

# Alaskan Way Viaduct **REPLACEMENT** PROGRAM



**Advisory Committee on Tolling and Traffic Meeting**  
**Nov. 14 2012**

# Overview

## **Previous discussions:**

- Round 2 scenarios.

## **Today's topics:**

- 2017 transportation system.
- Discussion about mitigation.
- Progress report.

## ACTT Purpose

- The committee will make advisory recommendations on strategies for:
  - Minimizing traffic diversion from the tunnel due to tolling.
  - Tolling the SR 99 tunnel.
  - Mitigating traffic diversion effects on city streets and I-5.

# 2017 Transportation System

## 2017 Roadway Improvements (Program-related)

- South end viaduct replacement.
- South Atlantic Street overpass.
- SR 99 tunnel and portal-area surface street improvements.
- Alaskan Way and connection to Elliott and Western avenues.
- Spokane Street viaduct widening project.
- Mercer corridor project.
- East Marginal Way grade separation project.
- SR 99 Intelligent Transportation Systems, I-5 Active Traffic Management, I-5 travel time signs.

# Traffic Pattern Changes With SR 99 Tunnel

- Full access at tunnel portals to northbound and southbound SR 99 and ramps to downtown city streets.
- Removal of viaduct's Columbia and Seneca ramps.
- Removal of viaduct's Elliott and Western ramps.

