



Freight Master Plan

Urban Forestry Commission
August 5, 2015

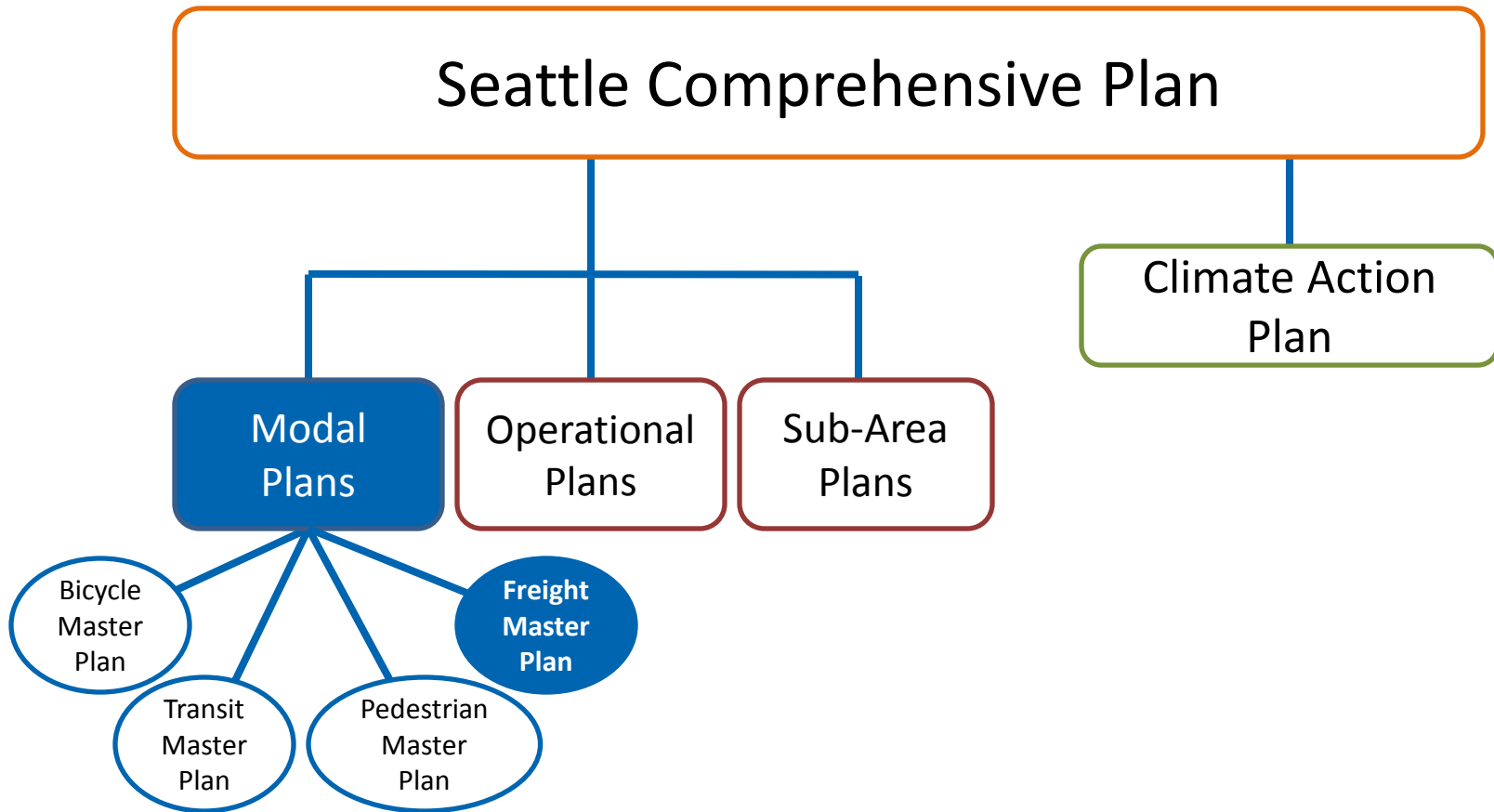
Plan purpose

Improve goods movement while sustaining Seattle's quality of life and maintaining economic competitiveness

