

# Seattle Industrial Areas Freight Access Project

## Summary of Future Conditions



*Image Credit: Port of Seattle*

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Freight Advisory Board  
June 17, 2014





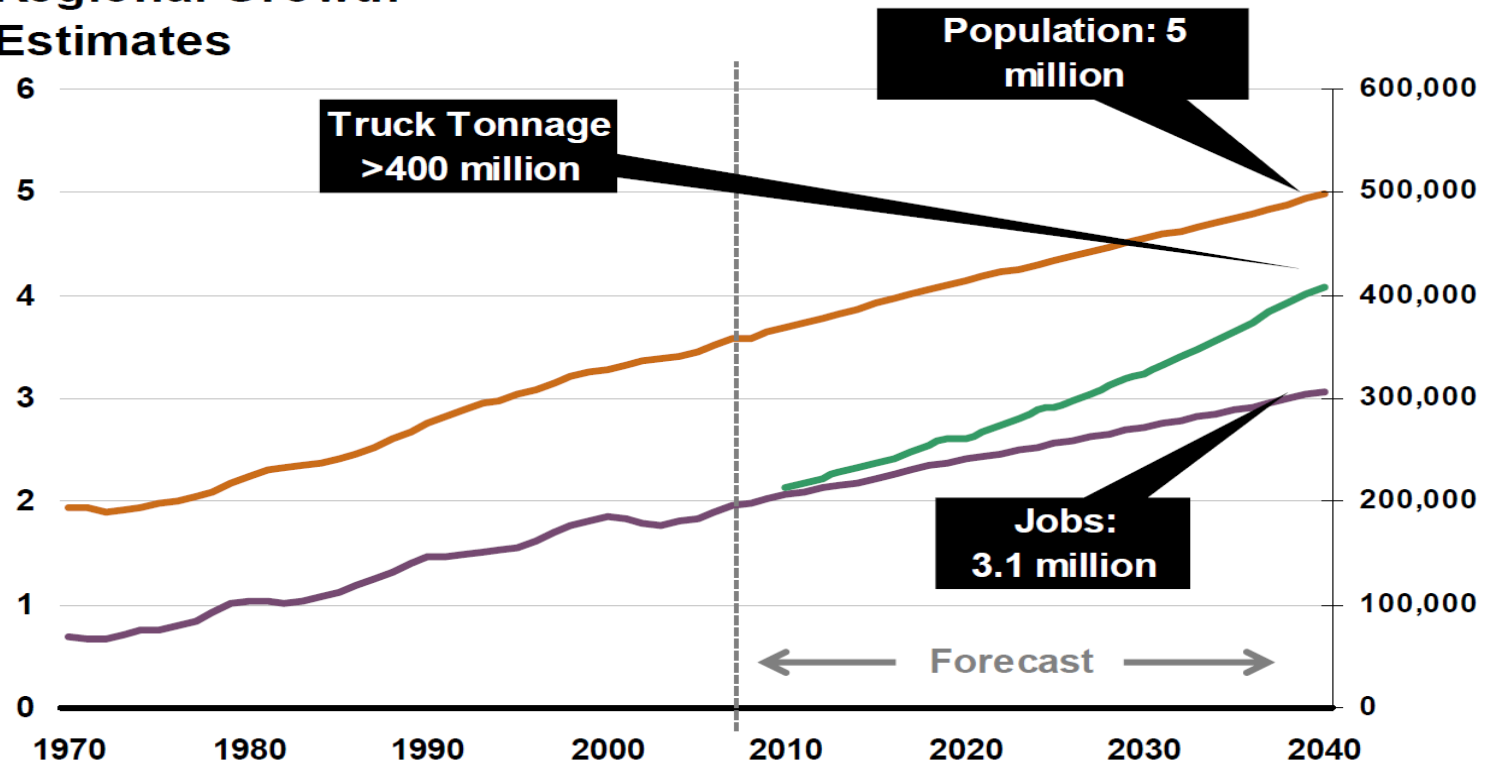
# Presentation overview

- What drives future traffic growth – overview of assumptions
- Changes to the transportation network – assumed improvements
- Forecast traffic volumes along key corridors
- Next steps
- Questions



# Regional growth and truck tonnage

## Regional Growth Estimates



<sup>4</sup> PSRC, Washington State Department of Employment Security

# Future travel demands

- Population and employment are expected to grow by more than 25% by 2035
- Future travel demand will grow with population and economic activity
- Vehicle trips will not grow as significantly due to transit expansion and tolling
- Truck activity will grow faster than regional traffic
- Street network will remain much the same except for programmed projects and SDOT changes in managing streets for transit, bicycles, and passenger rail

# What drives future traffic growth?

## Vehicle mode

Passenger  
Vehicles

- Population and employment growth
- Changes in land use and modal options

Sources



- Alaskan Way Viaduct Tolling Study
- PSRC Travel Demand Model

Non-Port  
Trucks

- MIC industrial growth
- Changing industry composition

Source



Commodity Flow Profile from Freight Analysis Framework (FAF3)

