

# Alaskan Way Viaduct & Seawall Replacement



## Special Committee on the Viaduct and Seawall Replacement Program

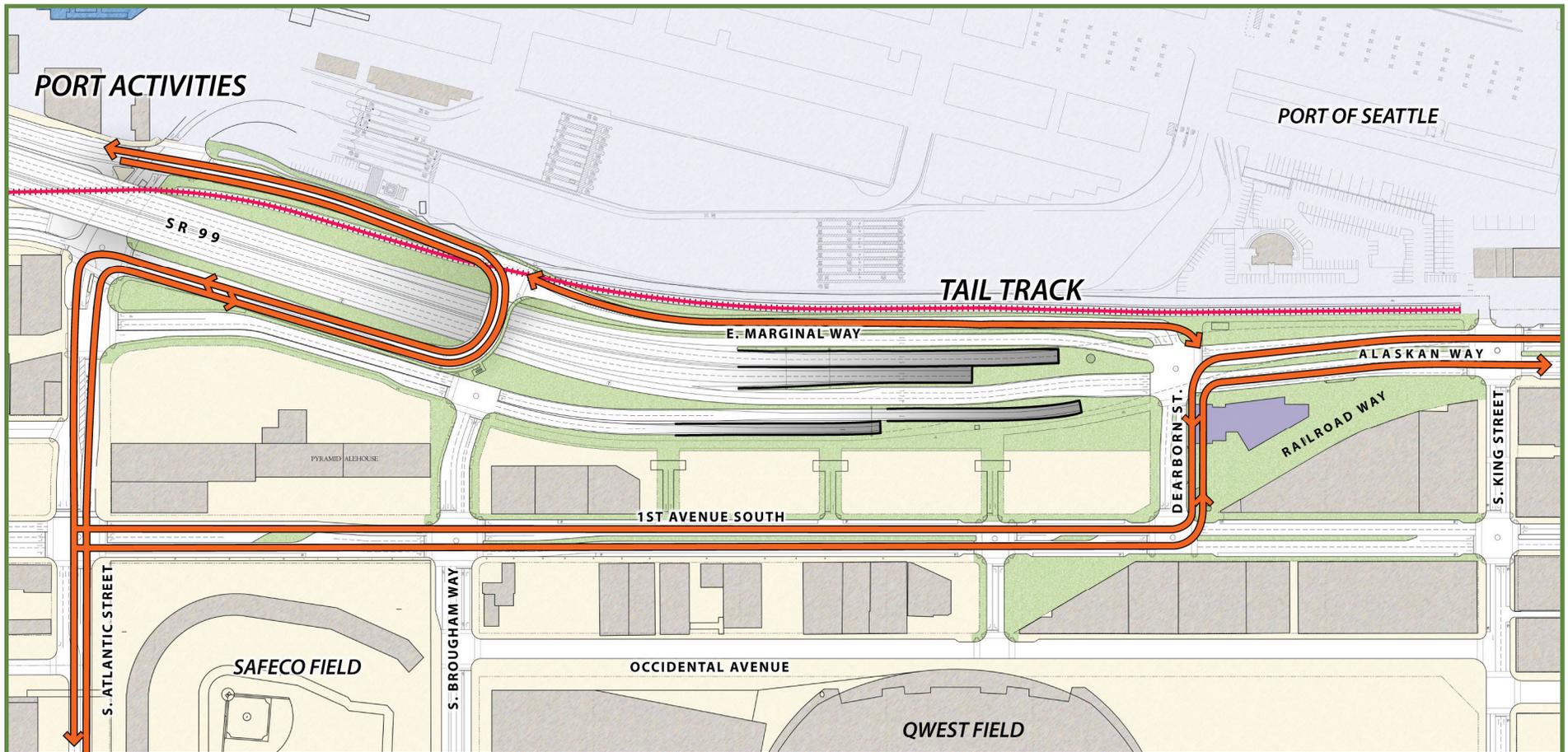
July 19, 2010

## Presentation Overview

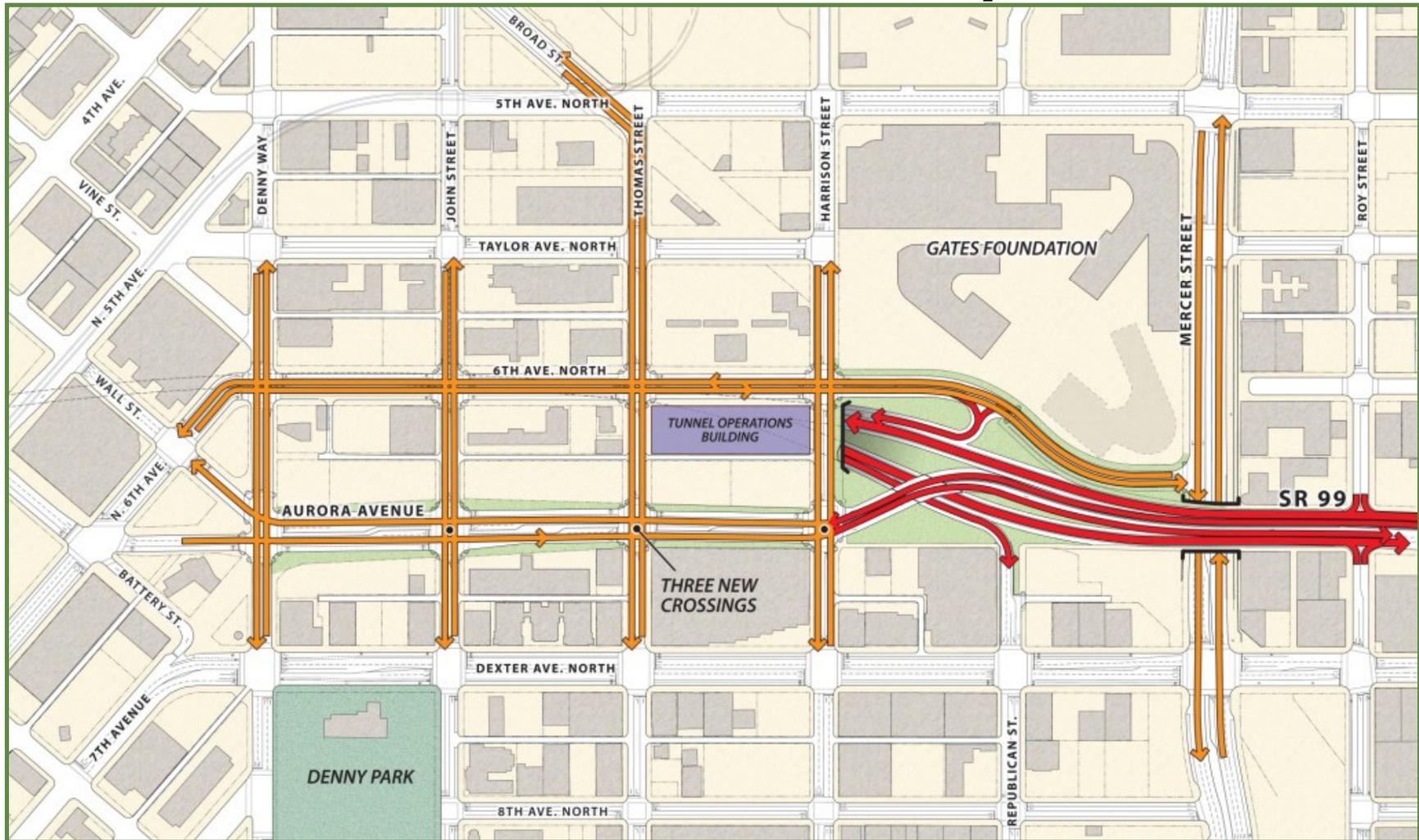
- Changes to traffic patterns and downtown access.
- Tools to manage traffic.
- Preliminary results from tolling study.
- Additional analysis and next steps for City and State collaboration.



