Meeting Overview

- Legislative update.
- City of Seattle, Port of Seattle and King County policies and programs.
- Guiding principles.
- Evaluation framework.
- Work plan update.
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.

Viaduct demolition, fall 2011.
Legislative Update
Expert Review Panel Overview

• Engrossed Substitute House Bill 1175 formed the panel.

• Purpose: To assess the viability and appropriateness of the AWV program’s finance plan.

• Three panel members.

• Report and recommendations submitted in February 2012 to:
  • Senate and House Transportation Committees.
  • Transportation Commission.
  • Governor’s Executive Oversight Committee.

• Report is available at www.alaskanwayviaduct.org.
Expert Review Panel Findings

• Program is proceeding on schedule and within budget.
• Well managed program with strong implementation practices.
• Work to secure planned funds including tolling and Port contributions.
• WSDOT and the City should complete a binding agreement regarding the management, design and construction of the Alaskan Way surface street.
City, Port and County Policies and Programs Related to Guiding Principles
**Seattle Center City and Waterfront**

**Opportunity...**

- Develop a truly great civic space on Seattle’s waterfront
- Promote housing and economic growth
- Support sustainable development
Seattle Center City and Waterfront

...while replacing some transportation functions of the Alaskan Way Viaduct
Seattle Center City and Waterfront

Daily Traffic Volumes on Alaskan Way

Today: 11,000 – 12,000
2015, Tunnel No Tolls: 24,000 – 38,000
2015, Toll Scenario C: add 6,000 – 7,000

Daily Traffic Volumes on Downtown Streets

Today: 99,000
2015, Tunnel No Tolls: 111,000
2015, Toll Scenario C: add 16,000 - 18,000
Center City neighborhoods, Seattle residents, businesses and government working together to create a vibrant core of 10 distinct neighborhoods, where thousands walk to work and where the entire region feels at home.
Center City ... is a success

- About 60,000 residents (Added 25,000 since 1990)
- Over 220,000 jobs

*Source: State of Downtown Economic Report 2012, DSA & MID*
Center City ... keeping it working

Growth Targets 2004 - 2024
Population

Seattle

CC: 40,000 new res (48% of total)

Employment

Seattle

CC: 50,000 new jobs (60% of total)

Economic Competitiveness Livability

Source: City of Seattle, DPD
Center City ... Transit Access

Transit Corridors

• Reliable Access to Center City

• Reliable Service within Center City
Center City ... Walkability & Public Realm

- 10 million people visit Pike Place Market each year
- Over 8,000 pedestrians at 5th & Olive during am, lunch, and pm peaks (Aug 2011)
- 155 sidewalk cafes - 95 permits since 2005

Source: 2011 Urban Environment Report, DSA & MID
CITY-WATERFRONT CONNECTIONS
Great Street Design

Place

Function

Pedestrians
Bicycles
Freight
Ferries
Bus Transit
Streetcars
Cars
Loading
Etc…
LINEAR BIKEWAY

Recognize three functions (recreation, regional transportation and Center City circulation, tourism)
FREI GHT Access

Alaskan Way connects freight:

from I-5, I-90, and SR 99 to BINMIC (Ballard/Interbay/Northend Manufacturing & Industrial Cente)

from SR 99 to Downtown
Waterfront Team Street Design Process:

- How do we accommodate multiple modes and needs?
- How do we best maximize urban design opportunities?
SOUTH SEGMENT
King to Yesler, Section @ Main

Working Draft, December 15, 2011
Waterfront Team Street Design Process:

• How do we accommodate multiple modes and needs?
• How do we best maximize urban design opportunities?
CENTRAL SEGMENT
Marion to Seneca, Section @ Spring
Seattle Center City and Waterfront

• Access and Mobility

• Livability

• Economic Competitiveness
Manufacturing
Industrial Center

Inventory of Businesses Linked
to the Port of Seattle in the
Duwamish Manufacturing /
Industrial Center
WORKING DRAFT July 26, 2010

- Businesses Engaged in Importing or Exporting
- Services to Operation of the Port
- Port of Seattle Cargo Terminals

Disclaimer: The information shown on this map is for planning purposes only. The Port of Seattle makes no warranty, express or implied, as to the accuracy of this information.
Port Investments in Harbor Area Infrastructure

EMW: $18m
SR519: $5.5m
Spokane St Viaduct: $3.4m
Duwamish ITS: $500k
FAST: $12.3m
AWV: $300 million
3 routes south out of terminal area:

