

RECONNECT WEST SEATTLE:

Freight Network Prioritization Process



The unexpected closure of the West Seattle High-Rise Bridge dramatically impacted West Seattle and the nearby Duwamish Valley communities, especially those along the detour routes. These impacts will only continue to grow as we recover from the COVID-19 pandemic. Though challenging, with ambition, change, and collaboration, we can Reconnect West Seattle. This region-wide framework aims to increase mobility for all impacted areas. Critically, it also provides an additional layer of support for those regions most acutely impacted.

Maintaining the free movement of goods is critical to the economic health of the region and will be even more essential as we better understand the financial implications of the new economy. We have heard and gathered proposals and feedback directly from freight community members who are deeply and rightfully concerned about how they will move goods on, off, and through the peninsula and Harbor Island.

This portion of the Reconnect West Seattle framework enables the freight community to provide input on strategies that will best mitigate the impacts of the High-Bridge closure and corresponding detour routes. SDOT stands ready to serve.

HELPING THE FREIGHT COMMUNITY DEAL WITH THE BRIDGE CLOSURE

The closure of the high rise bridge and increase of traffic along freight routes has greatly impacted Seattle's freight and maritime community, which supports tens of thousands of jobs along the Duwamish River and across Harbor Island, as well as the critical supply chain to Alaska, Hawaii, and across the globe.

The Freight Network Prioritization Process portion of the Reconnect West Seattle framework aims to fill gaps in the freight network and build needed connections. Access to Terminal 5, Terminal 18, and other key locations in the Spokane Street and West Marginal Way corridors will be a focus of this effort.

We have compiled a comprehensive list of potential freight projects recommended by the freight community and generated by SDOT, which can be found on our website. While all these projects remain on our radar, given the need for immediate action and a deeply constrained budget environment, SDOT has placed on the map and list below those projects that 1) can be completed within a year, and 2) cost less than \$100,000. It is from that lightly filtered set of opportunities that SDOT hopes to identify, with the freight community, a list of projects to ultimately implement.



MAKING A PLAN TOGETHER WITH THE FREIGHT COMMUNITY

This process will be a partnership between SDOT, our agency partners, and the freight community. Through the West Seattle Community Task Force, we hope to engage members of the freight community including the Maritime Townhall, The Port of Seattle, and Freight Advisory Board. We are asking these groups to reach out to their constituents and prioritize the ideas and projects they feel would be most beneficial. We are here to help with technical assistance and any questions that may come up.

While the freight community can decide which criteria are most important to them, we consider each of our projects through the lens of equity, safety, mobility, sustainability, livability, and community support, and think these could serve as a helpful metric for you, too. We are also asking you to consider the cost of implementing ideas. We will be using these same criteria to determine which projects to consider.

Everyone can be involved in this process even if you are not connected with the freight community. You can access the project lists through our website www.seattle.gov/reconnectwestseattle. You can also request a copy of the list by reaching out to us at westseattlebridge@seattle.gov or 206-400-7511.

TIMELINE

Through June 2020: SDOT has been working with the Seattle Freight Advisory Board to identify and review the different sets of freight strategies.

July – August 2020: SDOT will work with freight and maritime industry stakeholders and the Seattle Freight Advisory Board to prioritize a list of potential actions and projects specific to this modal networks.

September 2020: We will work with our engineers, the West Seattle Community Task Force and the Mayor's Office to consider projects the community has prioritized. We will report back to the community on the next steps and path forward.

WE'RE HERE TO HELP

We are here to help with technological and language assistance, answer questions you might have on the process, and clarify anything you may not understand. You can reach us at westseattlebridge@seattle.gov or 206-400-7511.

If you have questions or need translated materials, please contact us at 206-400-7511.

Korean: 요청하시면 번역이나 통역을 제공해드립니다 206-400-7511.

Vietnamese: Dịch và thông dịch sẵn sàng nếu có sự yêu cầu 206-400-7511.

Spanish: Servicios de traducción e interpretación disponibles bajo petición 206-400-7511.

