Alaskan Way Viaduct Replacement Program

Advisory Committee on Tolling and Traffic Management
Meeting 4
April 17, 2012

WSDOT

City of Seattle

Meeting Overview

- Guiding principles.
- What we know now.
- Scenarios discussion.

Guiding Principles

Guiding Principles Preamble

See handout for preamble.

Guiding Principles

1. Minimize diversion from the tunnel onto city streets.
2. Minimize diversion from the tunnel onto I-5.
3. Mitigate the anticipated adverse effects of traffic diversion.
4. Meet the State's funding obligation for the AWV Replacement Program.
5. Identify funding for mitigation of diversion impacts.
6. Support Seattle's "Complete Streets" policy goals to make city streets function for bicycles, pedestrians, freight, transit and automobiles in strategies that are proposed to mitigate and minimize diversion impacts.

Guiding Principles

7. Support Seattle's waterfront and Center City policy goals to make the waterfront and downtown an enjoyable place for people to live, work, shop and play.
8. Support and maintain efficient use of city streets and I-5 for transit access into, within, out of and through downtown.
9. Support a vibrant maritime and industrial sector by maintaining efficient use of city streets and I-5 for freight access into, within, out of and through downtown.
10. Ensure that ACTT recommendation(s) provide an effective integrated transportation solution across modes.

Questions for the Committee

- What do you care about most with regard to outcomes from any tolling strategy?
- Who do you feel you represent in making your decisions on the tolling strategy?
- What could/should this Committee change about the way it operates to better take advantage of your experience and/or judgment?

What We Know Now

SR 520 Tolling Traffic Through March 2012

Traffic on SR 520

- Toll traffic is generally at or above projected levels in the first three months of operations.
- Initial traffic patterns reflect a more traditional peak/off-peak pattern compared to before tolling where the midday sustained near peak levels.

