



City of Seattle Freight Planning

City Council Transportation Committee
April 14, 2015

SDOT's mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative



Presentation overview

- Relationship between the FAP and FMP
- Freight Access Project (FAP)
- Freight Master Plan (FMP)
- Questions



	Freight Access Project (FAP)	Freight Master Plan (FMP)
Purpose	Address freight mobility needs between and within the MICs and the regional system	Establish citywide vision for freight mobility to guide and prioritize actions and investments
Type of effort	Technical project	Council-adopted plan
Geography	MICs and connections	Citywide
Time horizon	2035	2035
Projects	Yes	Yes
Policies	No, will flag issues for FMP	Yes
Programs	Expand existing	Yes
Prioritization	Yes	Yes, revisit and revise FAP prioritization for citywide needs
Proponents	Port & City	City
Schedule	Spring 2015	Fall 2015



Industrial Areas Freight Access Project

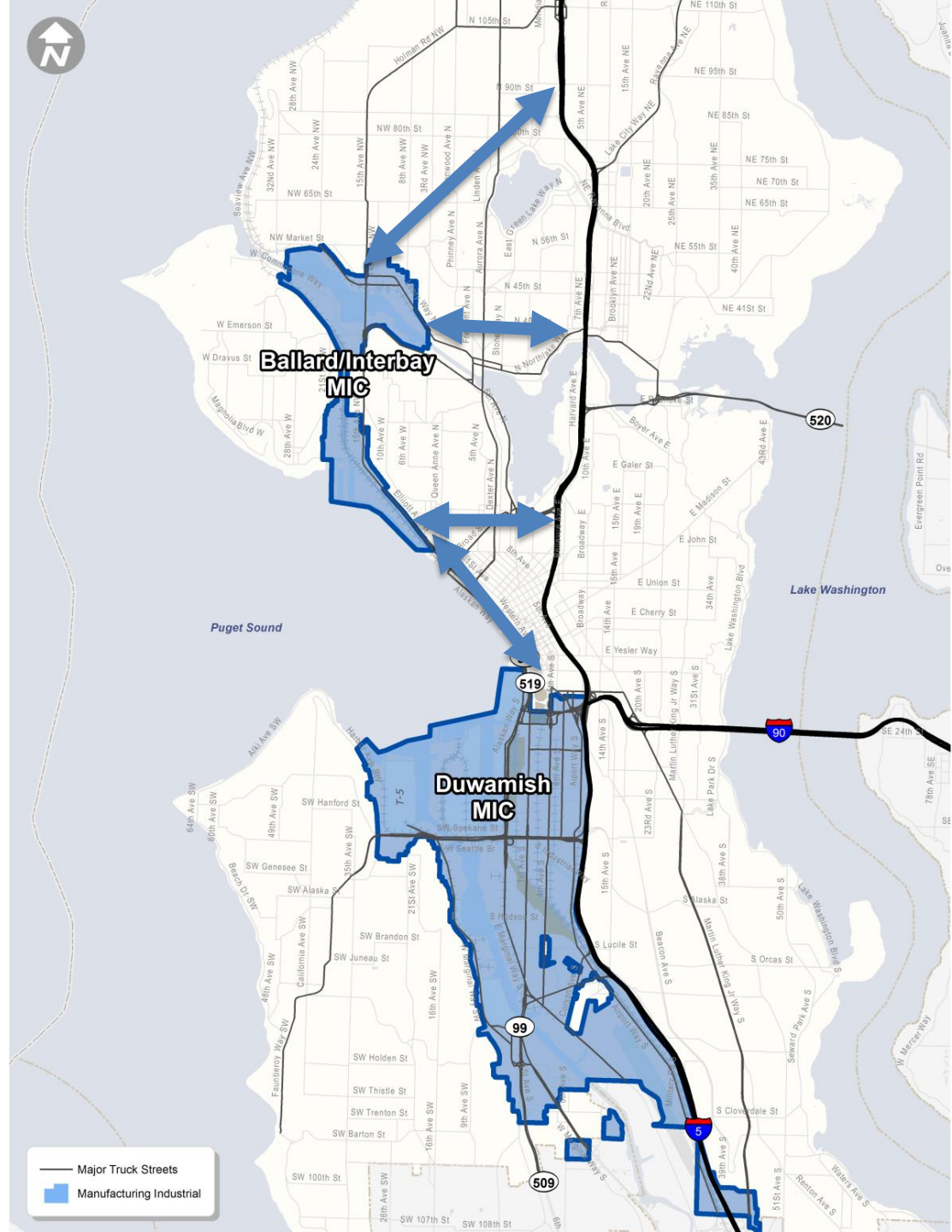
Project partnership

- Port and City jointly pursued and received a \$250,000 federal grant
- City provided local match of \$34,000
- Joint City and Port core team managing project



Project area

- MICs
 - Ballard/Interbay
 - Duwamish
- Connecting Corridors between MICs
- Corridors from the MICs to the Regional Highway System



Project objectives

1. Increase safety for all travel modes
2. Maintain and improve truck mobility and access to accommodate expected general traffic, freight, and cargo growth
3. Ensure connectivity to major freight intermodal facilities
4. Reduce environmental impacts, including greenhouse gas emissions



FAP Methodology

- Process to evaluate freight needs and develop project list

1. Evaluate freight needs

- Performance measures
- Stakeholder outreach



2. Review assumed projects

- Projects identified through other planning efforts



3. Apply toolbox treatments

- Identify gaps
