considered and why they were screened out.

*Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form*

I-559-003

fun. This project should be for the people of Seattle, not the tourists.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

From: [Marcela Carson](#)
To: [AWV SDEIS Comments;](#)
CC:
Subject: above ground Viaduct plan
Date: Sunday, August 13, 2006 7:55:34 AM
Attachments:

I-560-001

My comment is this. I have at least 10 people that I know personally that use the viaduct daily. In discussing the above ground or underground options, they all have stated that they would rather have the above ground plan. Several factors have influenced their preference, here are some of them. SAFETY- when we have an earthquake, they would rather be above ground and therefore have a chance to get out than be trapped underground. MONEY- it would cost too much to have the underground option. LENGTH OF TIME FOR CONSTRUCTION-The above ground option timeline is considerably shorter than the tunnel. I wonder if the real estate developers are not pushing for the underground plan as they, of course, would be able to build more "condos" and such also. As a life long Seattle resident, homeowner, I feel that the viaduct is a Seattle landmark and it needs to stay that way. I am sending the link to your page to my friends and family that use the viaduct. Hopefully, the Mayor and WSDOT listen to us this time. We did not want a stadium and voted on that, it was built anyways!!!

Sincerely Yours,
Marcela Carson
MRCarson801@msn.com

I-560-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

Cost estimates for the alternatives evaluated in the Final EIS are:

Bored Tunnel – \$1.96 billion

Cut-and-Cover – \$3.0 to \$3.6 billion

Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

Please note that the Elevated Structure Alternative is expected to take longer to construct than the Bored Tunnel and Cut-and-Cover Tunnel Alternatives. The construction duration for the Elevated Structure would be about 10 years; 5.4 years for the Bored Tunnel Alternative; and 8.75 years for the Cut-and-Cover Tunnel Alternative.

**Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form**

Name: Paul Cesmat

Address:

City: Seattle

State: WA

Zip: 98126

E-mail Address: omniconstruction@msn.com

Affiliation (optional):

I-561-001

Comments: West Seattle will have the most traffic impacts from the project. Staff must look at helping promote bus ridership to its fullest capacity in order to help ease congestion and give the residents a viable transportation option. One of the elements to bus ridership is to provide a safe place to park and pool from. The current EIS does not address the park and pool element of the bus system it looked at. The EIS should include how bus ridership will be promoted. Careful planning to make the bus system work should be looked at. The park and pool should be located at a transit center hub. It should also address safety concerns for its location. A transit park and pool would be a viable mitigating measure that would help provide a transit option for West Seattle residents.

I-561-001

Thank you for your comment regarding transit service for West Seattle residents. During construction, additional King County Metro service will be provided between West Seattle and downtown Seattle. This augmented service will be complemented by transit priority treatments that will improve the speed and reliability of bus service.

A West Seattle park and ride location was not considered due to the Coordinated Human Services Transit Plans and City of Seattle's policy that discourages new park-and-ride lots in the city.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name DAN CHASE
Address 4814 5th Ave SW
City Seattle State Wa Zip 98116
Email dchase@sparking.com

Organization/Membership Affiliations (optional) _____

Choose a topic

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

- I-562-001**
1. Close I-5's Seneca off ramp during construction & expand I-5 at this point to 3 lanes. Need to keep traffic moving on Spokane St & not be backed up from I-5.
 2. No trucks on steep on ramp from lower Spokane to I-5.
 3. More west bound green time on lower Spokane St. No bridge openings during rush hour.
 4. Open temp off ramps as each piece of SR-99 is built. (over)

I-562-001

The lead agencies appreciate receiving your suggestions to improve traffic conditions in the study area. One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on the existing Alaskan Way Viaduct through construction. Anticipated closure of SR 99 is planned to occur for a short (several weeks) period at the end of the construction period when the tunnel is connected with SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

The Final EIS contains current project information, including the configurations for each build alternative considered.

I-562-002

5. Make an LID in downtown & charge the land owners big \$ for the fortune they will make if tunnel is built.

I-562-003

6. Keep I-5 express lanes open northbound MUCH LONGER

7. Close SR-99 for one week, soon, and learn what really needs to be done to move traffic.

8. Make the Alki - to - Downtown ferry free. Make more ferry parking. Have many many more shuttles to ferry.

9. Double size of Spokane St. in advance of SR-99 construction. Plus more off ramps.

10. Minimize traffic problems & take longer to build, even at higher cost.

Place Stamp Here

WSDOT
Attn: Kate Stenberg, AWV Environmental Manager
AWV Project Office (Wells Fargo Building)
999 Third Avenue S., Suite 2424
Seattle, WA 98104- 4019

I-562-002

Adjacent property owners could potentially receive indirect economic benefits associated with increased property values and increased potential for redevelopment. The City of Seattle may consider a Local Improvement District (LID) in the future but it is not part of this project. The tax structure that the City of Seattle chooses to implement is not the purview of WSDOT or any of its projects. We encourage you to contact your City Council to discuss these types of issues related property taxes.

I-562-003

The lead agencies appreciate receiving your suggestions to improve traffic conditions in the study area. One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on the existing Alaskan Way Viaduct through construction. Anticipated closure of SR 99 is planned to occur for a short (several weeks) period at the end of the construction period when the tunnel is connected with SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

The Final EIS contains current project information, including the configurations for each build alternative considered.

*Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form*

Name: Dan Chase

Address:

City: seattle

State: WA

Zip: 98116

E-mail Address: dchase@sparling.com

Affiliation (optional):

I-563-001

Comments: 1. increase trput on I-5 by closing the senaca off ramp. Make 3 lanes thru oni-5.

I-563-001

There are no plans at this time to close any ramps along I-5. Any improvements to I-5 would be undertaken as a separate project.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name MAHLIN CLEMENTS

Address _____

City _____ State _____ Zip 98117

Email _____

Organization/Membership Affiliations _____
(optional)

Choose a topic

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-564-001

ABSOLUTELY ESSENTIAL NOT TO REDUCE AN ELEVATED
HIGHWAY - TUNNEL OR SURFACE (4 LANES ONLY) ONLY

I-564-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The Surface Alternative is no longer being considered because it does not meet the project's purpose and need statement; for more information about the alternatives development process see Chapter 2 of 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 2006, please refer to the Final EIS for current information.

From: [Diane Coale](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Underground Tunnel
Date: Saturday, August 19, 2006 10:13:07 AM
Attachments:

Dear Awysdeis!?! Some of my concerns are:

I-565-001 | At a time when terrorism is up - esp. in the UK where my daughter and her dad will visit shortly - it seems to me that an underground Viaduct would be the perfect target for bombing, where folks would have no way out, like the London subways...killing 53, maiming countless others.

Just a thought!

I-565-002 | I still don't believe feasibility studies really take into consideration the landfill this underground Tunnel/Viaduct replacement would be built in. I learned geologically that that area, in a strong earthquake, would turn to liquifaction. How will you manage that?

I-565-003 | Also, I realize this is the mayor's pet project....but between his lack of appropriation of funding: we Seattleites who are also King County Library users of long duration, are livid at being cut out of holds as of Oct. 1st. Is the past funding (\$97,000) for that now appropriated to the mayor's pet projects? No one asked me if I wouldn't want to personally pay for that privilege...I wouldn't mind, as opposed to losing it!

In the same vein, some of his actions show no rhyme or reason. Such as cutting library hours in the past after all the new libraries were built. Since then hours have been added, thank God! Please relay this e-mail on to the mayor's office for me. Thank you, Diane B. Coale dbcoale@hotmail.com

I-565-001

The City of Seattle Police and Fire Departments, Washington State Patrol, and other county and state emergency personnel are continuously working to be prepared in the event of an attack on our region. If a tunnel is built, it would be included in the attack preparations.

I-565-002

All of the proposed build alternatives use current design standards and common engineering methods of ground strengthening improvement that would reduce the impacts of liquefaction. Using these methods, the ground would be stabilized to the extent that the tunnels or elevated structure would be capable of withstanding a "Rare Earthquake," which occur approximately every 2,500 years.

I-565-003

Library funding is not connected with this project. Your concerns have been forwarded to the Mayor's office.

From: [Winn Cody](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Viaduct Comment
Date: Friday, September 22, 2006 11:44:38 AM
Attachments:

To Whom It May Concern,

I-566-001 While I realize I am no expert, I have (briefly) reviewed most of the documents on your website regarding the viaduct and I would at least like to voice my opinion. To me, the tunnel option represents the best choice for both transportation and our city. We get to keep a vital piece of the transportation puzzle while reconnecting Seattle to its waterfront, something that is often overlooked in the discussion. As for construction, the intermediate option makes the most sense, as it's a compromise between down-time for SR 99 and cost.

As an aside, I grew up near Boston and lived with the city divided from its waterfront. I visited this summer and now that the Big Dig is (mostly) complete the change is amazing. It's an easy and pleasant walk to the waterfront, not a loud, noisy one. I hope to see this for Seattle. Also, I realize that mentioning the Big Dig is sometimes taboo these days, but the reality is that the Big Dig's goal was achieved, it just leaves something to be desired with regards to its execution. This is a problem that I don't see happening in Seattle.

Thanks for your consideration,

Winn Cody

I-566-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name MAURICE B. COOPER
Address 1225 PARKSIDE DRIVE EAST
City SEATTLE State WA Zip 98112
Email mcooper@hotmail.com
Organization/Membership Affiliations (optional) MADISON PARK COMMUNITY COUNCIL

Choose a topic

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-567-001

NEARLY ALL HIGHWAY PROJECTS IN THE WHOLE DEVELOPED WORLD RELY ON EITHER THE SURFACE OR ONE LEVEL UP FOR MOVING TRAFFIC. THIS IS BECAUSE IT IS MORE EFFICIENT; MUCH CHEAPER; LESS VISUALLY OBTRUSIVE AND SAFER. WE SHOULD BE CHOOSING BETWEEN THESE TWO NORMAL OPTIONS FOR THE WATERFRONT, NOT BETWEEN THE NOISY OUTRAGEOUSLY UGLY 2-LEVEL VIADUCT MONSTROSITY OR THE RESTRICTIVE OUTRAGEOUSLY EXPENSIVE AND INHERENTLY DANGEROUS 2-LEVEL DEEP TUNNEL

THE CHOICE OF OPTIONS IS ~~STILL~~ STILL SILLY. I THINK THE ^{ENGINEERS} INVOLVED HAVE BEEN WORKING SO LONG ON THIS PROJECT THAT THEY NO LONGER SEE HOW SILLY THESE TWO CHOICES ARE.

I-567-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for an alternative that has one elevated level or uses the surface street.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

I-568-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

From: [Robert Cribbs](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Viaduct.....
Date: Wednesday, August 23, 2006 11:23:13 AM
Attachments:

I-568-001 | So it's between retrofitting, or a new structure, My vote is a lower profile, new wider and earthquake friendly viaduct. But let's get it going so it doesn't cost the same as the tunnel idea!!!, Your going to have to sell it to the general public, and to close the viaduct for inspections, and the traffic problems that could occur, might just be prime time to sell the idea. Yes we'll have to live with less roadways for a while but if ya build in incentives for early completion, and choose a first class contractor you would be surprised, that Joe six pack, just might say yes to the idea!!!!!!! Good Luck And Lets Git Er Done!!!!

Yahoo! Messenger with Voice. [Make PC-to-Phone Calls](#) to the US (and 30+ countries) for 2¢/min or less.

From: Crummy49@Comcast.net [mailto:Crummy49@Comcast.net]

Sent: Friday, September 08, 2006 5:14 AM

To: WSDOT Alaskan Way Viaduct

Subject: AWV Feedback

Sent from:

Jeffrey R Croom

Address:

7510 Agate Dr SW

City:

Lakewood

State:

WA

County:

Pierce County

Zip:

98498

Email:

Crummy49@Comcast.net

Phone:

253 267-0793

Comments:

I-569-001

I hate the old viaduct and will not ever drive on it so in need arises I always use an alternate route. I would prefer the tunnel and feel much safer and when we take our friends and family to the Waterfront I would also rather think tourism would be better with the tunnel also. So my vote is TUNNEL !

I-569-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

From: [michael dady](#)
To: [AWV SDEIS Comments](#)
CC:
Subject: Viaduct Comments
Date: Friday, September 22, 2006 12:01:48 PM
Attachments:

Greetings,

I-570-001 Clearly the viaduct is a dangerous structure and needs to come down. However, the need to replace it with either the cut-and-cover tunnel or a new elevated structure are proving to be outrageously expensive and environmentally questionable.

The realistic means of achieving goals of people mobility in this area of Seattle can be obtained by focusing resources on a multi-pronged approach to achieving the desired mobility. This can be best achieved by not obsessing and focusing on a 'one corridor solution vis-a-vis a new viaduct or tunnel, but instead focus money and resources on the Transit + Streets approach.

The Construction Traffic Management Plan should be implemented ASAP so as to start the adaptation process of the area residents to change their behavior and ready them for the day that the viaduct is gone, for good, and not replaced.

Save the money that would be spent on the one 'big fix of a tunnel/new viaduct', and instead, spread it out and have many little fixes to move people and goods through this area of the city and state.

Sincerely,
Michael Dady
4805 23rd Ave SW
West Seattle WA
98106

I-570-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name Craig Dalby
Address 7929 NE 131st Street
City Kirkland State WA Zip 98034
Email craig-dalby@hotmail.com

Organization/Membership Affiliations _____
(optional)

Choose a topic

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-571-001

The tunnel alternative is clearly preferable to a new elevated structure. For a project the impacts from which will be felt for so long it is clearly worth the added cost to design a better urban environment. The Steinbrueck Park lid should be wide and long (as shown in the video), as this will be a heavily used pedestrian corridor.

As a Washington State voter and taxpayer, I do not support the use of state funds to build a new elevated freeway along Seattle's waterfront.

I-571-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

From: leedaneke@comcast.net
To: [AWV SDEIS Comments; AWV SDEIS Comments:](#)
CC:
Subject: VIADUCT -- Comments on Supplemental draft EIS
Date: Wednesday, September 20, 2006 9:03:59 PM
Attachments:

Dear Ms. Stenberg,

I-572-001 I urge you to modify the EIS to include alternatives the we can afford.

Transportation is important, but we cannot bankrupt the public treasury for a short stretch of highway. Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice.

I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor.

There are a number of obstacles to resolving the transportation issues in this corridor, and one of the greatest is DOT's single minded insistence that no alternatives be considered acceptable unless they carry as many or more cars in the same space as the viaduct. Your refusal to fully examine other nearby streets and other means of transportation is shameful.

Thank you for your kind consideration of my comments.

Very truly yours, 3304 South Dose Terrace

Lee Daneker Seattle WA 98144

I-572-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

From: [Arthur Davis](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Rejection of Viaduct Retrofit
Date: Friday, August 18, 2006 5:47:23 PM
Attachments:

I-573-001 | Of course you found all sorts of reasons the Retrofit of the Viaduct is unacceptable. It wouldn't be "politically correct" to accept this proposal and save the taxpayers some money and time. Mayor Nickels and his cohorts must have a lot of political power to make the state employees afraid of him!
Art Davis
Normandy Park, WA

I-573-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

From: [Gary](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: My / our Vote
Date: Friday, September 08, 2006 6:34:04 PM
Attachments:

I-574-001

NO Tunnel, I / We (me and the wife) want the Elevated Structure Alternative. its part of Seattle History and we all will end up sooner or later underground won't we ...no need to rush it
Hummmmmmmmmmm. Thank you ...Gary Davis 10702 39th Ave NE Seattle Wa. 98125

I-574-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

From: [Christine Deavel](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Alaskan Way Viaduct
Date: Thursday, September 21, 2006 2:59:31 PM
Attachments:

Dear Ms. Stenberg:

I-575-001 I am writing to express my support for the elimination of the Alaskan Way Viaduct and for traffic to be rerouted elsewhere. Neither the tunnel option nor the elevated option are fiscally or environmentally appropriate. My hope is that the waterfront can be reclaimed in a more pedestrian-friendly way, with the emphasis on ease of movement for mass transit as well. This seems like the perfect opportunity for Washington State and the City of Seattle to be more forward thinking in their approach to city planning, focusing less on the primacy of the automobile, and saving crucial money as well.

Thank you for your consideration.

Sincerely,
Christine Deavel
2318 NE 105th St.
Seattle, WA 98125

I-575-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

From: [Wayne Dees](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Why not consider building a bridge?
Date: Friday, August 18, 2006 5:06:30 PM
Attachments:

I-576-001 Just wondering why a bridge over the bay is not one of the options being considered. Seems to me that a bridge has the potential to add to the architectural value of the skyline, and could be built while the viaduct is still in use. This would certainly minimize any traffic disruption, and could be a new architectural centerpiece for Elliott Bay.

Wayne Dees

I-576-001

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

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Contact Information

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 Check here if you would like to be added to the project mailing list.

Name KATHLEEN DECLEPAIN
Address 10273 W ARDENWOOD PL SW
City SEATTLE State WA Zip 98146
Email KATHLEEN.DECLEPAIN@EARTHLINK.NET
Organization/Membership Affiliations (optional) FACULTY CONN ASSN

Choose a topic

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Design Choices | <input checked="" type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-577-001

ITS NOT VERY USEFUL TO BUILD A TUNNEL IF THERE ARE NO DOWNTOWN EXITS. MOST PEOPLE THAT USE THE EXISTING VIADUCT HAVE TO GET ON AND OFF.

I VISITED WITH YOUR PEOPLE & VIEWED ALL THE EXHIBITS.

I-577-001

Midtown ramps would not be added to either of the tunnel alternatives due to geometric limitations. On- and off-ramps would be provided at S. Royal Brougham and S. Dearborn Street. Traffic exiting SR 99 would then use downtown streets to reach their destination. Chapter 3 of the Final EIS describes the current alternatives.

Removing the Columbia and Seneca Street ramps under the tunnel alternatives would help alleviate much of the congestion that is seen under existing conditions due to the redistribution of traffic accessing SR 99 to several east-west streets, rather than to a single street (Columbia Street).

From: [Laura Drake](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Released from eSafe SPAM quarantine: viaduct
Date: Wednesday, August 23, 2006 7:59:22 AM
Attachments:

To Whom It May Concern:

I-578-001 | What is the status of the rebuild vs. the tunnel?
Is the city going to be able to vote on this?

Laura Drake

I-578-001

In January 2007, at the urging of the Governor, the Seattle City Council voted to place two ballot proposals on the ballot for a special election held on March 13, 2007. The first advisory proposal called for an up-or-down vote on a hybrid tunnel alternative (with four lanes). The second advisory proposal called for an up-or-down vote on an elevated structure alternative. The election resulted in a rejection of both alternatives. Seattle voters rejected the elevated structure alternative by a 55 percent majority, and the City's four-lane tunnel alternative was opposed by a 70 percent majority.

After the 2006 Supplemental Draft EIS was published, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in the Final EIS. Because the project has evolved since comments were submitted in 2006, please refer to this Final EIS for the current information.

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Contact Information

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 Check here if you would like to be added to the project mailing list.

Name Robert Dunn
Address 2801 1st Ave. # 1016
City Seattle State WA Zip 98121
Email rad@cablespeed.com
Organization/Membership Affiliations (optional) BHLUS -unofficial

Choose a topic

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-579-001 *If I were making the decision I would opt for refurbishing the existing viaduct. Since that apparently is not an option I would prefer a "cut + cover tunnel" option IF provision were made to accommodate a "full lid" later. In other words I wouldn't like to hear later that it couldn't be done because the engineering did not foresee it.*

I-579-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the 2006 Cut-and-Cover Tunnel Alternative since the existing viaduct cannot be refurbished. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative.

The 2006 Supplemental Draft EIS and Final EIS Cut-and-Cover Tunnel Alternative have evaluated a lid in the Pike Place/Belltown area. The proposed lid would include direct access to the Pike Street Hillclimb as well as the Victor Steinbrueck Park. The lid structure is described in this Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name Mary Elliott
Address 1525-NW57th St #327
City Seattle State Wa. Zip 98107
Email dortero.04@hotmail.com
Organization/Membership Affiliations (optional) N/A

Choose a topic

- Overall Project Elevated Structure Alternative Construction Impacts & Mitigation
 All of the Alternatives Design Choices Traffic Impacts & Mitigation
 Tunnel Alternative Seawall Other _____

What are your comments about the Project?

- I-580-001** | 1. The viaduct should stay & be reinforced. It has with stood several quakes with almost NO structure damage.
- I-580-002** | 2. All the parking for the tourist & other people visiting the waterfront should be gone.
- I-580-003** | 3. Already there is too much traffic congestion in the downtown area. When the traffic is limited to the downtown area, it will be that much worse!!!
- I-580-004** | 4. The tunnel will have a continuous leaking problem. The concrete will crack because of the water pressure!!! The inspections of the concrete walls will not be adequate for future problems.
- I-580-005** | 5. The costs will be so much more!!! How about 2010 projected costs!! How about the whole state pays for it, not just Seattle & King Co. residents.

I-580-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

I-580-002

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-580-003

Comment noted. Under the Bored Tunnel Alternative, the Columbia Street and Seneca ramps will be removed. Access to downtown would be provided with the proposed Stadium Area ramps. The Bored Tunnel Alternative is anticipated to offer some improvement overall to traffic operations in the downtown area due to the redistribution of traffic accessing SR 99 to several east-west streets, rather than to a single street (Columbia Street). Please see the Final EIS Appendix C, Transportation Discipline Report for updated analysis.

I-580-004

The bored tunnel would be located partially or completely below the water table along the entire alignment. The tunnel is being designed with tight joints between the concrete liner segments to restrict potential water leaks in the areas where the tunnel is closer to the water table. Long-term monitoring and maintenance of the tunnel liner would be performed

to evaluate whether openings are developing between the liner segments and whether groundwater seepage are occurring through the openings. If an opening is noted, grouting of the opening could be performed to mitigate potential groundwater seepage and migration of soil from behind the tunnel liner.

I-580-005

The cost estimates were developed taking into account the expected rates of inflation. The funding plan includes a variety of sources, including state, local, and federal funds.

From: [Rosebud Eustace](#)
To: [AWV SDEIS Comments](#)
CC:
Subject: please consider this
Date: Wednesday, September 20, 2006 7:29:44 PM
Attachments:

Dear Kate Stenberg:

I-581-001

Please consider the following information in regards to the Alaska Way Viaduct. Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor.
Thank you for your time.
Rose Eustace

I-581-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

From: [Arielle Farina](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: streets and transit alternative for viaduct
Date: Wednesday, September 20, 2006 7:22:05 PM
Attachments:

I-582-001 Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor.

--
arielle r. farina clark
master of landscape architecture student
university of washington
206-349-2255

I-582-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

***Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form***

Name: Allison Fee

Address: 345 NW 48th St.

City: Seattle

State: WA

Zip: 98107

E-mail Address:

Affiliation (optional):

I-583-001

Comments: I think the tunnel is too expensive for seattle at this time, although I would like to see our waterfront opened up for PUBLIC use. I am suspicious that a tunnel will mainly serve developers & not the public at large. We need to fund public health clinics before we fund things like public buildings for yacht owners, stadiums & tunnels that serve developers.

I-583-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your concern for the high cost of the 2006 Cut-and-Cover Tunnel Alternative. The lead agencies have identified the Bored Tunnel Alternative as the Preferred Alternative. It would provide the City of Seattle with the opportunity to open up the waterfront for public use. The project would not change the City of Seattle zoning regulations that are required for any future development.

From: [Dennis & Liz Fee](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Alaskan Way Viaduct/ Seawall
Date: Friday, August 18, 2006 11:28:44 AM
Attachments:

Thanks for the update:

I-584-001 | I find it incredulous that the options to a tunnel/seawall project are now getting lopped off one by one. Are the consulting engineer companies hand picked by the mayor and cronies in Olympia? I would think that in a seismic area loaded with fill as that area is, a tunnel would be the worst possible option located next to the waterfront. Who would want to be driving through a tunnel next to the sea when the "big one" hits? I note that the retrofit done on the Bayshore Viaduct in San Francisco in 2000-01 went along fine. Why is it they opted for that type of replacement in a highly seismic region and Seattle consultants say it wouldn't work here? Maybe our savvy engineers know something they don't? This whole tunnel thing isn't about seismic worries, it's about aesthetic improvement with trendy shops and high-priced high rises to appease the well-to-do and you all know it....

Dennis Fee
Edmonds, Washington

I-584-001

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

From: nikefields@yahoo.com [mailto:nikefields@yahoo.com]

Sent: Tuesday, September 12, 2006 10:42 AM

To: WSDOT Alaskan Way Viaduct

Subject: AWV Feedback

Sent from:

Sophia Fields

Address:

217 SW 115th Street

City:

Seattle

State:

WA

County:

If Washington, select a county

Zip:

98146

Email:

nikefields@yahoo.com

Phone:

206-852-8558

Comments:

I-585-001

The people in the State of Washington need to stop being so short-sighted. Everyone wants nice public facilities, but no one wants to pay for them. All cities that work well at one point had to bite the bullet and pay for expensive projects that improved the quality of life for residents into the future. Now is such a time for Seattle. We cannot! replace the viaduct with another above-ground eyesore. We must think to the future, value our open spaces and our views of the bay, and construct a tunnel.

I-585-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

From: [Sharon Florakis](#)
To: [AWV SDEIS Comments](#)
CC:
Subject: VIADUCT REPLACEMENT: SDEIS COMMENTS
Date: Friday, September 22, 2006 4:14:13 PM
Attachments:

In response to the SDEIS, which I did not have time to go over in detail, but got the general idea as described in Chapters 2 and 3.

Here are some comments that I have:

I-586-001 DRIVING ALONG AN ELEVATED VIADUCT IS A COMFORTABLE AND INSPIRING EXPERIENCE FOR SEATTLE RESIDENTS AND VISITORS.

With an in-the-air viaduct, everyone can enjoy the view of Puget Sound, instead of only wealthy downtown condo owners. And it enhances tourism, quickly affording tourists a spectacular view and a sense of what the whole downtown is like; solid walls of commercial buildings (which would replace the existing viaduct) would make this impossible. Many commuters are forced to drive long distances nowadays and I believe it is more important to consider THEIR needs than to be mainly concerned about how pleasant the downtown area could be for pedestrians, residents and nearby businesses.

Furthermore, commuters will be more willing to pay a toll to travel along an elevated viaduct than through a confining tunnel, where one's view and radio reception would be blocked, and where a traffic jam would be a miserable, even unhealthy, experience. I for one would never travel through a tunnel, if that is built, as I would find it claustrophobic -- and vulnerable to dangers.

I-586-002 A tunnel would be more vulnerable to terrorist attack than the open viaduct, and thus it would require costly security measures at all times. YET I HAVE NOT HEARD ANYTHING FROM ANY OFFICIALS OR TRAFFIC EXPERTS ABOUT THOSE TYPES OF SECURITY EXPENSES!! PLEASE ADDRESS THAT IN THE DEIS!

I-586-001

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

The Final EIS considers tolling for all the proposed build alternatives.

I-586-002

Security is being addressed through design and discussions with the first responders (Police, Homeland Security, Fire Department, etc.). The operations and maintenance plan includes cost of staffing and maintaining the facility. Additional details regarding security expenses can be developed once the tunnel operator has been identified.

I-586-003 Moreover, built on an earthquake fault, on shifting landfill, it would not be safe in an earthquake, or would cost too much to ensure such safety.

I-586-004 I like that, according to the SEIS, "the new elevated structure alternative meets today's safety standards for roadway widths while minimizing the effects on view in downtown", and that "it proposes ramps to Columbia and Seneca streets that would have fewer effects than the Aerial Alternative". I like that it would "continue to provide views of the city skyline, Elliott Bay, and the Olympic Mountains for many drivers".

I-586-005 As for times of instruction, according to the SEIS, under the shorter construction plan, "traffic effects would be more intense than they would be under the other construction plans evaluated." I think that the traffic flow during construction must take priority over every other consideration, even if it does mean a significantly more protracted construction period.

Thank you for considering my comments.

Sincerely,

Sharon Florakis
720 W. Argand #2
Seattle, WA 98119

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

I-586-003

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

I-586-004

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

I-586-005

Chapter 3 of the Final EIS describes the current construction approach for each of the build alternatives. Replacing the viaduct will be a major undertaking that will involve years of construction. The project area is constrained by natural features and a dense built environment. During construction of the new road and associated structures (tunnel or elevated), ramp and lane closures would reduce the amount of traffic that the corridor could accommodate.

