

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-487-001

I am glad to see WSDOT putting time and energy into dealing with the Alaskan Way Viaduct. I wish the people working on the RTID would realize that it and 520 have to be seen as our top two priorities, since we must maintain what we already have before we go building additional capacity! Having said that, I am frankly less than enthusiastic about most of the alternatives presented. I am a strong supporter of the Seattle Monorail Project, but I would still like to see a non-elevated roadway structure take the place of the current Viaduct, a position some might call contrary. However, the Monorail's shadow and view blockage envelopes are tiny compared to those of the current Viaduct [or the Rebuild/Aerial Alternatives]. Looking at the amount of time a mega-project like this would take to complete, in addition to the large chance of cost overruns [see the Big Dig in Boston, throw in Seattle's all-fill waterfront, etc.], I am left agreeing with the People's Waterfront Coalition that the best solution may be no solution at all. Let's take these 120,000 car trips a day and redirect them. Fully fund and integrate passenger-only ferry service. Expand the current waterfront streetcar line north into Magnolia and east to 23rd/Jackson. Increase express bus service. Put the rest of the cars onto our existing street grid. Indeed, while we're working on streetcars, let's bring back the old Madison Street line to provide another connector to First Hill and Capitol Hill. I realize these ideas don't deal with freight traffic...so why not make freight-only corridors on Alaskan Way, which is already the recommended freight through-route? I believe those freight trips are more important than SOV commuter trips anyway, since in the long run we are going to have to give up the SOV options, as gas prices continue to increase. Let's get ahead of the curve and start planning for the future.

Comments apply to:
Overall Project

I-487-001

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.