

1 taxis. It seems as though little planning or analysis has
2 been put into planning and how there can be a coordination
3 of the need for this traffic with existing mass transit or
4 the funding of alternative of mass transit.

5 Ultimately, whatever alternative design is put into
6 effect, the current land owners, inhabitants and users of
7 the waterfront should not suffer the economic brunt during
8 the construction period.

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9 SANDRA POLLOCK: Well, I just wanted to say that I am
10 opposed to the fly-by alternative they have for traffic
11 flow. It seems like just a waste of taxpayer dollars.

12 I am definitely for a tunnel to go through, but
13 there should be a different way, an alternate route for
14 traffic. I've wondered why we couldn't make Alaskan Way
15 one way south, and maybe Third Avenue or another route, one
16 way north and one south, and then connect in together. It
17 seems like a common-sense way to do it.

18 I think the Viaduct is unsafe and an alternative
19 needs to be taken care of sooner, rather than later.

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20 Well, I think environmentally the fly-by situation
21 is not good for tourism, for anything on the waterfront.
22 When I go down there I like to — it's noisy enough as it
23 is, and then that would just impact it even more.

24 I can't think of anything else I want to say. I
25 think that just says it in a nutshell.

H-020-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

H-020-002

After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.