

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-060-001

I strongly believe that the EIS needs to study options that focus on the larger transportation network. If San Francisco can demolish the Embarcadero freeway successfully - shifting the traffic burdens to other more feasible routes - without replacement, shouldn't we at least investigate that option for our own waterfront? I'm sure most are aware of the long term disruption and budget overruns on projects such as the "Big Dig" in Boston - it may be many years before that project even begins to live up to the early (and misguided) hype of the planners and engineers. Meanwhile, the damage to the existing fabric and its businesses will be forever. Let's think about what life might be like without a major highway along the waterfront now, before we get pulled along by the momentum of any ill conceived and under-funded notions of a new highway.

Comments apply to:
Overall Project

I-060-001

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.