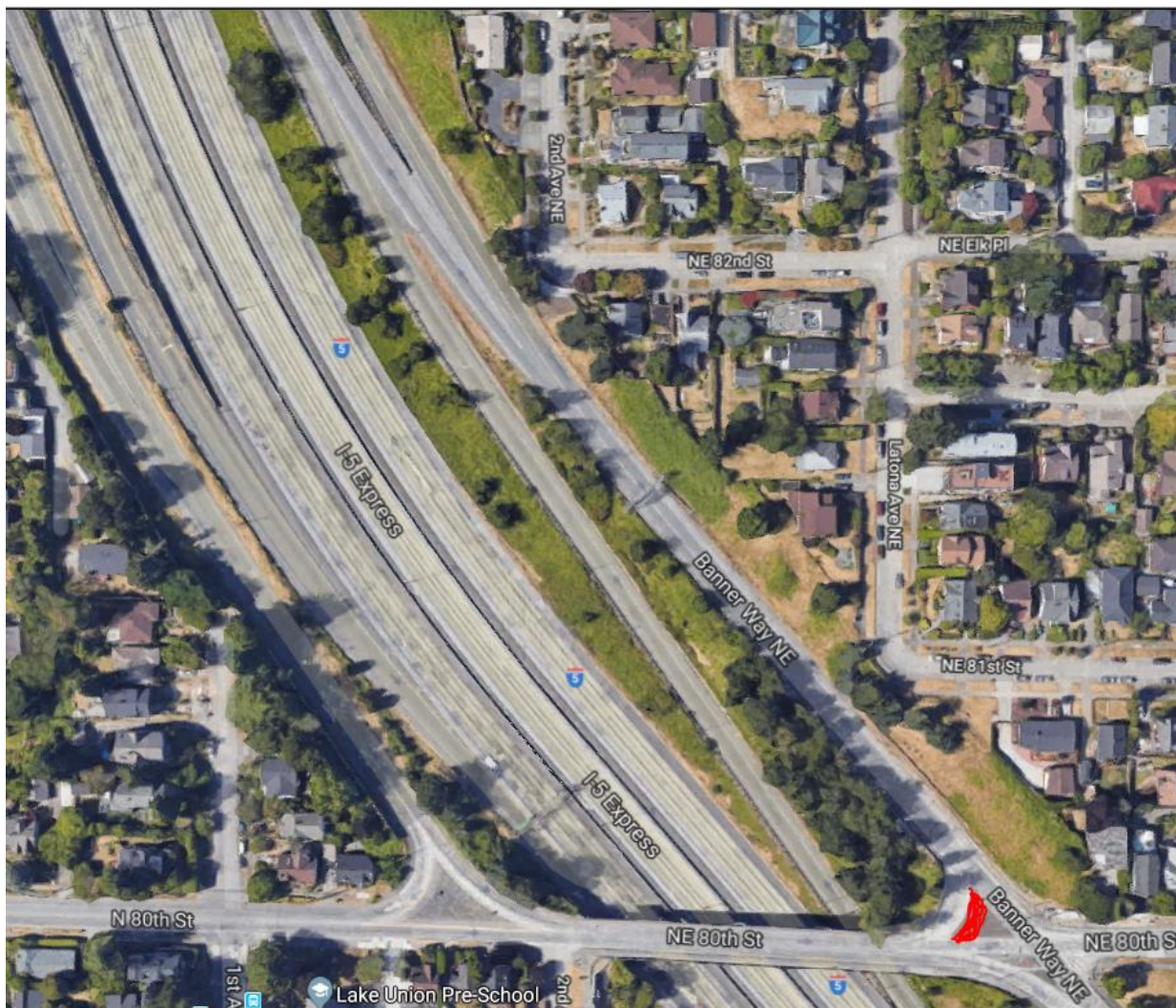


Seattle's 2019 Freight Master Plan Improvement Plan

Banner and 80th

Estimated \$80k – Substantially completed

Banner and 80th – The Freight Program is supporting a spot improvement project to improve the turning radius from eastbound NE 80th St to Banner Way NE and the I-5N on-ramp. SDOT is reducing the island size so that semi-trucks will not roll over the barriers on the inside curve (red mark on the map). While not specifically on the Truck Streets network, this location has been repeatedly impacted by large vehicle movement. This is planned for the weekend of April 21-22.

