

ORAL TESTIMONY

STEVEN W. ANDREASEN: Good evening. My name is Steven W. Andreasen, A-n-d-r-e-a-s-e-n. My address is 2000 Alaskan Way, Unit 157, Seattle, Washington 98121.

I'd like to offer the following comments in connection with the Draft E.I.S.: I am responding to the E.I.S. as a homeowner and on behalf of our family, which lives on Alaskan Way. The neighborhood in which we walk to work, engage in recreational activities, and shop, will be significantly impacted by the project, as described in the E.I.S. The project corridor is our front yard.

We recognize the need for dealing with the Seawall and the Viaduct, but believe that the E.I.S. does not adequately address the following points viewed from the perspective of a homeowner:

Point 1: The E.I.S. does not adequately address the options available to shorten the construction period by the complete closure of the construction corridor to through traffic. Diverting traffic away from the construction corridor during construction should be viewed as an alternative and considered in detail. This would reduce the period of impact on the residential neighborhood and its businesses.

Point 2: If through traffic in the construction

**H-029-001**

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.

**H-029-002**

Further evaluation of construction traffic impacts has been included in the Final EIS and Appendix C, Transportation Discipline Report. This evaluation further defines and identifies traffic impacts caused by diversions onto surface streets, potential traffic volumes and congestion levels, and travel times. Additional information on economics can also be found in the Final EIS and Appendix L, Economics Discipline Report.

H-029-001

H-029-002

H-029-002

1 corridor is continued during the construction period, I do  
2 not believe that the E.I.S. adequately assesses the way in  
3 which the diverted traffic will flow and how it will impact  
4 our neighborhood and its businesses.

H-029-003

5 Point 3: I do not believe that the E.I.S.  
6 adequately addresses the impact on residential property  
7 values within our neighborhood during and after the  
8 construction.

H-029-004

9 Point 4: I do not believe that the E.I.S.  
10 adequately assesses the impact on local businesses on which  
11 we depend for daily services and goods.

H-029-005

12 Point 5: Parking is already at a premium in our  
13 neighborhood. I do not believe the E.I.S. adequately  
14 assesses the impact of the construction project on the  
15 availability of parking for guests who may wish to visit  
16 families living in the construction corridor, and for  
17 others who need parking in connection with local  
18 businesses.

H-029-006

19 Point 6: I do not believe there has been adequate  
20 consideration given in the E.I.S. to mitigation measures to  
21 preserve the livability of our residential neighborhood  
22 during the construction period.

23 Thank you for the opportunity to provide these  
24 comments.

25 WARREN FLAKERVIK, JR.: My comments on the E.I.S.

**H-029-003**

Please refer to Appendix L, Economics Discipline Report, where you will find discussion related 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-029-004**

Additional economic discussion and analysis is presented in the Final EIS and Appendix L, Economics Discipline Report of the Final EIS. 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-029-005**

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in

coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

**H-029-006**

As a neighbor adjacent to the existing Viaduct and project construction area, your concerns are acknowledged. The project will continue to coordinate with the residents and businesses along Alaskan Way through open houses, newsletter updates, and e-mail. Mitigation measures addressing noise, parking, traffic, dust and other factors of specific interest to residences and businesses are included in Chapter 8 of the Final EIS.