- West Marginal Way
- East Marginal Way
- I-5

Ample and reliable port trucking resources

Upgraded road infrastructure

Upgraded traffic signal timing & cameras

<table>
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<tr>
<th>City</th>
<th>Miles/km</th>
<th>Time</th>
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<tr>
<td>Kent</td>
<td>16/26</td>
<td>25 mins</td>
</tr>
<tr>
<td>Auburn</td>
<td>24/39</td>
<td>25 mins</td>
</tr>
<tr>
<td>Sumner</td>
<td>31/49</td>
<td>45 mins</td>
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</table>
A combination of on-dock and near-dock rail yards provide service for rail cargo but a challenge if competing with commuter traffic.
70% of our cargo moves inland. We face fierce competition for this market.
## Economic Impact to the Region

### Martin Associates, 2007 Economic Impact Study of Port of Seattle

<table>
<thead>
<tr>
<th>Port of Seattle</th>
<th>Jobs</th>
<th>Personal Income</th>
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<tbody>
<tr>
<td>Direct</td>
<td>112,411</td>
<td>$3.81 Billion</td>
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<tr>
<td>Induced/Re-spend</td>
<td>63,359</td>
<td>$5.21 Billion</td>
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<tr>
<td>Indirect</td>
<td>21,219</td>
<td>$727 Million</td>
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<tr>
<td><strong>Total</strong></td>
<td>196,988</td>
<td><strong>$9.74 Billion</strong></td>
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</table>

- **$3,244 per Container**
- **$1.9M per Cruise Ship**

**Martin Associates, 2007 Economic Impact Study of Port of Seattle**
Transit Service and SR 99

Alaskan Way Viaduct Replacement Program
Advisory Committee on Tolling and Traffic Management
February 29, 2012
Transit Supports Growth in Downtown Seattle

• 54.8 million annual rides in Seattle CBD
• Transit - 40% commute mode split to downtown
• Expected growth in travel to and from downtown to be provided by transit
• Expert Review Panel (2012) stated importance of transit to meet AWV Program’s mobility goals
Transit Operates in a Constrained Network in Downtown Seattle
Tolling Impacts on Transit

- Increased travel times with diversion
- Increased costs to operate
- Ridership Impacts
Transit Operations Improvements Needed in Downtown Seattle

• All-day priority treatments in and out of downtown
• All-day transit corridors through downtown
• Optimize trolleybus pathways
• Improve transit way-finding
• Additional transit service
  – Bored Tunnel Letter of Agreement: $15 million/year and $190 million capital
Transit Service on SR 99
Columbia and Seneca Ramps

- 19,000 daily riders on 11 routes
- 45 to 50 Metro buses per peak hour
- RapidRide C Line – September 2012
- 7% of daily bus trips to and from downtown Seattle
- One-half of people moving on Columbia ramp in the peak hour
Southend Transit Project

Project Description:
- Determine dedicated transit pathways to connect SR 99/AWV to Seattle's Third Avenue transit spine

Project Objectives:
- Faster and more reliable travel time for bus riders
- Increased use of transit
- Direct connection to Third Avenue transit spine
- Accessibility for transit riders
Southend Transit Pathway Challenges

• Analyzed 13 pathways
  – SODO pathways: 1st and 4th Avenues
  – I-5

• Increased travel times and impacts to reliability
  – SODO pathways: 5-15 minutes longer
  – I-5 pathways: 3-6 minutes longer and less reliable

• Three SR 99 pathways identified for further consideration
Further Analysis

• All 3 pathway options have significant trade-offs
Moving Ahead

• Transit must accommodate growth in travel to and from downtown Seattle
• Travel times need to remain similar, if not better, than pre-construction conditions.
• Trade-offs and tough decisions ahead about how transit service operates on SR 99 and Alaskan Way.
Guiding Principles
Guiding Principles

• Minimize diversion from the tunnel onto city streets.
• Minimize diversion from the tunnel onto I-5.
• Mitigate the anticipated adverse effects of traffic diversion.
• Meet the State’s funding obligation for the AWV Replacement Program.
• Identify funding for mitigation of diversion impacts.
• 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

• 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.

• **Support and maintain** efficient use of city streets and I-5 for transit access into, within, out of and through downtown.

• 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.
Evaluation Framework
Parameters and Opportunities for 2012

ACTT outputs needed this year:

- Initial tolling strategy.
- Initial diversion strategy.
- Possible funding ideas.
Parameters and Opportunities for ACTT Effort

• Modeling assumptions and inputs:
  • ACTT input: Tolling options, geography, times of day, days of week.
  • Fixed: Modeling schedule, number of runs, standard inputs.

