

AWV Draft EIS Comment Form Results:

Name: Bob Moses
Address:
City: seattle
State: wa
Zip Code: 98104
Email: vashonbob@hotmail.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-371-001

This project will drive myself and most of my neighbors out of Pioneer Square. What are you thinking!!!!!! This is the dumbest thing I have ever heard of. If the tunnel is selected and built, a giant noisy hole will exist right next to Pike Place Market - Seattle's crown jewel. And another one will exist in Pioneer Square - our heritage. Stupid stupid stupid. Or, another viaduct if you pick the aerial option - that viaduct already renders the waterfront into a noisy ugly grotesque zone. Tear it down and put a park in there - people will flock down there. I have been told that your various options will bring us 7.5 to 11 years of 24 hour a day construction: jackhammers, dumptrucks, piledrivers and detours 24/7. Unacceptable. It will drive all business out. You'll be left with a noisy ghetto. \$4,100,000,000 is the estimated cost of the tunnel. Modern megaprojects commonly go way over budget. I'm told that economists estimate that this will tie up all available public funding for our region for the next 30 years. Insane. I'll take my tax dollars to Tacoma before I support something like that. 1200 businesses are within a block of the construction mess, with city staffers predicting "the strong will survive and the marginal won't make it." Thanks a lot - I'm one of those small business that you don't care about. Good bye Seattle, you have betrayed me. If this is the best you can do then I'm outta here. WHY not look at alternatives that build a beautiful downtown Seattle. I love what the folks at peopleswaterfront.org are proposing. Make Seattle something awesome, not another downtown L.A.

Comments apply to:
Overall Project

I-371-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

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.