

Implementing the Freight Master Plan: 2018 Update



Freight Master Plan Purpose

Washington State data notes that at least 40% of our economy is tied to goods movement, and Seattle is a central hub to multiple commercial modes. We have two regionally-designated Manufacturing and Industrial Centers, the Port of Seattle, two Class I railroads, a short line railroad, and the King County International Airport borders the southern edge of Seattle. The Freight Master Plan (FMP) was developed by the Seattle Department of Transportation and was adopted by City Council in September 2016 with the goal of maintaining and enhancing the City of Seattle's goods movement assets and better supporting our city's livability and economic vitality.

The FMP identified 68 projects, expanded the designated freight network, and defined measurable goals and strategies designed to meet Seattle's needs. The full plan can be found at:

http://www.seattle.gov/transportation/freight_fmp.htm

The Implementation Plan

SDOT developed the FMP Implementation Plan to identify project and program work from 2018 to 2022 based on quantitative and qualitative criteria. The Implementation Plan has tentatively identified 18 projects that can be reasonably implemented within this 5-year period while also maintaining other necessary goods movement functions, such as data collection, railroad crossing review, and load zone support. Most work that benefits goods movement involves infrastructure redevelopment. Therefore, several projects in the FMP Implementation Plan are studies or design development that position the City of Seattle to better compete for grants that leverage available local funds.

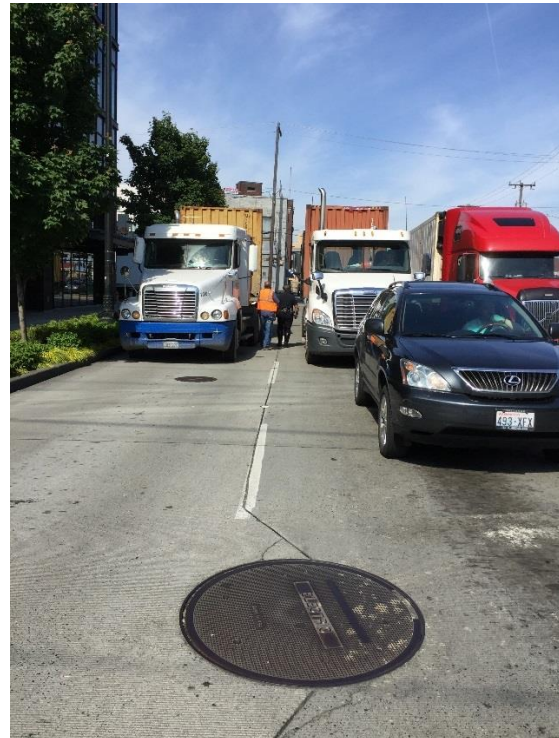
FMP Progress to Date

The Levy to Move Seattle provides \$1.5 million per year to advance FMP goals, including spot improvements, strategies, and projects that support large truck, rail, port, and urban goods delivery. While this is a significant increase in dedicated funding for freight investments, it cannot fund the large capital projects described in the FMP. As a result, a key takeaway identified when developing the Implementation Plan is that any projects advanced each year must be chosen to take best advantage of partnering and funding opportunities. A list of the FMP projects in the 5-year plan and their status is available in the chart at the end of this update.

2017 Achievements

In 2017, SDOT signed an agreement to achieve final funding for the Lander St Grade Separation as well as advance several projects of mutual interest to the Port of Seattle and City of Seattle. The Memorandum of Understanding for Intergovernmental Cooperation Between the Port of Seattle and the City of Seattle for the Safe and Swift Corridor Program, known as 'Safe and Swift', describes cooperative project goals including:

- Lander St Funding
- East Marginal Way Redevelopment Project
- Heavy Haul Network funding
- Terminal 5 Redevelopment Project including:
 - The Terminal 5 Quiet Zone
 - Gate Queue Management Plan
 - Other freight-related projects
- Truck Parking near East Marginal Way S/S Spokane St intersection
- Transportation investments in areas such as the 15th Ave W/Elliott Ave W/Mercer St corridor
- Provisions for joint working groups to review current and future projects



In 2017, the FMP used \$300,000 of Levy funds to support the Federal grant submission of the Lander St. Grade Separation. This Move Seattle Levy deliverable was the largest FMP opportunity project, and its previous design work allowed SDOT to field a strong candidate. This \$100 million grade separation won \$55 million of Federal grant funding, and its 2018 groundbreaking was achieved via additional State, Regional, and local funds from multiple public and private partners. Lander St. highlights the type of multi-year opportunity funding that the FMP Implementation Plan must seek and continues to pursue to realize projects like the East Marginal Way Corridor Redevelopment Project.

Additionally, the Freight Program completed the following Freight Spot Improvement Projects:

- Partnered with Street Maintenance projects to remove abandoned track in SODO
- Funded zone identification signs along the West Seattle Bridge to help residents better identify their location to fire and police during emergencies
- Added 'do not block' markings at fire and police department entrances and intersections at:
 - Port of Seattle Police Dept – 2225 East Marginal Way S
 - Fire Station 18 N Market St. west of 15th Ave. N
 - Fire Station 25 E Pine St. and 13th Ave. E
- Began replacing overhead guide signs that were worn or inaccurate which will continue through 2018.

2018 Achievements

In 2018 the Freight Program has:

- Installed truck/bike separation along East Marginal Way S south of S Massachusetts St. to limit vehicle access to bike lanes during congested periods.
- Improved parking near S Spokane St. to provide better Labor Hall access
- Participated in funding the pedestrian-actuated signal on Airport Way S to maintain predictability of people walking across this Major Truck Street and Over-legal route.

