



The Seattle Department of Transportation and Port of Seattle

SEATTLE INDUSTRIAL AREAS FREIGHT ACCESS PROJECT



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Seattle Mayor

Edward B. Murray

Seattle City Council

Tim Burgess, Council President

Sally Bagshaw

Sally J. Clark

Jean Godden

Bruce A. Harrell

Nick Licata

Mike O'Brien

Tom Rasmussen

Kshama Sawant

Port of Seattle Commission

Stephanie Bowman, Co-President

Courtney Gregoire, Co-President

Tom Albro

Bill Bryant

John Creighton

Seattle Department of Transportation

Scott Kubly, Director

Tracy Krawczyk, Policy and Planning Division Director

Cristina VanValkenburgh, Mobility Programs Manager

Tony Mazzella, Project Manager

Ron Borowski, Sr Transportation Manager,

Deputy Project Manager

Christopher Eaves, Senior Civil Engineering Specialist

Ian Macek, Associate Transportation Planner

Port of Seattle

Ted Fick, Chief Executive Officer

Linda Styrk, Managing Director Seaport Division

Dan Burke, Regional Transportation Program Planner,
Project Lead (Retired)

Christine Wolf, Transportation Program Planner, Seaport,
Project Lead

Geri Poor, Regional Transportation Manager

Interagency Management Committee

Bari Bookout, Port of Seattle

Michael Burke, Port of Seattle

Barbara Gray, SDOT

John Layzer, SDOT

Mike Merritt, Port of Seattle

Mary Rutherford, SDOT

Tracy Krawczyk, SDOT

Consultants

Jon Pascal, Transpo Group, Consultant Project Manager

Michael Houston, Transpo Group

Jeanne Acutanza, Transpo Group

Dan Smith, The Tioga Group

Michael Fischer, Cambridge Systematics

Chiranjivi Bhamidipati, Cambridge Systematics

Kate Elliott, PRR

Seattle Freight Advisory Board

Warren Aakervik, Chair, Ballard Oil (Ret.)

Linda Anderson, former member, King County Metro

Bari Bookout, Port of Seattle

Katherine Casseday, Casseday Consulting

Pat Cohn, Pacific Terminals

Hal Cooper Jr., Cooper Consulting Company

Terry Finn, BNSF Railway

Tim Hillis, Charlie's Produce

Dan McKisson, ILWU Puget Sound Regional Council

Frank Rose, Peterbuilt

Michael Sheehan, former member, Seattle Times

Other Contributors

Ed Shilley, Nucor Steel

John Odland, MacMillan Piper

Robert Graham, Graham Trucking

Kaaren Jones, Pacific Freight Express, Inc.

Mike Jones, United Parcel Service, Inc.

Phil Bye, Food Services of America

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GLOSSARY OF ACRONYMS

AASHTO.....	American Association of State Highway Transportation Officials
ADT.....	Average Daily Traffic
ATA.....	American Trucking Association
BINMIC.....	Ballard/Interbay Northend Manufacturing and Industrial Center
BNSF.....	Burlington Northern and Santa Fe Railway
BPR.....	Bureau of Public Records
CBD.....	Central Business District
CIP.....	Capital Improvement Plan/Program
CTAS.....	Container Terminal Access Study
CVEO.....	Commercial Vehicle Enforcement Officer
CVSA.....	Commercial Vehicle Safety Alliance
DC.....	Distribution Center
DPD.....	Department of Planning and Development
FAF3.....	Freight Analysis Framework
FAP.....	Freight Access Project
FAST.....	Freight Action Strategy
FHWA.....	Federal Highway Administration
FMP.....	Freight Master Plan
GIS.....	Graphical Information System
GVW.....	Gross Vehicle Weight
HOV.....	High Occupancy Vehicle
IMC.....	Intermodal Marketing Companies
ITS.....	Intelligent Transportation System
LEP.....	Limited English Proficient
LOS.....	Level of Service
LTL.....	Less than Truck Load
MAP-21.....	Moving Ahead for Progress in the 21st Century
MIC.....	Manufacturing/Industrial Center
MPO.....	Metropolitan Planning Organization
MSW.....	Municipal Solid Waste
NHS.....	National Highway System
PSRC.....	Puget Sound Regional Council
RFID.....	Radio Frequency Identification

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SDOTSeattle Department of Transportation
SIGSeattle International Gateway
SoDo.....South of Downtown
SPUSeattle Public Utilities
TAZTransportation Analysis Zone
TEU.....Twenty-foot Equivalent Units
TMATransportation Management Association
TWIC.....Transportation Worker Identification Credential
UP.....Union Pacific Railroad
UPSUnited Parcel Service
USPSUnited States Postal Service
VMTVehicle-Miles Travelled
WSDOTWashington State Department of Transportation
WTU.....Warehousing, Trucking, and Utilities

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EXECUTIVE SUMMARY

Seattle is home to one of the most unique business environments in the country. We have a diverse economy that is creating jobs and keeping unemployment low.

