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From: Paul Booth [mailto:paulboo@microsoft.com]

Sent: Friday, April 16, 2004 10:01 AM

To: viaduct@wsdot.wa.gov

Subject: "no viaduct" option

I-079-001

I would ask you to please study the option of removing the viaduct and replacing it with nothing but improvements to I-5 and our downtown grid (including truck lanes). I strongly believe that *reducing* capacity through the downtown corridor will actually result in a denser, better, more vibrant city with less pollution and a higher number of transit riders.

I-079-002

The study may want to examine the results of both the removal of the Embarcadero viaduct in San Francisco, and also the effect of *not* completing Highway 99 through the city of Vancouver, B.C. as potential models for Seattle. Additionally the study may want to look at projects such as central London's fee based access to central zones for cars as a model for what happens when a city actively discourages car trips.

It's my view that the city and state simply cannot afford a viaduct replacement in any form. As someone who works right by the viaduct (in the World Trade Centre buildings) I am intimately familiar with the scar it causes to this neighborhood, and on Seattle's downtown as a whole.

Many thanks

- Paul

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I-079-001

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.

I-079-002

Although the Embarcadero Freeway had some similarities to the Alaskan Way Viaduct, it served a different function. The Embarcadero Freeway was primarily a way for drivers to access the regional highway network from downtown San Francisco. After it was taken down, traffic shifted to more than a dozen parallel streets that served the same neighborhoods. Traffic on some city streets increased by as much as 50 percent following the closure of the Embarcadero Freeway. Please refer to Final EIS Appendix C, Transportation Discipline Report, for information on

what would happen in the corridor under the Viaduct Closed (No Build Alternative).