Port Trucks

- Trade growth and intermodal shifts

Source

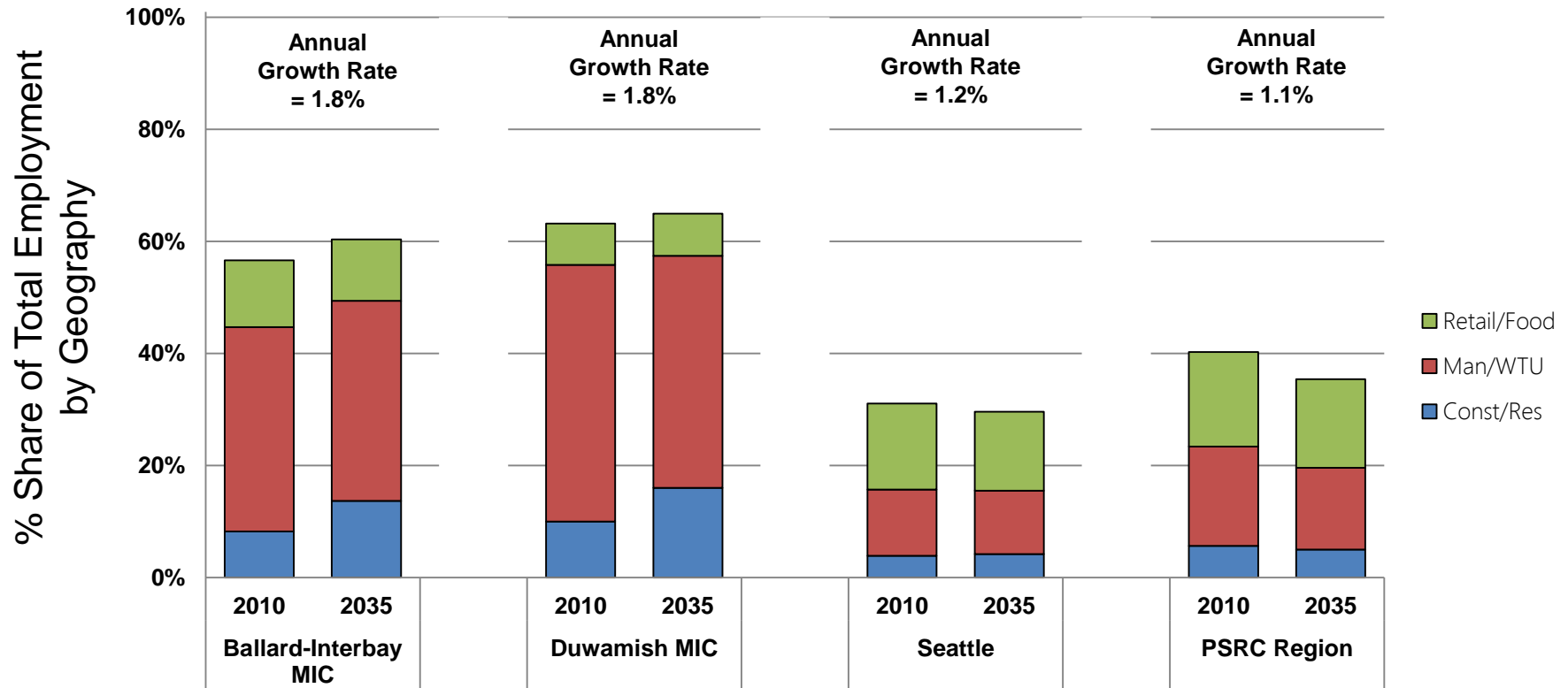


Port of Seattle Container Terminal Access Study

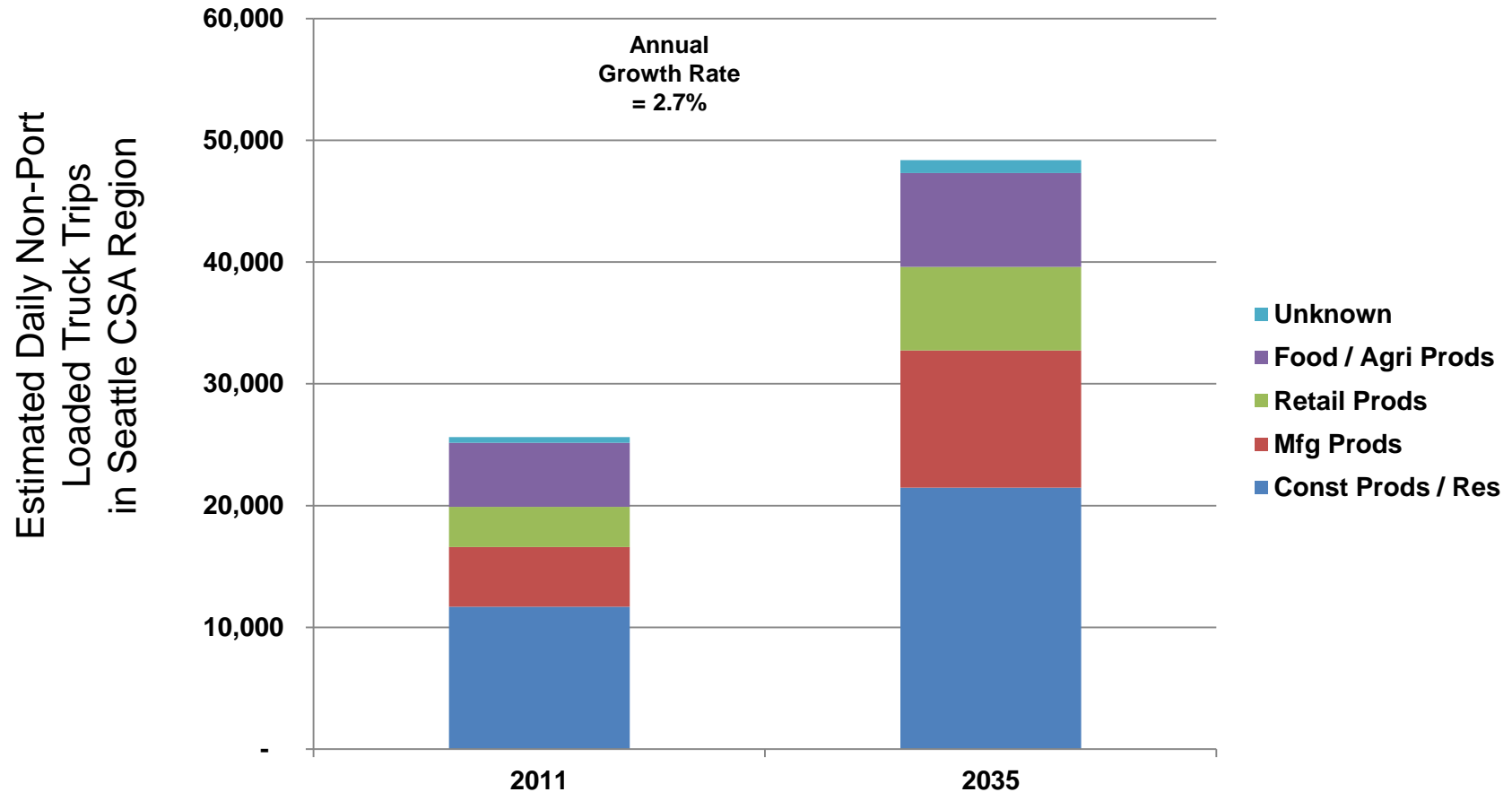
# Non-port truck trips growth

- MICs will comprise an increasing share of regional goods movement dependent industry activity
  - Construction
  - Natural Resources
  - Manufacturing
  - Wholesale
  - Transportation
