

From: [Christine Deavel](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Alaskan Way Viaduct
Date: Thursday, September 21, 2006 2:59:31 PM
Attachments:

Dear Ms. Stenberg:

I-575-001 I am writing to express my support for the elimination of the Alaskan Way Viaduct and for traffic to be rerouted elsewhere. Neither the tunnel option nor the elevated option are fiscally or environmentally appropriate. My hope is that the waterfront can be reclaimed in a more pedestrian-friendly way, with the emphasis on ease of movement for mass transit as well. This seems like the perfect opportunity for Washington State and the City of Seattle to be more forward thinking in their approach to city planning, focusing less on the primacy of the automobile, and saving crucial money as well.

Thank you for your consideration.

Sincerely,
Christine Deavel
2318 NE 105th St.
Seattle, WA 98125

I-575-001

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.