# Changes to Downtown Access South Portal Concept



# Changes to Downtown Access North Portal Concept



## City Toolbox for Traffic Management

- Mercer Street and S. Spokane Street improvements.
- Increased Ballard and West Seattle transit.
- Transit priority into and through downtown.
- Pedestrian and bicycle improvements.
- Intelligent Transportation Systems (ITS) and signal improvements.
- Active Traffic Management.
- Travel Demand Management programs.
- Manage parking on downtown streets.
- Seek additional transit funding.

## **State Toolbox for Traffic Management**

- Intelligent Transportation Systems (ITS).
- Active Traffic Management (ATM).
- Electronic tolling.
  - No toll booths.
  - Pay by license plate option.
- Vary toll rates by time of day.
- Vary toll rates by direction.
- Support efforts for additional transit funding.

## **Project Tolling Objectives**

- Raise up to \$400 million in revenue to provide funding for the proposed bored tunnel.
- Maximize vehicle use of the tunnel.
- Minimize effects of diversion to city streets and I-5.

## Changes to Downtown Access With Tolls

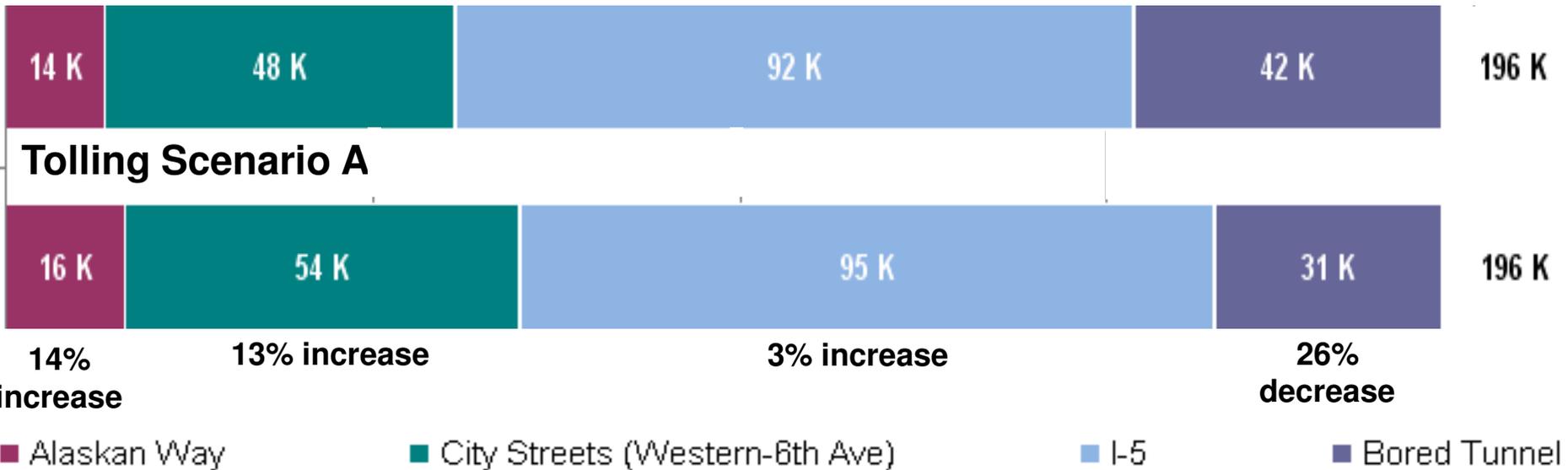
### Potential challenges:

- Increase in volumes on Alaskan Way both peak and mid-day.
- Increase in volumes on portal-area city streets during morning peak periods.
- Increase in volumes on other north-south routes through downtown, both peak periods and mid-day.
- Potential effects on transit routes at the portals and through downtown.
- Potential effects to the character and pedestrian and bicycle environment on streets that see an increase in volume.

