

**From:** [michael dady](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** Viaduct Comments  
**Date:** Friday, September 22, 2006 12:01:48 PM  
**Attachments:**

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Greetings,

**I-570-001** Clearly the viaduct is a dangerous structure and needs to come down. However, the need to replace it with either the cut-and-cover tunnel or a new elevated structure are proving to be outrageously expensive and environmentally questionable.

The realistic means of achieving goals of people mobility in this area of Seattle can be obtained by focusing resources on a multi-pronged approach to achieving the desired mobility. This can be best achieved by not obsessing and focusing on a 'one corridor solution vis-a-vis a new viaduct or tunnel, but instead focus money and resources on the Transit + Streets approach.

The Construction Traffic Management Plan should be implemented ASAP so as to start the adaptation process of the area residents to change their behavior and ready them for the day that the viaduct is gone, for good, and not replaced.

Save the money that would be spent on the one 'big fix of a tunnel/new viaduct', and instead, spread it out and have many little fixes to move people and goods through this area of the city and state.

Sincerely,  
Michael Dady  
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West Seattle WA  
98106

### **I-570-001**

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.