

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-187-001

I definitely DO NOT SUPPORT rebuilding the viaduct. Were I to have the powers of a dictator, I would go for broke on the project. I would underground the entire length, permitting a great percentage of the traffic to bypass downtown but to access downtown easily at several points. I would replace the present tunnel by lowering it and continuing it underground so that Seattle's street grid could be restored. The outboard wall of the tunnel should be comprised by a reconstructed seawall. Every possible ecologically friendly mitigation should be included. Wherever possible, since this is a state highway, the disruptions to the city should be of paramount concern. At every step, the state should consider Seattle's future as a prime consideration. It's not just about moving traffic--it is about quality of life both as to time saved in travelling, ease of access to the benefits Seattle offers, and reclaiming valuable waterfront to the benefits of the entire city. Whatever is done, it should be much more oriented towards public amenities rather than providing opportunities for wealthy developers to profit. IT MUST BE REMEMBERED THAT, WHILE THE VIADUCT IS A STATE HIGHWAY, IT IS ALSO A MAJOR IN-CITY ARTERIAL. As such, tolling it would be decidedly wrong. I live at the convergence of SR-523 and SR-522 (Lake City/Bothell Way and NE 145th Street) in Seattle. Tolling is being bandied about for SR-520. It should be remembered that, if SR-520 is tolled, SR-522 becomes the only reasonable alternative. This, from experience, leads to all-day-long congestion on SR-522--each time the floating bridge is shut down, it becomes very difficult to use (what are to me) neighborhood streets. If the intent is to further hinder the movement of goods and people around Seattle, all that is necessary is to toll SR-99. A FULL SURFACE solution is COMPLETELY UNACCEPTABLE. THE AERIAL ALTERNATIVE IS LAUGHABLE GIVEN THE PROBLEMS CAUSED BY THE PRESENT VIADUCT--FURTHER, THE COST (WHEN ADDED TO THE COST OF REPLACING THE SEAWALL AS A SEPARATE PROJECT) DOES NOT COMPUTE AS BEING THE BEST USE OF SCARCE FUNDS. THE BYPASS TUNNEL CONCEPT PROVIDES LITTLE IF ANY BENEFIT TO SEATTLE AND MAY MAKE COMMERCE MORE DIFFICULT. In all of this we should keep paramount in our minds what we can do to make the future (and not just the immediate future) better. Are we not supposed to be about providing for our posterity? If so, let us put ourselves in debt for a longer period (let us amortize what we do over a longer time even if we must pay more in the aggregate) that what we do will be more than just a temporary fix. If we do it right, we will be leaving a worthwhile legacy. In replacing the viaduct, we should provide for eventual integration with an underground? solution to the Mercer Mess so as to provide direct linkages between SR-520, SR-99 and I-5. If we do not, it will cost a tremendous amount more in the future. The state should consider providing such linkages as part of the design of the entire system.

I-187-002

6/22/2004

I-187-001

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-187-002

The Alaskan Way Viaduct Replacement Project includes improvements to Mercer between 5th Ave North and Dexter Ave. The Mercer Corridor Project between Dexter and I-5 is currently under construction, led by the City of Seattle.

Comments apply to:  
Overall Project  
Tunnel Alternative  
All of the Alternatives  
Bypass Tunnel Alternative  
Rebuild Alternative  
Surface Alternative  
Aerial Alternative  
Seawall