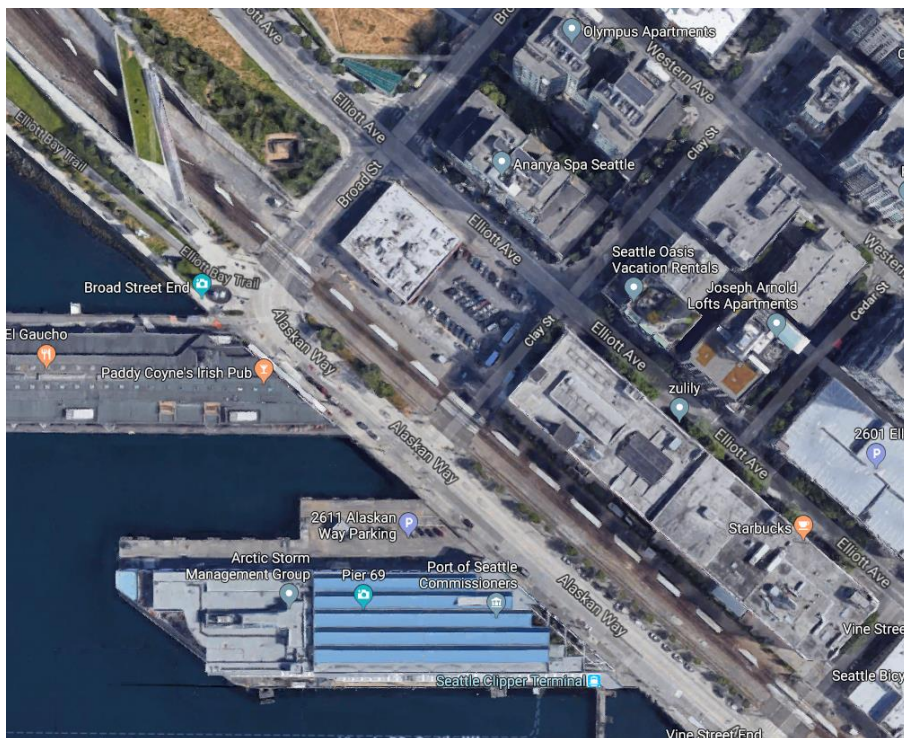




Clay St at Alaskan Way

Estimated \$240k in Q2 2019

Work on the railroad in late 2013/2014 impacted the ADA ramps and pedestrian access. The project to replace this access is being completed this year.

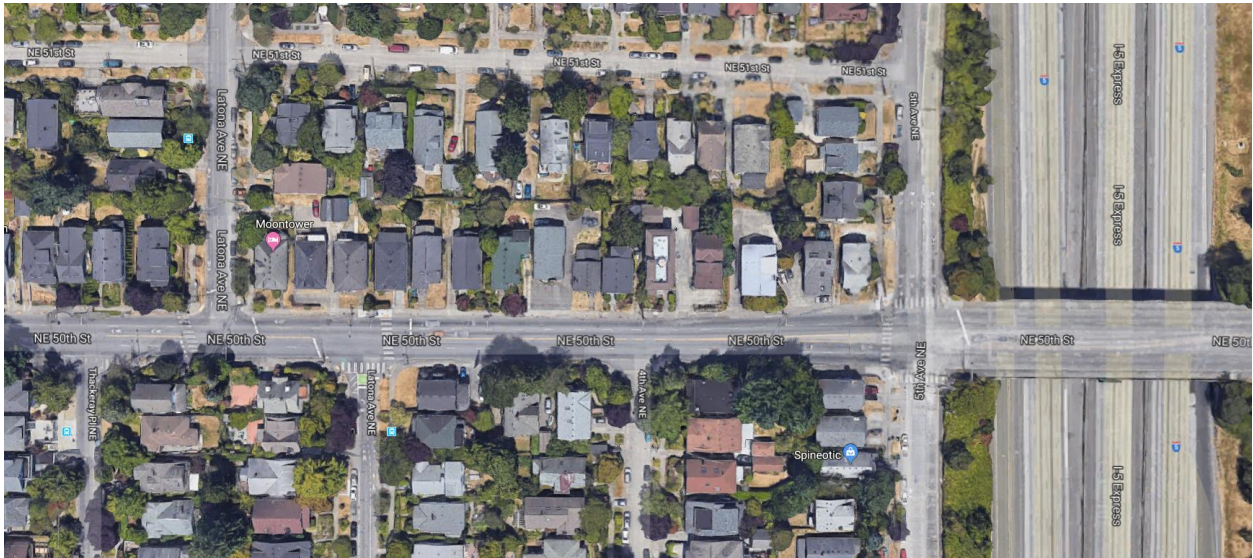




NE 50th St and Latona Ave NE

Estimated \$50K (Funds committed 2018)