- Consider possible solutions



e.g. ITS applications

4. Develop project list

- Cost, schedule, location, etc.



Tier I projects

No.	Project Name	Project Benefit	Project Cost	Timeframe	Move Seattle Overlap
	Citywide				
-	Citywide Freight Spot Improvement Program Expansion	Safety, Connectivity	\$1.5M / year	Ongoing	✓
-	Freight Data Collection/Analysis Program	Mobility	\$150,000 / year	Ongoing	✓
	Ballard-Interbay Northend MIC				
22	West Dravus St / 15th Avenue West and W Emerson Street Rechannelization	Connectivity	\$700,000	2016-2021	
52	BINMIC Truck Route Improvements	Safety, Connectivity	\$500,000 (Phase I) \$1.5M (Phase II)	2016-2018 2019-2021	

No.	Project Name	Project Benefit	Project Cost	Timeframe	Move Seattle Overlap
	Greater Duwamish MIC				
5A	East Marginal Way South Freight Improvements	Mobility	\$48M	2016-2021	✓
5B	E Marginal Way S / S Hanford Street Operational and Paving Improvements	Mobility	\$7M	2016-2021	
15	Hanford & Main SIG Access Improvements	Mobility	\$5.6M	2021-2026	
16	South Lander Street Grade Separation	Safety, Mobility, Connectivity	\$150M*	2016-2021	✓
17	Study and Implementation of 2 nd Mainline Grade Separation	Mobility, Connectivity	\$500,000 (study) TBD (construction)	2016-2021 (study) TBD (construction)	
20	4th Avenue South Viaduct Replacement	Safety, Connectivity	\$94.5M	2027-2035	
23	South Holgate Street ITS, Paving Infrastructure Improvements	Safety, Connectivity	\$5.6M	2016-2021	
24	Lower Spokane Street Freight Only Lanes Pilot	Mobility, Connectivity	\$200,000 (study) TBD (construction)	2016-2018 (study) TBD (construction)	✓
25	South Spokane Street ITS Improvements	Mobility	\$1.5M	2016-2021	
28	Railroad Crossing Delay Warning System	Connectivity	\$500,000	2016-2021	
37A	1st Avenue S / Atlantic Street Operational Improvements	Mobility, Connectivity	\$600,000	2016-2018	
37B	South Atlantic Street Corridor Improvements	Mobility, Connectivity	TBD	2016-2021	