Traffic on I-90

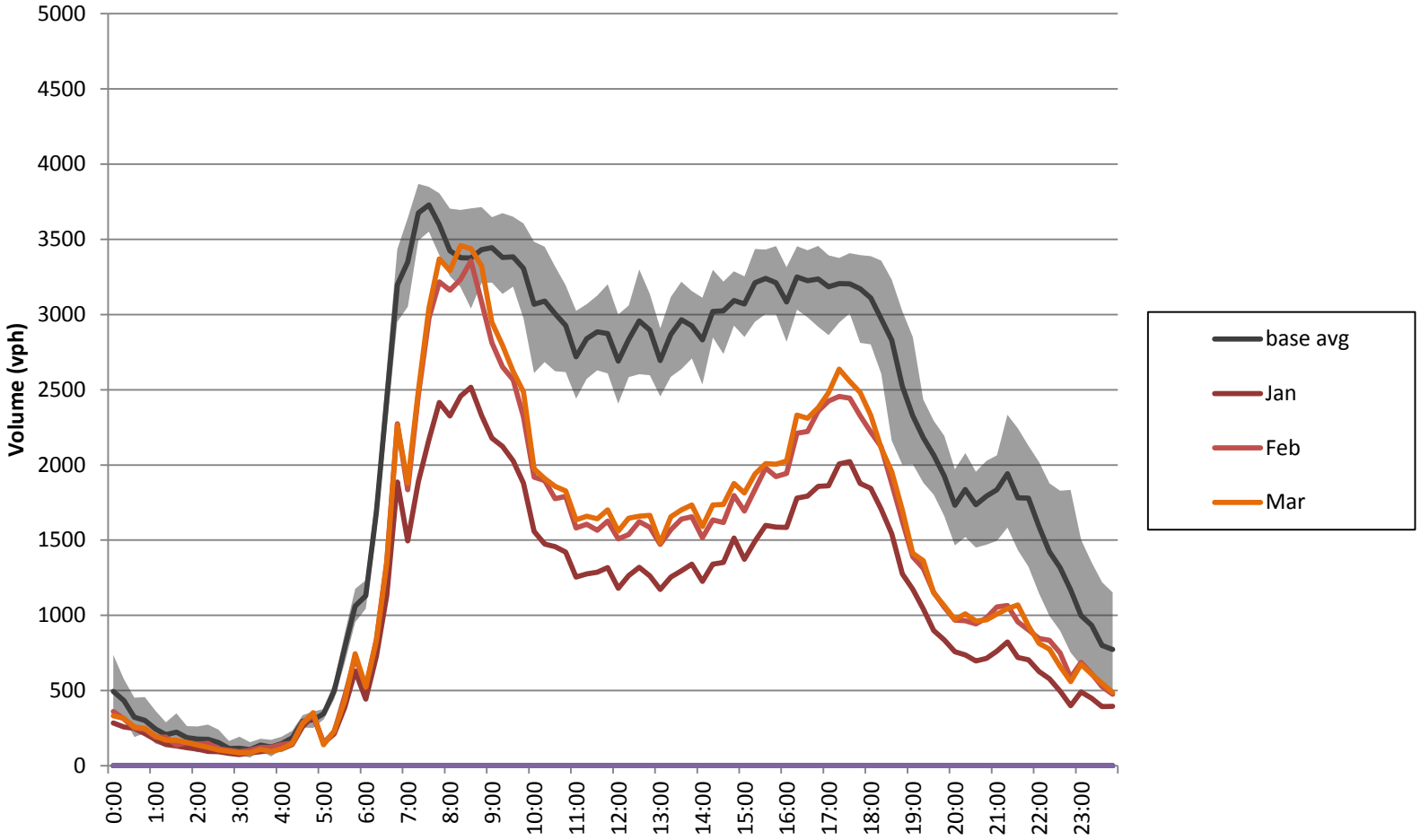
- Traffic has increased by 5 to 10%.
- Limited capacity on I-90 during peak periods.
- Congestion on I-5 and I-405 limits drivers' ability to access I-90.
- Speeds on I-90 remain within normal ranges but weather and accidents have caused significant delays on a few days.

Traffic on SR 522

- Involves a longer detour and is a less attractive alternative.
- No significant change in traffic speed.

