

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.

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 **H-034-001** 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-034-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. A public vote was held on March 13, 2007. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.