

VandenBerghe, Alissa (Consultant)

From: Stratton, Elizabeth
Sent: Tuesday, December 02, 2008 9:43 AM
To: Ivanov, Barbara; Tabat, Dale
Cc: Williamson, Alec
Subject: FW: City Council on Viaduct
Follow Up Flag: Follow up
Flag Status: Red

FYI

Elizabeth Stratton

Freight Policy & Project Manager

Washington State Department of Transportation
401 2nd Avenue South, Suite 300
Seattle, WA 98104

Office: 206-716-1178
Mobile: 360-480-3321
stratte@wsdot.wa.gov

From: Peter Phillips [mailto:peter@RHPPublishing.com]
Sent: Tuesday, December 02, 2008 9:50 AM
To: bruce.harrell@seattle.gov
Cc: Bob Donegan; Vickery, Alan; afisken@comcast.net; akf@Ballardlawyers.com; Amy Grondin; eatwildfish@aol.com; ardis_dumett@murray.senate.gov; acccrabak@earthlink.net; svolkle@marineresourcesgroup.com; Arthur Thomas; barbara.panush@imperiumrenewables.com; bagriffin@griffinassociates.com; bmhawley@yahoo.com; bill.dewitt@ssamarine.com; bmossey@pacificdda.com; Bdempke@MarkeyMachinery.com; byoung@seattletimes.com; bramsey@seattletimes.com; bstassocbrian@seanet.com; Agnew, Bruce; beckfeldt@victoriaclipper.com; bharrell@seattlecounsel.com; BNichols@nicholsboats.com; bryant.b@portseattle.org; caivy@ballardlawyers.com; William.T.Devereaux@uscg.mil; info@amergenttechs.com; CMandigo@HollandAmerica.com; sheldon.c@portseattle.org; celestia_music@hotmail.com; Orvella, Chelsea; chris.s.raichlen@cummins.com; Chris.Peterson@crowley.com; ChrisTufts@aol.com; cole.b@portseattle.org; Coromilas, George; Craig Keller; cVilliot@ebdg.com; pacificradar@aol.com; danb@co.skagit.wa.us; dgatchet@roadlink.com; dhisey@radarmarine.com; DThomson@NCPowerSystems.com; DEllis@horizonlines.com; Darrell Bryan; dave.brengelmann@stratosglobal.com; david@mlkclc.org; dgmic@qwest.net; dhill@foss.com; seattle@klassenengine.com; david.schneider@seattle.gov; excel@seanet.com; davidh@foss.com; david.vanhandel@crowley.com; Del Mackenzie; dennism@psc Cleanair.org; Dennis Petersen; DGrennan@gdiving.com; DEdwards@mansonconstruction.com; sunhome@aol.com; djen461@ecy.wa.gov; doates@kpfspd.com; DonG@icicleseafoods.com; Don Marcus; Don Stabbert; starkd@gsminc.com; dougd@pacificfishermen.com; dkf@u.washington.edu; eengelhardt@portoftacoma.com; Stratton, Elizabeth; eblumhagen@jensenmaritime.com; esundholm@harriselectricinc.com; eugene@ecwassociates.com; EHB@lynden.com; emason@portoftacoma.com; garth@pacificboatbrokers.com; gene hoglund; George Erb; ghancock@eltech.us; ghouse.a@portseattle.org; greg@schuylerubber.com; gdronkert@marinetechnicalservices.com; Heather Dietzen; Jensen, Bob; fergyjg@aol.com; johnb@argosycruises.com; Mark.J.McCadden@uscg.mil; Davis.P@portseattle.org; peterson@marcon.com; Robertson, Darlene; delFierro.S@portseattle.org; Skaggs, Charla; Snodgrass, Dodd; sbecklund@portoftacoma.com

Subject: FW: City Council on Viaduct

Bruce,

I'm disappointed in the City Council's premature decision to endorse tearing down the viaduct and redistributing the traffic along the surface streets.

It is a misperception to believe that the surface option maintains the freight mobility of the existing structure. As a member of the Viaduct Stakeholder Advisory Committee I have been present for the traffic presentations made by city and state staff, and other consultants, as well as other presentations made on environmental and pollution-related issues. As President of the Seattle Marine Business Coalition I have had the opportunity to other studies conducted independently. All the data we have to date support the following with a surface-only scenario as currently proposed:

- Increase travel times through the city, and within the city.
- Increase per capita vehicles miles traveled in the city and in the region.
- Increase in amount of travel time spent under 20 mph

People will be forced to drive longer distances and spend more time in their vehicles with the surface option currently supported by you and your colleagues. ...and they will spend more time in congested roadways.

It then comes as no surprise that CO2 emissions and greenhouse gases have been found to increase by roughly 8% over the existing configuration for the surface option.

