

5-27-04

I-113-001

WSDOT:

Please do not rebuild a highway on
our shore without exploring No Highway
alternatives.

Get a copy of the Bogue Plan that
years ago would have had all our
trains under the city - Not cutting
off our waterfront - We do not need
thru traffic on Seattle very unique
and precious waterfront - Make it
a friendly - safe part of our "Main
Attraction" - Not cars and pollution.
With the new SAM Sculpture gardens
coming to our waterfront we need the
freedom to walk safely and not have
to compete with commercial traffic.
Let's show the world we intend to
make Seattle waterfront a first class
destination -

Thank you,

Ernie R. Clauson
1950 - Alaskan Way #237
Seattle, Wn. 98101

RECEIVED

JUN 01 2004

AWVSP Team Office

I-113-001

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.