

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-117-001 Your site concentrates reader attention on alternatives to replacing the viaduct. Why, however, have you not even offered for public consideration the cheapest, easiest, environmentally friendliest, and perhaps most responsible view in the long run, viz, get rid of the thing altogether WITHOUT replacing it? Living in the South End as I do, I find the viaduct very helpful getting downtown or to places in NW Seattle, but if it didn't exist, I would hardly be stymied. The move might encourage people overall to further consider their public transit options (particularly if these are ever beefed up) and would help greatly in re-uniting the downtown core with the waterfront. Placement of the railroad and highway along the waterfront may have made sense when the city was very young, but now their positioning there can only be regarded as abominable. Let's get REALLY progressive for a change and do away with the thing permanently in the next few years. Channel funds that would! have been spent on it into a high-quality light-transit infrastructure instead.

Comments apply to:
Overall Project

I-117-001

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.