

VandenBerghe, Alissa (Consultant)

From: Gricar, Lara (Consultant)
Sent: Thursday, January 15, 2009 2:19 PM
To: Preedy, Matt
Subject: FW: Presentation and Prep Sheet for Design Commission BriefingTomorrow

FYI

From: White, John
Sent: Thursday, January 15, 2009 11:38 AM
To: Pearce, Steve; Gricar, Lara (Consultant)
Cc: Lenz, KaDeena (Consultant); Bob Chandler; Tracie Sunday; Bandy, Mark; Grotefendt, Amy (Consultant)
Subject: RE: Presentation and Prep Sheet for Design Commission BriefingTomorrow

Steve,

Good comments. Mentioning the potential for tolling is fair game, as it is at the forefront in the legislative discussions. You are also correct in that we don't have an option right now that has zero traffic impacts, and while we did communicate that, it seems to get lost in the tunnel euphoria. Previously we had 3 months in the materials, and I think we stick to that until we prove that we can't meet that commitment. Saying that it is preliminary and could be slightly greater or ever possibly lesser is certainly OK, all kind of depends on what amount of money and incentive we want to or can throw at it. Schedule wise, agree that the tear down and surface work needs to extend outward, though I think there is opportunity for some overlap, say 6 months? Again, haven't figured that out.

John

From: Steve Pearce [mailto:Steve.Pearce@Seattle.Gov]
Sent: Thursday, January 15, 2009 11:26 AM
To: Gricar, Lara (Consultant); White, John
Cc: Lenz, KaDeena (Consultant); Bob Chandler; Tracie Sunday; Bandy, Mark; Grotefendt, Amy (Consultant)
Subject: Re: Presentation and Prep Sheet for Design Commission BriefingTomorrow

So Lara

Thanks. I have some edits to the presentation below.

There are some statements in the speaking points that are not quite correct and we need to shift our messaging a little.

First, the bored tunnel itself does not necessarily have capacity for future growth. 85,000 trips in 2015 is about as high as its going to go. There is some concern that 85,000 is too high and that we may need tolling to cut demand and get the tunnel to operate well. So we can talk about the tunnel meeting demand for through trips in 2015. If you want to say something about future growth we can say that the bored tunnel is part of a package of transportation investments

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(including I-5, light rail and bus transit) that will help us meet travel demand generated by regional growth by 2030. By the way in my opinion there is no way we will get 40 % growth by 2030 - that number is out of date. With this severe recession we will be lucky to see 25 % growth.

Also while it is generally true that we can keep SR99 open during construction we are tending to oversell that and will get in trouble later if we don't start being clearer. There will be closure (detour to surface streets) while we connect the tunnel to SR99. We have said 3 months but there is a belief that it may be more like 6 to 12 months. Whatever the number we need to be clear that there will be some closure at some point. And of course there is partial closure associated with Holgate to King that the public will not distinguish as separate from this decision.

You don't have time for this today, but the project timeline graphic needs to be revised to show two more years of construction after the tunnel opens (tearing down Viaduct and building the new surface Alaskan Way, promenade and connection to Elliott/Western). I would make it a separate bar so as not to confuse the message that the tunnel will be open to traffic by the end of 2015.

For the Design Commission, I would move all discussion of the hybrids to the back pocket and lead with the decision.

We need to include the visual simulations as they have not seen them. We need to use some images of Scenario A that are essentially the same as the Alaskan Way surface street design now proposed for the Bored Tunnel.

So for the two portals we need to use Scenario F (F1 and F8 or revised images if available - I think I saw one for the north end). We will explain that the design will differ from the design shown - but that these images give a sense of what is proposed.

Then we need to have the following images of Scenario A: A2, A3, A5, A6 and A7.

Can we add to the back pocket the maps of the two hybrids ?

Thanks, Steve

>>> "Gricar, Lara (Consultant)" <gricarla@consultant.wsdot.wa.gov> 1/14/2009 5:04 PM >>>
John and Steve-
Attached are the following documents for the Seattle Design Commission Briefing on 1/15 (Thursday):

- Prep Sheet
- Presentation

Please let me know if you have any questions or would like for me to make any changes.

Thanks!
Lara

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Lara Gricar

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