• Tool kit options:
  • ACTT input: Focus is on actions that address both revenue and diversion goals.
Parameters and Opportunities for ACTT Effort

- **Recommendations:**
  - Staff will comment on practical and policy limitations.
  - 2012 recommendations that can be implemented by 2017.
  - Subsequent recommendations may look beyond 2017.
  - Budget or implementation issues.
  - Approval authority.
  - Changes to legislation.

<table>
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<tr>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017 Program build out</th>
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<td></td>
<td></td>
<td>Committee meetings</td>
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</table>

- Recommendations
  - Transportation Commission toll rate setting process

- Committee meetings
ACTT Recommendations and Decision Making

Share advisory recommendations in late 2012 with:

- WSDOT
- FHWA
- Governor
- Legislature
- Transportation Commission
- Seattle City Council
- Seattle Mayor

Potential implementation agencies:

- Transportation Commission
- WSDOT
- City of Seattle
- King County
- Port of Seattle
Recommendations and Decision-Making Examples

<table>
<thead>
<tr>
<th>Action</th>
<th>By 2017?</th>
<th>Responsible Agency(ies)</th>
<th>ACTT action(s) to achieve</th>
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</thead>
<tbody>
<tr>
<td>Extend tolling area</td>
<td>Likely</td>
<td>Legislature, WA State Transportation Commission</td>
<td>Change legislation; seek WSTC support</td>
</tr>
<tr>
<td>Prioritize ABC Street for freight from midnight to noon, M-F</td>
<td>Likely</td>
<td>Mayor, City Council, SDOT</td>
<td>Port resolution City Council approval</td>
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<tr>
<td>Fund Transportation Demand Management measures</td>
<td>?</td>
<td>Metro, City, WSDOT, Legislature, Governor</td>
<td></td>
</tr>
</tbody>
</table>
Definitions

- **Diversion**: Extra vehicles on city streets or I-5 driven by people who are avoiding paying the tunnel toll.
- **Minimize diversion**: Actions to reduce the number of vehicles diverting to city streets or I-5.
- **Mitigate diversion**: Take additional actions to address effects from remaining diversion.
Definitions – Modeling Benchmarks

Benchmarks:
• First output from Dynamic Traffic Assignment model to provide benchmarks for future analysis.

Years that will be modeled:
• 2017: Transportation program build out.
• 2030: Long-range planning to understand future traffic patterns.
Definitions – Actions and Categories

Actions:
• Individual actions that can be taken to address revenue goals, minimize diversion or mitigate diversion.
• Examples:
  • Change toll rates.
  • Prioritize street use for freight or transit.
  • Install curb extensions for pedestrian safety.

Categories:
• Groups of actions grouped by function:
• Examples:
  • Tolling actions.
  • Operational actions.
  • Bike or pedestrian actions.
Definitions – Tool Kit and Scenario

Tool kit:
• The full suite of actions available for consideration.

Scenario:
• A collection of actions from different tool kit categories put together into a package for evaluation.
ACTT recommends strategies for minimizing diversion, tolling the SR 99 tunnel and mitigation diversion.
Work Plan Update
DRAFT Work Plan

Background

12/8 Introduction
1/25 Modeling and work done to date
2/29 Evaluation framework
3/14 PSRC briefing

Introduction

Modeling and work done to date
Evaluation framework
PSRC briefing

Recommendations

May
Benchmarks model results (non-tolled and high toll) and scenario building

June
May
Benchmarks model results (non-tolled and high toll) and scenario building

July
Round 1 model results (3 scenarios)
Refine scenarios

Analysis

4/4 Tool kit and scenarios discussion

June
Scenarios

September
Round 2 model results, preliminary recommendations

SR 520 tolling evaluation

Legislative session

October
Review preliminary recommendations

November
Recommendations / draft report

December
Submit report

Initial tolling evaluation report
Public Input

• Process would complement the ACTT’s work and provide input at key milestones.

• Ways to gather input would include:
  • City Council and Transportation Commission meetings.
  • Open houses tied to preliminary recommendations.
  • Comments received from members of the public.
Roll Out of ACTT Recommendations

- News release.
- Media briefings.
- Meetings with editorial boards.
- Make recommendations available on program website.
- Email updates to program distribution list.
- Share with program stakeholders including north/south portal working groups.
Upcoming Meetings and Discussion Topics

• March 14: Optional briefing on modeling.
  • 3 – 5 p.m.
    999 Third Ave., Seattle

• April 4: In-depth look at tool kit and scenarios.
Closing: Questions and Next Steps
Website:  www.alaskanwayviaduct.org

Email:  viaduct@wsdot.wa.gov

Hotline:  1-888-AWV-LINE