

The Alaskan Way Viaduct & Seawall Replacement Project



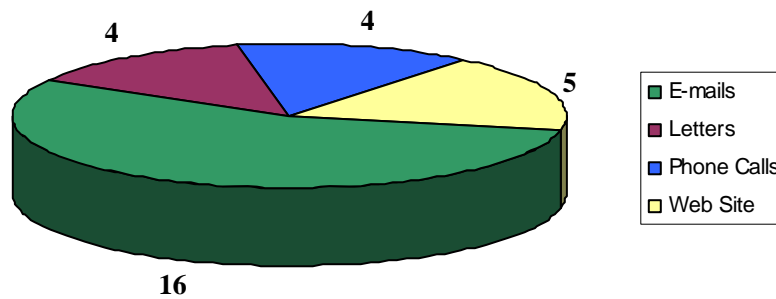
APRIL 2007 COMMENT SUMMARY

Introduction

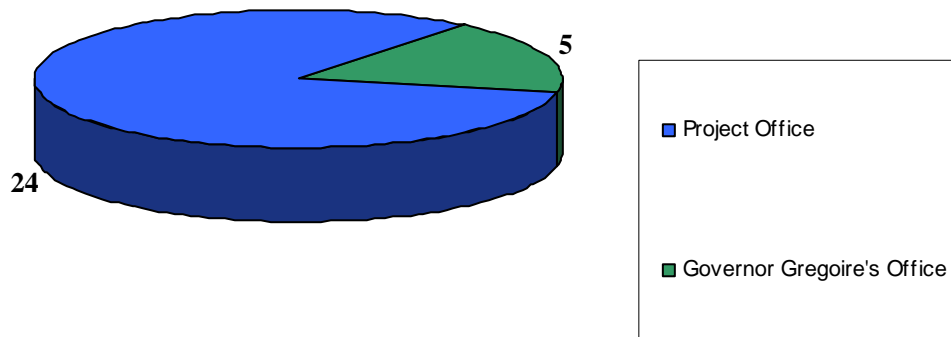
In April, 29 comments were submitted to the Alaskan Way Viaduct and Seawall Replacement Project team.

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 April comments.

Transportation:

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

- Freight flows must continue in this corridor, as well as on Interstate 5, to serve Seattle industrial districts, the region, and the state. The SR 99 corridor serves as a roadway lifeline between the city's remaining manufacturing-industrial areas and that lifeline must stay functional.
- The I-5 corridor is a problem. The current configuration causes massive delays, frustration, and cannot handle today's traffic volumes or future volumes. Improvements to the I-5 corridor should be the highest priority.

Design/Construction:

This group includes categories such as construction, urban design, the seawall, and engineering. In April, there were 18 comments in this category. Below is a sampling of the comments.

- Now that the Legislature has adjourned, what can you tell me about the "collaborative process" that will occur in regard to the AWW project?
- The State talks about all this work being done, but there is no mention of closure schedules, access to the remaining viaduct sections, etc. What is going on to ensure continued flows of traffic during the work?
- I live in West Seattle and commute to Lake Union on a daily basis. I am concerned the upcoming construction will severely affect my commute. Please provide a timetable of when and what construction plans are scheduled for the viaduct and surrounding areas.
- Our concept design allows for dedicated waterfront green area along the existing piers, without the encumbrance of traffic flow. Between the upper and lower traffic decks would be a retail shop, restaurant, running track, representing 360,000 square feet. This feature will face the waterfront with glass viewing windows facing outward. This will enable view of Elliott Bay and the green area to the piers. The upper and lower lanes would have a center margin for green trees, shrubs, etc.

Economic:

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

- Price estimates are meaningless if they are not heeded (or are easily able to not be honored) and there are no protections for those paying the bills, i.e. voters. History is littered with cases of projects far exceeding estimated costs, even in real dollar terms.

Transit:

This group includes categories related to transit, such as light rail and buses. In April, there was one comment in this category. Below is a sampling of the comments.

- Let's reveal Seattle consisting of "forward thinkers." Further enhance bus and rail. Develop more park and ride stations. Enable positive mass transit/intelligence attitudes; television advertise smart people using mass transit to enable better life.

Environmental/Public Safety:

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

- What will the city/state do if an earthquake brings the viaduct down while they're "deciding what to do" and people are killed?
- The viaduct is a haven for criminal activity. Local gang members gather beneath it, run to it, hide around it; transients use it as a place to avoid the police and public; and violent offenders use it as a place for assault and attack. Please look at every possible alternative to rebuilding the viaduct. Anything is better than a repeat of the existing shelter for criminal activity.

Structures/Location:

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

- I understand the Seneca Street off-ramp was constructed in 1961 but was it also finished in 1961?

Community Briefings

The project also attended one community briefing in April, and received approximately 10 comments and questions. Outreach events are summarized separately; summaries are available upon request.

- April 9: UW CEE 442, Structural and Geotechnical Engineering Capstone Design