

Alaskan Way Viaduct and Seawall Replacement Project

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1. Choose Topic:

Overall *	Tunnel	Construction Impacts and
All of the	Bypass Tunnel	Other
Rebuild	Surface	
Aerial	Seawall	

Comment:

What's best for Seattle is tearing down the viaduct, decreasing traffic along the waterfront, and making the project affordable for all. Seattle's small geographical boundaries necessitates this. Let us NOT lose sight of these three needs as we look at the proposals.

After graciously considering each of the proposals on the table, I am concerned that none of the proposals adequately address all three of these goals. The tunnel is beautiful, but outrageously expensive and is only going to get more expensive once we start digging. The tunnel also does nothing to decrease traffic and air pollution along the waterfront. All of the other proposals (surface, arterial, and rebuild) keep the loud, unnecessary traffic with an equally loud, and unappealing structure. This is not acceptable.

The People's Waterfront Coalition is cheap, reasonable, beautiful, and environmentally-friendly. It took forever just for Seattle to build or even begin to build a GreenLine because of its high cost. It will take centuries before Seattle agrees to pay for and even find a way to pay for something like the tunnel option.

We need a solution fast. The viaduct must be replaced before the next earthquake. Seattle has done more to protect itself from a "perceived" terrorist attack than a real and scientifically proven, destructive and deadly earthquake. Building a tunnel in 9-15 years is not a good solution. In fact, every non-People's Waterfront Coalition proposal sits around waiting 7-15 years for a natural force to take the viaduct down. WE must take the viaduct down. WE must take the viaduct down SAFELY and EFFICIENTLY with the least amount of harm done to people and the surrounding structures beside it.

I love Seattle because of its small, neighborhood layout and feel. Any of the proposals besides the People's Waterfront Coalition destroys any possibility of bringing what is Seattle to the waterfront. If anything is built besides the People's Waterfront Coalition, the waterfront will continue to be separated from the rest of what is Seattle. We need an accessible, quiet, happy waterfront. We, the people, do. Cars don't need this.

The cars will find elsewhere to go. The people will actually use other means of transportation. They will choose to use the GreenLine which they have already paid for and which is being constructed for them. They will go 20 minutes out of their way to use I-5. They will carpool. They will.

IF YOU BUILD IT, THEY WILL COME. If you build a six-lane surface highway, you will bring more traffic THROUGH the city. This traffic doesn't STOP in the city. People will bypass Seattle without ever giving it a glance or a dime as they travel through Seattle to Vancouver and Portland. This is not good tourism. This is not good for the economic growth of our region.

The People's Waterfront Coalition brings people TO Seattle. It brings them TO Seattle—not through it. And the strongest point for the People's Waterfront Coalition is that it brings people into the city to LOVE the city. To love the views, the water, the mountains, and the air. People will come to Seattle to escape, rather than heading an hour or two outside Seattle to feel as if they need to escape.

Let Seattle BREATHE. Let Seattle grow as it was meant to grow. The west coast is radically different from the east coast. That's why people vacation here. To increase the speed and the amount of traffic along the waterfront is to split the heart of Seattle in two. Don't divide Seattle. Unite Seattle and we will all be happier, healthier, and richer.

2. Is this the first EIS you have read?

Yes No *

I-337-001

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.