* Cost reduction opportunities to be explored as part of project #17

FAP Tier I project costs

- New large capital \$170M +
- S Lander Street \$150M +
- Special studies \$1.2M
- SDOT Improvement Program and data collection/analysis \$1.6M/annually

Calendar of events

March 17	FAB briefing
March 24	NSIA briefing
March 26	Planning Commission briefing
March 30	MIC briefing
April 13	Release draft report for public review
April 14	Transportation Committee briefing
May 4	Close of public review
May 15	Release final report

FAP recommendations to FMP

- Overall economic importance of freight in the City of Seattle
- Examine freight linkages throughout the city
- Update Major Truck Street network
- Citywide policies and design standards
- Integrate FAP projects into FMP, and prioritize citywide



Freight Master Plan

Plan purpose

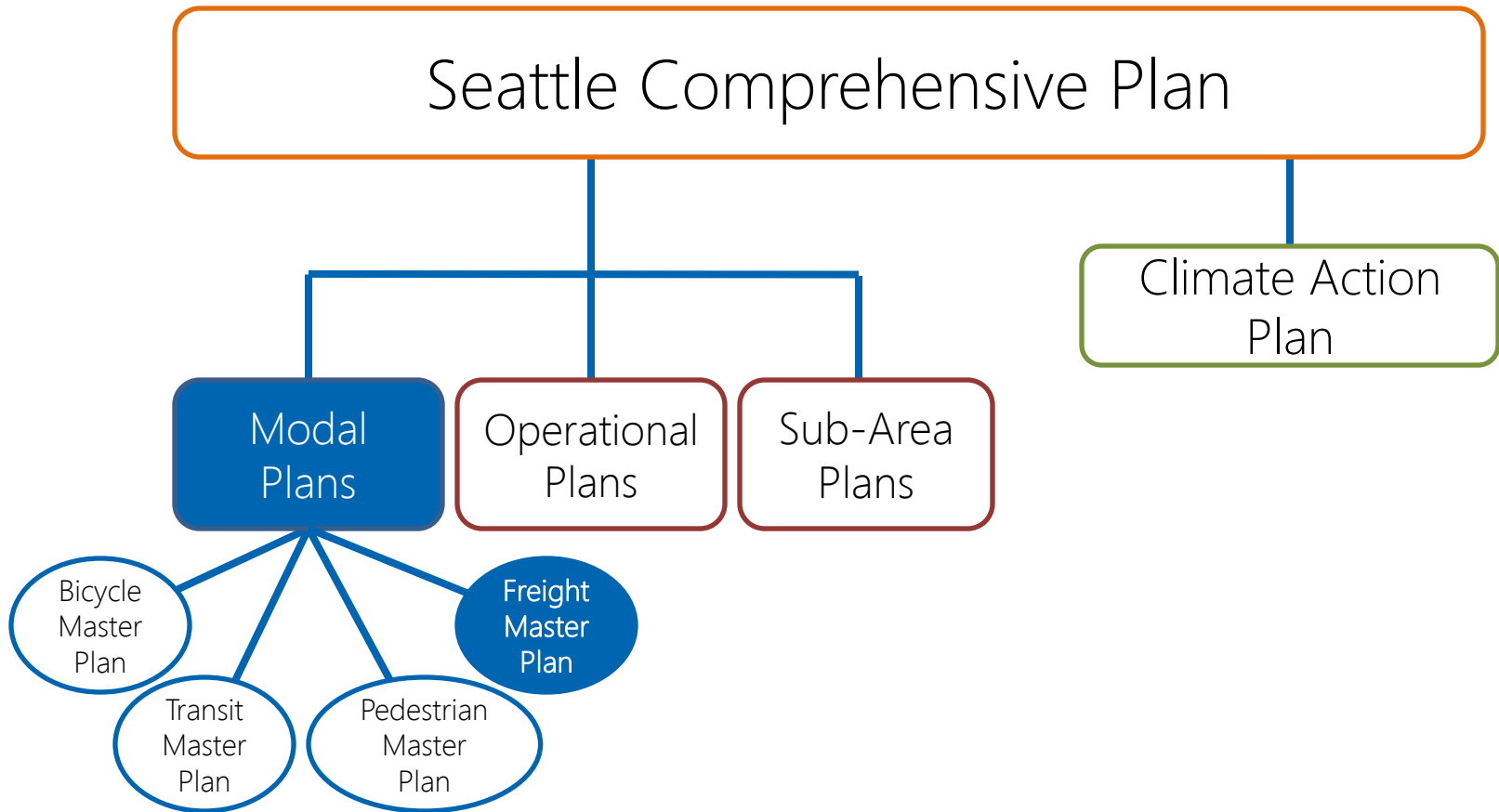
Improve goods movement while sustaining Seattle's quality of life and maintaining economic competitiveness

