

**2016 Seattle City Council Statement of Legislative Intent
Title: West Seattle Bridge Corridor Improvements
Update on White Paper and Investment List Report**

Council Request

Submit a brief written update, no later than April 15, 2016, on (1) the progress made on the SLI 95-2-A-1 and (2) next steps for the \$600,000 appropriation added by Council in the 2016 Approved Budget for investments in the West Seattle Bridge Corridor. The full SLI response is due May 31, 2016.

White Paper Background

Seattle Department of Transportation (SDOT) presented the West Seattle Bridge and Duwamish River Corridor White Paper and Project List to the Seattle City Council Transportation Committee on September 22, 2015. The White Paper and Investment List are available under separate cover. Mayor Ed Murray and CM Rasmussen charged SDOT with compiling and prioritizing a list of projects to address recurring congestion and incident management in the Corridor.

The White Paper presented improvements in five categories: 1) transit, 2) non-motorized, 3) transportation operations/incident management, 4) infrastructure investments, and 5) West Seattle Swing Bridge. Projects were identified over four time frames: early start, short term, mid-term and long term. Many early implementation recommendations are low/moderate cost or have identified funding. The majority of recommendations are Move Seattle levy-dependent, rely on partnership funding, or require new funding.

Statement of Legislative Intent

Statement of Legislative Intent (SLI) 95-2-A-1 requests that SDOT prepare a written progress report on the implementation of initiatives described in the West Seattle Bridge Corridor White Paper and Priority Investment List.

“The report should describe the Executive’s planning and progress implementing the 2015 West Seattle Bridge Whitepaper and Priority Investment List (the Investment List) recommendations to the Transportation Committee or the appropriate Council committee. The report should be transmitted to the Council no later than March 31, 2016...” See Attachment A for the entire narrative of the SLI.

Note that Councilmember O’Brien has granted SDOT’s subsequent request to extend the progress report deadline to May 31, 2016 in recognition of the complexity of assembling the requested information from SDOT and external sources.

SDOT Progress to Date

As of April 15, 2016 SDOT and SPD have already implemented several Investment List projects:

<u>Project #</u>	<u>2015 and 2016 Accomplishments on White Paper Projects</u>
<u>2015</u>	
1	Painted eastbound Red Bus Lane and increased police enforcement on West Seattle Bridge
6	Coordinated with Coast Guard and marine vessel operators to obtain cooperation with voluntary avoidance of openings during road traffic peak periods
8	Revised mechanical opening sequence of West Seattle Swing Bridge to reduce the time it takes to open and close it
9	Added enhanced markings of at-grade crossing of Alki Trail at five-way intersection at Delridge Way
<u>2016</u>	
2	King County Metro revised the RapidRide C Line Service in March, 2016 to improve service.
7	SDOT is actively pursuing funds and technical assistance to enable the South Lander Street Railroad Grade Separation across the BNSF Railway mainline tracks to proceed. SDOT recently submitted two grant applications to the state and the region. SDOT has submitted applications to the Washington State Freight Mobility Strategic Investment Board (FMSIB) for \$8.0 million dollars and to the Puget Sound Regional Council of Governments (PSRC) for \$14.3 million dollars.

SDOT UPDATE ON PROGRESS MADE ON THE SLI

Below are each of the four information categories identified in the SLI; each one is followed by a discussion of SDOT's activities to prepare the requested progress report on the implementation of initiatives described in the West Seattle Bridge Corridor Whitepaper and Priority Investment List.

General Discussion:

SDOT will prepare a written progress report on the implementation of the 27 initiatives described in the West Seattle Bridge Corridor Whitepaper and Priority Investment List by May 31, 2016. The report will include any updated information that may be available from SDOT sources, the Seattle Police Department (SPD), and external agencies including King County. SDOT is concentrating on the 13 projects located in the Primary Corridor which is identified as a combination of these roadways: the West Seattle Bridge, Spokane St Viaduct, and associated lower roadway sections of Spokane St between 35th Ave SW and Interstate 5 (See Figure 1, Corridor Primary Area Map). Projects outside of the Primary Corridor (14 are listed in the White Paper) will not be addressed in detail, with the exception of the Lander Street Grade Separation project.

Figure 1

WEST SEATTLE BRIDGE/DUWAMISH WATERWAY CORRIDOR PRIMARY AREA



The Council SLI requested information is as indicated in bold italics:

- 1) A description of all anticipated 2016 SDOT maintenance and capital project activities planned for the West Seattle Bridge Corridor (“the Corridor”). The report should identify all planned Corridor project activities included in the Investment List and any planned Corridor project activities not included in the Investment List.***

SDOT has identified four Early Start projects that were implemented in 2015 and two projects anticipated for implementation in 2016 in the White Paper. For example, the eastbound bus lane on the West Seattle Bridge has been painted red to highlight the restricted lane in an attempt to increase transit speed and reliability.

