I-023-001

Comment – 4/16

Hello my name is Jeffrey Markwart and I live 915 16th Avenue Seattle WA 98122. I would like the board to seriously consider the People's Waterfront Coalition that is written up in this week's Stranger edition. I think that just taking it down is the cheapest, most environmentally friendly, and public pedestrian friendly proposal that we've seen in Seattle for replacing the viaduct. I would seriously like them to consider the People's Waterfront Coalition as a viable and progressive solution to our problem. Thank you so much. You can contact me at 323-9055 with any questions.

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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.