

Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling & Traffic Management (ACTT)

Guiding Principles

The Washington State Department of Transportation and the City of Seattle are building the Alaskan Way Viaduct (AWV) Replacement Program of projects, including the SR 99 tunnel. The SR 99 tunnel finance plan, approved in the Federal Highway Administration's August 2011 Record of Decision, includes up to \$400 million from tolling toward the State's funding obligation.

The State and City agree that tolling the tunnel will divert traffic from the tunnel, and that the impacts of this diversion should be minimized and mitigated. The work will focus primarily on tolled versus non-tolled comparisons. To assist with this effort, the City and State established the Advisory Committee for Tolling and Traffic Management (ACTT). **The committee's work is supported by integrated teams of staff from the city, state, county and port for the purpose of coordinating and considering the various transportation needs of each agency and how they may be affected by diversion.**

The ACTT strives to develop informed recommendations that are consistent with community values. These values, or guiding principles, provide a framework for discussing potential traffic management and tolling solutions. We will use the principles to evaluate and prioritize our recommendations, recognizing that trade-offs will be necessary. It is our intent to be deliberate and transparent when addressing trade-offs, to demonstrate how we address each issue.

The following guiding principles will assist the ACTT in assessing strategies for minimizing and mitigating the impacts of SR 99 tolls:

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.
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.**

Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling and Traffic Management (ACTT)

Potential Mitigation Actions*

Freight mitigation actions:

- Allow freight to use the transit lane on the northbound SR 99 off-ramp.
- Prioritize freight on East Marginal Way South.
- Prioritize sufficient truck loading zones on city streets.
- Prioritize freight on major freight routes.

Transit mitigation actions:

- Add a Burien-Delridge-Seattle RapidRide line.
- Revise the routing of bus service to intercept light rail.
- Fund additional transit service to mitigate potential delays caused by diversion.
- Coordinate with transit and increase or enhance services strategically.
- Consider changes to city streets (such as Columbia Street, Alaskan Way, Second through Fourth avenues) that will keep transit moving.
- Add additional transit lanes on Second and Fourth avenues.
- Prioritize southern transit pathway access to Third Avenue, 24 hours a day.
- Prioritize transit north and south into downtown.
- Invest in trolley wire infrastructure.
- Utilize off-board fare payment systems.
- Restrict the I-5 Stewart Street exit to HOV/carpools.
- Coordinate with transit agencies to increase and/or enhance services strategically.

City streets mitigation actions:

- Convert parking on Second and Fourth avenues to wider sidewalk and bike facilities.
- Consider parking rate or policy changes, such as restricting parking or lifting parking restrictions.
- Actively manage lanes.
- Manage intersections in SODO.
- Improve tunnel access.

*Not recommendations – results of brainstorming by Port of Seattle, City of Seattle, King County and WSDOT staff.

Alaskan Way Viaduct Replacement Program Advisory Committee on Tolling and Traffic Management (ACTT)

Round 1 Scenarios

	Desired Outcome	Minimization action	Why consider this action?
Scenario 1	Achieve funding target of \$200 million	Medium toll rate	Create scenario that raises needed program funding. Determine diversion effects. Guiding principle: 4
Scenario 2	Minimize diversion	Lower toll during peak periods. No off-peak tolls.	Create scenario that reduces diversion. Determine level of revenue. Guiding principles: 1, 2, 6, 7, 8, 9, 10
Scenario 3	Balance between funding and diversion <ul style="list-style-type: none"> • Keep freight in tunnel. • Minimize diversion to Alaskan Way. 	Low toll rate during day. Reduce freight toll. Adjust toll rate in 2030. Lower afternoon peak rates to support waterfront / downtown livability goals. One-time adjustment for inflation.	Create scenario that encourages freight to use the tunnel, reduces diversion when the waterfront is busy and funds operating costs over time. Guiding principles: 1, 2, 4, 6, 7, 8, 9, 10

Examples of Possible Actions

Theme	Minimization action	Why consider this action? Why not consider this action now?
Reduce vehicles on waterfront	Toll only Monday through Friday 6 a.m. to 6 p.m.	Why consider: Determine amount of revenue while reducing diversion during off peak times to meet livability goals. Why not now: Other recommended toll scenarios may have similar results.
Transit	Prioritize Third Avenue for transit all day.	Why consider: Preserve transit operations, encourage cars to use tunnel. Why not now: More appropriate to see results of Round 1 scenarios and determine if this is needed.
Disperse diversion and increase funding	Extend areas for toll collection north or south	Why consider: Segment would have lower toll than tunnel, to keep traffic in tunnel, spread remaining diversion through a greater network. Why not now: Less likely to be implemented compared to tunnel-only toll schemes. Have studied segment tolling before which could inform the Committee's work.