

AWV Draft EIS Comment Form Results:

Name: Ed Breen  
Address: 911 Western Ave. #416  
City: Seattle  
State: Wa  
Zip Code: 98199  
Email: breen@mbtarch.com  
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-087-001

The closure of the viaduct after the earthquake did not bring the City to a standstill – and that was not a planned closure. The cost of replacement in kind is enormous and the cost of a tunnel deep enough to remove the barrier, even more so. I think that at a fraction of the cost, and with potentially more interested parties to contribute funds, I-5 through the downtown area can be improved and select side streets can be improved and synchronized to move traffic. If there is a fall-off of efficiency, the trade-off would be a downtown waterfront connected to The City, a huge amount of land to be developed (bounty to the coffers) all gained while eliminating the noise, smell, and view-blocking hulk of the viaduct. As a Magnolia resident, I love the convenience of the Viaduct. It is the only way I have gotten to the airport and other points south of the city since 1989. I would trade this efficiency in a minute for a decision that would cost less and would give improving Seattle's waterfront for people priority over getting traffic around downtown via a part-buried tunnel or viaduct at the edge of our bay.

I-087-001

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.