

AWV Draft EIS Comment Form Results:

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Affiliation (optional): Resident

Would like to be added to the project mailing list?

Yes

Project Comments:

I-414-001

I live above the viaduct 1/4 mile south of the Battery Tunnel entrance. I use rte 99 going south every day to work at Boeing on E. Marginal way, and return on it every evening. Nevertheless, I would prefer that the waterfront corridor be decommissioned as a high-speed traffic conduit, above or below the ground. Why? Here are my reasons: 1) My domestic life would be demolished by any of the alternatives in the EIS. The construction noise, dust, and debris will ruin the nascent downtown neighborhood I live in. 2) Pike Place Market and the First Avenue and Western Avenue merchants will find their custom drying up during the ten-year construction period. My neighborhood, only recently coming to life, will be thrown back to the scary, empty streets of the past. Tourism will suffer. 3) Any of these alternatives will drive my taxes way up and/or drive the next generation of Seattlites into unbelievable debt. Our economy and our city are not booming any more. We simply can't afford to replace the viaduct by any of the EIS alternatives - we need a more affordable alternative. 4) During construction traffic will have to find other ways north and south through or around the city. I hear that DOT has plans to ease this traffic. If we can survive major blockages for extended periods during the construction, why can't we just use the necessary detours as the basis for a "no construction" alternative? 5) Something great could be done with our waterfront and our downtown "village" if we find another way to deal with elimination of the viaduct. I was in Vancouver last week - what a great job they have done using their natural topography and waterfront! Look at what happened when San Francisco took down the Embarcadero Freeway without replacing it - they removed an ill-conceived waterfront high-speed viaduct, freed up a wonderful space, and made a vibrant new center for the city. 6) I am surprised to find that there is not a "redistribute traffic" alternative in the EIS. In my job I am often required to do engineering trade studies or alternative analyses - and we always look at the "do as little as possible" alternative. Often it is the best solution. Please do not settle on one of these alternatives without looking at a less expensive, less disruptive, more creative solution. Decommissioning the high-speed corridor along our waterfront has potentials for the future of Seattle without loading the next generation with debt; without building an expensive solution that may, itself, not do well during a large earthquake; without damaging the downtown residential neighborhood. We need an affordable alternative that enhances our city. I'd like to see the project apply its obvious analytical strengths to this unexamined alternative.

Comments apply to:
Overall Project
Construction Impacts and Mitigation
All of the Alternatives

I-414-001

The lead agencies appreciate receiving your comments on removing the viaduct entirely. 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.

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Subject: AWV
Location: None
Workflow ID: 114402

I-414-001

Description: [Arrived to Mayor's Office, 5/26/04, 11:49am]
Mr. Mayor, they say that politicians don't attend to email as they do to postal mail. I hope they are wrong. I urge you to reject the idea of rebuilding the high-speed conduit through the waterfront corridor. We can't afford it, nor can our kids. It will kill my neighborhood and the waterfront for years - and the tourist trade along with them. Any of the alternatives described in the draft EIS will be incredibly expensive, incredibly disruptive to the heart of the city, will generate short and long term new traffic problems, and will be ugly. I think the people's waterfront coalition has some great ideas - I just viewed their website this evening - about renewing the waterfront and connecting it with the city by eliminating the high-speed viaduct. Let me say that I did read the draft EIS in March, and was depressed by what I saw. All of the alternatives are expensive, complicated, and disruptive. Please consider another way for Seattle. Bruce Pollock

Thank you very much!