

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-392-001

I have two comments about the draft EIS and will start with the most practical one: Has a tunnel in a different location ever been considered? A tunnel under 1st Ave that would connect to the Battery St tunnel for instance. This tunnel could be built while the existing viaduct is in place, minimizing construction impact there and creating opportunities to develop the right of way of the existing viaduct, which can help financing the tunneling project. Drilling techniques could be used because the soil under First Ave is more solid, which means that construction impact will be concentrated to a smaller area. My second comment is that the EIS is very technical, a very straight forward problem-solution document. I think the document should reflect more than just the fact that 110,000 cars need to be able to drive here. The replacement of the viaduct is a project with a much broader scope than just the technical traffic problem. It's an opportunity for the city to develop a new face, connect downtown to the waterfront, develop new property near the waterfront, creating a place that's attractive to everyone, from tourists to local residents and I think this project should reflect that. In my opinion it's strange that the DPD is planning for the redevelopment of the waterfront, assuming that a tunnel alternative will be realized, while DOT prepares an EIS in which 3 of the 5 alternatives do not involve a tunnel. DPD and DOT should be working together in a project organization, together with private developers and engineering agencies, and develop some sort of public private partnership, in which the potential of private investments in the project will be fully explored. The benefit to the public should be the number one objective in this project and barriers like divisions between DPD and DOT budget or private and public investments should be overcome.

I-392-002

Comments apply to:
Overall Project

I-392-001

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The Bored Tunnel Alternative's alignment is similar to what you suggest in this comment and could be built while the existing viaduct remains standing. Please see the Final EIS for more information about the preferred alternative.

I-392-002

The City of Seattle, as both an Alaskan Way Viaduct Replacement Project lead agency and as the lead for the Central Waterfront Project, is serving as the liaison between those two efforts and keeps both projects informed as to decisions that affect the projects. The purpose of the Alaskan Way Viaduct Replacement Project is to provide a replacement transportation facility. The environmental analysis on the Alaskan Way Viaduct Replacement Project examines compatibility with adopted land use and neighborhood plans. This analysis is found in the Final EIS and its Appendix G, Land Use Discipline Report.