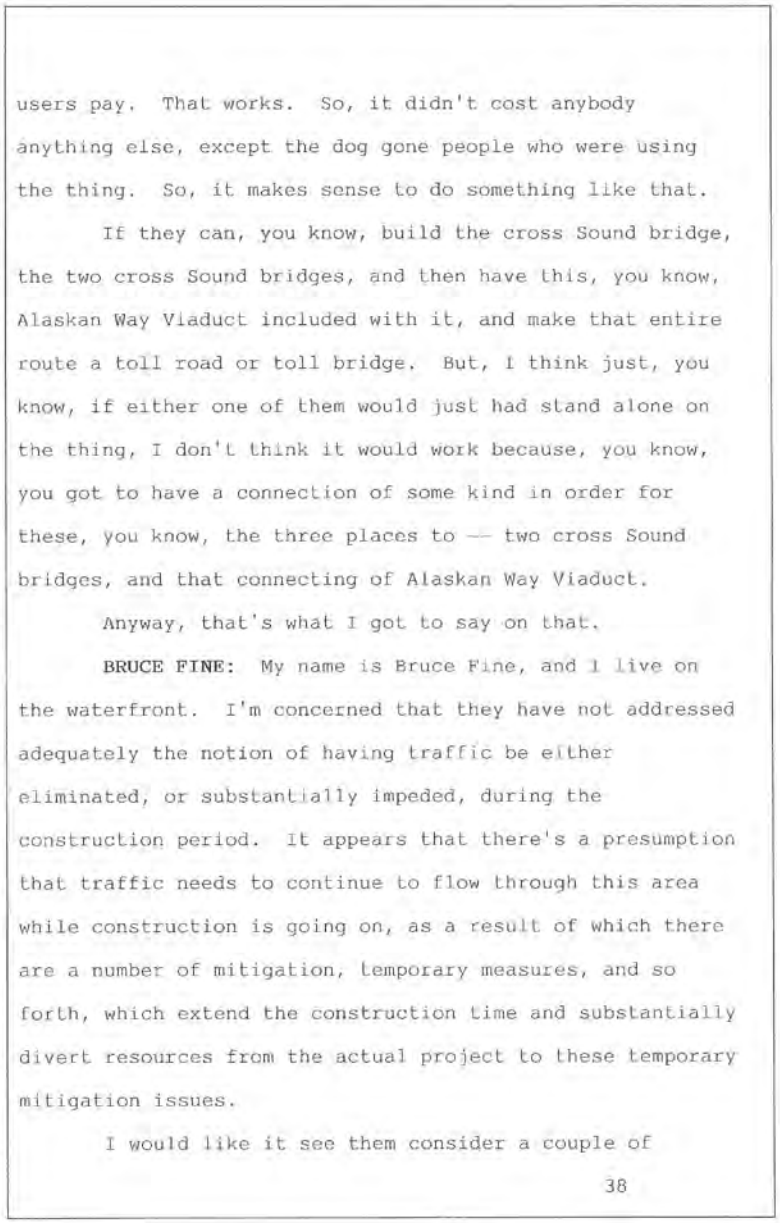

users pay. That works. So, it didn't cost anybody anything else, except the dog gone people who were using the thing. So, it makes sense to do something like that.

If they can, you know, build the cross Sound bridge, the two cross Sound bridges, and then have this, you know, Alaskan Way Viaduct included with it, and make that entire route a toll road or toll bridge. But, I think just, you know, if either one of them would just had stand alone on the thing, I don't think it would work because, you know, you got to have a connection of some kind in order for these, you know, the three places to -- two cross Sound bridges, and that connecting of Alaskan Way Viaduct.

Anyway, that's what I got to say on that.

H-022-001 BRUCE FINE: My name is Bruce Fine, and I live on the waterfront. I'm concerned that they have not addressed adequately the notion of having traffic be either eliminated, or substantially impeded, during the construction period. It appears that there's a presumption that traffic needs to continue to flow through this area while construction is going on, as a result of which there are a number of mitigation, temporary measures, and so forth, which extend the construction time and substantially divert resources from the actual project to these temporary mitigation issues.

