

ORAL TESTIMONY

TESTIMONY OF CAROL URE: I live on Alaskan Way, so I'm extremely interested in the length of time that the construction will go on, and the amount of disruption that will take place, which is understandable, it's going to have to happen. But I would have liked to have seen in the Environmental Impact Statement a discussion about what could be done to shorten the lengths of construction period.

Also, I would like to see a discussion about the cost of the fly-over bridge and whether or not, since there's no money for the whole project, whether that is something that should be put aside and not waste the money building a temporary fly-over bridge.

That's the main thing. Neither of those is discussed in the Environmental Impact statement. So, that's what I'd like to see happen.

JACK VAN KINSBERGEN: Okay. I live at 1950 Alaskan Way, down on the waterfront. And while there's a lot of things about this that I support, I have a lot of problems. I have problems with something specific, and it has to do with the picture that's on Page 143 of the Draft E.I.S. It's a picture of a temporary bypass viaduct, if you will, fly-over, from the Battery Street tunnel to

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After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

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1 Alaskan Way. And it will go right in front of where I
2 live, and I will be looking at traffic going by at 50 miles
3 an hour, 20 feet from my terrace. Which, you know, I guess
4 if we have to handle it, we have to handle it. I have some
5 concerns with this.

6 This is supposed to be temporary. If the project
7 doesn't raise all the money it expects to get, and it gets
8 partly into the project, this temporary viaduct could be
9 there a very long time. So, I'm concerned that they will
10 start the project without enough money, and leave this
11 thing up.

12 Another thing that bothers me is to build this
13 temporary fly-over, it's going to cost hundreds of millions
14 of dollars and add years to the project. And I'm not sure
15 that the rest of the state is going to appreciate spending
16 that kind of money to keep traffic flowing during this
17 construction period. This money could go to the
18 520 Bridge, it could go to east side projects. They're not
19 going to be very happy he about that. What we should be
20 trying to do is get this project done and over as soon as
21 possible. Hundreds of millions of dollars is not
22 available, to start with.

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23 The issue I have is it looks to me like this project
24 is taken as a given that they have to keep traffic flowing
25 while the project's going on. They haven't particularly

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The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

1 studied alternative ways of keeping the traffic flowing.
2 And so, it seems to me it's almost like a given, and a
3 prerequisite, and I don't accept that given, and I don't
4 accept that prerequisite. There are other alternatives
5 that ought to be evaluated.

6 People in West Seattle are going to have a problem
7 when the viaduct is under construction. Ferry service to
8 West Seattle is an alternative. There are things that can
9 be done to significantly improve traffic flow during all of
10 this, and I don't think that has been studied.

11 The way this project is going it looks like the
12 waterfront is going to take the entire hit. And while
13 we're willing to take a hit, we think that it needs to be
14 shared, and that there are ways to get traffic flowing for
15 the City, and spending hundreds of millions of dollars
16 adding years to the project is just going to increase the
17 pain, and it hasn't been justified.

18 And the major comment here is that the Draft E.I.S.
19 does not adequately cover this subject. It's almost as if
20 it was a prerequisite that they have to keep this traffic
21 flowing, and they haven't looked at alternatives to keep it
22 flowing. All they've looked at is an alternative that adds
23 years and lots of money to the project. Adding those
24 years, spending that money, I don't see in the Draft E.I.S.
25 the justification for doing that, and I think that's a big

1 whole in the Draft E.I.S.

2 **PENNY SWANBERG:** My name is Penny Swanberg and my
3 home is on Alaskan Way. I'm just concerned that no
4 alternative regarding traffic control or stopping of
5 traffic has been mentioned, which would save the time of
6 construction, maybe two years, and also maybe a half a
7 billion dollars or more. And I'm talking with regard to
8 The Old Pass down Alaskan Way.

9 And that's basically my concern, besides all the
10 dust and the noise, and the disfigurement of Alaskan Way,
11 which they've been trying to build, make attractive to
12 tourists, since the '70's, when it was not very
13 attractive. And I hate to go back to that disruption, to a
14 disruption of that kind.

15 **JANICE BLAIR:** My name is Janice Blair, and I live on
16 the waterfront on Alaskan Way. And I'm concerned that the
17 E.I.S. didn't address the traffic during the interim,
18 especially during cruise season. Right now, during cruise
19 season, the streets are clogged already, and I don't think
20 that they have figured out or have thought about how
21 they're going to keep those trucks moving as they come to
22 supply the cruise ships.

23 Also, I didn't see how they're going to work with
24 the noise and the dust. I'm thinking about not only the
25 residents on the waterfront, but tourists and other people