

AWV Draft EIS Comment Form Results:

Name: Timothy Dunn  
Address: 3022 SW Bradford St #204  
City: Seattle  
State: WA  
Zip Code: 98126  
Email: timothyld@msn.com  
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-166-001

I agree that something must be done. Not only does this roadway benefit me directly for my commute but the corridor is essential for the region. However, I believe that we don't have to spend billions of dollars to recreate or emulate the existing structure. Let's learn from San Francisco where they did not replace a similar structure with similar needs. They have managed very well at changing the environment in a positive manner and using alternative means for transportation movement along that corridor. For the livability of the city as well as making the waterfront a truly attractive environment, a place to proudly visit with friends and tourists, I do not believe the viaduct should be replaced. The economic benefits would be tremendous for both the tourist industry and for real estate values. However, in order to keep traffic moving without the viaduct, improve access to/from I-5. By fixing the existing problems in the area of I-5 & Spokane St turning the waterfront into a truly attractive environment, the city will benefit tremendously with better traffic flow on I-5 and creation of a valuable asset along the waterfront. I use the viaduct daily and would certainly miss it. But the alternatives are much better for the city and region as a whole. Rebuild the seawall, replace the viaduct with a simple, beautifully designed boulevard that discourages north/south through travel and fix the I-5 access instead. Let's quit thinking we have to have what exist today and be willing to be creative and alter our travel patterns by learning from the wonderful work that San Francisco has done by not replacing their vital viaduct. In conclusion, rebuild the seawall but not the viaduct but build a surface structure that is not a main north/south highway. Along with these changes, there will be an economic shot in the arm along the waterfront and surrounding CBD area with a truly attractive destination.

Comments apply to:  
Overall Project

I-166-001

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.