

L. Embury Hall  
4-29-04  
Concerned

- I-403-001 1. Viaduct interface with Highway 99 necessitating now and in future.
- I-403-002 2. Combining Viaduct and seawall updating makes sense.  
3. Viaduct Northbound view one of Seattle's greatest assets.  
4. Waterfront park only makes sense with under ground parking - example - Boston Commons.  
5. So many people entertain themselves in downtown Seattle - from the suburbs. Planning must include considerable car traffic there last half of 21st Century.  
6. Removing viaduct with no replacement not an option.  
7. Park planning needs Elliott Bay new plan (water/shore docks and functions (ferries) as well. Private property complicates this I know.
- I-403-003 2. Move on, one way or the other.
- I-403-004 9. Railing/walking still a vital part of life here. What are they happy with?
- I-403-005 10. Elliott Bay's cleanup and vitality essential to all this, too.
- I-403-006 11. Puget Sound and Lake Washington are here to stay. North-South travel, even with monorail, must be preserved so railroads, trucks, air planes and automobiles can handle expected population growth - why?  
12. Puget Sound is a great place to live!

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Done Public Presentation - Thank you.

#### I-403-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments.

#### I-403-002

Many people have expressed how much they enjoy the views when traveling northbound on the viaduct. Views from the existing viaduct, the visual character and quality of the views, as well as the likely viewer response of drivers and passengers, are discussed in the Final EIS and Appendix D, Visual Quality Discipline Report.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. If this alternative is selected, the final configuration of Alaskan Way will be determined by the Central Waterfront Project led by the City of Seattle. There will be many opportunities for the public to participate in that master planning effort and to determine the future of their waterfront.

#### I-403-003

The lead agencies have continued to work diligently to move this project forward.

#### I-403-004

The lead agencies have worked, and will continue to work, extensively with the railroads to ensure their needs are considered in the development of the final project design as well as plans to manage traffic during project construction.

#### I-403-005

Mitigation measures will be in place during construction to protect Elliott Bay. Measures related to the removal of soil and contaminated materials

are described in Appendix P, Earth Discipline Report, and Appendix Q, Hazardous Materials Discipline Report, of the Final EIS.

**I-403-006**

The project's purpose is to provide a replacement transportation facility that will, among other things, provide capacity for automobiles, freight, and transit to efficiently move people and goods to and through downtown Seattle and to provide linkages to the regional transportation system. Please see the Final EIS for current project information.