

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

- |                  |  |
|------------------|--|
| <b>I-308-001</b> | Public hearings did not exist. 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. I believe true open forums should have key representatives involved in the planning of the project in attendance and monitoring the discussion(s). 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. Draft EIS is deficient in identifying costs and construction period impacts of the proposed "flyover". In addition, draft EIS does not address the impact on the north waterfront area (Pike to Broad) in terms of noise, visual pollution, traffic impact during construction of the flyover and subsequent periods of viaduct construction as well as during the period of removal of this unsightly edifice. Draft EIS is deficient in evaluating impacts of construction on pedestrian traffic and safety on the waterfront. Draft EIS is deficient in evaluating impacts of dirt and noise pollution on the waterfront area during the proposed construction. Currently I am leaning toward no replacement and the demolition of the existing viaduct. |
| <b>I-308-002</b> |  |
| <b>I-308-003</b> |  |
| <b>I-308-004</b> |  |

### I-308-001

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.

### I-308-002

The lead agencies recognize that businesses 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 project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors

- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

#### **I-308-003**

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.

The project has evolved since 2004. Please see the Final EIS for current information about potential effects of the project in Chapters 5 and 6 and the mitigation measures proposed to address these effects in Chapter 8.

#### **I-308-004**

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.