

An aerial photograph showing a dense urban area with a large body of water in the foreground. The water is blue, and the city buildings are a mix of grey and brown tones. A few boats are visible in the water.

# Seattle Industrial Areas Freight Access Project



*Image Credit: Port of Seattle*

Freight Advisory Board  
March 17, 2015



# Our 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

- Highlights of draft report
- FAP/FMP coordination
- Relationship to *Move Seattle*
- Tier I project review
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- High level project overview

## **Chapter 1 Introduction and Organization**

- Identify project goals and objectives, introduce performance measures

## **Chapter 2 Freight Context and the Manufacturing & Industrial Centers**

- Telling Seattle's freight story

## **Chapter 3 Existing Conditions**

- Analyze collision data, network volumes, speeds, mobility constraints, and pavement conditions

## **Chapter 4 Future Conditions**

- Forecast 2035 freight trends, network volumes and speeds

## **Chapter 5 Freight Needs**

- Define and apply performance measures, develop corridor evaluation scoring, and appropriate toolbox applications

## **Chapter 6 System Improvements**

- Develop and prioritize project list

	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	Winter 2015	Fall 2015

\* PB is reviewing and integrating the FAP data and flagging any relevant differences for SDOT resolution

# FAP & Move Seattle address the importance of freight

“Goods movement is the lifeblood of our city and must be supported”

## Near-term actions

- Complete Freight Master Plan
- Make spot improvements to help truck move more quickly at key bottlenecks
- Pilot freight-only lanes in the Greater Duwamish MIC
- Ramp up the monitoring and collection of truck volume data

## Large Capital Projects

- East Marginal Way Corridor Improvements, including reconstruction to heavy haul vehicle standards
- South Lander Street Grade Separation/Railroad Crossing

# Tier I project review

- Reviewed by SDOT technical staff
- Consensus with Port
- Cost estimates developed using SDOT methodology for “soft costs”
- Coordinated with Move Seattle team



Image Credit: WSDOT

# Tier I projects

No.	Project Name	Project Benefit	Project Cost	Timeframe	Move Seattle Overlap
	Ballard-Interbay Northend MIC				
22	West Dravus St / 15th Avenue West and W Emerson Street Rechannelization	Connectivity	\$700,000	2015-2020	
52	BINMIC Truck Route Improvements	Safety, Connectivity	\$500,000 (Phase I) \$1.5M (Phase II)	2015-2018 2019-2021	
	Citywide				
-	Citywide Freight Spot Improvement Program Expansion	Safety, Connectivity	\$1.5M / year	Ongoing	✓
-	Freight Data Collection/Analysis Program	Mobility	\$150,000 / year	Ongoing	✓



No.	Project Name	Project Benefit	Project Cost	Timeframe	Move Seattle Overlap
	Greater Duwamish MIC				
5A	East Marginal Way South Freight Improvements	Mobility	\$48M	2015-2020	✓
5B	E Marginal Way S / S Hanford Street Operational and Paving Improvements	Mobility	\$7M	2015-2020	
15	Hanford & Main SIG Access Improvements	Mobility	\$5.6M	2021-2026	
16	South Lander Street Grade Separation	Safety, Mobility, Connectivity	\$150M*	2015-2020	✓
17	Study and Implementation of Mainline Grade Separation	Mobility, Connectivity	\$500,000 (study) TBD (construction)	2015-2020 (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	2015-2020	
24	Lower Spokane Street Freight Only Lanes Pilot	Mobility, Connectivity	\$200,000 (study) TBD (construction)	2015-2017 (study) TBD (construction)	✓
25	South Spokane Street ITS Improvements	Mobility	\$1.5M	2015-2020	
28	Railroad Crossing Delay Warning System	Connectivity	\$500,000	2015-2020	
37A	1st Avenue S / Atlantic Street Operational Improvements	Mobility, Connectivity	\$600,000	2015-2017	
37B	South Atlantic Street Corridor Improvements	Mobility, Connectivity	TBD	2015-2020	

\* 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

# Next steps

March 17	FAB briefing
March 23	Release draft report for public
March 24	NSIA briefing
March 30	MIC briefing
April/May	Release final report