

# Seattle Industrial Areas Freight Access Project List

PRELIMINARY

Tier	Project No.	Project Name	Project Extents	Project Description	Project Type	Priority Score
Tier I	24	Lower Spokane Street Freight Only Lanes Pilot Project	Harbor Island to Airport Way South	Pilot project to design, implement, and evaluate freight-only lanes on the corridor. The first phase of the project would determine project limits; identify design options and new infrastructure needed to implement the pilot. The second phase would implement the modifications to roadway channelization for truck-only lanes, install signal and signage upgrades, and provide ITS equipment such as variable message signs and detection equipment. The project would evaluate time-of-day operations, while providing a contingency for allowing all traffic to use the lanes in the event of an incident on the upper bridge.	Intersection Operations; ITS Application	87
Tier I	23	South Holgate Street Improvements	Occidental Avenue to 4th Avenue South	Rebuild the pavement to Heavy Haul route requirements, improve channelization and signage, add new curb/gutter, and provide sidewalks along the south side outside the immediate crossing areas.	Capital Investment	85
Tier I	37B	South Atlantic Street Corridor Improvements	Alaskan Way to 4th Avenue South	As the SR 99 bored tunnel is completed, SDOT will regularly monitor travel conditions to evaluate potential changes in corridor operations. This project would implement signal, channelization, and ITS improvements based on the results of the monitoring program.	ITS Application; Intersection Operations	84
Tier I	5B	E Marginal Way / S Hanford Street Intersection Improvements	Intersection	Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, and evaluate the need for railroad crossing gates at the Whatcom track crossings. The project also includes rebuilding the intersection and its approaches to Heavy Haul route requirements. This project will also more clearly delineate parking on the southeast corner of the intersection.	Intersection Operations; Maintenance & Repair; Capital Investment	83
Tier I	25	South Spokane Street ITS Improvements	Chelan Avenue to Airport Way	Install ITS equipment along the corridor to collect and provide real-time travel time information for trucks and the general public. The specific equipment would include Bluetooth readers and dynamic message signs installed along the corridor to collect and disseminate travel time information between Airport Way and Chelan Avenue, including access to Port Terminal 5. An additional project component, which has not yet been evaluated for cost, may be to improve the signal system at the intersection of Chelan Avenue at the western terminus of the corridor.	ITS Application	82
Tier I	37A	1st Avenue S / Atlantic Street	Intersection	Enhance signal operations and lighting at the intersection by installing new LED street lighting and right-turn overlap signal phases on the east and west approaches. The project would also improve the turn radius for trucks at the southeast corner of the intersection by widening the northbound right-turn lane. Pavement marking improvements are included to enhance the visibility and durability of the lane lines and crosswalks.	Geometric Improvement; Intersection Operations	79
Tier I	17	Study and Implementation of Mainline Grade Separation	Mainline between S Atlantic Street to S Spokane Street	Identify alternatives for an additional (to S Lander Street) grade separated crossing of the BNSF mainline railroad tracks between S Atlantic Street and S Spokane Street, and will include a value engineering evaluation of the South Lander Street Grade Separation (#16) to identify potential cost savings. This project could also identify other technology investments, including adaptive signal timing, to maintain reliable east/west street movement for motor vehicles, including trucks, and non-motorized traffic.	Capital Investment; ITS Application	76
Tier I	28	Railroad Crossing Delay Warning System	Crossings at Holgate, Lander, and Horton Streets	Install ITS equipment to monitor and inform the public of road closures due to train activity, and provides alternative routing options via of dynamic message signs that display real-time information to drivers at key locations.	ITS Application	73
Tier I	5A	East Marginal Way South Freight Improvements	S Dakota Street (SR 99 ramps) to S Massachusetts Street	Rebuild the roadway to Heavy Haul route standards, upgrades signal hardware, and adds CCTV cameras and dynamic message signs to improve truck travel conditions.	Maintenance & Repair; Capital Investment; ITS Application	73
Tier I	20	4th Avenue South Viaduct Replacement	Grade crossing over Union Pacific Railroad Argo Yard	Replace the viaduct structure spanning the Union Pacific Railroad (UPRR) yard at the conclusion of its service life, which is expected to occur within the 20-year planning timeframe (by 2035). The new structure will increase vertical clearance above the railroad tracks to improve safety and rail operations. Columns and pier walls will be removed to increase and optimize rail yard functionality and operations.	Capital Investment; Maintenance & Repair	72