Consistent with the SLI, SDOT is also conducting an inventory of City major maintenance and planned capital projects in the Corridor that were not identified in the Investment Paper, that may benefit the Corridor.

SDOT is also identifying projects that have been selected or programmed since mid-2015 after the White Paper was prepared, and identifying notable projects at the termini of the Primary Corridor.

- 2) A comprehensive schedule review defining SDOT’s timing for implementing the Investment List’s recommendations including any multi-year initiatives or projects that may not have full funding.***

SDOT is identifying schedules for projects as data is available from developed projects, to the extent the project development process matures based on the progression of design, environmental review, property requirements, funding availability and City decision making processes.

The White Paper outlined projects over an 11-year timeline to 2026. The primary source chosen for schedule planning are the timelines identified in the 2016-2021 Adopted CIP. SDOT does not detail project schedules beyond the CIP timeframe, except at planning-level estimates for major projects, based on experience with similar projects.

SDOT will provide schedules for non-City projects as information is available from external agencies.

SDOT will present estimates of the general timelines anticipated for City projects in the Primary Corridor, along with descriptions of available cost estimates, anticipated funding, and scale of additional funding needs. Note that the timing of improvements, whether led by the transit agencies (12 projects) or those implemented in coordination with SPD, is subject to the agencies' financial resources, satisfactory completion of their environmental processes and policy decisions to proceed with implementation.

3) Estimated total investment of City resources in both staff and funding to carry out Investment List recommendations in 2016 and beyond.

SDOT will concentrate on funding projections for the Investment List projects based on currently available budgets, for projects located in the Primary Corridor, as either contained in the Investment List or as identified in the 2016-2021 Adopted CIP. Staff costs are included in capital project estimates.

4) A description of the on-going metrics SDOT will use to measure the effectiveness of the recommended investments and a Corridor-wide assessment of traffic conditions for all modes in 2016.

SDOT will describe on-going metrics that can be used to measure the effectiveness of the planned investments in the Primary Corridor.

SDOT will use currently available data to describe baseline conditions in the progress report for the range of selected travel modes under City of Seattle's jurisdiction. This current review will serve as a baseline for future consideration of the effectiveness of the investments in the Primary Corridor. SDOT will:

- Use readily available metric categories produced by ongoing SDOT data collection practices (examples are: bike volumes, traffic volumes, etc.) for the upper and lower roadways in the Primary Corridor Area.
- Monitor the annual incidents and incident durations recorded for the upper and lower roadways as reported to the Seattle Transportation Operations Center.
- Update the annual collision history for the upper and lower roadways.

SDOT will provide data for public transportation functions and Port of Seattle related truck information, subject to its availability from external agencies, including Metro, Sound Transit and the King County Marine Division.

UPDATE ON NEXT STEPS FOR THE \$600,000 COUNCIL APPROPRIATION FOR INVESTMENTS IN THE WEST SEATTLE BRIDGE CORRIDOR

Background

Council increased the use of the Seattle Department of Transportation's (SDOT's) Transportation Operating Fund unreserved fund balance to pay for Corridor feasibility studies (\$100,000) and the Next Generation Intelligent Transportation Systems (ITS) infrastructure improvements (\$500,000) along the West Seattle Bridge Corridor to address congestion and delay. The feasibility study funds may not be spent until the Chair of the Transportation Committee certifies that SDOT has provided a report to the Committee describing the discrete West Seattle Bridge Corridor feasibility study scope, the resources required to complete all elements of the studies, and the anticipated completion date for the studies.

Traffic Operational Feasibility Studies

The budget action, upon certification as identified in the Council proviso, would allocate \$100,000 for further analysis of physical and operational improvements in the Corridor. Note that SDOT's original cost estimate for the six studies was \$200,000 as identified in the 2015 White Paper.

SDOT has reconsidered the six feasibility studies and their priority order in light of the reduced budget. SDOT recommends that the first two studies (#1 and #2 below) be given priority for the proposed \$100,000 budget allocation. SDOT is prioritizing the first two studies as they will address several challenging yet very complicated and unique aspects of optimizing mobility for West Seattle which is challenged by severe modal conflicts, and accommodating the growing travel needs of the Port and all other trips in the West Seattle Corridor. These major challenges are:

Cumulative Impacts: On lower Spokane St, trips to and from West Seattle are secondary to the other modal priorities, mainly ships, trains and trucks. The possibility of encountering lengthy train blockages, bridge openings for ship passage, and truck traffic servicing the Port Terminals is high.