H-022-002 I would like it see them consider a couple of

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H-022-001

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

H-022-002

Some projects in the area, such as the section of Mercer Street between Dexter Avenue and I-5 are currently under construction. The Final EIS discusses other projects under construction at the same time as the viaduct replacement in Chapter 6. The project team is endeavoring to reduce the construction impacts on all affected neighborhoods.

H-022-002

things. First, there are a number of projects that seem to be sort of ancillary to the main waterfront project, that being Mercer Street and Broad Street, and making sure that those projects get done first, as a means of dealing with additional traffic flow that happened as a result of construction, and then explore other areas or other ways to deal with the increased traffic during construction, other than having it continue to go through that corridor or have built-in measures.

The idea of that is that you constrict the construction time to as small a period of time as possible, and you hopefully make an effort to spread the impact of the construction through a number of neighborhoods and not just the waterfront neighborhood. By minimizing the construction period you save resources and you obviously save the impact of the construction on the waterfront residents, the merchants, and tourists, and all the rest of that.

H-022-003

I have just found out, out in the other room there, that the State of the ferry system has a project for the Coleman Dock that contemplates redoing that, and perhaps redirecting the traffic flow off of the ferry, and I think that they need to address the timing and impact issue as to how that's going to affect what is going on and whether or not some collaboration, some input from this project and

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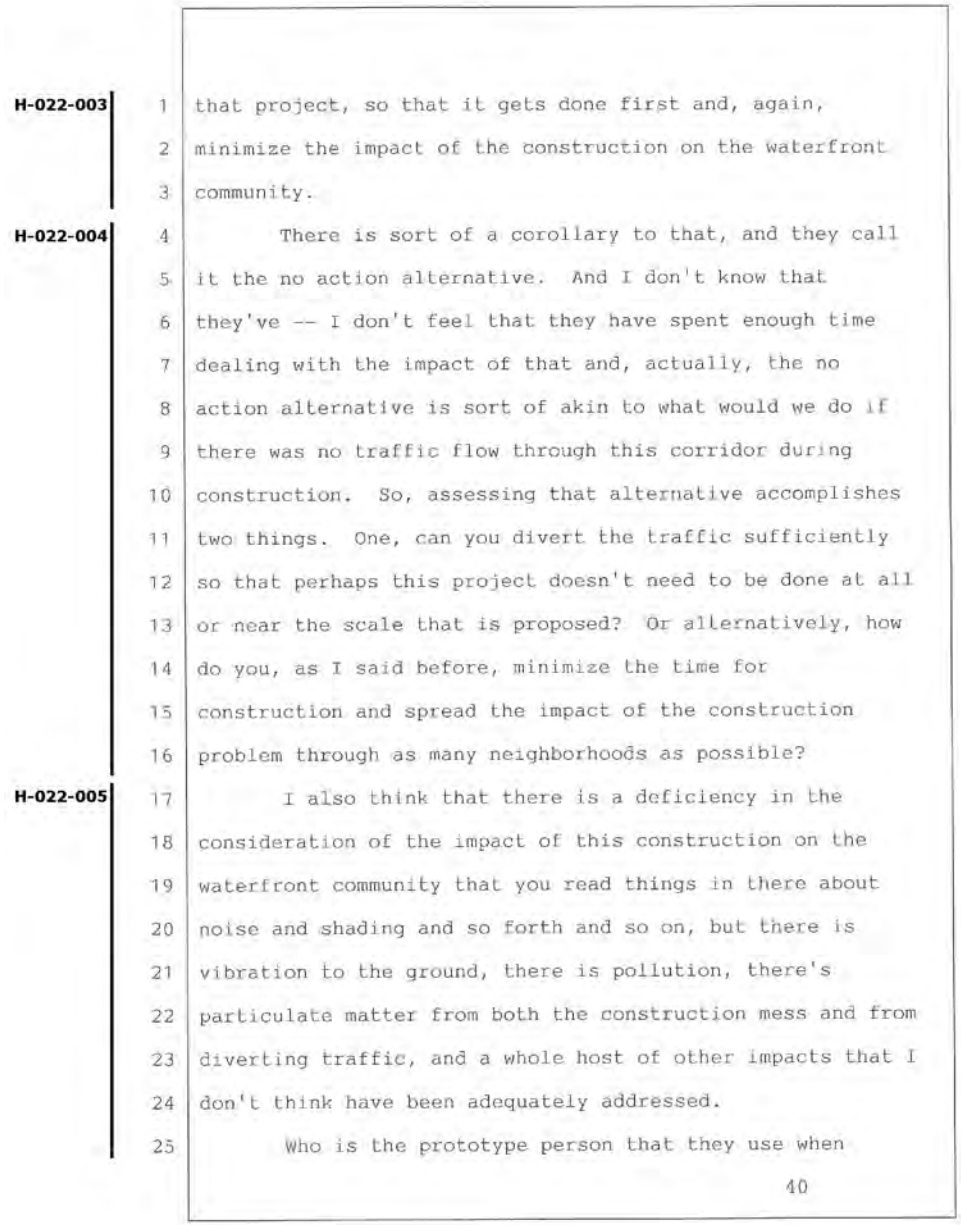
H-022-003

