

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-131-001

I urge to you consider including the study of a No-Highway alternative in the EIS for this project. Replacing the viaduct with a huge project like tunneling will be incredibly time-consuming, expensive and disruptive to the waterfront. Currently, the viaduct cuts the city off from the waterfront and it's important to look at transportation alternatives that will not do the same thing in the future. I would like to see study of all alternatives in the viaduct project, which must include not replacing the viaduct at all. Then, a decision can be made that will be the most cost-effective and place priority on re-connecting our city to Elliot Bay.

Comments apply to:
Overall Project
Other Topic: No-Highway Alternative

I-131-001

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.