We held an industrial and maritime summit to explore ways to build upon Seattle's strengths as a manufacturing center, and as a trading hub. As a result, my budget invested in a Heavy Haul Corridor in SoDo, an essential step to help boost the competitiveness of our industrial freight sector.

And we will continue this engagement to create a longer-term vision for the role of manufacturing, maritime, and trade in Seattle's economy.

We are building our strategy to attract foreign direct investment.

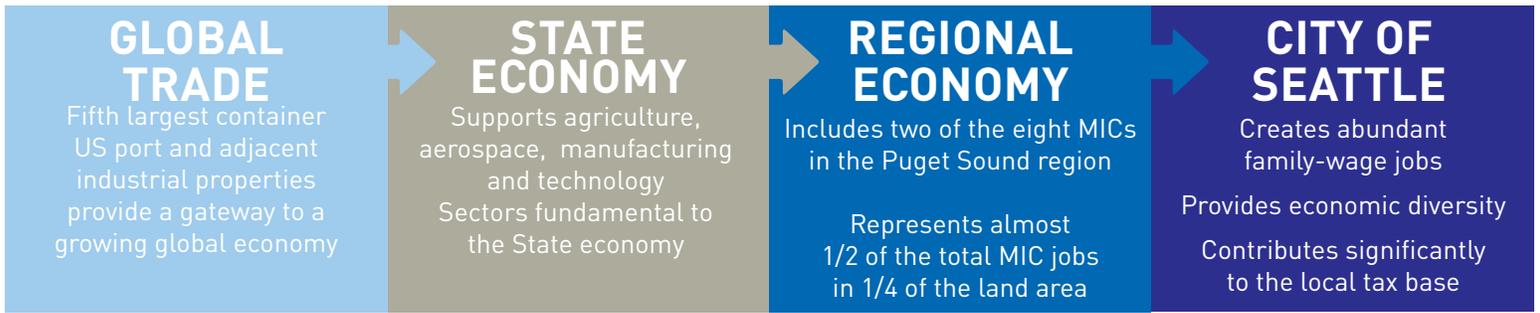
—2015 State of the City, Mayor Edward Murray

Seattle is a vital gateway to one of the most trade dependent states in the nation. Through a century of partnership with the Port of Seattle and others, the City supports global trade by protecting, preserving, and enhancing infrastructure and manufacturing/industrial lands. As competition for trade grows, these resources become even more critical to the health of our local, regional, and state economies.

The Seattle Industrial Areas Freight Access Project (FAP) identifies truck -freight transportation infrastructure investments needed over the next 20 years to keep Seattle's industrial lands—the Manufacturing/Industrial Centers (MICs) of the Greater Duwamish and the Ballard/Interbay Northend—vibrant and productive to meet the challenges of the future and to keep Seattle moving.

This Freight Access Project serves as a building block for the key policy, programmatic, and

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technical issues to be fully examined in the Seattle Freight Master Plan (FMP). The FMP provides a city-wide, comprehensive vision for truck freight transportation and a strategy for implementing policies with a prioritized package of project and program improvements. Together with the other modal plans (Bicycle, Pedestrian and Transit), the FMP serves as a basis for the City’s Transportation Strategic Plan, known as “Move Seattle,” which addresses the next decade of major SDOT investments.

Importance of Freight and Manufacturing Centers in the City of Seattle

Moving freight by truck is critical to our state, regional, and local economies and is a priority for the City of Seattle and the Port.

- Washington is one of the most trade dependent states in the nation. Freight dependent industries support 1.46 million jobs and \$128.8 billion in regional domestic products statewide. Roughly 40% of all jobs in the state can be tied to trade-related activity.
- In Puget Sound, freight dependent industries support almost 900,000 jobs and \$91.9 billion in regional domestic product.
- The two Manufacturing/Industrial Centers (MICs) in Seattle employ nearly 75,000 people in mostly family-wage jobs.

- The Port of Seattle, which is the 5th largest port in the US , and associated industries concentrated within the MICs, help make greater Seattle the most active trade region in the nation.
- Recent economic analysis indicates that 79% of global economic growth will occur outside the United States. The Puget Sound has close proximity to global these markets, well-developed Ports (with Tacoma, it is the 3rd largest container cargo complex in the US) and efficient rail systems (freight rail connections to over a dozen states and Canadian provinces). With these attributes, the region is poised to strengthen its role as a global player in foreign direct investment.
- Global investment is projected to drive economic growth, making these port connections and the resources that support them even more important to our regional economy.
- Moving freight safely, efficiently, and effectively within and between the Manufacturing/Industrial Centers in the City of Seattle is critical to the local, regional, and statewide economies.

