

## VandenBerghe, Alissa (Consultant)

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**From:** Grotefendt, Amy (Consultant)  
**Sent:** Thursday, February 19, 2009 9:26 AM  
**To:** Paananen, Ron  
**Subject:** West Seattle Blog Report on Delridge

## [Delridge District Council: Viaduct to Camp Long, and beyond](#)

February 19, 2009 at 3:23 am | In [Alaskan Way Viaduct](#), [Delridge](#), [Delridge District Council](#), [Environment](#), [West Seattle news](#) |

*By David Whelan  
Reporting for West Seattle Blog*



A state/city briefing on the [Alaskan Way Viaduct](#) replacement/tunnel plan highlighted Wednesday night's **Delridge Neighborhoods District Council** meeting.

**Seattle City Council** President **Richard Conlin** was scheduled to speak but didn't make it to the meeting.

The Viaduct/Tunnel briefing came from **Ron Paananen**, who's been a project lead for [WSDOT](#), and **Hannah McIntosh** from [SDOT](#).

They presented several maps of routes into both downtown and north Seattle for both cars and transit (no electronic copies yet but will pursue them for an update).

When questioned on the capacity of the tunnel vs. the existing viaduct, both emphasized that the tunnel is only one piece of the plan and that many other components – both surface street and transit — would be part of the overall solution.

Two major components that were addressed were the [Mercer Street Corridor](#) and [Spokane Street Viaduct Widening](#) projects. The Spokane Street project in particular affects West Seattle as it would provide access to 4th Avenue South that does not exist today. In fact, residents would have a more direct route to the 4th Ave [Costco](#) – a suggestion that led some in attendance to suggest that the warehouse company should foot some of the bill in gratitude for the additional customers.

With no representative from the King County Department of Transportation in attendance, many of the comments on transit were high level. However, enhanced transit for West Seattle mentioned included a new Rapid Ride transit bus from Delridge with trips downtown every ten minutes, and upgrading the planned Fauntleroy Rapid Ride service starting in 2011 to trips every six minutes.

Many of the questions posed to the representatives focused on safety in the proposed deep-bore tunnel. While both reps gave assurances that both earthquake and fire mitigation methods would be used, they recommended attending the Environmental Impact Statement (EIS) scoping meeting being held next Tuesday, February 24th at [Madison Middle School](#) from 5:30 – 7:30 pm. Project staff including the

engineering staff will be on hand to answer questions. (*Disclosure: The AWW project is running an ad on WSB to encourage attendance at that meeting.*)

Paananen ended by giving an update on where the project sits in the Legislature. Though the controversial King County “motor vehicle excise tax” (1% to raise money for more transit) will probably be punted this year, he said, he expects that the major bill introduced – basically an endorsement of the tunnel option and a suggestion to investigate tolling – will probably pass this year.

“If we get nothing else, that would be a big deal,” he said.

Construction of the bored tunnel would take place from 2011 – 2015. The Viaduct would stay open during construction and then be torn down as part of the construction of the “waterfront promenade” in 2017.