

From: [Dave Brede](#)
To: [AWV SDEIS Comments](#)
CC:
Subject: Please don't waste our tax money on viaduct replacement
Date: Thursday, September 21, 2006 9:48:03 AM
Attachments:

Dear Kate,

As a business leader in Seattle, I am often confused by how state and local government seems to complain about budgets – then turns around and selects plans that are a complete waste of tax payer dollars.

I-556-001 The viaduct replacement is clearly a big sink hole of our children's future. The cost difference between the viaduct replacement and no build option would fund so many other wonderful things or – simply improve our local and national standards of living by not taxing us for a 1 mile "section" of a worthless "highway" from nowhere to nowhere.

Please don't let this stupidity continue. I urge you to not hold an advisory vote on the viaduct alternatives. Neither of the two options on the table is affordable. We need to identify new alternatives Seattle can afford. Please fully consider a Transit + Streets proposal that invests in transit, improves the street grid to handle redistributed traffic, and builds a four-lane pedestrian-friendly street on the waterfront. It is affordable, experts have concluded it is feasible, and it is gentlest on the environment and existing businesses. We have to live without any viaduct for 2-4 years anyway, so let's see if we can make this approach work long-term.

Whatever City and State leaders ultimately decide as a permanent solution, I urge you to use existing funds to take care of public safety first. Improve the street grid and add more transit, as recommended in the Construction Transportation Management Plan, close and

I-556-001

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-556-001 | remove the viaduct, and fix the seawall. Consensus on a final solution may take a while, and removing the public safety threat should not be held hostage to this political process.

Regards,

Dave Brede