

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION *October 2011*

Project Sponsor: Seattle

Project Name: South Lander Street Grade Separation

Project Location: South Lander Street across BNSF Railroad

What type of project is it: Support Centers Corridors Serving Centers

Plan Consistency:

- Transportation 2040 project number: 5254
- Is the project consistent with the Transportation 2040: Yes No

Project Description - No more than two full page - (see evaluation criteria for information to include):

- Briefly describe the project:

Develop a grade separation of the roadway and the BNSF mainline railroad tracks between 1st Ave S and 4th Ave S with bicycle lanes, sidewalks and improved circulation to adjacent local access streets.

What is the intended outcome & benefit:

Center Development – 20 pts – The project enhances access to one of the largest port operations in the United States. This project will support continued vitality of the surrounding area by creating a consistent, critical east-west traffic connection in the region’s largest Manufacturing/Industrial Center. The Duwamish Manufacturing/Industrial Center is home to over a third of all employment within regional manufacturing/industrial centers. The construction of the Lander Grade Separation removes a traffic impediment, long delays caused by trains passing through and loading across the roadway. Currently an annual 4,100 man hours are lost due to gate down time, reducing sustainability of jobs in the region’s economic

target cluster of international trade. Freight, buses, motor vehicles, bicyclists and pedestrians would have a location in the 1.3 miles between Edgar Martinez Way and the Spokane Street Viaduct where they can avoid these train delays, allowing efficient freight movement, improving safety and creating a more attractive business area for employers and employees.

Benefit to Center – 20 pts - The construction of an overpass on Lander Street reduces congestion and creates a dependable route for freight and all other modes to cross a major group of mainline railroad tracks without being impacted by train movement. Long delays impede freight movement as well as other modes of traffic. There are approximately 15 % (or 1800-1900 trucks per day) trucks at the project location. This improvement benefits all users of the roadway, resolving delays for freight movement, creating transit reliability and reducing congestion and improving safety for bicyclists, pedestrians and general traffic. Commercial users, commuters and residents will all benefit from the separation of the roadway and the railroad tracks. This improvement has strong potential to attract new development and sustain current jobs, including maritime jobs at the Port of Seattle's Terminals 25,30 and 46.

Circulation within Center – 20 pts - Separation of the roadway and the railroad will provide safe and convenient access through the regionally designated Duwamish Manufacturing/Industrial Center, allowing a better route to and from I-5, downtown and other nearby destinations. Starbucks, the Seattle School District and a large number of industrial businesses would have an east-west route through the area that they could more consistently count on providing a reasonable travel time. The new structure would improve travel lane widths, provide bicycle lanes, sidewalks and improved circulation to the adjacent local access streets. Though the existing roadway is not a “gap” in the transportation system, construction of the grade separation would provide a critical connection unimpeded by rail traffic.

Mobility and Accessibility – 20 pts - In addition the above responses, the construction of this grade separation provides a safe connection for all modes between the many businesses on 1st Avenue South to the E-3 Busway and the Sound Transit Rail Line, making transit more accessible and appealing to those working in the SODO area, such as Starbucks' Headquarters employees. There were 10 collisions from approximately 2002 to present. Nine of the 10 indicate backing, stopping or turning movements most likely associated with a long wait at the railroad crossing and drivers frustration at the delay.

Traffic data from 2008 shows over 13,000-14,000 vehicles per day. Given the 15% truck estimate, there are approximately 1800-1900 trucks per day.

Project Status & Timeline

Where is the project at in development?

Between 15-30% design. A TS&L study was completed and updated in 2007.

What is the timeline for this project from start to completion?

(Please identify the major phases)

Project is on hold pending funding. If funding is made available, design could begin within 6 years and construction within 9 years.

Additional Comments

REPEAT THE ABOVE INFORMATION FOR EACH PROJECT