



SDOT Freight Program

Freight Program

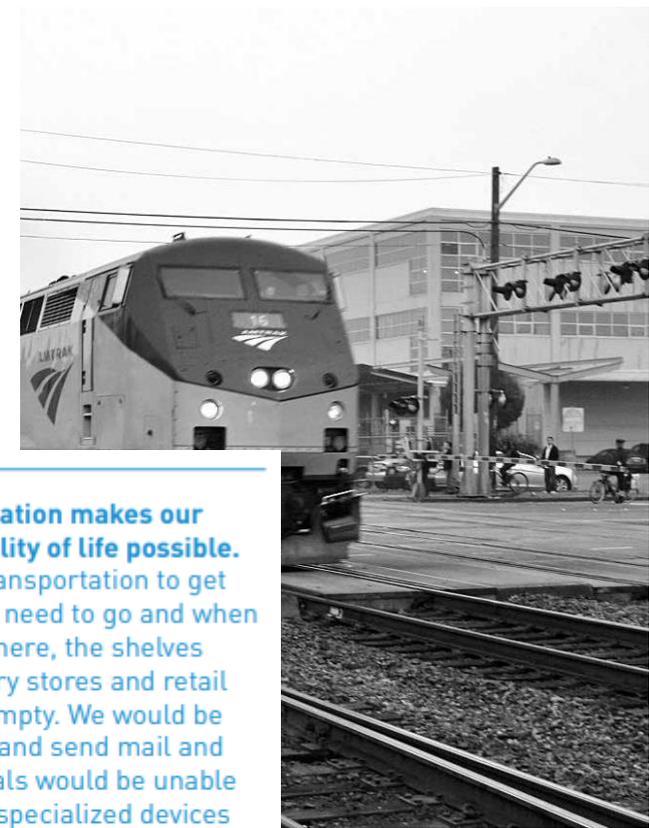
Freight Master Plan, October 2016

Seattle Freight Master Plan Vision:

“A vibrant city and thriving economy connecting people and products within Seattle and to regional and international markets.”

Addresses unique characteristics of freight mobility (moving goods from one place to another by any mode – vehicle, plane, train, pipeline and/or boat – often with complex logistics)

Outlines critical role of freight to meet City's goals



Freight transportation makes our economy and quality of life possible. Without freight transportation to get goods where they need to go and when they need to get there, the shelves in our local grocery stores and retail shops would be empty. We would be unable to receive and send mail and packages. Hospitals would be unable to procure highly specialized devices needed for medical procedures. Our cars and other vehicles would sit in driveways or in garages with empty gas tanks. Our homes would be unheated. Garbage, recycling, and compost wouldn't be picked up. Freight transportation is critical to allow us to get the goods and services we need, when we need them.

Freight in Seattle

Almost all products reach destination by freight

People, businesses, schools, manufacturers, etc. rely on efficient, predictable, sustained freight

Seattle-area freight infrastructure includes airports, seaports, rail yards, distribution centers, truck routes, rail lines, etc.

Per FMP, 40% of all WA jobs are tied to freight-related activity



Freight Program

Levy to Move Seattle

East Marginal Way Project

S Lander St Bridge Project

Freight Spot Improvement Program
(\$1.5M/yr.)



Lander St Bridge

Freight Program

The Implementation Plan

Strategies are the guide

Partnerships are necessary

Freight Spot Improvement funds



Equity in the FMP

Equity Goal - Benefit residents and businesses of Seattle through equity in freight investments and improve the health of communities impacted by goods movement.

- FMP incorporated voices of neighborhoods most impacted by freight
- Currently, working on legislation for drayage truck parking; drawing trucks away from neighborhoods that have been impacted by truck parking
- Working with Office of Sustainability & Environment to reduce emissions of vehicles, reducing environmental effect on neighborhoods