One important trade-off between the alternatives is the ability to maintain traffic on SR 99. Construction of the Bored Tunnel Alternative would keep SR 99 open for all but about 3 weeks of its nearly 5.4-year construction period. The Elevated Structure would close SR 99 to all traffic for 5 to 7 months during its 10 year construction period. The Cut-and-Cover Tunnel Alternative would close SR 99 for the longest period of time during its 8.75-year construction period. This alternative would first close southbound SR 99 to traffic for 15 months before closing SR 99 in both directions for a period of 27 months. Then northbound SR 99 would be closed to traffic for an additional 12 months. During full closures, traffic would be detoured to parallel city streets and I-5. Chapter 6 of the Final EIS discusses the construction effects for each of the build alternatives.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name JUSTIN FOGLE

Address 1726 15TH AVE #22

City Seattle State WA Zip 98122

Email justin@apeacefulworld.com

Organization/Membership Affiliations (optional) NW ECOBUILDING GUILD
USGBC
A Peaceful World Designs

Choose a topic

Overall Project Elevated Structure Alternative Construction Impacts & Mitigation

All of the Alternatives Design Choices Traffic Impacts & Mitigation

Tunnel Alternative Seawall Other _____

What are your comments about the Project?

I-587-001

The tunnel or elevated needs the ability for Public Transportation Buses/LTR to utilize this corridor with 1 or possibly up to 3 stops along the overall length of the project to move people N/S. (past Seattle downtown)

I-587-001

Thank you for your comment regarding transit in the Alaskan Way corridor. Currently, transit bus and light rail transit service serve four stations in the vicinity of the project corridor (International District/Chinatown, Pioneer Square, University Street, and Westlake). The light rail service operates between Sea-Tac International Airport and downtown Seattle, with expansion planned to the Eastside, Snohomish County and Federal Way.

Additional transit options along the Alaskan Way corridor are outside the scope of this project. Further, such transit service additions would be the responsibility of the local transit agencies, such as King County Metro and Sound Transit.

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Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name Justin Fogue
Address 1726 15th Ave #92
City Seattle State WA Zip 98122
Email justin@apeacefulworld.com

Organization/Membership Affiliations (optional)

Choose a topic

- | | | |
|--|---|---|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input checked="" type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-587-002

Are there up grades to I-5 considered to more effectively move people through the downtown core?

I-587-002

Upgrades to I-5 are not included as part of this project or as mitigation. However, one of the major benefits of the Bored Tunnel Alternative is the ability to maintain operation of the Alaskan Way Viaduct during construction. The only planned closure to the corridor would be for several weeks at the end of the construction period to connect the tunnel with the rest of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact Information

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.
 Check here if you would like to be added to the project mailing list.

Name JUSTIN FOGLE
Address 1726 15TH Ave #22
City Seattle State WA Zip 98122
Email justin @ apeaceful world .com

Organization/Membership Affiliations _____
(optional)

Choose a topic

- | | | |
|--|---|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-587-003

Please completely Lid the tunnel
as it connects to the Battery st.
tunnel

I-587-003

Thank you for your suggestion. A lid connecting all the way up to the Battery Street Tunnel would be very costly, not only because of the distance, but because of the ventilation scheme required if the tunnel was extended all the way through the Battery Street Tunnel. Structurally supporting a lid in the area around the Elliott and Western Avenue ramps would be challenging because the right-of-way is extremely constrained in that location. A lid connecting the waterfront to Victor Steinbrueck Park is part of the Cut-and-Cover Tunnel Alternative discussed in the Final EIS.

**Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form**

Name: Harvey Friedman

Address:

City: Seattle

State:

Zip: 98107

E-mail Address:

Affiliation (optional):

- I-588-001 | **Comments:** I do not like the way the SDEIS options were presented. Linking shorter & intermediate times to tunnel and longer to elevated is misleading to the casual observer. Next time, present the shorter & intermediate times for the elevated and the longer for the tunnel. Better yet, present all 6; no need to appear biased.
- I-588-002 | With regard to the seawall, has repair only been thought of with the tunnel option, or have alternatives with less impact on the waterfront businesses been considered? It seems to me that using CAISSONS (drydocks) a section (street block ?) at a time would be a practical way to repair the seawall without closing the waterfront businesses. Is a way still being looked at to rebuild/replace the elevated viaduct without having to reroute traffic as in earlier DOT presentations? Can project engineers correct incomplete and misleading statements by Deputy Mayor Tim Ceis such as the railing height to comply with federal safety standards. He claimed it would obstruct views for cars; I determined that it was only 2'8" which would only be problem for sports cars. Why do I get the impression that certain city council members and the mayor want to replace the elevated structure with a tunnel at any cost? It seems that if tunnel cost \$20 billion and elevated only \$5 billion, that some such as JD would still vote for tunnel. When is practicality finally going to supercede questionable aesthetics (after all, beauty is in the eye of the beholder)? The slogan "waterfront for people, not cars" seems like they want to get rid of waterfront businesses and replace with their grassy park. I ask what is next, "waterfront for people, not ships"? The whole Seattle waterfront corridor needs the SR99 elevated roadway. 500000+ people live within Seattle city limits. Probably less than 50000 live downtown and less than that in the viaduct corridor view area. I thought we try to
- I-588-003 |
- I-588-004 |
- I-588-005 |

I-588-001

As stated in Chapter 3 Question 10 and Chapter 6 Question 2 of the 2006 Supplemental Draft EIS, both the Cut-and-Cover Tunnel and Elevated Structure Alternatives could be built under any of the three construction plans (the shorter, intermediate, or longer construction plan). Since 2006, the project has evolved. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 of the Final EIS describes each alternative and its construction plan, and Chapter 6 describes construction effects.

I-588-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

Numerous methods for replacing the seawall have been explored. The Cut-and-Cover Tunnel Alternative would replace the seawall with the outer wall of the tunnel from S. Washington Street up to Pine Street. From just north of Pine to Broad Street the seawall would be replaced by strengthening the soils and replacing the existing seawall with a new face panel and L-wall support structure. Under the Cut-and-Cover Tunnel and Elevated Structure Alternatives, the piers along the seawall would remain open for business with temporary access and utilities provided during the construction period.

I-588-003

No. If the Cut-and-Cover Tunnel or Elevated Structure Alternative is

***Alaskan Way Viaduct and Seawall Replacement Project
Supplemental Draft EIS Comment Form***

I-588-005

provide the most benefit for the most people. Maybe the mayor really is innumerate. Or maybe money is more important than people. People ask if we would build elevated roadway if it wasn't already there. That is wrong question. Seattle doesn't have to buy private property to have viaduct so it is already much less expensive than starting anew. NO TUNNEL.

selected, detours would be necessary to route traffic off of the viaduct at various times during construction. Restricting traffic access to the viaduct during construction gives construction crews unrestricted access to the facility, which shortens the project construction time and fosters workplace safety. If the Bored Tunnel Alternative is selected, operations on SR 99 would be maintained throughout the construction period, with the exception of a several-week closure during the end of construction to connect the tunnel with the remainder of SR 99.

A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

I-588-004

If the Elevated Structure Alternative is selected, the railing height will be per state standards in order to provide a safe and reliable deterrent to errant vehicles. Standard barrier heights vary from 2 feet 8 inches up to 3 feet 6 inches but are generally less than 3 feet. The height of the barrier will be set during final design.

I-588-005

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

I-588-006 | I do not like the way the SDEIS options were presented. Linking shorter & intermediate times to tunnel and longer time to elevated is misleading to the casual observer. Next time, present the shorter & intermediate times for the elevated and the longer time for the tunnel. Better yet, present all 6; no need to appear biased.

I-588-007 | With regard to the seawall, has repair been thought of only with the tunnel option, or have alternatives with less impact on the waterfront traffic been considered? It seems to me that using CAISSONS (drydocks) a section (street block ?) at a time would be a practical way to repair the seawall without closing the entire waterfront. Is a way still being looked at to rebuild/replace the elevated viaduct without having to reroute traffic more than a block or so at a time as in earlier DOT presentations? Has the structural integrity of buildings to the east of the viaduct right-of-way been studied as to how they would survive in an earthquake powerful enough to knock down the viaduct? If these buildings would also fall, there would probably be enough weight to collapse the trenched tunnel/seawall also. I'd rather take my chances on viaduct.

I-588-008 | Are project engineers allowed to correct incomplete and misleading statements by

I-588-009 | Deputy Mayor Tim Ceis . Ceis acknowledges that fantastic views from the current viaduct are important to many Seattleites and visitors but tries to counteract this by claiming that federal safety standards such as the railing height would obstruct views for cars. I learned that minimum standard is 2'8" which would only be problem for sports cars.

I-588-010 | The whole Seattle waterfront corridor needs the SR99 ELEVATED roadway. Taking the 54/55 bus to downtown from West Seattle provides a spectacular view of thriving seaport unmatched by few if any cities in this country. Why take this view away from the common folk? 500000+ people live within Seattle city limits. Probably less than 50000 live downtown and less than that in the viaduct corridor view area. I thought government tries to provide the most benefit for the most people. Maybe the mayor really is innumerate. Or maybe money is more important than people.

I-588-011 | People ask if we would build elevated roadway if it wasn't already there. That is wrong question. Seattle doesn't have to buy private property (as other cities would have to) to have viaduct so it is already much less expensive than starting anew.

Why the insistence on removing the viaduct rather than improving both the viaduct and the waterfront? To showcase our area for the 1962 World's Fair, Seattle didn't dig a Space Trench, but rather erected a Space Needle.

Why do I get the impression that certain city council members and the mayor want to replace the elevated structure with a tunnel at any cost? It seems that if tunnel cost \$20 billion and elevated only \$5 billion, that they would still vote for tunnel. When is practicality finally going to supercede questionable aesthetics (after all, beauty or ugliness is in the eye of the beholder)?

The slogan "waterfront for people, not cars" seems to imply they want to get rid of waterfront businesses (and aquarium and ferries?) and replace with their grassy park as if it were just a backyard pond. I ask what is next, "waterfront for people, not ships"?

Finally, to use part of a quote on page 11 in the "Seattle Weekly" of 20September2006 about Martin Selig's Columbia Center by the late esteemed architect, Victor Steinbrueck, replacing an existing elevated roadway with a tunnel would be a "symbol of greed and egoism" and arrogance.

NO TUNNEL.

Harvey Friedman Seattle

(206)784-2774

I-588-006

Please see the response to I-588-001 above.

I-588-007

Please see the response to I-588-002 above.

I-588-008

Please see the response to I-588-003 above.

I-588-009

It is likely that a severe earthquake would result in damage and the possible collapse of buildings immediately to the east of the existing viaduct between S. King Street and Pike Street. The collapse of these buildings could potentially impact an elevated structure built in the place of the existing structure. As the Bored Tunnel Alternative would be well below the building foundations, it is not thought that the collapse of any of these buildings would affect the tunnel.

I-588-010

Please see the response to I-588-004 above.

I-588-011

Please see the response to I-588-005 above.

From: [Christian M. Fulghum](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Comment
Date: Friday, September 08, 2006 12:37:57 PM
Attachments:

Hi there,

I have more of a question than a comment.

I-589-001 My understanding is that the City of Seattle is still planning to reconnect the street grid north of the Battery Street Tunnel as far north as Valley Street by digging a trench to that point and covering over, effectively extending the tunnel.

Is this correct? Is there any timing for this work?

Thank you for your time.

Sincerely,

Christian M. M. Fulghum
Vice President, MIDORI, Inc.
708 6th Avenue North
Seattle, WA 98109
206.219.2102 direct
206.282.3431 fax
206.369.0031 cell
fulc@midoriribbon.com

I-589-001

Improvements north of the Battery Street Tunnel are a part of all three build alternatives discussed in the Final EIS, and they vary depending on the alternative. In general, Thomas and Harrison Streets would be modified to cross above SR 99 and Mercer Street would be widened and converted to a two-way street. Depending on the alternative, SR 99 would be below grade or at grade. Chapter 3 of the Final EIS describes the improvements north of the Battery Street Tunnel for each build alternative and their construction cycles. These improvements would greatly enhance connections between the South Lake Union neighborhood and the lower Queen Anne neighborhood.

From: [Dave Garton](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Alaskan Way Viaduct EIS
Date: Sunday, September 10, 2006 1:53:09 PM
Attachments:

I-590-001 | Please add another alternative - repairing the existing structure. Any money saved should go toward other other regional transportation projects.

I-590-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

From: [Ellen Gaynor](#)
To: [AWV SDEIS Comments](#);
CC: [Ellen Gaynor](#);
Subject: Viaduct Essential ~e
Date: Saturday, September 16, 2006 11:00:05 AM
Attachments:

To Whom it WILL concern:

I-591-001

The Alaska Way Viaduct has been a major artery of transport through my lifetime, from West Seattle to Queen Anne Hill, from Ballard to Beacon Hill, from Downtown to points SW, NW, N, NE, and so on.

All and every person traveling on the Alaska Way Viaduct enjoys the inspiration of the climate and view of the day.. there for anyone with a vehicle who simultaneously depends on that route for alleviating the toil of the bottle-neck of I-5 in downtown, or the endless navigation of foot traffic and lights of downtown Seattle.

Introduction of the I-90 approach from 1st avenue has presented an alternative that utilizes the on ramp at Columbia to avoid the long stop lights on 2nd avenue/4th avenue and stopped traffic due to trains crossing near the stadiums.

The Alaska Way Viaduct has stood STRONGLY through time and stress, it's fallibility due to NEGLECT and the LACK OF SMOOTH SURFACE which in turn makes vehicles, large and small, rock and bounce their way along that FINE STRUCTURE.

My vote is to rehabilitate that structure. Those who use it are comfortable with it's size and

I-591-001

Thank you for your comments. The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. The aerial structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-591-001

accommodations. It needs reinforcement, and surfacing which would alleviate most of the vehicular stress and cosmetic objections.

The view would be retained on behalf of ALL and the danger of flood eliminated. A seawall is vital to the city, but does not necessitate compromising our best working transportation artery of Seattle.

Spokane Street Viaduct similarly needs resurfacing to reduce vehicular bouncing, by the way.

