

### CITY OF SEATTLE 2004 FREIGHT MOBILITY ACTIONS

The following identify City accomplishments in 2004, based on the *2004 Update of the Freight Mobility Action Plan*:

#### Truck Access

- **Provided Input on Freight Needs for Large Capital Projects.** SDOT staff provided and facilitated freight-related input on planning and design for capital projects including the Alaskan Way Viaduct Project, Monorail Project, SR 519 Surface Project and the Fremont Traffic Circulation Project.
- **Alaskan Way Viaduct-** in 2004, the City and State released the Draft EIS and selected a tunnel as the preferred alternative for the Alaskan Way Viaduct and Seawall Replacement Project. Input on freight mobility concerns (travel times, grades, and combustible materials) for the five alternatives was sought and responses developed to keep freight moving.
- **Seawall** - initiated construction on the Alaskan Way Seawall Riprap Repair Project.
- **Mercer** - completed the Mercer Street Corridor Study and obtained funding approval to initiate the project environmental review. Further details will be developed in response to freight concerns in 2005.
- **Magnolia Bridge** - prepared environmental documentation for the Magnolia Bridge Replacement Project alternatives.
- **West Seattle Swing Bridge** - installed new, more dependable lift cylinders to maintain dependable marine traffic movement.
- **Intelligent Transportation Systems** - completed design for the Duwamish Intelligent Transportation Systems (ITS) Project.
- **Fremont Bridge** - prepared final design plans for Fremont Bridge Approaches Project, including consideration of freight routes and needs.
- **Leary Way** – completed the Leary Way NW Project which improved industrial area access.
- **SR 519-** finalized design plans for the SR 519 Surface Improvement Project on Alaskan Way outside the Port of Seattle's Terminal 46 Container terminal.
- **East Marginal Way Grade Separation Project** - participated in the design refinement for the Port's E. Marginal and Spokane St Railroad Overpass Project.
- **South Park Bridge** - participated in the King County South Park Bridge Replacement Project (EIS and preliminary design).
- **Industrial Area New Signal** - installed a new traffic signal at 1<sup>st</sup> Ave S and Dawson St. to improve access.
- An **inventory of known obstacles to truckers** was conducted in 2004.

- SDOT researched and updated the inventory of height **clearance problem locations** that could damage trucks. The data will be verified and the list will be refined in 2005 prior to posting on the web.
- SDOT prepared an updated list of **bridge weight restrictions** and inventoried posted signing. The data will be verified and the list will be refined in 2005 prior to posting on the web.
- **Issued construction alerts** for route planning on an ongoing basis using SDOT maintained listserver and the associated information distribution service of the SODO Association.
- SDOT actively participated in the development of the *Mayor's Manufacturing and Maritime Action Plan* which fosters transportation improvements "to keep freight moving." The Plan was released in April 2004. SDOT also supported the **Maritime Summit** with multiple project displays on the transportation projects and actions of benefit to freight movement.
- SDOT posted on the City website **travel directions** to the north industrial district from the interstate system.
- SDOT implemented an **advance permit submittal practice** to accelerate the permit approval process.
- Continued the ongoing program for the **Commercial Vehicle Enforcement Section**.
- SDOT has posted the *Freight Mobility Strategic Action Plan*, the *Port of Seattle Trucker's Guide* and the *Major Truck Streets Map* on the **SDOT web site**, along with other information and links of interest to the freight community.
- Signing and other Traffic Operational Improvements:
  - Removed two historic signs from SR 99 that identified a 30' truck length restriction in advance of the Battery Street Tunnel. Trucks up to 75' in length were then able to use the tunnel without confusion.
  - Large format street name signs were installed at 6 Avenue S and S Massachusetts Street and Airport Way S and S Massachusetts Street.
  - Street Designation Signs (large overhead street name signs) were installed at:
    - 4 Ave S & S Lander St
    - 6 Ave S & S Lander St
    - Airport Way S & S Lander St
    - 4 Ave S & S Holgate St
    - 6 Ave S & S Holgate St
    - Airport Way S & 6 Ave S
  - Traffic improvement at 1st Avenue S from S Royal Brougham Way to south of S Atlantic St (completed Nov. '04). SDOT removed the peak hour restrictions northbound between Atlantic St and S Royal Brougham Way and reduced the length of the right turn only lane. Parking restrictions were installed northbound south of S Atlantic St and a right turn only lane was added for the new access to I-5 and I-90.
  - Improved lane markings for the eastbound direction of the Spokane Street Viaduct exiting to the on-ramp to northbound I 5.