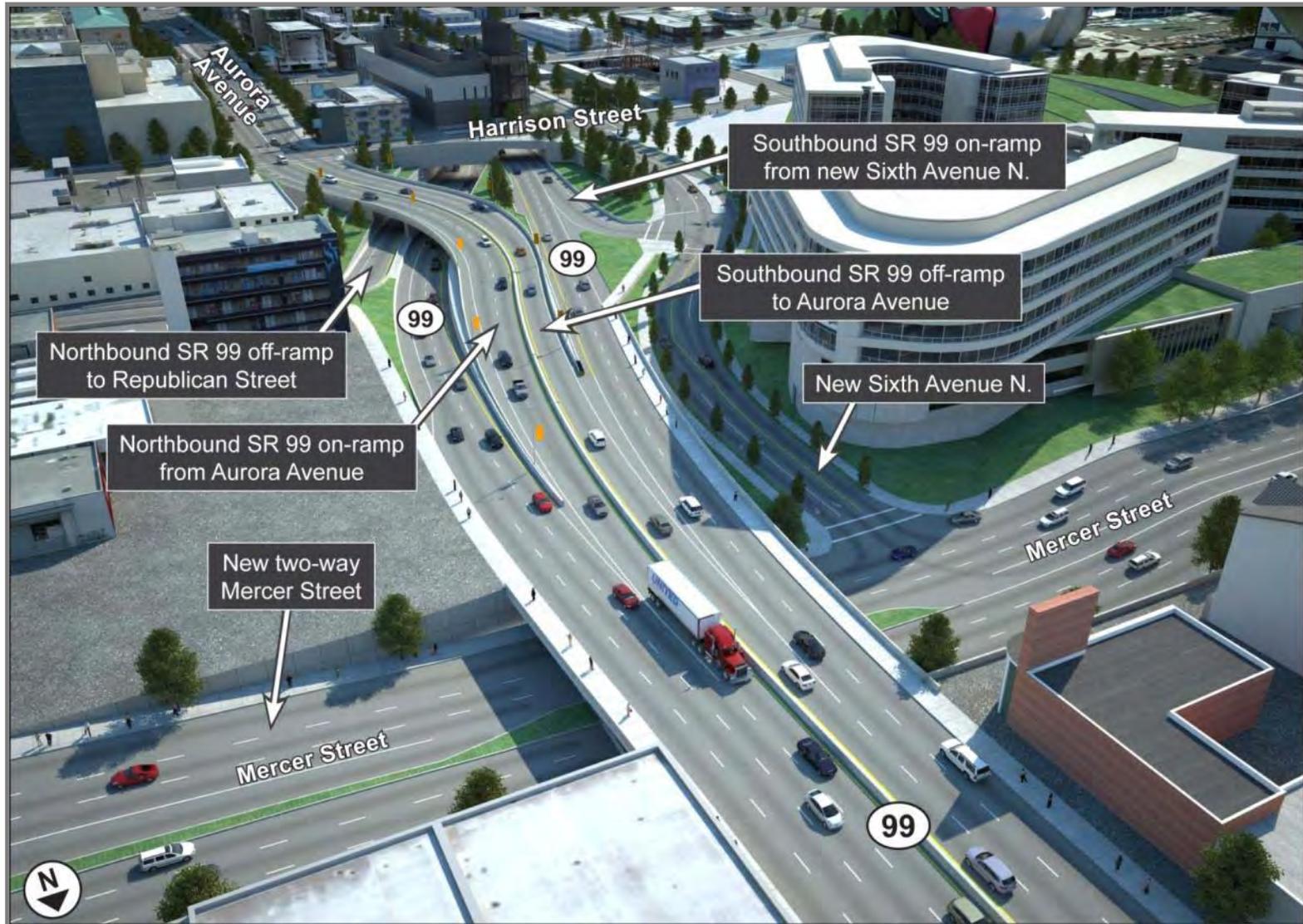


*Alaskan Way Viaduct*



*SR 99 tunnel and Alaskan Way with connection to Elliott and Western avenues*

# North Portal Design



# South Portal Design



# Connection to Elliott and Western Avenues



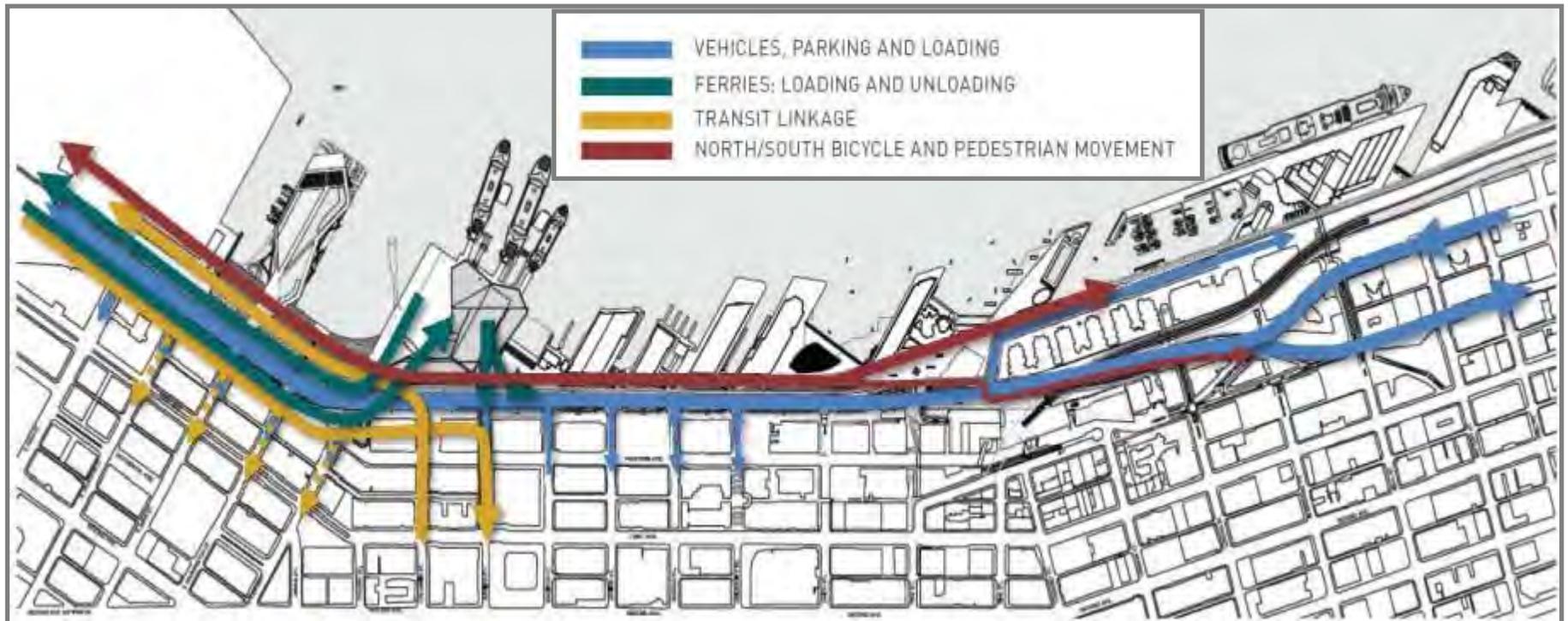
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# Connection to Elliott and Western Avenues



**Future**

## Street Design



Waterfront Team Street Design Process:

- How do we accommodate multiple modes and needs?
- How do we best maximize urban design opportunities?

