
From: Amy Grotefendt [agrotefendt@enviroissues.com]
Sent: Tuesday, January 13, 2009 3:23 PM
To: Paananen, Ron
Subject: Re: 1/13

No. That is one of the issues with the south end. Call Rigsby to get the scoop

On Jan 13, 2009, at 3:14 PM, "Paananen, Ron" <PaananR@wsdot.wa.gov> wrote:

Can I continue to refer to the "King Street" ramps.

From: Grotefendt, Amy (Consultant)
To: Van Ness, Kristy (Consultant); Brown, Lloyd; Paananen, Ron; White, John; Dye, Dave; Tobin, Victoria; Carpine, Joy
Sent: Tue Jan 13 15:11:32 2009
Subject: FW: 1/13

FYI.

From: Grotefendt, Amy (Consultant)
Sent: Tuesday, January 13, 2009 3:11 PM
To: WSDOT MediaContacts
Subject: 1/13

KIRO TV

John White was interviewed by Karen O'Leary from KIRO TV about the impacts of not including the ramps at Elliott/Western and Seneca/Columbia in the bored tunnel plan that was announced today by the governor, King County executive, and Seattle mayor. John explained the other investments that are being made in city streets and transit that will provide additional routes and encourage people to take transit. He acknowledged that there will be some incremental change on surface streets to accommodate trips that may be using the ramps today, but the amount of change depends on where the trips are destined -- some trips will take shorter routes and have shorter travel times due to new ramps near the stadiums; other trips may take longer and have longer travel times. Overall this plan balances many competing needs, provides capacity through the city, and opens up the waterfront. The story will air this evening on the 5 p.m. news and is being combined with news stories about this morning's press conference.