- Safety
- Economic vibrancy
- Equity
- Efficiency/Reliability
- Environmental impacts



Transportation planning framework



Project structure

Freight Master Plan Advisory Committee

- Advise the SDOT project team during the development of the FMP
- Comprised of freight industry, City Boards and Commissions, and community representatives
- Committee has had seven meetings



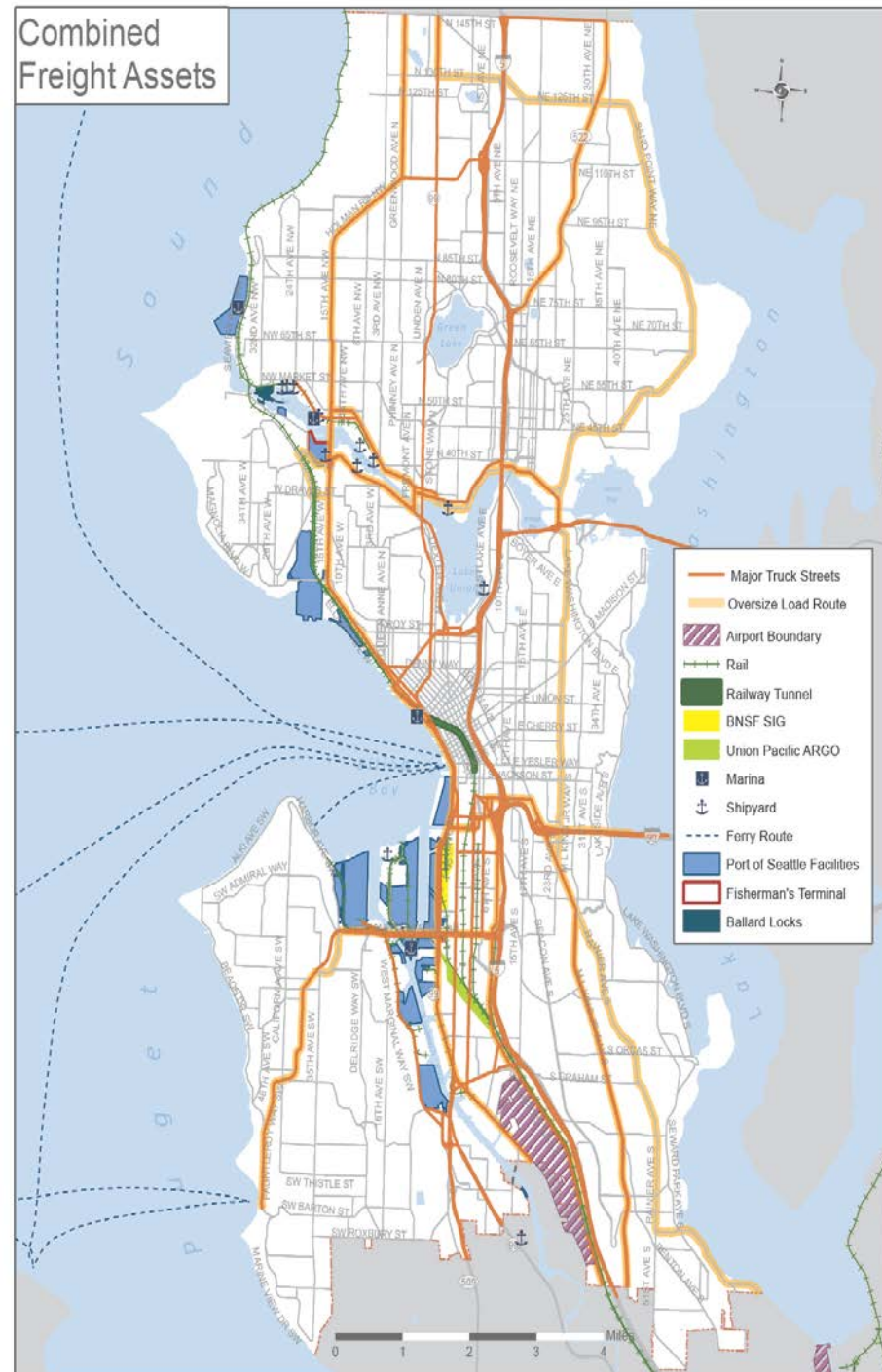
Project Scope

- Public outreach and stakeholder engagement
- Existing conditions
- Policy framework
- Evaluation of future conditions
- Updated freight network (map)
- Freight improvements and design guidelines
- Implementation strategy
- Final plan



