

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

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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.