
From: Grotefendt, Amy (Consultant)
Sent: Friday, February 06, 2009 8:44 AM
To: Paananen, Ron
Subject: RE: Trav times

I'm going to have you write all our FAQs from now on....

Were there any left over packets from last night that Dave could use for Sen. McDermott this afternoon? If not, I can send stuff to Susie to print out.

From: Paananen, Ron
Sent: Fri 2/6/2009 8:42 AM
To: Bandy, Mark; Grotefendt, Amy (Consultant); Dye, Dave
Cc: White, John
Subject: RE: Trav times

OK, here is my next draft to answer the question on Access from the NW. Dave, this attempts to answer Representative Carlyle's question. Mark still needs to help with the numbers and I need to run it by Powers if we are going to use it. Maybe too much data under Judd's approach.

What happens to the 33,000 vehicles a day from NW Seattle (Magnolia, Interbay and Ballard) that currently access the viaduct via Elliot and Western Avenues?

Based on preliminary work we did during the stakeholder process, we expect that under the proposed bored tunnel program, about 25,000 vehicle trips will occur daily on Alaskan Way, and about 85,000 trips will be in the tunnel. This can be compared to the 90,000 that occur today on the viaduct north of Seneca, and the 12,000 on surface Alaskan Way. With the proposed improvements to transit service, some trips will shift to transit. So, it can be concluded that most of the vehicle trips occurring today can still be made, but some of the trips from Northwest Seattle that use the Elliot / Western ramps to access SR 99 are shifting further north (via Mercer or North 39th or North 46th) to access SR 99. Some trips will use Denny to Sixth Avenue to access SR 99, or use Second Avenue through downtown. Most of the trips will use surface Alaskan Way for the segment of their trip taken today on the viaduct. There will be a minor increase in travel time (about 3 minutes) during most of the day due to those trips staying on a City arterial instead of the viaduct. Traffic modeling will need to be done to determine changes to travel times during peak hours. As part of the EIS, we will do detailed traffic modeling that will show more accurately how travel patterns and peak hour travel time will change due to loss of access to SR 99 at Elliot and Western. The modeling will include a look at volumes in the future based on population growth and travel projections provided by the Puget Sound Regional Council.

How will traffic volumes change on Mercer Way and Mercer Place, as a result of the loss of the Elliot and Western ramps?

Today there are 15,000 vehicle trips a day on Mercer Place, and xxx on Mercer Way through uptown. In addition the changes to SR 99, the extension of two way Mercer through uptown will affect traffic volumes in that area. In 2015, just before the viaduct is closed, we expect about xxxx vehicles a day on Mercer Place, and xxx on two way Mercer through uptown. Based on work done last year during the stakeholder process, we expect about 22,000 trips a day on Mercer Place and 30,000 on two way

Mercer through the Uptown area. A two lane street with few signals can carry up to 25,000 trips. For Mercer Way, this is why the City is considering the additional lane eastbound (uphill) from Elliot.

From: Bandy, Mark
Sent: Thu 2/5/2009 10:23 PM
To: Paananen, Ron; Grotefendt, Amy (Consultant)
Subject: RE: Trav times

Today, Mercer Place is in the 15,000 range (I don't have a count at my disposal as I write this, so this is coming from the city's traffic flow maps that aren't specific at this location). Scenario F work showed a little more than 30,000 on Mercer through the Uptown area, which probably dropped to the 20,000 to 25,000 on Mercer Place (remember these are 2015 numbers). Addition of transit service with the bored tunnel final package likely dents this a little more, but in any case, 25,000 on a two lane street with few or no signals is probably doable. I'm still thinking at the end of the day that accessing the tunnel via Denny to 6th to Republican may be a better route for folks from Magnolia/Interbay; or they go down 2nd or Alaskan Way. With two-way Mercer and added crossings north of Denny will definitely help reduce the volume on Denny, making it a more viable route.

From: Paananen, Ron
Sent: Thu 2/5/2009 3:16 PM
To: Bandy, Mark; Grotefendt, Amy (Consultant)
Subject: RE: Trav times

Tonight is fine. I didn't promise anything any time soon. When you have it, I'll include it in an the draft below.

-----Original Message-----

From: Bandy, Mark
Sent: Thursday, February 05, 2009 3:07 PM
To: Paananen, Ron; Grotefendt, Amy (Consultant)
Subject: Re: Trav times

Do you need the answer today? I have an e-mail with the info but am in the middle of a meeting. I can step out and get it you need it for tonight.

----- Original Message -----

From: Paananen, Ron
To: Bandy, Mark; Grotefendt, Amy (Consultant)
Sent: Thu Feb 05 14:13:27 2009
Subject: RE: Trav times

I now know a little more about this request. Do we have any idea what the volume increase will be on Mercer Place? I've heard the City say that two lanes can handle expected volumes (one in each direction).

-----Original Message-----

From: Bandy, Mark
Sent: Thursday, February 05, 2009 1:36 PM
To: Paananen, Ron; Grotefendt, Amy (Consultant)
Subject: Re: Trav times

I think your response is good with one caveat - I don't think we should commit just yet to a future year to be analyzed. It

could be 2030, 2040, or some of both. Suffice it say that we will look at the situation with future growth beyond 2015, which was where the SAC process left off.

----- Original Message -----

From: Paananen, Ron
To: Bandy, Mark; Grotefendt, Amy (Consultant)
Sent: Thu Feb 05 12:26:42 2009
Subject: RE: Trav times

Thanks Mark. One more question. I have a briefing coming up with Rep. Carlyle. He specifically is asking about the 33,000 vehicles a day that use the Elliot / Western ramps. How will these trips be affected? My response to his aid went something like this: We have not modeled this bored tunnel hybrid as it is currently configured. Based on work we did during the stakeholder process, we expect that under the proposed bored tunnel program, about 25,000 vehicle trips will occur daily on Alaskan Way, and about 85,000 trips will be in the tunnel. This can be compared to the 90,000 that occur today on the viaduct north of Seneca, and the 12,000 on surface Alaskan Way. With the proposed improvements to transit service, some trips will shift to transit. So, it can be concluded that most of the vehicle trips occurring today can still be made, but some of the trips from Northwest Seattle that use the Elliot / Western ramps to access SR 99 are shifting further north (via Mercer or North 39th or North 46th) to access SR 99. Most of the trips will use surface Alaskan Way for the segment of their trip taken today on the viaduct. There will be a minor increase in travel time (about 3 minutes) during most of the day due to those trips staying on a City arterial instead of the viaduct. Traffic modeling will need to be done to determine changes to travel times during peak hours. As part of the EIS, we will do detailed traffic modeling that will show more accurately how travel patterns and peak hour travel time will change due to loss of access to SR 99 at Elliot and Western. The modeling will also look at the current planning horizon year of 2040 using PSRC growth estimates for that year.

Should we have Parsons or McCourt review my answer?

-----Original Message-----

From: Bandy, Mark
Sent: Thursday, February 05, 2009 10:34 AM
To: Paananen, Ron
Subject: Trav times

Hey Ron,

I've exchanged e-mails with Tweit from the city about the Ballard travel times and it sounds like he's comfortable with what I've estimated. Maybe a quick check between you and Powers to confirm, and then you'll be ready to share this evening.

Call me as needed.
Mark