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CITY OF SEATTLE
MAYOR'S OFFICE

May 27th

Mayor Greg Nickels
600 4th Ave, 7th floor
P.O. Box 94749
Seattle, WA 98124

Dear Mr. Nickels,

I am writing to urge you to help take advantage of an incredible opportunity for Seattle. The Alaskan Way Viaduct has cut Seattle off from its waterfront since the 1950s. The end of its useful life offers us a chance to remedy one of the worst urban planning decisions in Seattle's history and reclaim our connection to Elliott Bay. Other cities around the globe have recognized and remedied similar mistakes, to the current and long range benefit of their communities. I believe the City of Seattle and the Central Puget Sound region will be more vital and more successful if we do not build a new highway along Seattle's Central Waterfront.

Improvements to arterial connections and transit would allow us to accommodate viaduct freight and car traffic while easing congestion for

I-422-001

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.

us all, avoid a decade of disruption
to businesses and residents, and
avoid the billion dollar liabilities
of a megaproject. We owe it to ourselves
and our children to rethink the way
we provide stewardship to Seattle's
waterfront. Therefore, I urge you to
work towards the inclusion of a "no-
highway" alternative to the Viaduct EIS.

Sincerely,

Shirley Tellmeier
5100 NE 55th St
Seattle, WA 98105