
From: Colin Drake [CDrake@parametrix.com]
Sent: Monday, December 15, 2008 12:10 PM
To: Lenz, KaDeena (Consultant)
Cc: Iboshi, Ralph (Consultant); Bandy, Mark; Rigsby, Mike (Consultant); Clark, Gordon T. (Consultant); Kirby, Stephanie (Consultant); Morrison, Mike (Consultant); Williamson, Alec; Randy McCourt; Pearce, Steve; Claus, Emily (Consultant); Parsons, Jim (Consultant); Karl Otterstrom; Victor Obeso; Bob Chandler; Eric Tweit; Hannah McIntosh
Subject: RE: City comments on the two 11x17 Matrices
Attachments: Hybrid Matrix 2 columns 12-15.doc

Hi KaDeena,

Here is the updated 11X17 matrix for tonight's meeting (the bike/ped/TDM/TSM elements have been added, so all elements are now contained on one 11X17).

To reviewers:

These matrices incorporate your comments from last Friday. KaDeena is printing these matrices now, so further comments must be received immediately.

Thanks,

Parametrix

inspired people — inspired solutions — making a difference

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From: Williamson, Alec [mailto:WilliAR@wsdot.wa.gov]
Sent: Monday, December 15, 2008 8:51 AM
To: Randy McCourt; Pearce, Steve; Claus, Emily (Consultant); Parsons, Jim (Consultant); Karl Otterstrom; Victor Obeso; Colin Drake; Bob Chandler; Eric Tweit; Hannah McIntosh
Cc: Iboshi, Ralph (Consultant); Mark Bandy; Rigsby, Mike (Consultant); Clark, Gordon T. (Consultant); Kirby, Stephanie (Consultant); Morrison, Mike (Consultant)
Subject: RE: City comments on the two 11x17 Matrices

Thanks Randy and Steve- I agree with all of your comments with the Randy edits. I think our team should check the column layout and attempt to get the transit lanes back in on M. We'll get back to you on that.

Alec

From: Randy McCourt [mailto:rsm@dkspdx.com]

Sent: Saturday, December 13, 2008 6:25 PM

To: Pearce, Steve; Claus, Emily (Consultant); Parsons, Jim (Consultant); Karl Otterstrom; Victor Obeso; Drake, Colin; Bob Chandler; Eric Tweit; Hannah McIntosh; Williamson, Alec

Cc: Iboshi, Ralph (Consultant); Bandy, Mark; Williamson, Alec

Subject: RE: City comments on the two 11x17 Matrices

Thanks Steve – this is helpful. I have added my comments in **RED** on your notes below.

Randy

Ransford S. McCourt, PE, PTOE

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From: Steve Pearce [mailto:Steve.Pearce@Seattle.Gov]

Sent: Friday, December 12, 2008 5:20 PM

To: Emily (Consultant) Claus; Jim (Consultant) Parsons; Randy McCourt; Karl Otterstrom; Victor Obeso; Colin Drake; Bob Chandler; Eric Tweit; Hannah McIntosh; WilliAR@wsdot.wa.gov

Subject: City comments on the two 11x17 Matrices

Importance: High

Colin and others

Attached are our changes to the two matrices. Please read the summary below as there are some important issues all agencies and IPMs need to understand. There are some changes to the maps that would need to be made in one or two cases.

Summary of major comments:

1. We think pedestrian and bike projects should be moved to surface streets and SR99, as

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appropriate, rather than kept as a separate category.

