

# The Alaskan Way Viaduct & Seawall Replacement Program

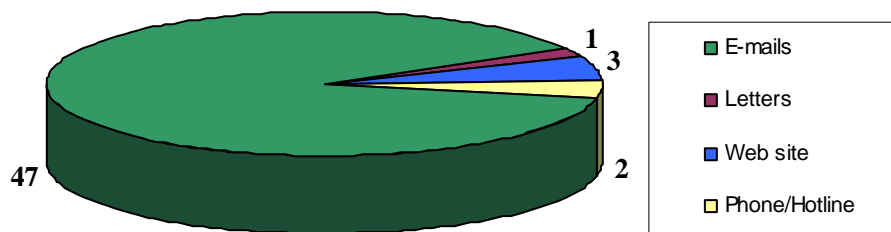
## FEBRUARY 2008 PUBLIC COMMENT SUMMARY

### Introduction

In February 2008, 53 public comments were submitted to the Alaskan Way Viaduct and Seawall Replacement Program team.

### Comment Format and Origin

Comment Format



This month's comment totals include one piece of correspondence to the Governor that was 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 structure/location category during February. 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 February comments.

#### Transportation:

This group includes categories such as traffic, connections/circulations, pedestrians, and bicycles. In February, there were 11 comments in this category. Below is a sampling of the comments.

- Many residents and businesses use the viaduct to go through downtown. It is quick, efficient and relatively free flowing compared to side streets.

- The I-5 parking lot cannot handle 110,000 cars. We need to keep our two major traffic corridors.
- Getting out of West Seattle anytime the viaduct is closed is a nightmare. I'm not opposed to eventually taking the viaduct down. I just don't think people realize how critical it is to us in West Seattle.

### **Design/Construction:**

This group includes categories such as central waterfront design alternatives, construction, urban design, the seawall, and engineering. In February, there were 22 comments in this category. Below is a sampling of the comments.

- What does it mean when I read that construction on the Alaskan Way Viaduct Program will begin in 2012? Has it been decided to rebuild the same, reconstruct a surface street, or dig a tunnel?
- I am in favor of either retrofitting the Seattle Viaduct or replacing it. I do not support any solution which involves the surface street option.
- We remain concerned, in that after several years of planning, no viable surface alternative has been shown to the public.

### **Economic:**

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

- Most of our commercial goods travel the Alaskan Way Viaduct and/or north-south city streets and the maritime commerce that surrounds our neighborhood (Magnolia) is dependent upon the viaduct.
- How are businesses along or under the Alaskan Way Viaduct near Spring/Madison Street going to be affected around 2012?
- The affordability of the program must include both the dollar cost of construction and the cost of shutting down Western Avenue businesses while construction is in progress.

### **Transit:**

This group includes categories related to transit, such as light rail and buses. In February, there were three comments in this category.

- We need to install a public transportation system such as the "T" in Boston, or the EL in Chicago. We are a growing city that needs an option in addition to buses.
- I believe it would be a great opportunity to run dedicated bus rapid transit in both directions (on the viaduct or its replacement).

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

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

- If the viaduct continues to settle, why do you allow cement trucks and garbage trucks to use it?
- Safety of the traveling public is a primary goal. That defined goal would include attention to fire, egress, accident response and air quality in the corridor.

- If you remove the viaduct and allow high rises to be built along the waterfront, the view from Seattle will disappear. The viaduct saves Seattle's view of the mountains and Puget Sound.

## **Outreach Events**

Outreach events provide another way to gather feedback about the program. The feedback from these events is summarized separately; summaries are available upon request. Outreach events attended in February included:

### **Community Briefings**

The program attended four community briefings in February.

- February 13: SODO Business Association
- February 13: West Seattle Chamber of Commerce
- February 14: Duwamish Transportation Management Association
- February 14: University of Washington Infrastructure Construction Class

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

The program team attended one festival in February, and received approximately 150 visitors.

- February 2 – 3: Tet Festival

### **Open Houses**

The program team hosted one Central Waterfront Open House, held at the new Cooper Elementary School in West Seattle. The event was attended by approximately 80 members of the public.

- February 12: Central Waterfront Open House

### **Stakeholder Advisory Committee meetings**

The program team attended one Stakeholder Advisory Committee meeting, and received approximately 20 members of the public.

- February 28: Stakeholder Advisory Committee Meeting