

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-481-001 | In different times building another alternative to the Viaduct would make sense, but the need for a viaduct replacement is happening at time when there are other projects and other needs requiring our tax resources. It is not practical to fulfill dreams of a different waterfront unmarred by a viaduct. I think the best course of action is to choose the least costly alternative and then add ideas that will mitigate the blight caused by the project. I

I-481-002 | tend to favor rebuilding the Viaduct, but consider material other than concrete that will soften its impact, that is, material that may make it more attractive rather than appear as concrete wall. Can't it look like an attractive steel bridge? Would this be cheaper? Knock

I-481-003 | the Viaduct and do nothing should be considered. I transit the Viaduct Monday thru Friday, so I know this is traffic havoc, but in the end people will cope, and maybe in the future, when there is more tax revenue available, another alternative can be constructed. Sincerely,
Joe Stack Ballard

Comments apply to:
Overall Project

I-481-001

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-481-002

If the existing viaduct is replaced with a similar elevated structure, every attempt will be made to make it both attractive and context-sensitive. Bridge architects will be used to come up with a visually appealing, yet cost-effective approach. Both steel and concrete will be studied for this

application. However, in a marine environment, steel may not be the preferred material, due to potential corrosion from saltwater and the marine air.

I-481-003

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.