I AGREE WITH YOUR GROUPING OF PED/BIKE IN THE SURFACE STREET BUILDING BLOCK PARTICULARLY TO CONTROL COST ESTIMATE ORGANIZATION. I BELIEVE THE COMMUNICATION GROUP WAS ATTEMPTING TO HIGHLIGHT PED/BIKE ACTIONS OF NOTE GIVEN THAT DURING THE PROCESS WE HEARD FROM PEOPLE ASKING WHAT WE WERE DOING FOR PED/BIKE. MOST STREET PROJECTS WILL LIKELY BE IMPROVING SIDEWALKS AND SOME – BIKE LANES – WHERE APPROPRIATE, IT MAY GIVE FOLKS A SENSE THAT THE ITEMS LISTED ARE THE ONLY PED/BIKE THINGS WE ARE DOING. HOWEVER, UP UNTIL NOW THE COMMUNICATION TEAM HAS PULLED THE PED/BIKE ITEMS SUCH AS THE WATERFRONT TRAIL OUT. I WOULD RECOMMEND THAT IF WE FOLLOW YOUR DIRECTION, WE MAINTAIN A SEPARATE LISTING FOR PED/BIKE AS A 'POCKET LISTING' (WE MAY NEED TO DO THE SAME FOR FREIGHT) SO WE ARE ABLE TO CLEARLY RESPOND TO COMMENTS ON THE ORIGINAL INTENT THAT THE COMMUNICATION TEAM WAS TRYING TO ADDRESS.

2. We think any line with "none" or "no" for both scenarios should be deleted where "no" or "none" means we chose not to add something. In cases where "none" means we lose something, like the 4th Ave bike lane, then leave it in.

THIS MAKES SENSE

3. We need to stop adding in intermittent left turn pockets as traffic lanes. That is really misleading. We are going to be very firm on this point. There are 8 lanes @ Jackson Street in the Surface Hybrid. Also note that D has only 6 lanes at Jackson (see note below on lack of transit lanes in D).

I WOULD RECOMMEND NOT SAYING 9 OR 8. WE SHOULD SIMPLY LIST THE LANES - INCLUDING LT. LT ARE NOT INTERMITTANT – THEY ARE CONTINUOUS OR MEDIANS IN THE WATERFRONT. SO SAYING 3 NB, 3 SB THROUGH, 2 BUS AND 1 LT/MEDIAN IS OK BY ME. LEAVING IT OUT IS NOT REFLECTING THE TRUE WIDTH OF ROADWAY THAT PEDESTRIANS ARE HAVING TO CROSS – WHICH IS WHAT THIS MEASURES IS HELPFUL IN ADDRESSING.

4. Something was lost in translation on the Mercer underpass. This has to be a 6 lane underpass in the Elevated - we don't get enough east-west capacity for vehicles, bikes and peds otherwise. It was only in the surface hybrid where we are still studying 4 vs 6 lanes.

I COMPLETELY AGREE WITH THIS – THE ANALYSIS CHRIS W. DID INDICATES THAT WITHOUT THE GRID WE NEED 6 LANES.

5. On 4th/5th Ave S - we need one or the other, not both. All agencies including King County agreed to this in the meeting where we made the decisions. There is no need for a Fourth Ave transit lane when we have D2/E3 and Fifth.

I COMPLETELY AGREE – WE HAVE D2/E3-5TH OR WE HAVE 4TH

6. There are no transit lanes in M (D) between King and Main/Washington. We checked the plans. There is not enough room with all the columns. So that means no transit lane at all southbound in this alternative and the NB lane ends at Dearborn.

I NEED TO CHECK THIS FOR MYSELF – I RECALL PROVIDING INPUT ORGINALLY FOR THE TRANSIT LANES TO LINK TO MAIN/WASHINGTON – SO IF THAT DID NOT MAKE IT INTO THE PLANS – THAT WAS NOT THE INTENT. IF IT IS TRUE COLUMNS FULLY PRECLUDE THE PROVISION OF TRANSIIT LANES – THEN WE NEED TO NOTE THIS THE WAY YOU HAVE PROVIDED.

