

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4626 Form 253 CommentDate 4/29/2004
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1. Choose Topic:

Overall	Tunnel	Construction Impacts and
All of the *	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

REBUILD alternative is not acceptable. We must take this opportunity to improve as many aspects of traffic flow and environmental impact as we can.
SURFACE alternative is not acceptable. Unacceptable impacts to noise, traffic volume, travel times, the separation of downtown from the waterfront caused by a broad "river of cars", and the pedestrian experience of the waterfront.
AERIAL alternative is only marginally acceptable. Unfortunately it still retains the "wall" that separates downtown from its precious resource, the waterfront. Seattle has historically been highly connected to its water, and the wall that separates our downtown from that resource should come down. This alternative also contributes to high noise levels, and the wall will remain a visual blight.
BYPASS tunnel is somewhat acceptable. It has significant and undesirable impacts on travel times southbound from Ballard and northbound from S. Spokane St.
TUNNEL is the most desirable alternative: lowest noise, best travel times, best impacts on waterfront experience, best impacts on overall travel times and capacities, best visual impacts. It is the most expensive but the cost would be worth it.

I-364-001

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.

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