

## VandenBerghe, Alissa (Consultant)

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**From:** Robert Powers [Robert.Powers@Seattle.Gov]  
**Sent:** Monday, July 14, 2008 11:58 AM  
**To:** Parsons, Jim; Paananen, Ron  
**Subject:** Fwd: RE: South end in 8 scenarios

To keep you posted ...  
Mr. Parsons - as discussed Friday

>>> Steve Pearce 7/14/2008 9:30 AM >>>  
Alec

This approach is unacceptable to us. The City wants to be directly involved in any traffic work on the south end that is occurring now. Please have Randy let us know when the meeting is.

What we were suggesting is that the City and State would work together on developing south end traffic network assumptions. We did not suggest that "detailed design" work needs to be done now, before the end of July, just that there may be design considerations that need to be considered in developing the traffic network assumptions (such as not having SR99 ramp traffic cross the tailtrack, or assuming we can have two surface lanes when there is clearly only room for one).

The south end between Atlantic and Yesler makes or breaks the surface scenarios and maybe others - - we know that from previous work. We also need to be able to explain to the Port, among others, how that area would operate. The Port will not accept the current level of generality - - they have said so more than once at Interagency Team meetings.

Note that at the last Tri-Agency meeting there was agreement that there would be a presentation at the July 24 meeting about how the south end varies with each scenario. I am not aware of any change to that decision.

Looking beyond the end of July, we think more design work on the south end needs to occur internally between now and the end of September. We think it is going to be important to the decision on a preferred concept.

Thanks, Steve

>>> "Williamson, Alec" <[WilliAR@wsdot.wa.gov](mailto:WilliAR@wsdot.wa.gov)> 7/10/2008 12:45 PM >>>

Hi Steve- I am in agreement that the work in support of traffic modeling (basic assumptions on links and number of lanes) needs to happen quickly to support the evaluation process. The PB team is already working with Randy McCourt to make that happen. We will provide additional south connections information in the August update of the SR 99 building blocks design information memo, which is scheduled to be finished for this phase of work in September. Once this information is available, we will be looking for input and review comments from the city.

We will look at multiple south connection options for the selected scenario in more detail when we get into the design phase early next year. Basically what I am saying is that I agree that the work you want to do is needed, but I am just not convinced it is essential or the best use of very limited resources in the short term. We should be focused on supporting the IPM in their evaluation of how the scenarios meet the guiding principles and measures at a high clip level. For example, looking at guiding principal #2, efficient movement of people and goods, I think that we will be able to adequately address those measures with the work we are doing to identify the links and number of lanes. Are

there other guiding principal elements that you think we will be missing if we don't do this detailed design work in the immediate future? If so, we should address it in the work program.

Alec

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

From: Steve Pearce [<mailto:Steve.Pearce@Seattle.Gov>]

Sent: Thursday, July 10, 2008 10:28 AM

To: Williamson, Alec

Cc: Parsons, Jim (Consultant); McCourt, Randy; Bob Chandler; Clark, Gordon T. (Consultant)

Subject: South end in 8 scenarios

Alec

Bob Chandler and I have been chatting and think that it is essential that we have a meeting very soon on the South End designs for each of the scenarios. We agreed at the Tech Managers meeting on Tuesday that all we may need for the end of July is essentially a traffic network map/figure. But to create that graphic we need to do some thinking about the traffic network, and in some cases that will require considering some design issues. This is particularly true for the Atlantic/Alaskan Way area and Port access issues for A, B, C, E and H. There is also the tunnel portal and ramp configuration for the Bored Tunnel. We made a start on this before (with concepts as to how the south end would fit with surface, elevated, and tunnel alternatives) but we think we need to revisit those ideas and update the traffic concept where necessary. Ideally this would happen next week. The south end traffic network is pretty crucial to how each scenario will perform, and we need to get the right ideas into the traffic analysis. We know this from modeling we have done here at the City in the recent past.

Thanks, Steve