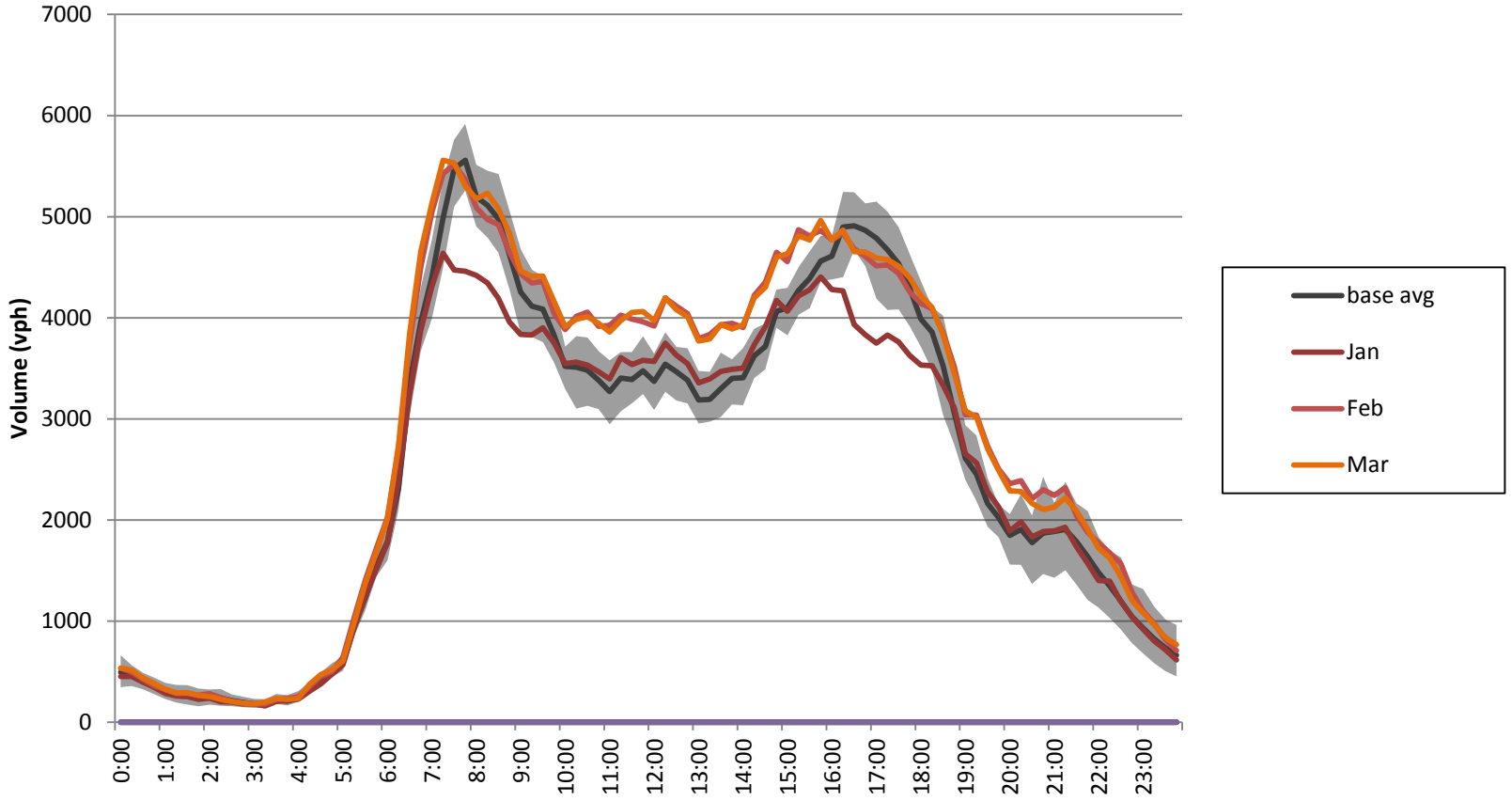
As projected, most of the diversion occurs during midday and other off-peak times.

Traffic Volume: Eastbound SR 520



Pre-tolling 10th to 90th percentile and average is for weekdays Oct. 29 -Nov. 18, 2011 and Nov. 26-Dec.16, 2011
Post-tolling 10th to 90th percentile and average is for weekdays Jan.1 to March 31, 2012

