Freight Master Plan

Urban Forestry Commission
March 9, 2016

SDOT
Seattle Department of Transportation

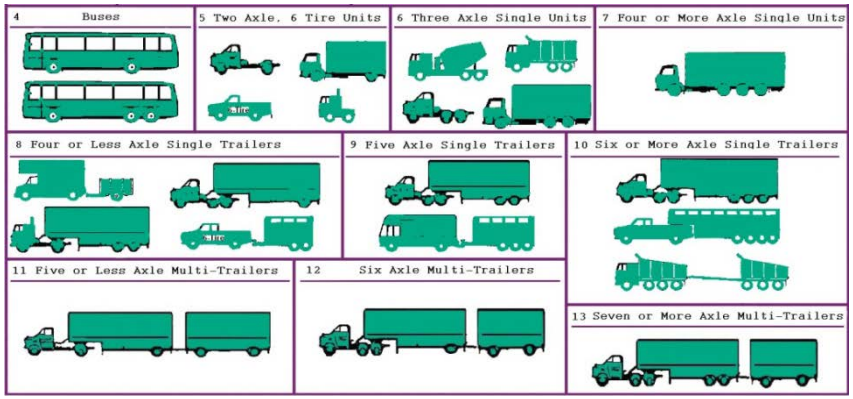
Plan purpose

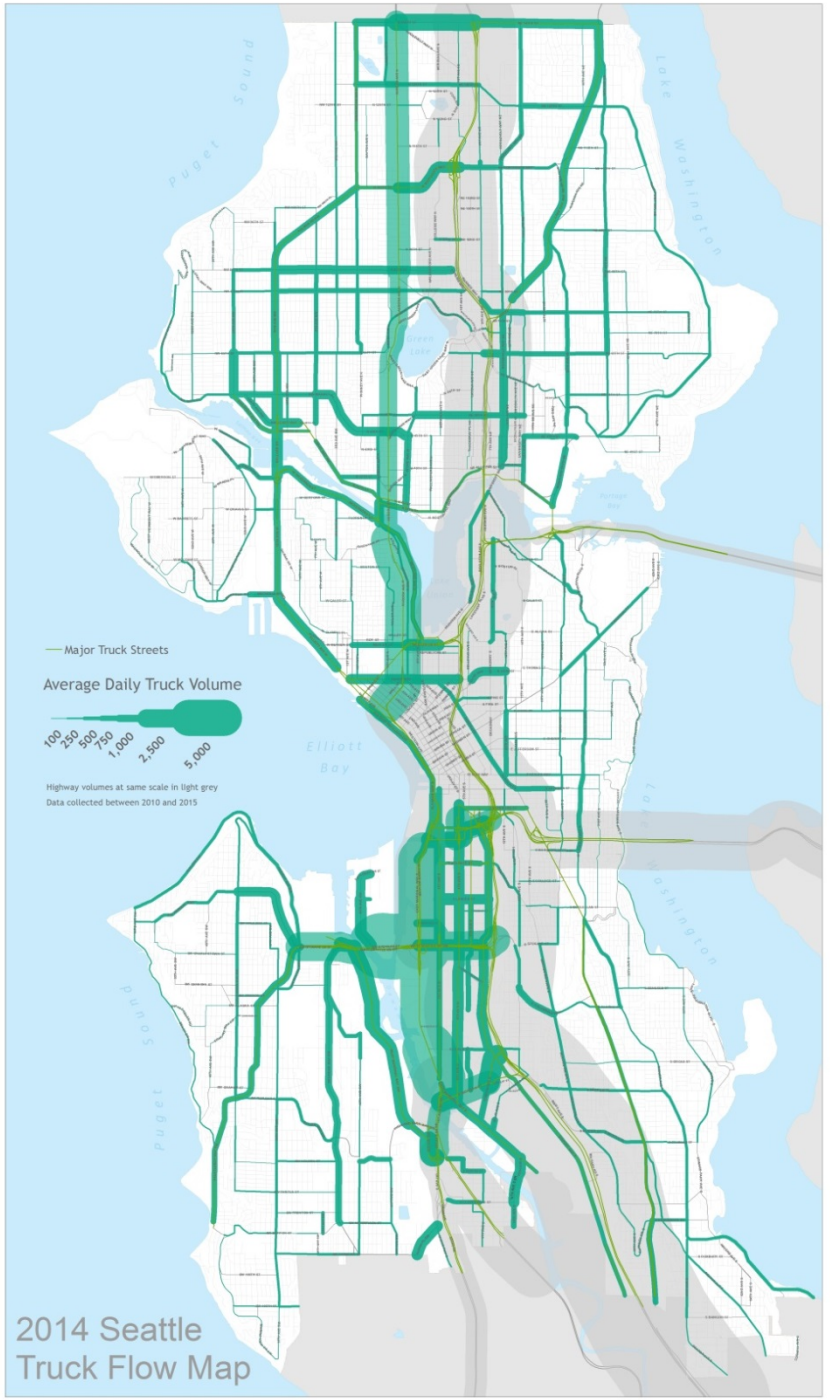
Develop a citywide freight plan

- Vision and Goals
- Analysis of existing and future conditions