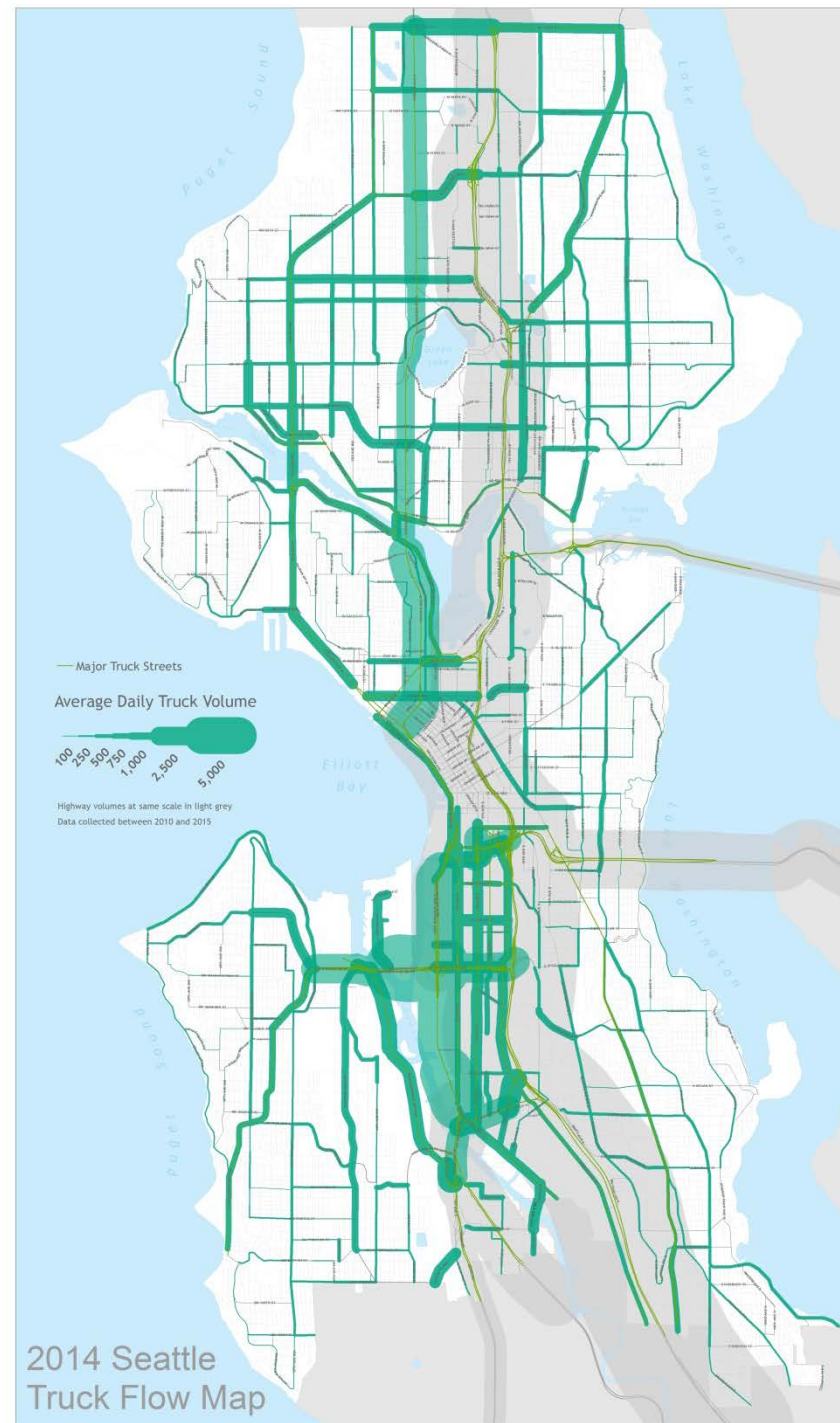
Existing conditions

- 142 miles of Major Truck Streets
- Oversize load routes
- Port of Seattle facilities
- Intermodal rail facilities
- KC International Airport



Existing conditions

- 2014 First truck flow map
- City of Seattle: 780 count locations
- Other input from WSDOT, KC Metro



Policy framework

Vision themes:

- Vibrant city
- Thriving economy
- Connecting people and products

Goal themes:

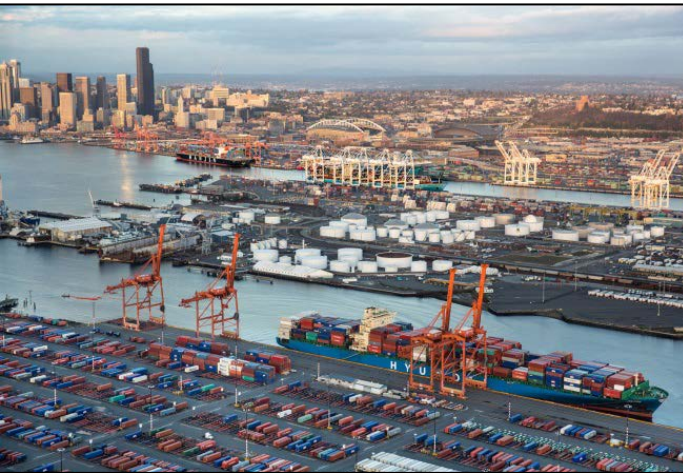
- Economy
- Safety
- Mobility
- State of Good Repair
- Equity
- Environment



Draft FMP Vision Statement

A high-quality and aspiring statement that will help articulate the desired end state of the FMP.

PROPOSED VISION: A vibrant city and thriving economy connecting people and products within Seattle and to regional and international markets.



Draft FMP Goals

- **Economy** – Provide a freight network that supports a growing economy for Seattle and the region.
- **Safety** - Improve safety and the predictable movement of goods and people.



Draft FMP Goals (continued)

- **Mobility** - Reliably connect manufacturing/industrial centers and business districts with the local, state, and international freight networks.
- **State of Good Repair** – Maintain and improve the freight transportation network to ensure safe and efficient operations.



