

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

C-038-001

The project is too ambitious and too expensive. It appears to place expansion as the overriding goal. Intermediate access points have proven to decrease capacity and safety and should be eliminated. Two alternatives not studied should be considered given the lack of financing: 1. The No-highway alternative which would eliminate the central portion of the project and substitute other smaller components including enhanced transit service on monorail and LINK and new expanded streetcar service. 2. Removing the top deck; adding new columns just outboard of the existing columns; widening the remaining (current lower deck) to a four lane facility with center barrier (total of 72 feet overall) [2'wall+8'brkdn+2x11'lanes+2'shldr+2'barrier]x2 These would be through lanes with no access from Battery to Jackson. Make Alaska a boulevard by shifting NB Alaska to under the viaduct; double streetcar track; bike lanes; shift trail to water side; on-street parking on both sides. The elevated would be the bi-pass. Local access from Alaska. Monorail serving local Ballard and W Seattle to downtown. Link serving mid-regional N Seattle and Airport/Burien to downtown. Add \$ to both rail systems for additional track to make additional connections such as the airport and Northgate. This project needs to have an affordable option that does not destroy the waterfront. These proposed options place increased dependence on new rail system, which is funded, for intermediate trips.

C-038-002

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

### C-038-001

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.

### C-038-002

Many of these 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 five alternatives analyzed in the 2004 Draft EIS. These

five alternatives included a range of viaduct repair and replacement designs with some elements of earlier concepts combined with other design structures as the engineering team looked at feasibility, cost, and other criteria. The project has evolved and the alternatives further refined since comments were submitted in 2004. Please refer to the Final EIS for current information.

The Alaskan Way Viaduct Replacement Project is unable to fund improvements to other transportation systems that are independent of this project, such as the rail system, Link light rail, Sound Transit, or the monorail, but the project has coordinated continuously with the other transportation agencies in the region.