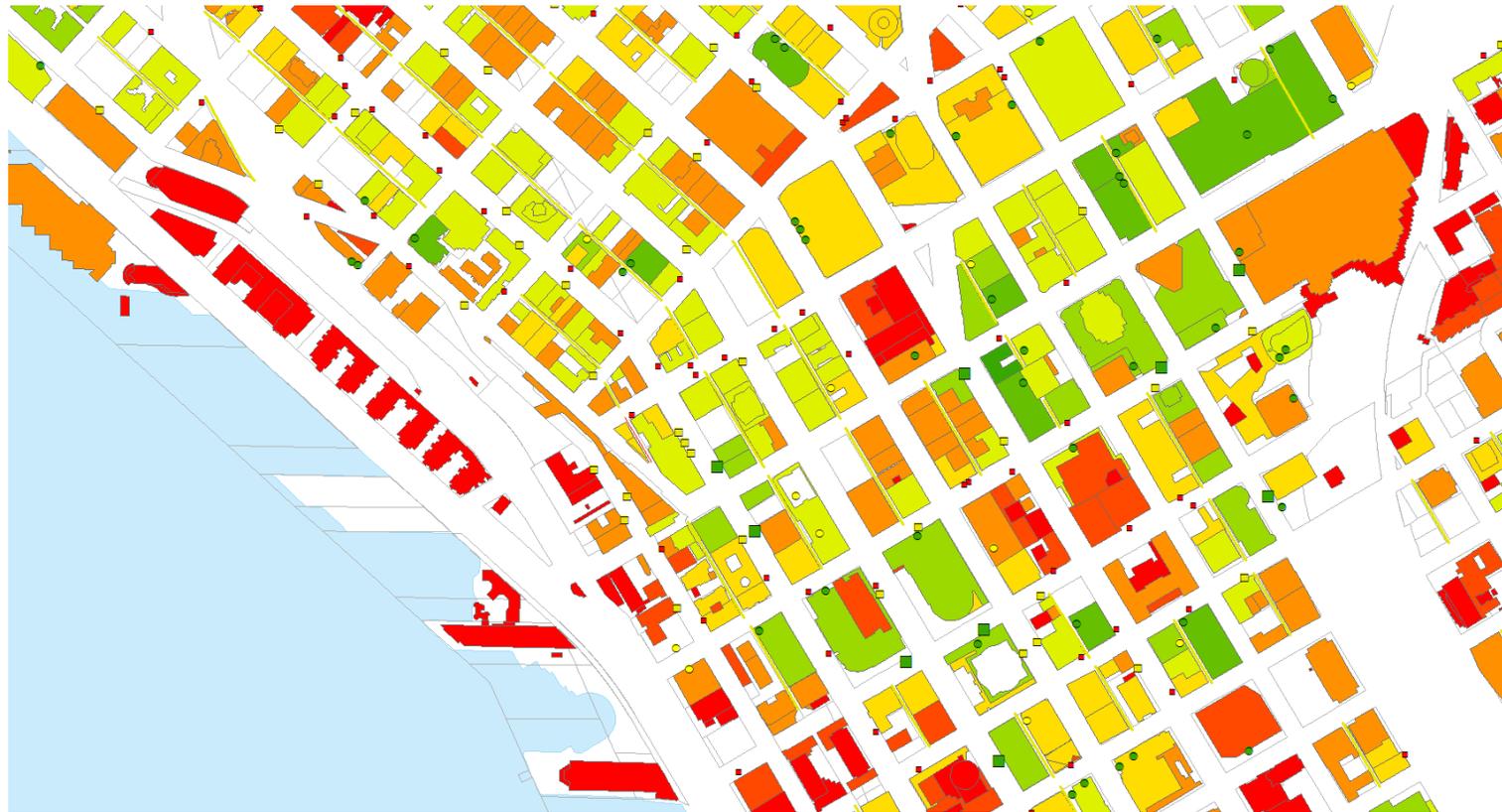
Freight Program

UW's Urban Freight Lab

Developed Final 50 Feet concept

Expanded understanding of CBD operations

ID commercial vehicle uses



Relative ease/difficulty of delivering goods in the Central Business District

Freight Spot Improvement Program

Levy Commitment: Fund a targeted spot improvement program to help freight movement.

Year	Number of Spot Improvements
2016	6
2017	5
2018	5
2019	5
2020	5
2021	8
TOTAL THROUGH 2021	34
2022-2024	Goal of 3-5 per year

Freight Program

Freight Spot Improvement Projects

Curb radius improvements

Overhead signage replacement

Rail crossing maintenance



Before – NE 80th St and Banner Way NE



After – NE 80th St and Banner Way NE

...and then 2020

COVID Restrictions

West Seattle Bridge closes

Detours

Mitigation

Essential workers/supply chain

Grocery delivery advances at 10 times
market expectations



Looking ahead

Seattle Transportation Plan (STP) will update our existing pedestrian, bicycle, transit, & freight modal plans to meet our current and future needs

Future equity considerations include engagement with employees (95K in industrial areas), in addition to business owners, to meet needs in areas where few live, but many work



7th Pl S – South of S Lander St



Q & A

Thank you!

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