Washington State Ferries (WSF) is part of the State Department of Transportation. The lead agencies have coordinated with WSF from the onset of this project regarding the ferry access and egress operations during and after construction. For the preferred alternative, a temporary northbound lane would be added during construction to accommodate ferry traffic.

Cumulative construction impacts have been analyzed in Chapter 6 of the Final EIS.



that project, so that it gets done first and, again, minimize the impact of the construction on the waterfront community.

There is sort of a corollary to that, and they call it the no action alternative. And I don't know that they've -- I don't feel that they have spent enough time dealing with the impact of that and, actually, the no action alternative is sort of akin to what would we do if there was no traffic flow through this corridor during construction. So, assessing that alternative accomplishes two things. One, can you divert the traffic sufficiently so that perhaps this project doesn't need to be done at all or near the scale that is proposed? Or alternatively, how do you, as I said before, minimize the time for construction and spread the impact of the construction problem through as many neighborhoods as possible?

I also think that there is a deficiency in the consideration of the impact of this construction on the waterfront community that you read things in there about noise and shading and so forth and so on, but there is vibration to the ground, there is pollution, there's particulate matter from both the construction mess and from diverting traffic, and a whole host of other impacts that I don't think have been adequately addressed.

Who is the prototype person that they use when

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H-022-003

H-022-004

H-022-005

H-022-004

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.

H-022-005

More detailed information about construction effects and mitigation has been provided in the 2006 and 2010 Supplemental Draft EISs and the Final EIS. Additional details about mitigation can be found in Chapter 8 of the Final EIS. The 2004 Draft, 2006 and 2010 Supplemental Draft, and Final EISs all considered effects to people, surrounding neighborhoods, and the natural environment (including known species in the project area). Effects were not evaluated using a "prototype person," rather, effects to the general population are discussed.

H-022-005

they're trying to assess these impacts? Do they assess them against people that are young and healthy, or old and infirm, or children, pets. You know, the variety of living creatures on the waterfront of varying ages and types, I don't think have been adequately evaluated for the effects that this construction would have on them. And so, I would like to see the E.I.S. spend more time on that.

And once again, my thinking is that you minimize the construction period as much as possible, and so, whatever the affects are on those variety of individuals, those become minimized to the extent possible and, then again, spread it around to other communities. I think that's all I have to. Say. Thank you very much.

SCOTT KRAFT: I do not believe that the E.I.S. does not adequately address negative affects on the residents of the waterfront during the construction, or consider options to reduce these negative affects. Specifically, the E.I.S. does not adequately address the option of the shortest construction periods. All the alternatives seem to be based on maintaining the current traffic flow during the construction and, thus, leading to longer construction periods and costs, reduced construction costs created by shorter construction periods and minimizing traffic detours during construction, and economic impacts during construction on the waterfront related to reduced property

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Thank you for stating your preference to minimize the construction duration as much as possible. Construction durations are discussed in Chapter 6 of the Final EIS.