



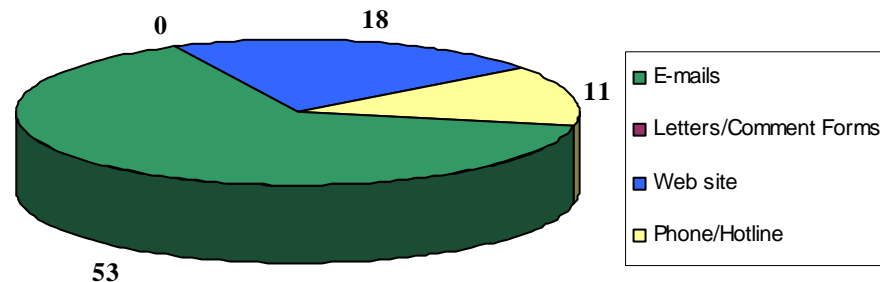
## SEPTEMBER 2008 COMMENT SUMMARY

### Introduction

In September, 82 comments were submitted to the Alaskan Way Viaduct and Seawall Replacement Program team.

### Comment Format and Origin

Comment Format



No mailed letters or comment forms were received by the program team in September. Comments and questions received at outreach events, such as the central waterfront scoping open houses, 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 September. 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 20 comments in this category. Below is a sampling of the comments.

- I am concerned that the analyses being conducted do not take into account the number of people who use Highway 99 to get into or through Seattle.
- The viaduct serves an important role in getting commuters through town safely by avoiding traffic on surface streets.
- I would like to see a clover-leaf intersection built on SR 99 to ease traffic.

- Remember that West Seattle and many points southwest of the city (Vashon Island and Kitsap) depend on the viaduct to get out of West Seattle.

### **Design/Construction:**

This group includes categories such as construction, urban design, the seawall, and engineering. In September, there were 43 comments in this category. Below is a sampling of the comments.

- I suggest removing the viaduct, building 8-10 lanes for traffic, and then building pedestrian bridges from downtown to the waterfront.
- Why isn't it possible to retrofit the viaduct with surface supports that float on the ground?
- I urge you to select a solution that does not result in another elevated highway along the waterfront.
- Replacing the viaduct with a surface street that includes many stoplights will cause a lot of traffic congestion.
- I am nervous that I do not see information on commute alternatives during construction yet, especially with major work beginning in 2009.

### **Economic:**

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

- Gridlock is not conducive to economic growth.
- I am concerned about the value of my house dropping without a viaduct.
- Consider the income losses that the economic engine of Seattle would experience in any of the proposed scenarios.

### **Transit:**

This group includes categories related to transit, such as light rail and buses. In September, there were 12 comments in this category. Below is a sampling of the comments.

- Expecting people to use a bus service that would not enable a timely, fast, or direct connection to their destination is being blind to the average citizen's needs.
- Sound Transit should partner with WSDOT to build light rail along the SR 99 corridor.
- It is great that you want to expand bus services, but I feel that Burien has been forgotten about in these planned improvements.

### **Environmental/Public Safety:**

This group includes categories like noise issues, public safety, earthquakes, and visual quality. In September, there were 21 comments in this category. Below is a sampling of the comments.

- Locating highway traffic along Western Avenue would result in shifting noise and air pollution closer to the occupants and inhabitants of Western Avenue.
- Please take into account the huge impacts that climate change and fossil fuel prices and availability are going to have on our transportation future.
- I am very concerned about the safety of walking to the ferry terminal at night.
- I have no sympathy whatever with the argument that the view is great from the viaduct. Looking out at Elliott Bay from a quiet park would be a significantly better experience, and much safer than having drivers distracted while on a narrow highway.

## **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:

### **Community Briefings**

The program team attended seven community briefings in September.

- Sept 3: Southwest and Delridge District Councils
- Sept 5: PSRC Regional Freight Mobility Roundtable
- Sept 5: Transportation Choices Coalition
- Sept 9: West Seattle Chamber of Commerce Transportation Open House
- Sept 11: Interest group briefing for freight group members
- Sept 17: Downtown Seattle Residents Council
- Sept 26: Interest group briefing for businesses

### **Open Houses**

The program team hosted three open houses, held in Downtown, West Seattle, and Ballard. The events were attended by approximately 200 members of the public.

- Sept 11: Downtown Open House
- Sept 16: West Seattle Open House
- Sept 18: Ballard Open House

### **Stakeholder Advisory Committee meetings**

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

- Sept 25: Stakeholder Advisory Committee

### **Fairs, Festivals and Farmers Markets**

The program team attended three events in September, and received approximately 290 visitors. Outreach events are summarized separately; summaries are available upon request.

- Sept 6: Magnolia Farmers Market
- Sept 12-13: Wallingford Wurst Festival
- Sept 20: Fishermen's Fall Festival