

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-368-001

Dear DOT, I was recently in Vancouver and I was struck by how far ahead of Seattle it is in urban planning. Vancouver has taken fantastic advantage of its waterfront in providing public access, parks, living spaces and views. There are no freeways in the city of Vancouver and yet traffic seems to move better there than in Seattle. I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950's. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history, and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long-term benefit of their communities. It is no exaggeration to say that the downtown waterfront in Seattle is potentially one of the great urban spaces in the world. 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 liabilities of a megaproject. We owe it to ourselves and our children to be 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. The waterfront is the worst possible place for a highway. The billions that would be spent on a new tunnel or surface street would be much better used if put toward other transportation improvements which would compensate for the loss of the waterfront route.

Comments apply to:
Overall Project

I-368-001

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.