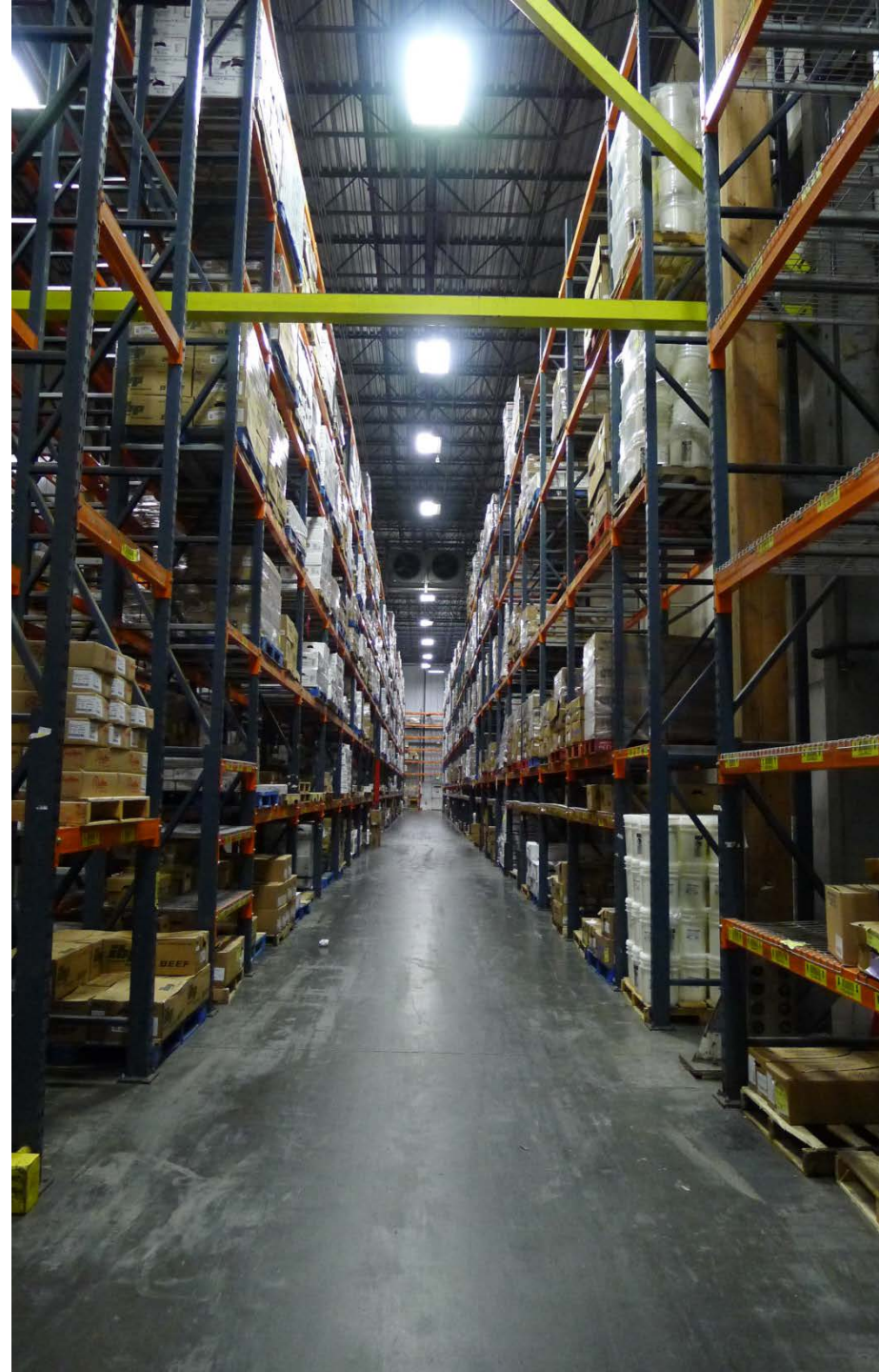
Draft FMP Goals (continued)

- **Equity** – Benefit residents and businesses of Seattle through equity in freight investments and improve the health of communities impacted by freight movement.
- **Environment** - Improve freight operations in Seattle and the region by making goods movement more efficient and reducing its environmental footprint



Supply Chain: Infographic

- Provide goods and services from a source of production to the point of consumption
- Many logistical steps to move one product
- Infographic will serve as educational tool for the Freight Master Plan



This meal brought to you by Seattle's freight networks!

