

From: [Evan A. Sugden](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Viaduct Replacement
Date: Thursday, September 21, 2006 10:01:04 PM
Attachments:

Kate Stenberg
WSDOT

Dear Ms Steinberg:

Please accept my comments on the Alaska Way Viaduct replacement project.

I-666-001 Neither the tunnel plan nor the elevated plan is affordable, and neither is an environmentally friendly choice. Recent revelations re: the cost of a tunnel replacement for the Alaska Way Viaduct, have shown how much more expensive the tunnel option would be compared to original projections. The Boston tunnel experience would advise us to prepare for even greater costs and many disappointments. Let's not sink Seattle into this boondoggle!

I urge you to develop a range of lower cost alternatives for consideration for viaduct replacement. Include the Transit + Streets approach, where all the available capacity in the transportation network is considered and employed to provide mobility in this corridor. This plan would also allow for maximum renovation of the waterfront in a timely manner.

San Francisco has provided us with a model project of just this sort in its successful replacement of the Embarcadero freeway with a boulevard, turning the once dismal zone into a vital, attractive pedestrian-friendly, commercial Bay frontage. We can do this and we can do it at a tiny fraction of the cost of a tunnel.

I-666-002 We should be diverting major funding to REDUCING traffic, not just sending it underground at an exorbitant cost that we and our grandchildren will both regret.

Thank you.
Evan A. Sugden
Ballard

I-666-001

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.

I-666-002

Traffic demand management is part of the construction mitigation strategy. Regionally, there are also many programs in place to help reduce the growth in traffic demand.