- Safety
- Economic vibrancy
- Equity
- Efficiency/Reliability
- Environmental impacts

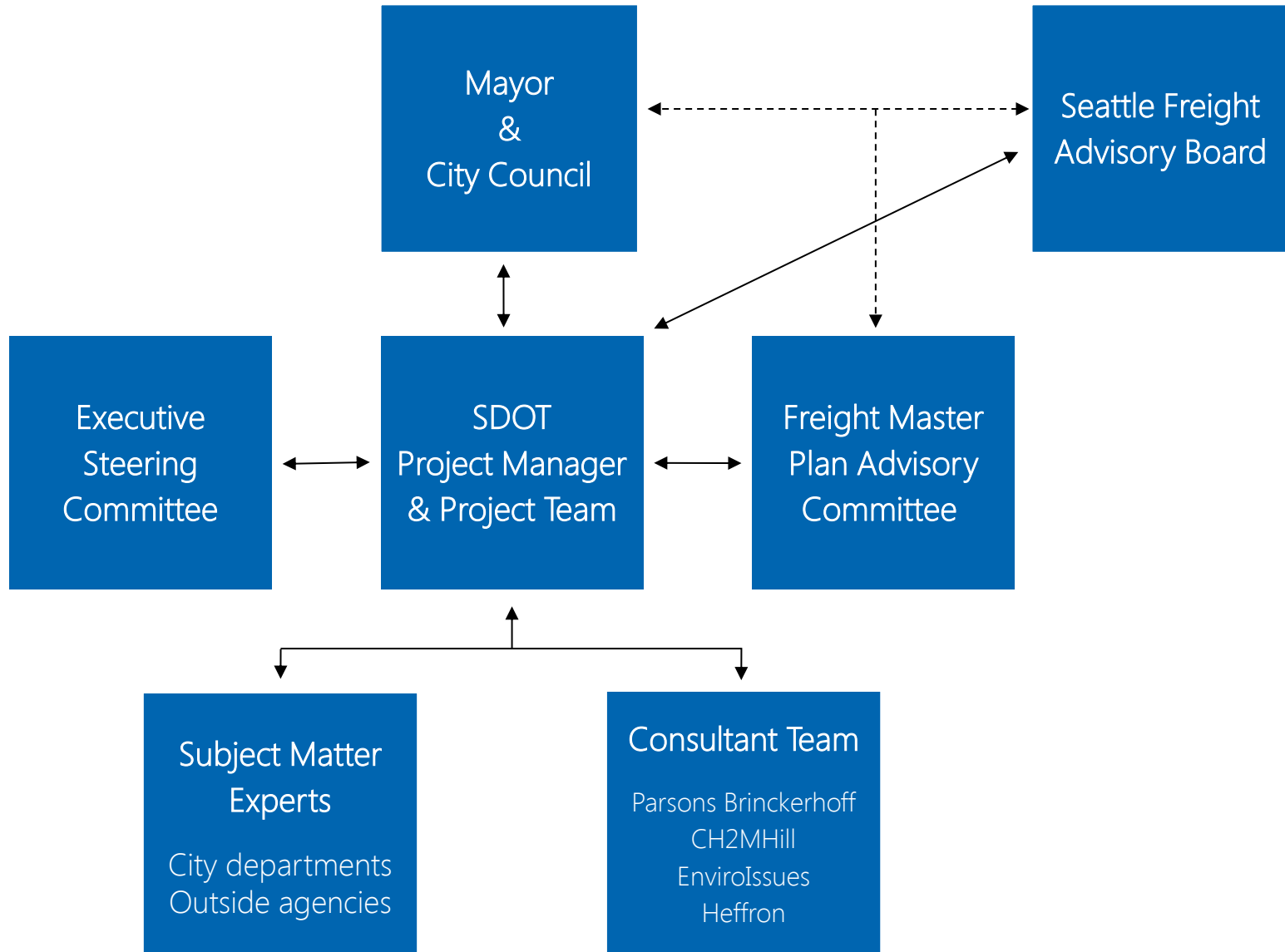
Focus on truck freight



Transportation planning framework



Project Structure



Advisory Committee

- Advise the SDOT project team during the development of the FMP
- Comprised of freight industry, City Boards and Commissions, and community representatives
- Committee has had four meetings to date



