



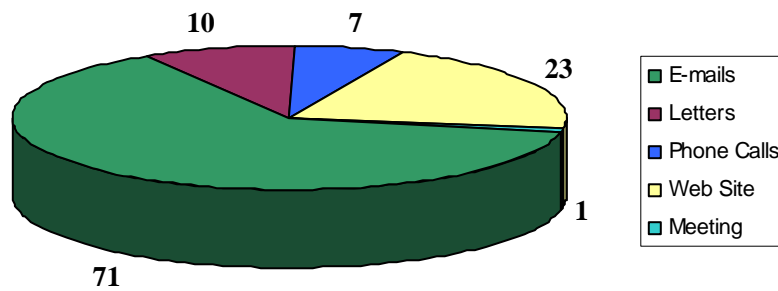
MARCH 2007 COMMENT SUMMARY

Introduction

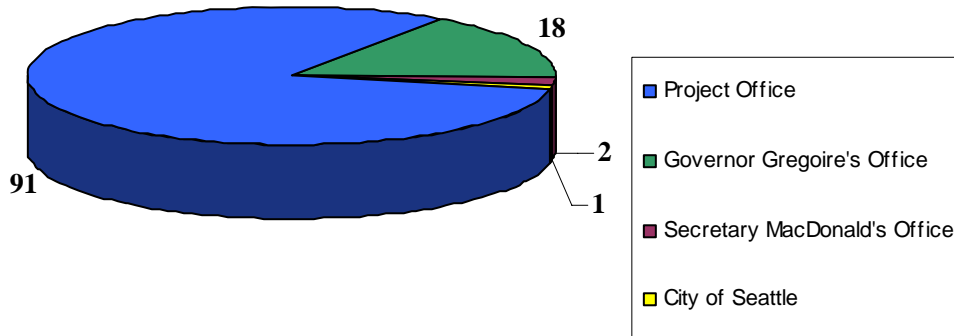
In March, 112 comments were submitted to the Alaskan Way Viaduct and Seawall Replacement Project team.

Comment Format and Origin

Comment Format



Comment Origin



Note: Comments sent to other offices (i.e., Governor's office) were not the only comments received by that office; rather they are the ones sent to the project team for a response.

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 March comments.

Transportation:

This group includes categories such as traffic, connections/circulations, pedestrians, and bicycles. In March, there were 10 comments in this category. Below is a sampling of the comments.

- I think it's important to identify the true source of Seattle's traffic problems: it's the bottleneck where I-5 passes through the Convention Center. Seattle's freeway through the core of the city is a 2-lane roadway!

Design/Construction:

This group includes categories such as construction, urban design, the seawall, and engineering. In March, there were 74 comments in this category. Below is a sampling of the comments.

- Build the viaduct, but make it aesthetically pleasing by putting storefronts underneath it rather than a parking lot. I realize there would be high costs for soundproofing and vibration mitigation for the stores underneath, but there would also be the benefit of income from the stores (rents/leases).
- There is another option to the Alaskan Way Viaduct. Coronado California has a big beautiful floating bridge that could go in the bay, allow shipping to pass, free up valuable shoreline property, pay tolls, and only cost 500 million dollars.
- My idea is to route 99 from the base of Queen Anne along Mercer Street to Interstate 5. It would run along I-5 to south of Safeco Field, then angle back to meet old 99 about a half-mile north of Spokane Street.
- I propose that we simulate the waves of Puget Sound, if you will, by choosing the tunnel option, but instead of staying underground for the 13 blocks, raising and lowering the road so vehicles would be above ground level at key points and underground at others.
- There could be a high speed 2-lane route and another low speed route. The high speed route would have no access to downtown from Mercer to West Seattle. The low speed route would be a downtown core bypass connecting 1st Avenue S. to Elliott. These paths would be separated and elevated by arched ribs that rise from below the old viaduct and from the water side of the waterfront boardwalk like buttresses, making a series of mini St. Louis arches whose legs support the roadways in the center like a boulevard.
- The Seattle voters do not want a freeway along their waterfront. Please do not spend state resources rebuilding it. Rather, please study an alternative approach including a full surface option.
- Build a tunnel—bring the city into the future!
- Knock down the viaduct and assemble a six-lane tunnel on the surface. Use the roof as a nine-acre park, with wide elevated walkways to First Avenue, already at roof level, and to the waterfront itself across Alaskan Way. With landscaping, this could create a veritable “Hanging Gardens of Babylon” effect on the waterside.
- Why not put a tunnel under Western Avenue, one block east of Alaskan Way?

Economic:

This group includes categories such as cost, funding, property value/acquisition, and tolls. In March, there were 12 comments in this category. Below is a sampling of the comments.

- Is the estimated \$915 million for early safety/mobility projects included in the costs that we saw in the election ballot? Or is this above and beyond that...a band-aid until we can come to a resolution on what to do with SR 99 thru downtown?
- Why do only Seattle residents get to vote on how the viaduct is replaced? Aren't all of Washington's residents being taxed to replace the viaduct...i.e. Gas Tax?
- Why did the state stick it to those of us living on the Peninsula while giving the folks in Seattle and King County a free ride? You folks only put in about 50 million to the new Tacoma Narrows Bridge while you're putting in at least 2 billion for the viaduct.

Transit:

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

- While the light rail's current route will aid transportation, it will not connect some of the neediest neighborhoods to downtown in order to relieve traffic. By only restricting the rail to a north-south route, the current traffic issues from the outlying neighborhoods (e.g. West Seattle, White Center, Magnolia, Bellevue, and Green Lake) would still be present.
- Create huge parking garages near Everett and Sea-Tac. Incorporate an "armada" of buses to move the masses during those peak hours. Designate one-way streets accommodating this transit during peak hours. These parking garages will be strategically located to accommodate future mass transit, transit extending from Canada to Mexico and perhaps beyond.

Environmental/Public Safety:

This group includes categories like noise, public safety, earthquakes, and visual quality. In March, there were 13 comments in this category. Below is a sampling of the comments.

- The human environment should be given substantial weight at some point—things like gridlock congestion costs and its environmental impacts, impact on businesses and quality of life issues.
- What plans are being made to reproduce living space for animals that live in crevices under the viaduct (particularly flying animals that nest there) when the viaduct is torn down? I hope any mitigation plans will take the loss of habitat into account.
- In the event of a major earthquake the mechanical ventilation for the one-mile tunnel can break and stop working and so will the breathing lungs of the people who are stuck in the tunnel and they will get suffocated.
- Noise treatments in the form of a rubberized road surface covering, absorptive covering on the underside of the top deck, and possibly enclosure of the bottom deck would greatly diminish noise impact to the waterfront and make the viaduct a much better neighbor.

Structures/Location:

This group includes categories like historic structures and districts, portals, stadiums and South Lake Union. In March, there were three comments in this category. Below is a sampling of the comments.

- When were the Columbia Street and Seneca Street ramps connecting to the Alaskan Way Viaduct completed?

Site Tour

The project also hosted a site tour in March during the viaduct's semiannual inspection closure. Just over 100 people attended the event, and the project received 32 comment forms with feedback and questions. This outreach event and the comments were summarized separately; summary is available upon request.