

Seattle Department of Transportation

Seattle Freight Master Plan

2018-2022 Implementation Plan

SUMMARY



PURPOSE

This summary provides an overview of the 2018 – 2022 Implementation Plan as required by the Seattle Department of Transportation (SDOT) Levy to Move Seattle. This overview describes the work that SDOT and our partners have undertaken to implement the Freight Master Plan (FMP) over the next five years. The Implementation Plan will updated each year, with the intent of:

- Serving as an accountability and reporting tool
- Providing predictability for stakeholders by including a multi-year project list
- Guiding future budget requests

PRIORITIZATION PROCESS

The FMP implementation process includes a prioritization framework, an assessment of potential funding opportunities, and performance measures. The freight program started as spot improvement program and matured into a modal focused plan. The programmatic activities include specific initiatives, research, strategic internal and external freight coordination, grant coordination and capital projects.

The FMP provided an ultimate list of projects that were scored by the prescribed quantitative evaluation criteria; Safety, Mobility, Economy, State of Good Repair, Equity and Environment. The Implementation Plan further considered the entire FMP project list with an assessment process that provides a flexible and practical approach to prioritizing freight projects. The Implementation Plan identified the best projects for implementation and partnering for a 5 year time horizon. The prioritization process used the following steps:

Step 1: Sort projects by cost-size category:

Small 0 - \$100k

Medium \$100k - \$500k

Large > \$500k

Step 2: Within each cost-size category, sort by FMP performance measure score (highest to lowest)

Step 3: Rate each project according to the following opportunity (qualitative) criteria

Opportunity Criteria	Rating		
	High ●	Medium ◐	Low ○
Freight Multimodal Connections	Project has partnership opportunity and will improve connections to support railroad, marine, and/or air freight movement.	Project will improve connections to support railroad, marine, and/or air freight movement.	Does not overlap with railroad, marine, or air freight movement or projects.
Leverage with Other City Projects	Overlaps with one or more other City projects with additional funding that can be leveraged to implement freight project budget.	Overlaps with one or more other City projects for which freight project budget provides leverage necessary for their implementation.	Does not overlap with other City projects.
Inter-agency Partnerships	Two or more other agencies providing jurisdictional/financial partnership.	One other agency providing jurisdictional/financial partnership.	No agency partners.
Multimodal Benefit	Provides mobility and/or safety benefits for travelers of two or more other modes (walk, bike, transit) in addition to freight/vehicular.	Provides mobility and/or safety benefits for travelers of one other mode (walk, bike, transit) in addition to freight/vehicular.	No significant benefit to modes other than freight/vehicular.
Policy Directive	Project has been directly identified as high priority through adopted City policies or Executive or Council direction.	- n/a -	Project has not been directly identified as high priority through adopted City policies or Executive or Council direction.
Community Interest	Project has been identified as high priority in a community plan or other local document, AND/OR has received a high level of written or verbal support from community members.	Project has not been identified in a community plan or local document, but has received written or verbal support from community members.	Project has not been identified in a community plan and has received little or no written or verbal support from community members.

2018-2022 PRIORITIZED PROJECTS

The table provided summarizes the results of the implementation prioritization process.

Project FMP No.	Project Name	Project Costs	FMP Score	Geographic Sector	Freight Multimodal Connections	Leverage with Other City Projects	Inter-agency Partnerships	Multimodal Benefit	Policy Directive	Community Interest
SMALL 0- \$100,000										
36	S Spokane St Freight-Only Lanes Pilot STUDY	\$100,000	73	South	○	○	○	○	○	○
11	NW Leary Way @ NW 46 th St or NW 45 th St (NW 46 th St to Shilshole Ave NW)	\$50,000	68	North	●	●	○	●	○	●
13	NW Market St/Leary Way NW/N 36 th St Improvements (BINMIC dependent) STUDY	\$65,000	60	North	○	○	○	○	○	●
15	Holman Rd NW/13 th Ave W Intersection Improvements	\$100,000	52	North	○	○	○	●	○	●
14	Mobility improvements along NW Market St (8 th Ave NW to Stone Way N)	\$65,000	44	North	○	○	○	●	○	○
MEDIUM \$100,000 - \$500,000										
	Clay Street ADA Curb Ramps	\$200,000							●	
32	East Marginal Way S/8 th Ave S/S Myrtle Intersection Improvements STUDY	\$150,000	90	South	●	○	●	●	●	●
65	4 th Ave S Reconstruction & ITS Implementation DESIGN	\$150,000	75	South	●	○	○	○	○	●
37	S Holgate St Rail Xing Improvements (S Holgate: Occidental Ave S to 4 th Ave S) DESIGN	\$150,000	70	South	●	○	○	●	○	○
8	15 th Ave NW/NW Market St Intersection Improvements	\$231,000	61	North	○	○	○	●	○	●
7	15 th Ave W Spot Improvements @ W Dravus St & W Emerson St	\$138,000	56	Central	○	●	○	●	○	●