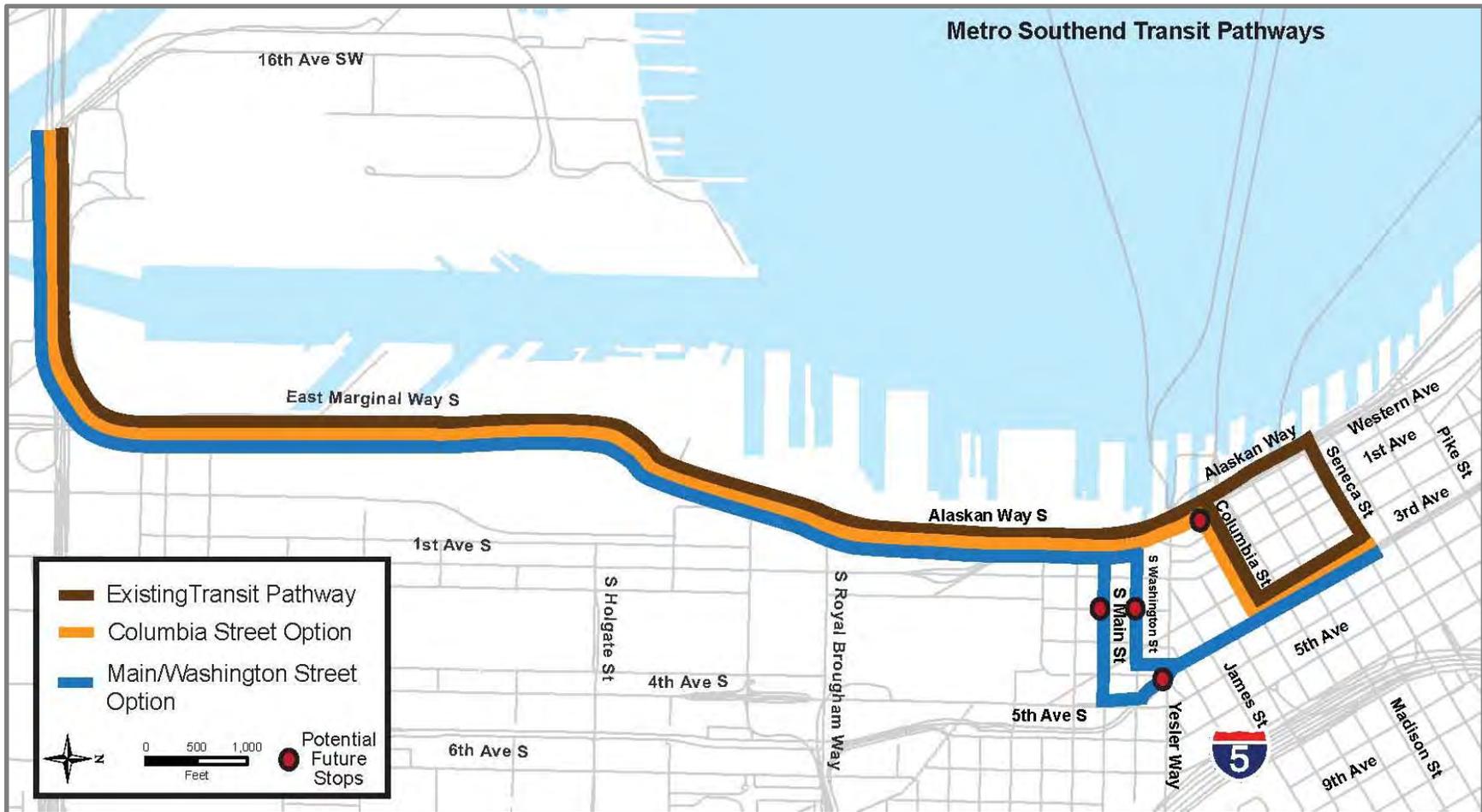
# 2017 Transit Improvements

- First Hill Streetcar (2014).
- University Link light rail extension (2016).
- Northgate Link light rail extension (2021).



Current and proposed transit network.