ONE MORE NOTATION ON THE PROJECT LIST. THERE ARE SOME MINOR YET IMPORTANT ITEMS EMERGING THAT WE WILL NEED TO DECIDE HOW TO ADDRESS., SUCH AS:

- Provision of Union link between Alaskan Way and Western
- Provision of Pine link between Alaskan Way and Western, freeing up the open space on the waterfront
- Provision of a Lenora linkage to Pike Street Market area by extending the Western lid
- Provision of a bicycle trail on the eastern edge of East Marginal Way to allow freight travel to be separated from bicycle/trail travel from Spokane Bridge to the U-tube where the cross over to the new waterfront trail would occur.
- I-5 ramp configuration of University and Cherry. While a selection was made by the executives, we need to understand the merit of this selection and make sure that IF flexibility is needed that we do not state the details beyond the fact that there will be ramp closures associated with the managed lane.
- Bob Powers asked for a table that specifically pulled out the items of major difference between the hybrid with their costs

Thanks, Steve

>>> Hannah McIntosh 12/12/2008 2:54 PM >>>

Steve, Bob and Eric -

I'll need one of you to review the attached before you leave today, if at all possible. Please send any changes straight to Colin. The team is going to print for the town hall over the weekend, but I didn't think any of you had reviewed.

Thank you!

>>> "Claus, Emily (Consultant)" <clause@consultant.wsdot.wa.gov> 12/12/2008 12:47 PM

>>>

Hannah -

I wanted to send you the 11x17 matrix. Sorry it's in two pieces. Could you take a look and let Colin know in the next hour if you have changes to it? I believe he received comments from someone at the city on Wednesday night after he sent it, but wanted to make sure you were ok with it before we printed in bulk.

Thank you,
Emily

Emily Claus

Communications Team

10/15/2009

Alaskan Way Viaduct and Seawall Replacement Program

206-267-3841

clause@wsdot.wa.gov

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Building Blocks	I-5, Surface and Transit Hybrid Scenario	SR 99 Elevated Bypass Hybrid Scenario
SR 99		
Central Waterfront configuration and lanes	3 lanes SB on Alaskan Way; 3 lanes NB on Western Ave.	4-lane elevated road; 4-lane surface street
Number of lanes at Jackson St	8 lanes (3 general purpose lanes and one transit lane northbound, 3 general purpose lanes, one transit lane southbound)	6 lanes (3 general purpose lanes NB, 3 general purpose lanes SB)
Central waterfront promenade/public space	104 feet	68 feet
Connections to Elliott and Western avenues	Signalized intersections to Alaskan/Western couplet	Ramps to and from elevated structure over Elliott and Western
Freight routes	Surface Alaskan Way and Western Ave.	Elevated road and surface Alaskan Way
HOV/BAT/Transit Lanes	Aloha St to N. 85 th St, Spokane to Main NB, and Washington to Royal Brougham SB	Aloha St to N. 85 th St. and Spokane to Dearborn NB only
Marion St. Pedestrian Bridge Replacement	Yes	Yes
New surface street connection between Belltown and the waterfront with sidewalks	Yes	No
New pedestrian signal on Western Ave at Pine Street	Yes	No
Improved east-west pedestrian connections to waterfront	Yes	Yes
New or improved pedestrian connections across Aurora Ave. north of Denny Way	6	2
Improved pedestrian connection on Bell St. between First and Elliott	Yes	Yes
Bike lanes/trails on Alaskan Way and/or Western Ave. between Broad and King Streets.	Yes	Yes
Bike lanes/trails connecting Alaskan Way to East Marginal Way lane and Mountain to Sound Greenway trail	Yes	Yes
New surface street connection between Belltown and the waterfront with bike lanes	Yes	No
Seawall Replacement		
Rebuild seawall from Washington to Pine (Phase 1)	Yes	Yes
I-5		
Active traffic management, automate reversible lanes	Yes	Yes
Complete ramp meters and integrate signals	Yes	Yes
Northbound mainline	Add managed lane from Seneca St. to SR 520	No
Southbound HOV lane from Mercer to Spokane Street	Convert to managed lane	Convert to managed lane
Stewart Street and Cherry/Columbia Streets reversible ramps	Convert Stewart to HOV and Cherry/Columbia to general purpose traffic	Convert Stewart to HOV and Cherry/Columbia to general purpose traffic
Industrial Way transit ramps	Northbound only	No
Surface Streets		
Two-way Mercer Street from I-5 to Elliott Avenue	4-lane or 6-lane SR 99 underpass (TBD)	6-lane SR 99 underpass
Aurora Avenue crossings	Signalized crossings at Thomas, Harrison, Republican, Roy, Valley	Republican Street underpass
Transit lanes on Stewart, Olive, Howell, Pike/Pine, Battery, Wall, Madison and Elliott/15 th Ave. NW	Yes	Yes
Transit lanes in Fourth Ave S/Fifth Ave S. corridor	New connection from E3 Busway to Fifth Ave and Airport Way; Transit lanes on Fifth Ave	Transit lanes on Fourth Ave S from Royal Brougham to Jackson
Other street and roadway improvements	Spokane St. Viaduct, SR 519, East Marginal Way Ramps	Spokane St. Viaduct, SR 519, East Marginal Way Ramps
Second and Fourth Avenue. from Pike to Jackson Street	3 general purpose lanes, 1 transit lane, and one flexible general purpose/transit lane	3 general purpose lanes, 1 transit lane, and one flexible general purpose/transit lane
Third Ave. through traffic restrictions all day	Yes	Yes
Convert east-west streets between Union and Cherry to three lanes	Yes	No
Convert First Ave. to four lanes during peak periods	King to Cherry Streets	King to Cherry Streets
Transit		
Improve service to waterfront on Madison St., simplify downtown network, reduce traffic conflicts with stops	Yes	Yes

