

From: [John Marshall](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: viaduct plan
Date: Friday, September 22, 2006 11:12:45 AM
Attachments:

Dear Kate Stenberg,

I-616-001 I firmly believe the surface option is the best way for the viaduct situation to be resolved. We must think into the future, plan for a future we want to see. The car should become a far less necessary mode of transit. The money spent for either of the other two options could be better spent providing mass transit and pedestrian and bicycle options. The long term health of the city, the human race, and the planet would be better served by beginning now to plan for a nearly car-less city. Attempting to keep the status quo seems very short-sighted. I know that the people of this region are resourceful and smart enough to turn a viaduct-less, tunnel-less future into something appreciably better than the future either of those options would provide.

Sincerely,

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I-616-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a surface option. As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Because the project has evolved since comments were submitted in 2004 and 2006, please refer to the Final EIS for current information.

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.