

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-036-001

hello, i am responding to the draft eis as a homeowner and on behalf of my family, which lives on alaskan way in the project corridor. the project corridor is our residential neighborhood. after review, i do not believe that the draft eis adequately addresses the option of removal of the viaduct, and not replacing the structure. i believe that this costly project can and should be avoided. the seattle waterfront would receive a tremendous boost to livability, access, and the opportunity for new development and recreational opportunities without the viaduct in place, the need for accomodating vehicles could best be met through adjustments in existing roadways, and improvements to those existing roadways costing much less than the anticipated project. for this reason, i believe the draft eis is inadequate, and should be resived to consider this alternative. thank you. steve andreasen

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

I-036-001

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.