Friction Surface treatment at/near intersection to improve stopping for eastbound trucks

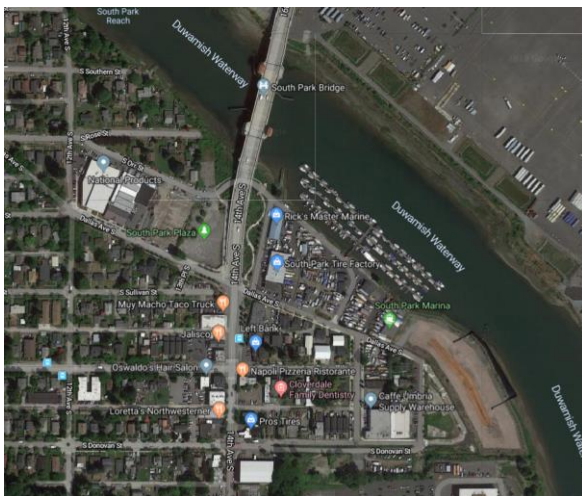




14th Ave S and S Cloverdale St

Estimated \$5k

Intersection rechannelization to reduce southbound right turn impacts to existing building



Railroad inventory/assets

Estimated \$120k Work ongoing

Logging railroad crossings and associated markings/signs/pavement conditions to track and coordinate maintenance/improvement with railroads. There is an existing agreement between Seattle, UP, and BNSF in which we annually review railroad crossings and forward to the RR those we believe need maintenance. However, the information has not been delivered in over 15 years, so this agreement would need to be reconfirmed. The asset database offers a way to track the correspondence and provides an organized method to ensure constructive notice has been made to the track owners.

FGTS

Estimated \$30k Work ongoing

Freight and Truck Lane data to state. This information is used to calculate funding and supports grant applications. Work has just been completed. Approximately 300 roadways have a truck designation (T-1 to T-5) in Seattle. Of these 140 had data available, and of these 80 required updates to their truck designation. Chun's group performed the work which required a one-month extension for the due date and overtime on the Data group's part.

Tube counts SW Spokane Bridge and WMW SW

Estimate \$5k Work ongoing

Additional counts to review current truck volume and mix ahead of T-5 opening.

Truck Parking (Safe and Swift)

Estimated \$50k (total)

Stripe and sign locations under the Spokane St Viaduct to allow for overnight truck parking for vehicles holding a valid Heavy Haul Truck Permit. This meets a Safe and Swift agreement – note no deadline had been set for this. As of 5-8-19, this project includes a need to discuss with adjacent ILWU personnel to understand their shift-based work which requires all members begin and end their day at the labor house. Both SDOT and Port will speak to their representative regarding their perceived needs.

Cordon Counts (2018 through 2019)

Estimated \$200k (total) work ongoing

Video counts and research to determine exact truck mix and estimate truck use moving into and through downtown. The cordon count information relies on temporary and existing camera data taken in fall of 2018 and reviewed by UW researchers. The expected outcomes are the traditional 14 class

vehicle counts plus a qualitative review of types of use in the truck mix. This effort supports pavement analysis, grant application, potential congestion pricing, and designating new truck routes.

Freight Wayfinding

Estimated \$50k Concept stage

Develop signage to help large vehicles find destinations. Develop a wayfinding system from regional routes (I-5, SR-99 etc) to locations whose routes are non-intuitive such as those in Southpark, Georgetown, or Ballard which are close to or could be accessed through residential neighborhoods. Erin Harris has identified several options for signage and is working to ensure that public funds do not inadvertently act as private business advertisement.

Food Rescue

Estimated \$35k

Cooperative funding with SPU to document multiple supply chains associated with food rescue. UW would perform the work and would meet the FMP equity strategy 5.2 – Work with communities impacted by goods movement. Can move Freight funding to 2020, but SPU would like to use our existing agreement with the Urban Freight Lab to move funds rather than generate a separate agreement with UW. The various entities performing food rescue have expressed interest in this type of research to improve their efficiencies, and SPU plans to reach out to other entities to expand funding.

