

1 access to Terminal 46 is maintained and that a better
2 program of realignment to the south at Pier 25 and what's
3 now Pier 30 is addressed.

4 So, I would like to see the Port, the City, the
5 State Department of Transportation, sit down, and included
6 in that the B.N. Railroad, and work out a realignment of
7 that whole viaduct situation there where it would join the
8 new Downtown Seawall and Viaduct Project. Thank you.

9 ANDREA MENIN: I want to register my comments about
10 the Seawall and Viaduct replacement. I would like to see
11 them build a tunnel. Even though it's the most expensive,
12 it seems like the best alternative. I don't mind if it's a
13 bypass or a regular tunnel, as long as it gets tunnelled.

14 That's it.

15 What do you think, Anna?

16 ANNA CREAN: Same as her.

17 ANDREA MENIN: Same as me? Can you say it louder?
18 You kind of want an aerial thing, don't you?

19 ANNA CREAN: I don't really care.

20 ANDREA MENIN: You don't really care? Do you want
21 to be able to look down at the traffic, like you do now, or
22 do you want to be able to go underneath it?

23 ANNA CREAN: Look down at the traffic.

24 ANDREA MENIN: So she wants an aerial.

25 AARON GOSS: I think we should take the Viaduct down

H-028-001

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.

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1 and replace it with a park and living space. I want that
2 to be one of the alternatives. Make it the sixth
3 alternative, the do nothing alternative.

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