

AWV Draft EIS Comment Form Results:

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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.