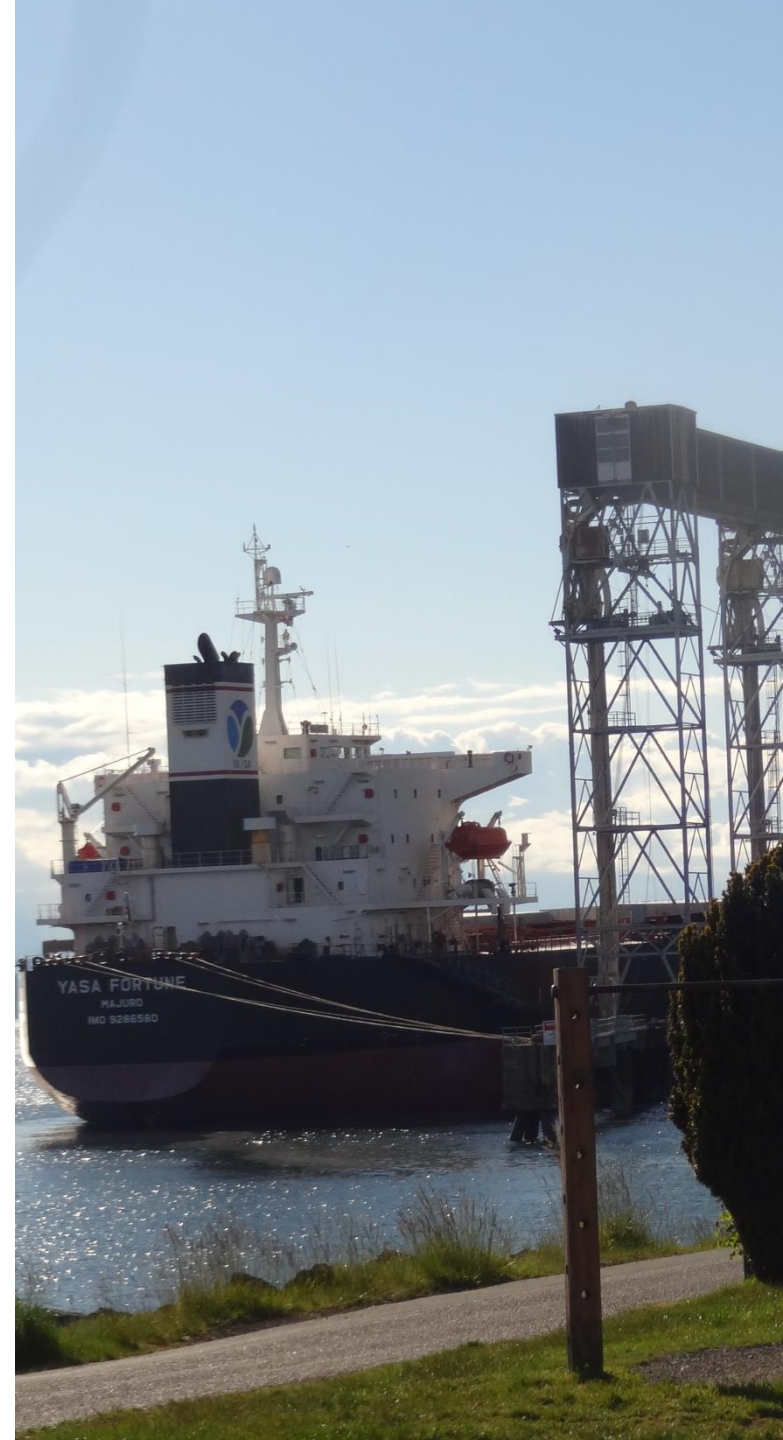
Project Scope

- Public outreach and stakeholder engagement
- Existing conditions
- Policy framework
- Evaluation of future conditions
- Updated freight network (map)
- Freight improvements and design guidelines
- Implementation strategy
- Recommended plan



Stakeholder engagement

- Engaged freight stakeholders
 - Over 60 online survey responses
 - 30 individual interviews
 - Three group interviews