Traffic Volume: Eastbound I-90



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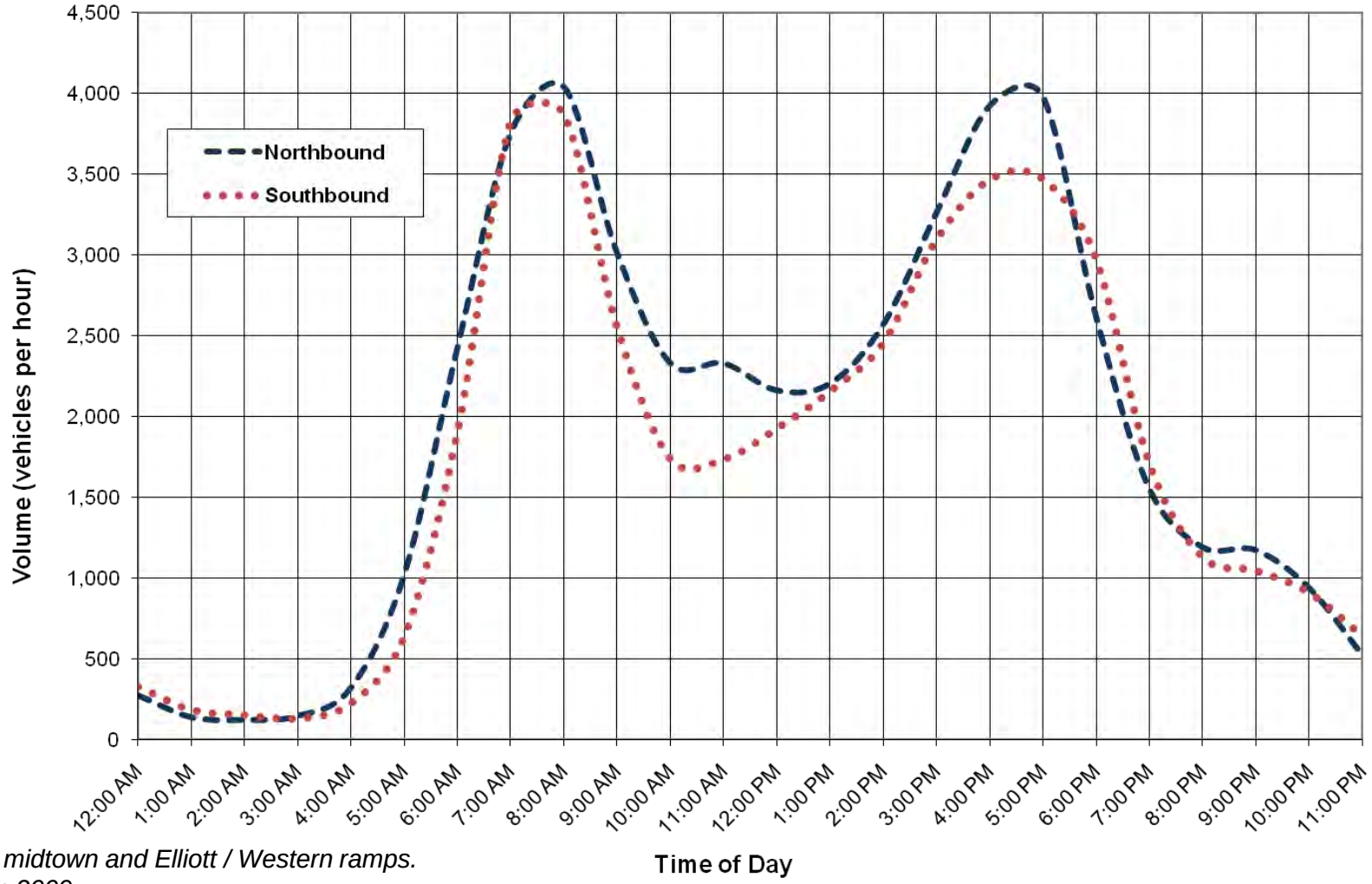