- Update freight network
- Design guidelines
- Projects
- Programs
- Prioritization framework
- Performance measures

Existing conditions

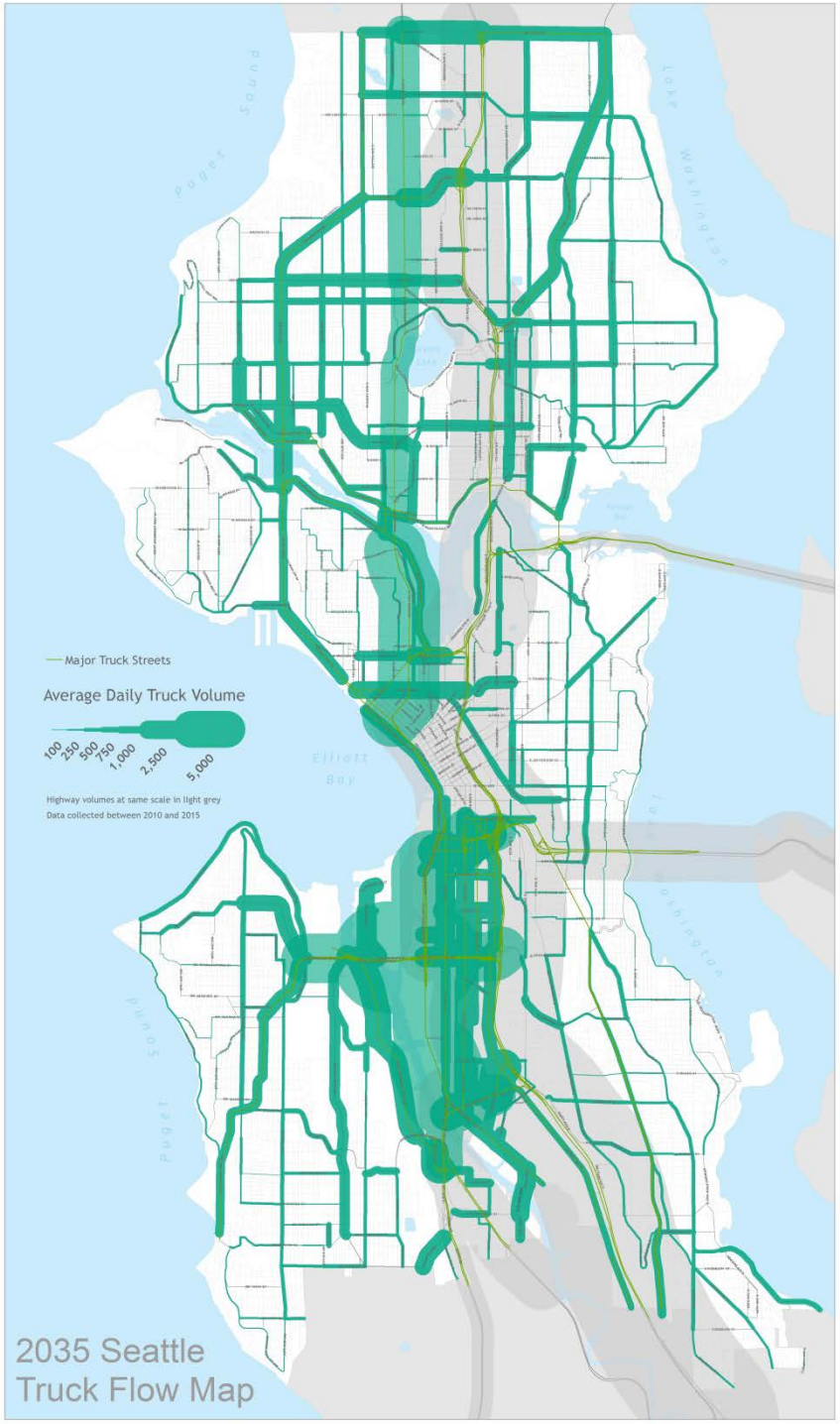
- 2014 First truck flow map
- City of Seattle: 620 count locations
- Other input from WSDOT, KC Metro