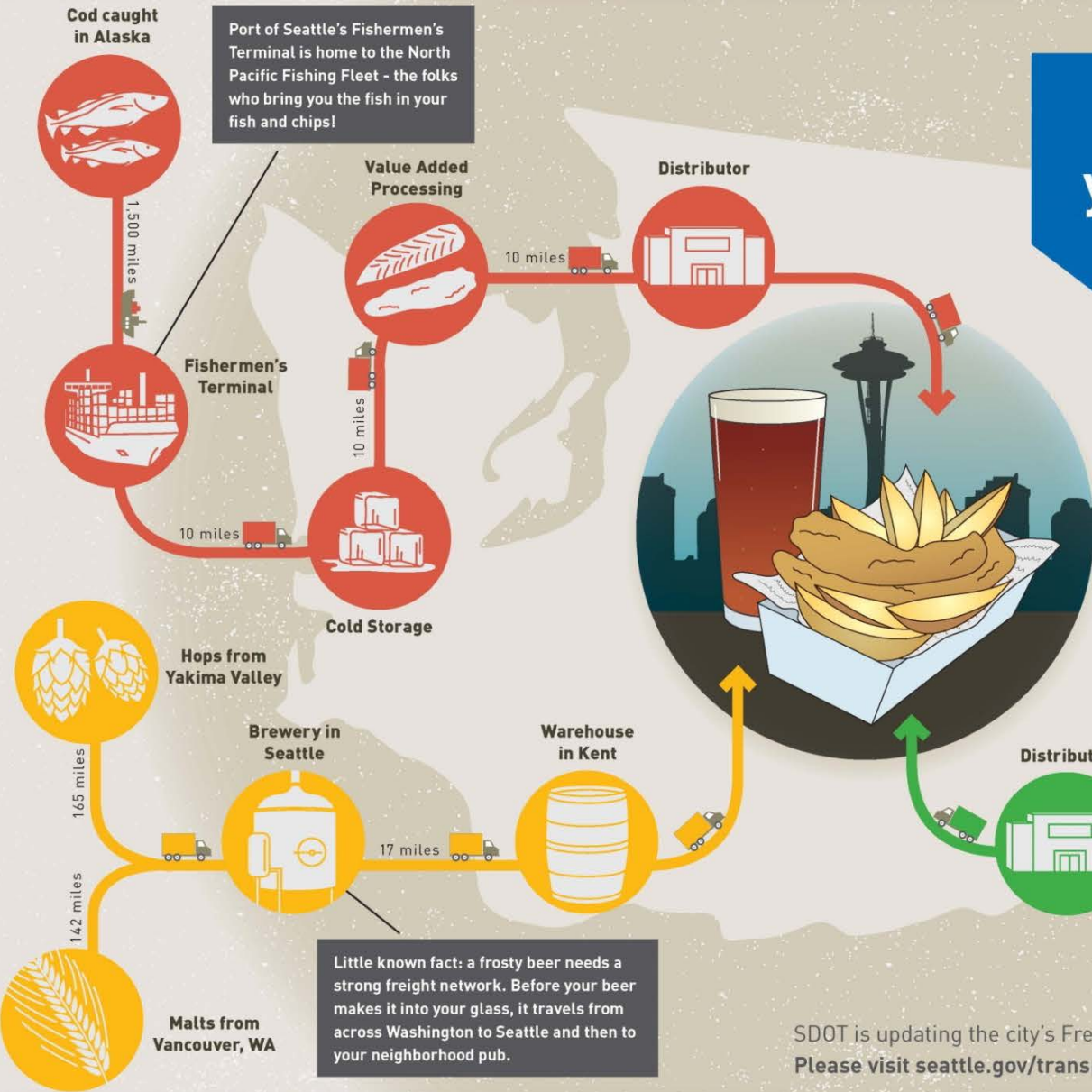
This meal has to travel nearly **2,000 FREIGHT MILES** to get to your plate

(and that doesn't even include the glass, paper plate and more!)

Potatoes grown in Eastern Washington

In order to make it to the big leagues (your plate) Washington potatoes depend on trucks to get them to a processor, a fryer, and finally to their place of honor next to your fish.

