Presentation overview

• What drives future traffic growth – overview of assumptions
• Changes to the transportation network – assumed improvements
• Forecast traffic volumes along key corridors
• Next steps
• Questions
Regional growth and truck tonnage

Regional Growth Estimates

- Truck Tonnage >400 million
- Population: 5 million
- Jobs: 3.1 million

Forecast

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4 PSRC, Washington State Department of Employment Security
Future travel demands

- Population and employment are expected to grow by more than 25% by 2035
- Future travel demand will grow with population and economic activity
- Vehicle trips will not grow as significantly due to transit expansion and tolling
- Truck activity will grow faster than regional traffic
- Street network will remain much the same except for programmed projects and SDOT changes in managing streets for transit, bicycles, and passenger rail
What drives future traffic growth?

**Vehicle mode**

- **Passenger Vehicles**
- **Non-Port Trucks**
- **Port Trucks**

**Reasons change occurs**

- Population and employment growth
- Changes in land use and modal options
  - **Sources**
    - Alaskan Way Viaduct Tolling Study
    - PSRC Travel Demand Model
- MIC industrial growth
- Changing industry composition
  - **Source**
    - Commodity Flow Profile from Freight Analysis Framework (FAF3)
- Trade growth and intermodal shifts
  - **Source**
    - Port of Seattle Container Terminal Access Study
Non-port truck trips growth

• MICs will comprise an increasing share of regional goods movement dependent industry activity
  ▪ Construction
  ▪ Natural Resources
  ▪ Manufacturing
  ▪ Wholesale
  ▪ Transportation
  ▪ Utilities
  ▪ Retail
  ▪ Food Services

• Output and demand from goods movement dependent industries is growing faster than employment – productivity gains

• As a result, non-port truck trips will grow faster than overall regional traffic
Goods movement dependent industry growth

Non-port truck trips growth by commodity type

![Graph showing estimated daily non-port loaded truck trips in Seattle CSA Region]

- **Annual Growth Rate**: 2.7%
- **2011**: 20,000
- **2035**: 50,000

**Commodity Breakdown**
- Unknown
- Food / Agri Prods
- Retail Prods
- Mfg Prods
- Const Prods / Res

Source: Regional Forecasts from FHWA's FAF3 National Model and Cambridge Systematics Assumptions on Average Truck Payload Factors by Commodity.
Port truck trips growth

- Consistent with the Port of Seattle Growth Goal of 3.5 million TEUs/Year

Transportation network changes

• Improvements to the transportation system will change routing patterns
  – New projects
  – Tolling

• Shifting routes of auto trips and changes in congestion will impact truck routing
  – Relative pattern of truck route shifts obtained from PSRC model
Assumed improvements

• Transportation projects identified in previous planning studies
• Major projects include:
  – Alaskan Way Viaduct Replacement
  – Mercer Street Improvements
  – Seattle Waterfront / Alaskan Way
  – Lander Street Grade Separation
Forecasting methodology

- Passenger Vehicles
- Non-Port Trucks
- Port Trucks

2035 Forecast Volumes
Truck volumes – reading the maps

Example Map

Average Daily Traffic Volume (ADT)

Average Daily Truck Volume

Color represents percent of trucks in the traffic stream

- Green: < 5%
- Orange: 5 - 10%
- Red: > 10%
Truck volumes – north

PRELIMINARY
Truck volumes – central

PRELIMINARY
Truck volumes – south

**Existing ADT Volumes**

- 0 - 5%
- 5 - 10%
- > 10%

**Existing Truck Volume & Truck Percentage**

- < 10,000
- 10,000 - 20,000
- 20,000 - 40,000
- > 40,000

**Forecast**
## Next steps

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<th>Activity</th>
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<td>Future Conditions and Needs Identification</td>
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<td>September</td>
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Questions?

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www.seattle.gov/transportation/freight_industrialareas.htm