

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-132-001 As a former downtown resident I believe a community friendly water front design is critically important in this process. For this reason I prefer the tunnel alternative with the surface alternative as a second best option.

My preference for a surface alternative in the absence of sufficient funding for the tunnel would be to mirror the designs of the San Francisco, CA and Vancouver, B.C. waterfront traffic designs where they do not overly detract from the pedestrian experience. The San Francisco analogy appears particularly apt given the loss of the Embarcadero closely parallels the risks we face with the viaduct.

I-132-002 Consideration should also be given to not having a water-front surface option at all and simply routing traffic into the core downtown streets (2d and 4th Ave.). This would also parallel the experience of entering Vancouver, B.C. where the freeways terminate on surface level streets. While I recognize the transit time impact of this option, it is likely to be of lower cost than the surface alternative now contemplated and would be as close to a

Comments apply to:

Overall Project

Tunnel Alternative

I-132-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-132-002

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.

Your suggestion to eliminate traffic along the waterfront would increase the congestion on I-5 and downtown streets over the levels found in the study mentioned in the paragraph above.