

## Problems with the Governor's Deep Bore Tunnel

Designed for the economy of the 1950's Seattle was the center of the economy, not the future. An expanding economy requires more vehicle capacity, not less.

Eliminates the Western/Elliott on and off ramps to SR 99, 35,000 car trips and \_\_\_ truck trips would be forced to travel Alaskan Way Surface Street, travel across Mercer through Queen Anne to Mercer and Aurora. Alaskan Way Surface Street would have 32 lights. All these congestion would substantially increase the cost of doing business for us.

Mercer does not have the capacity to handle these trips, Seattle Center traffic etc. The Queen Anne Community will object to the added traffic on Mercer and will force our freight onto the Seattle waterfront. Mercer would become congested all day and evening.

Much of our traffic would move to I-5 further congesting the State's main North South freight route.

No I-5 mitigations in the package.

Freight will have problems with the 5% grade in the tunnel. It drops 180 feet under the city.

Freight will have problems with the \_\_\_ grade from Western and Elliot to the Alaskan Way surface streets.

Where does the cruise ship traffic go to and from T-91 during the cruise ship season?

Reduces capacity of SR99 from 6 lanes to 4 lanes does not plan for future growth. Would hurt the industrial development of the Port's North Bay property and the industrial/maritime properties in our area. Who would improve their operations with so much congestion.

Would not produce a world class open space for downtown. There would be approximately 30,000 to \_\_\_ trips a day on the waterfront, including a lot of freight. The State's own consultant stated that makes for a poor waterfront park, too much noise and pollution

After over 4 Billion dollars of expenditures, traffic and congestion will be much worse, the waterfront would not be better off and industrial firms would be leaving Seattle.

New taxes/tolls-tolls on the tunnel, Port property tax, MVET from the County, City vehicle tax, higher utility rates, higher parking taxes and already probably 9 cents on the gas tax.

The main advantage is the reduction of down time with the removal of the viaduct and the development of the tunnel versus the construction of an elevated highway.