From:	Lenz, KaDeena (Consultant)
Sent:	Monday, January 05, 2009 12:27 PM
To:	Paananen, Ron
Cc:	Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant)
Subject:	King 5 Interview - Today @ 2:30
Importance:	High

Ron,

King 5 would like to do an on-camera interview with you today at 2:30 at City Hall (just before your City Council presentation). They are doing a story on bored tunnels - SeattleTube.org is having a series of public meetings on their concept, one of which is tonight (see below). They will interview SeattleTube.org at 1 pm and then you at 2:30 pm. I told the reporter that WSDOT had not analyzed a tunnel under 6th or 7th avenues and he said that was fine. He wants to hear the state's perspective on bored tunnels and the difference between a bored tunnel and cut-and-cover tunnel (especially cost).

Information on SesttleTube.org is below:

Citizens for Seattle Tube is a grass roots organization promoting an innovative traffic strategy to maintain critical commerce links and improve Seattle's vitality through the construction of an uptown tunnel. For the last decade, City of Seattle and Washington State Department of Transportation officials have struggled with creating a viable strategy for replacing the aging Alaska Way Viaduct spanning nearly two miles of the city's waterfront. The six lane structure built in the 1950's carries up to 110,000 cars, trucks and busses on a daily basis. Carrying one quarter of the traffic through the Seattle corridor, the viaduct is a critical link between neighborhoods and business districts north and south of downtown. Without this non-stop expressway, many argue that transportation engineers could produce the traffic jam equivalent of the perfect storm–ultimately leading to a "Berlin Wall effect".
Read the rest of this entry »

Open Discussion Groups to be Held on Deep Bore Tunnel Options

January 3rd, 2009

Citizens for Seattle Tube invite you to attend one of our discussion groups on the advantages of replacing the Alaskan Way Viaduct with the Deep Bore Tunnel option. Given that the governor has delayed her decision until January 12th, we are scheduling drop in discussion events for the following times:

****Monday Jan 5th, 5 pm**
Tuesday Jan 6th, 5 pm
Wednesday Jan 7th, 5 pm
Thursday Jan 8th, 5 pm
Friday Jan 9th, 5 pm

All sessions will be held at the Post Alley offices of Grace Architects located at 1927 Post Alley in Seattle. Please join us to learn more about the Deep Bored Tunnel approach generally and the Seattle Tube proposal specifically. Please come and offer your input and support of the many advantages of this approach:

The Deep Bored Tunnel will:

Remove through town traffic completely from the surface streets of the waterfront and downtown areas

allowing:

- for the creation of a meaningful connection from the city to the waterfront
- The redevelopment of the waterfront to a world class level befitting the city

The Deep Bore Tunnel technology is an increasingly known methodology with predictable schedule and budget outcomes:

- The Cascadia center sponsored dialog with the state has opened the way to understanding that the projected costs for this approach are considerably less than previously thought.

The Deep Bore option holds the possibility to allow the existing Viaduct to remain in operation for longer while major components of the new solution are being constructed.

The Seattle Tube proposal embraces all of these advantages AND…

· Parses through-town traffic stream from the Downtown destined traffic at the Duwamish crossing, relieving congestion as commuters approach downtown and facilitating traffic flow overall
· Adds the SODO EXPRESSWAY with the opportunity to strategically link this route to I5 and I90
· With its uptown route entirely under the 6th ave right of way avoids such challenges as the
o 3rd ave metro tunnel
o The 4th ave railroad tunnel
o The city of Seattle sewer main running through downtown

Thank you in advance and we look forward to seeing you soon

David Petrich - Puget Sound Magazine
Ralph Allen - Grace Architects