

AWV Draft EIS Comment Form Results:

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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
- I-061-002** 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
- I-061-003** 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.

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.