
From: Bandy, Mark
Sent: Wednesday, February 04, 2009 12:30 PM
To: Paananen, Ron; White, John
Subject: RE: travel times

you can have him get someone to work with me on it as needed...

From: Paananen, Ron
Sent: Wednesday, February 04, 2009 12:20 PM
To: Grotefendt, Amy (Consultant); Bandy, Mark; White, John
Subject: RE: travel times

I'll forward to Powers to get the conversation started.

From: Grotefendt, Amy (Consultant)
Sent: Wednesday, February 04, 2009 11:57 AM
To: Bandy, Mark; Paananen, Ron; White, John
Subject: RE: travel times

Is this something we can get city and county agreement on so we can start using in materials, presentations, and talking points?

From: Bandy, Mark
Sent: Wed 2/4/2009 8:53 AM
To: Paananen, Ron; Grotefendt, Amy (Consultant); White, John
Subject: travel times

ok, so I spent a few minutes working on estimating travel times with the bored tunnel...below are some representations. I was planning on being down at AWV about 11:00 today should we need to chat face to face to clarify any of this. And as always, call my cell if there's an urgent need to discuss.

Ballard to SODO (trip is Ballard Bridge to 1st and Royal Brougham)
Today this is about a five mile trip, of which 1.2 miles is on the viaduct. So the trip time would range from 9 to 15 minutes depending on what average travel speeds you assume. Low end is representative of midday, reverse peak direction (e.g. going southbound in the afternoon), and nighttime. High end is going southbound in the morning or northbound in the evening.

With the bored tunnel in place, I worked up two paths, one using Alaskan Way and one using the SR 99 Bored Tunnel. The Alaskan Way route would be pretty much the same distance as today's trip on the viaduct, but all on surface streets. Assuming the lower average speeds for this route, the average travel time range would be 12 to 17 minutes, following the same characteristics as today (in terms of peak, non-peak). The other path I worked up was using Mercer to get to the bored tunnel. This route a little longer in distance, just shy of six miles, with the SR 99/tunnel section operating at speeds similar to today's viaduct. So doing the math, you get a range of 12 to 16 minutes.

In short, today's travel time range of 9 to 15 minutes would be 12 to 17 minutes with the Bored Tunnel. And the important point - in both today's case as well as with the bored tunnel - 70% or more of the travel time is on the streets getting to or from SR 99. Now for the freight caveat...their travel times would be a little longer than what

I've just described as their average speeds are typically a little lower than passenger cars, and that would be especially true for routes that have notable grades. To give you a sense of the potential difference...for the three miles on surface streets, the difference between 18 mph average speed and 14 mph average speed is four minutes.

West Seattle to Belltown (trip is Morgan Junction to 1st and Vine)

I did some work on this, but want to check in before writing it down in an e-mail. I'm not sure what the southend trip interest is.