

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-056-001

I am writing to advocate for an option that doesn't appear on your preferred list. Tear the viaduct down, and replace it with a surface street of no more than 4 lanes. Replacing the viaduct with another aerial structure is unacceptable...the noise and visual blight degrade the urban experience. Tunnels are too expensive. We'd be spending too much to enable a car culture and accomodate commuters. A surface option that creates up to eight lanes of traffic does nothing to reduce traffic noise, create a pedestrian-friendly experience, or mitigate the severing of the waterfront from our downtown core. The only advantage to this surface option is that it improves the waterfront experience for those who will be enjoying the view from adjacent buildings. I suggest that we not try to replace the capacity for transporting automobiles through the city. Run a passenger ferry from West Seattle, add buses and improve the mobility of buses through our city core (perhaps dedicate Third Avenue as a transit only arterial?), and build and expand a monorail system. Follow the lead of Vancouver BC, which uses congestion as a growth management tool. Follow the lead of San Francisco, which had the courage to tear down its elevated Embarcadero. Create an attractive option for current car commuters: beautiful, quiet, park-filled family-friendly high-density in-city living options. Thank you, Paul Beaudet

Comments apply to:  
Overall Project

I-056-001

Many people asked the lead agencies to consider an alternative that would remove the viaduct, 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.