Thanks for reading this.
Ellen Gaynor
ellen.gaynor@gmail.com
425-222-7374

~~~~~



From: Joan Giuffre  
To: AWW SDEIS Comments;  
CC:  
Subject:  
Who wants to have a legacy  
Date:  
Friday, August 18, 2006 4:45:14 PM  
Attachments:

I-592-001

It seems to me that all this money can be saved by using other means. Why are you picking the most expensive choice. Whose pocket are you in. If you are trying to please the land owners let them pay for the tunnel...they are the ones that will benefit by having improved property with a better view. Why do you think that the most expensive way is the best. That land is liquid. That is why Mr Skilling designed the Kingdome with deep supports for earthquakes. You are definitely going to be responsible for killing mass people if there is ever an earthquake that lands near that tunnel. Can YOU live with that?? Hope so, that isn't the type of legacy I would like to leave the city if I were you.

I-592-002

Concerned taxpaying citizen,

Joan Giuffre

\*\*\* eSafe scanned this email and found no malicious content  
\*\*\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

### I-592-001

FHWA, WSDOT, and the City of Seattle considered many issues when selecting the preferred alternative, including addressing the seismic deficiencies, mobility for all modes of transportation in the corridor, supporting land use plans, supporting the environment, as well as construction and operational costs.

### I-592-002

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

**From:** [T. Gould](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Comments on Viaduct Project: Realistic Alternatives Needed  
**Date:** Friday, September 22, 2006 5:59:48 PM  
**Attachments:**

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22 September 2006

Alaskan Way Viaduct and Seawall Replacement Project  
Washington State Department of Transportation  
999 Third Ave., Suite 2424  
Seattle, WA 98104

Draft EIS Staff:

**I-593-001** | The recent updated cost estimates for the Alaskan Way Viaduct project only confirm what has been more and more obvious over time—that neither the tunnel nor the aerial structure alternatives is financially viable. The visual, noise, aesthetic, and waterfront impacts of a replacement aerial Viaduct are too horrendous to contemplate so this alternative ought to be dropped from consideration. While the proposed tunnel opens the waterfront and can lead to vast economic and recreational benefits, the price tag is too great to justify the risk involved in implementing this alternative. The realistic solution is to carefully study a Transit + Streets alternative and remove the present viaduct and construct a four-lane pedestrian-friendly boulevard for a continuous SR-99 route that is well integrated with the existing street grid.

**I-593-002** | I have some specific comments on particular design alternatives that are still relevant to all of the possible alignments, including the surface boulevard option that I suggest. Regarding the segment between the Battery Street Tunnel and the north end of the central waterfront, I favor the alignment that lowers SR-99 to pass underneath Western and Elliott Avenues. This routing will produce a less steep slope from the BST to the central waterfront where I propose the roadway be at the surface. Pedestrian lids can be included in the design west of the Pike Place Market to provide wide connectivity to the waterfront over a few blocks of the roadway length. I found the presentation

### **I-593-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

### **I-593-002**

Thank you for your input on the design concepts. Several of the components you mentioned, such as SR 99 traveling under Elliott and Western Avenues, are a part of the Cut-and-Cover Tunnel Alternative, which is one of the three build alternatives discussed in the Final EIS.

**I-593-002** of the alternatives somewhat deceiving at the project Open House on September 14, since the graphics seemed to imply that certain size pedestrian lids were associated with a particular selection of SR-99 under or over Western and Elliott Avenues. Only in discussion with staff did the mix and match nature of these alternatives become clear. The larger pedestrian lid coupled with SR-99 underneath these two avenues should be the preferred alignment.

The new South End design concept which constructs an overpass for S. Royal Brougham Way over SR-99, but sends the highway over S. Atlantic St. is preferred to the original design for this area. This alignment can tie in with a surface boulevard option as well as with a tunneled alignment. The design of the road connections in this area needs to be concerned with keeping freight rail corridors intact and not limiting the possibility of direct rail-to-ship cargo transfers at Port of Seattle marine terminals. The Royal Brougham interchange can serve as one junction where traffic can disperse to or from city streets and SR-99. This new South End alternative is likely to cost less money to construct and cause fewer disruptions during the construction period.

**I-593-003** An approach that emphasizes moving people and goods, not just vehicles is needed for the SR-99 corridor. WSDOT and other stakeholders need to seriously examine how to remedy the crumbling viaduct through major investments in enhanced transit service, improvements to the street grid to handle redistributed traffic, and construction of a four-lane boulevard along the waterfront to connect the Battery Street Tunnel with the south alignment of SR-99. The project is affordable, feasible, and it creates the least impacts to the environment and downtown commercial activities.

**I-593-004** Finally, the implementation of any alternative needs to consider and make allowances for the possible addition of a mass transit line in the corridor. As petroleum prices continue to rise, and urban living becomes more attractive, the addition of mass transit capacity through downtown Seattle will become more important than the addition of capacity to the highway system. The less expensive solution for the highway will allow us to afford more expansions to the mass transit system in the coming future.

Thank you for the opportunity to comment on the Draft EIS.

Sincerely,  
Tim Gould  
4411 Woodland Park Ave. N. #1  
Seattle, WA 98103  
(206) 675-0691

### **I-593-003**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

### **I-593-004**

The project would include a bus-only ramp on northbound SR 99 between S. Holgate Street and S. Royal Brougham Way. Bus-only lanes would also be provided at the north end. The project also would connect the street grid in the south and north ends of the corridor thereby enhancing access to transit and potentially added transit coverage. The City of Seattle's Central Waterfront Project could potentially identify further transit improvements, particularly along Alaskan Way.

**From:** [David Green](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Alaskan Way Viaduct and Seawall Replacement  
**Date:** Thursday, September 07, 2006 5:22:58 PM  
**Attachments:**

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**I-594-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

**I-594-001** Replacing the current elevated roadway with a tunnel is a waste of added time and money. The elevated roadway is a symbol of Seattle as much as the Space Needle, and a much more useful one. It is one of the most scenic drives along the city skyline a night that I have ever experienced. The tunnel is nothing more than an attempt by greedy land developers and politicians to open more space for their political contributors to develop. Replacing the elevated roadway with anything other than another elevated roadway destroys the cityscape, plays into special interests, and creates a major detraction, both economic and visual, to the City of Seattle and the State of Washington. I am a voter and I say keep the viaduct an elevated roadway. Besides legal challenges and political action can keep the tunnel from ever starting. I will volunteer to stop any tunnel project for decades if need be. It is that important.

Thank you for your time in listening to my input and view on this issue.

Rev. David C. Green

**From:** [Brian Gruetzmacher](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** the viaduct  
**Date:** Friday, September 22, 2006 7:41:21 AM  
**Attachments:**

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Dear project planners:

**I-595-001** Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

Thank you for considering my views.

Brian Gruetzmacher

### **I-595-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



September 21, 2006

**TO: WSDOT Alaskan Way Viaduct/Seawall Project, 999 third Avenue, Suite 2424, Seattle, WA 98104**

**RE: Comments on the SR 99 Replacement SDEIS**

From: Virginia and George Gunby, 2540 NE 90<sup>th</sup> St. Seattle, WA 98115-E-mail-vgunby@aol.com

**Overall Comments:**

I-596-001

- ♦ WSDOT has been patient and thorough in its preparation of the Supplemental Alaskan Way (AWV) Viaduct DEIS, and also responsive to the many creative non-SDEIS "solutions" which have been proposed. We support the cut-and-cover option for SR 99 replacement, because it is a **quadruple winner**, and our Preferred Alternative. A cut-and-cover tunnel/highway has a longer usable life, even if it is initially the most costly. Its life-costs are less than other alternatives. Not replacing it with the cut-and-cover design is not an acceptable option. It includes replacing part of the needed for the 73-year old deteriorating seawall as part of the project and will upgrade old, city waterfront utilities. It would remove a 50-year blight between our city and the waterfront. . As natives of Seattle who have been lived here most of our lives we have been impacted by the current unsafe facility, the visual ugliness, noise, the dirt and water that we hear and feel when we are on or under it. Today we avoid driving on the present earthquake-damaged SR 99 elevated structure, and we urge you not to delay moving ahead on the design of this project.

I-596-002

- ♦ Nine state Legislators from Seattle (9/18/06) have written an excellent letter to the Governor of their support for the tunnel option, stating in part that "only the tunnel provides an offsetting tax benefit to the citizens of Seattle and the State of Washington." The state created an experienced Expert Review Panel and on 8/31/06 confirmed that it was technically feasible and fundable. Glenn Pascall's economic study of the "Comprehensive Assessment of (SR 99 cut-and-cover replacement) Benefits", 8/16/06, has evaluated and confirmed the increased property values to support an Local Improvement District (LID), and the projected increases in public and private revenues and long-term benefits. The design and delivery of this project is a critical 21<sup>st</sup> century decision for Seattle, and these recent events have improved the future prospects for this option. Integrating the planning with potential tolling, TDM, and a systemic look at how to reduce the overall trips and the construction costs, with more detailed design information, will be important next steps in the implementation of this project. We believe that costs and size can be reduced through additional design and the effective use of transportation management tools, which have not been considered in the DEIS.

I-596-003

**Our Example Least-Cost Planning**—The southbound on-ramp, from Western or Elliott, at the north end, by the exit of the Battery Street tunnel could be done differently. WSDOT could have a stoplight to safely meter autos and reducing the speed limit in the tunnel onto the southbound lanes, could be a substitute for adding a third lane in each direction for the entire facility.

I-596-004

- ♦ The September 20, 2006 updates of the estimated costs of the cut-and-cover option are sobering and demonstrate the need for new creative ways to reduce the costs. We urge WSDOT and the city to move expeditiously on the planning, preliminary engineering costs estimates the Alaskan Way Viaduct (AWV). When you perform value-engineering" and "risk analysis" during the design and engineering stages, and seek to reduce the escalation of costs, we urge you to consider a 4-lane option, no net increase in the existing capacity. With dynamic tolling and a Corridor Management Plan and Contract, explained later in our comments, the 6-lane option is over-building the project, particularly since no Transit/HOV lanes are planned.
- ♦ The 4-lane option with standard shoulders and lanes would be safer than the existing narrow lanes and shoulders and have the 110,000-car capacity of today, rather than the up to 135,000 vehicles per-day, estimated in the 6 lane SDEIS. As a compromise, and a much needed less expensive AWV option, we support a "GREEN" 4-lane option, including a one-mile, 4-lane cut and cover SR 99 highway from King Street to Pine Street. WSDOT and Seattle traffic engineers, and the Expert Review Panel members should advise you on the differences in the safety, capacity and costs of the current 6-lane SR99 corridor, compared with a new 4-lane project, with wider lanes shoulders, that meet new standards. The SR 99 corridor will use the rebuilt 4-lane (2/2) Battery Street Tunnel and no unsafe last minute northbound entrance ramp

### I-596-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

### I-596-002

We acknowledge that a tunnel alternative has the potential to significantly increase public and private revenue. The Final EIS will include qualitative economic analysis of the preferred Bored Tunnel Alternative to more fully describe the project's indirect benefits. However, quantitative estimates of indirect benefits are beyond the scope of project-related analysis.

We agree with your emphasis on integrating transportation demand management (TDM), and cost reduction with project planning. TDM has been an integral part of the project's planning and design. For example the Project Transportation Team, consisting of representatives of the three lead agencies and project team staff, was created to help coordinate and counsel on transportation planning and analysis for the project. Staff members from local and regional transportation agencies—including Sound Transit, King County Metro, the WSDOT Urban Corridors Office and Office of Transit Mobility, Washington State Ferries, City of Seattle, FHWA, and Community Transit—participated in this effort. As part of this effort, the TDM subcommittee was formed to support the Project Transportation Team, focusing on developing TDM strategies that will help enhance project related mobility.

Like TDM, the consideration of cost has been an integral part of project

**I-596-004** into the tunnel and the least cost planning example cited above. *Please request that the Expert Review Panel (ERP) respond to the research they did on the capacity, safety and cost questions, with their comparisons of the propose, new 6-lane versus a 4-lane facility. When I informally discussed a 4-lane with some of the ERP members they were optimistic that a 4 lane would be a suitable alternative and would reduce costs.*

Four-lanes would also be consistent with the goal of the doubling of the ridership of transit in Seattle by 2030, and the reduction of the greenhouse gases from our #1 source, autos. Seattle is a leader in the U.S. in supporting efforts to meet the Kyoto protocol to reduce our carbon footprint. Global Warming and the reduction in the use of world oil resources and the increase in oil and gas prices, all argue for reducing the future size and scale by reducing 2 lanes of the project. The accelerated implementation in the use of dynamic "time of day" tolling, not HOT lanes, as part of a Metropolitan area tolling program for of the state highway system should be accelerated and would help reduce trips and manage the efficient use of this corridor. In fact we should institute tolling on SR 99 and SR 520 now, as a means to help the users pay for new construction.

**I-596-005** ♦ **Not included in the DEIS**, but also important is the need to prepare a long-term "Corridor Management Agreement and Plan" for the SR 99 corridor between WSDOT and with adjacent public agencies and the major employers, whose users/employees must use the AWWV corridor. The goal is to achieve a sustainable corridor. We manage other scarce public services such as energy through financial incentives and WSDOT's staff have prepared Corridor Management plans for other state highway such as I-405 and SR 520 to manage and reduce the corridor's auto trips.) Developing a sustainable Corridor Plan, would start with using the "lessons learned" from the implementation of the city and WSDOT's Construction Mitigation Plan, and build on it. Regularly monitoring of the system' performance is needed to ensure that the overall corridor trips stay level, to meet performance objectives of the corridor. This oversight will ensure that the adjacent land uses, and future development and traffic counts and comprehensive oversight is consistent and compatible with WSDOT's SR 99 Corridor Management Agreement, and coordinated with the city of Seattle's Waterfront Plan. Monitoring will also indicate the clues to making changes needed for maintaining the trip reduction strategies and adjacent land uses and surface transit routes, bike and pedestrian paths to support and to reinforce a healthy, pedestrian-friendly Waterfront community as well as a sustainable SR 99 corridor. State highways need to implement concurrency fee plan to gain funding for their facilities, and not be exempt from this GMA transportation funding technique.

The Viaduct replacement must be a positive contribution to revitalizing the city waterfront and region and to increasing the region's advantage as an international economically successful and competitive seaport.

**I-596-006** 1. **Is the south end of the Viaduct from Spokane Street north bisecting the rail yards damaged to the point that it also needs immediate replacement now? Or can it be "Phased" into segments, to complete when more funds from tolls or other revenue are available?**

**I-596-007** 2. **Could the first Phase of SR 99 begin with the section from north from the SR 99 connection with SR 519 to the Battery Street tunnel, to replace the most earthquake-damaged area?**

**I-596-008** The conflicts between Seattle and the Port over new freight connection/access from the south part of SR 99 onto SR 519 connecting with I-5 or I-90 need to be resolved. The benefits of the rebuilt SR 99 to the Port need to be calculated. If they are higher than the \$200 million they have said they will contribute, they should be asked to pay more of the share of the project. The section the Port needs could be built with their funds now so that freight trucks can use the new interchange connector from SR 99 to access SR 519. If the south section were delayed, and this interchange could be built early in the construction schedule, this project could help to mitigate problems caused during the later construction of the northern segment of SR 99, for a number of other corridors. Assisting the freight train yards and movement of all freight to and from our seaport should be done too, but isn't as critical.

planning and design, and evaluation of alternatives will continue to focus on demonstrating cost-effectiveness.

The Final EIS considers tolling for all the proposed build alternatives.

### **I-596-003**

Thank you for your comment. The Western and Elliott Avenue ramps will be removed for the Bored Tunnel Alternative. For the Elevated and Cut-and-Cover Alternatives, three lanes are proposed in each direction south of the Elliott Avenue on-ramp in order to safely accommodate the expected future traffic forecasted for the design year of 2030. Similar to today, approximately 20 to 25 percent of all southbound traffic traveling along the viaduct enters the corridor at the southbound Elliott on-ramp. Three travel lanes are needed to accommodate the traffic coming from the Battery Street Tunnel as well as those entering the corridor via the southbound Elliott on-ramp.

### **I-596-004**

The Bored Tunnel Alternative, selected by the lead agencies as the preferred alternative, is a four-lane option.

### **I-596-005**

Strictly speaking, corridor management plans are required only for scenic byway designation. In this context, a Corridor Management Plan is not needed for the SR 99 corridor. The intent of your comment appears more aimed at ensuring other improvements and surrounding development remain compatible and consistent with this project. Much of this responsibility falls to the City of Seattle. Coordination and monitoring of conditions within the corridor will occur throughout project construction as part of construction and mitigation plans. WSDOT is not able to impose concurrency fees under current regulations.

**I-596-009**

- ◆ The state appointed Expert Review Panel, created by the 2006 Legislature, recently reported that there is adequate committed and future funding available to pay for and build either the cut-and-cover tunnel option or the elevated project. They also wrote that it is technically feasible, and urged the city to make a timely decision and move on to reduce the costs and schedule delays. Now the updated cost figures by the WSDOT reveal possible another billion in costs for this alternative. This information should be an incentive to evaluate carefully how to reduce the construction costs and get moving with a lower cost the project.

**I-596-010**

- ◆ Our city is now a larger regional/metropolitan center and international seaport. Our waterfront's seaport economy has its physical needs have changed. The introduction of containers, initiated the need for large container storage areas, and rail and truck access to freight loading in concentrated locations, that have large cranes for loading larger and larger ships. The benefits to our city, to build the cut-and-cover alternative, will revitalize the character of our waterfront adjacent to our large, central city and will change it into a pleasant attractive, pedestrian-friendly place, providing a promenade, with access to the water, mountain and sunset views. We finally have a chance to have a well-planned, appropriate highway corridor, that is integrated with the adjacent land uses, the trolley, pedestrian walkways, bike paths, commercial businesses, the ferries, tourist facilities and restaurants as suggested in the proposed draft of the Seattle Waterfront Plan. We are so close!

**I-596-011**

- ◆ A successful WSDOT SR 99 Construction Mitigation Plan, that includes using subsidizing transit to help users make their journeys to work and home is critical for our city to thrive while living through the years of AWW construction. Oversee its management well, with the city of Seattle, to make sure that it helps to deliver a successful on-time and within-budget project. After observing the Seattle AWW "rehearsal" with the closing of 3<sup>rd</sup> avenue for the Bus Tunnel modifications, we are optimistic that with a good communication system to the users/stakeholders is critical to a well-thought out mitigation strategy and can speed the construction time without disrupting the city.

**I-596-012**

- ◆ The independent Seattle Planning Commission members who are very familiar with Seattle's future and development questions discussed and spent a lot of time reviewing the AWW-SR 99 alternatives. They support the cut-and-cover option, as the Preferred Alternative for the city. They agreed that there will be many positive long-term impacts that the underground Alaskan Way segment of the corridor will have on our people, and the future character and success of our great regional city. We again urge WSDOT and the Governor to Go for the "green" 4-lane option Alaskan Way, with a one-mile cut and cover tunnel!

**Additional Reasons for building this Cut-and Cover SR 99 Alternative:**

1. Some Seattle City Council members are stating that the large elevated structure is inconsistent with the city of Seattle's adopted comprehensive plan and would be denied a Shoreline permit and many other needed permits to be built. The tunnel option desired by the Seattle Mayor and most of the Council members is consistent with the GMA, the Shoreline Act.
2. It replaces the earthquake-damaged viaduct, with a critical Seattle North/South state corridor and there will be less a negative impacts from noise and dirt than with an ugly elevated option. It would also upgrade the surface level lanes.
3. Depending on the closure and phasing policies adopted, it generally will take less time to build than the elevated option.
4. Enhances the waterfront for people to enjoy and improves the environment for the marine habitat.
5. Regular quarterly evaluation and risk analysis by the independent Expert Review Panel could reduce the likelihood of cost overruns for this mega-project. To protect all of the partners, WSDOT needs an agreement with all of the AWW project-funders, to proportionately share any cost over-runs, if they occur.
6. There is no money to fund the tearing down of the existing SR 99 or to replace the seawall. No feasible plans have been shown to pay for or to mitigate the existing 110,000 vehicles per day using this north/south corridor with existing streets and transit, as supported by the People's

**I-596-006**

The approaches and interchanges on the south end of the project corridor are integral to the structure, function, and construction process of the project and cannot be phased.

**I-596-007**

The construction approaches discussed in the 2006 Supplemental Draft EIS have been updated. An additional construction plan was also evaluated for the Bored Tunnel Alternative in the 2010 Supplemental Draft EIS. Details about the Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure construction plans are presented in Chapters 3 and 6 of the Final EIS and Appendix B, Alternatives Description and Construction Methods Discipline Report.

**I-596-008**

Thank you for your comment. To determine the design of the stadium interchange, the project team has been working with lead agencies including the City of Seattle and the Port of Seattle, along with representatives from the freight community, the Mariners, and the Seahawks. The proposed Stadium Area design can be found in Appendix C, Transportation Discipline Report, of the Final EIS. Ramp options in the stadium area are extremely limited due in part to the railroad tracks (i.e., SIG yard) just south of Massachusetts Street. Also, the need to serve the largest generators effectively (Port of Seattle, Safeco Field, Qwest Field, etc.) was a significant factor in determining where to place the ramps.

**I-596-009**

WSDOT and the other lead agencies are working to reduce the cost of the project while still providing good value for the public. The higher cost estimate is largely due to higher inflation in major construction than in the other sectors of the economy.



I-596-012

4

Waterfront Coalition. If the choice is between the Elevated and the No-build options, we would very reluctantly select the No-build as our second choice, if funding is limited for only to the elevated SR 99 option.

7. Even though the columns on the proposed elevated alternative are spaced wider apart, the elevated roadway would be 50% wider and the columns would be 100% larger. The higher, solid side rails of the roadway would block the views from the viaduct of Puget Sound and other scenery. It should not be an option
8. Both proposed SR 99 options would connect with SR 509 a major north/south truck- freight corridor from and to I 5 South near Tukwila, if it is extended with RTID funds.
9. The "tunnel" alternative opens up new economic opportunities on the waterfront as a more inviting tourist destination, and would increase property values, and therefore the city and state annual collection of sales and property taxes.
10. Any option selected for the Waterfront should be a public tool used to implement the planned for long-term waterfront development goals. Remember a transportation facility is not an end in itself. Therefore we urge that it be designed to improve the quality of life and livability of Seattle and help to jointly meet the city and state's growth management policies and goals and the needs of future generations. We need to build if right, or tear it down and manage to live without it!

\*\*\*\*\*

Thanks you for the excellent, succinct and clearly written and presented SDEIS on the SR 99 plans and future alternatives. It meets SEPA and NEPA guidelines very well, just as did your first award winning 2004 AWW DEIS. We urge you to work to expedite the funding issues and the decision-making, and include involvement and communication with the public about your progress and problems, so that this project is built as soon as possible.

cc: Mayor Gregory Nickels

File:AWWSDEISComments91906

### I-596-010

The Alaskan Way Viaduct Replacement Project is coordinating with the City of Seattle's waterfront planning efforts. If the viaduct was replaced by a tunnel, large areas of open space would become available. This new space could be converted into a variety of new uses like a waterfront promenade, bike and pedestrian paths, and expanded streetcar service. Also, if the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and making the it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown.

### I-596-011

One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on SR 99 throughout the construction period. Current construction plans call for a relatively short (several-week) closure during the end of construction to connect the tunnel with the remainder of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

### I-596-012

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS  
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name Sharon Gustafson  
Address 3238-61<sup>st</sup> Ave SW  
City Seattle State WA Zip 98116  
Email \_\_\_\_\_

Organization/Membership Affiliations (optional) member AIKI Community Council

**Choose a topic**

- |                                                  |                                                                    |                                                            |
|--------------------------------------------------|--------------------------------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> Overall Project         | <input checked="" type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices                            | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input type="checkbox"/> Tunnel Alternative      | <input type="checkbox"/> Seawall                                   | <input type="checkbox"/> Other _____                       |

What are your comments about the Project?

I-597-001

I feel that the elevated structure is the way we should go. The cost is a big influence. I feel cost on the tunnel would have too many over runs, take too long to build & we have too many other projects to do 520 etc. like the lowered 99 North of battery street tunnel would improve the area.

**I-597-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

**I-598-001**

The project has endeavored to make current, accurate information available to the news media; however, we cannot control their coverage or content.

**From:** [Mike Haggard](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Cost of Options  
**Date:** Friday, August 18, 2006 12:40:25 PM  
**Attachments:**

**I-598-001** Please get with the news media and do a campaign that explains that about 2/3 of the cost for each option is required for elements that are common to all option, i.e. replacing the sea wall and the connection to the 520 bridge. In addition, do a very good job to explain how much is being required, spent to maintain traffic flow through the city during construction.

These are issues that have a major impact on how the voters perceive the options and cost of the project. And I can not stress enough that the voters need to know how they are going to get to work during construction and what the cost for maintaining traffic flow is.

Come on people. Communicate the whole story.

I think if people know that the sea wall has to be replaced even if we do nothing with the viaduct, and that the connecting to 520 has to be worked with all options, most of the voters will think as I do that the tunnel with a waterfront part area will be the best alternative; investment for the future of the city.

Wm. H. "Mike" Haggard, Jr.

**From:** [Casey Hanewall](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Comment on North of Battery Street Tunnel Street Improvements  
**Date:** Friday, July 28, 2006 11:33:42 AM  
**Attachments:**

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**I-599-001** | The Alaska Way Viaduct and Seawall Replacement Project Supplemental Draft Environmental Impact Statement shows two dramatic street realignment alternatives north of the battery street tunnel (pages 51 and 52). These street realignments all directly impact the current Seattle Center surface parking lot bounded by Mercer, Broad and Fifth, and all call for building out Sixth Avenue. The Bill and Melinda Gates Foundation has purchased this property for constructing its new global headquarters, which should be a significant architectural addition to the Seattle Center area.

The two DEIS street improvements seem to be unfeasible, considering that building out Sixth Avenue would cut this property in half, making construction of the new Bill and Melinda Gates Foundation headquarters impossible. Neither WSDOT alternative is feasible with the planned construction, and certainly a realigned street network is not preferable to the addition of this significant building. WSDOT therefore should therefore maintain the current street grid in this area.

Casey Hanewall  
Seattle, Washington

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### **I-599-001**

The 2010 Supplemental Draft EIS and the Final EIS have considered the Gates Foundation site that is scheduled to open in the Spring of 2011. The lead agencies have been coordinating with the Gates Foundation and the alignment of Sixth Avenue N. with the preferred Bored Tunnel Alternative, curves around the west side of this property.

**From:** [MARY HIGLEY](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Seawall Replacement Project  
**Date:** Friday, August 25, 2006 6:51:28 PM  
**Attachments:**

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Kate Stenberg,  
Subject: Seawall Replacement Project

I-600-001

Inasmuch as the extra cost of replacing the Alaska Way viaduct with a tunnel rather than an elevated road similar to the existing structure, which will benefit few other than Seattle property owners, I believe the entire cost should be born by Seattle. Not a dime should come from the state, the federal government or King County.

The public three times voted FOR a monorail (before it was rejected over a financial fiasco) thus showing the public's acceptance of elevated transportation. But our state's Department of Transportation ignored the signal and is giving us a light rail system with tunnels, at greater cost per mile, although light rail never faced a vote on its own. It was part of a large package like a congressional pork item.

If global warming continues and the sea rises as environmentalists predict, how long will the tunnel below sea level survive?

Seattle's waterfront now works. It has worthy

#### I-600-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Current data on global warming and possible sea level increases are being used to ensure that the tunnel would be protected from rising sea levels. The Final EIS Summary Chapter contains updated information on funding for the preferred alternative.

I-600-001

attractions, which will not suffer much from a direct viaduct replacement – or an adequate repair job.

Mayor Nickels wants to make a monument to his administration like the Seattle Library which may be grand but added great cost that did nothing to improve its function as a library. Seattle chose Nickels; let Seattle and its waterfront property owners who hope to benefit from the extravagant tunnel system, pay ALL the cost for his monument.

**I do not wish to ride or drive in any tunnels.**

I have written my state and federal representatives with these comments.

Spencer M. Higley

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name GREGORY Hill  
 Address 1215 N 47th ST.  
 City SEATTLE State WA Zip 98103  
 Email greg.hill@streeterarchitects.com  
 Organization/Membership Affiliations (optional) Wallingford Community Council

**Choose a topic**

- |                                                        |                                                                                           |                                                            |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> Overall Project               | <input checked="" type="checkbox"/> Elevated Structure Alternative<br><b>UNACCEPTABLE</b> | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives       | <input checked="" type="checkbox"/> Design Choices                                        | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall                                                          | <input type="checkbox"/> Other _____                       |

What are your comments about the Project?

- I-601-001 ← UNDER ELLIOTT & WESTERN PREFERRED.
- I-601-002 → MAXIMIZE CROSSING OPPORTUNITIES: VIRGINIA, PINE, PIKE.
- PROVIDE 2 TRACK STREETCAR.
- REDUCE LANES INTO & OUT OF FERRY TERMINAL.
- STAY OUT OF ELLIOTT BAY NEAR FERRY TERMINAL.

**I-601-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

**I-601-002**

Thank you for your suggestions. The final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle as a separate project. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

During construction of the Cut-and-Cover Tunnel or Elevated Structure Alternatives temporary vehicle access bridge between Pier 48 and Colman Dock would be needed to facilitate ferry operations during construction. This bridge would be removed when construction is completed.

