Industrial Areas Freight Access Project (FAP)

Freight Advisory Board
January 21, 2014
Key Outcomes from Last Meeting

• Identified Challenges/Solutions
  • Street Paving/Construction
  • Traffic Signals
  • Obstructions/Clearances
  • Traffic Operations/Congestion
  • Other Issues

• Stakeholder Outreach
  • Businesses in the MICs
  • Shippers/Carriers
  • Others
PERFORMANCE MEASURES

Purpose in Context of the FAP

• Evaluate System Conditions
• Prioritize Projects
• Communicate Results

Items we have Considered

• WSDOT Freight Plan
• MAP-21 Performance Guidance
• Best Practices
• Data Availability / Resources
PERFORMANCE MEASURES

Key Categories

1. System Demand
2. System Efficiency
3. System Reliability
4. Mobility Barriers
5. Safety and Condition

*Performance is based upon a combination of several measures
1. SYSTEM DEMAND

What it Measures
Scale of freight activity along a corridor

Possible Metrics
- Total Traffic Volumes
- Truck Volumes
- Tonnage per Corridor
2. SYSTEM EFFICIENCY

What it Measures
Travel times / delays along a network for a defined period

Possible Metrics
- Total Delay by Corridor during Peak Periods*
- Annual Hours of Truck Delay by Corridor

* Prioritized for freight activity
3. SYSTEM RELIABILITY

What it Measures
Variability of travel time or delay

Possible Metrics

- 80th Percentile Travel Time by Corridor
- Buffer Index (95th Percentile) per MIC
4. MOBILITY BARRIERS

What it Measures
Bottleneck locations or route constraints

Possible Metrics
- Bottlenecks per Corridor
- At-grade Crossings
5. SAFETY AND CONDITION

What it Measures
Collisions and roadway conditions

Possible Metrics
- Freight Collision Rates
- Pavement Conditions
- Potential Modal Conflicts
Questions to Consider

• Do these measures capture how we should be evaluating the health of the transportation system for freight?
• Are these measures relevant to routing decisions?
• What are we missing?