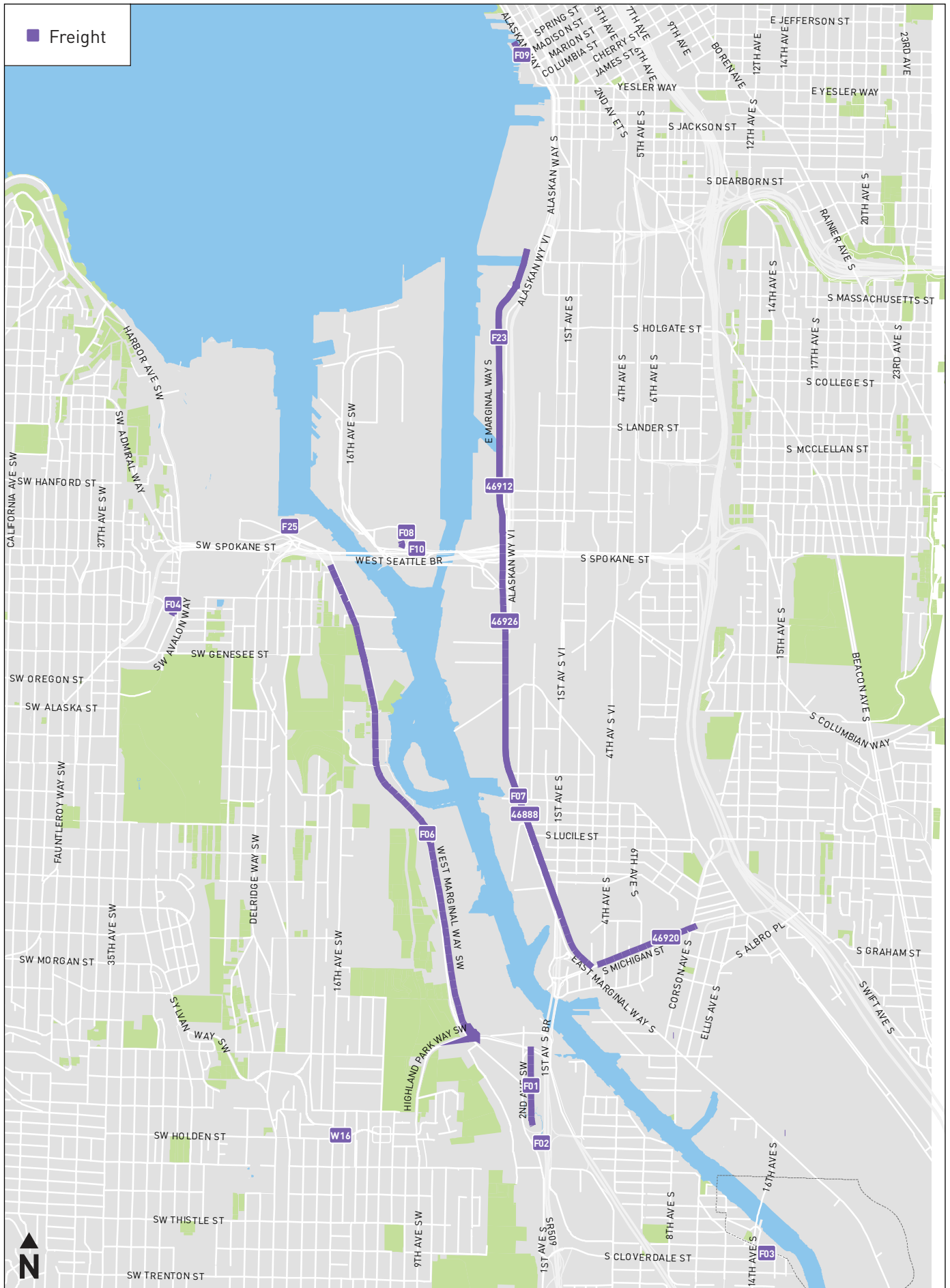
Somali: Adeega Turjubaanka waxaa lagu heli karaa codsasho 206-400-7511.

Tagalog: Matutulungan ka naming maintindihan kung hihingi ka ng tulong 206-400-7511.

Mandarin: 我們可以提供翻譯服務 206-400-7511.

Cantonese: 我们可以提供翻译服务 206-400-7511.

FREIGHT



FREIGHT

Map ID	Project Name	Project Description
46888	East Marginal Way S railroad track removal (Diagonal Ave S to 1st Ave S Bridge or West Marginal Way)	Improve pavement and remove unused rail lines.
46912	East Marginal Way S / S Hanford Street Intersection Improvements	Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, and evaluate the need for railroad crossing gates. The project also includes rebuilding the intersection and its approaches.
F01	2nd Ave SW at Highland Park Way SW	Review and refresh any faded pavement markings at the intersection. Replace any damaged signs near the intersection.
F02	Exit from southbound SR-509 / 2nd Ave S / 1st Ave S	Please trim the vegetation at the intersection so drivers can more easily merge onto northbound 2nd Ave S.
F03	14th Ave S at S Cloverdale St	Relocate the STOP bars and signal detection, expand the width of the crosswalk on S Cloverdale St approach
F04	SW Avalon Way at Andover/Yancy	Add guide line striping on SW Avalon Way at Andover/Yancy intersection
W16	“16th Ave SW b/n SW Holden St and SW Austin St “	Rechannelize southbound 16th Ave SW between SW Holden St and SW Austin St to include a left-turn only and a thru/right lane.
F07	East Marginal Way S at S Dawson St and Ohio Ave S	Remove unused railroad tracks across East Marginal Way S at S Dawson St and Ohio Ave S
F08	Harbor Island Contingency Access: 16th Ave SW, 13th Ave SW, SW Hanford St and 11th Ave SW	Explore options for getting traffic off Harbor Island via SW 11th St.: s-to-bound SW 16th turn onto SW Hanford (reverse one-way between 16th & 13th), to access SW 11th. If feasible and useful, add planned signal at 11th and SW Spokane early
F25	Terminal 5 - Business Access Road	Consider re-striping the access road and place no-parking signs where appropriate to ensure truck traffic can move.
F06	West Marginal Way SW	Along WMW between Highland Drive and the 5-way intersection: Consider options for do-not-block the box hatching at major driveways used by large trucks, and for restriping WMW so that large trucks can use a center turn lane to insert themselves into moving traffic. Ensure business access and traffic flow.
F09	Alaskan Way around Madison and Marion	Check signal timing for progression. Trucks are stopping at every signal.
46920	S Michigan St between 1st Ave and I-5	Check signal timing and progression to accommodate WSB detour traffic.
F10	SW Spokane Place at T18 entrance	Refresh crosswalk markings for the W Seattle Bridge Trail. Install trail crossing signs
46926	East Marginal Way S Corridor Reconstruction and Safety Enhancements (S Atlantic St to S Michigan St)	Reconstruct a core freight route to heavy haul vehicle standards, add safety and advanced management systems and incorporates separate bicycle and pedestrian facilities while maintaining freight efficiency.
F23	E Marginal Way S between S Spokane and S Atlantic St	Begin thinking about what would be required to be able to extend the bus/EMV/bike/local access only restrictions to EMW between Spokane at Atlantic. This would provide unimpeded transit access to the new transit center at the ferry dock and Columbia, and for EMWs to head up to 1st Hill.