**From:** [milthorst@w-link.net](mailto:milthorst@w-link.net)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct Replacement Comments  
**Date:** Thursday, September 07, 2006 10:06:53 AM  
**Attachments:**

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- I-602-001** | It is imperative that we give priority to maintaining traffic on SR 99 during construction. My wife and I live in West Seattle, and SR 99 provides our primary access to downtown Seattle. My wife commutes daily on the Metro express busses that use the viaduct, and her commute would be significantly lengthened if the viaduct were closed.
- I-602-002** | Let me also express our strong preference for the elevated solution. Only this alternative preserves the downtown access via Columbia and Seneca streets that we desperately need.

Thanks,

Milton & Gertrud Horst  
10118 44th Ave. SW  
Seattle, WA 98146

### **I-602-001**

One of the main benefits of the preferred Bored Tunnel Alternative is the ability to maintain operations on SR 99 throughout the construction period. Current construction plans call for a relatively short (several week) closure during the end of construction to connect the tunnel with the remainder of SR 99. Chapter 3 of the Final EIS describes the construction plans for each build alternative, and Chapter 6 summarizes construction effects. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report.

### **I-602-002**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.



**From:** [Ron Jay](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** viaduct  
**Date:** Friday, August 18, 2006 11:55:40 AM  
**Attachments:**

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**I-603-001** | I am getting very tired of hearing about what should or shouldn't be done to save hundreds or maybe thousands of lives. Is there anyone who really cares about correcting a serious problem which eventually will effect the entire region.

You better start talking about the emergency relief plan that will be needed when the structure colapses and human life will be ended.

I drive home on it every day and if the majority of the people who can't make decisions used the viaduct on a regular basis, I'm sure a decision would of been made by now and work would be under way.

It's a sorry situation when people can't work together to resolve a very serious issue.

Ron

### **I-603-001**

FHWA, WSDOT, and the City of Seattle are working together to make progress on the project. Since the publication of the Supplemental Draft EIS in 2006, the lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current project information.

**Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form**

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**Name:** Cheri Johnson

**Address:** 4208 Beach Dr. S.W. #402

**City:** Seattle

**State:** WA

**Zip:** 98116

**E-mail Address:** cherilynjohnson@msn.com

**Affiliation (optional):**

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- I-604-001** | **Comments:** Please oh please lets get rid of this ugly viaduct and put it underground in a tunnel. If Boston can do it surely clever, wealthy Seattle can do it better and cheaper having learned from their mistakes. You would do well to take the longer time frame to build the tunnel because the traffic here would just make life very disagreeable if you closed the viaduct during construction. Some of your abatement ideas for traffic during the construction if you were to close the viaduct are interesting even good. I would like to comment, though, why I and probably others don't take the bus. Is there a park and ride in West Seattle? No! Is there evening bus service to attend entertainment downtown. No! Would any women go down to first avenue past the spike haired, tatood, and studded MacDonald's crowd and the drunken unwashed to catch a bus. Not likely! In summery, give us a place to park, pick us up where we feel safe and how about evening service. Also make the bus cheaper that parking if you want it to happen.
- I-604-002** |

**I-604-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

**I-604-002**

One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on SR 99 throughout the construction period. Current construction plans call for a relatively short (several week) closure during the end of construction to connect the tunnel with the remainder of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities. The current mitigation list does not include the construction of a park-and-ride lot in West Seattle. Current City of Seattle policy does not promote the construction of park-and-ride lots within the city limits.

**From:** [Don Jones](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** New Viaduct is the answer  
**Date:** Monday, September 18, 2006 11:46:02 AM  
**Attachments:**

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Hello,

My name is Donald R. Jones, 210 Boylston Ave E #202, Seattle, WA 98102, mobile phone is 206-734-0169.

I-605-001

I have been dithering between the tunnel and new viaduct options for several years, and for good reason. Each has it's really good and appealing reasons. I have decided to throw my support (aka my one vote) to the new viaduct. The big reason is that, after seeing the videos of the tunnel option and reading where the southern and northern terminus of it will be, both ends would be vulnerable to horrific and immediate flooding in case of a tsunami. Just look at where, especially the southern opening of the tunnel would be, is an area that is already a reclaimed tidal flat area. Get a clue, folks, this area will go under first in a major quake and the floods that will immediately follow will fill the tunnel in seconds. NO, we MUST build our new State 99 Route ABOVE the ground.

Respectfully,  
Donald R. Jones  
210 Boylston Ave E #202  
Seattle, WA 98102  
206-734-0169

--

No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.1.405 / Virus Database: 268.12.4/449 - Release Date: 9/15/2006

### I-605-001

Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored or cut-and-cover tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. Emergency exits would be provided approximately every 650 feet. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect a tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

**From:** [Margaret](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Replacement options for the Alaskan Way Viaduct  
**Date:** Thursday, September 21, 2006 3:55:16 PM  
**Attachments:**

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Dear Ms. Kate Stenberg,

I-606-001

I hope that the Transit + Streets approach could be reconsidered for the Viaduct, as it is more affordable and environmentally friendly. I am concerned that the money could be more wisely spent for transit and transportation demand management, as well as for bicycles, pedestrians, and freight mobility. I am very concerned about global warming, and this alternative would cause less emissions.

I think it is very telling that the tunnel and elevated proposals would have the Construction Management Traffic Management Plan, and think that whatever solutions proposed for the construction time could be extended and enhanced over time into the Transit + Streets proposal. I urge you to get started on that plan immediately, as the viaduct is unsafe. I believe you may know about the expert report from the Congress for the New Urbanism:

[http://www.cnu.org/news/index.cfm?formAction=press\\_release\\_item&press\\_release\\_id=92&CFID=14890562&CFTOKEN=13704183](http://www.cnu.org/news/index.cfm?formAction=press_release_item&press_release_id=92&CFID=14890562&CFTOKEN=13704183).

They conclude that the analysis of traffic capacity and needs by WSDOT is inadequate, and strongly recommend more work on the Transit + Streets approach.

I hope you will take this opportunity to examine the Transit + Streets approach again.

Sincerely yours,  
Margaret Kitchell  
1410 E. Pine St. #312  
Seattle WA 98122  
206-324-3522 home

### I-606-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [Sophie Lagace](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Alaskan Way/Seattle Waterfront: Support for a highway-free option  
**Date:** Friday, September 22, 2006 2:52:35 PM  
**Attachments:**

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To whom this may concern:

I-607-001

As a resident of Seattle, I am deeply interested in the fate of the Alaskan Way viaduct and seawall. As we all know, the viaduct and the seawall are in danger of catastrophic failure should a significant seismic event hit Seattle. We cannot afford to wait for such a disaster to happen; public safety, as well as wise logistic and financial management, require that Seattle and the State of Washington take action quickly.

Two alternatives have been at the forefront of the discussion: a new, expanded viaduct that would replace the existing one; and the current frontrunner option, a partial tunnel that would take Highway 99 underground for a limited segment between King Street and Pine Street, then into an open trench from Pine Street to Battery Street. Both options would include replacing the seawall with another similar, vertical structure (with the tunnel or trench section acting as a seawall segment in the selected alternative).

I would like to voice my support for an option that has received too little consideration until now: a combination of measures to redistribute and reduce traffic so that the new, rebuilt Alaskan Way would see reduced use, accompanied by a sloped, ecologically friendly seawall. This option has been conceived, evaluated and promoted by the People's Waterfront Coalition for the last three years. Although the proposed concept has received nationwide recognition for its quality, it has not received the attention it deserves from the City or the Washington State Department of Transportation (WSDOT).

Many of the crucial measures proposed in the People's Waterfront

### I-607-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



**I-607-001** Coalition's highway-free shore alternative are necessary or strongly advisable under any alternative considered.

**I-607-002** In the short-term:

- \* Assess and implement measures to expand capacity on Interstate-5 as soon as possible;
- \* Remove bottlenecks and improve traffic flow on existing arterial streets that are currently under-used;
- \* Create priority freight routes on I-5 and improved arterial streets.

In the longer term:

- \* Improve and coordinate public transit systems;
- \* Stop the exodus toward the suburbs and stem traffic increase by encouraging denser, more pedestrian-friendly neighborhoods.

**I-607-003** Seattle should start implementing these steps immediately, regardless of Alaskan Way replacement options. But beyond these elements, I urge WSDOT and the City to consider /not/ rebuilding a freeway along our waterfront. The many benefits from the highway-free waterfront alternative include:

- \* Improved quality of life along the entire West Edge and Downtown area;
- \* Increased business opportunities in a highly valuable area;
- \* Reduced greenhouse gas emissions due to traffic reductions;
- \* Improved fish habitat in Elliott Bay;
- \* Improved recreational and tourist opportunities;
- \* Increased safety in the face of seismic events;
- \* Reduced costs compared to the other alternatives;
- \* Quicker completion compared to the other alternatives;
- \* More flexibility to respond to future changes in conditions;
- \* Promotion of sustainable solutions rather than relying on assumptions of open-ended growth.

The citizens of Seattle, King County, and the greater Puget Sound area need to be aware that the only two alternatives they have seen to date are not as good as they have been led to believe, and that there is another, better option available.

Sincerely,

--

### **I-607-002**

One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on SR 99 throughout the construction period. Current construction plans call for a relatively short (several week) closure during the end of construction to connect the tunnel with the remainder of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction transportation mitigation activities. Several of these mitigation actions would stay in operation after construction has been completed and would provide longer term benefits. Separate from this project, WSDOT is looking into ways to improve traffic flow along I-5, and the City of Seattle is working on the Central Waterfront Project. Both of these projects will consider access for all types of transportation modes throughout the Seattle area.

### **I-607-003**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does

--  
Sophie Lagacé  
Environmental Engineer

RIDOLFI Inc.  
Engineers and Scientists Concerned with the Earth

1011 Western Avenue, Suite 1006  
Seattle, Washington 98104  
Phone (206) 682 - 7294  
Fax (206) 682 - 5008  
<http://www.ridolfi.com>

today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [Karen Lang](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Alaska Way Viaduct Project  
**Date:** Friday, August 18, 2006 12:27:32 PM  
**Attachments:**

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Dear Sirs,

**I-608-001** I have, with keen interest, been closely watching the debate over what to do with the viaduct. As a new resident of Seattle, I have lived here for just 5 years, originating from London, I am appalled at the traffic conditions and overall state of the downtown roads. I thought London was bad, and indeed it is, but Seattle is much smaller.

Seattle is, in my opinion, beginning to look a little shabby. On top of this, we have a structure that is, for all intents and purposes, becoming more unsafe and congested, as time passes. This of course is the viaduct, plus it is ugly and an eye sore.

Admittedly I do not commute using Alaska Way and I am sure that more traffic congestion is the last thing that most Seattle residents want. However, as has been seen in the past with other proposed transportation projects, the Seattle residents, can at times, be a little short sighted and closed minded. The monorail project is a good example.

A cut and cover new Alaskan Way is the way to go. Oh my goodness, what an instant uplift on the aesthetics of the city whilst providing more traffic lanes and safety in the event of an earthquake. Our waterfront pales in comparison to other US cities waterfront areas. We need to invest \$\$\$ on the waterfront and by ridding ourselves of that concrete monstrosity is a step in the right direction.

I have been witness to and subject to the traffic delays of a cut and cover tunnel whilst living in my home area. There is an old English town, Wanstead London E11, that was "in the way" of the new A406 extension from West London to East London. The proposal was to extend the road to ease congestion, but it went straight through this old English village, complete with couple of hundred year old Oak tree that had stood the test of time.

### **I-608-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.



I-608-001

It is astounding what modern architecture, structural and civil design engineers can achieve. You would never know that tunnel is there, they even saved the Oak tree. Wanstead looks exactly like it used to, if not better, because the traffic that is heading to Central London no longer cuts straight through this residential village in the suburbs of London.

Seattle residents need to actually see this kind of enhancement for their own eyes to fully appreciate what you are proposing with the cut and cover option. Perhaps you could present a slide show of what was done in Wanstead to ease their minds. For once, I believe that common sense, safety and aesthetics should prevail. If you have the budget and the dollars for the cut and cover, go for it, please, please please.

The cut and cover tunnel will provide leisure areas as well as retail, it will open up the views our wonderful city and potentially be the start of a re-vamping of our waterfront.

I totally support the cut and cover option. I wish I could do more to show the residents of Seattle that it is the way to go. A little disruption in the short time for much longer term gain.

Yours faithfully,

Karen Lang

Karen Lang  
Senior Vice President  
Strategic Resources

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**I-609-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments supporting the shorter construction period. Please see Chapter 6 of the Final EIS for current information about the construction plan proposed for each build alternative.

**From:** [Dave Leaf](#)  
**To:** [Kucharski, Margaret](#)  
**CC:**  
**Subject:** RE: viaduct  
**Date:** Wednesday, July 26, 2006 10:03:47 AM  
**Attachments:**

**I-609-001** I probably should have added to my statement that I live downtown(Belltown) so I am directly impacted by the project. I am not an outsider who doesn't venture into Seattle once a year. I commute from Seattle to Renton and back every Monday thru Friday.

Thanks, dave

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**From:** Dave Leaf [mailto:Dave.Leaf@PACCAR.com]  
**Sent:** Wednesday, July 26, 2006 9:22 AM  
**To:** AWV SDEIS Comments  
**Subject:** viaduct

Closing the viaduct during construction will certainly be interesting. I think it is best to do this to shorten the length of construction and it will also have the added benefit of forcing people to look for other ways(commute) to get around besides their vehicles. With the high price of gas, greenhouse gases, etc I don't see how this could all be bad in the long run.

Thanks for letting me comment,  
dave leaf

dleafer@yahoo.com

**From:** [Dave Leffmann](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:**  
**Date:** Saturday, September 16, 2006 1:48:35 AM  
**Attachments:**

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- I-610-001** Thank you for the opportunity to comment on the Viaduct. I believe a tunnel is the most costly to build and makes the least sense. Again how practical is it to build a cut and cover tunnel next to the water, below sea level, in fill, in an earthquake zone when so many scientists are anticipating a rise in sea level. I've heard several other options that make a lot more sense. In order of cost and impact:
- I-610-002** 1. repair the existing viaduct and retrofit it for sound. The main problem with the ascetics of our current one is not sight, it is sound.
- I-610-003** 2. build a suspension bridge, something that is beautiful and may cost less than the tunnel. It will also not terribly disrupt traffic for several years while waiting for it's completion.
- I-610-004** 3. Build parking in the SODO and north lake union, build public transit, (you may start by removing many bus stops to make busses run faster, you could also dedicate bus lanes or roads without a large outlay in infrastructure) and shut down the down town core (15 to the water and Belltown to pioneer square to most automobile travel.

Thank you for your consideration.

Dave Leffmann

### **I-610-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize that you do not prefer a tunnel alternative.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

### **I-610-002**

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state

of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

Compared to the current viaduct and the Elevated Structure Alternative, the Cut-and-Cover Tunnel Alternative and preferred Bored Tunnel Alternative would have fewer noise impacts. See Chapter 5 of the Final EIS and Appendix F, Noise Discipline Report, for more information on noise impacts.

### **I-610-003**

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

### **I-610-004**

Implementing parking lots within the city is restricted by policy and ordinance. However, the project is investigating a number of parking mitigation strategies that are described in Chapter 8 of the Final EIS.

Public transit is an important part of the city's long-range transportation future. Today, the central part of Seattle, including downtown area, is

served by an extensive network of bus services and commuter rail. In 2009, Central Link Light Rail began service between downtown and the airport. A local streetcar line operates in the South Lake Union area. Implementation of bus rapid transit services into downtown from West Seattle, Ballard, and North Seattle has begun. In summary, public transit services are plentiful today, but will be much more in the future.

Finally, shutting down the downtown core to most auto traffic may not be feasible to maintain a vibrant downtown. While the city is encouraging more people to use transit, bike, carpool, or vanpool, there will still be a need to provide for short-term access for autos to maintain commercial and business activities.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name Sharon Levine  
 Address [REDACTED]  
 City Seattle State WA Zip 98119  
 Email \_\_\_\_\_  
 Organization/Membership Affiliations (optional) \_\_\_\_\_

**Choose a topic**

- |                                                  |                                                         |                                                            |
|--------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> Overall Project         | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices                 | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input type="checkbox"/> Tunnel Alternative      | <input type="checkbox"/> Seawall                        | <input type="checkbox"/> Other _____                       |

What are your comments about the Project?  Whichever option is selected, the construction period should be extended to create the least amount of disruption.

I-611-001

I-611-002

\*\*\* Seriously reconsider a bridge as the "preferred" solution. European bridges should be examined to determine if their engineering accomplishments can be adapted to the challenges of Elliott Bay. A bridge would cause the least amount of disruption and could be - if creatively designed - an incredible monument to enhance our Puget Sound vistas. Savings accrued from not having to modify traffic, add transportation alternatives, relocate utilities, rail lines, etc, could be incorporated into the budget for a bridge that could be an icon/Seattle land(sea)mark.

I-611-003

\*\*\* If it were -definitely- determined that a bridge could not be constructed for a manageable investment, the next best option should be to build a "new" elevated roadway. I'm confident that most "average Seattle (over)

**I-611-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the longer construction plan. Please see the Final EIS for current information about the construction plan for each proposed build alternative.

**I-611-002**

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

**I-611-003**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the

I-611-003

"taxpayers" enjoy the views from our viaduct and consider the ride on the structure to be one of the enjoyments and benefits of living in this dense urban environment. I guarantee that the preferred route of driving out-of-town visitors into Seattle (from our airport) is the Alaskan Way Viaduct.

A tunnel (no matter the method of its construction) will benefit only those affluent downtown property owners whose views will be unobstructed. The majority of our populace will find it unmanageable, unaffordable and inconvenient to access the waterfront and the plazas that are proposed-- when parking meters are removed and expensive parking lots are our only option except for public buses. Many of us will be unable to afford downtown "amenities" because we'll be struggling to pay the huge property taxes used to finance extravagant projects such as:

(a) a tunnel (b) a 2-way Mercer St. (with Valley Street closed to cars or having reduced lanes) (c) A lowered Aurora with <sup>street</sup>connections that will primarily benefit the rich developers of the South Lake Union area.

I-611-004

★ You have a picture of a part of our current viaduct - that's covered with greenery and provides an attractive visual image as a person looks down Alaskan Way.

★ Engineer a new viaduct in a way to allow for its coverage in vegetation so that the structure itself can be "park like" and enhance our environment.

I-611-005

★ I am adamantly opposed to any tunnel option; a two way Mercer if Valley Street is to be diminished in any way for auto passage; a short construction cycle that creates maximum impacts; and to a recessed Aurora with overpasses (if a tunnel is built).

The financial, aesthetic (loss of Puget Sound views to most citizens) and quality of life impacts - of a tunnel are negative for most of Seattle's taxpayers. The worries and uncertainties of how a tunnel would withstand a major environmental disaster (earthquake/tsunami) would also impact people's decision on whether to use and support a tunnel.

Alaskan Way surface street, or building a streetcar. Costs for the Cut-and-Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

Any enhancement in property values that may occur would take place after the construction period. And because construction would be completed several years in the future, it is difficult to predict events and condition at that time. Economic conditions are often one of the strongest influences on market values, and these conditions may vary greatly from one year to another. If for example, the Seattle area economy continues to decline substantially as the viaduct is being replaced, completion of the project would likely have less immediate influence on the price of real estate. Because of all the considerations that go into the purchase of property, the EIS does not speculate on how the project might influence the value of land or buildings in the area.

Parking along Alaskan Way will be determined by the City of Seattle's Central Waterfront Project. The city has allocated money to address mitigation for parking; see Chapter 8 of the Final EIS for details.

Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

I-611-004

Although replacing the viaduct with a new elevated structure would provide scenic views for motorists passing through the waterfront area, it would also cause serious impacts to views for people down below on the waterfront and in nearby business, retail, and residential areas. The elevated structure would block views of the waterfront and the Seattle skyline, and the height, width, and scale of the elevated structure would make it a dominant part of the view for people at ground level. Planting vegetation on the proposed structure would only partially mitigate these impacts.

**I-611-005**

The preferred Bored Tunnel and Cut-and-Cover Tunnel Alternatives are a safe alternatives. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

Both tunnels would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided approximately every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect either tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.



**From:** [lotilivo@peoplepc.com](mailto:lotilivo@peoplepc.com)  
**To:** [AWV SDEIS Comments](#);  
**CC:** [Art Lewellan](#);  
**Subject:** Comment on AWV replacement  
**Date:** Wednesday, September 20, 2006 11:13:39 PM  
**Attachments:**

I-612-001

I support the People's Waterfront Coalition proposal for a surface boulevard option for rebuilding the earthquake-damaged Alaskan Way Viaduct. The main reason for my support is difficult to convey and as likely difficult to understand.

Standard patterns of development practiced throughout the 20th Century have become obsolete. Rebuilding SR-99 to accommodate existing traffic load is, as such, futile. Standard predictions for traffic loads on all freeways are similarly inaccurate because of this obsolescence. Should DOTs blatantly ignore any contention, however poorly presented, that suggests a means to reduce traffic?

I believe urban and suburban development philosophy and practice is soon to take an unprecedented direction, one of innovative infill reconstruction, guided almost solely on the basis of eliminating the use of automobiles for many trips. I believe this eventuality is the inevitable, desirable application and implementation of the principles of New Urbanism and its budding offshoot, the more complex dynamics of Regionalism - how numerous, economically-diversified districts within a metropolitan region are connected with diverse transportation systems, and how regional economic imbalances are addressed with such development.

I'm unsure Seattle's responsible transportation planners understand these considerations that I've tried to convey over the last six years of my participation in this planning field. Perhaps, the development example that best portrays failure to implement this progressive development philosophy is the Link light rail bypass of Southcenter, a district within the metropolitan region which cannot, with an eventual light rail spur, achieve highest transit

### I-612-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

use goals, nor guide development accordingly, now that the bypass is set in concrete.

Following these widely respected, progressive planning guidelines, I am certain that the light rail tunnel extension to Husky Stadium and further north is a mistake. The best route north from downtown may actually be the Express lanes of I-5, which was their original intent. Those who adamantly think otherwise, do not understand the principles based upon which I make this claim. It bothers me that my efforts always seemed to fall on deaf ears.

Art Lewellan  
1020 NW 9th  
Portland Oregon  
author, "The Seattle Circulator Plan"  
*(blacklisted in Seattle)*

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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**Name:** Paul Lukes

**Address:** P. O. Box 27227

**City:** Seattle

**State:** Wa

**Zip:** 98165-1727

**E-mail Address:** paullukes@comcast.net

**Affiliation (optional):**

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**I-613-001**

**Comments:** I was born, and spent the first 12 years of my life, in Prague, Czech Republic, a city renowned worldwide for its immense beauty. A very significant part of this enchanted city's character owes to the actions of Charles IV, emperor in the 14th century, who with his architect planned and greatly expanded this city with eternity in mind. As I was growing up there in the 20th century, my childhood had been deeply enriched by the vision of these two men, who had given me, and millions of others, a tremendous gift which spanned across 6 centuries. Seattle also has one such gift, the Olmstead Park and boulevard plan. All citizens of this region can travel through greenery from Seward Park, along the shores of Lake Washington to Greenlake, most oblivious to this gift, now a century old. Unfortunately, Seattle's legacy is also plagued by two urban tragedies; the destruction of Denny Hill and the Alaskan Way Viaduct. Were the viaduct not there, it would now be unthinkable to cut the city off from its primary view, destroy its most valuable land, and force all buildings facing the fine view of the Olympics and Elliott Bay to turn away from it, just to escape the noise and view of this monstrosity. As it is now in place, many suffer the lack of vision of any alternative. Some speak of the nice view, momentary as it may be, afforded from the viaduct. These people should be paying attention to their driving, and not endanger others as they gawk at the view at 60 mph. Others complain about the risk of some marginal inconvenience for a few years of commuting as the alternative, a tunnel, was being constructed. It is unthinkable that the selfish concerns of a few about such a slight and temporary inconvenience should dictate effectively permanent decisions affecting all, as well as the city's overall economy. Yet others fret about the marginally increased cost,

**I-613-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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I-613-001

yet if I were a guessing man, I'd venture there's a significant overlap between these people and those who vociferously demanded the construction of two stadium facilities for 700 million dollars, facilities used but a few times each year by a select group. Further, any discussion of cost must necessarily address overall economic impact, and it is transparently clear that removing the viaduct would lead to a tremendous amount of waterfront development and greatly increased tax base, while simultaneously blessing all future generations with a much finer city. This is a no-brainer, it is unimaginable that a repeat of the viaduct urban tragedy is even being considered as a viable option. A tunnel option is the only reasonable one, and Mayor Nickels deserves admiration in these cynical and political times for being willing to put his name behind this. Anything short of a tunnel would be a mindless tragedy.

**From:** [Marion C. Maher](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** SDEIS comments  
**Date:** Friday, September 08, 2006 11:47:16 AM  
**Attachments:**

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- I-614-001** | Go with the tunnel. Yes it will cost more, but the end product is so much better than an elevated roadway. The green belts are fantastic. The tunnel concept will vastly improve the looks of the Seattle waterfront, and will also probably bring more business to the waterfront area. I do have one question - what about parking? What happens to the existing parking underneath the viaduct? Is there a plan to relocate that parking elsewhere? Thanks for soliciting input, the word needed to get out that you were looking for feedback from the public.
- I-614-002** |

Marion Maher  
[msmaher@centurytel.net](mailto:msmaher@centurytel.net)

#### **I-614-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

#### **I-614-002**

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities

- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

**From:** 42margaret@seanet.com [mailto:42margaret@seanet.com]  
**Sent:** Friday, September 15, 2006 7:58 PM  
**To:** WSDOT Alaskan Way Viaduct  
**Subject:** AWV Feedback  
Sent from:  
Address:  
City:  
State:  
WA  
County:  
King County  
Zip:  
98125  
Email:  
42margaret@seanet.com  
Phone:  
Comments:

I-615-001

A tunnel is similar to the now dead monorail project in terms of: escalating costs, money better used elsewhere, the foolishness of going underground in an earthquake and rising water level environment. I believe that no replacement and increased light rail and other public transportation improvements would better serve our city.

### I-615-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

The preferred Bored Tunnel Alternative is a safe option. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving

relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. In addition, current data on global warming and possible sea level rise are being used in the design process to ensure that the tunnel would be protected from rising sea levels and the possible threat of tsunamis.



**From:** [John Marshall](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** viaduct plan  
**Date:** Friday, September 22, 2006 11:12:45 AM  
**Attachments:**

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Dear Kate Stenberg,

I-616-001

I firmly believe the surface option is the best way for the viaduct situation to be resolved. We must think into the future, plan for a future we want to see. The car should become a far less necessary mode of transit. The money spent for either of the other two options could be better spent providing mass transit and pedestrian and bicycle options. The long term health of the city, the human race, and the planet would be better served by beginning now to plan for a nearly car-less city. Attempting to keep the status quo seems very short-sighted. I know that the people of this region are resourceful and smart enough to turn a viaduct-less, tunnel-less future into something appreciably better than the future either of those options would provide.

Sincerely,

John Marshall  
2318 N.E. 105th  
Seattle, WA 98125

Open Books: A Poem Emporium  
2414 N. 45th Street  
Seattle, WA 98103  
(206) 633-0811  
[www.openpoetrybooks.com](http://www.openpoetrybooks.com)

### I-616-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a surface option. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [Jack Mathwig](#)  
**To:** [AWV SDEIS Comments;](#)  
**CC:**  
**Subject:** ELLIOTT BAY BRIDGE CONCEPT needs inclusion!  
**Date:** Wednesday, August 09, 2006 9:53:19 AM  
**Attachments:**

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WSDO:

I-617-001

No draft Environmental Impact Statement is complete without the inclusion of the ELLIOTT BAY BRIDGE CONCEPT. KIRO's Dori Monson website illustrates the concept. His radio show receives countless Seattle residents calling him in support of the ELLIOTT BAY BRIDGE!

During construction of the ELLIOTT BAY BRIDGE there would not be the suffocating traffic jams other viaduct replacement proposals entail. It would not be as expensive. It would be an attraction much like the Golden Gate Bridge is to San Francisco. It's construction would help the businesses of Seattle. And the ELLIOTT BAY BRIDGE would be a God send to the ever shrinking Space Needle...always a beacon of beauty for Seattle.

Pam Mathwig

### I-617-001

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

From: Chris Maynard [mailto:chriswm@u.washington.edu]  
Sent: Thursday, September 07, 2006 8:11 PM  
To: WSDOT Alaskan Way Viaduct S  
Subject: Viaduct Replacement

I-618-001

Hi Kristy, I vote for a tunnel. 50 years ago Seattle made a mistake by putting an ugly eyesore on it's waterfront. Now it's our chance to right that wrong, and building a tunnel is the right decision. Although the tunnel option costs about a billion dollars more, it's definitely a wise investment that will reap great returns in the future. I'm 20 years old, and 50 years from now I'd love to be able to say that I was there when Seattle began a new era in city beautification. I'm a conservative who looks for all oppportunities to cut taxes, but this is one project where I wouldn't mind the extra cost if necessary. If we can spend nearly a billion dollars on our stadiums (which was a waste), why can't we spend another billion on a project that will actually benefit every Seattleite?

