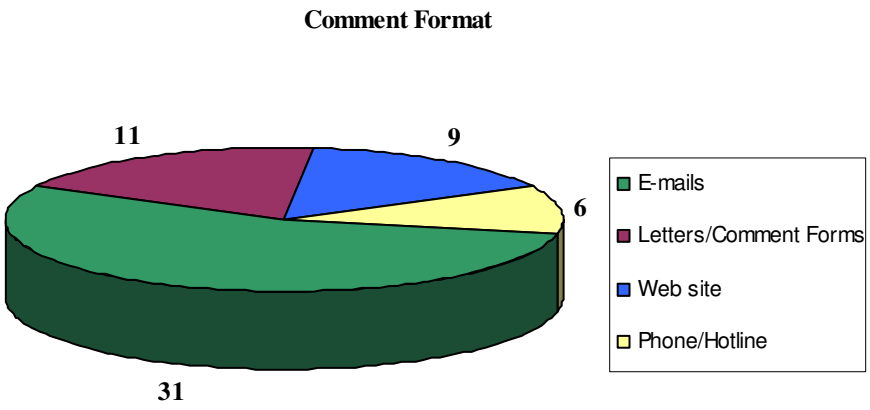
APRIL 2008 COMMENT SUMMARY

Introduction

In April, 57 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 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 or the transit categories in April. 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 April comments.

Transportation:

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

- During construction, what will be done with the 110,000 cars each day that use the viaduct? Or if a comparable replacement is not selected?

- Why would the citizens of Seattle want to consider replacing a major north-south freeway with less or the same capacity in light of the growth projections for the greater Seattle and outlying areas?
- A broad, regional approach to transportation is required when discussing viaduct replacement options in order to develop a wide-reaching, comprehensive, and viable plan.

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

- I wish to strongly encourage deep consideration of replacing the viaduct with a bridge extending over Elliott Bay. The bridge avoids all the construction risk of uncertain tunneling conditions.
- A bored tunnel would solve several of the disagreeable problems associated with other viaduct-replacement choices, and it seems more straightforward than a cut-and-cover or street-level options.
- A retrofit [of the existing viaduct structure] can be done while maintaining traffic on the viaduct.

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

- Voters want state money to go into the channels for which it was originally slotted. They want all the information—i.e., how much is each replacement estimated to cost.
- I [and the voters of Seattle and Washington State] want to ensure that highway money is spent in the most economic and forward thinking processes, with all viable options being considered.

Environmental/Public Safety:
This group includes categories like noise issues, public safety, earthquakes, and visual quality. In April, there were two comments in this category. Below is a sampling of the comments.

- What will happen to the land [when the viaduct is replaced]? No promise or guarantee has been made about whether this public land will continue to remain public land (eg, park lands).

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 8 community briefings in April.

- April 1: Freight Mobility Advisory Committee
- April 4: Seattle Design Commission
- April 9: Ballard District Council
- April 15: Freight Mobility Advisory Committee
- April 17: Greater Seattle Chamber of Commerce, Transportation Committee
- April 22: North Seattle Industrial Association
- April 23: Waterfront Neighborhood Association
- April 30: Queen Anne Community Council, Transportation Committee

Open Houses

The program team hosted one South Downtown Projects Preview open house, held at Pyramid Restaurant. The event was attended by approximately 55 members of the public.

- April 28: South Downtown Projects Preview

Stakeholder Advisory Committee meetings

The program team attended one Stakeholder Advisory Committee meeting in April, which was also attended by approximately 30 members of the public.

- April 24: Stakeholder Advisory Committee Meeting