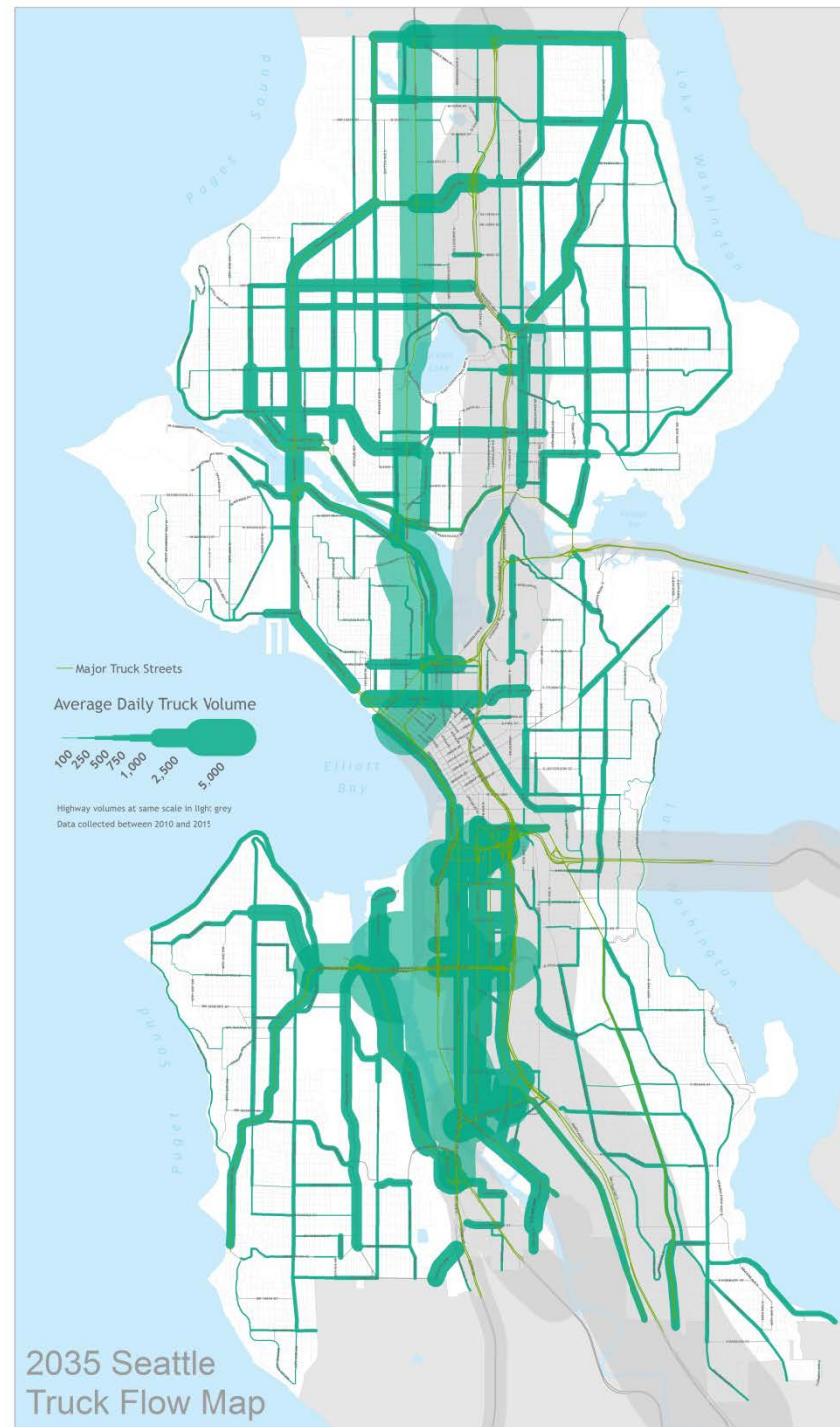
SDOT is updating the city's Freight Master Plan and we want your input. Please visit seattle.gov/transportation/freight_fmp.htm to learn more.



Little known fact: a frosty beer needs a strong freight network. Before your beer makes it into your glass, it travels from across Washington to Seattle and then to your neighborhood pub.