- What issues have we heard about?
 - Telling the freight story
 - Safety
 - Reliability
 - Efficiency
 - Resiliency
 - Economic vibrancy



Existing Conditions

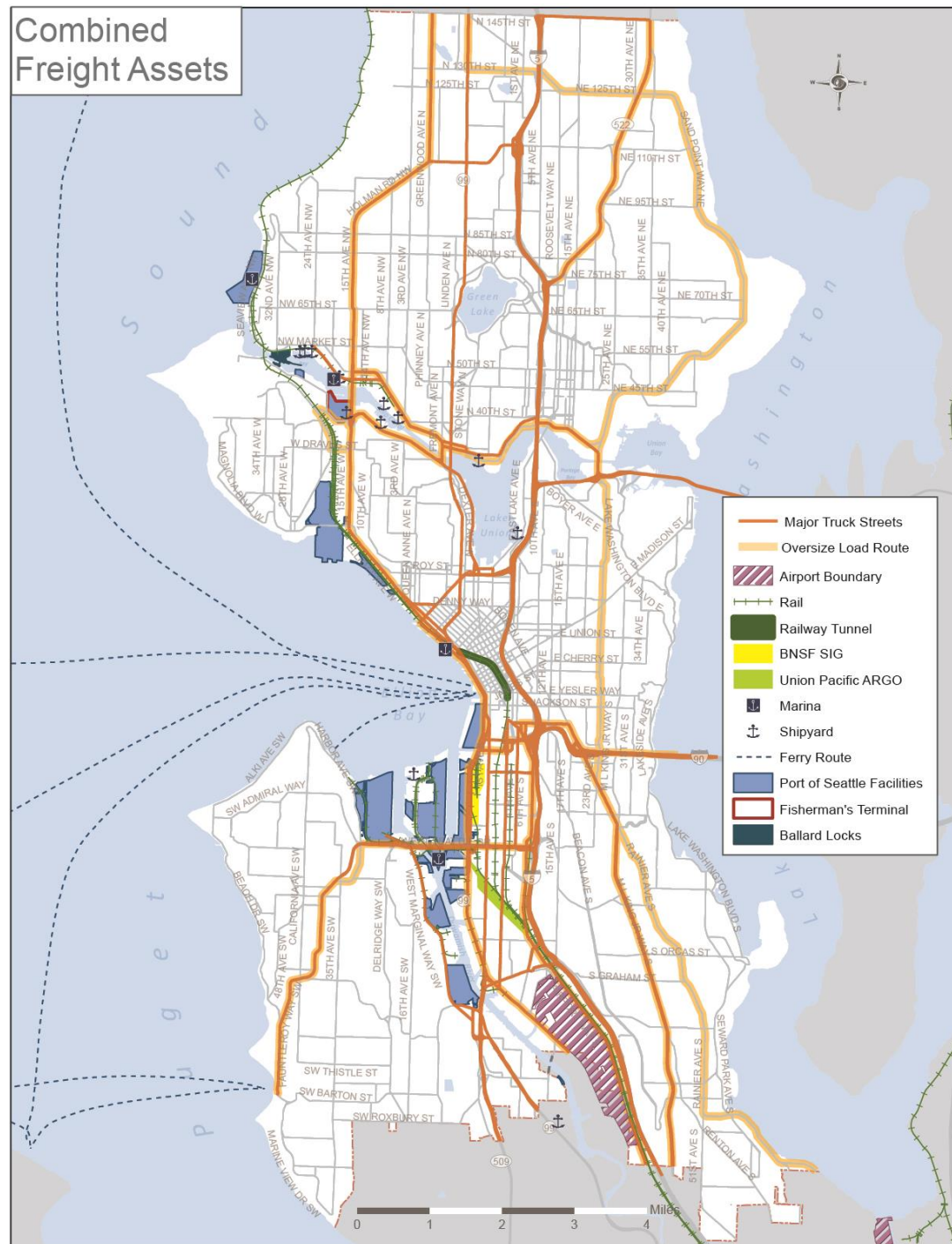
- Evaluation of data to assess baseline information
- Document current policy framework
- Various modes in freight movement
- Typical local-Seattle supply chain
- Sustainable freight practices
- Conflicts & consistencies with other modal plans



