

**Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft EIS
Comment Form**

Please use this form to give us comments on the 2010 Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct 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

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

Name MILTON S. CLAR
 Address 2835 111 SW 1st
 City SEATTLE State WASH Zip 98146
 E-mail _____
 Organization/Membership Affiliations (optional) _____

Choose a topic

- | | | |
|---|---|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Cut-&-Cover Tunnel Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Bored Tunnel Alternative | <input type="checkbox"/> Tolling Option | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-139-001

Why didn't people get to vote on the tunnel

I-139-002

That 30 million from the state is from me and other taxpayers

Your answers to the questions below will let the agencies know if the Supplemental Draft EIS format was helpful. Your answers

to these questions are not part of the EIS process and they will not receive a response.

- | | |
|---|--|
| 1. Is this the first EIS you have read?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 4. Did the graphics help make the Supplemental Draft EIS easier to review and understand?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 2. Have you previously participated in public meetings/comment periods related to the AWV project?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 5. Did you refer to the technical appendices?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 3. Did you find this Supplemental Draft EIS format easy to understand?
<input type="checkbox"/> Yes <input type="checkbox"/> No Why or why not? | 6. What did or didn't you find helpful when reading this Supplemental Draft EIS? |

I-139-001

In 2007 an advisory vote was held in Seattle, calling for an up-down vote on a cut-and-cover tunnel and an elevated structure to replace the viaduct. Both received a majority "no" vote. Following the vote, WSDOT, King County and the City of Seattle began an open and collaborative process of evaluating replacement alternatives for the Alaskan Way Viaduct's central waterfront section. The agencies assembled a Stakeholder Advisory Committee of almost 30 people, representing neighborhoods, business and freight interests, labor groups, and environmental and other cause-driven organizations; hosted public meetings at key milestones to show the committee's progress; and sought public input. As we initially evaluated surface and elevated options, many of the stakeholders expressed concerns about how such options would affect the waterfront as a place for people and maintain mobility in and through downtown both during and after construction. The proposed bored tunnel was seen by many as the solution that would best balance all of these goals.

In 2009, following this process, the Governor, then-King County Executive, then-Seattle Mayor and Port of Seattle CEO recommended the bored tunnel as the replacement. The Washington State Legislature passed legislation that endorses the bored tunnel and provides the budget authority necessary for its construction, and Governor Gregoire signed the bill into law. The Seattle City Council voted unanimously to authorize the Mayor to sign a memorandum of agreement that outlines the State and City's responsibilities for the viaduct replacement program, including the proposed bored tunnel.

I-139-002

We understand that all public money comes from taxpayers and are committed to see that it is put to good, cost-effective use.