

# The Alaskan Way Viaduct & Seawall Replacement Project



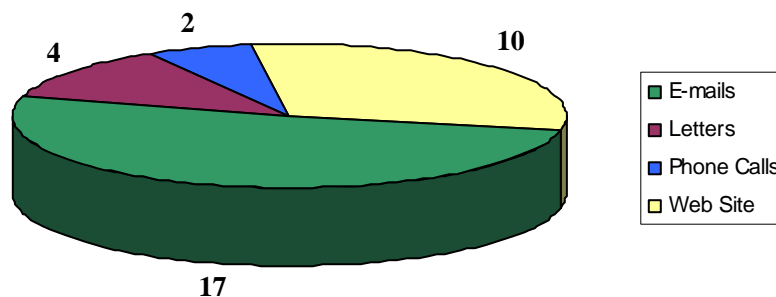
## JUNE 2007 COMMENT SUMMARY

### Introduction

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

### Comment Format and Origin

Comment Format



This month's comment totals include five pieces of correspondence to the governor and other elected officials that were referred to the project office for 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 June comments.

#### Transportation:

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

- What part do the residents of West Seattle get to play in the decisions that so affect our little community? South of Burien will get light rail, but with elevated transit out of the mix, we are left with nothing but poor bus service and a tourist attraction-style

water taxi. We already have gridlock due to the many condos put up in place of one-time single family houses. The buses get stuck in gridlock just like the cars. No allowances were made to improve the transportation infrastructure to accommodate this explosion in population to this area.

### **Design/Construction:**

This group includes categories such as construction, urban design, the seawall, and engineering. In June, there were 21 comments in this category. Below is a sampling of the comments.

- Every weekend, my family and I walk down to the waterfront and play. But we are getting sick and tired of the noise from the cars. I still have trouble figuring out what alternative will cause no sound to be heard.
- I strongly believe the viaduct must be removed from downtown Seattle. If funds are available to place the road beneath the ground that may be the best option. However, if the funds do not exist there could be a busy road at grade, such as San Francisco's Embarcadero, or Chicago's Lake Shore Drive.
- Have you folks looked at Victor Gray's repair plan which would eliminate closure of the viaduct during repairs?
- One of the more objectionable characteristics of the current viaduct is the fact that it is two stories tall. If the facility were designed such that the six lanes were side-by-side instead of one above the other, the visual impact would be much more acceptable.
- Has anyone considered a prefabricated concrete tunnel which could be sunk 200-300 feet off the waterfront in water deep enough for ship traffic to pass overhead?

### **Economic:**

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

- The Alaskan Way Viaduct and its corridor are vital to the Seattle Maritime Cluster not only by providing throughput of freight vehicles across the city center but also in keeping surface streets from becoming prohibitively congested and strangling businesses. This area, the Seattle Maritime Cluster, is an essential cornerstone of Washington State and Seattle's prosperity adding \$2.1 billion-a-year into our local economy.
- The direct and long-term benefits of an enhanced tax base resulting from increased land values, new development, increased economic activity, and increased tourism should be considered.

### **Transit:**

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

- An ideal place to start a Rapid Transit System from the North end to meet the Seattle to Sea-Tac Rapid Transit, under construction, is at 8<sup>th</sup> Avenue NW and NW 100<sup>th</sup> Place, the south entrance to Carkeek Park. The little used south end section of Carkeek Park could be used as a Rapid Transit starting point, and for building a park-and-ride lot for commuters.

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

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

- Does the viaduct replacement program have technical data on the filled tide flats land that the viaduct sits on?
- Neither the mayor's nor the governor's proposals meet the recent compliance and enforcement orders by the U.S. Supreme Court ruling concerning the stalling and refusal by the Environmental Protection Agency, another federal bureaucracy, to regulate greenhouse gases, a major concern of global warming.

### **Structures/Location:**

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

### **Community Briefings**

The project attended seven community briefings in June, and received approximately 80 comments and questions. Outreach events are summarized separately; summaries are available upon request.

- June 12: First Hill Improvement Association
- June 14: Downtown District Council
- June 14: Metropolitan Expressway and Obayashi Corporation
- June 14: Park Hill Rotary Club
- June 14: Waterfront Landing Condo Association, Board of Directors
- June 19: City of Seattle Freight Mobility Advisory Committee
- June 26: Waterfront Neighborhood Association

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

The project attended four events in June, and received approximately 500 visitors. Outreach events are summarized separately; summaries are available upon request.

- June 9-10: Pagdiriwang Philippine Festival
- June 16-17: Fremont Fair
- June 23: Magnolia Farmers Market
- June 24: West Seattle Farmers Market