

From: [Margaret](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Replacement options for the Alaskan Way Viaduct
Date: Thursday, September 21, 2006 3:55:16 PM
Attachments:

Dear Ms. Kate Stenberg,

I-606-001

I hope that the Transit + Streets approach could be reconsidered for the Viaduct, as it is more affordable and environmentally friendly. I am concerned that the money could be more wisely spent for transit and transportation demand management, as well as for bicycles, pedestrians, and freight mobility. I am very concerned about global warming, and this alternative would cause less emissions.

I think it is very telling that the tunnel and elevated proposals would have the Construction Management Traffic Management Plan, and think that whatever solutions proposed for the construction time could be extended and enhanced over time into the Transit + Streets proposal. I urge you to get started on that plan immediately, as the viaduct is unsafe. I believe you may know about the expert report from the Congress for the New Urbanism:

http://www.cnu.org/news/index.cfm?formAction=press_release_item&press_release_id=92&CFID=14890562&CFTOKEN=13704183.

They conclude that the analysis of traffic capacity and needs by WSDOT is inadequate, and strongly recommend more work on the Transit + Streets approach.

I hope you will take this opportunity to examine the Transit + Streets approach again.

Sincerely yours,
Margaret Kitchell
1410 E. Pine St. #312
Seattle WA 98122
206-324-3522 home

I-606-001

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.