

To Whom it May Concern:

I love the idea of making our waterfront more reflective of the international cosmopolitan city we have become. Our waterfront is the front door to millions of visitors every year, not to mention those of us living here. I commend your visionary approach to an old problem.

Several ideas I have heard for its redevelopment which I strongly support include the following:

**I-388-001**

1) Moving the trolley car to Western Avenue would provide much better access both to the waterfront, Pike Place Market and our mid-center shopping areas. As is, it is a very inefficient set up for both visitors and those of us living here year round.

**I-388-002**

2) Creating a pedestrian friendly park-like area for all Seattle residents and visitors alike.

3) Move viaduct underground to make best use of space

Thank you for your consideration.

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### **I-388-001**

Construction of the Olympic Sculpture Park in 2008 led to the indefinite suspension of the George Benson Line Waterfront Streetcar service because it displaced the vehicle storage and maintenance facility. King County Metro currently provides replacement service with fare-free bus service on the Route 99 Waterfront Streetcar Line. The routing and stop locations for this line do not exactly duplicate those of the waterfront streetcar; however, Route 99 serves the same neighborhoods—the waterfront, Pioneer Square, and Chinatown/International District. With the Bored Tunnel Alternative the final location of the streetcar will be determined by the Central Waterfront Project being led by the City of Seattle. Both the Cut-and-Cover Tunnel and the Elevated Structure Alternatives include the streetcar along Alaskan Way.

### **I-388-002**

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.