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2 Seattle, Washington
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H-046-001

4 I think all of this is really clearly marked, and
5 the people that are here are getting, you know, good
6 information. I still think what I did when I came in
7 here which is that a tunnel is frightening to me, and
8 it might be not a reason to keep the elevated, but I
9 do think it has some of the best views in the city
10 and that they're open to everyone who drives on 99.

11 I'm not sure that if it was underground -- if it
12 was a tunnel that the space on top would be utilized
13 any better than it is now. Now it's used for
14 parking, and I'm not -- I don't think it would be a
15 destination point in terms of people seeing it as a
16 viewpoint.

H-046-002

17 I'm also worried that developers will come in and
18 that that open space will be sold to the highest
19 bidder. I don't know if there's anything in place to
20 prevent that from happening. And really one of my
21 biggest concerns, which is going to be a problem with
22 either choice, is easily getting from West Seattle to
23 any other place in the city north.

H-046-003

24 I am happy to see some of those issues being
25 addressed, like especially the Spokane Viaduct having

H-046-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 Cut-and-Cover Tunnel Alternative. 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 and 2006, please refer to the Final EIS for current information.

The Bored Tunnel Alternative might create some opportunities for development in the project area. It is expected that future development will be determined by economic conditions and zoning in place on adjacent parcels. Thus, while it is possible that adjacent parcels may attract development interests, land use regulations and economic forces will likely determine the type of development that occurs in the project area as discussed in Appendix L, Economics Discipline Report, of the Final EIS.

H-046-002

During construction there will likely be some delays to traffic travelling north from West Seattle. Please refer to Chapter 6 in the Final EIS and Appendix C, Transportation Discipline Report, for more information.

H-046-003

Although the construction of the new ramp is an element of the S. Spokane Street Project (independent from the Alaskan Way Viaduct Replacement Project), this connection will improve both traffic and transit access into downtown Seattle, especially during construction activities.

H-046-003
H-046-004

1 exits onto Fourth and so on. I think one thing that
2 could be improved is direct bus links to places other
3 than downtown, for example, Beacon Hill or the east
4 side. One of the reasons I infrequently take the bus
5 is because there's no busses that go directly to some
6 of the areas I like to go to.

H-046-005

7 One more concern I had about the layout of the
8 tunnel is that I have heard and read that some of the
9 companies that worked on Boston's "Big Dig" have
10 funded the advertising the tunnel option and
11 supported it, and that worries me.

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H-046-004

Thank you for your comment regarding new or additional direct bus service. It is outside of the scope of the Alaskan Way Viaduct Replacement Project to restructure the region's transit service systems. However, as part of the ongoing transportation planning during construction, mitigation measures have been identified to maintain and improve transit service, speed, and reliability throughout the region. Since the project is located in downtown Seattle, these measures do focus on local and regional connections to the downtown core. Please refer Chapter 8 of the Final EIS and Appendix C, Transportation Discipline Report, for further details on mitigation measures related to transportation.

H-046-005

Decisions on this project are made by the lead agencies, not firms or interest groups who pay for advertising of any kind.