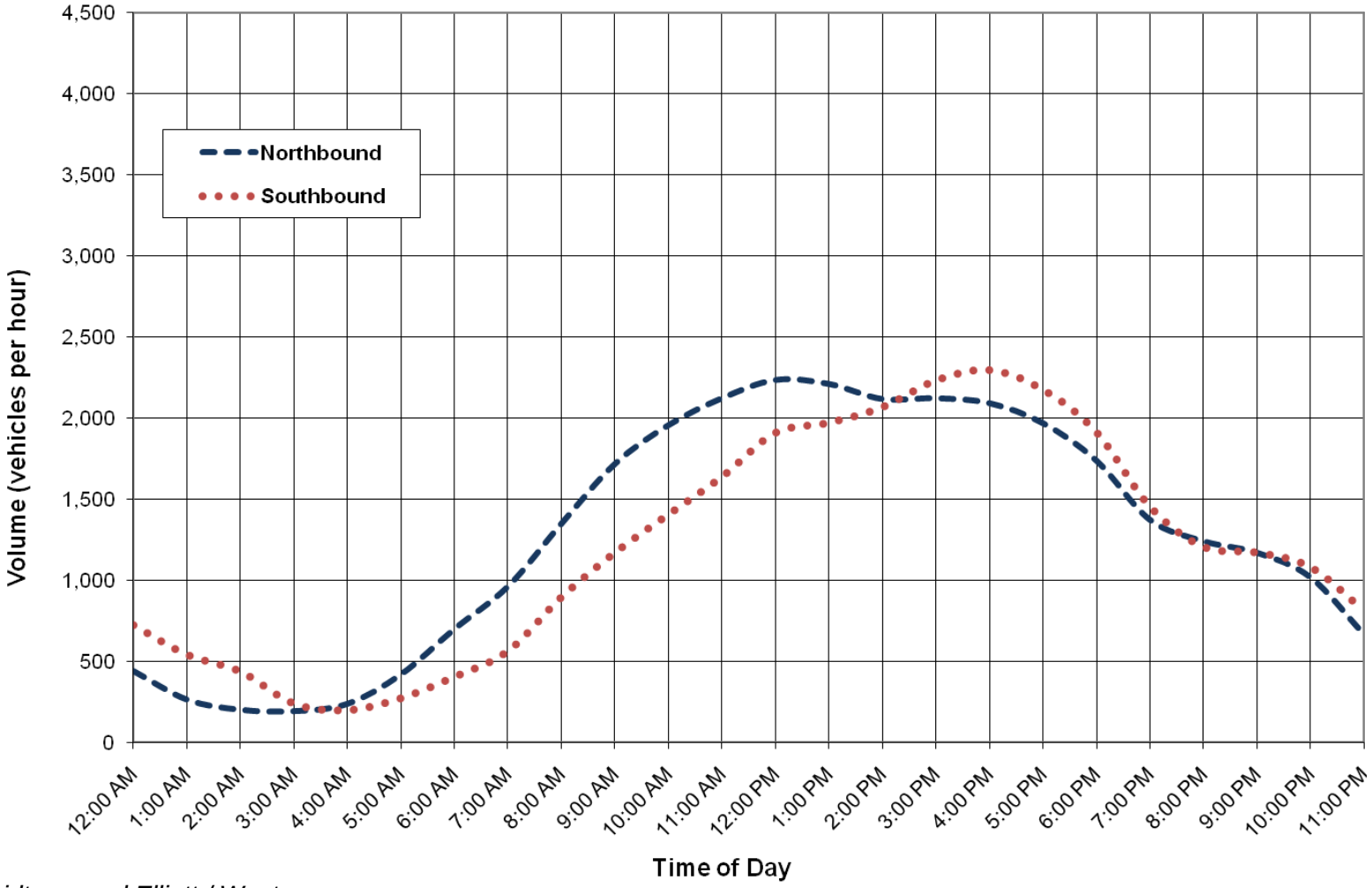
SR 99 Existing Traffic Patterns – Weekday Peak Periods - 6 to 9 a.m., 3 to 6 p.m.