  - Utilities
  - Retail
  - Food Services
- Output and demand from goods movement dependent industries is growing faster than employment – productivity gains
- As a result, non-port truck trips will grow faster than overall regional traffic

# Goods movement dependent industry growth



# Non-port truck trips growth by commodity type

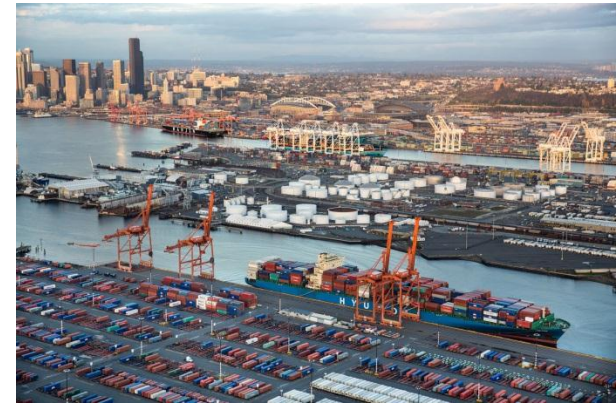
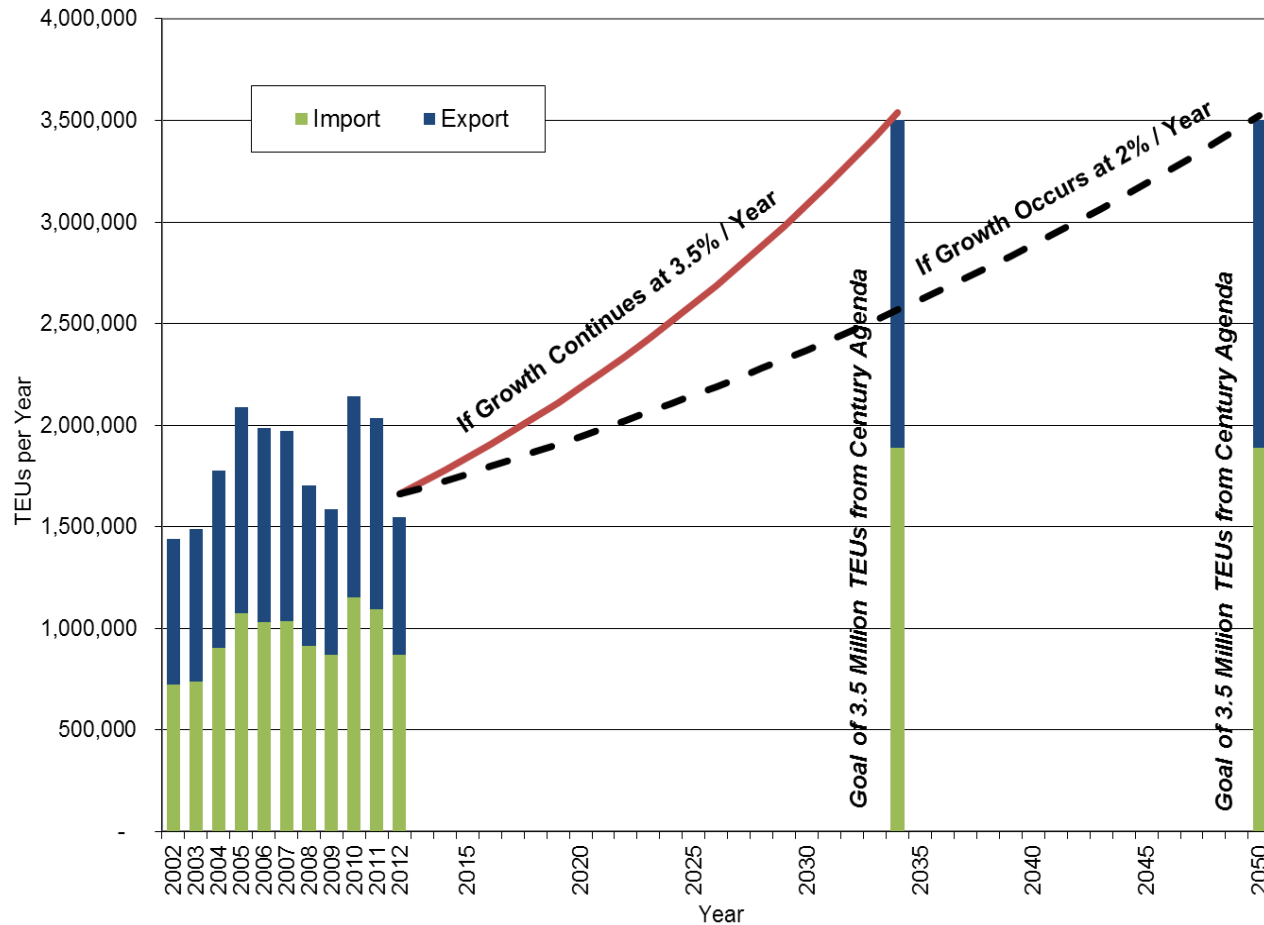