# Southend Transit Pathways Project



# Moving Transit through Downtown Seattle

Alaskan Way Viaduct Program  
Advisory Committee on Tolling and Traffic Management  
November 2012

# Metro: 10<sup>th</sup> Largest Transit System Nationwide

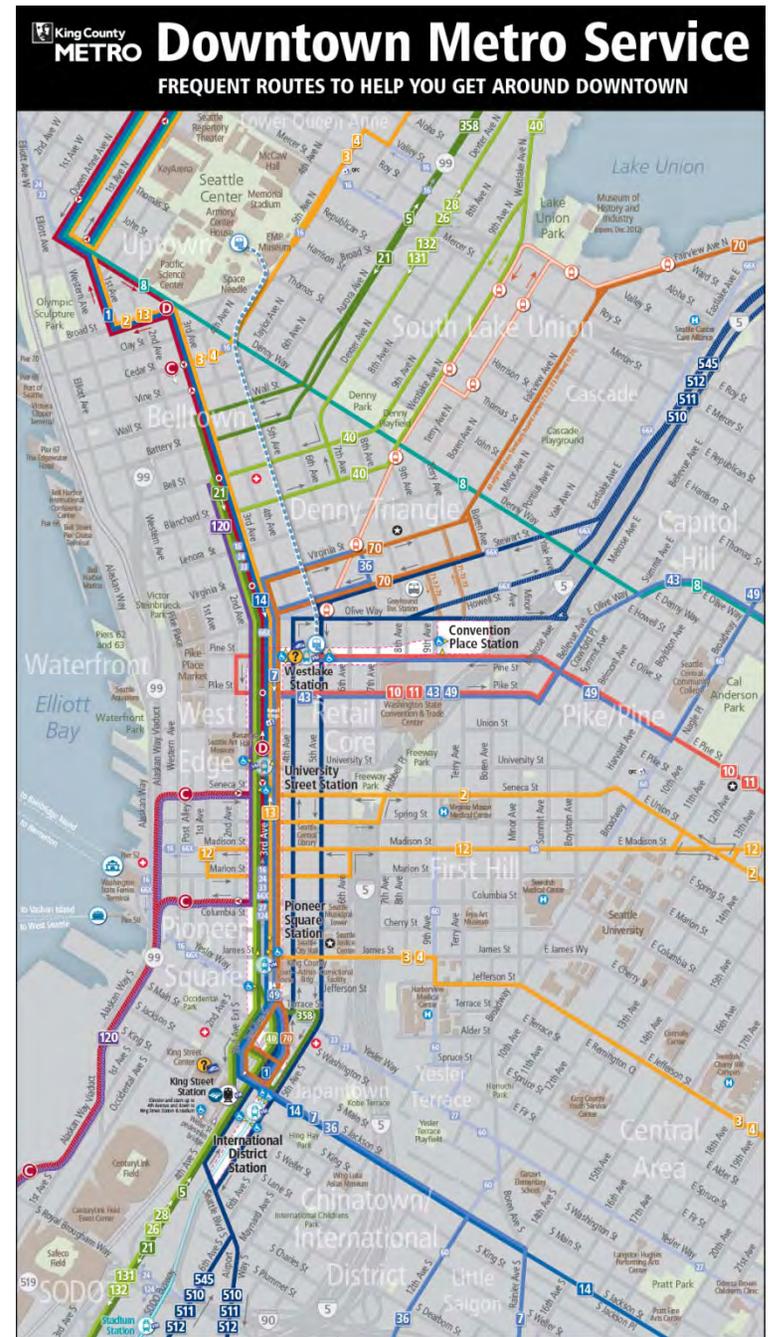
- Population served: 1.6 million
- Annual Ridership: – 112 million
- Over 260 Bus Routes