Future conditions

- 2035 Truck flow map
- Create districts for analysis
- Employment industries: Retail, Wholesale and Manufacturing
- Develop Growth factors and apply to districts



Draft freight network designation

Tiered system criteria

- Land use
- Trip purpose
- Roadway Classification
- Truck Volumes
- Physical Roadway Characteristics
- Connectivity

Draft freight network designation

LIMITED ACCESS

Purpose: Long distance trips

Land use: Connections between the city and the rest of the region

Roadway classification: Highway

Truck volumes: All

MAJOR TRUCK STREET

Purpose: Through trips

Land use: Connections to MICs, intermodal facilities, Urban Centers, and the regional system

Roadway classification: Minor arterial or higher

Truck volumes: 500+ trucks per day

MINOR TRUCK STREET

Purpose: To/From trips

Land use: Connections to and from urban villages and commercial districts, provides secondary connections to major truck streets

Roadway classification: Collector arterial or higher

Truck volumes: 500+ trucks per day

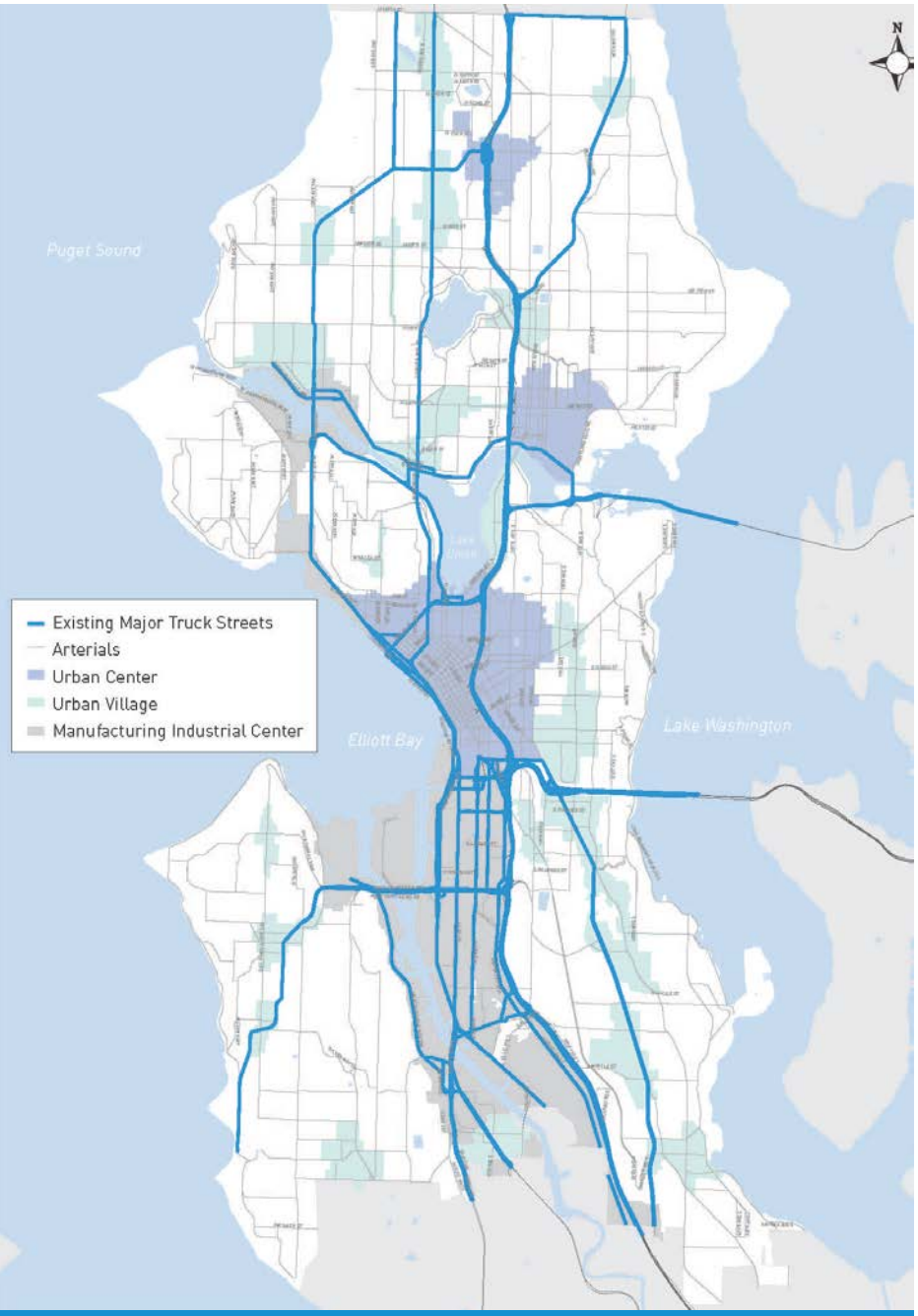
FIRST/LAST MILE CONNECTORS

Purpose: Industrial trips

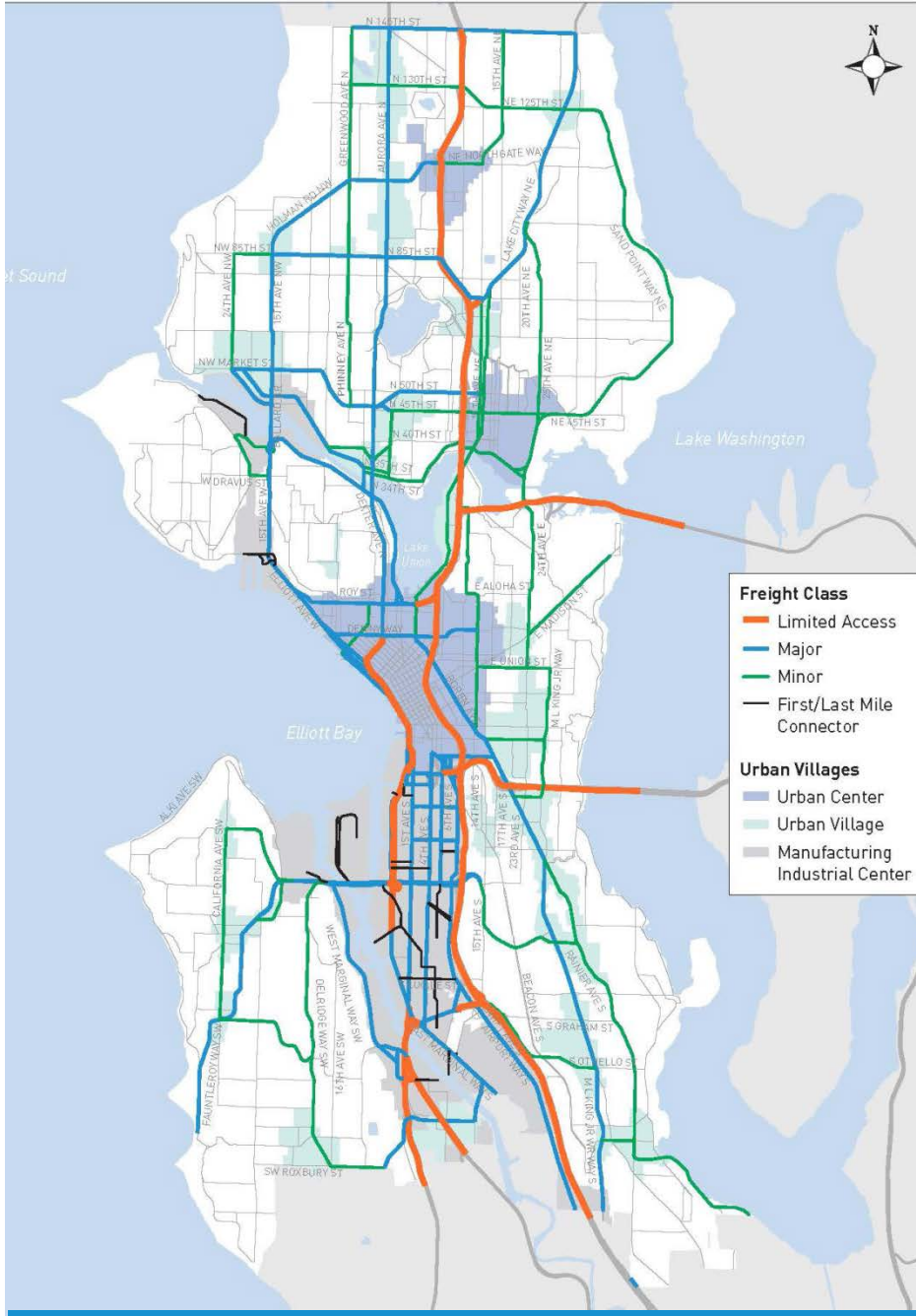
Land use: Connections within the Manufacturing and Industrial Centers (MICs)