Source: Regional Forecasts from FHWA's FAF3 National Model and Cambridge Systematics Assumptions on Average Truck Payload Factors by Commodity.



# Port truck trips growth

- Consistent with the Port of Seattle Growth Goal of 3.5 million TEUs/Year



Source: Port of Seattle Container Terminal Access Study, 2014.

# Transportation network changes

- Improvements to the transportation system will change routing patterns
  - New projects
  - Tolling
- Shifting routes of auto trips and changes in congestion will impact truck routing
  - Relative pattern of truck route shifts obtained from PSRC model



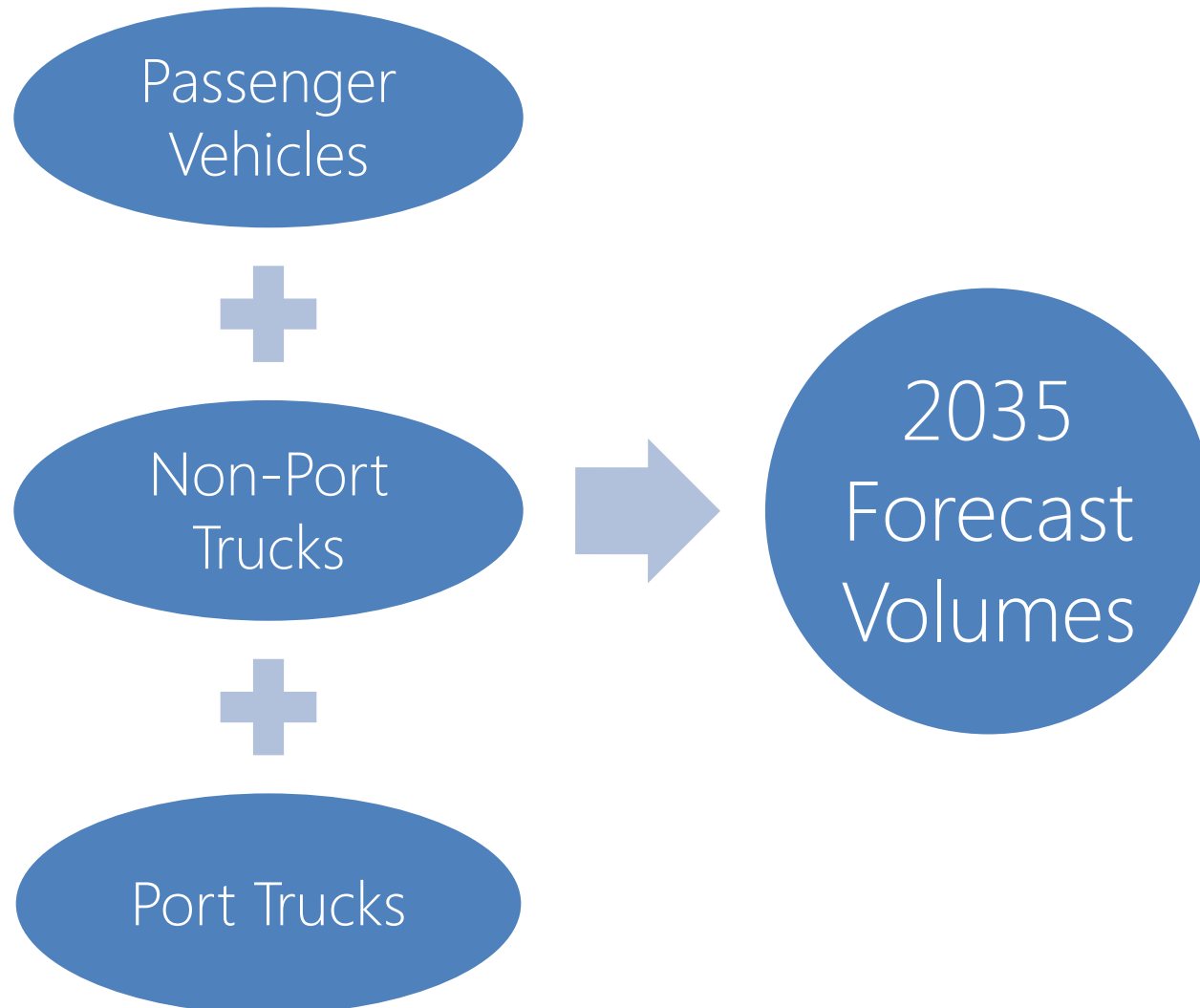
# Assumed improvements

- Transportation projects identified in previous planning studies
- Major projects include:
  - Alaskan Way Viaduct Replacement
  - Mercer Street Improvements
  - Seattle Waterfront / Alaskan Way
  - Lander Street Grade Separation