Project FMP No.	Project Name	Project Costs	FMP Score	Geographic Sector	Freight Multimodal Connections	Leverage with Other City Projects	Inter-agency Partnerships	Multimodal Benefit	Policy Directive	Community Interest
6	BINMIC STUDY	\$200,000	49	South	●	○	○	○	●	●
LARGE - >\$500,000										
50	16 th Ave S & E. Marginal Way S Intersection Improvements	\$500,000	72	South	●	○	○	●	○	●
42	Railroad Crossing Delay Warning System (@ S Holgate, S Lander & S Horton St)	Funded from other SDOT dept.	65	South	●	●	●	○	○	●
35	Duwamish Local Freight Access Improvements (S Holden, 5 th Ave S/ S Kenyon St/8 th Ave S)	\$500,000	62	South	○	●	○	●	●	●

The table provided summarizes the results of the implementation prioritization process.

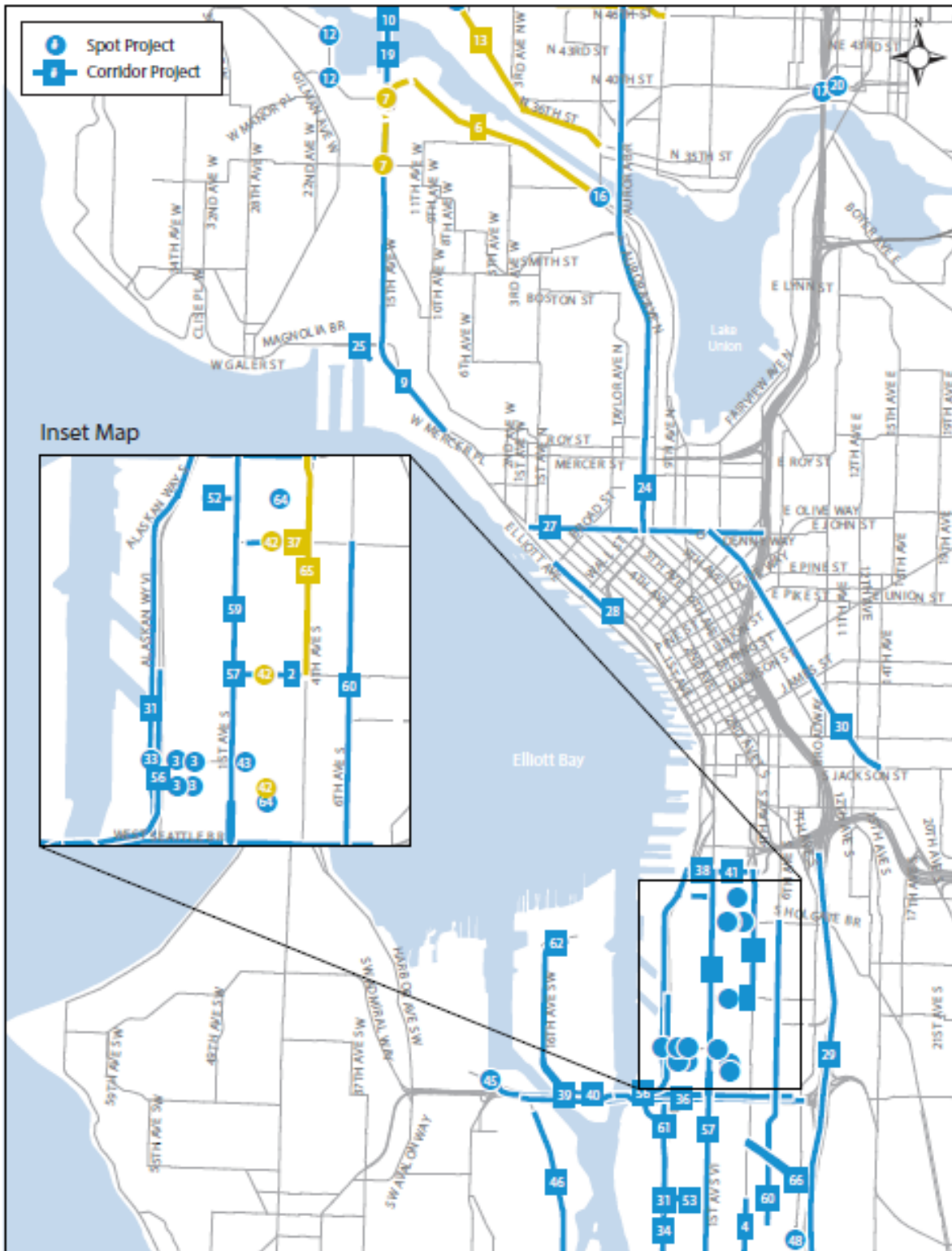
RATING:

- High ●
- Medium ●
- Low ○



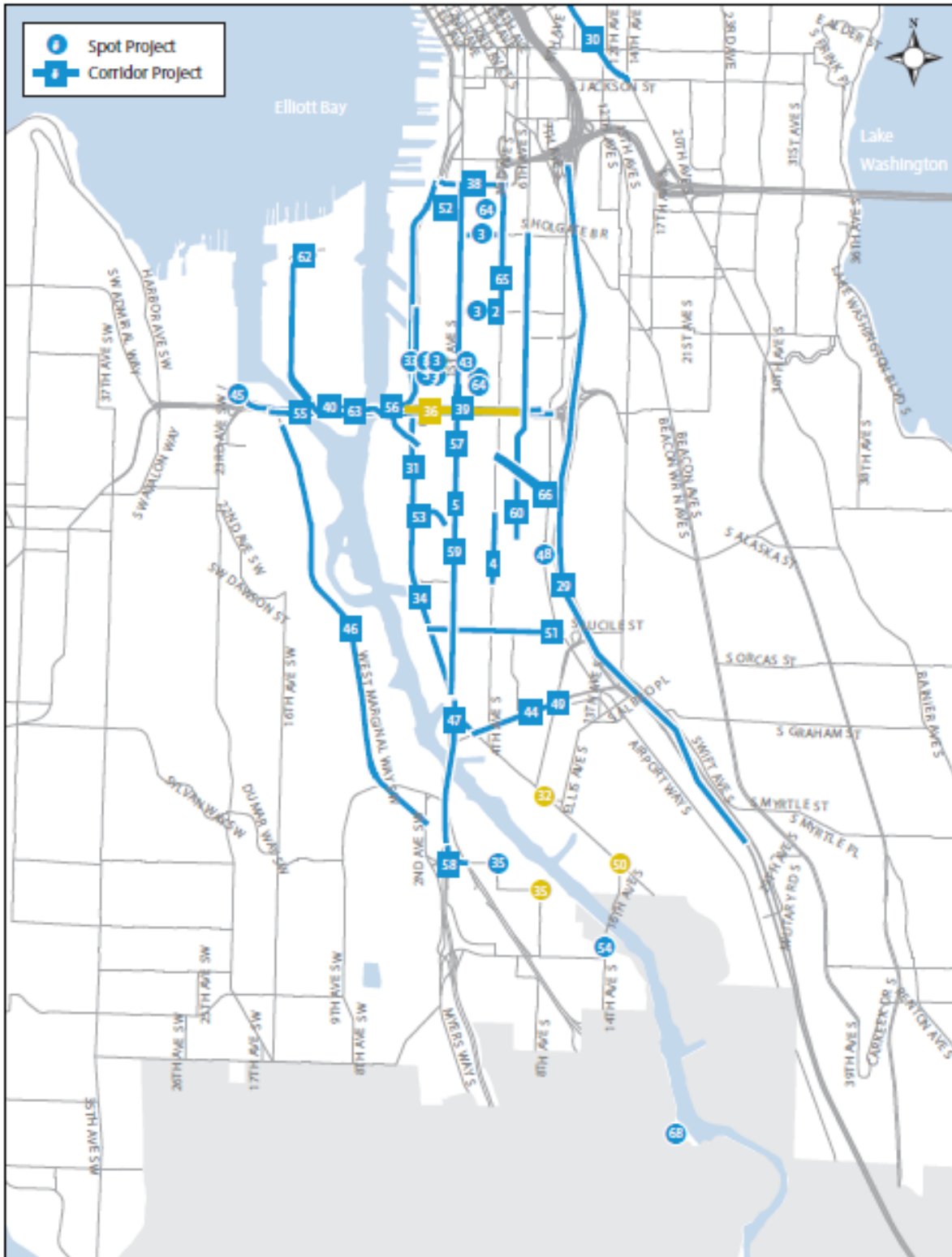
Seattle Freight Master Plan 2018-2022 Implementation Plan

— 2018-2022 Implementation Plan Projects



Seattle Freight Master Plan 2018-2022 Implementation Plan

— 2018-2022 Implementation Plan Projects



Seattle Freight Master Plan 2018-2022 Implementation Plan

— 2018-2022 Implementation Plan Projects

Funding and Project Costs

FREIGHT MODAL PROGRAM ACTIVITIES AND TARGETED ANNUAL EXPENDITURES

• Freight Capital Projects	\$500,000
○ FMP Implementation Projects	
○ Spot Improvement Program	
• Design Review	\$200,000
○ Major Projects	
○ Large Development	
• Agency Coordination	\$200,000
○ Freight Advisory Board	
○ City Port Liaison	
○ WSDOT	
○ Federal – FRA & FHWA	
• Infrastructure maintenance and improvement	\$400,000
○ Spot Improvements Program	
○ Annual Maintenance	
○ Annual Counts	
○ Commercial Vehicle load zone and support	
○ Rail maintenance	
• Goods movement strategy	\$200,000
○ Final 50 feet research	
○ Goods movement optimization research	
TOTAL EXPENDITURES	\$1,500,000