

I-480-001

Dear Planners:

Let us consider future utility of the waterfront in light of the future of transportation. Most plans assume a certain amount of growth in traffic over the next two decades. We won't even finish the project for almost a decade. Thus the question: should we be investing our money (and our children's money) in very expensive infrastructure that encourages prominent use of the automobile?

I suggest that we all consider the cost of gasoline in 20 years. I suggest you take a gander at <http://peakoil.org/> if you want to know what the energy experts know. Sure we will not run out of gas.. the price will just continue to go up. Having researched this topic quite thoroughly, (and having gone to the recent AAAS panel discussion on our energy future) I am convinced that we should not be spending government transportation dollars on anything except developing an efficient public transport system.

In the 80's, folks convinced our federal government to waste \$billions to defend us from the impoverished struggling Soviet Dinosaur. In twenty years when our children are all grown up, will they ask us why we spent all their money on extra lanes and tunnels for cars?

thank you for your time,  
if you want to see a more thorough analysis of the damage done by cars, see [carbusters.org](http://carbusters.org)

Liam Stacey  
321 31st ave E  
Seattle WA 98112

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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.