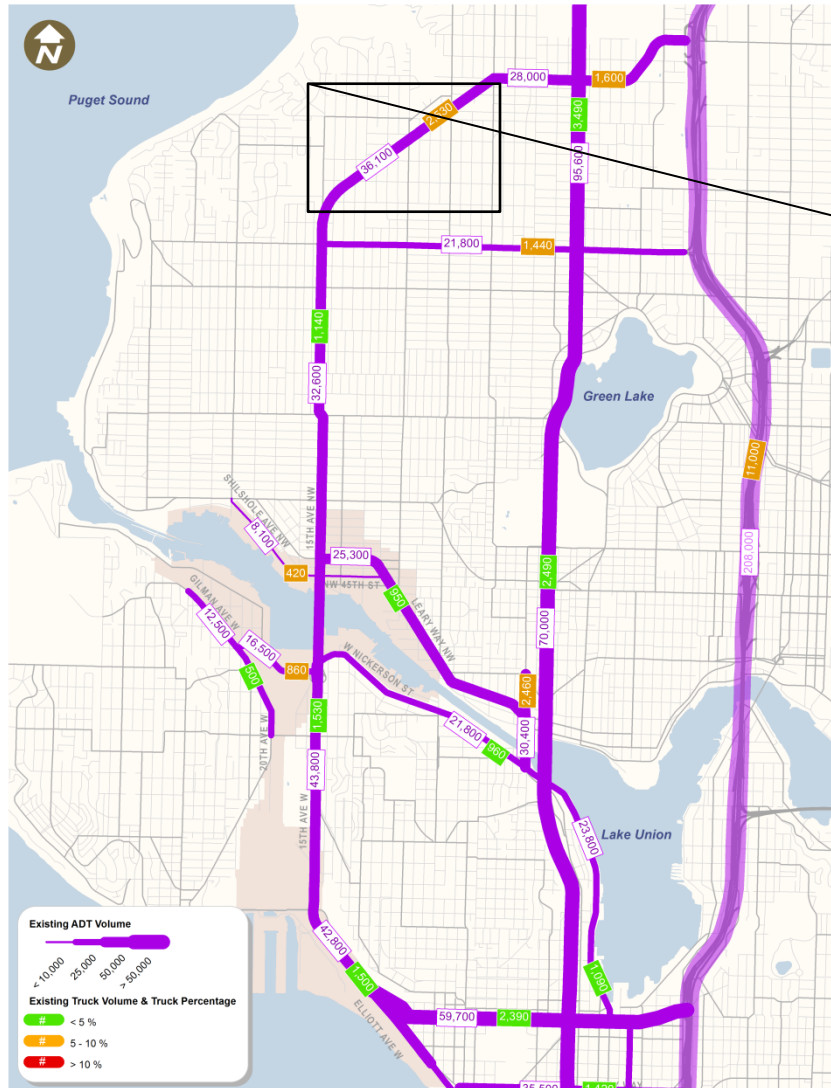
Major Projects

# Forecasting methodology



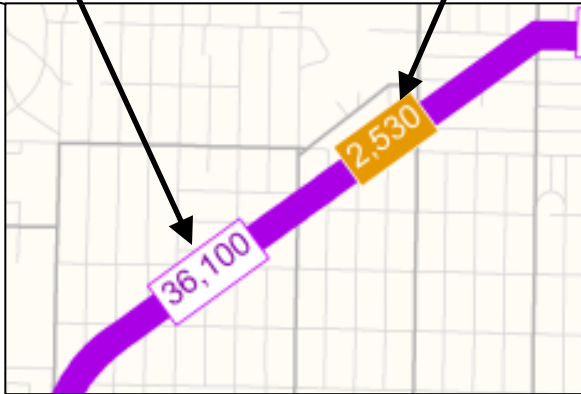


# Truck volumes – reading the maps



Average Daily Traffic Volume (ADT)

