Freight Master Plan

Freight Advisory Board

July 21, 2015

SDOT

Seattle Department of Transportation

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.

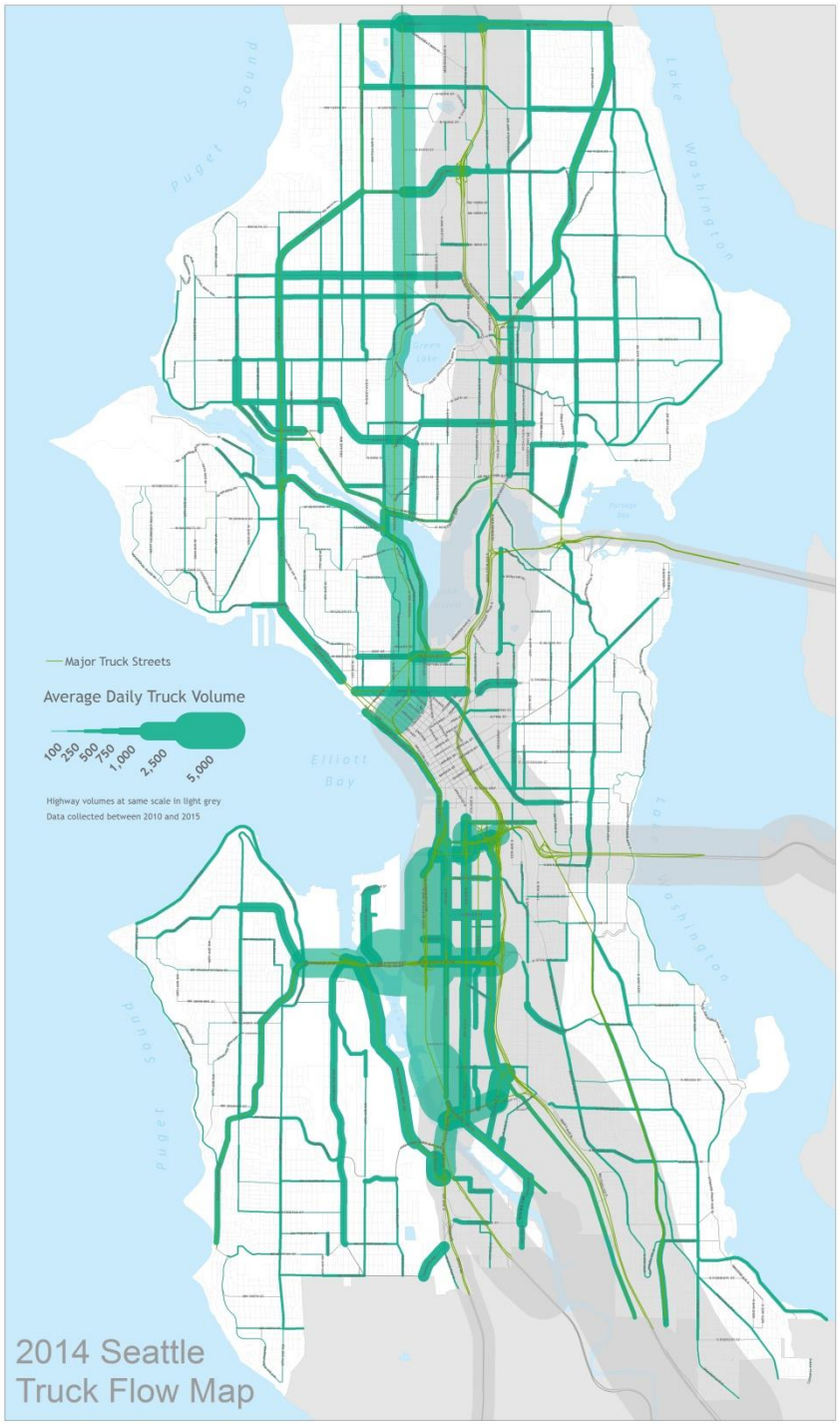
Draft FMP Goals (continued)

