

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?  
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Yes

Project Comments:  
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- I-100-001** (1) The Tunnel alternatives are the best. But why not keep the same capacity as now - 2 lanes each way in the tunnel and on the surface? This would save money and keep the surface a much friendly place - 6 lanes on the surface is way too much, especially since 4 does just fine now.
- I-100-002** (2) The bike lanes sandwiched between car traffic and parked cars are a very bad idea for such a prime tourist-oriented area (danger, noise, general unpleasantness). There should be separated bike paths - switch the location of the parking and bike lanes, adding a planting strip between them. On one side the bike path could run near the waterfront streetcar, as it does today. On the other side it could be near the sidewalk. Design the bike path on the waterfront side for slower cyclists and families, with the bike path on the downtown side for faster cyclists.
- I-100-003** (3) Parking (short term) should be only on the downtown side of the surface highway, not on the waterfront side, where it will detract from the park-like environment. Instead have a pick-up / drop-off lane on the waterfront side.

Comments apply to:

Tunnel Alternative

Bypass Tunnel Alternative

### I-100-001

With the Cut-and-Cover Tunnel Alternative, the southbound on-ramp at Columbia Street and the northbound off-ramp at Seneca Street will be removed. Traffic patterns are expected to alter slightly with removal of these ramps, and the Alaskan Way surface street is expected to carry additional traffic to and from the central business district. Therefore, to provide similar capacity levels as currently exist today, six lanes of traffic on the Alaskan Way surface street are necessary south of Yesler Way. The Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project.

With the Elevated Structure Alternative, additional lanes proposed on portions of Alaskan Way are for the purpose of improving traffic circulation and flow, especially in the vicinity of Colman Dock.

It is expected that, overall, traffic that diverts to use surface streets and I-5 will distribute based on available capacity of these various roadways. At this time, there are no plans to substantially increase capacity along I-5 through the downtown core.

### I-100-002

Because of the range of activities on the central waterfront, there is no clear-cut "best" alternative for providing bicycle facilities. On-street bike lanes are proposed to allow commuter and other experienced cyclists to travel in the roadway and avoid heavy pedestrian traffic associated with the waterfront promenade. The on-street bicycle lanes will be design to AASHTO national standards for bicycle lanes adjacent to parking. The waterfront promenade in this area will provide an area where slower-moving, recreational cyclists may ride.

### I-100-003

The City of Seattle is leading the design effort for the Central Waterfront, which will determine parking along Alaskan Way.