Assets

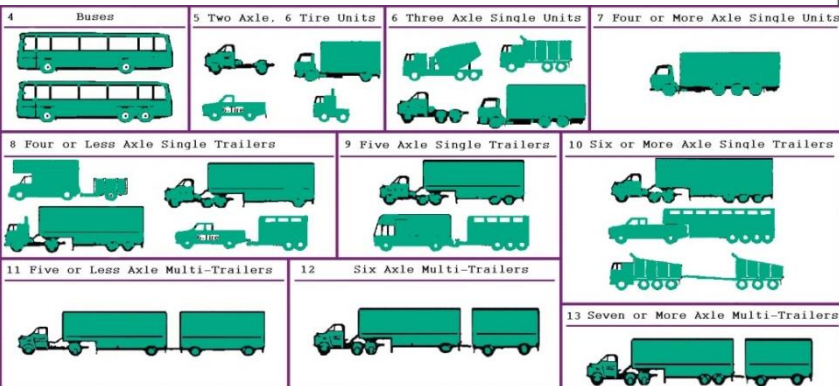
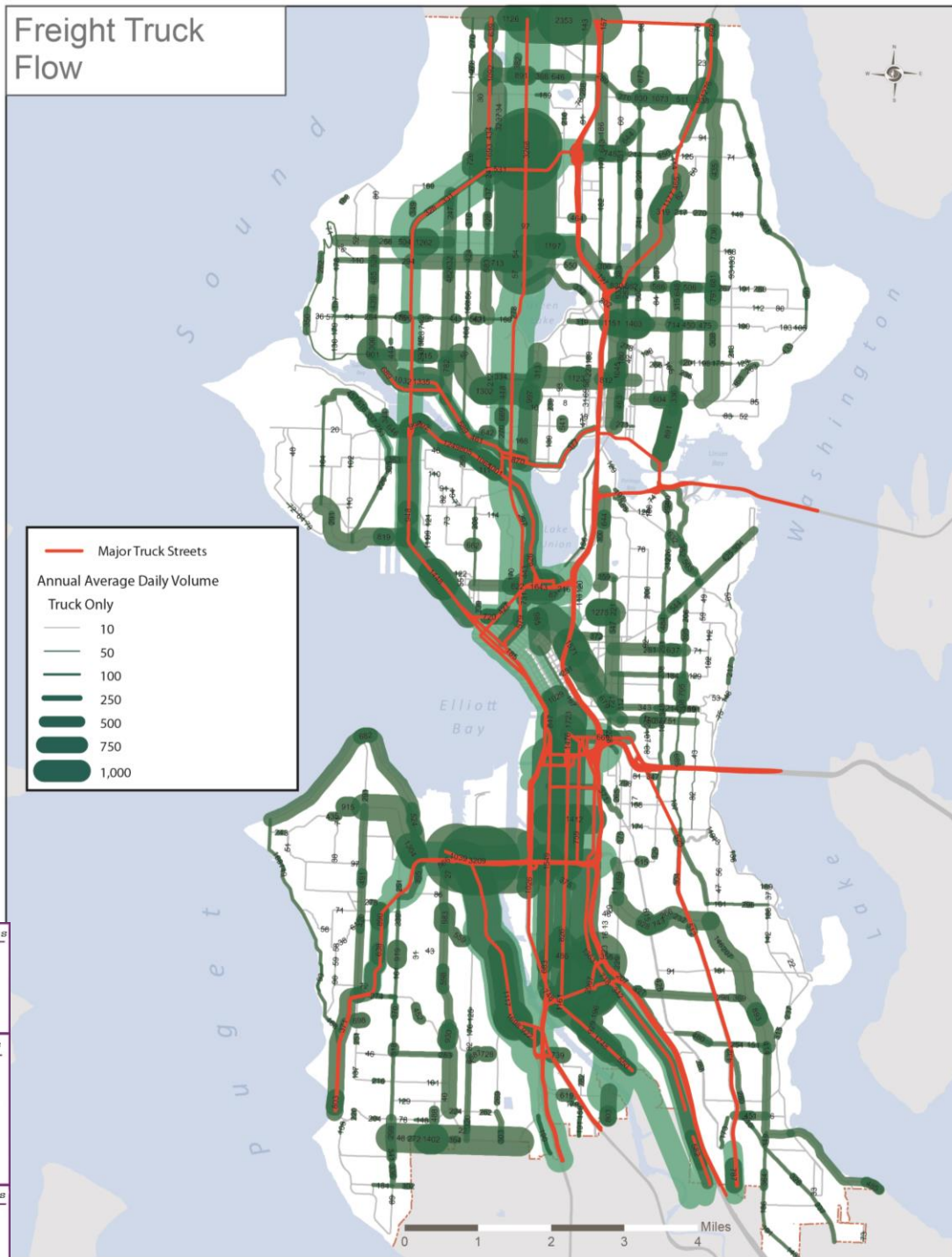
What do we have?

- 142 miles of Major Truck Streets
- Oversize load routes
- Port of Seattle facilities
- Intermodal rail facilities
- KC International Airport



Truck volumes

- First truck volume flow map
- City of Seattle: 780 count locations



Policy framework

Vision themes:

- Vibrant city
- Thriving economy
- Connecting people and products

Goal themes:

- Safety
- Economy
- State of Good Repair
- Environment
- Mobility
- Equity



Schedule

WINTER 2015	SPRING 2015	SUMMER 2015	FALL 2015
Existing conditions and policy framework	Future conditions and network map	Projects, improvements and implementation strategy	Recommended Freight Master Plan

← **STAKEHOLDER ENGAGEMENT AND PUBLIC OUTREACH** →

Questions?

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<http://www.seattle.gov/transportation/freight.htm>

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