# Preliminary Tolling Analysis – Traffic Volumes

## 2030 North-South Traffic Volumes - Peak Period\*

### Toll-free

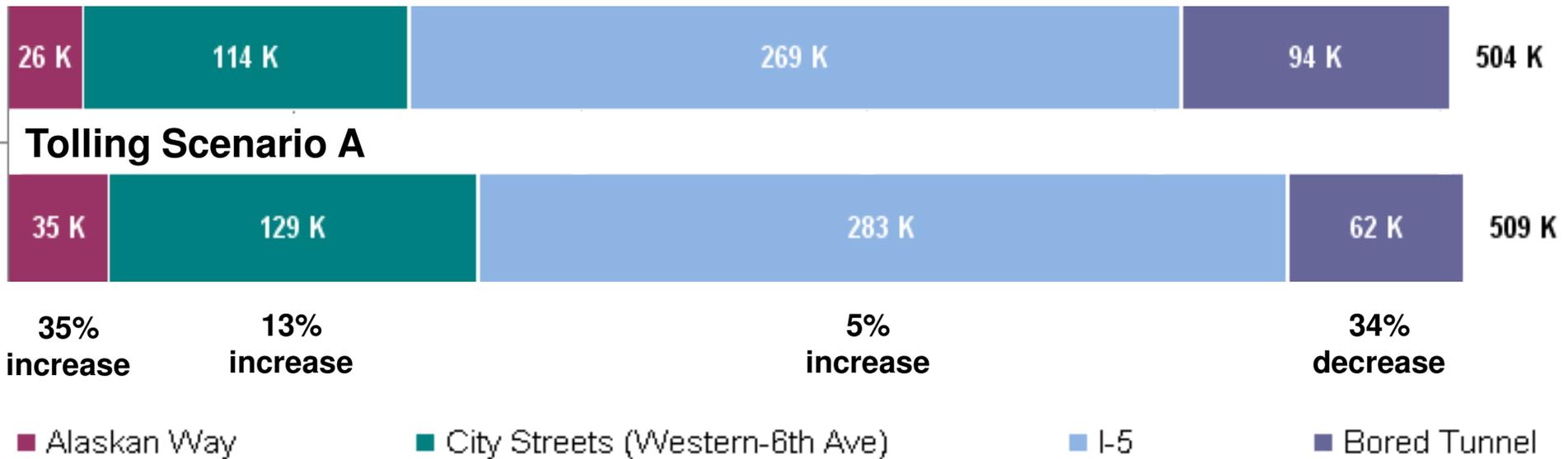


\*Peak period volume is total of the 6 to 9 a.m. and 3 to 6 p.m. volume

# Preliminary Tolling Analysis – Traffic Volumes

## 2030 North-South Traffic Volumes - Daily

### Toll-free



## **Additional Tolling Analysis with SDEIS – Fall 2010**

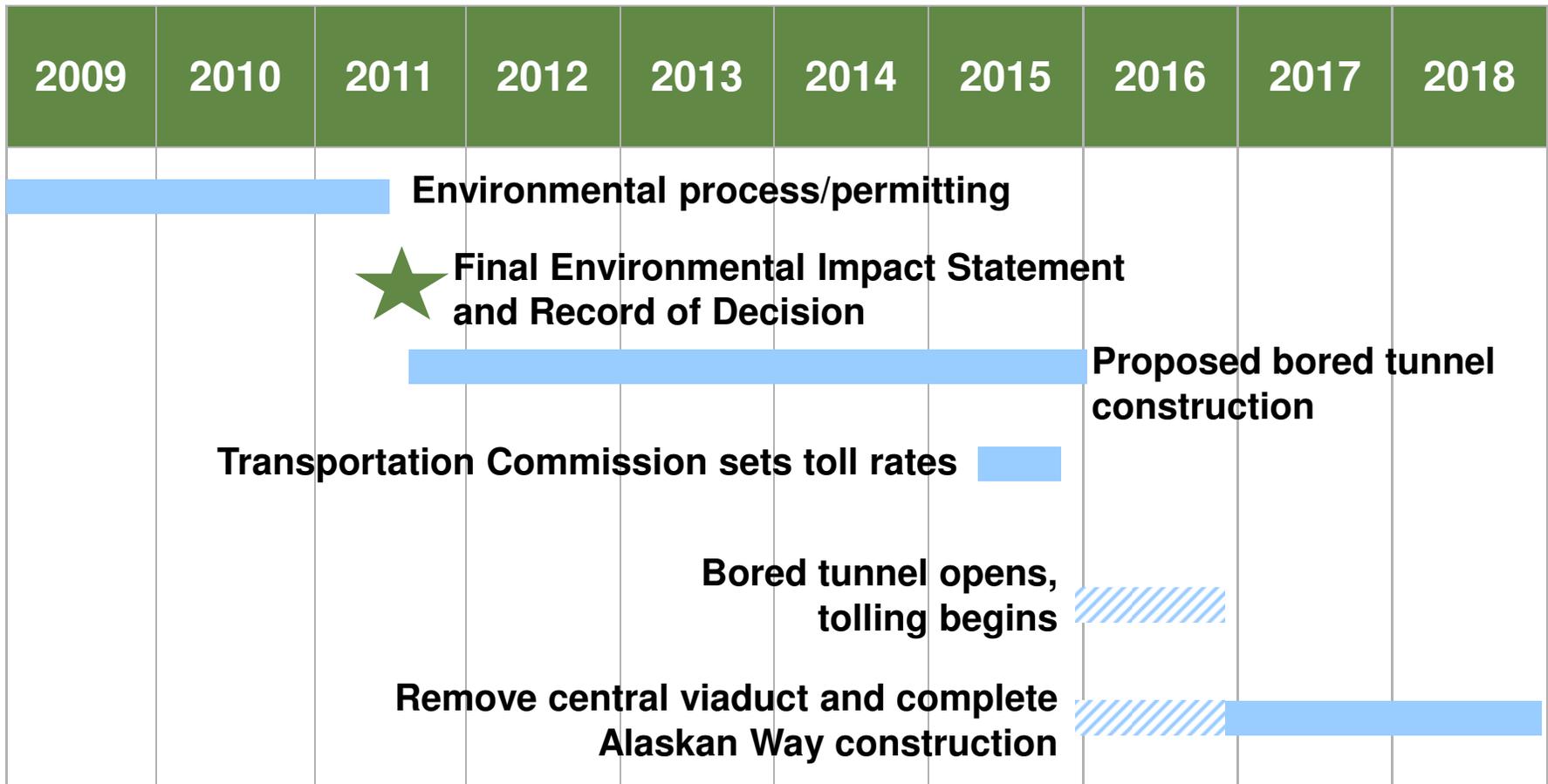
- Traffic volumes for:
  - First, Second and Fourth avenues, Alaskan Way.
  - Proposed bored tunnel and I-5.
- Travel times for:
  - Routes from West Seattle and Northwest Seattle.
  - Second and Fourth avenues including transit service.
- Discussion of environmental considerations such as air quality, energy and greenhouse gas analysis, and noise.