Average Daily Truck Volume



Color represents percent of trucks in the traffic stream

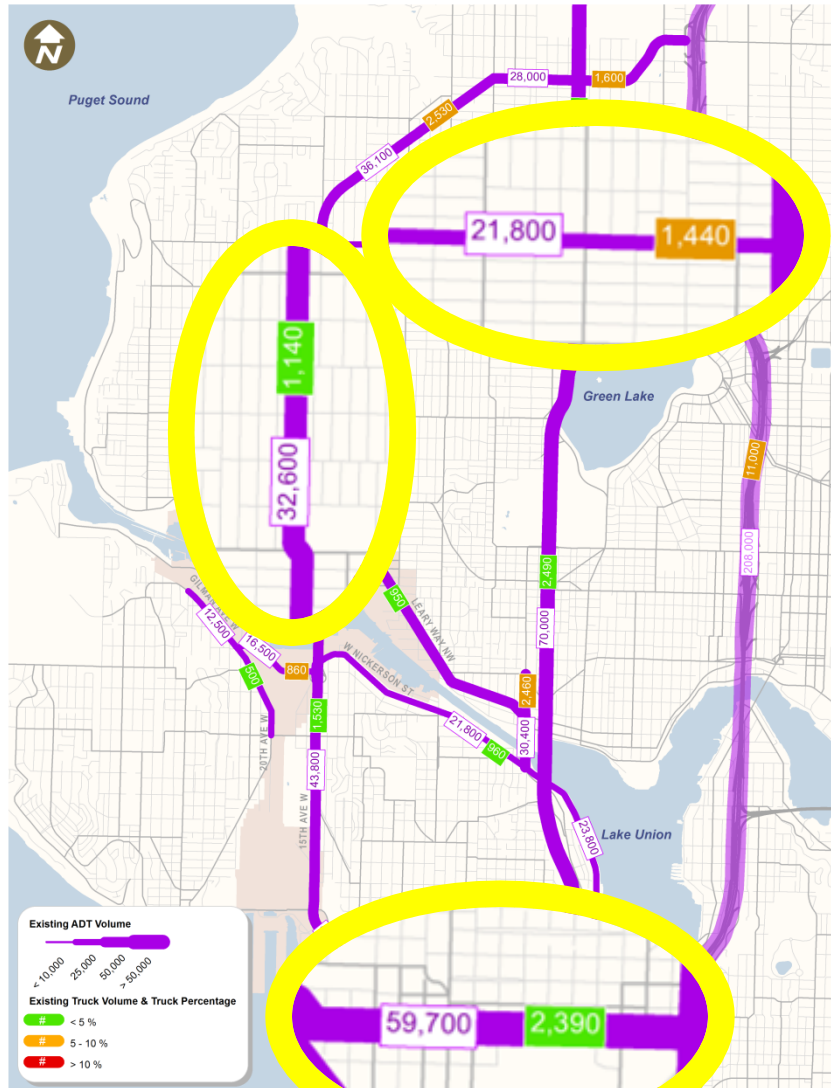


Example Map

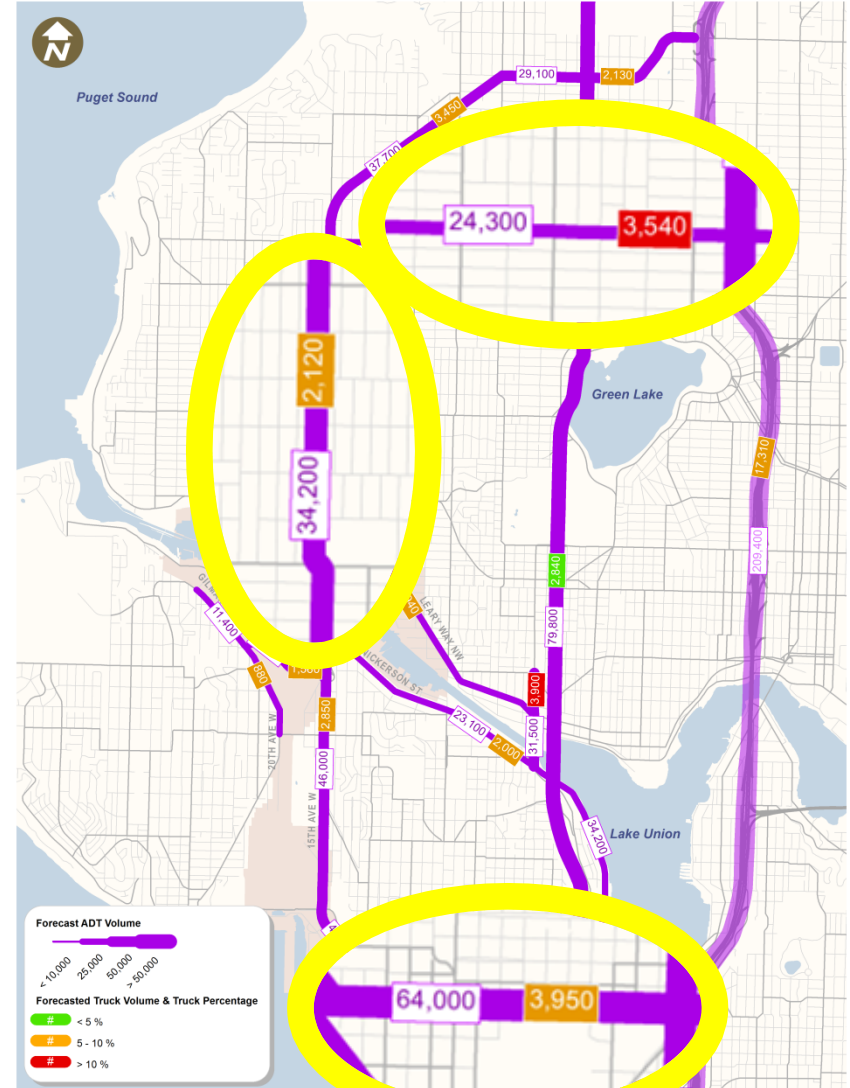