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Tier	Project No.	Project Name	Project Extents	Project Description	Project Type	Priority Score
Tier I	52	BINMIC Truck Route Improvements	Area bounded by Dravus Street, Nickerson Street, Market Street, and Fremont Avenue	The first phase of the project will be to evaluate truck freight movements to identify specific projects to address geometric and operating challenges for trucks. The projects will be focused on readily feasible improvements with primary consideration given to safety and freight connectivity. They may include signal timing adjustments, additional signage or wayfinding, larger intersection turn radii, lane width adjustments, and joint use of bus lanes. <ul style="list-style-type: none"> <li>Phase I: Collect data on needs through a detailed assessment of truck volumes, truck sizes, and over-dimensional truck activity. Build from the forecasts developed in the FAP and work with stakeholders to identify and prioritize specific truck route projects.</li> <li>Phase II: Implement top priority projects given funding availability and opportunities. Develop long term budget and funding strategy to implement remaining projects.</li> </ul>	Geometric Improvement; Intersection Operations	72
Tier I	16	South Lander Street Grade Separation	1st Avenue S to 4th Avenue S	Construct a grade separated bridge over the mainline BNSF railroad tracks between approximately 1st Avenue S and 4th Avenue S.	Capital Investment	67
Tier I	22	West Dravus St / 15th Avenue West	Intersection	Addresses intersection turn radii issues for trucks turning to and from W Dravus Street as related to existing bridge infrastructure constraints. 15th Avenue W is also an overlegal route and large trucks are unable to pass underneath the bridge at W Dravus Street. The decision to replace or retrofit the bridge depends on an engineering evaluation, but the cost estimate assumes replacing the full structure to current standards at time of construction.	Capital Investment	67
Tier I	46	W Emerson Street Improvements	west of 15th Avenue West	A short section of bridge widening to the west of 15th Avenue W would be included as part of this project. Retrofitting the existing bridge depends on an engineering evaluation, and the cost estimate assumes adding a short section to the existing bridge deck to accommodate eastbound right-turn movements at the intersection. This project will also improve the curb radius at the southwest corner of the intersection with 15th Avenue W.	Geometric Improvement; Capital Investment	63
Tier I	15	Hanford & Main SIG Access Improvements	Intersection	Improve access to the Main SIG Yard. Initially, it examines the feasibility of installing a traffic signal and other potential changes to facilitate traffic flow in the area. If or when warranted, a traffic signal at the Main SIG entrance could alleviate congestion and allow for improved truck access to the yard. This project also rebuilds the segment of Hanford Street between the E Marginal Way S and 1st Avenue S to Heavy Haul route standards, including new pavement at railroad crossings. It may include rail crossing gates or other devices, if needed.	Capital Investment; Intersection Operations	62
Tier II	35	S Michigan St ITS Improvements	E. Marginal Way S to Corson Ave S	Update signal timing, vehicle detection, CCTV cameras, dynamic message signs and fiber communications to improve traffic flow and provide enhanced traveler information along S Michigan St ITS Improvements.	ITS Application	59
Tier II	41	E Marginal Way	1st Avenue S to 4th Avenue S	Study bottlenecks and congestion in the vicinity of the 1st Avenue S Bridge and identify intersection and operational improvements.	Intersection Operations	57
Tier II	44	W Marginal Way / Chelan Street Intersection Improvement	Intersection	Intersection signal operational improvements for freight. There is another study underway to improve access for cyclists, but that project is currently unfunded.	Geometric Improvement	54
Tier II	34	1st Avenue S Bridge ITS	1st Avenue S Bridge	Provide information and advance warnings about bridge openings during peak travel times for freight based on historical statistics and real-time information	ITS Application	52
Tier II	30	Denny Way ITS	I-5 to Western Ave	Update signal timing, vehicle detection, CCTV cameras, dynamic message signs and fiber communications to improve traffic flow and provide enhanced traveler information along Denny Way from I-5 to Western Ave.	ITS Application	49
Tier II	48	E Marginal Way S railroad track removal	Diagonal Street to 1st Avenue Bridge (or W Marginal Way)	Improve pavement and remove unused rail lines.	Geometric Improvement	49
Tier II	9	15th Avenue / Elliott Avenue Rebuild	Mercer Place to Holman Road NW	Rebuild and make operational/ITS improvements to 15th Avenue/Elliott Avenue.	Maintenance & Repair	47
Tier II	8	S Hanford Street Rebuild	E Marginal Way to Occidental Street	Rebuild and make operational/ITS improvements to S Hanford Street.	Maintenance & Repair	45