- **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

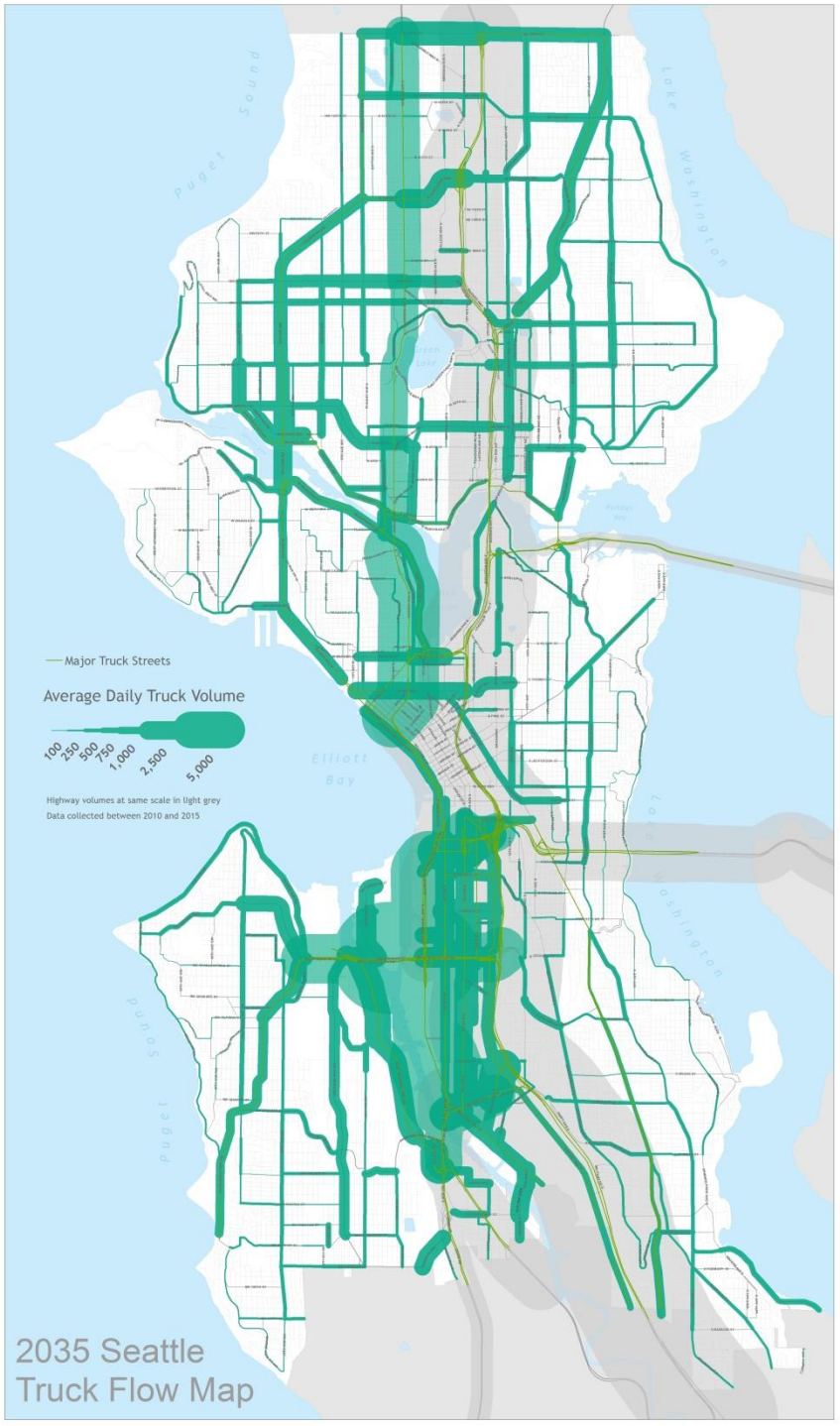
Existing conditions

- 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!)

Cod caught in Alaska

1,500 miles

Port of Seattle's Fishermen's Terminal is home to the North Pacific Fishing Fleet - the folks who bring you the fish in your fish and chips!

Fishermen's Terminal

10 miles

Cold Storage

10 miles

Value Added Processing

10 miles

Distributor

Hops from Yakima Valley

165 miles

142 miles

Malts from Vancouver, WA

Brewery in Seattle

17 miles

Warehouse in Kent

Little known fact: a frosty beer needs a strong freight network. Before your beer makes it into your glass, it travels from across Washington to Seattle and then to your neighborhood pub.