Between midtown and Elliott / Western ramps.
Data from 2009.

SR 99 Existing Traffic Patterns
Weekend Peak Periods



Between midtown and Elliott / Western ramps.
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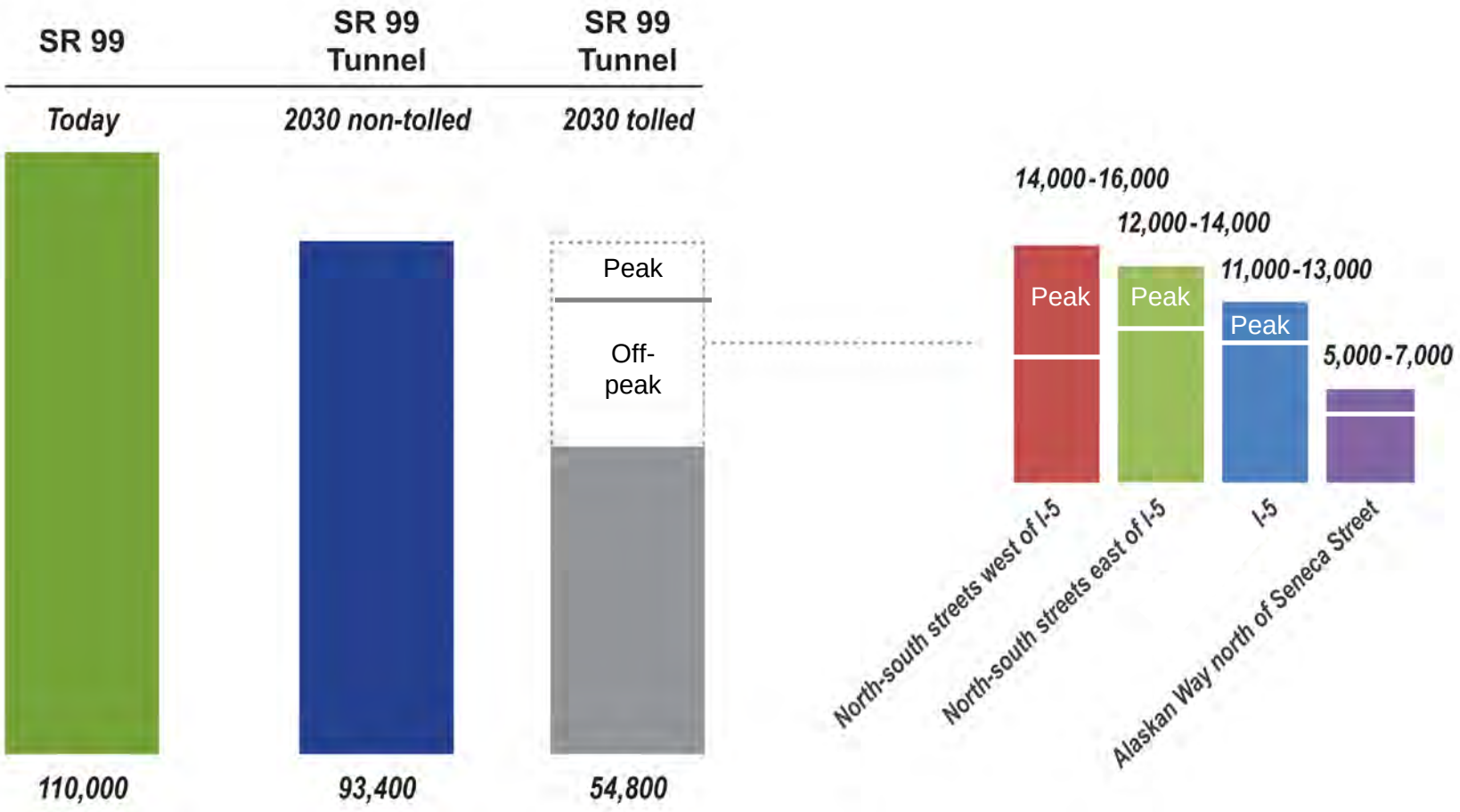
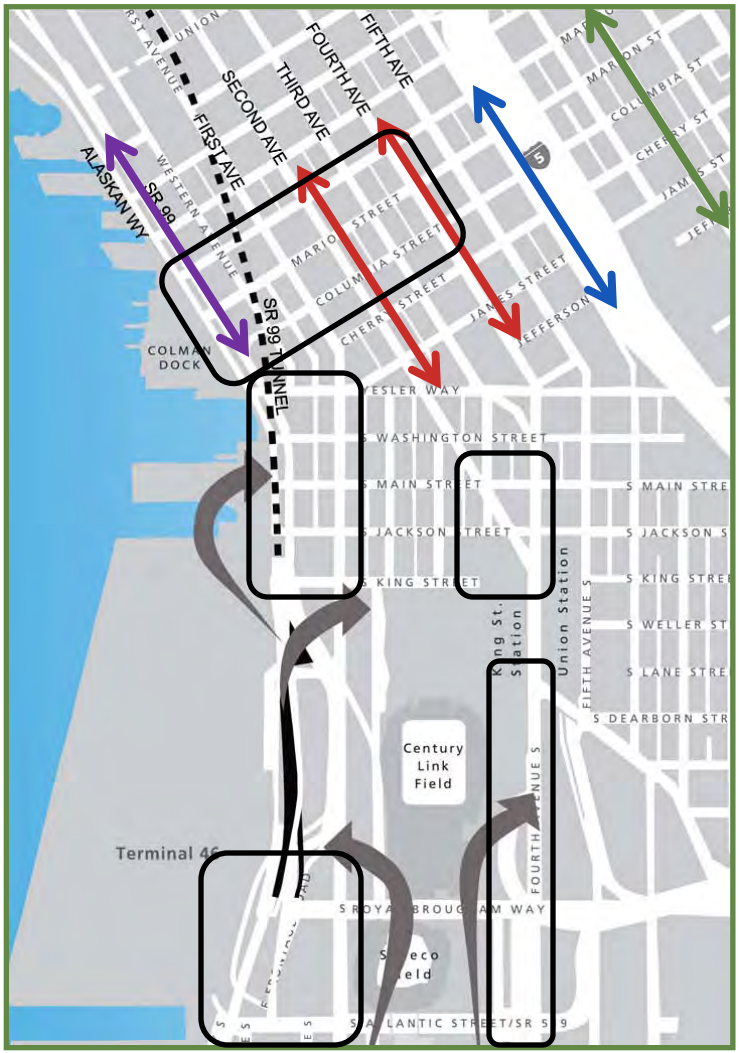
Traffic Pattern Changes With SR 99 Tunnel

