

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-069-001

I would have preferred if you had included a "no-rebuild" scenario in your list of alternatives. I would like to see the existing Viaduct taken down and I don't think that we need to spend billions on a replacement roadway. The waterfront land should be devoted to open space and mixed-use development, not a highway. I believe that our state and regional transportation funds would be better spent on fixing bottlenecks on I-5, reconfiguring surface streets, and most importantly, investing in regional rail corridors (light rail, monorail, BNSF). However, since this is not an option for the EIS, I support the Surface alternative. Four lanes would be preferable to six lanes, in my opinion. We need to stop focusing on road capacity and instead focus on transit and livability. Transit corridors and development density are the keys to Seattle's future success, not single-occupancy vehicles. Portland removed its waterfront freeway and it is now a far more livable city because of this decision. Seattle should follow their lead. Thank you.

Comments apply to:
Surface Alternative

I-069-001

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.