# Downtown Mobility depends on Transit

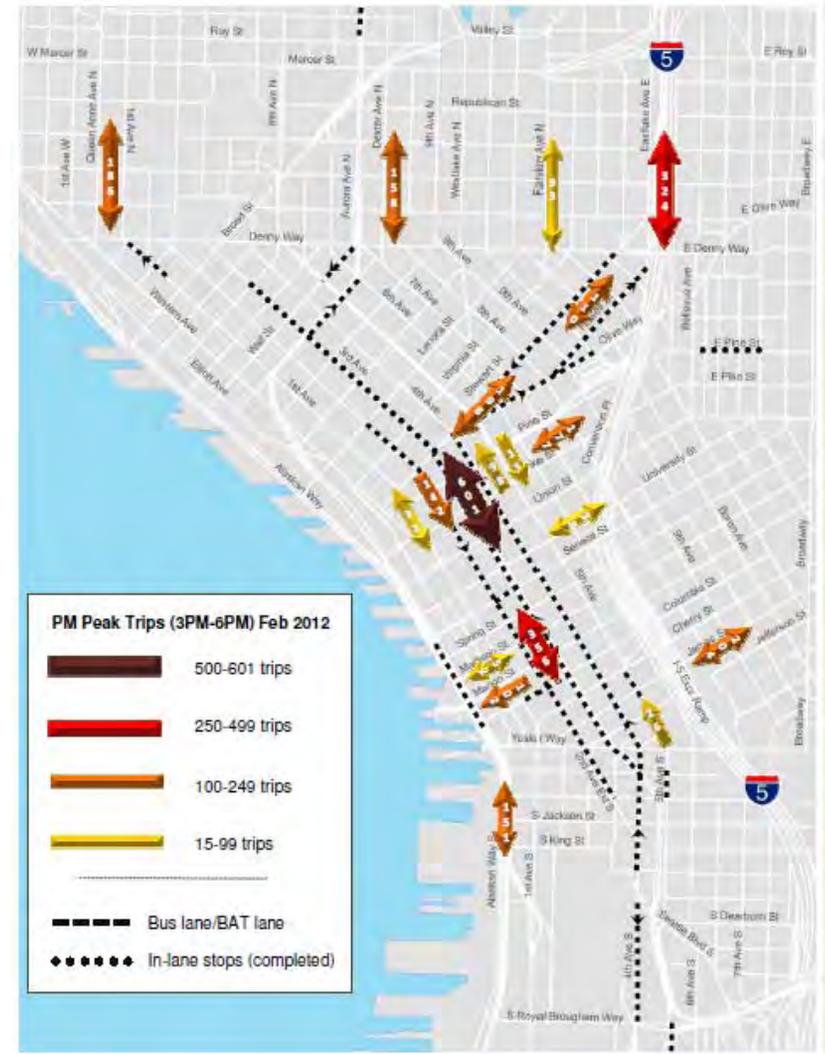
- 60.7 million annual rides in Seattle CBD
- 2.3 million annual bus trips through downtown Seattle

\* Includes Metro and Sound Transit services



# Over 40% transit mode split in downtown Seattle and growing

- 10% Growth in Transit Mode Split in Downtown Seattle since 2000
- Goal: 70% of downtown commuters do not drive alone
- AWW Expert Review Panel (2012) stated importance of transit to meet program's mobility goals



# Increased Demand for Transit on SR 99

- About 15% of people using the AWW are riding transit\*
- RapidRide C and D Lines launched in September 2012
- West Seattle to Downtown: 26% increase in passenger loads via the AWW from 2011



