

(GENERAL)

COMPTROLLER FILE NUMBER 267898

PROTEST  
OF

M. J. IVERSON AGAINST CONSTRUCTION OF  
THE BAY FREEWAY; AND URGING DEVELOPMENT  
OF A RAIL RAPID TRANSIT SYSTEM.

*7-3-72 File*

FILED SEPTEMBER 18, 1970

**C. G. ERLANDSON**  
COMPTROLLER AND CITY CLERK

BY J. F. Fenton DEPUTY

**ACTION OF THE COUNCIL**

REFERRED	TO
SEPT. 21, 1970	C/W
REFERRED	TO
REFERRED	TO
REPORTED	DISPOSITION
JUL 3 1972	<i>On File</i>
RE-REFERRED	TO
REPORTED	DISPOSITION

**REPORT OF COMMITTEE**

Mr. President:

Your

Committee of which

Committee

to which was referred the within

PROTEST

would respectfully report that we have considered the same and respectfully recommend that

**THIS SHALL BE PLACED ON FILE**

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Mr. President:

Your Committee of whole Committee

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would respectfully report that we have considered the same and respectfully recommend that.....

**THE SAME BE PLACED ON FILE**

*Phyllis Lamphear*

CHAIRMAN

CHAIRMAN

  
western union

Telegram

SEATTLE CITY COUNCIL OCT 19 AM 2 17

OCT 19 7 55 AM '70

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PR SEA015 JF NL PDF SEATTLE WASH 19  
SEATTLE CITY COUNCIL CLERK

SEATTLE MUNICIPAL BLDG SEATTLE WASH  
SEATTLE CITY COUNCILMEN: BEST, CARROLL, COOLEY, LAMPHERE, LARKIN,  
SMITH, TUAI, WILLIAMS.

I STRONGLY PROTEST APPROVAL CONSTRUCTION OF THE BAY FREEWAY  
STOP ASIDE FROM BEING AN UNMITIGATED AESTHETIC DISASTER ITS  
INEXCUSABLE IRRESPONSIBLE FINANCIAL UNDERTAKING IN FACE OF  
THE PRESENT COMMUNITY SITUATION AND THE ORIGINAL LIMITED CITY  
COMMITMENT ALTHOUGH CONCERNED BY THE POSSIBLY ILLEGAL AND  
DEFINITELY DAMAGING MONEY SITUATION MY MAIN OBJECTION IS THE  
PHYSICAL AND ARTISTIC DAMAGE TO THE REMAINS OF A POSSIBLY LOVELY  
CITY, MINE AS WELL AS YOURS PLEASE INSERT IN RECORDS AND ACKNOWLEDGE  
FRANK DOBBINS 510 NORTHEAST 81ST SEATTLE 98115.

**WU**  
western union

**Telegram**

OCT 18 PM 6 27

624P PDT OCT 18 70 PRA225  
PR SEA256 KJ NL PDB SEATTLE WASH 18  
SEATTLE CITY COUNCIL, DLY 75

SEATTLE MUNICIPAL BLDG SEATTLE

BEFORE VOTING ON BAY FREEWAY STRONGLY URGE YOU EXAMINE FUNDING  
DISCREPANCIES. BAY FREEWAY WAS PUT ON FEDERAL AID SYSTEM IN  
1967. NEW 1971 SEATTLE BUDGET INDICATES FEDERAL AID NO LONGER  
REQUESTED. CITY TO MAKE UP NINE MILLION DOLLAR RESULTING DEFICIT  
FROM FUNDS ALLOCATED FOR CITYWIDE STREET AND ARTERIAL IMPROVEMENTS.  
WHY TURN DOWN FEDERAL AID FOR THIS STATE HIGHWAY AND REPLACE  
IT BY CITY AID FROM STREET IMPROVEMENT FUNDS? NEEDED CITY STREET  
IMPROVEMENTS SHOULD NOT HAVE TO BE PAID FOR OUT OF PROPERTY  
TAXES WHEN GAS TAXES ARE ALREADY MADE AVAILABLE FOR THIS PURPOSE.  
CITY TAXPAYERS DESERVE A FULL AND COMPLETE EXPLANATION.

MAYNARD ARSOVE PRESIDENT CARHT.

SEATTLE CITY COUNCIL  
OCT 19 7 56 AM '70

Miss Grace E. Howard  
4737 Brooklyn Ave. N.E. cl  
Seattle, Wash. 98105 5

Oct. 18, 1970

I as a citizen of Seattle, I am  
opposed to the Bay Freeway, which  
would lead to the 4th Bridge  
across Lake Washington.

Sincerely

Grace E. Howard

(Committee of Whole)

SEATTLE CITY COUNCIL

SEP 17 11 49 AM '70

RUB

3815 NE 89th Street  
Seattle, Washington 98115  
September 15, 1970

EX-24

City Council  
Municipal Building  
Seattle, Washington

Re: Freeway Extension

Gentlemen:

I am at a loss to understand how, in the face of mounting evidence against the desirability of further freeway-building in the city, the Council nevertheless is considering additional freeway construction. This time, it's a freeway extension to Seattle Center and some new interchanges at Roanoke and Mercer.

Concerning the extension -- it's been demonstrated time and again that additional freeways do not relieve congestion. In fact, they tend to worsen it by attracting an even greater volume of traffic, which, in turn, raises further needs for more freeway building. Following this pattern, the city must become paved over with highways and parking lots. And still the original problem remains. Attendant problems of pollution, loss of taxable property, and destruction of the heart of the city (both in terms of business revenues and as a pleasant place to spend time in) -- all these problems are only intensified with more freeways.

Rapid rail transit, with connecting bus linkages, will ultimately be the only way to deal with city and suburban transportation problems. True, the Forward Thrust rapid transit bond issue was defeated this year. But to give up on rapid rail transit simply because of this defeat would be a serious mistake. The plan was defeated partly because of its excessive local tax burden in the context of rising unemployment, and partly because the plan itself had defects. (For example, West Seattle and also large areas northeast of the University were not to be served conveniently by rail transit. In addition, the cost to the passenger per ride was fixed at too high a level to be attractive.)

In any event, rather than abandoning efforts to promote rapid rail transit and turning to demonstrably faulty freeway-building concepts -- wouldn't it make sense to (a) revamp the rail rapid transit proposal to increase its rail service and (b) put more pressure on the Federal Government to foot the bill both for construction and for actual operation of the urban/suburban transit system.

Without 90% Federal funding (as well as a highway monopoly on gas tax revenues) there would be no vast network of freeways. Likewise, without massive Federal financing, there can be no solution to the city's rapid transit problems.

I suggest, therefore, that the Council make short shrift of the proposed freeway construction and turn its creative efforts, instead, toward promoting rapid rail transit.

Yours truly,

  
M. J. Iverson