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To: [AWV SDEIS Comments](#);
CC: [Art Lewellan](#);
Subject: Comment on AWV replacement
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Attachments:

I-612-001

I support the People's Waterfront Coalition proposal for a surface boulevard option for rebuilding the earthquake-damaged Alaskan Way Viaduct. The main reason for my support is difficult to convey and as likely difficult to understand.

Standard patterns of development practiced throughout the 20th Century have become obsolete. Rebuilding SR-99 to accommodate existing traffic load is, as such, futile. Standard predictions for traffic loads on all freeways are similarly inaccurate because of this obsolescence. Should DOTs blatantly ignore any contention, however poorly presented, that suggests a means to reduce traffic?

I believe urban and suburban development philosophy and practice is soon to take an unprecedented direction, one of innovative infill reconstruction, guided almost solely on the basis of eliminating the use of automobiles for many trips. I believe this eventuality is the inevitable, desirable application and implementation of the principles of New Urbanism and its budding offshoot, the more complex dynamics of Regionalism - how numerous, economically-diversified districts within a metropolitan region are connected with diverse transportation systems, and how regional economic imbalances are addressed with such development.

I'm unsure Seattle's responsible transportation planners understand these considerations that I've tried to convey over the last six years of my participation in this planning field. Perhaps, the development example that best portrays failure to implement this progressive development philosophy is the Link light rail bypass of Southcenter, a district within the metropolitan region which cannot, with an eventual light rail spur, achieve highest transit

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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.

use goals, nor guide development accordingly, now that the bypass is set in concrete.

Following these widely respected, progressive planning guidelines, I am certain that the light rail tunnel extension to Husky Stadium and further north is a mistake. The best route north from downtown may actually be the Express lanes of I-5, which was their original intent. Those who adamantly think otherwise, do not understand the principles based upon which I make this claim. It bothers me that my efforts always seemed to fall on deaf ears.

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