SEATTLE FREIGHT MOBILITY PROGRAM

2006

SDOT
Seattle Department of Transportation

Freight Investments Support Economy

Manufacturing and Industry are Important to Creating Jobs and Opportunity

Industrial Areas

Ballard Interbay

Duwamish

Freight Mobility is Vital to the Economy

- There are 121,700 manufacturing/industrial jobs in Seattle in 2001, which accounted for 25% of all city jobs

- Seattle's Basic Industry jobs represent 14% of the state's manufacturing industry jobs

- Revenue generated from Seattle's industries represents 13% of the revenue generated by the state's basic industry jobs ($226.4 billion in 2001)

Seattle Freight Program

- Key goal-economic health/expansion/jobs
- Protect and improve freight movement
- Involve the freight community
- Dedicated freight staff
- Funding
- Strong presence in regional and local freight forums

Seattle Freight Program

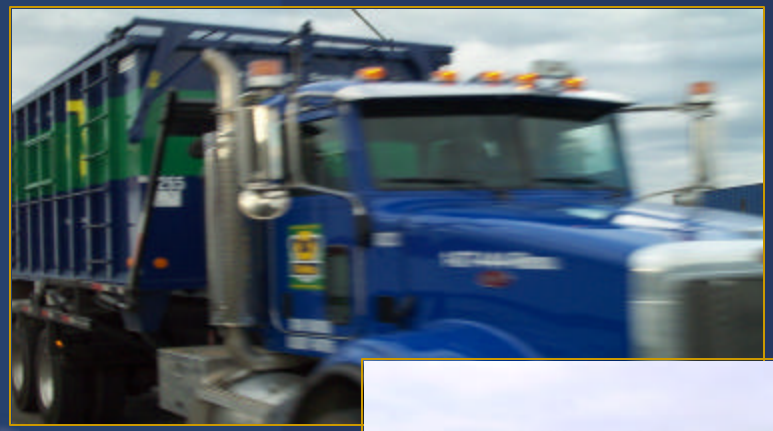
FREIGHT MODES

- Port of Seattle-major container gateway
- Three railroads
- Trucking is omnipresent
- Boeing Field-major air freight activity
- Pipeline between Renton and Harbor Island
- Marine: NW fishing industry and shipping

Rail Facilities are a Predominant Feature in Seattle

- Three primary freight rail operators in Seattle
- Two major railroads: BNSF Railway and UPRR
- One Short Line: the Ballard Terminal Railroad along the Ballard Ship Canal
- Passenger Rail: Amtrak and Sound Transit Commuter Rail
- Four intermodal yards

Freight Mobility Challenges



- Older street infrastructure
- Limited street space
- Growing traffic demand
- Truck and rail demand volumes/conflicts
- Larger trucks
- Maintaining traffic during construction
- Trade-offs with other modes: modal priorities

Time is Money

WEST COAST TRUCKING -SEATTLE

- Changes in operations necessitated by congestion
- Additional costs incurred because of congestion
  - $1.6M increase
  - Added 15% more trucks to handle the same amount of business
- Productivity Loss
  - A truck can travel from Wenatchee to Puget Sound in four hours, but it can take *ANOTHER TWO HOURS* to get to the Port of Seattle

Keeping Freight Moving

SDOT PROACTIVE ON FREIGHT

- Freight Action Plan
- Freight Committee
- Freight integrated in SDOT

Seattle Freight Mobility Strategic Action Plan

22 Actions
to *Keep Freight Moving*

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Freight Mobility Plan

ACTION CATEGORIES

- Seattle is an economic engine for the region
- Freight partnerships
- Truck access and circulation
- Rail access and operations
- Port of Seattle container & cargo terminals
- Freight access to industrial areas
- Retail goods delivery
- 2004 and 2003 accomplishments

SDOT Values Freight

- Commercial vehicle enforcement /permitting
- Traffic operations
- Street design
- Rail crossing safety
- Overlegal truck movement
- Flammable/combustible liquids
- Curb loading
- Plan implementation

SDOT Prioritizes Freight Streets

All Seattle arterial streets are considered to be truck routes, which are streets where trucks are allowed and encouraged to travel.

A Major Truck Street is a street classification for an arterial street that accommodates significant freight movement.

SDOT uses the designation as an important criterion for street design, traffic management decisions, and pavement design and repair.

