AWV Draft EIS Comment Form Results:

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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,

I-162-002 | 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

I-162-003 | 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

I-162-004 | 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.

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.