



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: _____

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: 98105

E-mail: _____

☐ Check here if you would like to be added to the project mailing list.

1. Choose a topic:

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other |
| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

I-011-001

**When is Mercer St. still included if the Battery Street Tunnel is unchanged? These reasons actually reduce eastbound travel times (Parsons-Brierlyhoff study) and cost \$200 million while providing no transportation benefit and doing nothing about the viaduct/seawall areas that need repair.*

I-011-001

Proposed changes to Mercer Street (and other east-west streets north of the Battery Street Tunnel) would provide several notable benefits. The changes would improve connections between the neighborhoods in the lower Queen Anne and South Lake Union areas. They would improve response time for emergency service suppliers. In addition, they would provide a safe and direct east-west route for bicycles and pedestrians.

The Battery Street Tunnel will not remain unchanged. Under the Cut-and-Cover Tunnel and Elevated Structure Alternatives, work in the Battery Street Tunnel will include seismic upgrades, fire and life safety improvements, and increased vertical clearance. Under the Bored Tunnel Alternative, the Battery Street Tunnel would be decommissioned and closed.