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**From:** Steve Pearce [Steve.Pearce@Seattle.Gov]  
**Sent:** Monday, March 23, 2009 10:12 AM  
**To:** Powers, Bob; Bandy, Mark  
**Cc:** Eric Widstrand; Paananen, Ron; White, John  
**Subject:** RE: Info

Mark

I wonder if it is possible to add to this assessment the following: 15th/Elliott north and south of Mercer, and West Mercer Place before tonight's meeting ?

I know one thing we have found is that the model is significantly over assigning traffic to West Mercer Place for the baseline compared to actual counts.

Steve

>>> "Bandy, Mark" <BandyM@wsdot.wa.gov> 3/9/2009 3:01 PM >>>  
Hi Bob,

The quick answer about volume changes on these streets is that they might increase about 2% to 7% on a daily basis, and about this same range during the peaks. This level of daily change is not that significant and reinforces that most trips are staying in the 15th/Elliott corridor to the waterfront or to Denny or Mercer.

You can see the volume differences in the attached spreadsheet. They were taken from the model used for central waterfront planning. We'll work this into a quick one pager, but I wanted you to have the sound bite in advance of tomorrow's meeting in Ballard.

Mark

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**From:** Robert Powers [mailto:Robert.Powers@Seattle.Gov]  
**Sent:** Friday, March 06, 2009 9:43 AM  
**To:** Randy McCourt; Parsons, Jim  
**Cc:** Grotefendt, Amy; Eric Tweit; Eric Widstrand; Pearce, Steve; Tracie Sunday; Bandy, Mark; Paananen, Ron; White, John  
**Subject:** Info

Randy / Jim:

Can you please develop a one pager that addresses the following:

We keep hearing that the following routes will see significant volume increases as NW Seattle accesses the bored tunnel;

46th to SR 99

7/1/2009

39th to SR 99

Leary Way to Dexter to Mercer Corridor to SR 99

Nickerson St to Westlake to mercer Corridor to SR 99

We have data (somewhere) from scenario F that (as I recall) addresses this concern ... Do we have AM peak percent increases? PM peak percent increases? Existing volumes compared to projected volumes?