Seattle Freight Program

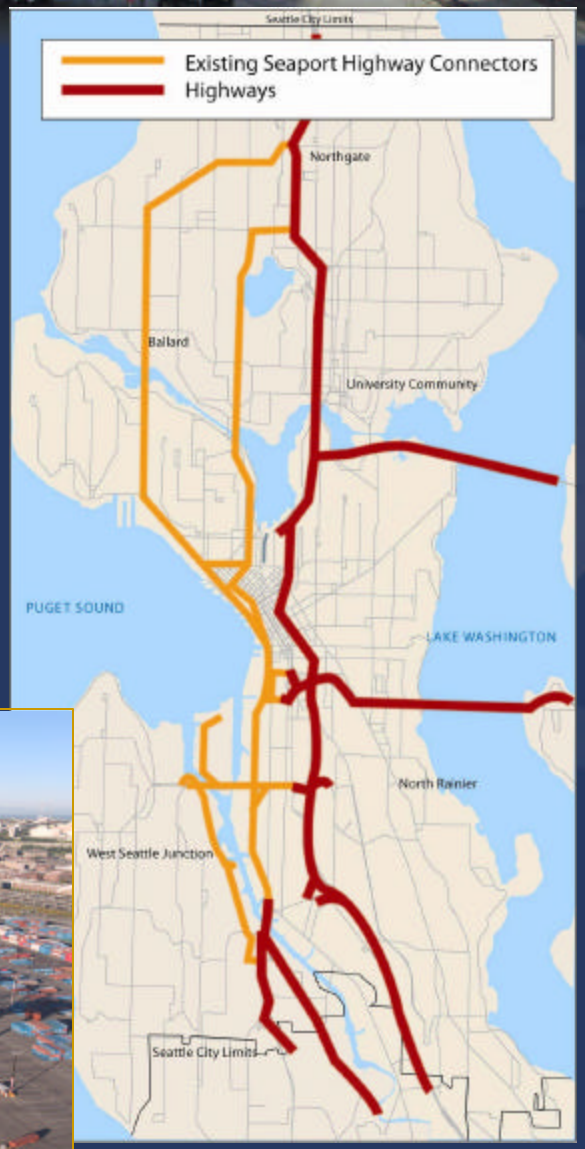
TRUCKING CATEGORIES

- Single unit and tractor trailer
- Oversize loads
- Tanker trucks and hazardous materials
- Fire trucks
- Delivery functions

From the Port Docks To Rail Yards

Seaport to Rail Intermodal Connector Routes

Seattle Links Port to the Nation



Seaport Highway Connector Routes

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Seattle Freight Mobility Advisory Committee

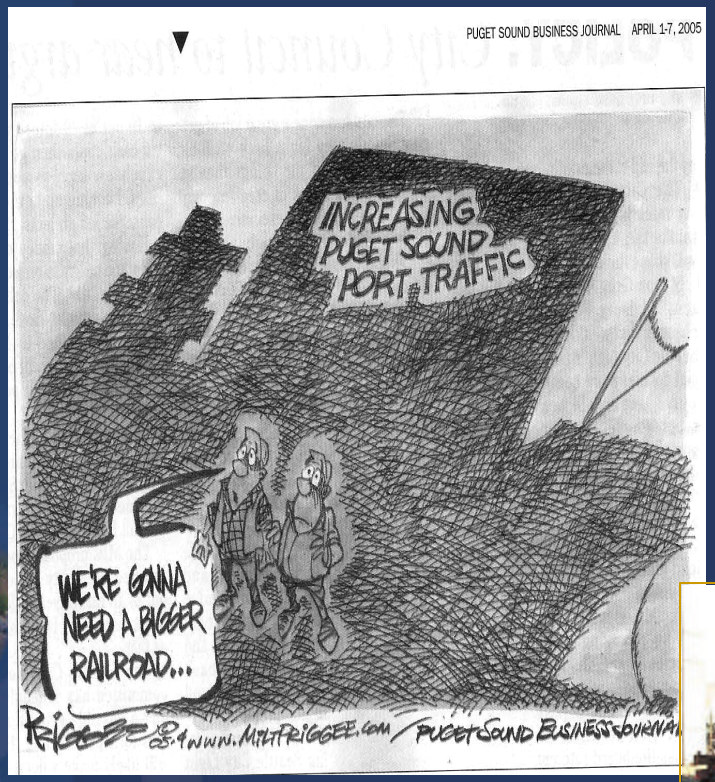
COMMITTEE FUNCTIONS:

- Represent the two city Manufacturing and Industrial Centers - the Duwamish and Ballard Interbay Northend (BINMIC) areas
- Makes recommendations to decision makers and project sponsors
- Review and advise on major projects
- Projects include Alaskan Way Viaduct, Mercer, W. Marginal Trail, Spokane St Viaduct

Committee Participation Includes:

- Nelson Trucking
- Trident Seafoods
- Ballard Oil
- Charlie's Produce
- Ballard Terminal Railroad
- West Coast Trucking
- Alaska Distributors
- Port of Seattle
- Continental Van Lines
- Burlington Northern Railroad
- MacMillan-Piper
- Island Tug and Barge
- Nucor Steel
- Washington Trucking Assoc.

Steps Toward Freight Mobility



Street, Truck and Rail Management in Manufacturing and Industrial Centers

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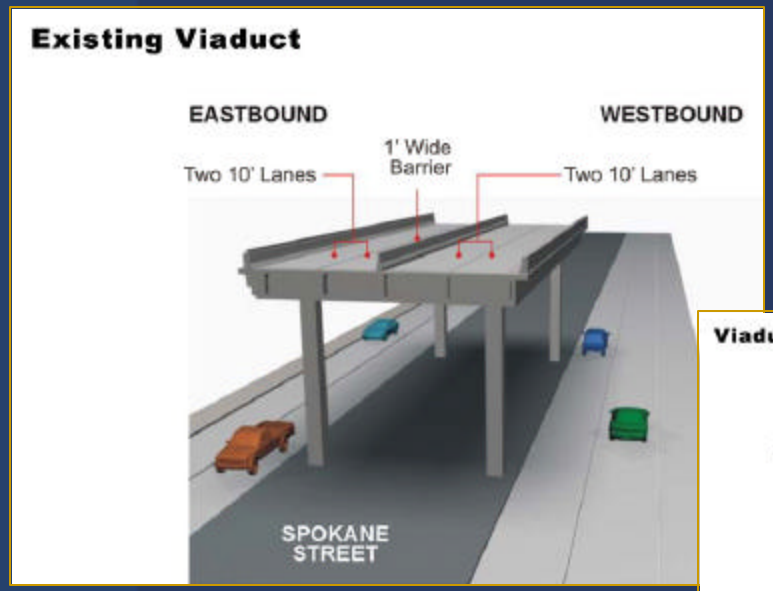
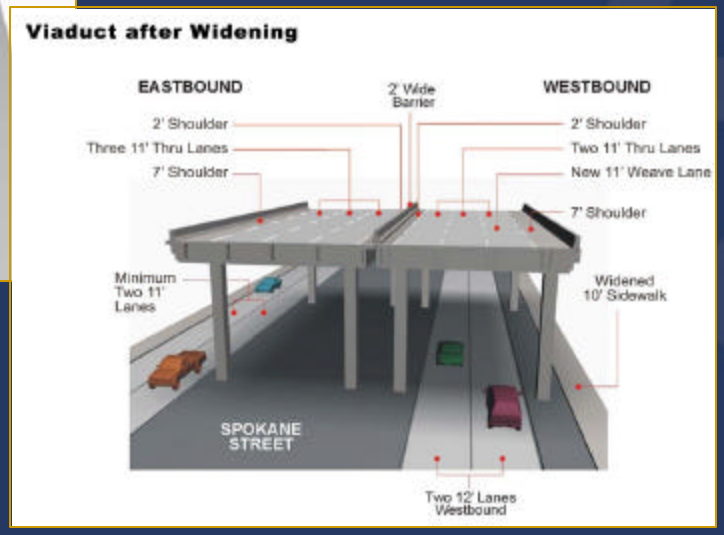
Projects to Improve Freight





SPOKANE STREET VIADUCT WIDENING

- Gateway to the Port and West Seattle
- Improve safety, through put and access

Freight Responses

- Protect and improve freight movement
- Radii: WB 50, WB 62 and WB 67
- Grades: desirable is 5%
- Truck only-streets
- Revised commercial load zone practices
- Route finding

Seattle Freight Program

TRUCKERS RODEO in November 2005

- Test truck turning ability for WB 67 / 75' vehicle
- Confluence of two major truck streets
- Co-located with bicycle routes
- Tested semi, oversize and fire trucks

Seattle Freight Program

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Freight Program Website--
http://www.seattle.gov/transportation/freight.htm

Freight Mobility Advisory Committee Website--
http://www.seattle.gov/transportation/fmac.htm