Roadway classification: Minor arterial or lower, including non-arterial streets

Truck volumes: 250+ trucks per day



Existing network



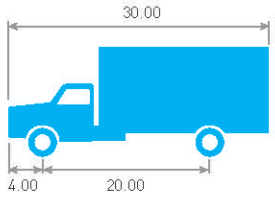
Draft network

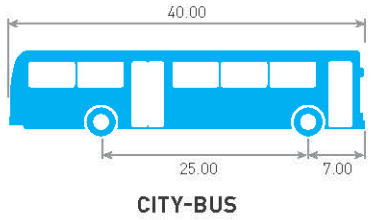
Purpose of truck design guidelines

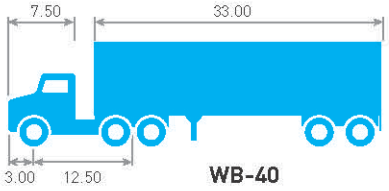
- Outlines basic design considerations for SDOT to accommodate freight
- Improve safety and mobility for all users
- Focused on truck street designations

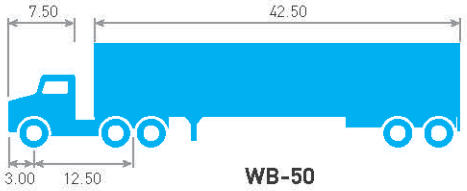
Considerations for truck design guidelines

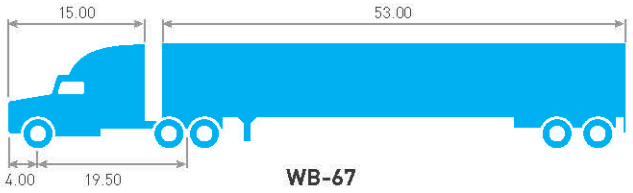
- Truck type, size, volumes
- Design for vs. accommodate
- Modal overlap
- Additional information and detail in the Right-of-Way Improvements Manual (under development)