**Rail Access**

- **BNSF continued work on the 3<sup>rd</sup> BNSF mainline track from Boeing Access Road to Royal Brougham Way S.** This is a part of a larger project that will ultimately result in construction of a 3<sup>rd</sup> mainline track from Seattle to Tukwila by 2006 and changes in the City’s regulations on rail operating speed limits. SDOT coordinated with the BNSF on the mainline rail crossing improvements to add a third mainline track.
- **E. Marginal and Spokane St** —participated in the design refinement for the Port’s planned E. Marginal and Spokane St Railroad Overpass Project that would allow container trucks to travel over the tracks leading to Terminal 5 in West Seattle, Terminal 18 on Harbor Island and other terminals located along the Duwamish River, and other area industrial uses.
- **Mainline Track Pavement**—the BNSF repaired the pavement at the mainline track crossing at Royal Brougham Way S., in coordination with SDOT.

**Freight Access to Manufacturing & Industrial Areas**

- **Improved pavement conditions** on the following streets in the respective industrial areas in 2004:

Program	Street	From	To
Arterial Major Maintenance	4 Ave S, south bound direction	S Holgate	S Royal Brougham Way
Other	26th Avenue NW	at NW 54 <sup>th</sup> Street	Intersection
	Corson Avenue S.	S. Michigan Street	S. Orcas Street
	Leary Way NW Project	15 <sup>th</sup> Ave NW	NW 36 <sup>th</sup> St
Paving Partnerships	2 <sup>nd</sup> Ave S	South of Diagonal Street	

**Port of Seattle Container and Cargo Terminals**

- Coordinated with the Port of Seattle on the design refinements for East Marginal Way S and S Spokane Street Grade Separation, and the revised truck access to Terminal 46 and the BNSF Seattle Intermodal Gateway Yard.

*The recently completed Atlantic Street overpass, built between Occidental Street and I-90, takes truck, car and pedestrian traffic over railroad tracks near Safeco Field.*



### ***Continue to secure funding for freight-supportive projects***

- SDOT staff **continued efforts to secure external funding for freight mobility projects**. These included: S. Spokane Street Viaduct Widening, S Lander Street Grade Separation, Duwamish Intelligent Transportation Systems (ITS), and Truck Spot Improvements. SDOT was successful with the following funding processes:
  - Spokane Street - developed more detailed plans for the Spokane Street Widening Project, including a fundable phasing plan. Obtained approximately \$7.3 M of additional funding towards completing the Spokane Street Viaduct Widening Project. This included obtaining FAST Corridor Project commitment of \$600,000 from FY 04 Federal Earmark Funds for the Spokane Street Viaduct Widening Project and regional funding.
  - Obtained State Legislature approval of a budget commitment of \$513,000 for the Duwamish ITS Project in the 2004 Legislative Session.
  - Obtained support for \$2.5 million from the federal FY 04 appropriations process for the Intelligent Transportation Systems (ITS) Seattle Center City Access Project.

### ***Improved Permitting Practices***

- **Street Ends**-legislation to allow longer term (10 year plus renewal options) street use permits for three street ends (two for 6th Ave NW for Kvichak Marine and Western Towboat, and one for NW 40th St for Western Towboat) has been drafted and presented to the two affected businesses, prior to submittal for approved by Council. Negotiations on the permit terms are underway.

### ***Emphasized On-Going Communication & Coordination with Freight Community***

- SDOT coordinated regular monthly meetings of the Seattle Freight Mobility Advisory Committee (a partnership between the city and the freight community), where issues were raised and solutions were identified in response to freight mobility concerns. These meetings focused on many project briefings and discussion topics of interest to the freight community, including: the Alaskan Way Viaduct and Seawall Project alternatives, Magnolia Bridge, Mercer Corridor Transportation Study, and the W. Marginal Bike Path.
- Participated in monthly meetings of the Ballard Interbay Northend Manufacturing Industrial Center (BINMIC) Action Committee
- Participated in monthly meetings of the regional FAST Corridor Project.
- Prepared budget and descriptive materials for the State Freight Mobility Strategic Investment Board for Seattle area freight projects.
- Participated in bi-monthly meetings of the Regional Freight Mobility Roundtable.
- Participated in quarterly meetings of the Port Truck Operators Committee.
- Participated in other business community meetings such as the NSIA and the South Park Bridge Citizens Advisory Group (CAG).