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Assessing Current and Future Needs

The Freight Access Project identifies current and future freight bottlenecks and problem locations, leading to a set of cost-effective operational, capital, and programmatic improvements. These improvements aim to maintain and improve truck-borne freight access, mobility, safety, and circulation within and between the Greater Duwamish MIC and the Ballard/Interbay Northend MIC (BINMIC), including the key connections from the MICs to the region's freeway transportation system. The project also identifies improvements from the Port of Seattle's facilities to local intermodal rail yards.

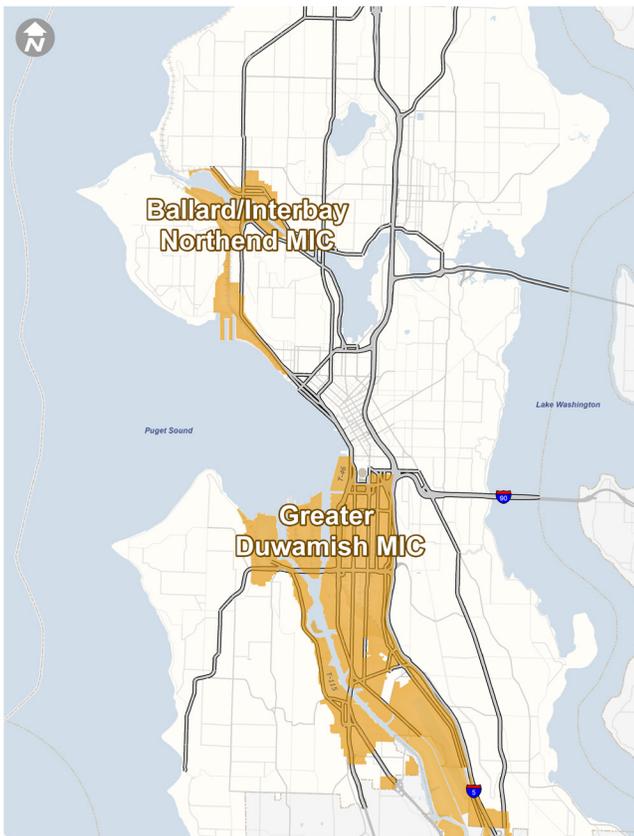
The development of transportation improvement projects contained in this document was guided by the goals and objectives developed through input

**GOALS/
OBJECTIVES**

- Safety**
Address safety for all travel modes
- Mobility**
 - Maintain and improve truck -freight mobility and access to accommodate expected general traffic, freight and cargo growth.
- Connectivity**
 - Ensure connectivity for major freight intermodal and trans-load facilities
- Environment**
 - Reduce environmental impacts, including greenhouse gas emissions

from the Seattle Freight Advisory Board (FAB) and outreach to key stakeholders. These members of the freight community helped identify needs, define the goals of this project, and establish performance measures. Goals and objectives are noted above.

The needs, goals, performance measures, and objectives guided project development and prioritized a set of improvements that address safety, connectivity, and mobility challenges. The top tier of these projects and programs for initial inclusion in the Freight Master Plan are shown in the table on the following page.



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Table E-1 Recommended Priority Project List

No.	Project Name	Project Need	Project Type							
		 SAFETY  MOBILITY  CONNECTIVITY	Maintenance & Preservation	Capital Investment	ITS* Application	Intersection Operations	Wayfinding for Trucks	Geometric	Ongoing Programs	
Ballard/Interbay Northend MIC										
22	15th Avenue W Spot Improvements at W Dravus Street and W Emerson Street	 							✓	
52	BINMIC Truck Route Improvements	 				✓	✓	✓		
Greater Duwamish MIC										
5A	East Marginal Way Roadway Rehabilitation	 	✓	✓	✓					
5B	E Marginal Way S / S Hanford Street Intersection Improvements	 	✓	✓		✓				
15	Hanford & Main Seattle International Gateway (SIG) Access Improvements	 		✓		✓				
16	South Lander Street Grade Separation	  		✓						
17	Study and Implementation of Mainline Grade Separations in Mid-SoDo area	 		✓	✓					
20	4th Avenue S Viaduct Replacement	 	✓	✓						
23	South Holgate Street Rail Crossing Improvements	 		✓						
24	Lower Spokane Street Freight-Only Lanes Pilot Project	 			✓	✓				
25	South Spokane Street ITS Upgrades				✓					
28	Railroad Crossing Delay Warning System				✓					
37A	1st Avenue S / Atlantic Street Intersection Improvements	 	✓			✓		✓		
37B	S Atlantic Street Corridor Improvements	 			✓	✓				
Citywide										
-	Citywide Freight Spot Improvement Program Expansion	 	✓			✓	✓	✓	✓	✓
-	Freight Data Collection/Analysis Program				✓	✓				✓

*Intelligent Transportation System

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