

-----Original Message-----
From: KSM44@aol.com [mailto:KSM44@aol.com]
Sent: Thursday, April 22, 2004 11:55 PM
To: viaduct@wsdot.wa.gov
Subject: Draft EIS

I-306-001

As a resident of Waterfront Landings on Alaskan Way, I have grave concerns about the construction of a "temporary" roadway during the replacement of the Alaskan Way Viaduct. In my opinion, anything longer than six months to a year is not "temporary". The longer the "temporary" structure stays in place, the less "temporary", and more "permanent", it becomes.

I-306-002

I have attended a previous meeting where the replacement options were presented. There is another option that is rarely mentioned or discussed, and that is to NOT replace the Viaduct at all. It has come to the end of its useful life of many decades. Over those many years, the city of Seattle has changed dramatically, and I doubt that such a roadway would even be considered, much less approved, today.

This is a VERY short piece of roadway, that bears a VERY high cost. My suggestion is to close the Viaduct for one year, and study the resulting traffic patterns. The information gleaned from this circumstance would help to determine more clearly where and how to move traffic through, and around, the city. The current Draft EIS does not adequately discuss or address this option, nor ALTERNATIVES for shorter construction periods, traffic flow during construction, economic impacts in the construction zone, and what to do with displaced spaces for parking, taxis, buses, etc.

Replacing this short stretch of road at such an incredibly high cost is not acceptable. In addition, the fact is that the Waterfront District has changed. It is no longer an empty wasteland suitable only as a transportation corridor. There are now new businesses, a new hotel, our residential complex, Pier 66, the cruise terminal, the Victoria Clipper, the Port of Seattle building. The Viaduct served its purpose for many years, but it is time to implement a new vision for Seattle, as it is TODAY - not 40 years ago.

Thank you for your consideration.
Sincerely,
Karen Merola Krueger
206/239-0793

I-306-001

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

I-306-002

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.

Contact Date: 5/28/2004

Contact Type: Gov. Web Page E-mail

From: Karen Merola
2000 Alaskan Way
Seattle, WA 98121

Email Address: ksm44@aol.com

Importance: High

Comments:

Alaskan Way Viaduct

I am writing to urge you to help take advantage of an opportunity for Seattle. The end of the useful life of the Alaskan Way Viaduct offers us a chance to reclaim our connection to Elliott Bay. Other cities have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar cost of a megaproject for a very short stretch of road. We owe it to ourselves to rethink the way we provide stewardship to Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

Karen Merola

AWV Draft EIS Comment Form Results:

Name: Karen Merola
Address:
City:
State:
Zip Code:
Email: ksm44@aol.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I am writing to urge you to help take advantage of an opportunity for Seattle. The end of the useful life of the Alaskan Way Viaduct offers us a chance to reconnect the city to Elliott Bay. Other cities have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. I believe that the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's central waterfront. Improvements to arterial connections and transit would allow us to accommodate Viaduct freight and car traffic while easing congestion for us all, avoid a decade of disruption to businesses and residents, and avoid the billion dollar cost of this megaproject. We owe it to ourselves to rethink the way we provide view Seattle's waterfront. Therefore, I urge you to work toward the inclusion of a "no-highway" alternative in the Viaduct EIS.

I-306-002