West Seattle Development and Port Economic Success: City and Port of Seattle protocols and practices on optimizing truck operations need to be improved by applying more proactive management and coordination for future growth of West Seattle trips and truck queues. For example, the Port of Seattle has a stated goal of increasing container shipping volumes from the current 1.5 million Twenty-foot Equivalent Container Units (TEUs) to 3.5 million TEUs by 2035. In addition, T-5 is expected to reopen with increased cargo capacity and increased trucking demands as new, higher capacity ships serve the Terminal.

Here are the candidate feasibility studies descriptions originally requested by SDOT in the 2015 White Paper:

1. Evaluate Lower Spokane Street chokepoint relationships to determine if rail, truck and bridge opening blockages can be better coordinated to minimize cumulative modal impacts.
2. Evaluate better communications and control protocols for Port of Seattle cooperation with truck queue management and dispersal on congested city street approaches to Port terminals.
3. Evaluate the feasibility and benefit of installing center barrier sections so response vehicles can make U-turns to speed up response time.

4. Evaluate the feasibility and benefit of installing markings and signs to provide one designated emergency lane in each direction to West Seattle Bridge upper roadways for use during emergencies.
5. Coordinate with WSDOT to determine the feasibility of traffic management modifications to improve eastbound Spokane Street Viaduct connections to south and northbound I-5.
6. Initiate and SDOT/WSDOT Peer Review Team to review traffic operational and safety improvement opportunities on West Seattle Bridge upper and lower roadways and make recommendations.

Next Generation Intelligent Transportation Systems (ITS) Infrastructure Improvements

The Council green sheet added \$500,000 to install ITS equipment including Bluetooth readers and dynamic message signs along the Corridor between Airport Way South and Port of Seattle Terminals 5 and 18 in order to collect and display real-time travel time information to trucks drivers and other motorists.

SDOT has identified the intended scope and general locations of the ITS devices. SDOT intends to implement three (3) electronic/Dynamic Message Signs (DMS), four (4) traffic cameras and seven (7) travel time data collectors. The travel time data will be collected by installing those devices at traffic signal cabinets to provide drivers with information to support their route choices and improve the overall operational experience. In addition, SDOT is adding \$120,000 of funding to increase the ITS project scope for the Corridor and expanding the total project budget to \$620,000. SDOT anticipates the installation of most of these devices by the end of 2016, with the exception of one DMS that will be installed in 2017, in conjunction with other planned improvements.

SDOT looks forward to providing the West Seattle Bridge Corridor progress report by the end of May 2016. Further questions should be addressed to Mark Bandy, Director, SDOT Transportation Operations Division at mark.bandy@seattle.gov or 206.684.5097.

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Attachment A
2016 Seattle City Council Statement of Legislative Intent
West Seattle Bridge Corridor Improvements

Statement of Legislative Intent:

This Statement of Legislative Intent requests the Seattle Department of Transportation (SDOT) prepare a written progress report on the implementation of initiatives described in the West Seattle Bridge Corridor Whitepaper and Priority Investment List.

The report should describe the Executive's planning and progress implementing the 2015 West Seattle Bridge Whitepaper and Priority Investment List (the Investment List) recommendations to the Transportation Committee or the appropriate Council committee. The report should be transmitted to the Council no later than March 31, 2016 and should include the following information:

- 1) A description of all anticipated 2016 SDOT maintenance and capital project activities planned for the West Seattle Bridge Corridor (the Corridor). The report should identify all planned Corridor project activities included in the Investment List and any planned Corridor project activities not included in the Investment List.
- 2) A comprehensive schedule review defining SDOT's timing for implementing the Investment List's recommendations including any multi-year initiatives or projects that may not have full funding.
- 3) Estimated total investment of City resources in both staff and funding to carry out Investment List recommendations in 2016 and beyond.
- 4) A description of the on-going metrics SDOT will use to measure the effectiveness of the recommended investments and a Corridor-wide assessment of traffic conditions for all modes in 2016.

Background:

The crossing over the Duwamish River that connects West Seattle neighborhoods, the Duwamish Industrial Area and Port of Seattle terminals to downtown Seattle and the overall regional transportation network has long been one of the City's busiest and most fragile travel Corridors. Over the past year, SDOT, working in collaboration with the Council and the Seattle Police Department, developed a list of potential initiatives to address congestion throughout the West Seattle Bridge Corridor. The Investment List provides a detailed compilation of feasibility studies, targeted capital investments and right-of-way operational improvements that SDOT believes will lead to or directly improve traffic conditions.

Although a number of the initiatives described in the Investment List are funded, the Council is interested in a comprehensive understanding of the Mayor's intention for completing all elements of the Investment List and the anticipated timing to complete each element.

Responsible Council Committee(s): Transportation

Date Due to Council: March 31, 2016