

1 corridor is continued during the construction period, I do  
2 not believe that the E.I.S. adequately assesses the way in  
3 which the diverted traffic will flow and how it will impact  
4 our neighborhood and its businesses.

5 Point 3: I do not believe that the E.I.S.  
6 adequately addresses the impact on residential property  
7 values within our neighborhood during and after the  
8 construction.

9 Point 4: I do not believe that the E.I.S.  
10 adequately assesses the impact on local businesses on which  
11 we depend for daily services and goods.

12 Point 5: Parking is already at a premium in our  
13 neighborhood. I do not believe the E.I.S. adequately  
14 assesses the impact of the construction project on the  
15 availability of parking for guests who may wish to visit  
16 families living in the construction corridor, and for  
17 others who need parking in connection with local  
18 businesses.

19 Point 6: I do not believe there has been adequate  
20 consideration given in the E.I.S. to mitigation measures to  
21 preserve the livability of our residential neighborhood  
22 during the construction period.

23 Thank you for the opportunity to provide these  
24 comments.

25 WARREN FLAKERVIK, JR.: My comments on the E.I.S.

#### H-030-001

Currently, freight trucks carrying flammable or combustible liquids, as well as other hazardous materials, are not allowed in the Battery Street Tunnel and would not be allowed in a new tunnel. Flammable and hazardous materials may also be precluded from an elevated structure, at the discretion of the Seattle Fire Department. Transport of these materials is prohibited on the existing viaduct during commute hours today. Measures will be in place to ensure that tankers carrying flammable or combustible liquids, as well as or other hazardous materials, can still move through the city on alternate routes. The project team is committed to working with the freight community to define alternative routes.

H-030-001

1 are pretty small, but at least they're very, very  
2 important. The maritime sector that works in the  
3 Lake Washington Ship Canal are primarily served by two  
4 fueling facilities, one being Covich and Williams and one  
5 being Ballard Oil.

6 The entire maritime industry is primarily served out  
7 of four fixed facilities in the whole State of Washington.  
8 It's our responsibility to assure that those maritime  
9 fishing industry vessels are supplied with fuels,  
10 lubricants, et cetera.

11 If we accept a tunnel solution based on the current  
12 regulations of the Seattle Fire Department, which would be  
13 the governing controlling agency, then it will be  
14 impossible for us to remove combustible, flammable or  
15 materials, primarily the combustible materials.

16 We need to service this industry from Harbor Island  
17 to Ballard. There are days when we have a lot of business  
18 with the fishing industry, and we can require as much as 15  
19 truck and trailer loads a day from each of us, which  
20 effectively could be 30 truck and trailer loads a day. So,  
21 therefore, the tunnel solution requires that there be no  
22 flammable, at least from the things we're seeing, to be no  
23 flammable and/or combustible materials entering that  
24 tunnel.

25 If we do a rebuild or an aerial solution, we will be

H-030-001

1 able to still remove those materials, as we do now, down  
2 through that corridor. It's a major, major corridor for  
3 the nation's largest fishing industry.

4 We have a large contention of tug boats and small  
5 freighters that service Alaska that work out of Lake  
6 Washington Ship Canal. It is, as far as I'm concerned, the  
7 maritime capital of the world.

8 The only alternative, if we put a tunnel down, is to  
9 put truck and trailers down to the surface street. With  
10 the amount of tourism and the amount of conflicts that are  
11 presented by pedestrians, buses, bicycles and other modes  
12 of transportation, that the time to bring a load out to  
13 Ballard would probably increase at least two to three  
14 fold. We store, in our facility, about 45 thousand gallons  
15 of diesel, and there are days that we move 150,000 gallons  
16 through our facility. So, that transportation corridor is  
17 essential for us to service this fishing industry.

H-030-002

18 The other thing that I'd like to comment on is that  
19 the rebuild of the Alaskan Way Viaduct, as far as I can  
20 see, would be the only option that will allow incremental  
21 financing, that to come up with the financial burden of the  
22 \$4-billion, or whatever it is, may not all be available at  
23 once. But as we are well aware of the areas that are  
24 compromised in Alaskan Way Viaduct now, that that Alaskan  
25 Way Viaduct could be partially rebuilt as we go and rebuild

## H-030-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

H-030-002

1 those structures that are in jeopardy of falling down and  
2 interrupt this transportation corridor.

H-030-003

3 It is imperative that we do something, because if we  
4 do nothing, or if we put it down on the surface, the link  
5 between all the supplies needed for this industry will  
6 drive the commercial fishing industry, and probably the  
7 entire maritime industry, out of this area. And the only  
8 viable place that I could see that they would go, would be  
9 into Vancouver, Canada, who are the only ones, with NAFTA  
10 and everything else, that would be receptive of receiving  
11 this billion to \$2-billion dollars a year that comes into  
12 this economy. This is part of the outside capital that  
13 drives the City, and I think it really needs to be looked  
14 at from an economic standpoint and what it means to  
15 jeopardize the maritime community, since most of it is  
16 housed and serviced from the shipyards and the facilities  
17 out on Lake Washington Ship Canal.

H-030-004

18 And also, any one of the options must include a  
19 northwest port hole out 15th Northwest, which is an access  
20 by the Elliot and/or Western option. In a lot of the  
21 preliminaries that list that connection as an option, that  
22 isn't an option. It's a necessity. Everything that's  
23 serviced on Magnolia, Queen Ann and Ballard, say probably  
24 west of 8th Northwest, accesses the Viaduct via that  
25 corridor. If we restrict that and compress it any more, it

### H-030-003

Freight connections are important to the region, and the conditions for freight under each alternative are discussed in the Final EIS. While traffic during construction will be more difficult, providing a safe facility will benefit both the general public and the maritime community.

### H-030-004

The Bored Tunnel Alternative does not include rebuilding the Elliott and Western Avenue ramps, while the Cut-and-Cover Tunnel and Elevated Structure Alternatives would provide these ramps. However, with the Bored Tunnel Alternative, access to and from neighborhoods and commercial interests would be provided by on- and off-ramps north of Denny Way, and in the stadium area just south of downtown as described in Chapter 3 of the Final EIS.

1 will just be grid-locked, no matter what have we do.

2       NORMA SOARDAL: I prefer the aerial construction for  
3 replacing the Viaduct. Of course, we need a Seawall,  
4 that's for sure. Thank you.

5       ELWOOD R. LATTO: I'm here to protest tearing the  
6 Alaska Viaduct down because I don't think there's been  
7 enough studies to look into repairing it. Because, it's  
8 one of the jewels of Seattle. It's a jewel of the Seattle,  
9 because how can we ever look at the Ocean when they put in  
10 a tunnel?

11       And many people in this Seattle appreciate the  
12 Viaduct when they go to work every day. I think they  
13 should put more effort on the repairs to bring it up to the  
14 earthquake specifications. And there's some studies out  
15 now that say this is feasible. I think there should be  
16 more effort in saving the Viaduct, than going through all  
17 the expense that we would have to incur to replace it, no  
18 matter what it is, and we don't have that type of money.  
19 And we should have a committee to look into this.

20       That's the end of my — I think I should add also,  
21 that the expenses incurred should be used in other ways,  
22 because we're in big trouble here in Seattle. And it  
23 appears that developers are pushing this more than common  
24 sense.

25       KATHLEEN McLOUGHLIN: I'm for the tunnel. I think