

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-154-001

All of the currently proposed alternatives are wrong-sighted. The city does not need a newer and bigger highway on its magnificent waterfront, especially at the prospective cost to taxpayers and to small businesses that will surely not survive the extended construction project of taking down and replacing the Alaskan Way Viaduct. WADOT needs to study and propose a non-highway alternative to the Alaska Way Viaduct that will maximize non-vehicular use of the waterfront and will benefit the fragile waterfront ecology. The city has an unprecedented opportunity to create a model waterfront, yet all of the alternatives in the draft EIS fail to realize this opportunity. Rather, they're all more classic Seattle boondoggle, on the scale of the Denny Hill regrading almost 100 years ago.

Comments apply to:
Overall Project

I-154-001

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.