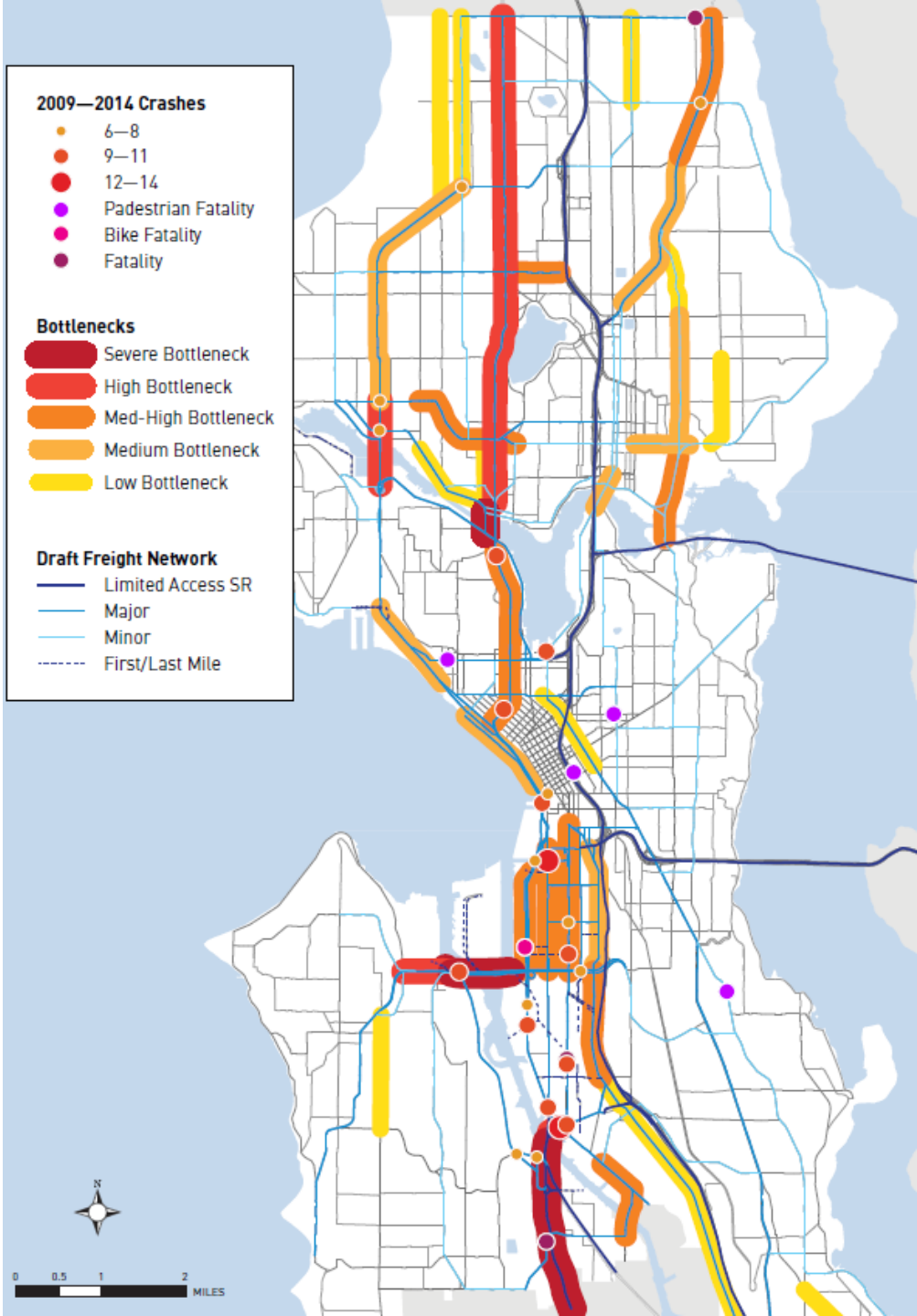






New freight project concepts

- Perform bottleneck and truck collision analysis
- Map freight projects from previous planning efforts (Move Seattle, Large Capital, FAP, etc.)
- Identify locations without freight improvements
- Recommended ideas/solutions to improve safety and mobility
- FMP Draft includes 55 freight projects



Project prioritization

- Determine what projects to build and investments to make in the short, medium and long term

- Rank projects based on quantitative and qualitative factors

Strategies and actions

- Based on plan goals
- Will inform FMP implementation
- Strategies guide us on how to achieve progress toward realizing the plan goals
- Actions are specific tasks for implementation