Thanks, Chris Maynard

#### I-618-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

**From:** [KSM44@aol.com](mailto:KSM44@aol.com)  
**To:** [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov);  
**CC:** [Richard.Conlin@seattle.gov](mailto:Richard.Conlin@seattle.gov); [David.Della@seattle.gov](mailto:David.Della@seattle.gov);  
[Jan.Drago@seattle.gov](mailto:Jan.Drago@seattle.gov); [Jean.Godden@seattle.gov](mailto:Jean.Godden@seattle.gov); [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [Peter.Steinbrueck@seattle.gov](mailto:Peter.Steinbrueck@seattle.gov); [Tom.Rasmussen@seattle.gov](mailto:Tom.Rasmussen@seattle.gov); [Richard.McIver@seattle.gov](mailto:Richard.McIver@seattle.gov);  
[AWW SDEIS Comments; mayor@crm.seattle.gov](mailto:AWW_SDEIS_Comments_mayor@crm.seattle.gov);  
**Subject:** NO VOTE  
**Date:** Thursday, September 21, 2006 2:16:30 PM  
**Attachments:**

**I-619-001** Please do not hold a vote at this time on the viaduct alternatives. Neither of the two options is affordable. It is an excessive expenditure of billions of dollars for a very limited amount of roadway, which does NOT include a public transportation system. More roads, inevitably, lead to more automobile congestion. It's a never-ending scenario. We need to identify new alternatives Seattle can afford, and I support a Transit + Streets proposal that invests in transit, improves multiple street interchanges, and reclaims the waterfront. It is affordable and will finally get Seattle 'moving' on the mass transit front. The Viaduct will be closed anyway, for several years, and it will become clearly apparent where that traffic goes, and where new and reconfigured interchanges and transit will be the best solution. In addition, from a broader perspective, a viaduct, or tunnel, does not serve a large enough percentage of the population to justify the expense. Transit and Streets is a more equitable solution for everyone.

Both the tunnel plan and the replacement plan are obscenely costly, and it still leaves Seattle without a viable public transit system. The taxpayers, who will ultimately foot the bill for this, should at least be given the Transit & Streets option in any vote about this issue. Please do NOT put this vote forth with only these two astronomically expensive choices. Streets and Transit MUST be included in the voting options.

Sincerely,  
Karen Merola

### **I-619-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



**From:** [Robert Mohn](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Seattle Viaduct Comment  
**Date:** Thursday, September 21, 2006 1:27:54 PM  
**Attachments:**

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Kate,

**I-620-001** Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

Thank you...Robert Mohn, Seattle Resident

### **I-620-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [gmoni@isomedia.com](mailto:gmoni@isomedia.com)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** STOP/RECONSIDER THE FIX for the VIADUCT  
**Date:** Friday, September 22, 2006 3:33:27 PM  
**Attachments:**

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It is with a great sense of urgency that I write to you.

**I-621-001** We have an opportunity here. Neither the cut and cover tunnel plan nor the elevated plan is affordable, realistic or desirable, and neither is an environmentally responsible choice.

I implore for you to develop a range of lower cost, friendlier alternatives for viaduct replacement. I am in strong support of a surface area plan.

Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, rather than just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

We are making decisions for the future of our city.

Most sincerely,

Gwen A. Moni  
425.391.8427

### **I-621-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [Karen Morgan](#)  
**To:** [AWV SDEIS Comments; Karen Morgan](#)  
**CC:**  
**Subject:** Comments  
**Date:** Wednesday, September 13, 2006 5:29:04 PM  
**Attachments:**

**I-622-001** | I hate the idea of a tunnel and feel it will be as big a bust as the one in Boston, but the Viaduct must be replaced for the good of the City. What about a bridge? More traffic can be routed onto a bridge. It could be as beautiful and striking symbol of Seattle as the Space Needle. I heard an engineer speak about a patented formula he has for a bridge that would replace the viaduct. I heard him on "The Conversation" on KUOW. I'm sure you could find the trascript if you found the idea interesting.

**I-622-002** | I also want taxes for the project to fall more heavily on those who will profit from their property values rising suddenly as a result of a view and parks that will certainly go in there.

Karen Morgan  
Seattle, WA  
206-932-3545

### **I-622-001**

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

### **I-622-002**

Adjacent property owners could potentially receive indirect economic benefits associated with increased property values and increased potential for redevelopment. The City of Seattle may consider a Local Improvement District (LID) in the future but it is not part of this project. The tax structure that the City of Seattle chooses to implement is not the purview of WSDOT or any of its projects. We encourage you to contact your City Council to discuss these types of issues related property taxes.

September 07, 2006

Ms. Margaret Kucharski  
Alaskan Way Viaduct and Seawall Replacement Project  
State of Washington  
Department of Transportation  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

Dear Review Committee Members,

- I-623-001** I believe the Viaduct is of historical importance and should be "saved" as well as fortified. Please retain the Viaduct and repair it.
- I-623-002** The Viaduct currently provides vital and sustainable periphery traffic routing that would otherwise leave the citizens of West Seattle stranded aside from the water taxi, White Center and Southcenter freeway access and the trucking routes along First Avenue. To not address the fiscal ramifications of time and resources for construction plans would be an enormous inconvenience to commerce, public interests and the quality of life for those who currently depend on the Viaduct.
- I-623-003** Please keep the water taxi contract with Argosy open and running for the duration of the Viaduct project timeline. This may require improvements of the dock at Sea Crest Park, which would easily recover such cost with increased rider use. Usage measurements can be obtained from Argosy crews who note a consistent use by citizens of West Seattle upon the water taxi for daily commuting, as well as visiting tourists.
- I-623-004** Please request a City mandate for employers of West Seattle residents to allow for a flexible schedule to help the deadlock potential that previous closures of the West Seattle Bridge during the hours of 7a-12p have already demonstrated. (Personally, this impacts me greatly; as I have spent 4.5 hours of time to get to work one way each day when this has occurred.)
- I-623-005** Please repair and fortify the seawall before or at the same time as the Viaduct repairs occur. It will be pointless to have spent citizen funding on the Viaduct and then have the Seawall fall apart and the shipping industry shut down. A comprehensive plan is needed, and forethought is critical, essential and vital. The initial plans by founding members of Seattle based the design for the Seawall exactly upon the model of New Orleans. This cannot wait. I propose that the Viaduct could be fortified and sustained for enough time and use to insure the Port of Seattle could still function.
- I-623-006** In closing, as a volunteer with the Duwamish Urban Forest and Watershed Restoration Project with the Nature Consortium, I would also like to ask that special protections be set in place to protect the local wildlife that use the waters surrounding the Viaduct and the Seawall, specifically the sea otter and lion colonies, several eagle pairs of eagle, osprey, falcon, sand piper, cormorant and heron. Many citizens fish off of the dock at Sea Crest and the salmon runs are diminishing along the Duwamish. Ecological areas are also a revenue source for

### **I-623-001**

Although the viaduct is eligible for historic designation, the structure is weak in many places, including the frames, columns, foundations, and soil under the structure. The lead agencies have extensively studied various retrofitting concepts. All of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the weakened state of the viaduct.

### **I-623-002**

Construction impacts to the bulk of downtown Seattle will revolve primarily around the increase in congestion as traffic is displaced from the immediate corridor and is absorbed on the surface street network. By extension, this would impact the residents of West Seattle that typically use the Alaskan Way corridor but would be forced to use alternative routes. The increase in congestion will have a resultant loss in productivity, which is discussed in the Economics Discipline Report, Appendix L, of the Final EIS as a cost of congestion.

### **I-623-003**

It is anticipated that Water Taxi service would be maintained during project construction. However, please note that the Water Taxi is operated by King County.

### **I-623-004**

It is not within Seattle's authority to regulate working hours.

### **I-623-005**

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. The City of Seattle is already planning for the



I-623-006 Local scuba diving parks off of Sea Crest Park, and the natural reef areas off of Alki would be in great danger of permanent damage with construction methods. The ecological preservation and stewardship of the area is something I would ask for special consideration with a 100 year plan. Permanent damage to these critical and sensitive areas would prove very costly and irreversible.

The historical preservation of West Seattle and Alki cannot be denied, our City began there and our future generations are counting on our responsible and thoughtful choices about the heirlooms we will pass onto them.

Thank you for your time and consideration.

Sincerely,



Tess Morgan  
Seattle Native and Citizen  
4701 SW Admiral Way, PMB 71  
Seattle, WA 98116-2340  
limitless@speakeasy.net  
206 937 2424 private

cc/Mayor Greg Nickles  
Governor Christine Gregoire  
Senator Patty Murray  
Senator Maria Cantwell  
Representative Jim McDermott



replacement of the seawall under the Elliott Bay Seawall Project. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

#### I-623-006

Replacing the Elliott Bay Seawall would be a separate project if the preferred Bored Tunnel Alternative is selected because the failing seawall does not have the potential to affect the seismic stability of this alignment.

However, if another build alternative is selected, the new seawall would be located either landward of, or at the same location as the existing seawall. This would result in an increase in shallow water habitat in the project area, compared to the alternatives analyzed in the 2006 Supplemental Draft EIS. In addition to this increase in shallow water habitat, the improvements to the quality of stormwater runoff from SR 99 as a result of the project is expected to provide some benefit to the aquatic and wildlife species that occupy or rely on the aquatic environment of Elliott Bay and Lake Union.

**From:** [morsesa](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** A better way - Alaska Way Trench  
**Date:** Thursday, August 03, 2006 10:27:32 AM  
**Attachments:**

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Alaska Way Trench  
(Alaksa Way Viaduct)

**I-624-001** We can get the job done in less then ½ the time and cost. And it will care for a lot of the problems that have been brought up in the past while doing so.  
Let's get started.

Starting from the South end of the current Alaska Way Viaduct, drop the whole structure to the ground. Then starting from the south end, build a connection of rail from the current area up through the rubble using two machines to pick up the rubble and place them on rail equipment to be hauled away to a land fill.

When you get to the North end, the rail will be there for now a "trench dig" going South this time using digging equipment. Making an open trench as wide and high that is needed for the roadway. At the same time, off site, have the sides and bottom made into sections (like was done for the Tacoma Bridge this summer). As the North end dig becomes completed moving South, have the off site U frame shipped in and placed into the open trench. The U frame system will also act as the waterfront bulkhead solving that problem.

As the North end going South is finished placed, then a top can be placed onto the U and the street level plans can be started. In doing so, you will start to get going North to South the use of the area again.

The key is to work from North to South and the rail system used, open ditch digging is easy and fast and the building of the structure off site saves time

### **I-624-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your suggestions for demolishing the existing viaduct and constructing a tunnel to replace it. 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 2006, please refer to the Final EIS for current information.

**I-624-001** | and \$\$\$\$. You will also have the area in the South end when work is started still in use by the ferry for it will be cleared land and only a rail to drive over. As the work proceeds South, then the cross over can move a little north over the new covered over part.

You can contact me at :

Stafford-Ames Morse  
12522 Corliss Ave N  
Seattle, Wash 98133

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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**Name:** Gail Nagy

**Address:** 1525 NW 57th St, Unit #327

**City:** Seattle                      **State:** WA                      **Zip:** 98107

**E-mail Address:** gail.nagy@comcast.com

**Affiliation (optional):**

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**I-625-001** | **Comments:** Please add me to your mailing list. I want a viaduct rebuild, absolutely no tunnel. After discussing this project during the 9/13 meeting in Ballard, I would prefer the 7 yr plan. The cost of a tunnel is prohibitive, I don't like the idea of losing parking near the waterfront (under and near the viaduct). I am having trouble using this laptop, I will study at home AND email you (from papers I picked up tonight).

**I-625-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

**From:**Linda Neilsen  
**To:**AWV SDEIS Comments  
**CC:**  
**Subject:**  
Viaduct Replacement Videos  
**Date:**  
Saturday, September 09, 2006 12:15:41 PM  
**Attachments:**

DOT Project Managers,

I have viewed both videos on the Viaduct Replacement. Thank you for providing them. My comments are:

- I-626-001 | 1. Please add more traffic to the lanes to be *realistic* for those entry and exit lanes which require traffic weaving.
- 2. Why the weaving necessary for the entry and exit lanes? This roadway is not in the middle of nowhere.
- 3. Why do we view the replacement lanes 'flying' rather than 'driving' them in the videos?
- 4. Three lanes all the way and no disappearing lanes please in the short span and congested traffic of this roadway. Leave disappearing lanes to real magicians.
- I-626-002 | 5. The lighting for the Replacement is poorer than for the Tunnel.
- I-626-003 | 6. Why NO improvements for the Replacement version? It looks identical to present road
- I-626-004 | 7. Why are the vertical supports for the Viaduct Replacement not *arched* like the Romans constructed which are mostly still standing *two thousand* years later?
- I-626-005 | 8. Research should be done to determine the colors for the ceilings and walls to make tunnel entry and exit easier for the eyes to adjust as indoor outdoor lighting changes. Headlight use in tunnels also needs to be considered for its effect on the drivers' eyes.
  - a. Should the walls be glossy or dull or mixed? Should tunnel ceiling be dark, light or in between? Should these vary from entry, interior to exit?
- I-626-006 | 9. Set the videos up with heavy traffic for a "virtual reality" demonstration for average drivers and see how the "virtual drivers" do navigating weaving traffic while making various lane changes and exit and entry maneuvers. Lane changes are prohibited on bridges are they not? Why lane changes for this roadway okay?

Yes, I would appreciate a reply that addresses each of the above concerns

Linda Neilsen  
2112 S. 250th St.  
Kent, WA. 98032  
ldneilsen@yahoo.com

### I-626-001

The videos are intended to give viewers an idea of what the proposed alternatives would look like and are not a tool to evaluate traffic operations or impacts. Several other models and methodologies were used to evaluate traffic operations effects for each build alternative. Updated descriptions of the methodology and analysis tools used, as well as the expected traffic effects for each alternative, are shown in the updated Transportation Discipline Report, Appendix C of the Final EIS.

### I-626-002

Lighting that is consistent with current lighting and safety standards will be provided for each build alternative.

### I-626-003

The Elevated Structure Alternative described in the 2006 Supplemental Draft and Final EIS has a similar look to the existing viaduct because it is a stacked aerial structure. However, the Elevated Structure Alternative would be designed to current earthquake standards and would be larger, with wider lanes and shoulders, than the existing viaduct. Please see the Final EIS for current information about each build alternative for this project.

### I-626-004

A few of the Roman aqueducts and roadways, constructed approximately 2,000 years ago, are still standing – though not in areas subject to strong earthquakes. The Roman arch was essentially a gravity structure and relied on the compressive strength of the rock utilized for the arch. These structures were not capable of resisting tension such as that imposed by the shaking of an earthquake. With the advent of concrete and steel reinforcing, structures are able to resist much higher tensile and compressive loads than those carried by Roman Arches.

**I-626-005**

The final design and aesthetic for the tunnel will comply with current design standards so that the tunnel will be visually safe for drivers.

**I-626-006**

Please see the response to comment I-626-001 above.

**From:** MIKE T SANDI NOBLE [mailto:nobleworks2@msn.com] **Sent:** Friday, September 08, 2006 11:53 AM **To:** WSDOT Alaskan Way Viaduct **Subject:** No Tunnel

I-627-001 | **NO !! to the tunnel !! What a disaster in an emergency !!**

2 Taxpayers

**I-627-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comment. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative, which would be designed with emergency exits every 650 feet and equipped with ventilation, a fire detection and suppression system, and drainage. If the Cut-and-Cover Tunnel Alternatives is selected, this tunnel would be equipped with similar safety features. Please see the Final EIS for more information about the safety measures proposed for this alternative and current project information.



**From:** [Brian Noves](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Comments on the Viaduct  
**Date:** Friday, September 22, 2006 2:26:47 PM  
**Attachments:**

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To the Planning Committee---Alaskan Way Viaduct and Seawall Replacement Project:

**I-628-001** The leaders of the State of Washington and the Puget Sound region have an opportunity to shape the region, not only for the foreseeable future, but for the next 100 years or more. The decision on the Alaskan Way Viaduct is monumental in my mind, because it is one of the first of the many crucial transportation decisions to be made, and can signal a change in the region's priorities when it comes to transportation projects.

For the Alaskan Way project, my recommendation is planning a street-level option, with both pedestrians and automobiles in mind. Like The Embarcadero in San Francisco, which replaced a raised freeway, Seattle could choose to reconnect the downtown and waterfront without attaching itself to an "albatross" project. The mounting transportation needs of the Seattle area, including the 520 bridge, have to be addressed with the next 10 years. The rapidly increasing population of the city, particularly with the high-density buildings being planned for the downtown, means a real mass transit solution (i.e. not buses) is necessary to lessen the strain on our roads. By choosing a street level option for Alaskan Way, this will force us to build mass transit that spans the entire Seattle region. The elephant in the room during all of these discussions is that for all of the environmental awards and kudos that our "green" city receives, it still does not have a world class mass transit system. But with the light rail going in over the coming years, the foundation for one is taking shape.

Originally I supported Mayor Nickels in his idea of a tunnel; however I now see that choosing the tunnel option, with its larger price tag and increased construction, would not benefit the city. Yes, connecting the downtown and the waterfront would be wonderful, but accomplishing that by sacrificing another 20 years without mass transit is ludicrous. The seawall repairs

### **I-628-001**

Sound Transit constructed the Central Link light rail line in the Downtown Seattle Transit Tunnel, which opened in 2009. Sound Transit is working on extensions to this initial light rail segment.

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



I-628-001 need to be completed, but the additional costs of a tunnel or a raised viaduct are not worth it. By making a tough decision and saving money on this project, a true regional plan can take shape. The introduction of north/south and east/west mass transit options would lessen the need for new roadways.

Having lived and worked in the city of Boston, I've seen first hand the effects that the Big Dig project had on that city, from a day-to-day travel standpoint and by viewing the rift that was created between the government and its citizens. For years, politicians and planners in Boston promised a transformed urban metropolis which would be worth the high cost overruns and years of delay. Today, the city IS transformed, but at a high cost, including the loss of innocent life due to lapses in oversight and shoddy construction. Seattle must learn from the mistakes of others: that while raised freeways are problematic, that certain solutions can be equally damning. By choosing a tunnel, the city risks the same cost overruns and years of construction nightmares that Boston suffered through. Please do not doom Seattle by not heeding history.

The State of Washington and the City should select a street level option, with increased pedestrian access and reduced traffic in mind, while saving necessary funds for the transit options that will benefit the city over the long term. A tunnel is unnecessary and will be too costly for the city and the region to absorb. Funding mass transit, bolstering the cross-lake bridges to support rail, and searching for options to take cars off of the streets should be the focus of the region, not new tunnels or problematic viaducts.

Thank you for your time and consideration.

Regards,

Brian Noyes  
2116 N. 86th Street  
Seattle, WA 98103

**From:** [ANDREA OKOMSKI](#)  
**To:** [AWV SDEIS Comments;](#)  
**CC:** [Desiree Douglass; jenorska; dixiedursteler;](#)  
[jennifer\\_messenger; Kris; cindy; Fournier,](#)  
[Lorraine;](#)  
**Subject:** Viaduct and Pedestrians  
**Date:** Friday, September 22, 2006 9:25:21 AM  
**Attachments:**

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I-629-001

Dear Kate Stenberg,  
The surfacing of traffic onto Alaska Way and the city streets is being touted as an environmentally enlightened alternative to replacement of the viaduct. (I assume the tunnel is pricing itself out of the equation, but I shouldn't underestimate the messianic fervor of some electeds.)

I have read the reports and the press accounts and I find the work unsatisfactory as far as pedestrian safety is concerned. You know only too well how dangerous Aurora Ave is further north, where it cuts through neighborhoods at ground level. I am confused by the advocacy of organizations like Feet First. Maybe if something is 'bad' for cars, then it must be 'good.'

My son was run over, and nearly killed, on one of our many 4 lane surface roads with stoplights every 4 blocks or so that bisect our neighborhoods. Pedestrian safety is not a priority in our transportation system, and I fear the fashionable view of a few will seal the fate of some unfortunate body welcomed to our sexy new waterfront and smashed on their way to the aquarium, lunch, or further uptown, to the market, or museum. If the design took pedestrians into account as the top priority from the start it could be beautiful. But as it hasn't yet, why would it now?

I have copied my P-I letter to the editor published yesterday.

Thank you,  
Andrea Okomski

### I-629-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Surface Alternative. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle, and therefore is no longer being considered. Please refer to the Final EIS for current project information.

Pedestrian safety is an important component of the project and has been considered in the design process. Appendix C, the Transportation Discipline Report, contains a detailed description of how the alternatives would affect and benefit pedestrians along the project corridor.

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Seattle P-I

September 21, 2006

Letters to the Editor

ALASKAN WAY VIADUCT  
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Surface streets mean more pedestrian accidents

It is unfortunate the P-I editorial supporting discussion of the "no replacement" option for the viaduct did not also demand detailed study of the impact on pedestrians. ("A third way," Monday editorial).

In light of the Editorial Board's recent call for pedestrian safety, it is discouraging. The facts are sickening.

According to the Seattle & King County "Profile of Pedestrian Fatalities in King County 2000-2003," at least one person loses his life each month, on average, on the streets of Seattle and more than 100 pedestrians are hospitalized each year for serious injuries.

Serious injuries include permanent disabilities such as brain injury and paralysis and chronic pain. In King County, fully 20 percent of all crash fatalities are pedestrians.

I am horrified that we might consider funneling the tens of thousands of cars to surface level that currently move safely above the city. Even if 25 percent of the traffic "disappears," we are still making a profound change in the ground-level environment.

It is negligent to push for such a drastic change without considering the human toll.

Andrea Okomski  
Seattle

**From:** [Olsoe, Mark E](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Viaduct/Seawall Replacement  
**Date:** Friday, September 08, 2006 2:55:10 PM  
**Attachments:**

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Dear Viaduct/Seawall Replacement Project,

**I-630-001** | The lifestyle impacts of both the cut and cover option or the the viaduct replacement option are so horrible that my preference is to rebuild the existing viaduct. If this rebuild option has been truly and honestly assesses and is truly not a viable option, then I would vote for the cut and cover.

Thanks, Mark Olsoe

### **I-630-001**

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 Cut-and-Cover Tunnel Alternative. 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 2006, please refer to the Final EIS for current information.

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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**Name:** Rhonda

**Address:** Peterson

**City:** Seattle

**State:** WA

**Zip:** 98109

**E-mail Address:** rpeters2@earthlink.net

**Affiliation (optional):**

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**I-631-001** | **Comments:** Either option seems fine. I hope you continue to let people know that whatever choice we make, we have to fix the seawall!

**I-631-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project led by the City of Seattle if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if another build alternative is selected, the seawall would be replaced as part of this project and its design will be carefully considered. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

**From:** [Quinn Phelan](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Tunnel and fast-track should be only option !  
**Date:** Tuesday, July 25, 2006 7:45:52 AM  
**Attachments:**

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WSDOT,

**I-632-001** | I have lived in Seattle since 1966. I have seen the city evolve from a quiet working sea port to a beautiful urban super-city. That is, all except the very waterfront that makes Seattle this beautiful city we love... That it really could be if the ugly eyesore were removed. Imagine that Seattle could look like Miami, with gleaming high rises with unobstructed views and a quiet people-friendly waterfront. I go to the waterfront as little as possible, because it is so loud you have to yell to the person next to you. Imagine sitting at a cafe on the waterfront without the whine of traffic above your head !

Therefore, I must demand that a tunnel be the only option, at any price. This is all I would support. Otherwise, just let it crumble into Puget Sound ! In fact you can personally send my portion of the bill to my address below, even though I don't live in Seattle proper.

**I-632-002** | Now about the construction schedule... Why is it that the third Mercer Island bridge was going to take 10+ years to build, but when it sank in the storm it was up and running in 18 months ? If everyone is so afraid of the traffic mess in Seattle - which is already the worse in the country in my opinion - why can't it be fast-tracked ? And, I insist that it be closed during the entire project no matter what the traffic in order to get it done as soon as possible ! Again, send me the bill.

I would be more than willing to pay my part. But only for a tunnel, and only for a fast-track plan.

Quinn Phelan  
6730 81st Ave SE  
Mercer Island, WA 98040

### **I-632-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

### **I-632-002**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments supporting the shorter construction plan. The lead agencies have continued to refine the construction durations for each build alternative. Please see Chapter 3 in the Final EIS for current information about the construction plans proposed for each build alternative.

**From:** [Linda Preizler](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Please Reconsider a transit + Street Approach  
**Date:** Wednesday, September 20, 2006 7:04:45 PM  
**Attachments:**

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**I-633-001** Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. Seattle has a one-time opportunity to do the right thing - both environmentally and visually. Please do the right thing. Thank you. Linda Preizler

--  
Linda

### **I-633-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



I-634-001

Thank you for attending the open house. We are glad that you were able to learn more about the project.

*Sorry about the messy way of writing - Hope you can read it -*

*See Enclaved chart*

*from the Open House on 8/12/06*

*Middle School*

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS Comment Form**

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**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name ALEXANDRA PYE

Address 5820 SW HANFORD

City Seattle State WA Zip 98116

Email Phone (206) 935-8570

Organization/Membership Affiliations (optional) Many Mountaineers 34th District Democrats, Senior Center, West Seattle, LWUS -

**Choose a topic**

- Overall Project
- Elevated Structure Alternative
- Construction Impacts & Mitigation
- All of the Alternatives
- Design Choices
- Traffic Impacts & Mitigation
- Tunnel Alternative
- Seawall
- Other Green space access to alaskan

**What are your comments about the Project?**

*I like the open house format - I could have stayed for 3 hrs, but had to leave after 1 hr to go to another meeting. With many questions & comments, but some comments which may or may not be pertinent to the EIS Draft Supplement.*

*1) after looking at the drawing of the tunnel the proposal the tunnel would be drilled down to be permanent, but the signature is gone (see p. 2)*

I-634-001



I-634-002

My concerns were: Would it hold in a severe earthquake, would there be enough light in the tunnel, would there be any greening of the lid, safe and easy access to the shoreline, and how about a huge cost overrun . Who pays that? After seeing the drawings, asking questions, and hearing that the designs were not final, I was convinced that the Department staff had really done their homework for the safety and security of the citizens. I still have questions about the cost overrun ,who pays, access to the shoreline, and enough greening of the lid.

*Today's date: 5/17 Open House date: 5/21/06 @ St. Mark's Middle School  
Re: Borel  
by going to the Open House*

I-634-003

With the Council being briefed in depth on both plans, much more information than an ordinary voter has, I think they are in the best position to make a good decision. To be realistic, I know that many voters have made up their mind against the tunnel from their own bias, from lack of information that is harder to find.

I-634-004

My concerns relating to both the viaduct and the tunnel were and are:  
• Cost and fiscal responsibility for cost overruns  
• Safety, - The Open House assured me that both are safe.  
• Green space and access for all to the waterfront  
• Time (when and how long to build)  
• Planning for alternatives for those of us who live in West Seattle to go north and south during the construction time., utilizing the water taxi, surface transportation ,especially buses  
• Information on the Coordination of the State, City, Region, Federal government in solving the transportation clog in the downtown area of #99 (the Alaska Viaduct) Coordination between Sound Transit, Regional Planning, Metro( including water, buses, park and rides that are convenient)

I-634-005

Note: I support the surface alternative, but (as I understand, only the tunnel or viaduct are possible from a mandate set by the State for any State and Federal funding,-- with the deadline for decision by the end of the fiscal year).If no decision, then the legislature will decide or put it on the ballot for all State voters to decide. - with voters not having the info - from information that the council has on the State has.

\* However, I understand the Council will make some 'decision tomorrow' (Monday, the 8th), so their comments may be too late. If not, hope they are helpful. - Alternative top

*Greg Moon's - on a temporary basis until a decision is made*

**I-634-002**

The 2006 Cut-and-Cover Tunnel Alternative was designed to withstand what is termed a "Rare Earthquake," that is, an earthquake that would only be expected to occur once every 2,500 years. The tunnel alternatives currently being considered are being designed with current safety standards for lighting.

The tunnel lid would likely be landscaped and would provide pedestrian connections to the central waterfront from the Pike Place Market. Public access to the shoreline would be provided at those access points currently available along the waterfront.

**I-634-003**

The City of Seattle conducted a vote in March 2007. In addition to the 2006 Supplemental Draft EIS, which was available to the public, information was also presented on the project's website and in numerous newspaper articles.

**I-634-004**

Please see the response to I-634-002 above regarding cost overruns. If the Bored Tunnel Alternative is selected, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle. The new space could become a wide waterfront promenade with bike and pedestrian paths.

Please see Chapter 8 in the Final EIS for mitigation measures proposed to address construction traffic effects and for a brief discussion in Chapter 1 of other projects in the area that complement the Alaskan Way Viaduct Replacement project.

**I-634-005**

FHWA, WSDOT, and the City of Seattle appreciate receiving your

comments on a Surface Alternative. You are correct that the Surface Alternative is no longer being considered.

**From:** David Jenkins [mailto:pranddj@earthlink.net]  
**Sent:** Friday, September 08, 2006 6:37 AM  
**To:** WSDOT Alaskan Way Viaduct  
**Subject:** Tunnel Option

Hello Kristy,

I-635-001

I am writing you this email because I heard on the local news that the state needs more input on what the citizens of Seattle want regarding the Viaduct. I, as well as about everyone I know, believe that the tunnel option is the best, despite the higher cost. The revitalization it would create for the waterfront, would increase tourism and make the city's waterfront more inviting. Now, I make less than \$25000 a year, and I am willing to front \$100 to get the project going. If I can do that with my current income, anyone can. I think that building the tunnel with toll booths would also be a good idea and would pay for the project not only quicker, but by the people who use it.

One thing that really upsets me is that people have forgotten that the current viaduct is the same (design and architect) as the viaduct in San Francisco that pan caked and killed all of those people. Rebuilding a viaduct would be a mistake, if you ask me. Not only are they ugly, they're dangerous.

