

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-320-001

As a long term resident of the Greater Seattle area, if the project cannot be shored up safely, my vote would be to tear it down and shift the traffic to I-5 in the best way possibly. After visiting Boston and experiencing the mess of traffic and the cost overruns of the BIG Dig that will haunt the citizens of Boston for many years to come. I vote against the tunnel. While visiting Rio de Janeiro, one of their treasures is the viaduct free, freeway free waterfront drive and beautiful walkway. The distance from the tall buildings to the piers is about the same and they created two one way streets with a divider in between that is servicable and functional. Traffic speeds are about 25 mph and it moves well through the area. It is beautiful and enhances the city. The route is by Copacapana Beach if you would like to further research this idea. Seattle could make the waterfront it's treasure for the citizens and visitors. Taking the viaduct down would improve the look o! f the city. Let's not drag out a debt that will affect our children and grandchildren for many years to come and be fiscally responsible.

I-320-001

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.