

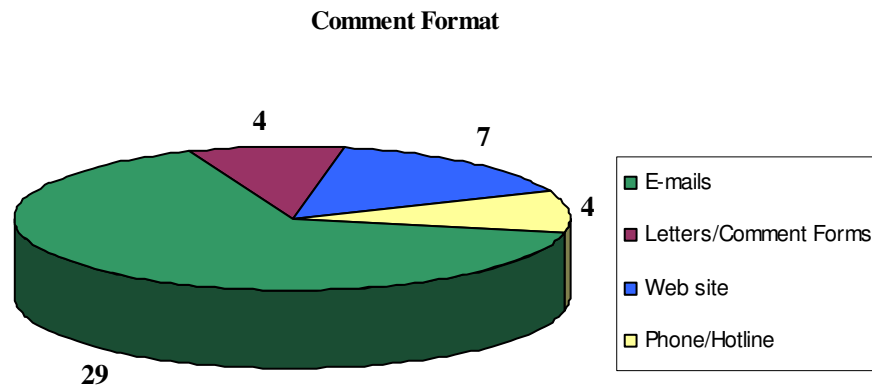
The Alaskan Way Viaduct & Seawall Replacement Program

MARCH 2008 COMMENT SUMMARY

Introduction

In March, 44 comments were submitted to the Alaskan Way Viaduct and Seawall Replacement Program team.

Comment Format and Origin



This month's comment totals include two pieces of correspondence to the governor that were referred to the program office for response. Comments and questions received at outreach events are summarized separately.

Comment Categories

There are six comment categories: transportation, design/construction, economic, transit, environmental/public safety and structures/locations. No comments were made in the structures/locations category in March. Each comment submitted is categorized by the content of the message. Please note that some comments fit into more than one category, while others do not fit into any of the categories. The bullet points below are quotes that were extracted from the March comments.

Transportation:

This group includes categories such as traffic, connections/circulation, pedestrians, and bicycles. In March, there were nine comments in this category. Below is a sampling of the comments.

- Widespread gridlock in the Puget Sound region is a fact. Future growth is not adequately considered in any of the surface building blocks.

- A real bikeway along the Alaskan Way Viaduct would really improve bicycle commuting!
- I just found out that the newly installed “Viaduct Closed” signs will not operate unless both directions of the viaduct are closed. Hopefully those signs will be altered to let us know which direction is closed, and if only one direction is closed.

Design/Construction:

This group includes categories such as construction, urban design, the seawall, and engineering. In March, there were 11 comments in this category. Below is a sampling of the comments.

- A bridge curving out across Elliot Bay seems like a good idea. I do not want the viaduct torn down and then replaced with another ugly, elevated cement roadway.
- A non-elevated road south of S. King Street makes an elevated solution along the Seattle central waterfront much more difficult to achieve.
- We would like to encourage a fair evaluation of the inland bypass deep-bored tunnel for replacing the Alaskan Way Viaduct.

Economic:

This group includes categories such as cost, funding, property value/acquisition, and tolls. In March, there was one comment in this category.

- Gridlocked streets have a negative effect on the state’s economy.

Transit:

This group includes categories related to transit, such as light rail and buses. In March, there were three comments in this category. Below is a sampling of the comments.

- Daily shuttle service is poor and does not match the sailing schedule. Shuttle service needs to be improved greatly to serve more areas.
- Adding additional bus lines to West Seattle and Ballard is essential regardless of the viaduct situation.

Environmental/Public Safety:

This group includes categories like noise issues, public safety, earthquakes, and visual quality. In March, there were five comments in this category. Below is a sampling of the comments.

- We don’t think that a tunnel is a safe replacement option due to its proximity to the water, the earthquake fault line, the air quality, potential collapse and being an unnecessary terrorism target.

Outreach Events

Outreach events provide another way to gather feedback about the program. The feedback from these events is summarized separately and summaries are available upon request. Outreach events attended in March included:

Community Briefings

The program attended 10 community briefings in March.

- March 5: Seattle Bicycle Advisory Board
- March 7: PSRC Regional Freight Mobility Roundtable
- March 7: Mariners and Public Facilities District
- March 10: Mariners Board of Directors
- March 10: Seahawks and Public Stadium Authority
- March 12: Seattle Pedestrian Advisory Board
- March 18: Freight Mobility Advisory Committee
- March 20: Seattle Design Commission
- March 21: Freight Mobility Strategic Investment Board
- March 25: North Seattle Industrial Association

Stakeholder Advisory Committee meetings

The program team attended one Stakeholder Advisory Committee meeting in March, which was also attended by approximately 20 members of the public.

- March 27: Stakeholder Advisory Committee Meeting

Fairs and Festivals

The program team attended one fair in March, and received approximately 250 visitors.

- March 24: Women's Transportation Seminar

Site Tours

The program team held one viaduct tour in March, which was attended by approximately 120 visitors.

- March 22: Alaskan Way Viaduct Site Tour