

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-479-001

None of the options presented are acceptable. Each would continue the severe disruption of the quality of life in downtown Seattle that the existing viaduct has foisted on an unwilling citizenry for half a century now, all for the sake of a quick alternative route through the city for suburban locals who know about it. The viaduct should be torn down and replaced with a quiet two-lane boulevard, a new Seattle Central Park, and a broad array of amenities for residents and visitors to enjoy. Vehicular access to the waterfront should be limited to a few major east-west corridors. The money you're thinking of spending to replace the viaduct should instead be dedicated to expanding and improving I5 through the city and covering it with a longer lid, and to improving the ability of the north-south avenues through the city to handle semi-local traffic. I405 could also usefully be expanded and improved to handle traffic that can bypass Seattle. That will accomplish a much better result all around.

Comments apply to:
Overall Project

I-479-001

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.