Thank you for your time

Paul Racchetta  
[pranddj@earthlink.net](mailto:pranddj@earthlink.net)

### I-635-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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**Name:** John Reagh

**Address:**

**City:** Seattle

**State:** WA

**Zip:** 98116

**E-mail Address:** jdr333@yahoo.com

**Affiliation (optional):** resident

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**I-636-001**

**Comments:** It seems to me that even if it costs as much to repair as it would to replace, it would be best to repair. The economic impact of years of horrific traffic represent a huge fraction of the total project burden.

**I-636-001**

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.



**From:** [Ellen Reitan](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Replacing the Viaduct  
**Date:** Friday, September 22, 2006 10:38:14 PM  
**Attachments:**

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Hi,

I-638-001

I wanted to comment that I am for a tunnel plan to replace the viaduct. I think it is important to keep in mind safety and money spent, but also, and this is something that doesn't usually seem to merit equal consideration, aesthetics. Actually, I consider the aesthetic aspect to be more important than financial consideration. A tunnel would beautify the waterfront and the city as a whole, and I am sure would be the plan more appreciated by future generations.

Ellen Reitan

### I-638-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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**Name:** Alex Rhode

**Address:** 3820 44th Ave. SW

**City:** Sea

**State:** WA

**Zip:** 98116

**E-mail Address:** xrhode@comcast.net

**Affiliation (optional):**

---

**I-639-001**

**Comments:** There is a clear 'bias' from the information presented that the 'tunnel alternative' is the best solution. This is illustrated in several ways. 1. The photo simulations for the tunnel alternative are more 'cheery'. The photo simulations for the elevated alternative appear more 'dreary'. 2. I question this fundamental premise. The City of Seattle benefits economically more favorably the higher the price tag. This seems most apparent viewing where the funding comes and especially from; i.e., in parenthesis (tunnel only) for various portions of the package. Translation, "we will donate to this tunnel, because it is in our vested interest." 3. Though it could be not related. It is however very curious that the monorail project was kabashed. Mayor Nickels used his power to take back lands and rights-of-way. And viewing the map of proposed routes, I can now see the 'conflict of interest'. Is it true that land that was acquired for the monorail project were then sold back for a profit. This is sickening if it is true. I can honestly say that having a park along our waterfront would be nice, and this seems to be a major 'selling point' for the tunnel alternative...south of the park appears to be a chaotic (ugly) juxtaposition of on ramps and off ramps which is not very attractive. And it is not presented...In otherwords, "come view our beautiful park...and nevermind about that bunch of concrete down there". Also, Who is to say that there is not commercial interest that the city would also benefit from at our expense within the 'Park' and public right-of-way that the city controls.. Could there not be a proposal that places Alaskan Way under the viaduct (yes we would lose parking, but it could still be provided on the sides of the Alaskan Way similar to the Tunnel approach) and a park could still be located in the current Alaskan Way location. Aspects of the

**I-639-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative.

Extensive analysis was done for all of the alternatives. Visual simulations presented depicted the current level of design available. Please refer to Appendix E of the Final EIS for updated visual simulations. The economic analysis was conducted based on the comparison of the current economic picture of waterfront retail and commercial businesses and does not included speculations about future land use and taxation possibilities. Appendix L, the Economics Discipline Report, presents the updated analysis for the Final EIS.

*Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form*

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I-639-001

tunnel, though very appealing, do not offset the negatives. In summary, the price tag is too high for the Tunnel. If we reduce the scope of the project to these fundamental parameters: 1. Which scheme that satisfies the needs at hand are the cheapest. 2. Which scheme that satisfies the needs at hand are the quickest..or rather are faster to implement and impact the existing the condition the least. Then the clear choice is the Elevated Alternative.



**From:** [Susan Rolfe](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Released from eSafe SPAM quarantine: Alaskan Viaduct Project  
**Date:** Monday, September 25, 2006 9:56:15 AM  
**Attachments:**

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Dear Ms Stenberg

**I-640-001** Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

Thank you,  
Susan Rolfe  
10737 Phinney Ave. N  
Seattle WA 98133  
206 999-1049

--  
No virus found in this outgoing message.  
Checked by AVG Free Edition.  
Version: 7.1.405 / Virus Database: 268.12.6/453 - Release Date: 9/20/2006

### **I-640-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

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**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name DENNIS ROSS  
Address 2000 CALIFORNIA AV SW #102  
City SEATTLE State WA Zip 98116  
Email \_\_\_\_\_  
Organization/Membership Affiliations ADMIRAL CO  
(optional)

**Choose a topic**

- |                                                  |                                                         |                                                            |
|--------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> Overall Project         | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Design Choices      | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input type="checkbox"/> Tunnel Alternative      | <input checked="" type="checkbox"/> Seawall             | <input type="checkbox"/> Other _____                       |
- What are your comments about the Project?

**I-641-001**

Improvements to the SR 99 northbound on-ramp from the Spokane Street Viaduct are not part of the scope of the Alaskan Way Viaduct Replacement Project.

**I-641-001**

NO IMPROVEMENT AT THE 99  
NORTH ONRAMP FROM SPOKANE  
ST VIADUC. -- A MAJOR  
CHOKLE POINT FROM W. SEATTLE

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS  
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**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name JAMES ROSS  
Address 3956 SW ARRAYO DR.  
City SEATTLE State WA Zip 98146  
Email \_\_\_\_\_

Organization/Membership Affiliations \_\_\_\_\_  
(optional)

**Choose a topic**

- |                                                     |                                                         |                                                            |
|-----------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives    | <input type="checkbox"/> Design Choices                 | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input type="checkbox"/> Tunnel Alternative         | <input type="checkbox"/> Seawall                        | <input type="checkbox"/> Other _____                       |

What are your comments about the Project?

**I-642-001**

Scale models were not produced for this project. Instead, video animations were produced for both the 2006 Cut-and-Cover Tunnel and Elevated Structure Alternatives considered in the 2006 Supplemental Draft EIS. The animations were shown at the September 2006 public hearings and are located on the project website's library, <http://www.wsdot.wa.gov/projects/Viaduct>.

**I-642-001**

NEED SCALE MODELS TO BETTER VISUALIZE THE OVERALL COMPARISON OF THE TWO MAJOR ALTERNATIVES

**From:** [Nancy Rottle](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** comments  
**Date:** Friday, September 22, 2006 10:35:15 AM  
**Attachments:**

---

Please add my comments on the solutions for the Alaskan Way Viaduct project:

**I-643-001** We have before us alternatives that are not acceptable, in terms of what the alternatives mean for the future of Seattle and its waterfront, as well as in terms of the cost to state taxpayers. There are better solutions, and we need to find them. I urge WSDOT to work more closely with the City of Seattle to develop a broader range of alternatives to find more affordable and palatable solutions to this challenge. Within this range, a transit and street grid approach should be considered.

Thank you,

Nancy D. Rottle, RLA, ASLA  
3632 Ashworth Avenue North  
Seattle, WA 98103

206.632.8090

### **I-643-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [Sharon Royal](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Choices??  
**Date:** Friday, September 01, 2006 9:24:18 PM  
**Attachments:**

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Hello,

I-644-001

Although intuitively I am against replacing the viaduct in any way, I have yet to be presented with enough facts, side-by-side, to make a sound comparison of the choices at hand. I wonder how we, the citizens, can make an educated assessment of any of the options when we don't know the facts? I wonder why a presentation has not been made in the papers and many other very public places stating, *side-by-side*: 1) The real **design and scope** of each project, 2) the estimated **cost** of each project (with real figures), 3) a real estimated **time-table** of construction, start to finish, for each project and, importantly, 4) *Actual specific plans* for routing the **traffic** that now uses the viaduct each day and discussion about how it will impact life in the affected areas. I can't imagine how the mayor, the town council or anyone else can responsibly take a stand one way or another without these 4 pieces of information. Can someone please tell me either, where I can find such information all together, or why this information is not being pushed, visibly, into the public arena?

I-644-002

Opinion-wise, I think the tunnel option is grossly irresponsible for so many reasons including actual costs, costs to the businesses that will be affected, cost in quality of life to those people who use the viaduct daily, cost to all of us who will suffer as a result of the tear-down and construction. Let's take a real hard look at who this expensive beautification project will benefit and wonder together if it is the way we want to spend our money. What *are* the other options? How do they stack up in the ways mentioned above?

Thanks for your reply.  
Sharon Royal

### I-644-001

The "side-by-side" comparative information you've requested for the alternatives under consideration was included in the 2006 Supplemental Draft EIS. The information presented in the 2006 Supplemental Draft EIS is updated in the Final EIS. Specifically, please refer to the following chapters:

**Summary and Chapter 3 - Alternatives Description.** These chapters provide a clear and thorough "side-by-side" comparison of the alternatives currently being considered, including cost of each alternative.

**Chapter 6 - Construction Effects.** Provides a detailed description of the construction effects for each alternative.

### I-644-002

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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three alternatives.



**From:** [Gayle Sammons](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Viaduct comments  
**Date:** Wednesday, September 13, 2006 3:12:01 PM  
**Attachments:**

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I was unable to attend the local public hearing regarding the Viaduct and wish to express my concern over the proposed tunnel replacement as well as tearing it down and building a new one.

**I-645-001** Living in West Seattle I utilize the viaduct frequently as do many other people. I understand that it is suggested that surface streets and I-5 can take up the current viaduct traffic during construction. Have you driven those roads during rush hour of late? Buses are stuck as well as cars with the current traffic. I-5 is a parking lot more often than not...even on the weekends. I cannot imagine what is going to happen when the volume of traffic that daily travels the viaduct must go somewhere else.

I personally would like to see an option which allows the current viaduct to be used during construction of its replacement or retrofit. Additionally, I believe it is in the best interest of people who utilize the viaduct that the new one has access to our City Center.

Thank you for this opportunity to express my concerns.

Gayle Sammons  
4842 46<sup>th</sup> Ave SW  
Seattle, WA 98116  
206.933.6089

### **I-645-001**

Thank you for your suggestion to allow traffic to use the existing viaduct during the construction of its replacement. The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

**From:** [Jason Schmidt](#)  
**To:** [AWV SDEIS Comments; talkback@seattle.gov; jan.drago@seattle.gov;](#)  
**CC:**  
**Subject:** Fw: Alternate Viaduct plan  
**Date:** Sunday, September 17, 2006 1:35:32 PM  
**Attachments:** [mapimageN.gif](#)  
[mapimageS.GIF](#)  
[mapimageLg2.GIF](#)

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<http://www.wsdot.wa.gov/projects/Viaduct/>

[talkback@seattle.gov](mailto:talkback@seattle.gov)

[jan.drago@seattle.gov](mailto:jan.drago@seattle.gov)

**I-646-001** I believe there is an alternative Viaduct replacement plan which I have not seen reviewed and it would provide a cheaper, less painful solution to most issues. This plan would involve building a modern elevated connector from current 99 at Massachusetts Ave to the I-5 / I-90 interchange, and surface connector from I-5 at Mercer St to current 99 route. Then pushing I-5 into the express lanes between I-90 and I-520, which may require further tunneling, but less troublesome and expensive than the waterfront area.

The advantages of this plan would be:

1. Viaduct would remain open during period of construction, reducing impact on traffic.
2. Revitalize waterfront between Massachusetts Ave and Pike Place.
3. Improvements to Alaskan Way and bike path.
4. Provide excellent corridor for light rail service from N. Seattle to S. Seattle/W. Seattle along the old Viaduct route. This would include excellent access to Quest, Safeco, downtown and waterfront.
5. Improve traffic flow to/from Quest and Safeco via ramps to new 99.
6. Improve flow of N/S through traffic on I-5 due to local traffic being routed onto the new 99 which would utilize the current surface I-5 in downtown.
7. Possibly receive more federal funds for impact to I-5 and I-90.
8. Allow the already built rail spur adjacent to Terminal 46 to be utilized.

### **I-646-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your suggestions for an additional project alternative. The project has evolved since 2006, so please refer to the Final EIS for information about the current build alternatives being considered.

Attached are quick sketches of the plan.

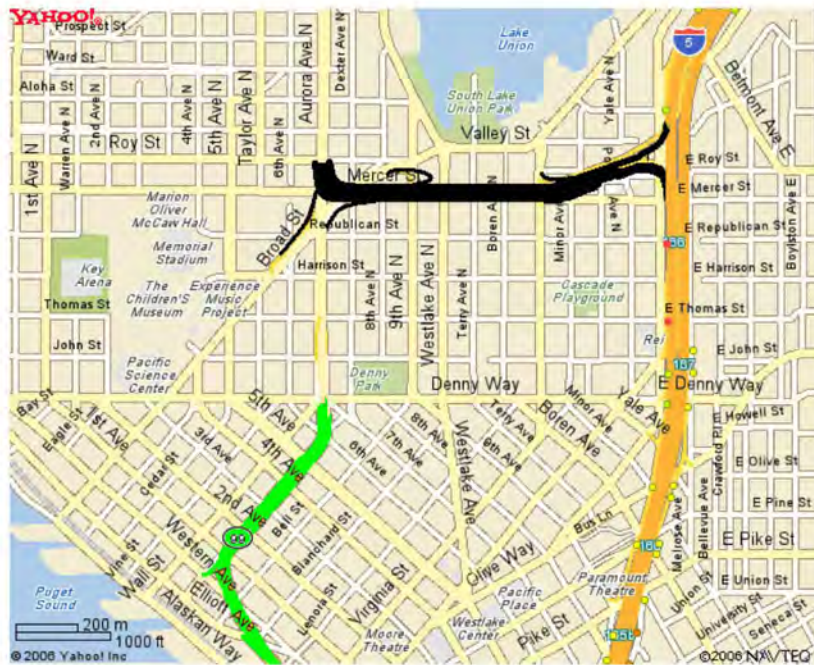
Please feel free to contact me for more info.

Respectfully,  
Jason T. Schmidt

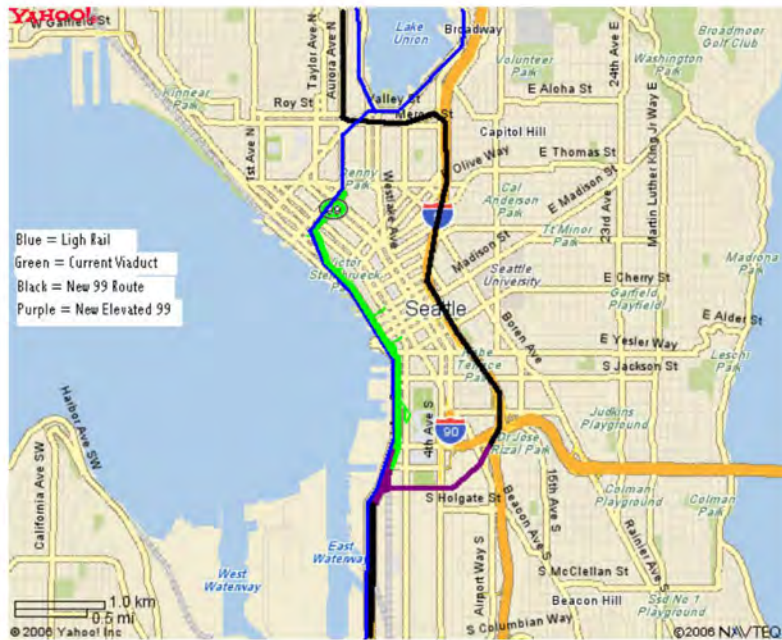
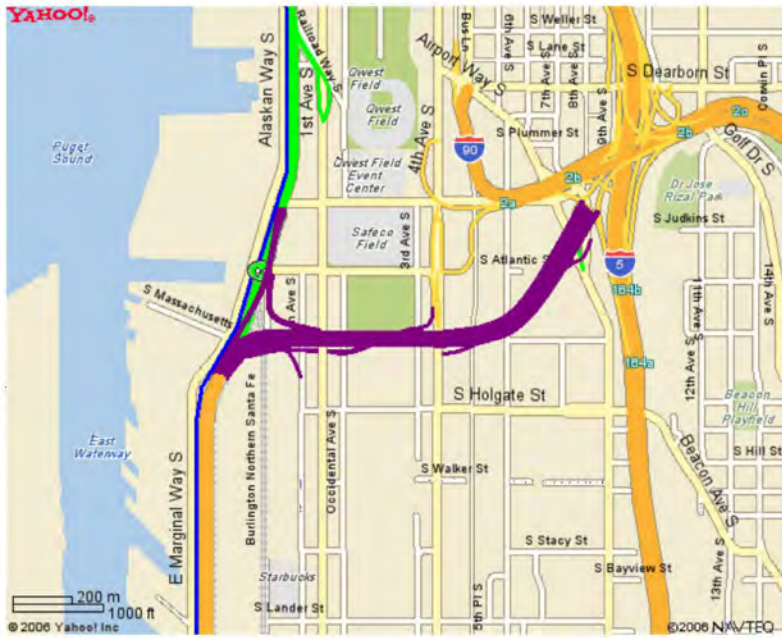
[jtschmidt20@msn.com](mailto:jtschmidt20@msn.com)

206-217-6617 / 360-621-7980

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\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*







**From:** [jpschultz@att.net](mailto:jpschultz@att.net)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:**  
**Date:** Thursday, September 21, 2006 3:42:19 PM  
**Attachments:**

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I-647-001

Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

James Schultz  
1610 35th Av  
Seattle, WA 98122  
206.329.3309

### I-647-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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**Name:** Kaila L. Schweigert

**Address:** 6737 Sycamore Ave. NW

**City:** Seattle

**State:** WA

**Zip:** 98117

**E-mail Address:**

**Affiliation (optional):** self, resident

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**I-648-001**

**Comments:** I expected this to be a public hearing where I could hear the opinions of other residents and users of the Alaskan Way Viaduct. I have been observing this process for quite a while and I expected to come and learn from my fellow citizens of Seattle and those who may also be using the Viaduct route for work, school, etc. The designs and photographs look pretty familiar and I think I saw them at other open houses over the past few years. But I don't see any new designs for a new elevated structure. I assume some new designs were made during the planning charades, but they are not here. What are people envisioning for elevated designs? It seems like it would be a waste of funds if there have only been tunnel-based designs done.

**I-648-001**

There were several boards set up displaying the Elevated Structure Alternative and other information from the 2006 Supplemental Draft EIS. We apologize that you did not find the information you were looking for. The Elevated Structure Alternative is included in the Final EIS, so please see this document for current information about this alternative.

**From:** [pscoccolo@aol.com](mailto:pscoccolo@aol.com)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct Replacement  
**Date:** Monday, August 21, 2006 9:51:34 AM  
**Attachments:**

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**I-649-001** As a top 10 contractor in the heavy highway construction business for over 50 years and a resident of Seattle's Queen Anne hill neighborhood, I am asked by nearly everyone who knows me the same questions about the Viaduct replacement. I tell them all the same thing....I am shocked to see the WSDOT has not come up with a viable bypass route for north/south traffic during the proposed reconstruction of the viaduct or proposed tunnel construction.

On projects that my firm constructs, the first order of business is to either construct or establish a bypass to the construction area for vehicle movement. Those bypasses are designed into the construction plans. The parties involved in planning the viaduct reconstruction have spent millions of dollars to come up with various ways to remove and replace the existing viaduct, but have not come up with a reasonable bypass route for commerce and commuters during the proposed construction. I-5 and downtown Seattle streets are not an alternative as they have proposed them to be. We still haven't seen a reasonable bypass alternative yet, but we have seen several ways to reconstruct the viaduct. Are we putting the cart before the horse?

I am advising all the resident I know in Seattle to vote "NO" on the tunnel proposal and all replacement possibilities until the City of Seattle and WSDOT come up with a reasonable bypass alternative first.

**I-649-002** Growth management has always been done in reverse order in this state compared to other states, and now we are paying the price for our foolish ways. In other states, growth is figured for and roads and infrastructure are built first so that growth can properly occur. In Washington we wait for growth in areas to overwhelm our roads and infrastructure, then we try to solve the mess we have let it become. It's sad that we are always behind and will never catch up to solving our problems due to our attitude towards building needed roads.

#### **I-649-001**

Thank you for your comments. One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on SR 99 throughout the construction period. Current construction plans call for a relatively short (several week) closure during the end of construction to connect the tunnel with the remainder of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

#### **I-649-002**

Comment noted. The project would replace an existing roadway that is seismically vulnerable and at the end of its useful life. The project would not represent new infrastructure built to respond to unplanned growth.

**I-649-003** Transit systems are only a small part of the solution, and in most cities transit systems are built after necessary roads are in place. Since transit is now our political agenda, we have dumped billions of dollars into it just to move the few that can use it. Sound Transit's light rail project (a project my company is working on) will ultimately move a maximum of 25,000 people a day when completed. That is a small fraction of the number of commuters moving through that area every day. In my opinion, that is not an efficient use of tax dollars. In fact, it's a huge waste of money when you consider the amount spent already on the rail project could have solved a majority of our traffic dilemmas in the region. What has been spent on the light rail project to move 25,000 people could have been spent on a bypass freeway around I-405. And keep in mind, commerce can not use transit systems either. Commerce needs roads to service our ever-increasing population in Western Washington.

**I-649-004** It seems very obvious that we need to build another bypass freeway east of I-405 and it has already been designed, but nobody from the WSDOT ever wants to talk about it. It is I-605, and it should have been built 10 years ago. With the money being raised through the gas tax, it seems like an obvious solution to solving much of our congestion throughout King, Pierce and Snohomish counties.

**I-649-005** I was told by a WSDOT representative at a viaduct replacement meeting that I-605 will never be built and that no new general purpose lanes will be built in the near future. They told me the philosophy of the region is to make driving a personal vehicle so inconvenient that people will be forced to take transit, sit in congested traffic or not make trips at all. That is not the quality of life we should have in Washington. We have not built any new general purpose freeway lanes in 40 years in King county, meanwhile our population has grown by almost 4 times in that same period. Where do we put all these cars and the commerce vehicles it takes to service the needs of all of these people? The worst part is that the few freeways we have will need maintenance and rebuilding due to the incredible abuse that they were never designed to be taking. Where do you put the traffic when the maintenance and rebuilding of existing freeways is needed? I-5 is worn out in places throughout the City of Seattle right down to the rebar holding it together right now. Some sections need to be replaced or repaired today, but we are so desperate for open general purpose lanes that we can't take them out of service to repair them. Are we going to be fixing I-5 while the viaduct is under reconstruction when we flood it with an additional 150,000 vehicles a day that are now using the viaduct. This is a likely scenario that the WSDOT knows about,

### **I-649-003**

The alternatives analyzed in Final EIS did not include items other than those directly relating to replacement of the existing viaduct. High capacity transit developments are being addressed by other agencies, specifically Seattle Department of Transportation (e.g., South Lake Union Streetcar), King County Metro (e.g., RapidRide), and Sound Transit (e.g., Link Light Rail, Sounder). Potential fixed guideway HCT alignments that have been developed in the long range plans for these agencies did not include the SR 99/Alaskan Way Viaduct corridor.

### **I-649-004**

The Alaskan Way Viaduct Replacement Project address replacement of a portion of the SR 99 corridor. A freeway east of I-405 is not part of this project.

### **I-649-005**

Your comments are noted. Many roadways in Washington State likely need maintenance work right now. However, the purpose of this project is to replace a portion of SR 99. Please refer to Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report, for information about traffic effects during project construction.



**I-649-005** | but does not want to address, because it will create our worst nightmares.

**I-649-006** | Maybe we should wait another 20 - 30 years to figure out we desperately need at least one more bypass freeway like I-605. By then the property values will be 4-5 times what they are now, and we will be desperate to buy the necessary property to build the roads we need now, and we will have to pay the outrageous prices then. Based on our past, that would be the typical way our government deals with the problem. Our "don't build any new roads" attitude over the past 30 years has now come back to haunt us.

Sincerely,

Patrick Scoccolo  
Manager  
SCI Infrastructure, LLC

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### **I-649-006**

The Puget Sound region has many transportation needs. The Alaskan Way Viaduct Replacement Project is focused on replacing the aging viaduct so that it meets current safety and earthquake standards. Information about other projects WSDOT has underway can be found at <http://www.wsdot.wa.gov/projects>.

**From:** [Keith Seinfeld](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Viaduct seawal - tsunami and climate change scenarios  
**Date:** Monday, August 07, 2006 4:35:56 PM  
**Attachments:**

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Hi -

**I-650-001** I've been wondering if your engineers have discussed how a tunnel (or an elevated viaduct for that matter) would withstand rising sea levels and a minor tsunami. Global warming/climate change scenarios show sea levels could rise a lot in the next century. Anywhere from six inches to two feet is considered fairly likely. And beyond the year 2100, it's possible we'd see as much as a 6 foot rise.

How would the new seawall/tunnel do on high-tide if sea level is 2 feet higher? Would the seawall be higher than the current one? Would it be water tight if we got a minor tsunami in Elliot Bay?

Thanks

--

-----  
Keith Seinfeld  
2601 4th Avenue, #150  
Seattle, WA 98121  
T/206-922-1024

### **I-650-001**

Tsunamis generated by earthquakes of sufficient magnitudes and specific types are rare events. Tsunamis that could adversely affect the Seattle waterfront are extremely rare. In fact, in the last 6,000 years, only one tsunami is known to have occurred with waves of sufficient height to overtop the Seattle seawall. To top the Seattle seawall, this tsunami would also have had to occur during the short time that the sea level happened to be at mean high tide or greater. Taking into account the short timeframe during which the water level would be at or above mean high tide on any given day, we reached the conclusion that a tsunami that could affect a future waterfront tunnel would be so improbable that it could only happen approximately every 60,000 years. This is well beyond the tunnel earthquake design standard and way outside the standard limits applied to civil engineering design. This finding is based on inundation maps produced by the National Oceanic and Atmospheric Administration (NOAA) following computer modeling of maximum credible tsunamis in Puget Sound.

**I-651-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

**From:** [Chahim, Shahnaz](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:**  
**Date:** Monday, September 11, 2006 11:45:03 AM  
**Attachments:**

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**I-651-001** | We feel that replacing the viaduct with tunnel is not a good idea and we can not absorb any tax increase because of this option.

Thanks for your help



**From:** [Philip J. Shaw](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:** [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov); [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov); [richard.conlin@seattle.gov](mailto:richard.conlin@seattle.gov); [david.della@seattle.gov](mailto:david.della@seattle.gov); [jan.drago@seattle.gov](mailto:jan.drago@seattle.gov); [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov); [richard.mciver@seattle.gov](mailto:richard.mciver@seattle.gov); [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov); [peter.steinbrueck@seattle.gov](mailto:peter.steinbrueck@seattle.gov); [murray.edward@leg.wa.gov](mailto:murray.edward@leg.wa.gov);  
**Subject:** Viaduct: Study the alternatives more thoroughly.  
**Date:** Thursday, September 21, 2006 1:35:03 PM  
**Attachments:**

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To my elected representatives and the WSDOT,

**I-652-001** Revised cost estimates on Viaduct options now have both the tunnel plan and the elevated plan appearing to be unaffordable.

What study, independent and thorough, has the state or city done to engender citizen trust on this issue? Nothing I have seen, including the revised cost-estimates, some evidence that these potential-inflationary cost increases were already known about and disregarded, and a flimsy financing plan, have left me as a citizen unwilling to trust that all of the decision-makers have done the appropriate work on the Viaduct replacement issue.

**I-652-002** This morning the news that the Mayor of Seattle, based on these new higher cost estimates, has decided to retract his support of allowing the issue to appear on a public ballot, is further evidence that the citizens of Seattle, King County and Washington State should not trust their elected officials desires for the advancement of either the Viaduct Elevated Replacement or the much-heralded Tunnel Option.

**I-652-003** Neither is an environmentally friendly choice. Neither has been studied to determine if by the time of completion, which we are told is somewhere between 2019 & 2022, will be a viable transportation corridor/component in terms of capacity or even possibly outmoded in it's envisioned design. As Mayor Nickels is fond of saying, we shouldn't shackle future generations with our mistakes. What has been done to determine that by 2022 the tunnel

### **I-652-001**

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

### **I-652-002**

Selection of the preferred alternative was made after consideration of many factors, including the advisory vote. Please see Chapter 2, Alternatives Development, in the Final EIS for a summary of the project history.

### **I-652-003**

Extensive modeling has been conducted to project future traffic volumes on SR 99 in the planning year 2030. The project will maintain the mobility, accessibility, and traffic safety in the corridor under all of the

- I-652-003** | will not need to be shut down to retrofit for mass-transit or shipping options? (see Downtown Bus Tunnel.)
- I-652-004** | Also the often mentioned "pedestrian-friendly waterfront environment" that the Nickels administration says will be created through the tunnel option has not been studied with an eye towards how the city can maintain services and safety in expanded public areas/parks. Seattle is not currently able to maintain and service it's existing parks or keep them safe for the majority of it's population.
- I-652-005** | I urge you to develop a range of lower cost alternatives for viaduct replacement. Open the discussion to experts and authorities without vested interest in the outcome, and determine through research a proper model for our future. This should include the Transit + Streets approach, where all the available capacity in the transportation network is considered. This is one alternative, that has already had initial study and independently verified support of the research, that will save us money, provide increased mobility for everyone in the area, improve transit service, and help meet greenhouse gas reduction goals, while allowing a more balanced budgetary approach to maintaining an open waterfront for all.
- I-652-006** | Without considering all the information or by taking the public's direct vote out of the process you are unable to ensure a truly democratic process for this very important component of Seattle's and the state of Washington's, environmental and economic future.

best,  
Philip Shaw

[pj.shaw@100cameras.com](mailto:pj.shaw@100cameras.com)

alternatives. Please see the Final EIS for the current transportation modeling analysis for all the proposed build alternatives.

**I-652-004**

With the preferred Bored Tunnel Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle. This project is not studying the City of Seattle's ability to maintain or keep its public open space facilities safe as part of the EIS.

**I-652-005**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**I-652-006**

An advisory vote took place in 2007 before the Partnership Process that led to development and recommendation of the preferred alternative. Please see Chapter 2, Alternatives Development, for a summary of the project history and development of the build alternatives.

**From:** [JESSIE SHAWVER](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** comments  
**Date:** Thursday, September 21, 2006 1:03:30 PM  
**Attachments:**

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**I-653-001** | The tunnel plan and the elevated plan aren't affordable, and neither is an environmentally friendly choice. Please develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

Thank you,  
Jessica Shawver  
919 N 76th St  
Seattle, WA 98103

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Express yourself with gadgets on Windows Live Spaces [Try it!](#)

### **I-653-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form**

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**Name:** Valerie Shubert

**Address:** 1420 Western, #409

**City:** Seattle

**State:** WA

**Zip:** 98101

**E-mail Address:** bg590@scn.org

**Affiliation (optional):** downtown resident

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- I-654-001** | **Comments:** (1) I have requested further information about the geological and archaeological surveys of the sites. Since I haven't yet got these, I can't adequately comment specifically: but in general, I would like more information of how landfill soils will be 'improved' to lessen the risk of liquefaction in earthquakes and other seismic events (There are several active volcanoes in Cascadia, after all). Also, if an archaeological site is discovered (very likely), what are the plans? Salvage archaeology? (2)
- I-654-002** | Representation of landscaping is somewhat sketchy. I don't
- I-654-003** | much care for the amount of open, unshaded space indicated. The waterfront is already unbearably bright and hot at various times--reducing the numbers and placement of trees is not desirable. Trees not only provide needed shade but break winds, which in wintertime is sometimes a serious problem. There should not be any open, unshaded turf. Shortgrasses are not native to the area, require excessive care (and too often irrigation in summer), become saturated in rain, and are generally unworkable. The vines that're depicted as being removed should rather be spread to open spaces. They require significantly less care, and are native. Bushes (particularly flowering bushes) would also be useful, but they must be carefully selected for minimum tending requirements and hardiness in areas with occasional saltwater spray. Also (still on the subject of biological mitigation), there's no indication of alternate habitats for animals that use the present viaduct as a home and/or temporary perch. There need to be bat houses, structures with crevices and crannies, etc for birds and small terrestrial animals. I suggest you consult with biologists on this matter, and (specifically regarding bats) consultation with Bat Conservation International ([www.batcon.org](http://www.batcon.org)) might be
- I-654-004** |

**I-654-001**

Thank you for your interest in commenting on the 2006 Supplemental Draft EIS. The communications team e-mailed you on September 20 and 21, 2006, to follow up on your request for further information. Additional geotechnical and archaeological studies are being performed throughout the design process. This information can be requested from the project office.

With regard to liquefaction, the proposed structures will either be designed to withstand the liquefied conditions or soil improvement will be performed. Permeation grouting, compaction grouting, compensation grouting, ground freezing, and underpinning are all under consideration. Depending on the alternative selected, existing structures, utilities, and right-of-way, a combination of these techniques will likely be used. Please see the Final EIS for current information about the soil improvement methods proposed for the project.

**I-654-002**

The lead agencies developed an Unanticipated Discovery Plan to plan for the possibility of discovering archaeological resources during construction. The Final EIS Appendix I, Section 106: Historic, Cultural, and Archaeological Resources Discipline Report, describes the steps that would be taken if any archaeological resources are encountered.

**I-654-003**

The level of landscape design developed for an EIS is typically schematic. Specific details about many landscaping aspects of the project will not be addressed until later phases of the project. However, the City of Seattle has very specific standards and guidelines that will guide the design of landscapes within the project corridor. Elements such as plant species, spacing, size, and other specific character will be designed according to the city's standards. These standards encourage use of plants, materials, and methods that result in sustainable

**Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form**

I-654-005

I-654-006

I-654-007

I-654-008

