

Alaskan Way Viaduct Replacement Program  
Advisory Committee on Tolling and Traffic Management  
Meeting Summary – Dec. 12, 2012

**Committee Members in Attendance**

- Claudia Balducci
- Kurt Beckett
- Maud Daudon
- Bob Davidson
- Phil Fujii
- Tessa Greeger
- Sharon Maeda
- Peg Staeheli
- Sung Yang
- Henry Yates

**Committee Members Not in Attendance**

- Rick Bender
- Marcus Charles
- Cynthia Chen
- Rob Johnson

**Agencies and Staff in Attendance**

- Kimberly Farley, Washington State Department of Transportation (WSDOT)
- Mark Bandy, WSDOT
- Amy Turner, Alaskan Way Viaduct Replacement Program (AWV)
- Chris Wellander, AWV
- Dan Eder, Seattle City Council Central Staff
- Bob Chandler, Seattle Department of Transportation (SDOT)
- Eric Tweit, SDOT

**Agenda Item #1 – Welcome and Introductions**

Advisory Committee on Tolling and Traffic Management (ACTT) committee administrator Amy Turner welcomed everyone to the meeting. She recapped the previous ACTT meetings and introduced the day's topics. Maud Daudon introduced Claudia Balducci as the new committee co-chair.

**Agenda Item #2 – 2017 Transportation System (continued from Nov. 1 meeting)**

SDOT Project Manager Eric Tweit gave a presentation on bicycle, pedestrian and freight planning efforts in the city. He noted that the freight master plan will be updated in the coming year.

Comment: We should note that funding is also secured for a cycle track on Western Avenue. The SR 520 bike trail will be in place by 2017, and we are pushing for its continuation to Tenth Avenue East and Delmar Drive East, near Portage Bay.

Question: Are all of the improvements you presented today scheduled to be complete by 2017?

Answer: *Some will be. Others are still in the process of securing funding. The Alaskan Way elements have either been completed or will be included with the other waterfront improvements.*

Question: Have you forecast how many bicyclists will use these facilities?

*Answer: It is difficult to accurately forecast bicycle usage for specific facilities or roadways. We are doing more tracking and monitoring to understand the effects that added facilities have on the system. Our research is generating good data on the number of bicycles coming into downtown, but it doesn't tell us where they go once they are downtown.*

Comment: The type of infrastructure proposed is similar to what exists in other cities and countries. Installation of these types of facilities tends to double or triple the numbers of bicyclists.

Comment: As we're looking at the 2017 system and how pedestrians might be affected by diversion, we should take into account all tiers that were included in the Pedestrian Master Plan.

Question: How do the improvements shown in the Pedestrian Master Plan relate to the Seattle Department of Transportation's Capital Improvement Program?

*Answer: The 2012-2017 adopted Capital Improvement Program includes \$34.5 million for implementation of the Pedestrian Master Plan. Other funds are used to support pedestrian improvements as well.*

Comment: Understanding the level of funding and support for these plans will help us as we talk about funding for mitigating. Costs for improvements include education and enforcement.

Question: Will there be any new truck-only streets in the new Freight Master Plan?

*Answer: Freight priority lanes and lanes shared with transit have been discussed.*

Question: Is the city's Freight Master Plan the same as the Puget Sound Regional Council's freight mobility plan?

*Answer: They are different, but are designed to work together.*

Comment: I would encourage further conversation about truck routes and shared routes with transit in coordination with the regional plans. South Atlantic Street is not currently designated as a major truck street but should be because thousands of trucks use it. The Port of Seattle supports having another tier in the truck route designation. We also need to keep in mind the needs of freight trains.

### **Agenda Item #3 – Introduction to Mitigating the Effects of Diversion**

Amy Turner introduced the framework the committee will use for mitigation discussions. She reminded the committee that additional data and analysis for the round 2 scenarios will be shared at the next ACTT meeting. At future meetings the committee will help set a preferred strategy for tolling the tunnel, and help identify if mitigation is necessary for the scenario or scenarios chosen. As part of the mitigation discussion, funding sources could be suggested.

As part of the scenario modeling development, staff has attempted to identify strategies to minimize the effects of diversion, largely by finding ways to keep cars in the tunnel or lowering

toll rates. Other mitigation measures will be discussed after the round 2 modeling results have been shared with the committee.

#### **Agenda Item #4 – Small Groups Discussion**

The committee broke into small groups to discuss the 2017 transportation system, diversion effects and potential mitigation strategies. Committee members were organized into three groups and addressed the following questions:

- Is this exercise helpful for you to understand the impacts of diversion on the transportation system?
- What other metrics or tools would be helpful for you for future mitigation discussions?
- Are there other areas beyond those noted on the map provided that you are concerned about?

Each group reported their responses to the full committee.

#### **Agenda Item #5 – Progress Report**

Amy Turner reviewed edits suggested by committee members to the progress report and the report's final draft. She noted that the report would be distributed the following week to numerous elected officials and agencies (noted in the presentation). She encouraged committee members to forward the final report to their respective affiliations.

Comment: We should cite the larger issues that make tolling something to look at on a systematic level. As tolling is increasingly used in the region, a systems approach should be studied.

Question: Given the information we heard tonight, can you include pedestrians when discussing balancing the needs of various modes?

*Answer: Yes, we can add that.*

Question: Will you send this to other groups, like the Puget Sound Regional Council, the Alliance for Pioneer Square, the Freight Mobility Strategic Investment Board, Sound Transit, and the Federal Highways Administration? Should the report be sent to groups who will be impacted by tolling?

*Answer: Committee members are welcome to forward the report to any groups or individuals who would be interested in it.*

Question: When is the Expert Review Panel (ERP) expected to issue its report? Could you forward their report to this committee when it's released?

*Answer: The ERP is expected to finalize their report during the 2013 legislative session.*

#### **Agenda Item #6 – 2013 Committee Schedule**

Amy Turner walked through the committee's schedule, noting proposed 2013 meeting dates and their topics.

#### **Agenda Item #7 – Next Steps and Action Items**

Amy Turner thanked everyone for attending. The next committee meeting will be held on March 13, 2013.

Action items:

- Amy Turner will provide the committee with the ERP's report.
- Staff will provide answers to the modeling questions posed by Cynthia Chen.