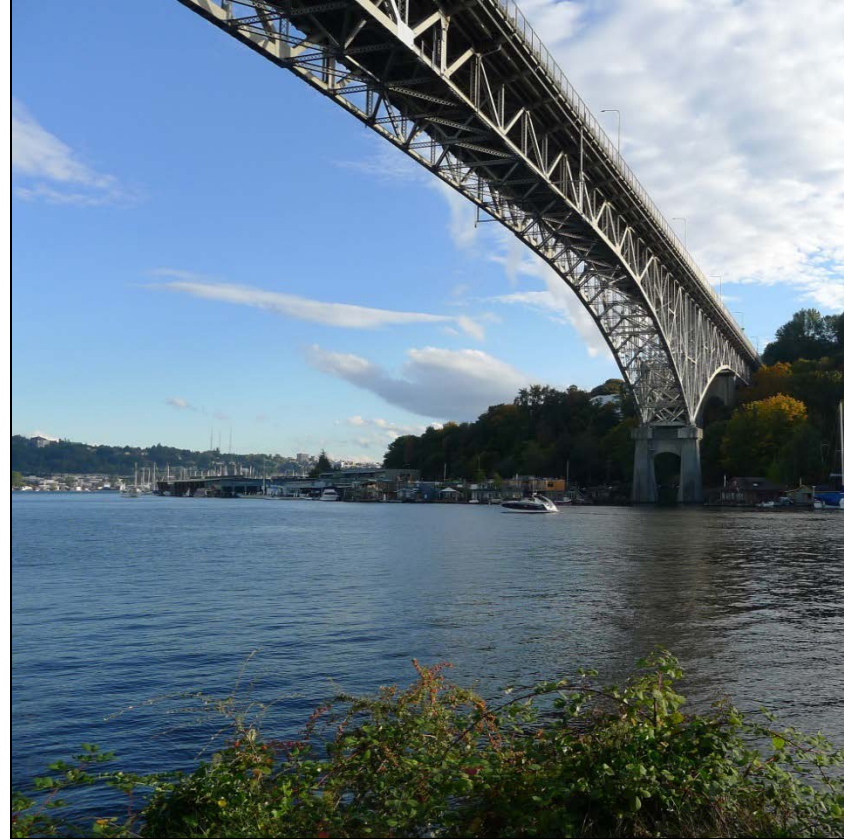
Future conditions

- 2035 Truck flow map
- Create districts for analysis
- Employment industries: Retail, Wholesale and Manufacturing
- Develop Growth factors and apply to districts
- Calibrate future volumes against other projects



Seattle's Draft Truck Street Designation

- Freight goes everywhere
- Need to recognize different levels of freight movement and needs
- Need for context sensitivity



Seattle's Draft Truck Street Designation

Tiered system
criteria

- Land use
- Functional Classification
- Truck Volume
- Physical Roadway Characteristics
- Connectivity



Seattle's Draft Truck Street Designation

Criteria	Limited Access Facility	Major Truck Street	Minor Truck Street	First/Last Mile Connectors
Supports Freight Generating Land Uses	Provides main connections between the city, industrial centers and the rest of the region.	Provides main connections between highest freight generating land uses, including MICs, Urban Centers and intermodal terminals.	Provides secondary connections between highest freight generating land uses. Provides access to destinations along corridors.	Corridors focus on access to industrial uses.
Functional Classification	Highway especially designed or designated for through traffic	Minor Arterial or higher. Generally a Principal Arterial or limited Access Facility	Minor Arterial or higher. Provides resiliency to major truck streets network	Generally, minor Arterial or lower, including non arterial streets within the industrial areas.
Truck Volume	All Volumes	500+ trucks per day	500+ trucks per day	250+ trucks per day

Next steps

Summer	Prepare and refine draft freight network map; identify improvements and design guidelines
Fall	Public review of freight network map; develop implementation strategy
December	Release public review of draft plan
Winter	Recommended Freight Master Plan



Questions?

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<http://www.seattle.gov/transportation/freight.htm>

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