beneficial. (3) Mitigation seems to be largely aimed at automobile users, and not so much for bicyclists, downtown residents, pedestrians, transit users, etc. People require access to the waterfront 24 hours a day. They need to be able to walk down from downtown. They need to be able to do so without dazzling and disabling lights shining in their eyes, large amounts of dust and exhaust in the air (even at present, it's rare to be able to smell the saltwater even as close to the shore as 1st Avenue.), noises, maze-like walkways, etc. (4) I'm told there is coordination of construction, removals, etc with the railway tracks and tunnel. I'll believe that there is, but I don't see it on the displays. For example, if there is a derailment in the tunnel, what procedures are there to evacuate the construction sites? When the tunnel is finished, what evacuation procedures will be available? (5) More generally regarding emergency procedures, what happens if there's an earthquake during construction? A fire in the tunnel? A toxic gas spill resulting from a train derailment? An explosion at the grain silos? Disaster planning is an important part of any project, but I see little evidence of it. Doubtless there are disaster plans--I'd like to be informed of them. (6) Construction sites must be carefully designed to avoid dangers to area residents and passersby. Lighting must be carefully shielded so as not to throw light into adjacent neighborhoods. This includes lights on cranes, which should be visible but not dazzling, since many surrounding neighborhoods are at a higher elevation. Sound baffles need to be as efficient as possible at all times of day and night. There is no sound so penetrating as a jackhammer, and many downtown residents are nocturnal, so that scheduling construction during 'business hours' does not only discommode businesses. Dust mitigation is especially important, as many downtown residents are elderly and disabled, and asthmatic and bronchial problems are easily aggravated. Similarly, walkways need to be accessible to people with walkers and wheelchairs, and crossing lights need to be timed to allow slow movers to cross safely (this includes families with children in strollers, who often need to race across at great hazard to themselves and others.) (7) Several displays suggest relocation of the waterfront fire station. In case this idea has not been completely abandoned, it should be. That fire station is the main downtown fire station, and is essential to

landscapes, minimize maintenance, reduce the need for irrigation, and in general require the consumption of less energy than traditional landscapes.

**I-654-004**

Bats are very adaptable animals capable of utilizing man-made structures when there is a lack of natural habitat. Although there would be a potential decrease in the amount of habitat with the Bored Tunnel or Cut-and-Cover Tunnel Alternatives, there are a number of other alternative areas available in the general area, including the railroad tunnel, building alcoves, and overwater structures. A similar amount of habitat would likely be available under the Elevated Structure Alternative as currently exists along the waterfront. See the Final EIS and Appendix N, Wildlife, Fish, and Vegetation Discipline Report, for current information about project effects on wildlife and proposed mitigation measures.

**I-654-005**

Information about mitigation strategies can be found in Chapter 8 of the Final EIS. Strategies include addressing transit, bicyclists, pedestrians, and parking. The lead agencies plan to maintain access to the waterfront throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable.

**I-654-006**

The tunnel used by trains is a separate tunnel from the tunnel proposed to replace the Alaskan Way Viaduct. In cases where construction takes place near the railroads, the design and construction procedures will be coordinated closely with the railroads. These discussions have already begun. The coordination will include procedures for communicating and

***Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form***

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I-654-009

safeguarding downtown buildings, including quite a bit of housing. Secondary concern: crossing routes into downtown from that station are limited, and must be kept open during all stages of construction.

responding to an accident on either the part of the railroad or the construction contractor.

**I-654-007**

Emergency procedures during tunnel operation have not been developed yet. However, the 8-foot shoulder would provide access to emergency tunnel exits, which would be provided every 650 feet. Also, the tunnel would be equipped with ventilation, a fire detection and suppression system, and drainage. Video cameras would provide real-time information to the operators at the tunnel control center, allowing them to respond quickly to changing conditions and emergencies.

Emergency procedures to be followed during construction have not been specifically developed as yet. This will occur once a final design is completed. The Occupational Safety and Health Administration (OSHA) will monitor construction for compliance with national safety standards. Emergency procedures will be developed, and the construction workers will be required to follow them. Specific disaster plans will be developed once an alternative is selected. For the safety of the workers, the plans may not be made available generally to the public.

**I-654-008**

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. Mitigation measures addressing noise, parking, traffic, dust, and other factors are included in the Final EIS and appendices. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods.



From: SCN User [mailto:bg590@scn.org]  
Sent: Wednesday, September 20, 2006 12:36 AM  
To: WSDOT Alaskan Way Viaduct  
Subject: Additional Comments on the potential tunnel replacement for the Viaduct

I've had a little time to review various documents (though I still haven't heard back on my request for the technical supplements for the EIS), and here are some preliminary additional comments: (1) Tunnel lighting should be set up so that lighting near the mouths of the tunnels is variable, and responds to outside lighting. Lights should slowly fade going into the tunnel, and strengthen going out, to avoid drivers being suddenly plunged into darkness or bright light. (2) Internal tunnel lighting needs to be indirect, and so disposed that it doesn't shine in the eyes of drivers, navigators, etc, regardless of cab height. Mercury vapor and/or halide lights should be avoided, and the light level inside the tunnel should be as near as possible to an overcast day, not a sunny day. Whatever lighting method is used, avoiding bedazzlement is the most important issue. (3) There has been some talk of adjusting weight limits for trucks passing through the tunnel. Though a good idea, this is not sufficient. In addition to something resembling the weigh stations on some interstates, there may need to be speed limit adjustments, limitations on certain cargoes, etc. It might also be a good idea to assess driver alertness. Too many large vehicle accidents in the past few years have been associated with overbooked drivers cutting corners in an attempt to meet unrealistic schedules. Not sure how this could be done, but there've been some attempts at self-policing by the truckers themselves, so it might be incorporated into the system at this point. That's all I've got for now: more later, perchance. Valerie Shubert/1420 Western, #409/Seattle, WA, 98101 bg590@scn.org Beware of people who surrender gracefully. Odds are they've surrendered before...and they're still around.

I-654-010

I-654-011

I-654-012

#### I-654-009

Under the current project design, Fire Station 5, located at the west end of Madison Street, will remain where it is. Both the land-based emergency services and the fireboat service will remain in place at Pier 53. The means to maintain access to and from the fire station during construction will be developed prior to construction.

#### I-654-010

The communications team e-mailed you on September 20 and 21, 2006, to follow up on your request for further information.

#### I-654-011

Tunnel lighting is being designed with the concerns you have raised in mind.

#### I-654-012

Following the Nisqually earthquake of February 2001, weight restrictions requiring truck traffic to use only the outside lanes of the SR 99 corridor were established. These current weight restrictions are not expected to be carried forward under the Bored Tunnel Alternative, as this facility would be built to state design standards, which exceed those used for the current Alaskan Way Viaduct.

The bored tunnel would have state-of-the-art systems to help reduce fatalities, injuries, and property damage caused by traffic accidents. The tunnel would provide emergency access, evacuation routes, ventilation, and fire suppression systems in accordance with the National Fire Protection Association standards and other codes and regulations.

The Bored Tunnel Alternative would also include some intelligent transportation systems (ITS) components, such as electronic sign boards, signage, and related fixtures to provide real-time traveler



information to enhance safety. Improvements in the south and north portal areas could include the following ITS components:

- Variable message signs
- Overheight vehicle warning signs with flashing beacons
- Portal traffic signal
- Tunnel closure gate
- Tunnel closure sign
- Detection loops
- Surveillance cameras
- Ramp meters
- Tolling system equipment (if needed)

In the tunnel itself, the following ITS fixtures are likely to be installed:

- Variable message signs
- Detection loops
- Emergency telephones
- Incident detection cameras
- Surveillance cameras
- Maintenance telephones

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS  
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name Ananta Sivam  
 Address 810 So. Southern St.  
 City Sea. State Wa. Zip 98108  
 Email \_\_\_\_\_  
 Organization/Membership Affiliations (optional) CITIZEN

**Choose a topic**

- Overall Project
- All of the Alternatives
- Tunnel Alternative
- Elevated Structure Alternative
- Design Choices
- Seawall
- Construction Impacts & Mitigation
- Traffic Impacts & Mitigation
- Other Environmental Impact

**What are your comments about the Project?**

*This presentation shows me very little about the environmental impacts of the project. For Instance; what provisions are there for ventilating the exhaust from 1,500 gridlocked cars and supplying fresh air? How about the discharge outlet(s)? The environment near the outlets will be affected. Also, redundancy of vent system... power supply needs to be independant of the city grid.*

I-655-001

**I-655-001**

The air quality impacts of the ventilation stack and tunnel portal releases are fully disclosed in the 2006 Supplemental Draft EIS. Further analyses have been conducted and are included in the Final EIS and its Appendix M, Air Discipline Report. The tunnel's ventilation system is sized and designed to ensure that peak air quality levels within the tunnel will not exceed regulatory required levels, even under breakdown conditions. The electric power needed for the ventilation system will likely be a part of the city grid and would have back-up generators in case the power supply is interrupted.

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS  
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

**Contact information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.  
 Check here if you would like to be added to the project mailing list.

Name SMITH, JAMES T.  
Address 1410 11th AVE. WEST  
City SEATTLE State WA Zip 98119  
Email N.A.  
Organization/Membership Affiliations (optional) N.A.

**Choose a topic**

- |                                                             |                                                                    |                                                            |
|-------------------------------------------------------------|--------------------------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> Overall Project         | <input checked="" type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input checked="" type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices                            | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input type="checkbox"/> Tunnel Alternative                 | <input type="checkbox"/> Seawall                                   | <input type="checkbox"/> Other _____                       |

What are your comments about the Project?

I-656-001

\* HAVEN'T READ DEIS. PROBABLY WON'T. IMPRESSIONS OF PROJECT AND ITS IMPACTS DERIVED FROM MEDIA & YOUR BOUNDED HEARING DISPLAY. I OPPOSE TUNNEL & NEW ELEVATED STRUCTURE. I SUPPORT RETRO/REPAIR OF EXISTING STRUCTURE. IF THERE IS TO BE A BANDWIDTH MEASURE TO DETERMINE PUBLIC SENTIMENT ON VIADUCT SEAWALL PROJECT IT MUST INCLUDE ALL ALTERNATIVES INCLUDING, BUT NOT LIMITED TO, RETRO/REPAIR OF EXISTING STRUCTURE. EIS MUST SIMILARLY TREAT ALL ALTERNATIVES TO BE DEEMED ADEQUATE

\* ALSO, EIS & COMPUTER SIMULATIONS MUST ACKNOWLEDGE AND EVALUATE LOSST DEAN AND VIEWS FROM EXISTING ELEVATED STRUCTURE NOW ENJOYED BY PUBLICS.  
P.S. THIS FORM HAS IN A DEQUITE SPACE FOR COMMENTS

**I-656-001**

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

The 2004 Draft EIS included Rebuild and Surface Alternatives, and those alternatives were screened out in the project development process. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

**From:** [Michael Snyder](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Viaduct proposal  
**Date:** Thursday, September 21, 2006 2:16:56 PM  
**Attachments:**

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**I-657-001** | I urge you to consider another option. Don't build a tunnel and don't build an elevated structure.

Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

Thank you,  
Michael Snyder  
Resident of the Ballard neighborhood of Seattle

### **I-657-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** jsnorthw@aol.com [mailto:jsnorthw@aol.com]

**Sent:** Thursday, September 14, 2006 7:43 PM

**To:** WSDOT Alaskan Way Viaduct

**Subject:** AWV Feedback

Sent from:

James Stephens

Address:

411 Strander Blvd. #306

City:

seattle

State:

WA

County:

King County

Zip:

98188

Email:

jsnorthw@aol.com

Phone:

206-575-1122

Comments:

I-658-001

I favor an ABOVE GROUND replacement for the Viaduct. The tunnel alternative is simply too expensive. There are other projects in King County that need attention and Seattle/King County does NOT have a good record of doing any type of public project well and within budget.

### I-658-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

*From: RACHELLE JEFFERSON*  
*To: AWVSDJFS Comments;*  
*CC:*  
*Subject:*  
*Date: Sunday, July 30, 2006 9:10:08 AM*  
*Attachments:*

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I-659-001

We have dragged this on long enough!!! Having this replaced will be a major disruption to traffic, duh? tell us something we don't know.. But this disruption will be minor compare to the alternative. We **ALL** know this needs to be done and the longer we drag this on the more waste of tax payer dollars!!! This is beginning to sounds awfully familiar to another waste called the Monorail. We **THE** TAXPAYERS really got our **MONEYS WORTH** there didn't we?

I guess when it's someone else's money... waste means nothing, but hey that is our government at its finest.

Rachelle

### I-659-001

The lead agencies agree that the viaduct needs to be replaced in a timely and financially responsible manner. As you noted, construction will be disruptive to traffic. The Final EIS describes the temporary construction effects and mitigation in Chapters 6 and 8, respectively.

**From:** [Robert Stephenson \(Jones Lang LaSalle\)](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Alaskan Way Viaduct replacement comments  
**Date:** Tuesday, September 12, 2006 11:41:48 PM  
**Attachments:**

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Comments on my preferences since I can't make any of the meetings this week:

**I-660-001** Bury it and re-claim the water front!

It is important that we plan for the near and far future. Large and expensive infrastructure projects like the Viaduct replacement can often be outdated by the time they are complete. Only by doing something monumental, bold, and creative do we make real positive forward progress. Often this means the difficult, long, and more expensive approach. But this is the only money worth spending. It is the difference between a patch job and an improvement.

If necessary, selectively develop some of the key valuable water front parcels for appropriate projects and developments to make the financial picture work for Seattle. The worst thing we can do is to re-build a bigger wider, and more obscene freeway along our waterfront.

Make Seattle a special and visionary City by giving it a world class water front!

Rob Stephenson, Project Manager - Jones Lang LaSalle  
(425) 707-1729 (206) 501-1333 (cell) (425) 706-7329 (FAX)  
[robert.stephenson@am.jll.com](mailto:robert.stephenson@am.jll.com)  
[v-steph@microsoft.com](mailto:v-steph@microsoft.com)  
J Microsoft Way, Redmond WA 98052

### **I-660-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 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 2006, please refer to the Final EIS for current information.



**From:** [Ciara Stewart](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Sustainable Solution for the Seattle Viaduct  
**Date:** Thursday, September 21, 2006 12:52:18 PM  
**Attachments:**

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Dear Ms. Stenberg,

**I-661-001** Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

**I-661-002** Please read the following report by the Congress for New Urbanism about the project:

**Expert report: Removing Seattle viaduct is viable**  
September 12, 2006

**Report Finds Flaws in Alaskan Way Viaduct Traffic Analysis Used by WSDOT**

Engineers conclude that adequate street capacity makes not rebuilding the viaduct a "viable option" and call for analysis to be corrected for Seattle to make an informed decision on its Alaskan Way options

Traffic experts who have conducted a thorough review of the Washington State Department of Transportation's analysis of the "no-replacement option" for the damaged Alaskan Way Viaduct have found significant flaws in that analysis, including the use of exaggerated estimates of future downtown street traffic and misleading conclusions about the amount of truck traffic on the viaduct.

The review by engineers Norman Marshall and Lucinda Gibson, PE of Smart Mobility reveals that WSDOT has used this flawed analysis to support its position that the viaduct should be rebuilt as an elevated structure and that a "no-replacement" alternative should be ruled out. Read the full report.

A review of data prepared for WSDOT shows that removal of the viaduct would cause traffic to redistribute in a variety of ways, say Marshall and Gibson, as drivers choose

### **I-661-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

### **I-661-002**

Thank you for sharing this article. The lead agencies have conducted a thorough analysis of alternatives as described in Chapter 2 of the Final EIS. Please refer to Appendix C, Transportation Discipline Report, in the Final EIS for updated information regarding traffic analysis in the corridor.



I-661-002

different routes and destinations. The engineers conclude that downtown street network has additional capacity and that the impact of a no-replacement option on these streets "is likely to be manageable." In fact, WSDOT is already working on this challenge as it plans to manage traffic during Alaskan Way project construction, note the authors.

While Marshall and Gibson call the "no-replacement" alternative studied by WSDOT a "coarse" version of the option to replace the viaduct with improved streets and transit service, they say that existing data show even the coarse option to be viable.

The report has some strongly worded findings about WSDOT's misuse of data to create myths that have distorted the debate over what to do with the Alaskan Way viaduct. "In the debate on the Alaskan Way Viaduct, WSDOT has done the public a disservice by stressing in their communications simplistic and wrong-headed myths about the transportation system," write Marshall and Gibson. "The picture they put forward is that more than 100,000 vehicles use the AWW to pass through the downtown, that a large portion of these vehicles are trucks essential to the region's economy, and that without replacement, these vehicles would all divert onto downtown streets and cause catastrophic congestion. In fact, WSDOT's own data show that most current peak period AWW traffic is not through traffic, that few of the vehicles are trucks, and that most of the trucks are also accessing downtown. WSDOT has not bothered to seriously analyze downtown street capacity."

Marshall and Gibson take special exception to the traffic projections in WSDOT's environmental impact statement for the no-replacement alternative. Although the Puget Sound Regional Council transportation model shows "little or no growth" in traffic on SR 99 ramps and local streets in 2030 because of growth in transit use, WSDOT chose to adjust the traffic estimates in these models upwards by 5 to 30 percent when considering the AWW options. The authors say WSDOT holds up its computer models like "the Wizard of Oz, saying the model says this, and we must accept it." But in truth, WSDOT has adjusted the models with inflated traffic to fit their "mental models."

WSDOT calls this practice "conservative," but the authors note "this suggests that only the risk of building too little capacity is considered, and not the risk of purchasing too much capacity at an extravagant cost."

CNU President John Norquist said the phenomenal cost of both rebuilding the elevated freeway and replacing it with a tunnel means the people of Seattle deserve to have the best information possible on a surface-streets-and-transit option that may prove very beneficial. "This transportation review shows that the experience of San Francisco, Portland, and Milwaukee deserves serious consideration in Seattle. Given how traffic has redistributed and how neighborhoods have come back to life, it's hard to find anyone in these cities who would consider rebuilding the elevated freeway or digging a big tunnel."

In order for Seattle to make an informed choice, WSDOT needs to correct a number of

I-661-002

flaws in its no-replacement proposal, says the report. The revised model should:

- Use accurate downtown traffic volume projections instead of inflated volumes,
- Provide a detailed surface Alaskan Way with desirable urban speed (30 m.p.h.) and design features,
- include an improved distribution system to the north and south so that SR-99 traffic can smoothly reach parallel streets,
- include the increases in transit service that Seattle will soon be experiencing, and
- run the full model including the mode choice model to get proper transit forecasts.

Marshall and Gibson were hired by two national public-interest groups, the Congress for the New Urbanism and the Center for Neighborhood Technology, both based in Chicago, which have a grant from the SURDNA foundation to help evaluate the results in cities that have replaced elevated freeways with boulevards and other street improvements and to apply those lessons to cities that are considering what to do with elevated freeways in their downtowns. Smart Mobility's experience includes transportation and planning analysis for the state departments of transportation in New York, Minnesota, Georgia, and New Hampshire among other clients.

The Congress for the New Urbanism is the leading organization applying the principles of city and town design to today's development challenges. Working with architects, planners, transportation engineers, CNU advances walkable, compact neighborhood development as an alternative to sprawl.

For more information, contact Stephen Filmanowicz, CNU, 312-551-7300

Thank you for your consideration.

Sincerely,

Ciara Stewart

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**CIARA STEWART**, Client Services, Sustainability Specialist  
Fusionpartners, LLC  
3131 Western Suite 423  
Seattle, WA 98121  
Office: 206.264.7707 Ext. 7#  
[www.fusionhappens.com](http://www.fusionhappens.com)

**From:** [Angela Storey](#)  
**To:** [AWV SDEIS Comments](#)  
**CC:**  
**Subject:** Comments on Viaduct planning  
**Date:** Thursday, September 21, 2006 3:37:33 PM  
**Attachments:**

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**I-662-001** I write in order to urge you to develop alternatives for viaduct replacement, including the Transit + Streets approach which considers all available capacity in the transportation network to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area instead of through this single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for our city.

Angela Storey  
Seattle, WA 98105

### **I-662-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.



**From:** John Storz  
**To:** AWW SDEIS Comments  
**CC:**  
**Subject:** AWW Replacement Justifications  
**Date:** Friday, August 04, 2006 7:41:49 PM  
**Attachments:**

Sorry - I ussed the wrong address on my first transmission  
10628 32 nd Ave SW  
Seattle WA 98146-1706  
July 4, 2006

**To:** Members Of Seattle City Council  
Mayor Greg Nickels (at his exclusive web site)  
Washington State DOT AWW Project  
**cc:** 34th District Legislators  
King County Executive Ron Sims  
King County Council Person Larry Phillips  
**Subject:** AWW Project Justification Statements

I-663-001

It alludes me why the Mayor, the City Council, and Doug MacDonald (WSDOT) would state that the tunnel concept was the preferred alternative when one or more alternatives have the ability to meet the AWW replacement goals. There is major community/voter disagreement with these positions which, in my opinion, only represent the addressees until a vote is held.

These opinions of elected officials is particularly confusing when the EIS draft update has the following statement: "The project goals and screening criteria were BETTER MET BY OTHER ALTERNATIVES (such as Rebuild, aerial, and now the Elevated Structure Alternative) that propose to replace the viaduct with a double-level structure, minimizing the width required for an aerial structure along the central waterfront". (emphasis added)

I-663-002

The Mayor seems determined to force a two -level tunnel down the throats of Seattle to meet his personal vision for ECONOMIC DEVELOPMENT OF THE WATERFRONT. This is a vision that will enrich a few at the expense of tax payers from many jurisdictions in and around Seattle.

In his view a viaduct is ugly, and the tunnel alternative would provide a place for downtown workers to lunch and relax, and be a destination for tourists. It is obvious that his views are vastly overstated with little or no support.

The Mayor apparently doesn't acknowledge media findings that most downtown workers have a half hour lunch and either bring lunches from home or use local fast food outlets. Work often continues while eating at their desks. Walking time from the centroid of downtown workers would take the majority of allotted lunch time.

Again the Mayor vastly overstates the current and potential future attraction of the waterfront to tourists. With three or four ships docking near downtown, the current tourist attractions are not overloaded. And if Pier 91 becomes the center for cruise ships, the waterfront will receive little impact from that source. With surrounding communities

## I-663-001

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. It meets project goals better than other alternatives and with fewer impacts. This is not to say other alternatives do not meet the goals, just that the Bored Tunnel Alternative meets them better.

## I-663-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. As a result of the comments received on the 2006 Supplemental Draft EIS, additional planning and analysis was conducted and presented in the 2010 Supplemental Draft EIS.

After the 2006 Supplemental Draft EIS was published, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2006, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2006 Supplemental Draft EIS, subsequent Partnership Process, and the analysis presented in the 2010

I-663-002

developing convention center facilities in lower cost areas, the viability of major increases in future tourist visits is in question.

The media has also found that cruise ship tourist primarily make only short stops, if any, in Seattle to support connection with ships and exiting transportation.

It is difficult to fathom any type of new economic development with a tunnel that doesn't vastly enrich only a few property owners, developers and businesses. It is not hard to imagine the rush to build 70 story, luxury offices/condos West of First Avenue. A WINDFALL !!! AND FUNDED BY THE PUBLIC FOR THE FEW !!!!

The need for park facilities for the expanding number of high-price downtown condos should have been considered by the City long ago before adopting an ultra high density planning view of downtown !!! The waterfront will never be a Central Park. And the existence of Myrtle Edwards Park has not entered City evaluations!! These residents bought into limited or no park conditions with their desire to be Downtown. No Tears Please !!!

This is one of a number of AWW comment and EIS input messages that I will be sending.

Sincerely  
John Storz  
206-244-1941  
E Mail: [jtstorz@verzon](mailto:jtstorz@verzon)

PS: I believe that I am already on mailing lists of all addressees.

Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

From: John Storz  
To: AWW SDEIS Comments  
CC:  
Subject: AWW Tunnel Safety and Security  
Date: Friday, August 04, 2006 7:46:25 PM  
Attachments:

Sorry !!! First transmission was sent to the wrong address

10628 32 nd Ave SW  
Seattle WA 98146-1706

August 4, 2006

To: Members Of Seattle City Council  
Mayor Greg Nickels (at his exclusive web site)  
Washington State DOT AWW Project - Attn: Kate Stenberg  
cc: 34th District Legislators  
King County Executive Ron Sims  
King County Council Person Larry Phillips  
King County Council Person Dow Constantine

Subject: Safety and Security Issues For Replacement Of the AWW

I-663-003

There appears to be no means in the EIS or other global documents where the very important issue of tunnel Safety and Security is addressed, and documented for public vetting of the two viable alternates for replacing the current AWW (viaduct or tunnel).

The stacked tunnel alternate is obviously the prime candidate for in-depth safety and security analysis before any final voter decision is made (November 2006 or a later vote). Egress from the lower South bound tunnel lanes is the most critical issue, and the upper North bound lanes are somewhat less critical but not immune to egress problems. The ability of persons of all ages and physical capability to ascend from the lower tunnel is highly questionable even if personal exits are placed at frequent intervals (assuming stairway exits).

The EIS merely has minimal statements indicating that ventilation, lighting and pumping systems will be included in the design. THIS IS NOT ADEQUATE, and doesn't present a warm fuzzy feeling to those who are knowledgeable in the disciplines of safety analysis. Totally redundant systems are very expensive and their usefulness even in a maximum negative environment is also questionable. There is no indication in the draft EIS that backup systems are planned. There are two many real world examples to state that single, fool proof systems can be created.

I-663-004

Natural Disasters

Although tunnel design requirements for major earthquakes are expected, there is no assurance the foundation and wall/seawall design will act as predicted in the variable earth conditions in the area. Leakage or rupture is certain to occur !! A

### I-663-003

Please see the Final EIS for current information about the emergency systems proposed for the tunnel alternatives. Specific emergency rescue plans to be used by emergency service providers during tunnel operation will be developed once the final design of the project is complete. The lead agencies have coordinated with emergency service providers throughout preliminary design of the project and will continue to coordinate with emergency providers as the project heads toward construction and operation. The emergency evacuation system for the tunnel will be approved by the Seattle Fire Department and will be based on local and national standards for public safety.

### I-663-004

The design criteria calls for the tunnel to resist forces similar or greater than those experienced in the Nisqually Earthquake (February 2001) without cracking or rupturing of reinforcement. The tunnel will be designed to withstand the extreme forces of an earthquake with an expected recurrence of 2,500 years (termed a Rare Earthquake). This is based on sophisticated design analysis and 3D earth-structure interaction analysis using specialized software.

See the Final EIS for current information about the design of the preferred Bored Tunnel Alternative.

I-663-004 | timed egress such as used in aircraft design should be the minimum validation of egress systems !!! .

I-663-005 | Global Unrest Issues  
For obvious reasons I will not address the many scenarios related to this condition in the World, but any tunnel design is by nature of its features highly vulnerable to a large loss of life.

Recommendation

The tunnel design begs for a thoroughly vetted technical analysis of various scenarios and the ability of a design (prior to construction) to structurally survive and afford egress for most persons trapped in the tunnel. The nuclear industry uses a process called "Maximum Creditable Accident" which can be adopted perform a safety analysis. THE STACKED TUNNEL DESIGN BEGS FOR SUCH A STUDY PRIOR (1) TO START OF DESIGN AND CONSTRUCTION, AND (2) ANY PUBLIC ELECTION NECESSARY TO APPROVE FUNDING !!! Any preliminary and final design costs estimates for a tunnel must be based on a design with maximum human safety and security.

Sincerely  
John Storz  
206-244-1941  
E Mail: jtstorz@verizon.net

**I-663-005**

Comment noted. The design of the tunnel has been guided by a Fire and Life Safety committee comprised of tunnel ventilation, security, and structural experts that have taken into consideration the latest safety codes and national and international design experience. The tunnel will be designed to withstand the extreme forces of a "Rare Earthquake," that is, one with an expected probability of recurrence only once every 2,500 years. The tunnel will provide emergency egress and will be monitored with state-of-the-art surveillance systems. Please note that the preferred alternative for this project is the Bored Tunnel Alternative. Current project information can be found in the Final EIS.



**From:** John Storz  
**To:** AWW SDEIS Comments; Tom Rasmussen; Sally Clark; Richard McIver; Richard Conlin; Nick Licata; Jean Godden; Jan Drago; David Della; Peter Steinbrueck;  
**CC:** Ron Sims; Larry Phillips; Rep Joe McDermott 34th; Sen Eric Poulsen; Cody, Rep Eileen;  
**Subject:** AWW Traffic Flow Forecasts  
**Date:** Tuesday, August 08, 2006 5:58:33 PM  
**Attachments:**

10628 32 nd Ave SW  
Seattle, WA 98146-1706  
August 8, 2006

**To:** Seattle City Council  
Seattle Mayor Greg Nickels  
State of Washington AWW Project  
**cc:** 34th District Legislatures  
King County Executive Ron Simms  
King County Council Person Larry Phillips

**Subject:** Missing Detailed Overview Of Traffic Pattern Impact Of the AWW Project

I-663-006

The AWW State and Seattle team have failed to provide voters with an overall traffic flow document for the entire area affected by the AWW project and should include rationale for flow estimates and show how changes will improve flow particularly in the Mercer and Atlantic/King streets changes. This plan should be thoroughly vetted throughout Seattle prior to any voter decision to precede to detailed design and construction.

The EIS by its nature and law has a specific agenda which DOES NOT look at the impact of new traffic flows resulting from the AWW project and other traffic changes in adjacent areas. A preliminary view of top level sketches of AWW changes presented to the public shows that some of the new, obvious traffic patterns will be complex and will probably extend the traffic gridlock. This condition is being created by the massive and apparently uncontrolled construction of high-rise office and residential construction in the core downtown area plus major changes in the South Lake Union area led by the Vulcan Corporation.

#### RECOMMENDATION

A plan shall prepared jointly by the State and City Of Seattle to evaluate the major, and global traffic pattern changes that will occur as a result of the AWW project and any other forecast or in-progress road/highway projects in the general area of downtown Seattle. The plan should include I-5, I-90, SR 520, Spokane Street Viaduct, and the internal flows for areas from I-5 to Elliott Bay and from approx one-half mile South of Spokane St and one-half mile North of Mercer St. Variations shall be included for both the tunnel and raised viaduct alternatives.

#### **I-663-006**

Thank you for your comments. The project study area is bordered by I-5 to the east, Puget Sound to the west, Aloha Street in the north, and S. Spokane Street in the south. The study area establishes the area for which the transportation performance and effects of the project alternatives are assessed. The most intensive evaluation of transportation performance and impacts was performed on SR 99 itself. Elsewhere in the study area, assessment focuses on capturing the important effects and primary operational differences associated with alternatives.

Transportation analysis takes into account population and employment trends and transportation patterns for the region in addition to those within the study area. Additional detail regarding traffic forecasting methodology is provided in the Final EIS Appendix C, Transportation Discipline Report.



