

1 preliminary report. The first is I believe that there was
2 inadequate consideration of not maintaining the current
3 traffic flows during the construction period. It appears
4 to me that there seems to be a presumption that current
5 traffic flows have to be maintained during the construction
6 period. This may not necessarily have to be the case.

7 The other inadequate consideration that I would like
8 to have addressed would be the impact upon residential uses
9 in the affected area and, in particular, on Alaskan Way.
10 It seems to me that maintaining and encouraging a mix of
11 uses in the affected area is very important during the
12 construction period. I do not believe that the preliminary
13 CEPA has adequately considered the impact of the
14 alternatives on residential use. Thank you very much.

H-037-001

15 ELIZABETH FREDERICK: I am Elizabeth Fredrick, and I
16 live on the waterfront on Alaskan Way.

17 I am concerned about the large Battery Street
18 fly-over detour, I believe it's called, that you have a
19 picture of on one of these story boards. And I'm concerned
20 that that seems like a tremendous waste of taxpayer money
21 to go to the expense of building something like that.

H-037-002

22 And I'm also concerned that the project might run
23 out of money, and that that might be what we're left with.
24 It looks like a huge monstrosity that would greatly affect
25 the waterfront area and the vision that Satellites have of

H-037-001

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.

H-037-002

All funding plans under consideration would secure bonds or other commitments to ensure the project would be completed.

H-037-002

1 their city, as being a beautiful city. And I think one of
2 the beauties of it is the waterfront area.

H-037-003

3 I think also that the E.I.S. has not adequately
4 addressed the traffic flow on Alaskan Way, and the loss of
5 parking spaces, the loss of the public's ability to get to
6 the waterfront and be able to use the waterfront as a
7 necessity of everyday life in the city. Thank you.

H-037-004

8 I think that I neglected to say in my first comment
9 about the Battery Street fly-over detour that the E.I.S.
10 did not adequately address the costs and the inconvenience
11 of that structure.

12 KAARE ERGO: Okay. My proposal would be the tunnel
13 is the one that I would like to go with, the big one,
14 six-lane. And that's pretty much it. Basically, that's
15 it. I don't know what else I could add to it. I'd just
16 like the tunnel the best.

17 I guess that's all I have. I hope that that will
18 help. I don't know how much it will help.

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H-037-003

If the preferred Bored Tunnel Alternative is selected, the configuration of Alaskan Way will be determined by the City of Seattle's Central Waterfront Project. The configuration of Alaskan Way for the other build alternatives is described in Chapter 3 of the Final EIS.

Please refer to the Final EIS and its Appendix C, Transportation Discipline Report, for information regarding traffic flow, parking, transit, and pedestrian access for all the proposed build alternatives.

H-037-004

As noted in H-037-001, the Battery Street Flyover detour has been eliminated.