# Truck volumes – north

PRELIMINARY



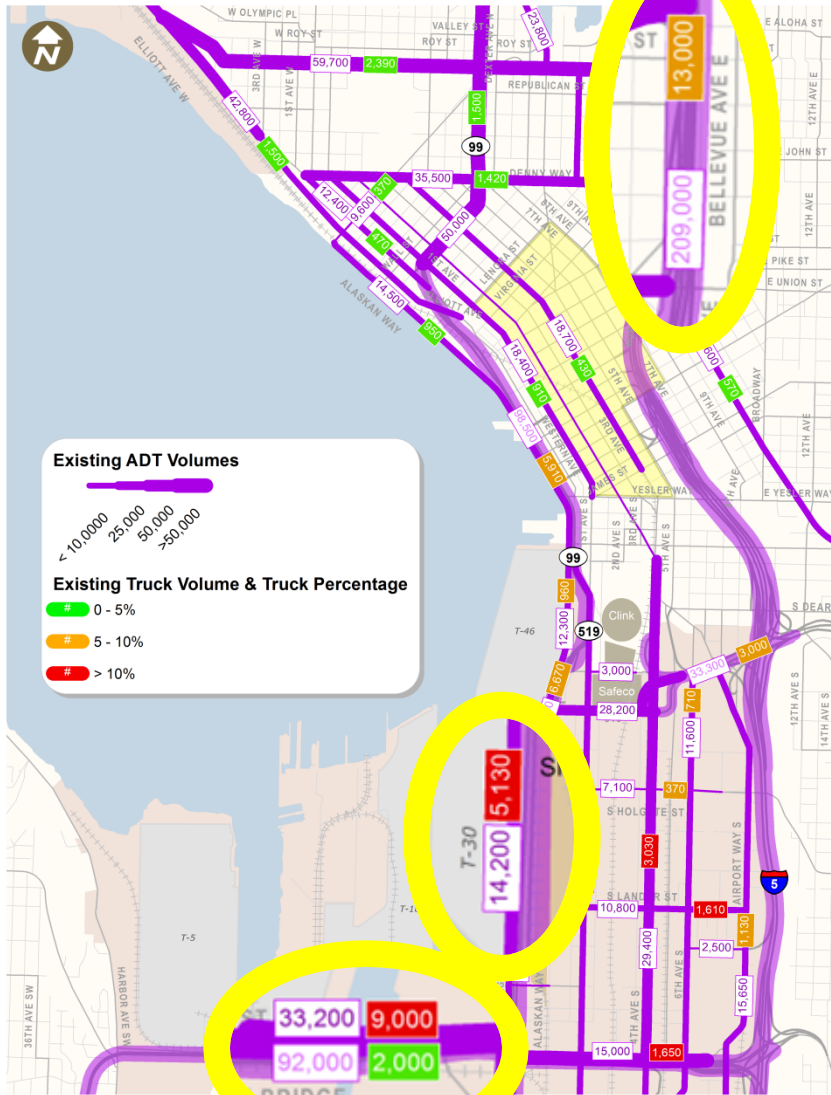
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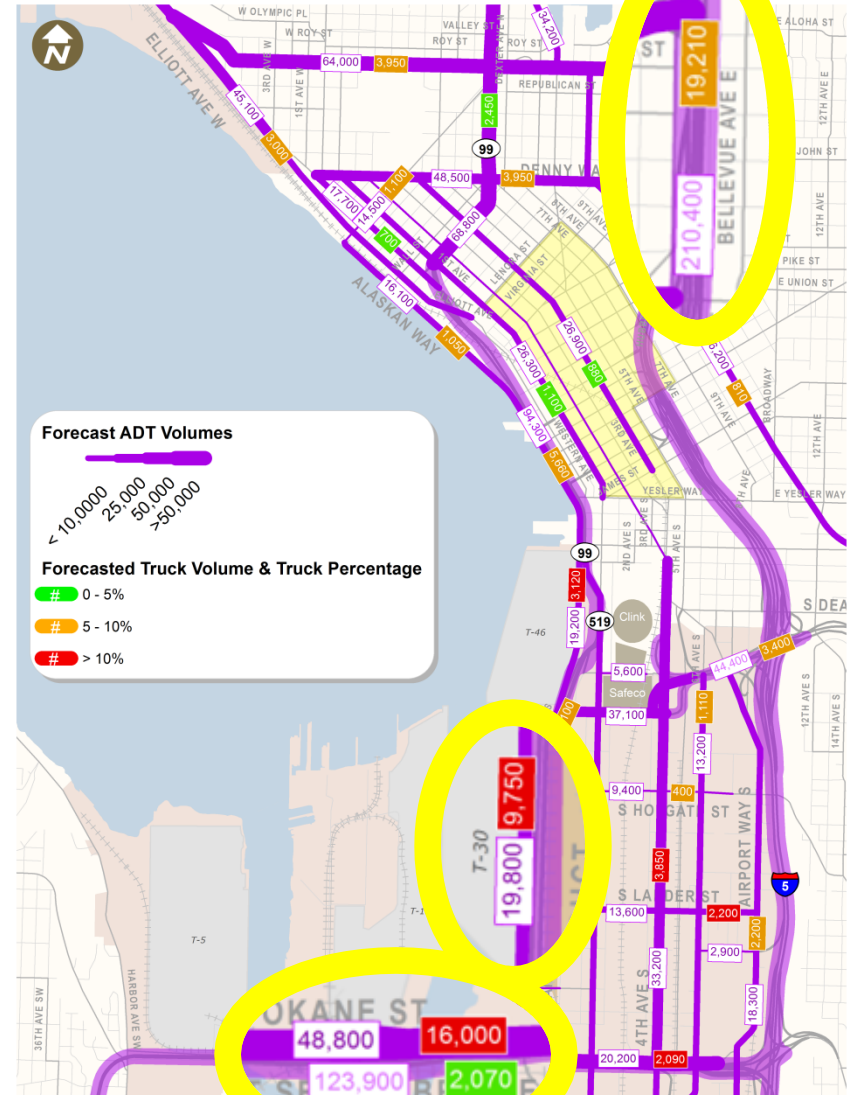
Forecast