DISCUSSION & OBSERVATIONSGENERAL

The following are just a few of the examples locations that appear to create more congestion and gridlock in many common scenarios.

Spokane Street Viaduct

Several years ago when early AWW project overview was presented at the Gatewood Grade School in West Seattle, a number of changes to Spokane Street viaduct (East waterway to I-5) were shown. The changes included a new elevated ramp from the North side of East bound Spokane onto the North bound SR-99. A new ramp was also shown from West bound Spokane to North bound SR-99. Anyone from West Seattle who uses the existing ramp from Spokane to SR-99 for points to the North during peak hours painfully know that backups often reach well up the into West Seattle. Any changes at this junction will have major impact on North bound SR-99 and should be viewed openly to voters before any AWW decision. The proposed SR 99 Atlantic Street interchange is the prime example of potential major traffic flow impact for North bound through traffic.

Atlantic Street Interchange

The net effect of current AWW plans shown in the EIS with off/on ramps from SR-99 for both SR-99 directions HAS THE DISTINCT PROBABILITY OF EXTENDING THE DOWNTOWN TRAFIC GRIDLOCK ONTO SR-99 !!!!! This interchange will attract many persons who currently use I-5 and Beacon Hill routes to I-90 to shift to SR-99 and increase the already heavy flow. And if the new ramp from East bound Spokane to North SR-99 becomes a reality, lane changes to use the Atlantic Street off ramp will create unacceptable hazards.

The impact of the Atlantic Street ramps on the intersection with 1 St Avenue is almost too awful to contemplate. The current essential use of 1 st Avenue for a major route into downtown Seattle IS ALREADY HINDERED BY CURRENT ATLANTIC STREET TRAFFIC !!!!! It takes little imagination to predict that Atlantic Street would become a major access to I-90 for areas as far North as Ballard.

The stated need of Atlantic Street for access to the two stadiums is vastly overstated. The current use of 4 th Avenue, 1 st Avenue Viaduct ramps access is needs no improvement. The new off ramps indicated in the EIS may very well be too short and create dangerous backups on SR-99.

Although obvious, has anyone proposed denying access to Spokane Street Viaduct and requiring the use of Alaska Street to Atlantic for East bound heavy truck traffic (primarily maritime shipping container loads).

KING STREET ACCESS TO DOWNTOWN SEATTLE

I have seen no information of the general flow of traffic to downtown Seattle from the mystery King Street concept plan which is needed only to support a stacked tunnel concept. This area has narrow streets and an

**I-663-007**

No changes are proposed along the S. Spokane Street Viaduct as part of the Alaskan Way Viaduct Replacement Project. However, the City of Seattle has several changes proposed along this roadway. Details concerning this project can be found on the City of Seattle's website.

The proposed interchange in the south end would improve access in the south end by adding ramps that provide connections to the stadiums and SR 519, which connects to I-90. Providing additional connections to SR 99 in this location will be helpful in improving the congested traffic conditions that occur along surface streets when events take place in the stadiums. Additionally, the Stadium area interchange will separate vehicle from rail operations. Currently, these operations are not separated and there are times when trains block roadway connections at S. Atlantic Street. The proposed interchange would also improve freight connections between the Duwamish industrial area, Harbor Island, and SR 519 and I-90. Under the Bored Tunnel and Cut-and-Cover Tunnel Alternatives, the Columbia Street and Seneca Street ramps would no longer exist. Access to downtown would be provided with the Stadium area ramps. The Bored Tunnel and Cut-and-Cover Tunnel Alternatives are anticipated to offer some improvement overall to traffic operations in the downtown area due to the redistribution of traffic accessing SR 99 to several east-west streets, rather than to a single street (Columbia Street).

Analysis of intersections near the reconfigured Mercer Street and the Stadium area, including Atlantic Street, is included in the Transportation Discipline Report, Appendix C of the Final EIS.

I-663-007

unsolvable traffic jam will occur during events in the two stadiums. I presume that buildings on the historical register in Pioneer Square would be immune from destruction to provide wider streets needed for major traffic flows dictated by this concept. Of course ALL street parking would have to be eliminated in Pioneer Square 24/7.

**MERCER STEET MESS**

The current EIS plan to make Mercer a two-way street (three lanes each way) from I-5 to 5 th Avenue defies logic from a traffic flow view. The elimination of the Broad Street underpass would force all traffic bound to (1) the waterfront, (2) streets to downtown from 5 th Avenue West to Elliott Bay, (3) and those from I-5/SR-520 to Northbound Elliott Ave North to make a left turn across East bound Mercer at 5 th. A real traffic jam in the making !!! Although only of value of Lake Union waterfront property and the Paul Allen's streetcar line, the current Valley Street/Broad St route permitted multiple access to downtown Seattle. Having left turns from Mercer towards downtown East of SR-99 will cause a huge mess with cars backing up to make left turns due to concurrent heavy East bound traffic squeezed down to three lanes !!!

Sincerely  
John Storz  
206-244-1941  
E Mail: jtstorz@verizon.net

**From:** John Storz  
**To:** AWW SDEIS Comments; Peter Steinbrueck; David Della; Jan Drago; Jean Godden; Nick Licata; Richard Conlin; Richard McIver; Sally Clark; Tom Rasmussen;  
**CC:** Larry Phillips; Ron Sims; Rep Joe McDermott 34th; Sen Eric Poulsen; Cody, Rep. Eileen;  
**Subject:** AWW Supplemental Draft EIS Comments  
**Date:** Monday, August 21, 2006 11:24:03 AM  
**Attachments:**  
10628 32 nd Ave SW  
Seattle, WA 98146-1706  
August 20, 2006

**To:** Seattle City Council  
Seattle Mayor Greg Nickels  
State of Washington AWW Project

**cc:** 34th District Legislators  
King County Executive Ron Sims  
King County Council Person Larry Phillips

**Subject:** Chapter 2 Project Update to AWW Supplemental Draft EIS,  
Section2: What Has Changed Since The Draft EIS

I-663-008

Section 2 contains numerous misrepresentations and assumptions by elected officials related to public acceptance of a single alternative to replace the existing AWW.

1. Preferred AWW Alternative

- a. Identification of the tunnel as the preferred alternative by the Mayor and the City Council should be classified as premature and representative of only certain, minor interest groups and not of the overall population of Seattle.
- b. Follow-on endorsement of a tunnel by the Washington DOT and Federal Highway Administration should be viewed in the light of "if the Mayor and the Council want a tunnel, it must be the choice of a majority of Seattle voters". This conclusion by others should be noted as limited and without in-depth scope and funding impacts generally known to the public. Room for an elevated or other options should have been left open.

I-663-009

2. New Legislation

- a. Discussions and agreements between City and State leaders in the 2005 Washington Legislative session to accept the tunnel as the preferred alternative were premature since they did not focus on the possibility that there were other, valid AWW alternatives. Subsequent community and media activity has shown that a new viaduct has very strong public support.
- b. The legislation requires the use of an outside, expert review panel to issue a report by September 1, 2006 regarding the overall project

### I-663-008

It is normal and appropriate for lead agencies to identify a preferred alternative. Identification of a preferred alternative is required by regulation for the Final EIS. All those involved made their decision after careful review of extensive information and considering the opinions of the general public and wide range of organizations.

### I-663-009

City and State officials and the Expert Review Panel received sufficient information for their purposes.

I-663-009

plan, design, and cost estimates. This type of review is an essential process for public acceptance of ALL ALTERNATIVES.

c. HOWEVER, the time available to the panel and the limited amount of design/site details DOES NOT provide a serious basis for high quality review. Those who followed the defunct, elevated monorail project well remember the results of a similar process which included low, medium, and high risk estimates for project areas of construction. The result of competitive bidding and a year of scope reduction did not bring the monorail project cost down to the level of the highest risk of the cost/risk study !!! And the elements of the monorail were not as complex the AWW tunnel alternative!

I-663-010

d. The legislation also required Council hearings about the panel findings and a preferred alternative ordinance by November 1, 2006 OR an ADVISORY VOTE OF PUBLIC PREFERENCE during the November 2006 general election. The legislature (with City coaching?) failed to see that a MANDATORY election would be the only appropriate action. There is a presumption that a vote of the electorate for one of the alternatives would be the authorization to proceed on the desires of the citizens of Seattle. And further, that no end-runs would be allowed by tunnel supporters to subvert the will of the voters (as experienced for past sports projects).

I-663-011

### 3. Potential Funding

The EIS includes sections that provide current (prior to expert panel review) project estimates which are significantly more than funds committed by the State for viaduct replacement !!!

The Mayor of Seattle has COMMITTED to providing up to \$500 million if the tunnel alternative is selected (to make up the tunnel funding shortfall). THIS STATEMENT IS A GROSS ERROR SINCE THE MAYOR CANNOT PERSONNALLY MAKE AND HAS NO AUTHORITY TO MAKE SUCH A COMMITMENT. THE EIS SHOULD SO INDICATE THIS FACT. THIS IS A POLITICAL STATEMENT OF HIS OWN CHOICE AND SHOULD BE GIVEN NO MORE VALUE THAN THAT !!

Additional, potential Federal funding has been cited. With the massive Federal budget overruns including major lack of funding needed to support those affected by natural disasters, significant additional Federal funding should be considered as only a remote possibility, and not the basis of firm project funding.

Sincerely  
John Storz  
Seattle Resident (43 years)  
206-244-1941  
E Mail: jtstorz@verizon.net

### I-663-010

In March 2007, the City of Seattle held an advisory vote. The ballot included an Elevated Structure Alternative and a Surface-Tunnel Hybrid Alternative.

### I-663-011

It is normal during the course of environmental review for the funding picture to be uncertain or incomplete. This does not preclude agencies and decision-making officials from making informed decisions on a preferred alternative or similar matters.

**From:** Linda Strandberg [mailto:lindastrandberg@comcast.net]  
**Sent:** Monday, September 18, 2006 9:53 AM  
**To:** Casseday, Katherine  
**Subject:** NO tunnel, PLEASE

Dear Katherine,

I-664-001

I spoke with you at the end of the WSDoT session at Plymouth Church last Thursday evening. I appreciate the fact that you seem interested in public opinion on the SR99 problem/project.

I feel that a tunnel is far too extravagant and impractical. I would favor IMMEDIATE repair efforts on the viaduct, as it is being heavily used at this moment. I would also favor more extensive research regarding potential retrofit, as I feel that Seattle will suffer greatly, on many levels and for many years (at least 42 months!), if the traffic flow through the city is slowed down more than it presently is. We need a major highway in addition to I-5. If improvements to I-5 need to be made, or if there is a major incident which blocks I-5, and there is a construction project which limits the SR99 use, how will we move people from the North end of the city to the South end....via 405?

I really don't understand how a tunnel project could seem the logical choice.

I-664-002

I also have a difficult time understanding how the state could stand by and watch the devastation of Seattle's maritime industry, as the city's face is altered from that of a functioning port with its integral beauty to one of a soul-less tenant-style hotel/cruise ship 'port'.

Thank you,

Linda Strandberg

### I-664-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a tunnel alternative. The lead agencies are working to move the project forward and begin the replacement of the viaduct as soon as it is feasible.

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

### I-664-002

The City of Seattle, as a lead agency, is in the midst of a major effort in defining the future direction of the central waterfront. The Alaskan Way Viaduct Replacement Project is expected to be compatible with the City's vision for the waterfront.

**From:**Jacob  
**To:**AWV SDEIS Comments;

I-665-001

Hello, We need real transportation options for this area which is high speed rail, sidewalks that connect to all of the streets and to the water front. In all of the plans there is no transit plans or trains that need to be there. Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

I-665-002

Construction  
Traffic Management Plan, which plans to fix the street grid and improve transit while the Viaduct is torn down and replaced. Regardless of solution chosen, we should get started implementing the recommendations from the Plan today. We know the existing Viaduct is unsafe, and we need to tear it down as soon as possible.

I-665-003

Advisors from outside Washington State have looked at the current planning process, and find it lacking.

An excellent, expert report from the Congress for the New Urbanism provides details:

[http://www.cnu.org/news/index.cfm?formAction=press\\_release\\_item&press\\_release\\_id=92&CFID=14890562&CFTOKEN=13704183](http://www.cnu.org/news/index.cfm?formAction=press_release_item&press_release_id=92&CFID=14890562&CFTOKEN=13704183)

They conclude that the analysis of traffic capacity and needs by WSDOT is inadequate, and strongly recommend more work on the Transit + Streets approach.

from  
Jacob Struiksma  
Feetfirst policy board member  
Community Transit citizens Advisory council board member  
Second vice president of the National federation of the blind of Washington (NFB) greater Seattle chapter  
vice president of the national federation of the blind of Washington northwest chapter  
transportation choices Coalition member  
[lawnmower84@hotmail.com](mailto:lawnmower84@hotmail.com)

### I-665-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

### I-665-002

Formal adoption of project mitigation measures, including transportation mitigation, will be through the Final EIS and the project Record of Decision. The intent is to have as many measures as possible in place before construction begins.

### I-665-003

Thank you for sharing this article. The project team has conducted a thorough analysis of alternatives as described in Chapter 2 of the Final EIS. Please refer to Appendix C, Transportation Discipline Report, in the

Final EIS for updated information regarding traffic analysis in the corridor.



**From:** [Evan A. Sugden](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct Replacement  
**Date:** Thursday, September 21, 2006 10:01:04 PM  
**Attachments:**

---

Kate Stenberg  
WSDOT

Dear Ms Steinberg:

Please accept my comments on the Alaska Way Viaduct replacement project.

**I-666-001** Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. Recent revelations re: the cost of a tunnel replacement for the Alaska Way Viaduct, have shown how much more expensive the tunnel option would be compared to original projections. The Boston tunnel experience would advise us to prepare for even greater costs and many disappointments. Let's not sink Seattle into this boondoggle!

I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This plan would also allow for maximum renovation of the waterfront in a timely manner.

San Francisco has provided us with a model project of just this sort in its successful replacement of the Ebarcadero freeway with a boulevard, turning the once dismal zone into a vital, attractive pedestrian-friendly, commercial Bay frontage. We can do this and we can do it at a tiny fraction of the cost of a tunnel.

**I-666-002** We should be diverting major funding to REDUCING traffic, not just sending it underground at an exorbitant cost that we and our grandchildren will both regret.

Thank you.  
Evan A. Sugden  
Ballard

### **I-666-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

### **I-666-002**

Traffic demand management is part of the construction mitigation strategy. Regionally, there are also many programs in place to help reduce the growth in traffic demand.



**From:** [Swanberg, Brian](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** viaduct  
**Date:** Friday, July 28, 2006 1:16:48 PM  
**Attachments:**

---

**I-667-001** | Shorter construction plan!!!!!!!!!!

### **I-667-001**

Three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

Of the build alternatives evaluated in the Final EIS, the Bored Tunnel Alternative would have the shortest construction duration at about 5.4 years. The Cut-and-Cover Tunnel Alternative would have a construction duration of about 8.75 years, and the Elevated Structure Alternative would have the longest construction duration at about 10 years.

**From:** [Brad Thompson](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct  
**Date:** Thursday, August 31, 2006 6:39:55 PM  
**Attachments:**

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I-668-001

Any plan must make the waterfront an integral part of downtown, not act as a separation as the current viaduct does.  
Thank You, Brad Thompson

#### I-668-001

The lead agencies, which include the City of Seattle, recognize the value of connecting the waterfront to downtown Seattle. The final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.

The build alternatives evaluated in the Final EIS would improve pedestrian connections and provide improved public space along the waterfront to allow people to walk, bicycle, play, view Elliott Bay and the mountains.

**From:** [Peter Vanvoast](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct  
**Date:** Thursday, September 21, 2006 5:24:40 PM  
**Attachments:**

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**I-669-001** | I'm a member of Feet First and add my voice to the Transit + streets approach of Viaduct replacement. I don't think you can reduce traffic by building a very expensive tunnel. Optimize the existing streets and continue to improve mass transit.

Sincerely, Ruth Van Voast

---

How low will we go? Check out Yahoo! Messenger's low [PC-to-Phone call rates](#).

### **I-669-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**From:** [Terence Vogel](#)  
**To:** [AWW SDEIS Comments](#)  
**CC:**  
**Subject:** Political power or common sense...  
**Date:** Thursday, September 21, 2006 2:34:51 PM  
**Attachments:**

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Hi,

**I-670-001** What is our legacy for the future of this city?

Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

**I-670-002** The Construction Traffic Management Plan, which plans to fix the street grid and

improve transit while the viaduct is torn down and replaced should be seriously considered as part of this overall plan.

Regardless of solution chosen, we should get started implementing the recommendations from the Plan today. We know the existing viaduct is unsafe, and we need to tear it down as soon as possible.

**I-670-003** Advisors from outside Washington State have looked at the current

### **I-670-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

### **I-670-002**

Formal adoption of project mitigation measures, including transportation mitigation, will be through the Final EIS and the project Record of Decision. The intent is to have as many measures as possible in place before construction begins.

### **I-670-003**

Thank you for sharing this article. The project team has conducted a thorough analysis of alternatives as described in Chapter 2 of the Final EIS. Please refer to Appendix C, Transportation Discipline Report, in the

Final EIS for updated information regarding traffic analysis in the corridor.

I-670-003 planning process, and find it lacking.

An excellent, expert report from the Congress for the New Urbanism provides details:

[http://www.cnu.org/news/index.cfm?formAction=press\\_release\\_item+press\\_release\\_id=92+CFID=14890562+CFTOKEN=13704183](http://www.cnu.org/news/index.cfm?formAction=press_release_item+press_release_id=92+CFID=14890562+CFTOKEN=13704183)

They conclude that the analysis of traffic capacity and needs by WSDOT is inadequate, and strongly recommend more work on the Transit Streets approach.

Terry Vogel  
Community Outreach Director  
Maple Leaf Lutheran Church  
10005 32nd AVE NE  
Seattle, WA 98125  
206-524-2448/Fax 206-729-9930  
[www.ReachOutChurch.org](http://www.ReachOutChurch.org)

\*\*\* eSafe scanned this email and found no malicious content \*\*\*  
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To: WSDOT  
From :  
Joe Wall  
206 N 60<sup>th</sup> Street  
Seattle WA 98103  
206=782-8441

- I-671-001** | 1. The EIS does not adequately cover long-term costs or impacts of the Tunnel option with regard to replacement costs when the tunnel must be replaced. The EIS should be revised to show what the cost will be for replacing a tunnel with a tunnel, and how this compares with replacing a new viaduct with a new viaduct.
- I-671-002** | 2. I object to the EIS for the viaduct replacement, an alleged public safety issue, being used as a means to carry forward stealthily, the beautification modifications to lower Aurora AVE north of the battery street tunnel. Why has WSDOT in a time of difficult financing, included these elective, lobbyist driven, expensive, and disruptive changes in an EIS that deals with a public safety issue. The modifications north of the battery street tunnel should be removed from this EIS concerning a public safety issue.
- I-671-003** | 3. It is a 'big lie' to tell the public that lowering Aurora ave north of battery street is 'planned for later'. It is much more probable that WSDOT, acting as an agent for Vulcan, will soon propose concurrent projects, and the need for more money to complete both at the same time.
- I-671-004** | 4. The EIS in not adequate with regard to Puget sound air quality, and the effect of the tunnel and replacement projects on air quality. It is OBVIOUS that air quality, an environmental impact of duration 3-5 years, will be significantly degraded by the inevitable traffic slow downs, and idling cars that produce 5 times as much CO<sub>2</sub> as an engine under load. The EIS should be revised to show the effect on air quality.
- I-671-005** | 5. The EIS does not adequately cover long term street level noise impacts from ventilation from a tunnel option. Fan noise is reported by organization Amnesty International as being effective as a means of torture. WSDOT needs to calculate the noise levels that would be created at street level by tunnel ventilation fans.
- I-671-006** | 6. The EIS does not cover cost impacts to individuals who will have to spend more money on fuel due to either project.
- I-671-007** | 7. The EIS does not adequately predict the number of fatalities that will occur due to increased traffic densities on side streets and arterials and in I5, both due to direct accidents, and due to the in-ability of aid cars to respond to an accident due to increased gridlock of the traffic.



### **I-671-001**

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

### **I-671-002**

Improvements north of Battery Street Tunnel do improve safety and the transportation functions in the area by improving access to and from SR 99. Safety, mobility, and access are some of the basic needs the project is meant to address.

### **I-671-003**

Improvements north of Battery Street Tunnel are part of the overall project, as described in Chapter 4 of the Final EIS.

**I-671-004**

The potential air quality impacts from the proposed alternatives are fully disclosed in the Draft and Supplemental Draft EISs, and these analyses have been revised, as applicable, for the Final EIS.

Traffic disruptions during the construction phases will be minimized according to the mitigation measures described in Chapter 8 of the Final EIS, and an analysis has been included in the Final EIS to estimate the potential air quality impacts of these disruptions. Also, see Final EIS Appendix M, Air Discipline Report, for all the detail on the air quality analysis performed for the the project.

**I-671-005**

The ventilation fans would be designed not to exceed either 60 dBA at the nearest commercial uses or 57 dBA at the property line of the nearest residential use during normal operations. Please see Chapter 5 of the Final EIS for more information about potential project noise during operation of the facility.

**I-671-006**

The cost of congestion has as one of its components the increased expenditure on fuel due to prolonged idling, as well as spending more time in your car. The cost of congestion is discussed in the Economics Discipline Report, Appendix L, of the Final EIS.

**I-671-007**

Potential changes in the number of fatalities related to operation of proposed facilities will not be studied as part of the project. However, the Transportation Discipline Report, Appendix C of the Final EIS, does discuss traffic safety for each build alternative.

**Alaskan Way Viaduct and Seawall Replacement Project  
Supplemental Draft EIS Comment Form**

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**Name:** Ellen Wanless

**Address:** POBox 46302

**City:** Seattle

**State:** WA

**Zip:** 98146

**E-mail Address:** gardens@drizzle.com

**Affiliation (optional):**

---

- I-672-001** | **Comments:** Regarding providing information on major construction in advance: Current signage on the West Seattle Bridge, the Alaskan Way Viaduct, the Spokane Viaduct, and all related on- and off-ramps is pretty bad. There are not enough signs, and they are not posted far enough in advance for all frequent motorists to become aware of the upcoming road closures. The other concern that I have is in regards to exiting Metro transit options. They stink, unless you are only going to & from downtown. If Seattle residents will be encouraged to take transit options during the Viaduct rebuild/replacement, some major (but straightforward) changes need to be implemented before 2010. Rather than write a lengthy email with all my ideas (!) I have already spoken with Katherine Casseday regarding my suggestions. She & I may communicate in the future; or whoever you are reading this, please feel free to direct my comments to the appropriate person(s), and they should feel free to contact me via telephone (938-5675) or email.
- I-672-002** |

**I-672-001**

A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities. Within the planned mitigation strategies are variable message signs that can be adjusted to warn travelers in advance of road closures and construction activities.

**I-672-002**

It is outside of the scope of the project to restructure any of the region's transit service systems. However, some additional transit improvements have been included as part of the potential mitigation measures for the construction period. A listing of the planned construction mitigation activities are in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report.



**From:** [ed wayt](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct Comments  
**Date:** Thursday, September 21, 2006 5:33:53 PM  
**Attachments:**

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**I-673-001** | Hallo - Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. I urge you to develop a range of lower cost alternatives for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This alternative will save us money, provide increased mobility for everyone in the area, not just a single corridor, improve transit service, help meet greenhouse gas reduction goals, and provide a true waterfront for all.

Thank you

Edward Wayt

1617 N 48th St, Seattle, WA 98103

### **I-673-001**

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

**I-674-001**

WSDOT coordinated its major corridor projects with the regional planning efforts for the 2010 Winter Olympics.

**From:** [KZwar@NCMachinery.com](mailto:KZwar@NCMachinery.com)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** comment  
**Date:** Tuesday, August 22, 2006 12:43:41 PM  
**Attachments:**

---

**I-674-001** | Has anyone taken into account that the 2010 Olympics is coming up in Canada, What is the schedule for the project if it goes through.

KEITH ZWAR  
USED EQUIPMENT SALES  
E-MAIL:KZWAR@NCMACHINERY.COM  
BUS:425-251-5800  
CELL:425-766-1067  
OFF:800-562-4735

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**From:** Burns, Terry B. [mailto:tburns@nwjesuits.org]  
**Sent:** Wednesday, September 20, 2006 11:00 AM  
**To:** WSDOT Alaskan Way Viaduct  
**Subject:** Strategies during Viaduct Construction

Kristy Laing et al,

Thank you for the opportunity to respond to the preliminary strategies being discussed for mitigating the impact of construction on the viaduct to commuters and businesses. My traffic patterns and those of my neighbors (West Seattle Morgan Junction and south) are what I am most experienced with and they provide the basis for my feedback. Others will certainly have their own insights.

**I-675-001** | Given that the Monorail will not be built, mitigating solutions for traffic flow during construction should consider post-construction traffic flow issues based on projected demographic and traffic trends in the West Seattle to Downtown corridor. I think considering eventual rapid bus transit (my least favorite idea, but maybe what we are stuck with), return of the street car line (surface line) or maybe even a spur of the light rail in the future should be discussed. In addition, how the commuter traffic interfaces with truck traffic from the Port terminals should be addressed. Realize a grand panacea is probably elusive, but putting all the issues on the table may lead to some creative insight. For example, is it possible to restrict container and rail traffic during commute hours? Might the temporary solutions during construction be the basis for longer term strategies.

I am skeptical that the solutions being thought through will greatly help my personal commute during construction. However, I am open to the reality that they might. Chances are I will adjust regardless to something that is palatable, but that should not be the basis of policy.

**I-675-002** | The idea of building a Spokane Street exit ramp to 4th Ave South is exciting. I believe it would link to well to the E-3 bus way and perhaps even light rail for more regional trips - especially as light rail is expanded. Would this plan widen the Spokane street viaduct to three lanes each way? Currently, Spokane street viaduct is two lane with bottlenecks at eastbound 1st Ave South off ramp and more serious back ups on the loop ramp to 99 North. If the bus lane is extended to 4th Ave S, what will that do to non-bus traffic. Please realize, many of us cannot efficiently commute using buses or other rapid transit due to the number

### **I-675-001**

Traffic analysis provided data for the development of mitigation strategies designed to reduce overall travel demand during construction and to reduce overall traffic congestion while providing access to and through downtown Seattle. A number of the proposed strategies would likely remain in place after construction is complete. Information on traffic impacts and mitigation measures can be found in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Chapter 8 of the Final EIS also summarizes the traffic mitigation measures.

### **I-675-002**

The Spokane Street Viaduct Widening Project is a separate project being undertaken by the City of Seattle. Construction of the widening project started in 2008 and is anticipated to be completed in 2012. The widening phase of the project includes additional lanes as well as a new eastbound, two-lane loop off-ramp at 4th Ave South, making it possible to extend West Seattle Bridge transit lane from SR 99 to 4th Avenue.

- I-675-002** | of transfers, time involved or need for personal transit for work. (As a family we try to minimize that through carpooling and telecommuting when possible.)
- I-675-003** | Lastly, the loop may actually slow traffic - notice current loop ramp to 99N often backs up and over the high-rise up to Fauntleroy and as far as the Alaska street on occasion. Would another loop ramp add to that back up? The straight ramp on 1st Ave seems to drain traffic more efficiently. Will the 4th Ave S. on ramp to Westbound Spokane St. Viaduct be reopened? I think it would be very beneficial for the evening commute.
- I-675-004** | Finishing the South end of 99N early seems extremely logical and will probably help in the movement of construction materials and equipment as well. Would this connect to Edgar Martinez Way to enable access to I-5 and I-90 and/or Royal Brougham with access to 4th Ave?
- I-675-005** | Transit priority of 1st Ave also seems very logical. I would also suggest expanding the transit hours to 6-10am and 2-7pm on that corridor. Adding more bus routes and increasing frequency also seems prudent, but this also raises the issue of the bottlenecks that occur at the eastbound base of the high-rise bridge at 1st Ave.
- I-675-006** | Water taxi - great for Alki and Admiral folks. Not so pragmatic for folks in Alaska junction south unless enough folks use it to have an impact on total traffic flow.
- I-675-007** | Shifting event times. Prudent if all parties involved agree...Good luck.

Again, thank you for the opportunity to comment.

Terry Burns

### **I-675-003**

SDOT has no plans to reopen the Fourth Avenue S. on-ramp to westbound Spokane Street Viaduct as the ramp no longer meets federal standards. The West Seattle bridge transit lane will be extended to the newly constructed Fourth Avenue Loop Ramp as part of the S. Spokane Street Viaduct Project.

### **I-675-004**

The design and construction of the south end has become a separate project referred to as the S. Holgate Street to S. King Street Viaduct Replacement Project. The project began construction in 2010 and is scheduled for completion by 2013. Details of the project's design can be found on the WSDOT website.

### **I-675-005**

The Washington Department of Transportation, the City of Seattle, and King County Metro have developed a mitigation program to address construction impacts. This program includes expanded public transit service along the affected corridor. Refer to Chapter 8 of the Final EIS for details.

### **I-675-006**

Changes to the Water Taxi service are not included in the project scope or construction mitigation program.

### **I-675-007**

Several strategies are proposed to help mitigate traffic effects during stadium events while construction is ongoing. More information about event traffic and related construction mitigation strategies can be found in the Event Traffic sections of Chapter 6 in the Final EIS Appendix C, Transportation Discipline Report.

---

**From:** Mark Jacobs [mailto:jaketraffic@comcast.net]  
**Sent:** Thursday, August 03, 2006 7:15 PM  
**To:** WSDOT Alaskan Way Viaduct  
**Subject:** improving traffic flow east of SR - 5

I-676-001

I have not thoroughly reviewed the legions of environmental documents prepared. However I have looked over some of the documents pertaining to dealing with traffic during construction. Reference is made to improving traffic operations on City streets. I know that the capacity of the 23rd Ave. S. corridor could be enhanced greatly. See my comment below:

Traffic capacity of the 23rd Ave. S. from Rainier Ave. S. to SR - 520 could be substantially enhanced via peak hour left turn restrictions and the elimination of the associated split phased signals. The left turn traffic could simply use the street and right turns to get to there destination. This is a cost effective improvement that could add capacity during the peak hours.

Thinking bigger acquiring ROW to install left turn pockets?

Please let me know if this is already identified; if not it should be.

Mark

Mark J. Jacobs, PE, PTOE  
JAKE TRAFFIC ENGINEERING, INC  
7731 8th Avenue SW  
Seattle, WA 98106-2007  
Tel: 206.762.1978  
Cell: 206.799.5692

### I-676-001

The study area for the project does not extend as far east as 23rd Avenue S. The study area included streets that were expected to be the most affected by project construction. While a small amount additional traffic may travel along 23rd Avenue S., providing additional capacity as part of construction mitigation would not be expected to substantially improve operations along this roadway and was therefore not included in the planned mitigation strategies.

**From:** Rich Baldwin [mailto:rich.baldwin@verizon.net]  
**Sent:** Friday, September 22, 2006 3:01 PM  
**To:** MacDonald, Doug  
**Subject:** Opposed to SR 99 tunnel in Seattle

Dear Secretary MacDonald:

**I-677-001** | I oppose Mayor Nickels' proposed tunnel project on SR 99 in Seattle.

As your department found the maximum cost of a tunnel exceeds the cost of a viaduct replacement by \$2.2 billion, and given the uncertainty of schedules and budgets associated with a large waterfront tunnel, I believe the state should proceed with the viaduct replacement instead.

Regards,  
Rich Baldwin  
Bothell

### **I-677-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. Cost estimates for the alternatives evaluated in the Final EIS are:

Bored Tunnel - \$1.96 billion

Cut-and-Cover - \$3.0 to \$3.6 billion

Elevated Structure - \$1.9 to \$2.4 billion