

From: leedaneke@comcast.net
To: [AWV SDEIS Comments; AWV SDEIS Comments](#)
CC:
Subject: VIADUCT -- Comments on Supplemental draft EIS
Date: Wednesday, September 20, 2006 9:03:59 PM
Attachments:

Dear Ms. Stenberg,

I-572-001 I urge you to modify the EIS to include alternatives the we can afford.

Transportation is important, but we cannot bankrupt the public treasury for a short stretch of highway. Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice.

I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor.

There are a number of obstacles to resolving the transportation issues in this corridor, and one of the greatest is DOT's single minded insistence that no alternatives be considered acceptable unless they carry as many or more cars in the same space as the viaduct. Your refusal to fully examine other nearby streets and other means of transportation is shameful.

Thank you for your kind consideration of my comments.

Very truly yours,

3304 South Dose Terrace

Lee Daneker

Seattle WA 98144

I-572-001

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.