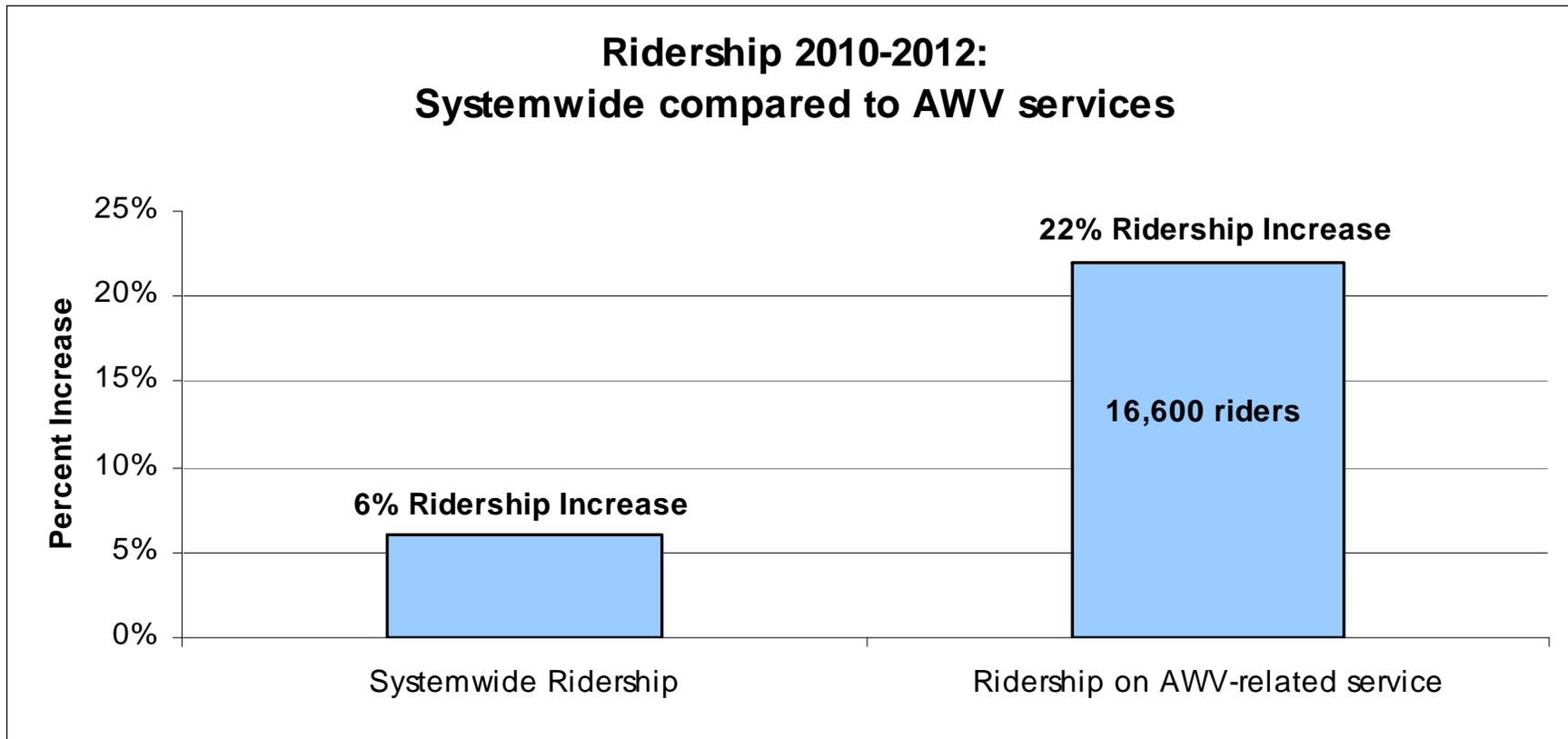
\*Spring 2012

# Mitigation is critical to keeping people moving

- WSDOT funding \$32 million of transit mitigation
- 2010: Metro began service enhancements
- Added trips and travel time for construction delays
- Funding expires February 2014



# 22% Increase in Ridership on AWW-related service



# Ongoing Transit Funding Needs

## 1. Bored Tunnel Program

- 1% MVET authority agreed to
- \$15 million annually: transit service
- \$140 million: transit pathways and facilities

## 2. Sustainable Transit Funding

- 2014: Systemwide Transit Service Cuts



# Effective Mitigation Tools to Consider

1. Increase transit capacity to meet demand
2. Transit Priority
3. Trolley Improvements and Transit Layover
4. Customer Service Enhancements
5. Invest in alternatives to driving alone



# Transit is part of the solution for SR 99

1. Transit is vital to mobility in downtown Seattle.
2. Continue demand for transit on SR 99
3. Mitigation is critical to keep people moving
  - Transit can help mitigate toll diversion
4. Ongoing Transit Needs:
  - Bored Tunnel Program
  - Sustaining the current system

# Progress Report

## Progress Report

- Capture feedback on committee conclusions and policy issues today.
- Send draft letter and report to committee by November 30.
- Committee feedback on drafts by December 7.
- Updated drafts at December 12 committee meeting.
- Distribute following December 12 committee meeting.

# Progress Report – Committee Conclusions and Next Steps

Based on work to date:

- Tolling generates significant revenue.
- Need to continue traffic and revenue analysis with additional round two scenarios for a more comprehensive look at tolling options.
- Working to find a balance between generating revenue and minimizing diversion.

Next steps:

- Evaluate need for and strategies for potential mitigation measures.
- Share recommendations in 2013.

## Progress Report – Policy Issues

- **Priority of State’s use of toll revenue**
  - Funding is needed for one or more of the following costs: project capital funding, ongoing ownership costs (operations and maintenance, repair and replacement, and facility insurance) and/or mitigation.
- **Clear feedback from State on financing**
  - Toll rate adjustments in future years would help keep up with rising costs over time.
- **Toll collection cost allocation policy**
  - Current policy calls for sharing system-wide toll collection costs based on facility-specific transactions. Revisit policy and consider revenue-based allocation of costs.

## Progress Report – Policy Issues

- **Transportation management**
  - A systems approach to tolling is worth further exploration.
- **Freight rates**
  - Committee is studying another freight rate structure beyond the standard per-axle multiplier and will share results with Transportation Commission.

# Closing: Next Steps

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