Pioneer Square

Estimated \$100k Work in progress

Funding to support altered load zones, channelization and signage associated with upcoming restrictions in the Pioneer Square neighborhood. First Ave has been signed to limit vehicle weight. June/July will see load zone locations moved away from areaways, and both Washington and Main will likely be restricted to 10,000 lbs. in August. This fund supports signage and channelization changes in Pioneer Square associated with the limitations to large vehicles.

Loading Density Study

Estimated \$200k

This study supports data collection to understand loading needs in dense urban environments which will in turn support the ongoing IDT code review created as an outcome of the Alley Congestion Study. The information will be used to develop code changes that move loading onto a new building's footprint and minimize loading on public rights of way. Council/Mayor interest regarding the outcome of the IDT.

Freight and Transit Lanes

Estimated \$30k Ongoing

This study reviews the combined freight and transit lane that existed during the first part of 2019 while the tunnel was being connected. FMP projects 28, and 36 described a Freight-only lanes pilot study on Elliott Ave and Spokane St respectively. The conditions on Elliott Ave preclude this study, and the first attempt to fund Spokane St pilot via grant was declined. The use of a transit/freight prioritized lane offered the opportunity achieve the project goals. Evaluation is ongoing at the Urban Freight Lab.

Dynamic Envelope Markings

Estimated \$5k

Install markings adjacent to active track where vehicles are parking and fouling rail. While a flagger is in place, striping and signage will be updated at EMW/1st Ave. WO generated. Scheduled (5/18/19)

Ongoing Levy Freight Projects

- East Marginal Way – 30% design is complete, and the project is moving in two phases. The first phase is bicycle separation. However, the \$5M identified in the Levy is being exhausted without rebuilding the roadway - an identified freight priority. Currently funding is being sought.
- Lander Grade Sep – construction cost evaluation has further reduced the cost of the project, but the funders have attached rebate clauses to recover monies saved. Estimated completion is mid to late 2020. Grant applications were the freight program's first priority in 2017, and the outcome was approximately \$95M of external funding.

Of note

- UPS E-Trike – This pilot is identified in the Near-Term Action Plan as a mitigation strategy during the Seattle Squeeze. Multiple people have provided input on this, and since the current location on Battery St will be under construction, it is possible it may move to Pioneer Square as a targeted mitigation strategy.
- Safe and Swift Corridor – The existing agreement between the City of Seattle and Port of Seattle identifies three corridors and multiple existing MOA's as priorities for the Port. The origin of this agreement lies in finalizing funding for the Lander St Grade Separation Project
 - Heavy Haul Network – the existing Heavy Haul Agreement identifies funds from the Port of Seattle to support maintenance of the affected roadways within the Heavy Haul Network. Negotiations are ongoing with Port for dollar amount.
- HB 1449 – This bill from 2015 would allow Seattle to opt-in for railroad track inspection by the UTC outside railroad crossings. This legislation helps identify a UTC-only inspection function that Seattle cannot perform. Approval to opt-in would need to come from Council, and a presentation/prospectus would need to be developed to inform Council of this opportunity.

Banner and 80 th (Substantially completed)	\$80k
NE 50 th and Latona- High Friction Surface treatment (Q3)	\$50k
Pioneer Square rechan/CVLZ (June – August)	\$100k
Railroad Crossing Inventory/Asset Database (2019)	\$120k
Freight Goods Transportation System Data (Substantially completed)	\$30k
Freight and Transit Lane (Data to UW for review)	\$30k
Cordon Counts (2018-2019) some costs in 2018	\$200k
14 th Ave S and S Cloverdale Rechan	\$5k
Tube Counts SW Spokane and W. Marginal (Completed)	\$5k
Truck Parking (Safe and Swift) (TBD)	\$50k
Freight Wayfinding – Concept stage	\$50k
Food Rescue –Defer to 2020	\$35k
Clay St and Alaskan Way ADA at QZ Crossing (Est Q3)	\$240k
Dynamic Envelope Markings- East Marginal Way	\$5k
TOTAL Project	\$970k

TOTAL Annual Ongoing Commitments.....\$120k

\$30k to Curbspace to maintain/sign CVLZ

\$30k to maintain the Waterfront Quiet Zone

\$20k to support data collections (not cordon count study)

\$40k to support the Freight Advisory Board

TOTAL.....\$1,090k

DOES NOT CALL OUT FUNDS EXPENDED IN 2019