

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

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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. If the viaduct is replaced with a tunnel, very little land would become available for commercial or residential redevelopment. What land is freed up will be located in small parcels at sporadic locations along the waterfront where the viaduct is currently located. The Cut-and-Cover Tunnel would not be designed to support development on top of it and would occupy approximately two-thirds of the Alaskan Way right-of-way. Another major development constraint is the major utility lines running underground, both above and to the east of the tunnel. These major utilities, including very large drainage pipes, conveyance pipes, and electric transmission lines, all require ongoing maintenance access, which makes development infeasible.

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1 the other ones don't really help with the traffic flowing
2 problem. I think esthetically it works the best, too, as
3 long as there isn't some hidden agenda of real estate big
4 guys. I think it's real important that we do this wisely,
5 because it's such a main thoroughfare, north and south, and
6 it can't all be rerouted all that time over to 5. It would
7 just be chaos.

H-033-002

8 And also, too, we as taxpayers "grudgingly" — say
9 this with quote marks around it — have funded two major
10 sports arenas, and now, if we don't plan this out very
11 well, we've just funded something that we're not going to
12 get people to and from, without just one big hassle. So,
13 as I see it, of all of the plans, it does, for me, come down
14 to doing the tunnel.

15 CONNIE HAYDEN: My comment that I would like to make
16 is in regards to who makes the final decision on which of
17 the kinds of transportation or the kind of viaduct that
18 they will build. And I would really like to see it put to
19 a vote of the people in Seattle, because they can come up,
20 usually, with what they want. Not that they are
21 trustworthy, but I would really like to have the people in
22 Seattle vote on the plan that they would prefer. That's
23 all I want to say.

24 DAVID SYFERD: Well, I've been hearing a lot of
25 people talking about this project and the alternatives, and

H-033-002

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