Example Strategies

Economy

- ✓ Develop an Urban Goods Delivery Strategy

Safety

- ✓ Develop a comprehensive freight education program
- ✓ Explore programs to install truck side guards on city truck fleet

Mobility

- ✓ Expand the city's freight data collection program
- ✓ Provide tools to help the freight community navigate the city

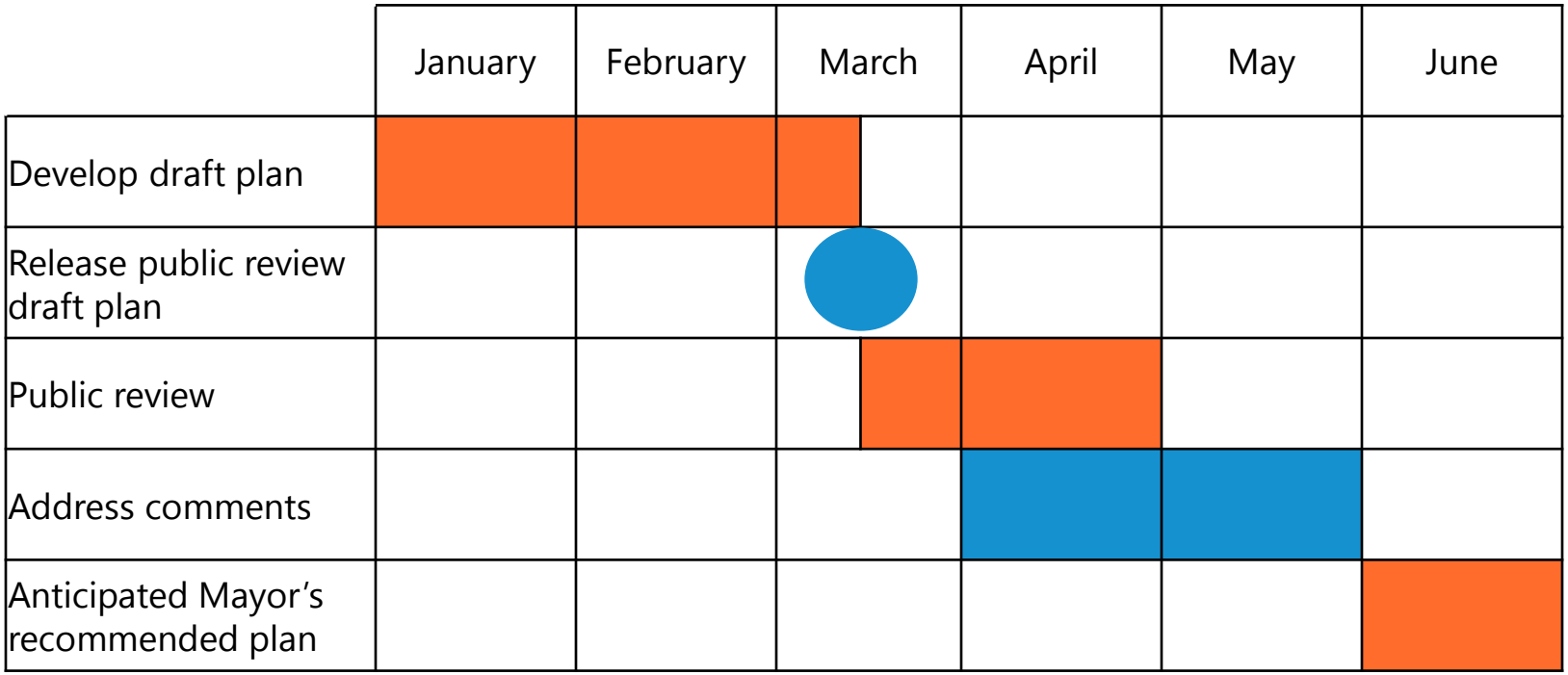
State of Good Repair

- ✓ Address maintenance and rehabilitation needs on the freight network

Equity and Environment

- ✓ Work with communities impacted by goods movement
  - ✓ Address freight impacts on incompatible land uses through integrated planning and implementation of small-scale projects

Status and next steps



Questions?

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

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