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Ms Alison Ray,  
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May 14<sup>th</sup> 2004

Subject – Comment on Alaskan Way Replacement DEIS

Dear Ms Ray,

I-189-001

I've watched the development of this project with growing concern. The project as presented in the DEIS proposes to replace the Alaskan Way Viaduct with one or another alternative at a cost of some \$4 billion. And what will we have at the end ?? Alaskan Way, with roughly the capacity it had before the project started. Net benefit ? Almost Zero!

And for this, the project will sop up all the available funding for transportation projects for years to come. This has to be the worst deal for the public ever in Washington history. So how did we get there ??

My belief is that the fundamental mistake was to assume that the project needed to accommodate all the demand. There was insufficient study of what might happen if the demand wasn't met. After all, it is the existence of Alaskan Way that has enabled the demand to grow. If you provided more capacity, you'd get even more traffic. And, more significantly, if you provided less capacity, you'd get less traffic. This will probably be demonstrated during construction. What happened to the thousands of cars that want to drive over the bridge to Bremerton? They don't, because the bridge wasn't built !

This is the age of limited resources, of concern for sustainable living, including transportation. The funds that will be squandered on Alaskan Way could provide far more transportation capacity if they were spent on sustainable alternatives, such as demand management, non-motorized transportation, transit, and a limited capacity boulevard along the waterfront. (As in San Francisco, or Portland)

I sincerely hope that the fundamental wisdom of this proposal is questioned, and that ultimately the community demands a replacement for the viaduct more in keeping with the needs of the times. We don't need another "Big Dig".

Sincerely



Gerald Fox

### I-189-001

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.