



joanna mattson &lt;joannapmattson@gmail.com&gt;

## Re: proposed queen anne avenue redirects

2 messages

**DJohnConey@aol.com <DJohnConey@aol.com>****Mon, Feb 6, 2006 at 3:02 PM**

To: z@fourthcity.net, amy.carlson@comcast.net, apanitch@hotmail.com, apgielen@mindspring.com, barryvic@qwest.net, blairs@w-link.net, boylefamily@speakeasy.net, burke.d@portseattle.org, CBuh@aol.com, cc400@comcast.net, chanway@cads-inc.com, cshel@spl.org, Dace.Campbell@mortenson.com, david@thefreeholdgroup.com, denisederr@earthlink.net, dharper3@uswest.net, DJohnConey@aol.com, dokamoto@compuserve.com, donna-floyd@prodigy.net, drdelfs@msn.com, elmonrad@yahoo.com, francalhoun@coldwellbankerbain.com, gravery@comcast.net, griffin.m@portseattle.org, hossein.soleymani@homestreetbank.com, htrim@pugetsound.org, innovsa@att.net, jacksoldate@earthlink.net, joannapmattson@gmail.com, John.leonard@seattle.gov, John.Leonard@seattle.gov, johnh@perteet.com, jolew@comcast.net, judyschoenecker@comcast.net, kgielen@mindspring.com, kirkrobbins@comcast.net, Kohl-Welles.Jeanne@leg.wa.gov, ktanzy@yahoo.com, land2c@comcast.net, laurakleisle@hotmail.com, lisamoor@comcast.net, lisekenworthy@comcast.net, magnolia@snowcoalition.org, margaret.irvine@qachamber.org, matt.fraser@speakeasy.net, mattr@mithun.com, mbdols@comcast.net, mcorsi@mka.com, me@keithwilliams.net, mhk@qwest.net, michaeldecaro@gmail.com, michaeljerrett@msn.com, michaelmurphy@seattlecountryday.org, mikew@drizzle.com, monrads@msn.com, mrfraser@seattleschools.org, mtcorsi@msn.com, n\_rinauro@msn.com, norwbach1@yahoo.com, parker2551@msn.com, QUEENANNHL@aol.com, ron.mason@juno.com, RTJameson@nwlink.com, rwderry@msn.com, rzabel@nwlink.com, scompost@juno.com, Scot.Baker@comcast.net, sheilam.callahan@gmail.com, sllevineusc@yahoo.com, stevengoddard2@comcast.net, swards@gmail.com, tdavid\_berry@msn.com, rtjameson@nwlink.com, philf@vulcan.com, erik.tweit@seattle.gov, steve.pearce@wa.gov

QUEEN ANNE COMMUNITY COUNCIL TRANSPORTATION COMMITTEE, WEDNESDAY, FEB. 22, 7:30PM

The Queen Anne Community Council Transportation Committee meets on Wednesday, February 22 at 7:30pm at the Queen Anne Community Center to hear an authoritative presentation on the proposed two-way Mercer/narrow Valley St. "Mercer Mess" alternatives. The Community Center is at 1901 First Ave. West across from the swimming pool.

The purpose of these street and intersection improvements is to create a more effective link between SR99 (Aurora Ave.) and the I-5 Federal Highway at Mercer and to improve access from I-5 to the new South Lake Union Waterfront Park, Fremont and Eastlake.

Since the Seattle World's Fair in 1962 there have been almost 50 proposals to improve "Mercer Mess" traffic flow between SR99 and I-5 and to create more direct routes to Seattle Center, Queen Anne, South Lake Union, and the Uptown Urban Center. Most schemes have emphasized moving cars and trucks as rapidly as possible. However the current two-way Mercer/narrow Valley St. proposal combines urban neighborhood planning goals with traffic improvements for all modes of transportation: cars, trucks, transit buses, future streetcar service, bikes and pedestrians.

An aspect of the two-way Mercer/narrow Valley St. plan is to provide a direct and more rapid westbound route from I-5 to Seattle Center and Queen Anne and to Fremont. The proposal is closely linked to improvements that will make the South Lake Union Urban Center more bike and pedestrian friendly, allowing Mercer between Dexter and Fairview to be a viable commercial and shopping arterial. North/south trips within South Lake Union would be safer and more convenient.

A contrasting plan of improvements in the SR99/I-5 Mercer connection has also been under consideration: a freeway with grade separated north/south crossings and interchanges at either end.

This alternative has limited ability to reduce travel times over the current "Mercer Mess." And a new freeway on the Mercer alignment consumes considerable privately held land on either end and along the route. More importantly the major limitation on any Mercer alternatives in moving motor vehicles more rapidly is the inability of the I-5 freeway to

absorb more vehicles per minute either northbound or southbound.

The two-way Mercer/narrow Valley alternative has a subsidiary, but essential component: the creation of new east/west crossings of Aurora currently proposed for Harrison and Thomas Streets. A Roy St./Aurora crossing is a possible addition. Roy would be a major interchange site for Aurora access.

The Mercer elements of the two-way Mercer/narrow Valley alternative between Dexter Ave. and Fairview Ave. are being planned by the Seattle Department of Transportation. The Aurora regrading and Mercer improvements between Dexter Ave. and 5th Ave. are being planned as a phase of the Alaskan Way Viaduct Replacement by the Washington Department of Transportation.

The Seattle City Council will soon be deciding whether to fund continuing planning for "Mercer Mess" improvements. Be informed and communicate with your City Councilmembers.

Please attend this key meeting of our Queen Anne Community Council Transportation Committee on Wednesday evening, February 22 to learn the state of these far-reaching "Mercer Mess" proposals that will affect our neighborhoods and our economy for decades to come.

We'll also review the generally favorable Department of Parks and Recreation response to our input at our last meeting concerning the Queen Anne Boulevard System.

For further details contact: John Coney 283-2049, Michael DeCaro 216-0862.

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**Scott Monrad <monrads@msn.com>**

**Tue, Feb 7, 2006 at 5:32 AM**

To: joannapmattson@gmail.com

Joanna

If you did not get this email could you please post it to the QACC website.

Thanks

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From: [DJohnConey@aol.com](mailto:DJohnConey@aol.com)

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Subject: Re: proposed queen anne avenue redirects

Date: Mon, 6 Feb 2006 18:02:46 EST

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