Bruce, I supported your candidacy in large part because of your promise to do what you can to protect a business environment that would allow marine and industrial businesses to thrive in this city. This is an opportunity to take the lead on this issue. Our businesses provide 22,000 direct jobs, averaging more than \$70,000 per year, according to a 2004 study conducted by the City of Seattle. (That study is currently being updated and due by the end of the year). We do this without subsidies or tax breaks of any kind, in an environmental responsible manner.

These stable, economically dynamic maritime and industrial businesses are clustered at the north and south ends of the viaduct. They have grown and thrived because of the viaduct, and the viaduct is essential to the continued health of the industrial neighborhoods.

Today, with developers walking away from projects all over the city, our maritime and commercial fishing industries are stronger than they have ever been.

I urge you and your Council colleagues not to make decisions regarding its fate until complete data for all alternatives—including alternatives that may not yet be identified.

Thank you,

Peter

Peter Philips
President
Philips Publishing Group
2201 West Commodore Way
Seattle, WA 98199
tel (206) 284-8285
cel (206) 779-2746
www.RHPPublishing.com

6/25/2009

Last updated December 1, 2008 9:57 p.m. PT

Council to air viaduct view

Preference likely to be voiced for one of 8 options on table

By [LARRY LANGE](#)
P-I REPORTER

With several leaning toward removing the viaduct and dispersing traffic on surface streets, Seattle City Council members are expected to voice their preference on a viaduct replacement by midmonth.

Council President Richard Conlin and Councilwoman Jan Drago, who heads the council's Transportation Committee, said they expect a move to put the council on record favoring an option from among the eight now being considered.

This would come a few days away from the point when Gov. Chris Gregoire, Mayor Greg Nickels and King County Executive Ron Sims are to make the final decision among themselves about how to replace the central part of the viaduct, between Pioneer Square and the Battery Street Tunnel.

Drago said she thinks council members will endorse a variation of one "surface" replacement option that would disperse traffic over six lanes on Alaskan Way and Western Avenue, through a series of traffic signals and into the Battery Street Tunnel.

That option, estimated to cost \$900 million exclusive of yearly maintenance and operation expenses, would involve additional transit service and the addition of a northbound lane on Interstate 5 to handle the traffic.

Engineers studying the eight replacement options said they plan by next week to narrow the field to three options from which the finalist can be picked. Some council members said they may weigh in at the same time, perhaps in favor of a "surface" option; several members have said in the past they supported that idea.

That option is "basically the council's plan," Drago said Monday after more than two hours of briefings from viaduct staffers. Conlin said the eventual pick may combine elements of the surface option and others and council members will discuss it after the choices are narrowed to the three semi-finalists.

Councilman Tim Burgess said traffic-analysis data from the three agencies tells him any of the eight options could handle traffic without causing major congestion on I-5. Analysis of the surface options shows "that it's very viable and protects freight mobility," he said.

Drago said she favors replacing the viaduct with a tunnel, but high cost argues against doing that immediately. A surface dispersal of traffic from the 1950s-vintage viaduct is "what you would need to do" to improve flow on downtown streets and get more people onto buses, she said, adding that a tunnel could be built separately later.

Two tunnel replacements range in cost from \$2.7 billion for a "cut and cover" construction type to \$3.5 billion for one bored with drilling machines between the sports stadiums and Aurora Avenue. A highway in a partially lidded trench would cost an estimated \$1.9 billion. Council members said there's been no

recent talk of assessing waterfront landowners to help pay for a tunnel.

Council action, if it comes, would follow completion of economic-impact studies of viaduct replacements, designed to show how replacements would affect downtown businesses and the regional economy. Results of those are expected to be presented Thursday at a stakeholders' committee session scheduled for 4 to 7:30 p.m. at City Hall.

Other standards for replacing the viaduct include maintaining efficient movement of people and goods, improving the environment and safety, improving the waterfront as a place for people, and solutions that "are fiscally responsible," according to published guidelines.

Construction costs include removing waterfront streetcar tracks and replacing the Elliott Bay sea wall between Washington and Pike streets but not the cost of other traffic-management measures such as adding more streetcars or bus-only lanes to streets, a lane on I-5 or widening Mercer to handle east-west traffic.

Those costs range from \$4 million to \$641 million on measures ranging from transit incentives to new streetcar lines.

MORE ONLINE

- Visual renderings of the eight options, showing various locations, are posted online at: goto.seattlepi.com/r1835
- A complete copy of the traffic-analysis presentation is online at: goto.seattlepi.com/r1836

P-I reporter Larry Lange can be reached at 206-448-8313 or larrylange@seattlepi.com. Read his Traffic Watch blog at blog.seattlepi.com/seattletraffic.