
From: Grotefendt, Amy (Consultant)
Sent: Thursday, January 08, 2009 2:21 PM
To: Dye, Dave; Paananen, Ron; White, John; Ziegler, Jennifer; Brown, Lloyd; Tobin, Victoria; Hopkins, David A.; Carpine, Joy
Cc: Van Ness, Kristy (Consultant); Van Ness, Kristy (Consultant)
Subject: FW: KUOW Viaduct Program Today

FYI

From: Santic, Heather (Consultant)
Sent: Thu 1/8/2009 12:09 PM
To: Grotefendt, Amy (Consultant)
Cc: Van Ness, Kristy (Consultant); Lenz, KaDeena (Consultant)
Subject: RE: KUOW Viaduct Program Today

My notes are below- please let me know if you have any questions!

Cary favored the I-5/surface/transit scenario, but Jeffrey, Carol and Bob favored a deep bore tunnel. David called during the last ten minutes and said the tunnel has the fewest negative impacts, but is the most expensive.

The panel:

Jeffrey Ochsner (Professor of architecture at the University of Washington)

- Concerned about effects from I-5/surface/transit scenario on the Pike Place Market.
- Believes this scenario ignores the pedestrian environment and only focuses on moving vehicles.
- Favors a deep bore tunnel scenario and believes the cost issue should not only focus on the capital costs of the project. Believes a scenario's cost should include disruption, lost revenues and destruction of the downtown environment.
- Believes if a couplet is chosen, significant mitigation will delay construction.

Carol Binder

- Also concerned about effects from I-5/surface/transit scenario on the Pike Place Market.
- Says a bored tunnel would accommodate throughput and give cars another way to travel through downtown without using Western Avenue.
- Says even though SOVs are decreasing, the region's growth will necessitate increasing capacity. Says capacity is needed for freight and businesses.
- Says the Western Avenue couplet option is the least desirable.

Cary Moon

- Says it's important to get support for the I-5/surface/transit scenario now and fix the details later. Says the hybrid is a compromise because it moves more cars, but will come at an expense to the market.
- Says the couplet is still better than a highway, but not as good as a four lane street.
- Says people want more walkable lifestyles and Seattle's future is about walkability.
- Believes numbers regarding future traffic are greatly exaggerated.
- Says the deep bore tunnel is \$6.1 million and we must consider affordability. Prefers the surface scenario with the possibility of adding a tunnel later.

Bob Donegan

- Says all the traffic from a surface option would hurt waterfront businesses. Says a surface option would bring 30,000 vehicles to Alaskan Way each day.
- Prefers a tunnel because it can be built while the existing viaduct is used and the city won't have enormous costs of disruptions.
- Would still like I-5, surface and transit improvements with a tunnel scenario.

- Says pedestrians will no longer visit waterfront businesses if a surface scenario greatly increases traffic.
- Says the project team heard from stakeholders that a tunnel analysis should continue. Says the project team has been working around the clock since then.

David Brewster (Publisher of Crosscut)

- Joined the conversation in the program's last ten minutes.
- Says there are certain losers with all the options, but the tunnel has the least likelihood of negative impacts.
- Says there will be an effort to study the tunnel more thoroughly.
- Believes it will be another year before a decision is made.

From: Grotefendt, Amy (Consultant)

Sent: Thursday, January 08, 2009 8:58 AM

To: Santic, Heather (Consultant)

Cc: Van Ness, Kristy (Consultant); Lenz, KaDeena (Consultant)

Subject: KUOW Viaduct Program Today

<http://kuow.org/program.php?id=16672>

Heather -- do you have time to listen to this program this morning and type up notes of what people say? We need just a summary of the main points raised by each person; doesn't need to be detailed notes.

Thanks
AJG