Distributor

15 miles

Processor

20-100 miles

Potatoes grown in Eastern Washington

In order to make it to the big leagues (your plate) Washington potatoes depend on trucks to get them to a processor, a fryer, and finally to their place of honor next to your fish.

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.

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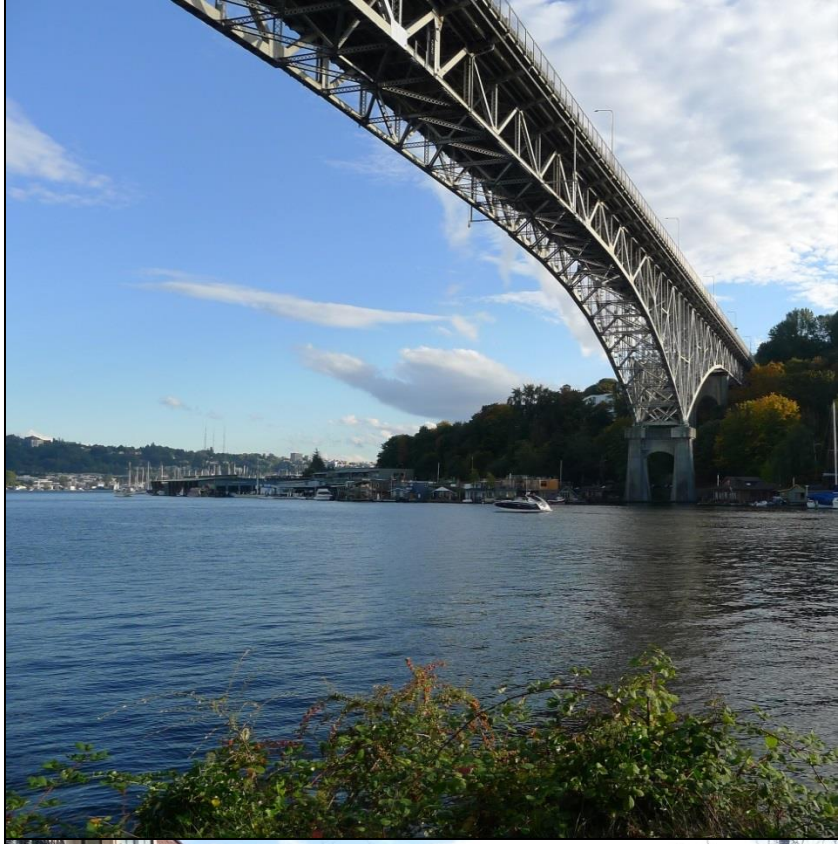
Seattle's Truck Street Designation

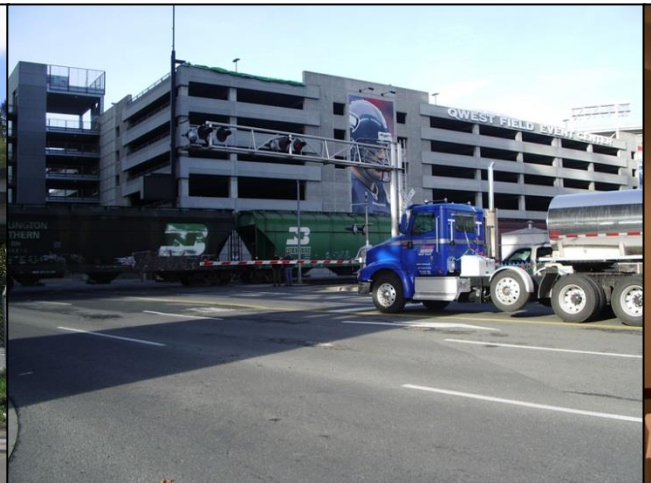
- Freight goes everywhere
- Need to recognize different levels of freight movement and needs
- Need for context sensitivity



Seattle's Truck Street Designation

Tiered system criteria

- Land use
- Functional Classification
- Truck Volume
- Physical Roadway Characteristics
- Connectivity



Seattle's Draft Truck Street Designation

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

Next steps

Summer	Prepare and refine draft freight network map; identify improvements and design guidelines
Fall	Public review of freight network map; develop implementation strategy
December	Release public review of draft plan
Winter	Recommended Freight Master Plan

Questions?

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

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