

Alaskan Way Viaduct Replacement Program
Advisory Committee on Tolling and Traffic Management
Meeting Summary – Feb. 19, 2014

Committee Members in Attendance

- Claudia Balducci
- Kurt Beckett
- Rick Bender
- Maud Daudon
- Bob Davidson
- Brendan Donckers
- Rob Johnson
- Sharon Maeda
- Peg Staeheli
- Sung Yang

Committee Members Not in Attendance

- Marcus Charles
- Phil Fujii
- Henry Yates

Agencies and Staff in Attendance

- Todd Trepanier, Washington State Department of Transportation (WSDOT)
- Mark Bandy, WSDOT
- Amy Grotefendt, Alaskan Way Viaduct Replacement Program (AWV)
- Cecelia Gunn, AWV
- Dan Eder, Seattle City Council Central Staff
- Bob Chandler, Seattle Department of Transportation (SDOT)
- Bernard van de Kamp, SDOT

Agenda Item #1 – Welcome and Introductions

ACTT co-chair Maud Daudon welcomed everyone to the meeting.

AWV Program Administrator Todd Trepanier gave a brief update on the status of Bertha, the SR 99 tunneling machine. He explained how WSDOT is working with Seattle Tunnel Partners (STP), the tunnel contractor, to get Bertha moving again and complete the SR 99 Tunnel Project.

Question: How does the current tunneling machine stoppage impact the program schedule, particularly regarding viaduct demolition?

Answer: In WSDOT's request for proposals, the winning contractor had to open the tunnel to traffic by Nov. 1, 2016. STP is working with the machine's manufacturer to develop and implement a repair plan so that tunneling can resume. STP will also provide an updated schedule for the overall project including the anticipated date for opening the tunnel to traffic. At this time there is no indication that this will impact the timeframe for viaduct demolition.

Agenda Item #2 – Committee Discussion on Final Recommendations

ACTT Committee Administrator Amy Grotefendt reviewed changes and comments to the recommendations since the previous committee meeting. The committee then discussed

each recommendation, referring to the most recent draft, available [here](#).

#1: Strategy for tolling the SR 99 tunnel and minimizing traffic diversion

The committee had no comments or concerns about the updates to this recommendation. This section was approved.

#2: Strategy for mitigating traffic diversion on city streets and I-5

Comment: The language in the second paragraph should be changed from “as well as” to say “and” so that the improvements are a continuous list. Pedestrian safety at key intersections which will be impacted by diversion is important, and making this change signals that intent.

This recommended change was approved by the committee.

Comment: A fourth bullet should be added to the list of criteria which states “address safety concerns for pedestrians and bicyclists.” The word “be” should be struck from the introduction to this list.

This recommended change was approved by the committee.

Comment: Pedestrian safety should be addressed on page 10 in the paragraph discussing adaptive signal systems as a way to mitigate for the effects of diversion.

This recommended change was approved by the committee.

Comment: The first recommendation on page 10 should be modified to say “annual funding for transit service and related pedestrian safety investments should be highest priority to mitigate diversion.”

This recommended change was not approved by the committee.

Comment: The focus on transit service investments was done with intent and adding anything else to this recommendation would dilute that message. In the same way that transit is necessary to make the SR 99 corridor work well, a healthy pedestrian environment is necessary for transit service to function well.

Comment: I am concerned that the recommendation to “pursue alternate funding sources” will not be sufficient to provide for pedestrian safety. The pedestrian access points at the current exits from SR 99 are not maintained well.

Comment: We can add text addressing pedestrian improvements at intersections near the SR 99 tunnel portals to this section in order to address these concerns. We will not change the recommendations regarding funding for transit service improvements.

This recommended change was approved by the committee.

Question: If the revenue generated from tolling falls short of the ACTT Committee’s projections, will repaying bonds and covering tunnel project capital costs remain the top priorities for the use of revenue?

Answer: Yes, that is reflected in the third recommendation.

Comment: We should include a reference in the appendix that WSDOT has adopted the National Association of City Transportation Officials' Urban Street Design Guide and that improvements near the SR 99 tunnel portals should be consistent with these guidelines.

This recommended change was approved by the committee.

Comment: This recommendation should emphasize the amount of work the ACTT Committee undertook to identify the transportation system improvements that could mitigate the effects of diversion from the SR 99 tunnel.

This recommended change was approved by the committee.

This section was approved, with changes.

#3: Prioritizing use of toll revenue

Comment: Updates made to the previous section regarding pedestrian safety satisfy my concerns on this recommendation.

This section was approved.

#4: Local community and jurisdictional involvement in toll rate setting process

Comment: More detail should be added in this section about the Washington State Transportation Commission's toll rate setting process.

This recommended change was approved by the committee.

This section was approved, with changes.

#5: Further study of tolling in Puget Sound area

ACTT committee co-chair Claudia Balducci noted that the recommendation regarding the toll collection cost allocation policy from the previous version had been combined with the recommendation on regional tolling.

Comment: We need to use stronger language than "sees value in" for this recommendation.

Comment: The recommendation should read "the ACTT Committee recommends regional tolling be studied further."

This recommended change was approved by the committee.

Comment: In this section, we should include information about the Puget Sound Regional Council's upcoming study on regional tolling.

This recommended change was approved by the committee.

This section was approved, with changes.

Agenda Item #3 – Discuss Sharing Recommendations and Next Steps For Committee Work

Amy Grotefendt reviewed the distribution plan for the committee's recommendations. The ACTT Committee will go on hiatus until tolling begins on the SR 99 tunnel. AWV staff will

provide regular email updates to the ACTT Committee during the Washington State Transportation Commission's toll rate setting process.

Agenda Item #4 – Action Items and Wrap-up

ACTT Committee staff will update the recommendations with the changes suggested at this meeting and will send a final version for committee review. Amy Grotefendt noted that Marcus Charles and Phil Fujii, who were not able to attend this meeting, shared their support of the recommendations with ACTT Committee staff.

Maud Daudon opened the meeting to comments from the audience, but none were made.