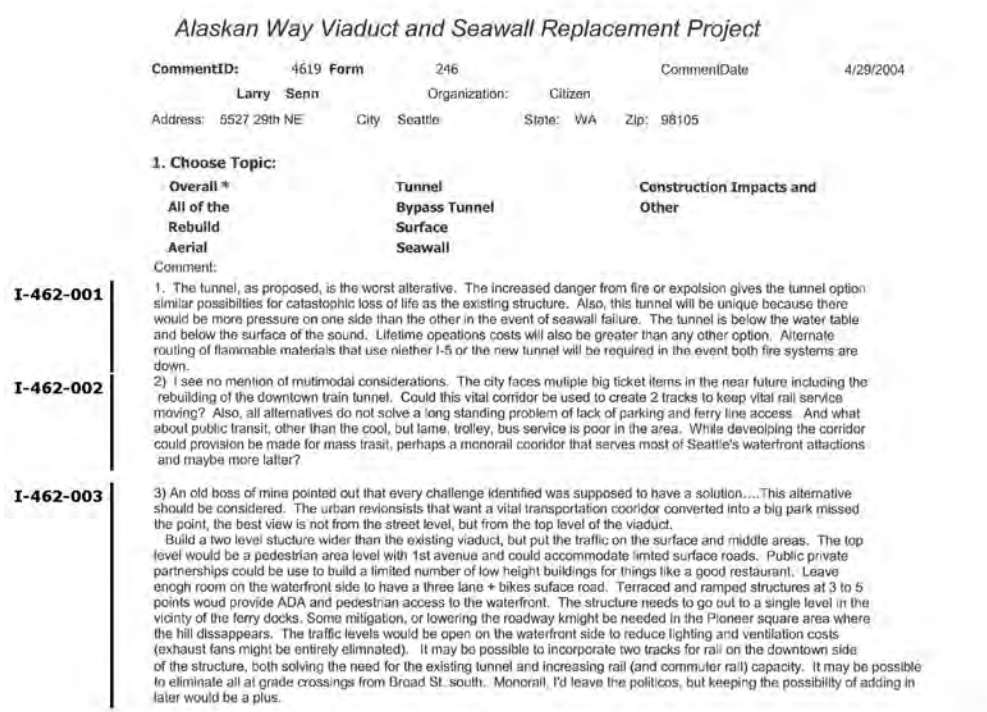

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4619 Form 246 CommentDate 4/29/2004

Larry Senn Organization: Citizen

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1. Choose Topic:

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

Comment:

I-462-001

1. The tunnel, as proposed, is the worst alterative. The increased danger from fire or expolsion gives the tunnel option similar possibilties for catastophic loss of life as the existing structure. Also, this tunnel will be unique because there would be more pressure on one side than the other in the event of seawall failure. The tunnel is below the water table and below the surface of the sound. Lifetime opeations costs will also be greater than any other option. Alternate routing of flammable materials that use niether I-5 or the new tunnel will be required in the event both fire systems are down.

I-462-002

2) I see no mention of mutimodal considerations. The city faces mutiple big ticket items in the near future including the rebuilding of the downtown train tunnel. Could this vital corridor be used to create 2 tracks to keep vital rail service moving? Also, all alternatives do not solve a long standing problem of lack of parking and ferry line access. And what about public transit, other than the cool, but lame, trolley, bus service is poor in the area. While deveolping the corridor could provision be made for mass trasit, perhaps a monorail cooridor that serves most of Seattle's waterfront attactions and maybe more latter?

I-462-003

3) An old boss of mine pointed out that every challenge identified was supposed to have a solution....This alternative should be considered. The urban revionsists that want a vital transportation cooridor converted into a big park missed the point, the best view is not from the street level, but from the top level of the viaduct.

Build a two level stucture wider than the existing viaduct, but put the traffic on the surface and middle areas. The top level would be a pedestrian area level with 1st avenue and could accommodate limted surface roads. Public private partnerships could be use to build a limited number of low height buildings for things like a good restaurant. Leave enogh room on the waterfront side to have a three lane + bikes suface road. Terraced and ramped structures at 3 to 5 points woud provide ADA and pedestrian access to the waterfront. The structure needs to go out to a single level in the vicinty of the ferry docks. Some mitigation, or lowering the roadway kmight be needed in the Pioneer square area where the hill dissappears. The traffic levels would be open on the waterfront side to reduce lighting and ventilation costs (exhaust fans might be entirely elimnated). It may be possible to incorporate two tracks for rail on the downtown side of the structure, both solving the need for the existing tunnel and increasing rail (and commuter rail) capacity. It may be possible to eliminate all at grade crossings from Broad St. south. Monorail, I'd leave the politicos, but keeping the possibility of adding in later would be a plus.

I-462-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

I-462-002

Parking, ferry service, and transit are discussed in the Final EIS Appendix C, Transportation Discipline Report.

I-462-003

Thank you for your comments suggesting the project consider another alternative. The alternatives presented in the 2004 Draft EIS and the 2006 and 2010 Supplemental Draft EISs represent a reasonable range of approaches that can meet the purpose and need for the project. Many options were looked at during the initial phases of the project's screening process. The screening process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts and seven seawall concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the 2006 Supplemental Draft EIS. In 2010, a second Supplemental Draft EIS was prepared to analyze the Bored Tunnel Alternative. The Final EIS contains descriptions and analysis of the current project alternatives.