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Tier II	38	Airport Way S / Edmunds Street	Intersection	Monitor and evaluate for future signal warrants and address geometric issues.	Intersection Operations	45
Tier II	45	15th Avenue NW / NW Market Street Intersection Improvement	Intersection	Improve southeast corner curb radius, which would impact existing signal equipment.	Geometric Improvement	43
Tier II	47	E Marginal Way S and Corson Street Intersection Improvement	Intersection	Improve curb radius.	Geometric Improvement	43
Tier II	19	1st Avenue South Viaduct over UPRR Yard	Grade crossing over Union Pacific Railroad Argo Yard	Replace the existing viaduct structure spanning the Union Pacific rail yard at the end of its useful life span.	Capital Investment	42
Tier II	36	NW Leary Way at 46th Street or 45th Street	Intersection	Intersection operations should be evaluated and treatments considered to improve access to/from 46th Street or 45th Street. Type of improvements to be coordinated with outcomes of the BINMIC Truck Route Improvements (#52).	Intersection Operations	42
Tier II	51	Elliott Avenue	Broad Street to SR 99 ramps	Study and implement freight only lanes for southbound truck traffic.	Geometric Improvement	42
Tier II	21	West Emerson Street / 21st Avenue West / West Commodore Way	Intersection and structures	Rebuild the existing structures.	Capital Investment	40
Tier II	6	NW Market Street / Leary Way / N 36th Street Rebuild	46th Street to Shilshole Avenue	Rebuild and make operational/ITS improvements to Leary Way corridor to facilitate freight movement. This project would coordinate specific truck operational improvements with the BINMIC Truck Route Improvements (#52).	Maintenance & Repair	39
Tier II	42	S Bailey Street Channelization and Operational Improvements	S Michigan Street to Carleton Avenue S	Improvements for the eastbound left-turn movement to access the I-5 ramps, including a review of signal operations and channelization changes.	Intersection Operations	36
Tier III	10	Holman Road NW Rebuild	15th Avenue NW to Greenwood Avenue N	Rebuild and make operational/ITS improvements.	Maintenance & Repair	34
Tier III	43	16th Avenue S and E Marginal Way S Intersection Improvement	Intersection	Improve northbound right-turn curb radius.	Geometric Improvement	33
Tier III	11	N 105th Street / Northgate Way	Greenwood Avenue N to I-5	Rebuild and make operational/ITS improvements.	Maintenance & Repair	31
Tier III	50	Holman Road / 13th Avenue Intersection Improvement	Intersection	Remove height limitation from existing pedestrian overpass and install half signal.	Geometric Improvement	29
Tier III	12	S Lucile Street Rebuild	Airport Way to SR 99	Rebuild and make operational/ITS improvements.	Maintenance & Repair	18
Tier III	13	Massachusetts Street (access road) Rebuild	Colorado Avenue to 1st Avenue S	Rebuild Massachusetts Street to improve safety and access to North SIG Yard, while maintaining two-way operations. Roadway would be segregated for GP and truck traffic. Provide improved truck access/operations at the 1st Avenue S / S Massachusetts Street intersection.	Maintenance & Repair	15
Tier III	14	Diagonal Avenue S / S Oregon Street / Denver Avenue S Rebuild	East Marginal Way (SR 99) to Union Pacific Argo Yard	Rebuild existing drayage route facility.	Maintenance & Repair	15
Tier III	49	S Dallas Avenue / 16th Avenue S Intersection Improvement	Intersection	Improve curb radius for northbound and westbound turning movements.	Geometric Improvement	10
Tier III	26	Next Generation ITS Improvements	Citywide	Project will implement ITS system upgrades to Traffic Management Center.	ITS Application	5
Tier III	27	City Center Dynamic Signal Timing	Downtown Core	Dynamic signal timing installation downtown to help adjust to fluctuating traffic patterns during construction phases.	ITS Application	5
Tier III	32	SODO Phase 1 ITS	--	This will provide advanced warning for railroad closures to minimize queuing as well as improve traffic monitoring capabilities for major haul routes in the SODO area.	ITS Application	5
Tier III	33	I-5 Connector ITS	--	Installation of CCTV cameras along streets that provide CBD access to I-5/I-90 to provide congestion monitoring of traffic interchanging with the freeway.	ITS Application	5