# Truck volumes – central

PRELIMINARY



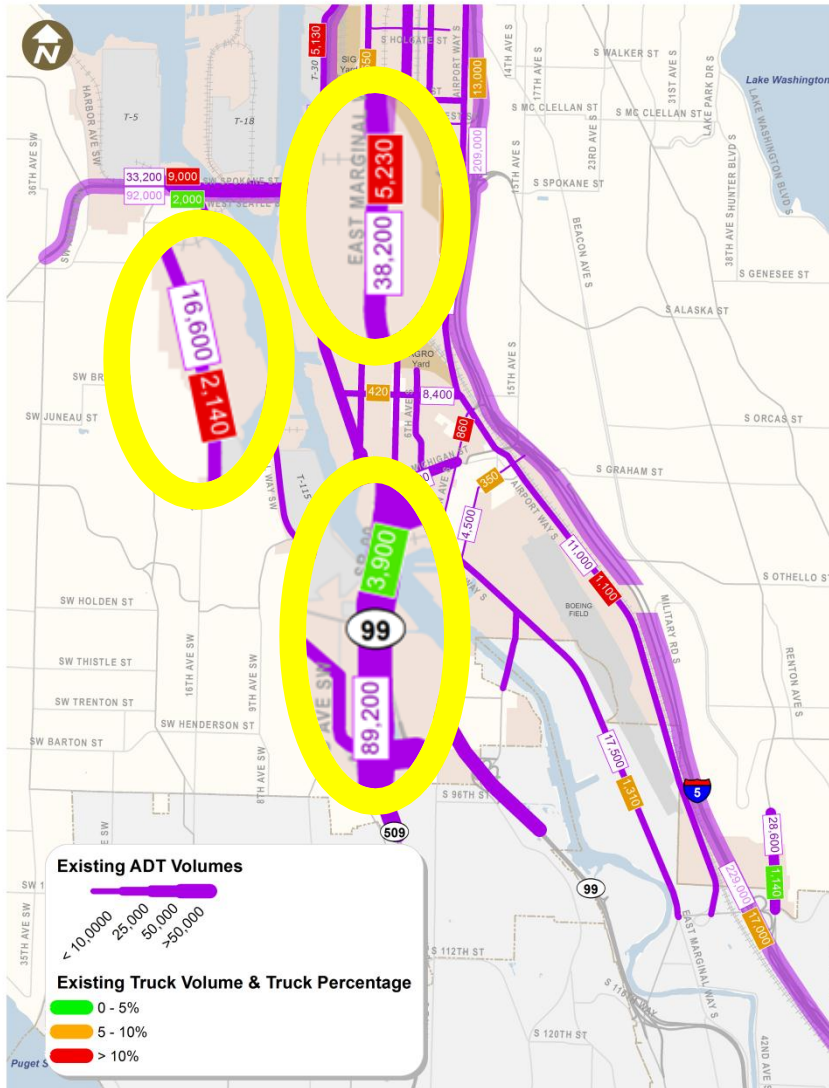
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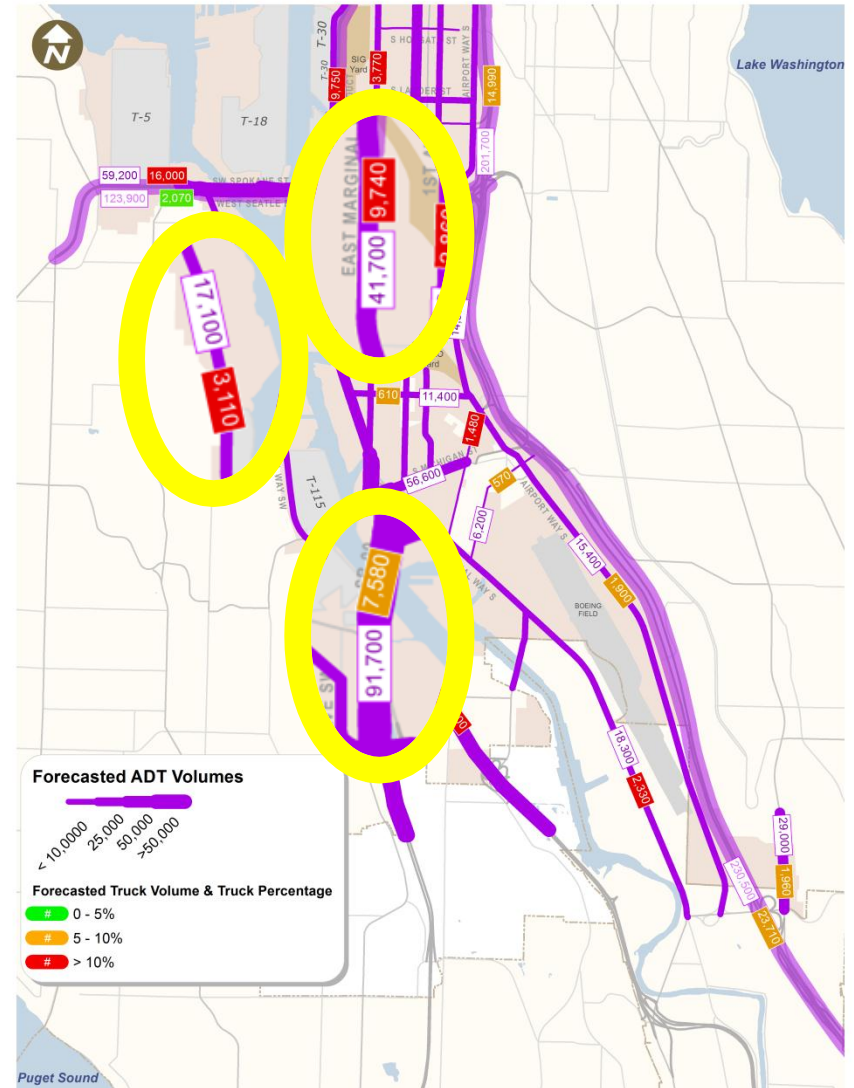
Forecast

# Truck volumes – south

PRELIMINARY



Existing



Forecast

# Next steps

July	Future Conditions and Needs Identification
September	Improvement Project Identification and Prioritization
October / November	Preparation of Draft Plan

# Questions?

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[www.seattle.gov/transportation/freight\\_industrialareas.htm](http://www.seattle.gov/transportation/freight_industrialareas.htm)

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