2018 In-Progress

In the second half of 2018, grant applications will be made for a Freight-Only Lane Pilot Project on Spokane St. and an intersection/rail improvement project at East Marginal Way S and S Hanford St. These projects continue the theme of partnership and use existing dollars as leverage for larger grant opportunities or by advancing designs to improve grant standing.

SDOT constantly reviews technology to improve our responsiveness and efficiency, and in 2017, the ITS group reviewed a railroad predictive system created by Trainfo® that can inform travelers of rail crossing delays. This technology is being tested in SODO as part of a pilot project, and it may allow the Freight Program to replace an estimated \$500,000 project with less than \$50,000 worth of detection equipment and dynamic signage. Also, the Freight Program has begun reviewing the 160+ public railroad crossings in Seattle to better assess and cooperatively maintain these locations with BNSF, UP, and Ballard Terminal Short Line Railroad.

Additional projects scheduled for completion in 2018:

- Remove abandoned track on East Marginal Way to extend road life (grant funded)
- Clay St. ADA Curb Ramp replacement at Alaskan Way near BNSF tracks (FMP deliverable)

University of Washington and SDOT Collaboration

In 2016, the Freight Program partnered with the University of Washington Supply Chain and Transportation Logistics' (SCTL) Urban Freight Lab (UFL) to better understand the complex delivery operations in our downtown neighborhoods. The UFL includes Nordstrom, UPS, USPS, Charlie's Produce, Kroger Stores, and Expeditors International who review and evaluate the potential benefits of research and pilot projects.

The SDOT/UW partnership defined and researched The Final 50 Feet, i.e. the processes necessary to get materials from the curb to its final recipient. The Urban Freight Lab has helped SDOT understand operations from alleys to building interiors and has created pilot projects to study methods to reduce truck dwell time and decrease failed first deliveries.

Because of this research, Seattle's Freight program has generated the first known map of a complete public/private inventory of goods facilities, and it is being used to inform goods movement and facility preservation in the Center City area. This research has generated a foundational understanding of urban supply chains, and preliminary findings have been well received in conferences in both Asia and Europe. Further research is now taking place by other entities in Los Angeles, New York, and Washington DC.

Looking Forward



The Freight Program continues to work toward long-term FMP implementation, and projects such as the East Marginal Way Corridor Redevelopment Project will continue their multi-year track to implementation. Partnership opportunities will remain key to FMP success, and projects such as the Pedestrian Signal at S Doris St. on Airport Way will help provide economic vitality by maintaining truck street operations while also enhancing neighborhood livability by providing a predictable crossing for people walking and biking.

5-Year Implementation Plan: 2018 Activity

Projects in bold have been advanced or have had other activity as detailed in the ‘Notes’ column

Small: \$0-\$100k

	Project Type	2018 Activity	Notes
• S Spokane St. Freight-Only Lanes Pilot	Study	Grant application	2018-2020 Biennium- includes ITS, signage, striping. \$1 million request
• NW Leary Way @ NW 46 th St. or NW 45th St. (NW 46 th St. to Shilshole Ave. NW)	Implementation		Not programmed
• NW Market St./Leary Way NW/N 36 th St. Improvements dependent on Ballard Interbay Northend Manufacturing and Industrial Center	Study		Not programmed
• Holman Rd. NW/13th Ave W Intersection Improvements	Implementation	Project Rescinded	Bridge to remain for pedestrian crossing alternatives
• Mobility improvements along NW Market St. (8 th Ave NW to Stone Way N)	Implementation		Not programmed

Medium: \$100k-\$500k

	Project Type	2018 Activity	Notes
• Clay Street ADA Curb Ramps	Implementation	Design/Construct	Project at 90% design. Install Q3 2018.
• East Marginal Way S/8th Ave. S/S Myrtle Intersection Improvements	Study	Referenced	Identified as a priority in the Georgetown Mobility Study
• 4th Ave. S Reconstruction & ITS Implementation	Design	AAC and Striping	4th Ave S – Spokane to Edgar Martinez. No ITS improvements included.
• S Holgate St. Rail Crossing	Implementation		Not programmed
• S Holgate Improvements (Occidental Ave. S to 4 th Ave. S)	Design		Not programmed
• 15 th Ave. NW/NW Market St. Intersection Improvements	Implementation		Not programmed
• 15 th Ave. W Spot Improvements @ W Dravus St. & W Emerson St.	Implementation		Not programmed
• Operations review of the Ballard Interbay Northend Manufacturing and Industrial Center to identify freight-oriented project needs	Study	Scope Study	Proposed contractor identification Q3

Large: \$500k+

	Project Type	2018 Activity	Notes
• 16th Ave. S & E. Marginal Way S Intersection Improvements	Implementation	ITE Student Project	Alternative designs proposed by engineering students at UW and SPU
• Railroad Crossing Delay Warning System at S Holgate, S Lander St. & S Horton St.)	Implementation	Pilot	Detection Technology: Studied Q2 and report Q3 2018 <u>Potential Project Cost Reduction</u>
• Duwamish Local Freight Access Improvements bounded by S Holden St./5th Ave S/S Kenyon St./8 th Ave. S	Implementation		Multi-year coordination with SPU

2017 Projects Underway

	Project Type	2018 Activity	Notes
• E Marginal Way Redevelopment Project	Implementation	30% Design	Grant application - \$8.1 million grants awarded June 2018
• S Lander St. Grade Separation – In design; scheduled implementation in 2019	Implementation	Break Ground	June 2018 ceremony Sen. Cantwell and Mayor Durkan in attendance
• S Michigan St. AAC and ITS	Implementation	AAC and Striping	Surface maintenance. 5 intersection detection upgrades completed