

1 values, lost business, lost tax revenues and reduced  
2 revenues from cruise ship patrons. The E.I.S. does not  
3 adequately address pedestrian traffic during and after the  
4 construction, specifically for pedestrians getting to and  
5 from the Pike Place Market and the waterfront. All the  
6 alternatives don't consider extending the tunnel for the  
7 trains further north, which would improve the traffic flow  
8 on the northern part of Alaskan Way.

H-024-001

9 JONATHAN DAVID: I think that the three comments that  
10 I want to make about the Draft E.I.S. are: No. 1, is that  
11 I'm concerned that it doesn't mention anything about  
12 business impacts or how we're going to maintain the  
13 businesses that are alive and well in the water front right  
14 now throughout construction, and what we're going to do  
15 there. No. 2, it says nothing about property values for  
16 people that live on the waterfront, which I do, and I care  
17 a whole lot about that. And No. 3, there's no specific  
18 mention of the option where we build something to replace  
19 the Viaduct but in the meantime don't do a lot of work to  
20 reroute traffic, we kind of accept the fact that traffic  
21 might need to reroute itself, and we get the job done as  
22 fast as we can by just focusing on the final product. That  
23 is all. Thank you.

H-024-002

H-024-003

24 MAX FOSTER: My name is Max Foster. I live at 2549 -  
25 34th Avenue West, in Seattle, which is the Magnolia

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#### H-024-001

The lead agencies plan to maintain access to businesses and residences throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable. Mitigation measures for parking, pedestrian and vehicle access, and business assistance are discussed in Chapter 8 of the Final EIS. The project team will continue their coordination and mitigation activities with local businesses and residents, freight/delivery companies, the Port of Seattle, neighborhood groups, and other affected groups.

#### H-024-002

Please refer to the Economics Discipline report, where you will find discussion related to the potential economic effects of the project. WSDOT cannot speculate as to how the various factors that influence property values will come together at some future time.

#### H-024-003

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.