

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-503-001

the environmental review process requires all options to be evaluated. That doesn't mean that all options considered are viable. Is the (viaduct) decision about moving the maximum number of vehicles for the least amount of money? No. It's much broader. Yes, for years the viaduct allowed west edge travelers to avoid downtown, even let them see the sound at 60 mph. Stupid indulgence. To build another viaduct would be retro; far worse than the 50's idea to attract people to downtown by building above grade parking garages next to pedestrian-oriented streets. Freeways and neighborhoods don't mix, particularly when the freeway destroys the very essence of the neighborhood (which all too often happens). Think long term. Build the infrastructure to accommodate 100% of the moving vehicles and the parked vehicles below grade. Give the waterfront back to the people. Polish Seattle's front door to the world.

Comments apply to:
Overall Project

I-503-001

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.