

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-467-001

The Environmental Impact Statement should study the no-highway alternative proposed by the People's Waterfront Coalition, including a four-lane surface street, traffic demand management (TDM), and the 21 small and mid-sized projects have been identified by Seattle DOT as components of a decentralized solution to keep traffic flowing without replacing the Viaduct, if it fails before a new highway can be built. This alternative would clearly be lowest cost, would do the most to restore the waterfront, would be best in environmental terms, and would bring the most economic benefit to Seattle. The only question is whether this alternative would work in terms of traffic flow. We will not know the answer to this question unless this alternative is studied in the EIS. Even if the EIS finds that this alternative is not completely adequate, we will get useful information from studying it. For example, finding out how much we can reduce congestion through TDM and through the 21 projects identified by Seattle DOT would be helpful in deciding how much capacity we need if we build the surface boulevard alternative studied in the EIS. It is plausible that, even if the no-highway is not feasible, some hybrid of this alternative and the surface-boulevard alternative is feasible. Again, we will not know unless the no-highway alternative is studied. I urge you to include this alternative in the final EIS. Charles Siegel

Comments apply to:
Overall Project

I-467-001

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.