**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
Draft FMP Vision Statement

A high-quality and aspiring statement that will help articulate the desired end state of the FMP.

PROPOSED VISION: A vibrant city and thriving economy connecting people and products within Seattle and to regional and international markets.
Draft FMP Goals

• **Economy** – Provide a freight network that supports a growing economy for Seattle and the region.

• **Safety** - Improve safety and the predictable movement of goods and people.
Draft FMP Goals (continued)

- **Mobility** - Reliably connect manufacturing/industrial centers and business districts with the local, state, and international freight networks.

- **State of Good Repair** – Maintain and improve the freight transportation network to ensure safe and efficient operations.
Draft FMP Goals (continued)

• **Equity** – Benefit residents and businesses of Seattle through equity in freight investments and improve the health of communities impacted by freight movement.

• **Environment** - Improve freight operations in Seattle and the region by making goods movement more efficient and reducing its environmental footprint.
Existing conditions

• 2014 First truck flow map

• City of Seattle: 780 count locations

• Other input from WSDOT, KC Metro
Future conditions

- 2035 Truck flow map
- Create districts for analysis
- Employment industries: Retail, Wholesale and Manufacturing
- Develop Growth factors and apply to districts
- Calibrate future volumes against other projects
Supply Chain: Infographic

• Provide goods and services from a source of production to the point of consumption

• Many logistical steps to move one product

• Infographic will serve as educational tool for the Freight Master Plan
This meal brought to you by Seattle’s freight networks!

This meal has to travel nearly 2,000 FREIGHT MILES to get to your plate (and that doesn’t even include the glass, paper plate and more!)

SDOT is updating the city’s Freight Master Plan and we want your input. Please visit seattle.gov/transportation/freight_fmp.htm to learn more.
Seattle’s Truck Street Designation

• Freight goes everywhere

• Need to recognize different levels of freight movement and needs

• Need for context sensitivity
Seattle’s Truck Street Designation

Tiered system criteria

- Land use
- Functional Classification
- Truck Volume
- Physical Roadway Characteristics
- Connectivity
# Seattle’s Draft Truck Street Designation

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Limited Access Facility</th>
<th>Major Truck Street (Red)</th>
<th>Minor Truck Street (Green)</th>
<th>First/Last Mile Connectors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supports Freight Generating Land Uses</td>
<td>Provides main connections between the city and the rest of the region, and major connections to principal metropolitan areas and industrial centers.</td>
<td>Provides main connections between highest freight generating land uses, including MICs, Urban Centers and intermodal terminals.</td>
<td>Provides secondary connections between highest freight generating land uses, including MICs, Urban Centers and intermodal terminals. Provides access to destinations along corridors.</td>
<td>Provides access from State system to and within the MICs and intermodal terminals. Corridors focus on access to industrial uses.</td>
</tr>
<tr>
<td>Functional Classification</td>
<td>Highway especially designed or designated for through traffic</td>
<td>Minor Arterial or higher. Generally a Principal Arterial or limited Access Facility</td>
<td>Minor Arterial or higher. Provides resiliency to major truck streets network</td>
<td>Generally, minor Arterial or lower, including non arterial streets within the industrial areas.</td>
</tr>
<tr>
<td>Truck Volume</td>
<td>All Volumes</td>
<td>500+ trucks per day</td>
<td>500+ trucks per day</td>
<td>250+ trucks per day</td>
</tr>
<tr>
<td>System Redundancy/Performance Risk</td>
<td>Very little system redundancy on large size facilities</td>
<td>Network should provide alternative routes for trucks between the regional system (from Interstate to highest freight generating uses) and truck mobility within the city.</td>
<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>
## Next steps

<table>
<thead>
<tr>
<th>Season</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summer</td>
<td>Prepare and refine draft freight network map; identify improvements and design guidelines</td>
</tr>
<tr>
<td>Fall</td>
<td>Public review of freight network map; develop implementation strategy</td>
</tr>
<tr>
<td>December</td>
<td>Release public review of draft plan</td>
</tr>
<tr>
<td>Winter</td>
<td>Recommended Freight Master Plan</td>
</tr>
</tbody>
</table>
Questions?

gabriela.vega@seattle.gov  |  (206) 733-9029
ian.macek@seattle.gov  |  (206) 684-7576
http://www.seattle.gov/transportation/freight.htm

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