

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. 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.
☒ Check here if you would like to be added to the project mailing list.

Name JUSTIN FOGLE
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Email justin@apeacefulworld.com
Organization/Membership Affiliations (optional) NW ECOBUILDING GUILD
USGBC
A Peaceful World Designs
Choose a topic
☐ Overall Project
☐ All of the Alternatives
☒ Tunnel Alternative
☒ Elevated Structure Alternative
☐ Design Choices
☐ Seawall
☐ Construction Impacts & Mitigation
☒ Traffic Impacts & Mitigation
☐ Other

What are your comments about the Project?

The tunnel or elevated needs the ability for Public Transportation Buses/LTR to utilize this corridor with 1 or possibly up to 3 stops along the overall length of the project to move people N/S. (past Seattle downtown)

I-587-001

Thank you for your comment regarding transit in the Alaskan Way corridor. Currently, transit bus and light rail transit service serve four stations in the vicinity of the project corridor (International District/Chinatown, Pioneer Square, University Street, and Westlake). The light rail service operates between Sea-Tac International Airport and downtown Seattle, with expansion planned to the Eastside, Snohomish County and Federal Way.

Additional transit options along the Alaskan Way corridor are outside the scope of this project. Further, such transit service additions would be the responsibility of the local transit agencies, such as King County Metro and Sound Transit.

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(optional)

Choose a topic

- | | | |
|--|---|---|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input checked="" type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-587-002

Are there up grades to I-5 considered to more effectively move people through the downtown core?

I-587-002

Upgrades to I-5 are not included as part of this project or as mitigation. However, one of the major benefits of the Bored Tunnel Alternative is the ability to maintain operation of the Alaskan Way Viaduct during construction. The only planned closure to the corridor would be for several weeks at the end of the construction period to connect the tunnel with the rest of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

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Organization/Membership Affiliations
(optional)

Choose a topic

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| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input checked="" type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-587-003

Please completely Lid the tunnel
as it connects to the Battery St.
tunnel

I-587-003

Thank you for your suggestion. A lid connecting all the way up to the Battery Street Tunnel would be very costly, not only because of the distance, but because of the ventilation scheme required if the tunnel was extended all the way through the Battery Street Tunnel. Structurally supporting a lid in the area around the Elliott and Western Avenue ramps would be challenging because the right-of-way is extremely constrained in that location. A lid connecting the waterfront to Victor Steinbrueck Park is part of the Cut-and-Cover Tunnel Alternative discussed in the Final EIS.