

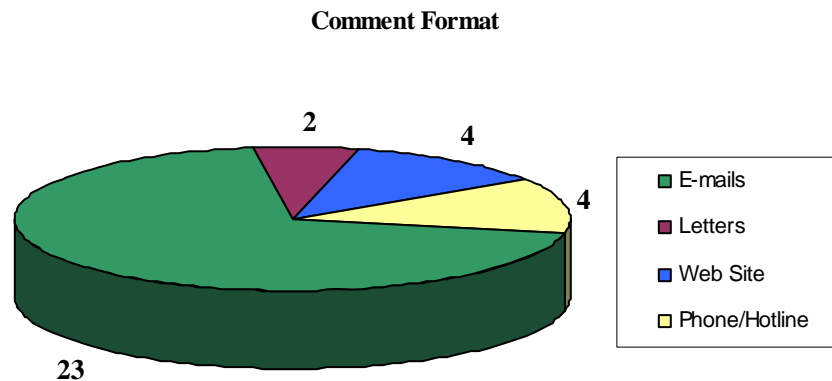
The Alaskan Way Viaduct & Seawall Replacement Program

SEPTEMBER 2007 COMMENT SUMMARY

Introduction

In September, 33 comments were submitted to the Alaskan Way Viaduct and Seawall Replacement Program team.

Comment Format and Origin



This month's comment totals include four pieces of correspondence to the governor and other elected officials 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. 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 September comments.

Transportation:

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

- My only concern regarding the south end project is how the traffic is going to be rerouted. Specifically, I am worried that excessive traffic will be sent onto First Avenue, also resulting in the removal of on street parking.

- I view the viaduct as a transportation structure. It is there to separate the traffic from the waterfront and to keep Alaskan Way from being clogged with vehicles.

Design/Construction:

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

- I am a citizen of Seattle who strongly feels that we should replace the viaduct with another elevated structure.
- Can you tell me how many through lanes the proposed south end section will have, how wide they are proposed to be, and how wide the proposed shoulders will be?
- What happened to the brilliant "rebuild in place" option for the viaduct that would have kept traffic moving and not demolished the old viaduct until the new upper deck was functional?
- I have thought that a tunnel would be a wonderful idea for years, but it seems that it is destined not to happen.
- Continue investigating ways to minimize disruption to downtown businesses and residents as you proceed with the relocation of electrical lines. We fear the digging of a trench into First Avenue South will have significant negative impacts to Pioneer Square and South Downtown.

Economic:

This group includes categories such as cost, funding, property value/acquisition, and tolls. In September, there were six comments in this category. Below is a sampling of the comments.

- Enough is enough. This debate has gone on long enough and cost us taxpayers a lot of money for nothing.
- How were the costs for the tunnel and elevated structure estimated? How are all WSDOT project costs estimated?

Transit:

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

- The transit enhancement project is particularly important, as transit improvements will be necessary to ensure the continued mobility of people and freight through the corridor during the viaduct closure.
- Light rail is a bad idea. Limited corridors are served to transport people to wrong places.

Environmental/Public Safety:

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

- A replacement structure, built to modern standards of safety- both from a traffic engineering and earthquake damage standpoint- is vitally important, and we should make progress on that quickly.
- The need to replace the aging Alaskan Way Viaduct was prompted by damage it sustained from the Nisqually Earthquake in 2001 and its subsequent settling, and the urgency of this need is well documented and sound.
- We encourage you to move forward on the Viaduct Safety Repair Project at Washington Street and address the real safety concerns at that site.
- Doing nothing is only increasing the risk that the viaduct will fail in a strong earthquake, or just due to age.

Structures/Location:

This group includes categories like historic structures and districts, portals, stadiums and South Lake Union. In September, there were zero comments in this category.

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 September included:

Public Meetings

The program hosted two south end scoping meetings on September 24 at the Starbucks Support Center in SODO and on September 26 at Madison Middle School in West Seattle. Approximately 110 people attended the meetings.

Community Briefings

The program attended five community briefings in September.

- September 11: Western Building Tenants
- September 13: Society of American Military Engineers
- September 14: Eastside Transportation Partnership
- September 18: City of Seattle Freight Mobility Advisory Committee
- September 18: South County Area Transportation Board (SCATBd)

Fairs, Festivals and Farmers Markets

The program attended one festival in September, and received approximately 275 visitors.

- September 1, 2, and 3: Bumbershoot