- FEIS: by 2030, in “high toll” scenario, about 40,000 vehicles divert out of tunnel.



South End and Downtown Diversion



Tunnel North Portal Area Diversion

Scenarios Discussion

Round 1 Scenario Recommendations

	Outcome	Action	Why consider this action?
Scenario 1	Achieve funding target	Medium toll rate.	Create scenario that raises needed program funding. Determine diversion effects.
Scenario 2	Minimize diversion	• Lower tolls during weekday peaks. • No off-peak tolls.	Understanding funding potential.
Scenario 3	Balance between funding and diversion. • Keep freight in tunnel. • Minimize diversion to Alaskan Way.	• Lower toll rate during day. • Reduce freight toll. • Lower PM peak rates to support waterfront / downtown livability goals. • One-time adjustment for inflation in 2030.	Create scenario that encourages freight to use the tunnel, reduces diversion when the waterfront is busy and funds operating costs over time.

Discussion Items For Segment Tolls

Segments previously studied:

- South segment: North of South Spokane Street to south tunnel portal.
- North segment: South of Aurora Bridge to north tunnel portal.

Results:

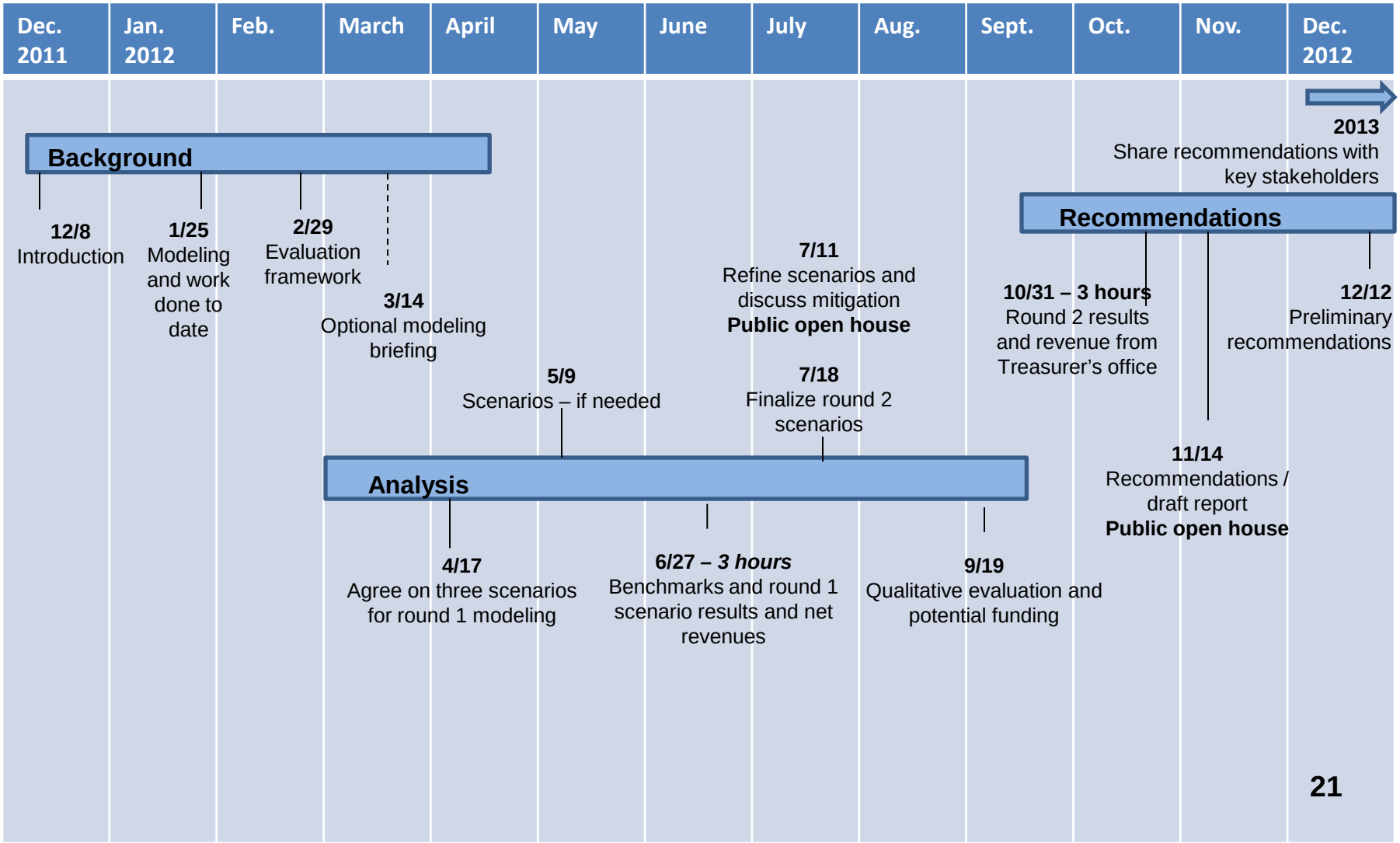
- Segment tolls generated more revenue than tunnel-only tolls.
- Volumes in the tunnel were slightly higher with a segment toll.
- Tolling the segments diverts some non-tunnel trips to other routes.

Trade-offs:

- Would be tolling a larger pool of drivers who aren’t tunnel users.
- Potential effects to freight, transit and downtown Seattle.

Discussion

DRAFT 2012 Work Plan



Closing: Questions and Next Steps

Upcoming Meetings and Discussion Topics

- May 9: If needed – round 1 scenarios.
- June 27 (Three hours): Traffic modeling results for benchmarks (non-tolled and high toll) and round 1 scenarios. Net revenues.
- July 11: Refine scenarios for round 2 modeling and discuss mitigation.
- July 18: Finalize round 2 scenarios.
- All meetings at:
  - Sound Transit Board Room
    401 S. Jackson St.

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