



We created the Freight Mobility Advisory Committee four years ago to engage SDOT in freight issues. One of the results is the Action Plan. It shows that SDOT realizes freight mobility's importance to the industrial economy.

--Peter Whitehead, Seattle Freight Mobility Advisory Committee Co-Chair and President, Nelson Trucking



"Freight mobility is critical for the Port of Seattle in keeping the region competitive. SDOT's Freight Mobility Advisory Committee is an opportunity to target issues, work together and find solutions.

As the port grows, the committee will help improve our intermodal efforts, as well as improve air quality for our city. We'll all continue to benefit from it."

--Kent Christopher, General Manager, Containers, Port of Seattle



"Given the freight and intermodal challenges facing the Puget Sound region, particularly in Seattle, it is worthy to have a forum that specifically addresses freight transport issues for resolution in our community."

--Richard Berkowitz, Director, Pacific Coast Operations, Transportation Institute



"BNSF Railway appreciates SDOT's diligence in reaching out to the freight community. Seattle has such a fast-paced, vibrant economy-driven largely by the billions of dollars in trade moving through the Port of Seattle every year. With all this commerce, combined with major transportation projects and planning, SDOT's efforts to stay connected with freight are crucial."

--Andrew Johnsen, Director, Government Affairs, BNSF Railway



"SDOT's Freight Program managers have recently engaged the city's freight stakeholders in city transportation planning, as never before. The truckers, railroad, vessel and terminal operators, and freight agents are the real freight mobility experts. I applaud SDOT for seeking out their input to serve freight mobility as well as other urban transportation concerns."

--Lyn McClelland, Maritime Administration, Retired

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Fall 2006



PROGRESS REPORT

Manufacturing and Maritime businesses are an integral part of Seattle's changing economy. Supplying more than 120,000 jobs, or 24 percent of all jobs in Seattle; these industrial centers need easy access into and throughout our city. This brochure illustrates how SDOT, with the help of our partners, is meeting Mayor Greg Nickels' commitment to improve transportation and keep freight moving.



We are listening to you to improve key truck routes, minimize backups and keep freight rolling.

MAJOR ACCOMPLISHMENTS IN 2005 and 2006



ACTION: Responding to freight concerns about the proposed turning radii from westbound Mercer to Ninth Avenue, SDOT and the freight community held a truck rodeo to test the design.

RESULT: SDOT ensured a two-way Mercer Street works for large trucks. The project is scheduled for construction mid-2008.



ACTION: To hear freight insights, 35 businesses with local and international markets were interviewed on how to manage construction, or an emergency closure of the viaduct. Results have been summarized, mapped and placed on SDOT's web site for reference.

RESULT: Incorporating input from a range of businesses in the Duwamish and Ballard industrial areas into the draft Viaduct/Seawall Construction Transportation Management Plan scheduled for release in early 2007.



ACTION: SDOT worked with multiple stakeholders to enhance the Alaskan Way Viaduct emergency closure plan by participating in a four-hour, \$100,000 drill based on a mock-terrorist attack.

RESULT: Refined and tested the Alaskan Way Viaduct Emergency Traffic Management and Closure Plan. Disasters cannot be predicted, but we can anticipate, coordinate and be prepared for action.

ACTION: Nine traffic cameras and changeable message signs have been installed and signals upgraded to include connections with bridge operations in the Duwamish.

RESULT: Real time information that helps move freight better in the Duwamish area, including Port, truck and industrial center traffic.



ACTION: SDOT sought additional funding for the South Spokane Street Viaduct Widening Project.

RESULT: Seattle's transportation funding package 'Bridging the Gap' includes \$30M and the Puget Sound Regional Council committed \$4.5M of federal funds toward construction of this project.

ACTION: SDOT installed a new southbound truck holding lane along Alaskan Way on the approach to the Port of Seattle Terminal 46 entrance gate.

RESULT: Trucks can wait in a separated, exclusive lane, resulting in reduced conflict with general traffic on Alaskan Way.



MAINTAINING VELOCITY (Keep Freight Moving in 2006 and 2007)

Balancing the needs of a growing, diverse city is never easy. However, with the right partnerships Seattle will continue as the economic engine of the region. Thanks to voters, **Bridging the Gap** - a transportation funding package- passed November 2006. It gives a big boost to street and bridge improvements. Here are some of the actions SDOT is planning for 2007:

- Bridging the Gap includes \$80M to fund: a portion of the South Spokane Street Viaduct Widening with a new Fourth Avenue off-ramp for better truck access; new S Lander Street Bridge separating rail from road; and the Two-Way Mercer Street Project. SDOT is aggressively seeking additional funds to complete these three important projects.
- Two bridge projects are being designed for construction in 2008: 15th Avenue NE and NE 105th Street Bridge rehabilitation and Fauntleroy Expressway seismic retrofit.
- Traffic technology tools are being installed thanks to \$2M in committed state funding. Improvements create better coordination between city signals and rail and bridge openings; support the Mayor's Green Ribbon Commission on Climate Change goals; and help accommodate growth in the Port and Duwamish areas.
- SDOT expects to spend approximately \$49M on freight supportive projects in 2006 and 2007.

OVERCOMING CHALLENGES



A balanced solution for SR 519: Late in 2006, the City, State and Port agreed on a solution for Phase Two of the SR 519 project to improve freight movement and protect pedestrians. The project borders a historic district and affects

one of the nation's largest ports, growing rail services, two sports stadiums and a thriving ferry service. Phase Two includes:

- 1) a new westbound off-ramp from I-5 and I-90 via the South Atlantic Street Overpass;
- 2) a grade separated crossing at South Royal Brougham Way with only local access to stadium garages on Royal Brougham;
- 3) improvements at the First and Atlantic intersection



The remaining challenge is to identify additional funding. About \$48.3M of the \$74.4M in estimated costs is available. Project stakeholders are developing a funding plan to address the remaining \$26.1M needed. The final recommendation and

funding plan will be presented during the 2007 State Legislative session.

Addressing freight needs during major construction: The Alaskan Way Viaduct and Seawall Replacement Project will disrupt freight movement during the demolition and construction phases. The City and State are coordinating with the freight community through workshops, Freight Mobility Advisory Committee meetings and speaker bureaus, to identify routes, street improvements and operational measures that support Seattle's industrial and manufacturing businesses and residents. With SDOT's knowledge of how city streets operate and freight haulers' hands-on-experience, real solutions will be presented in the draft Construction Transportation Management Plan in 2007.



FREIGHT ISSUES - ADDRESSING CHALLENGES

To ensure freight interests are considered in SDOT projects, a number of actions have been instituted, including:

- The Freight Mobility Advisory Committee holds a monthly forum offering regular communication with City staff and other agencies offering advice and solutions.
- SDOT has a dedicated staff member to track and advocate for freight by concentrating on changes significant to freight needs.
- The Freight Mobility Action Plan is updated annually and includes 22 actions. The plan holds SDOT accountable for improving our transportation system and seeking funding in support of freight.