Building Blocks	I-5, Surface and Transit Hybrid Scenario	SR 99 Elevated Bypass Hybrid Scenario
Rapid trolleybus network improvements Ballard/Uptown, Aurora, West Seattle RapidRide	High (8 new or modified lines with 10-minute or better frequency 18 hours per day) Enhanced service	Low (4 new or modified lines with 15-minute or better frequency 18 hours per day) Enhanced service (to a lesser degree than in Surface and Transit Hybrid)
Pacific Hwy South RapidRide	No change	No change
New Delridge RapidRide	Yes	Yes (but with less service than in Surface and Transit Hybrid)
New Ballard to UW RapidRide	Included in the Rapid Trolleybus package	Included in the Rapid Trolleybus package
New Lake City Way RapidRide	Yes	No
Alaskan Way streetcar	No	No
First Avenue streetcar	Yes	Yes
New peak express service to South Lake Union	Yes	Yes
West Seattle water transit	No change to planned King County Ferry District service levels	No change to planned King County Ferry District service levels
Burien, White Center, Shoreline park and ride expansion	Yes	Yes
Policies and Management		
Transportation System Management		
Parking Management (such as variable meter pricing, reduce long term parking incentives, enforcement, vanpool/loading priority, parking user fee)	Yes	Yes
Traffic Management (such as incident management, special event management, "smart"/adaptive signals and transit/loading zone enforcement)	Yes	Yes
Consumer Information (such as expanded 511 and transit arrival data)	Yes	Yes
Transportation Demand Management		
Parking Management (such as advance parking guidance systems and swapping long term on-street spaces for short term)	Yes	Yes
Incentives for Alternative Commutes (such as incentives & promotion for ridesharing and transit, expanding KCM vanpool program, expanding bike stations and encouraging ped/bike options)	Yes	Yes
Employer Base Outreach & Assistance (such as telecommuting, flextime, employer outreach in untapped areas of Center City, employer grants to reduce SOV trips, employee transportation coordinators, expand growth and transportation efficiency centers (GTEC) program)	Yes	Yes
Employee Outreach & Promotion (such as plan your commute, Go Local, green commute competitions and residential outreach)	Yes	Yes
Strategic Plan and Measurement (such as performance measurement of management efforts during construction and after operation to ensure results and productivity of investments)	Yes	Yes
Pricing and tolling	Consider as part of regional tolling system, with possible phased implementation. post 2015	