

1 along Alaskan Way. And the reasons for this is that it
2 would impact the commerce, the cruise line, all businesses
3 down there, and the residents.

4 I did not see anywhere in the Draft E.I.S. that for
5 existing residents there would be any compensation for the
6 years of construction, for the devaluation of our
7 properties, if, in fact, we should have to sell during that
8 time. So, I feel that there should be something written in
9 the final E.I.S. that would guarantee the property owners
10 that during construction period, if they should have to
11 sell their properties, that they are compensated
12 adequately.

13 Also, I did not see anywhere in the Draft E.I.S.
14 that mentioned final feasibility impact analysis, which
15 would state the pros and cons of all the impacts along the
16 waterfront. And I think many of them probably will be
17 mentioned by others, but for example, a staging area for
18 when they do construction, where that will be, because of
19 all of the parking, just all sorts of things that happen
20 down there.

21 And that's pretty quick and simple, but those are my
22 basic concerns. Thank you.

23 **BILL MACKAY:** I'm Bill Mackay. This, I think, is a
24 reasonably easy decision, in that there's great precedence
25 for making this decision. The hard things to do are ones

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Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent, though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.

Although the Embarcadero Freeway had some similarities to the Alaskan Way Viaduct, it served a different function. The Embarcadero Freeway was primarily a way for drivers to access the regional highway network from downtown San Francisco. After it was taken down, traffic from the Embarcadero Freeway shifted to more than a dozen parallel streets that served the same neighborhoods. Traffic on some city streets increased by as much as 50 percent following the closure of the Embarcadero Freeway.

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1 where there is to precedence and you have to look at
2 confusing facts and decide, "How are we going to do this
3 decision?"

4 In this case, though, about 25 years ago, in the
5 City of San Francisco, they had two freeways the same
6 vintage as these, almost exactly analogous, and they had a
7 large earthquake. On the Oakland Bay side it was the
8 Admiral Nimitz freeway and, more pertinently, in
9 San Francisco there was the Embarcadero Freeway. Major
10 arterial flows.

11 The Oakland Bay Bridge funneled eight lanes of
12 traffic over the top of it, and dropped it into the
13 Embarcadero freeway and the interstate coming from the
14 south into San Francisco, and both of those funneled into
15 the Embarcadero freeway, which was the only way to get
16 around the city to the Golden Gate Bridge.

17 The earthquake wound up having the Embarcadero
18 freeway having to come down. Parts of it was fallen, and
19 the other part of it had to be removed. And there was,
20 like today, there was, "We can't live without it."
21 "There's too many cars that go across it." "We'll never
22 survive if we don't have something like it." There was a
23 lot of gnashing of teeth with politicians, but a lot of the
24 populous did not like the freeway, because it blocked their
25 view. Sounds familiar? And it had been built at a time

1 when there were huge warehouses down there and there wasn't
2 anything, and it was a very bad part of the city, still.

3 The decision, finally, either due to it was easy or
4 because they listened to the people, was that they decided
5 not to replace it entirely. It's never been replaced. And
6 everybody survived. All of the traffic still gets through
7 from both of those. They go through the middle of
8 downtown. Is it easy to do? No, and not terribly
9 convenient, but they do get through there. All the people
10 who want to get from "A" to "B" do. The area flourished in
11 that it became, for walking, what used to be underneath the
12 freeway is now a great walking boulevard, a great greenery,
13 and people love the area now. There's all sorts of very
14 high rent condominium and other restaurants and
15 establishments in the area. The politicians are viewed as
16 absolute heroes now, those who made the decision to not
17 replace it.

18 My point is, that that's as good of an analogy as
19 you'll ever see to the situation we face now. If you don't
20 succumb to the pressure of saying, "We have to do
21 something," "We don't have any money, so we'll do something
22 cheap and easy," even if you do nothing, all those who say
23 we can't possibly survive are wrong, you will survive. The
24 ideal thing that you have to do, because you only get a
25 chance like this every 70, 80 years or so, in order to do

1 something monumental, is get that out of there as a view
2 block.

3 If you really believe in tourism, and you really
4 think this has got to be a great city, and it is, but
5 that's one aspect of it that is an anachronism left from
6 the past. Bring it down, do not replace it, put the
7 freeway underground, that which you need, and turn that
8 into a boulevard, much like San Francisco had. If you do,
9 the politicians who make the decisions, you will also be
10 viewed as great saints and heroes. If you build another
11 one, that will be your legacy, and people will hate you for
12 years.

13 That's it. Thank you.

14 **DANIEL RAMRAS:** Okay. I'm Daniel Ramras. I
15 represent Triad Pier 70, LLC and numerous other Triad
16 properties on the Alaskan Way thoroughfare. We own and
17 occupy the Pier 70 property, which is at the foot of
18 Broad Street, we own property two blocks north of
19 Broad Street, and other property three blocks south of
20 Broad Street. We own a parking lot a block east of the
21 viaduct, on Seneca, and the Okay Hotel, which is directly
22 adjacent to the Alaskan Way Viaduct. Therefore, we have
23 substantial holdings and are going to be impacted
24 dramatically by the Alaskan Way Viaduct Seawall Project.

25 We are in favor of a tunnel option, a full tunnel