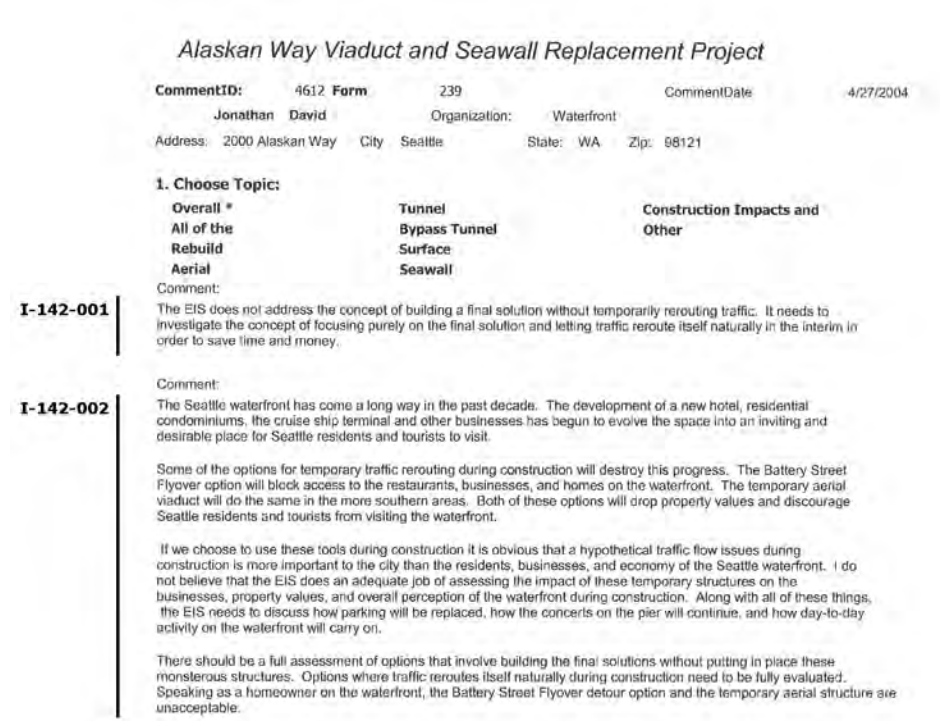

Alaskan Way Viaduct and Seawall Replacement Project

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:

I-142-001

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.

Comment:

I-142-002

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.

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 monsterous 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

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**	

I-142-003

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?

Page 4 of 29

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.