## City-State Collaboration to Mitigate Diversion

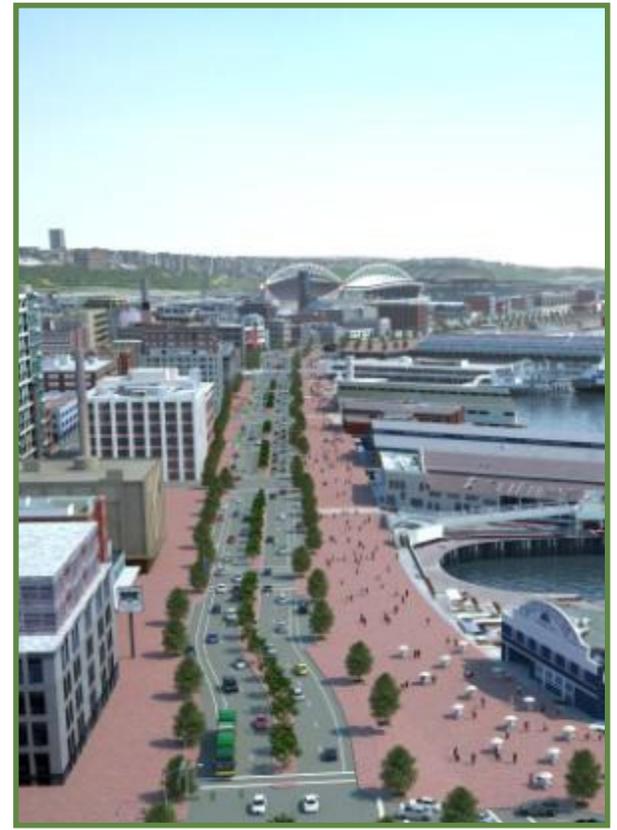
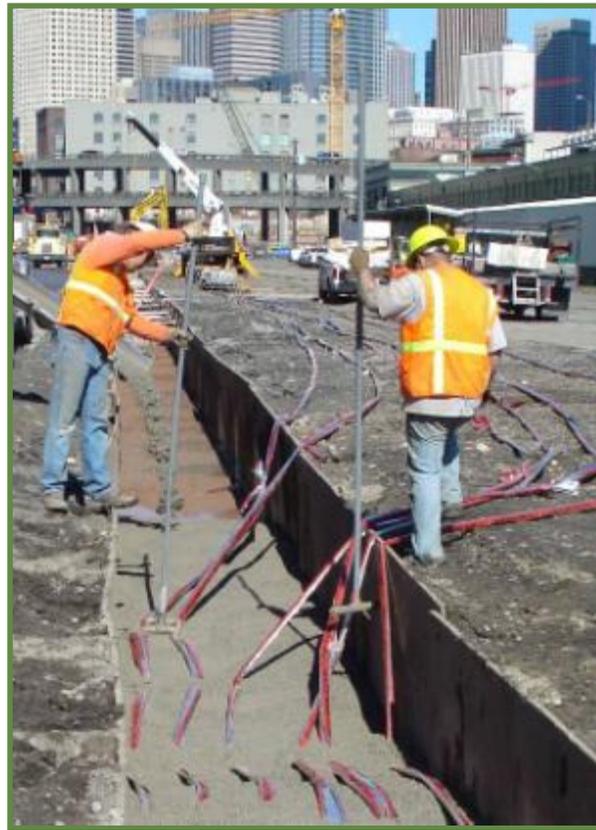
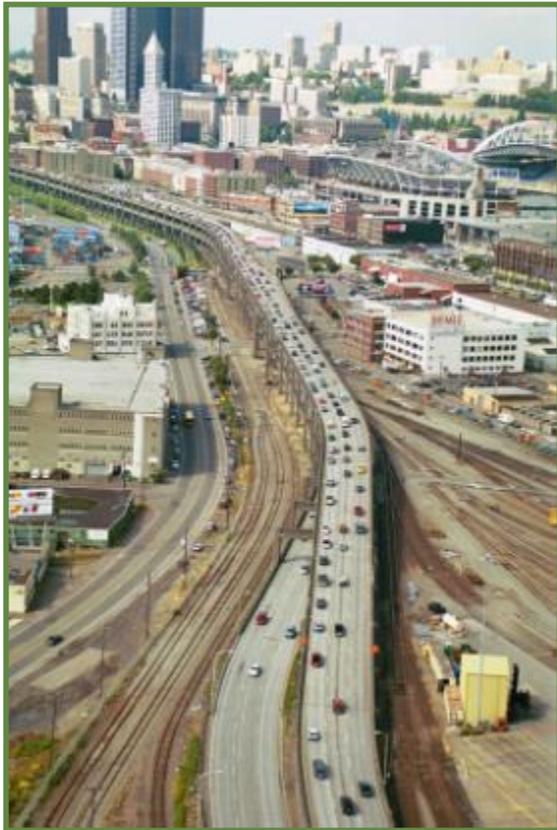
### Section 2.12 of the City / State agreement includes:

- Recognition of tolling the proposed bored tunnel if it's selected as the preferred alternative.
- Recognition of City's Complete Street policy goals.
- Agencies will work together in advance of tolls being imposed, during toll implementation and beyond to identify mitigation strategies related to potential diversion.
- Establish an advisory committee to assess and make recommendations to mitigate traffic diversion impacts.

# Proposed Schedule



## Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: [www.alaskanwayviaduct.org](http://www.alaskanwayviaduct.org)