Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: DAVID MINAGLIA

Organization/Membership Affiliation (optional): NONE

Address: 5613 9TH AVE NW

City: SEATTLE State: WA Zip: 98107

E-mail:

[X] Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- [X] Overall Project
- [ ] All of the Alternatives
- [ ] Rebuild Alternative
- [ ] Aerial Alternative
- [ ] Tunnel Alternative
- [ ] Bypass Tunnel Alternative
- [X] Suface Alternative
- [ ] Seawall
- [ ] Construction Impacts and Mitigation
- [ ] Other

What are your comments about the project?

I-362-001

I WOULD LIKE TO SEE AN ALTERNATIVE SELECTED THAT REMOVES THE EXISTING VIADUCT AND TURNS ALASKA WAY INTO A PLEASANT WATERFRONT BOULEVARD WITH BIKE PATHS AND SIDEWALKS AND GREENSPACE. SAN FRANCISCO, CA AND VANCOUVER B.C. HAS PROVEN THAT A LARGE CITY CAN SURVIVE AND FUNCTION WITHOUT A LARGE FREEWAY / HIGHWAY RUNNING THROUGH IT. I ALSO

(Please use additional paper if you need further comment space)

PREFER A SURFACE ALTERNATIVE AS THE LEAST COSTLY. ENGINEERING PROJECTS ARE TOO EXPENSIVE FOR THE CURRENT ECONOMY.

I-362-001

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.