

VandenBerghe, Alissa (Consultant)

From: Lacy, Paul
Sent: Tuesday, February 17, 2009 8:11 AM
To: Williamson, Alec
Cc: White, John; Greco, Theresa; Preedy, Matt
Subject: FW: Cross sections for Western and Elliott
Follow Up Flag: Follow up
Flag Status: Red
Attachments: ALT-B-SURFACE&TRANSIT2 9-8-08.pdf

Alec,

It appears I need to escalate this.

I was under the impression that the **Surface & Transit** option was superseded by the Bored Tunnel with surface street reconnection.

Paul

From: Steve Pearce [mailto:Steve.Pearce@Seattle.Gov]
Sent: Friday, February 13, 2009 11:45 AM
To: Eric Tweit; Lacy, Paul
Cc: Jensen, DeWitt (Consultant); Bob Chandler; Williamson, Alec
Subject: RE: Cross sections for Western and Elliott

Paul

You seem not to be in the loop about what was agreed to at Tri-Agency in January , what the Tri-Agency partnership is communicating to the public about the connector between Elliott/Western, and what your own AWW program director is saying in public.

There will be four lanes on the new connector between Elliott/Western and the waterfront, along with bike lanes and sidewalks. Attached is the design (essentially the same as the design for scenario B). A lot of work was put into this last year. Other than some minor tweaks to channelization and intersections this design is sufficient for the EIS.

Thanks, Steve

>>> "Lacy, Paul" <LacyP@wsdot.wa.gov> 2/12/2009 2:20 PM >>>
Hi Eric,

There is currently only one lane on from Elliott, and only one lane off to Western. Those two

6/24/2009

lanes handle all the existing traffic, and it may be difficult to justify additional lanes. The attracted traffic may be something to consider, but I am not sure that is part of the WSDOT responsibility. We are taking a look at the traffic flow, so we should wait until we have some more information to make that decision.

We (City and State) will need to consider the increase in cost associated with a 4 lane section, and the desire to make this fit into an urban setting rather than look like a freeway. The wider section on the surface will take out the east end of the Lenora Street Pedestrian bridge, and make a barrier to pedestrian traffic at Bell, Lenora and Pine that we should try to avoid. It will block the west entrances to the Elliott Court building, and will most likely double the cost of the project. Do we want to go there?

Do you have a standard cross section that show the configuration with 12' sidewalks and 4' bicycle lanes and 12' travel lanes that we can use? That would be helpful. I am not sure there is enough pedestrian traffic to justify two 12' sidewalks, and not sure how to justify the increase in structure cost.

How soon will you have a layout for Alaskan Way? The layout you referenced was for the surface street option, and is much more robust than we should need with most of the Viaduct traffic going in the new tunnel. We need that section soon to keep us on track.

Paul

From: Eric Tweit [mailto:Eric.Tweit@Seattle.Gov]
Sent: Thursday, February 12, 2009 1:40 PM
To: Lacy, Paul; Williamson, Alec
Cc: Jensen, DeWitt (Consultant); Bob Chandler; Pearce, Steve
Subject: RE: Cross sections for Western and Elliott

Alec and Paul,

I talked to Steve Pearce about the Western/Elliott connection after our meeting yesterday, and wanted to pass on a few things, some reinforcing what I said yesterday.

We are very skeptical that a two-lane x-section will work for this street. Much of the traffic that now uses the Elliott/Western ramps will want to use this route, and others will be attracted to it as well. In addition, we (Tri-Agency) are responding to concerns from NW Seattle neighborhoods that we're taking away capacity and connections.

Sidewalks - 8' is too narrow for a downtown street. Minimum of 12' preferred.

Bike Lanes - include, in-street, both directions.

General layout in the north end is okay for now. We can work on this more over the next couple of months.

South end - Align with new Alaskan Way. This should be considered holistically with the entire

waterfront and Alaskan Way.

>>> "Jensen, DeWitt (Consultant)" <JensenD@consultant.wsdot.wa.gov> 2/11/2009 9:55 AM
>>>

Eric,

We looked at the ROMA drawings (I have a copy of scenario A ad B). We are somewhat different since less lanes needed. We are planning to meet at 10:30 am today 23rd small conference room and would be very happy to see you and go over things. Looking forward to seeing you again.

DeWitt Jensen

From: Eric Tweit [mailto:Eric.Tweit@Seattle.Gov]
Sent: Wednesday, February 11, 2009 9:49 AM
To: Lacy, Paul
Cc: Jensen, DeWitt (Consultant)
Subject: Re: Cross sections for Western and Elliott

Paul,

We suggest starting with the plans that Roma prepared for the replacement scenarios. Scenario A or B would be the closest. Are you planning to meet at 10:30 today?

Eric Tweit
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Eric.Tweit@Seattle.gov

>>> "Lacy, Paul" <LacyP@wsdot.wa.gov> 2/10/2009 8:41 AM >>>
Eric,

I was just talking to Chandler, and he told me to contact you for the city desire on the sections for the Elliott and Western surface streets.

Do you have that information?

Paul

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6/24/2009