



SEATTLE'S FREIGHT PROGRAM

**Keep Things
Moving**



Innovations in Urban Freight Workshop

February 7, 2012

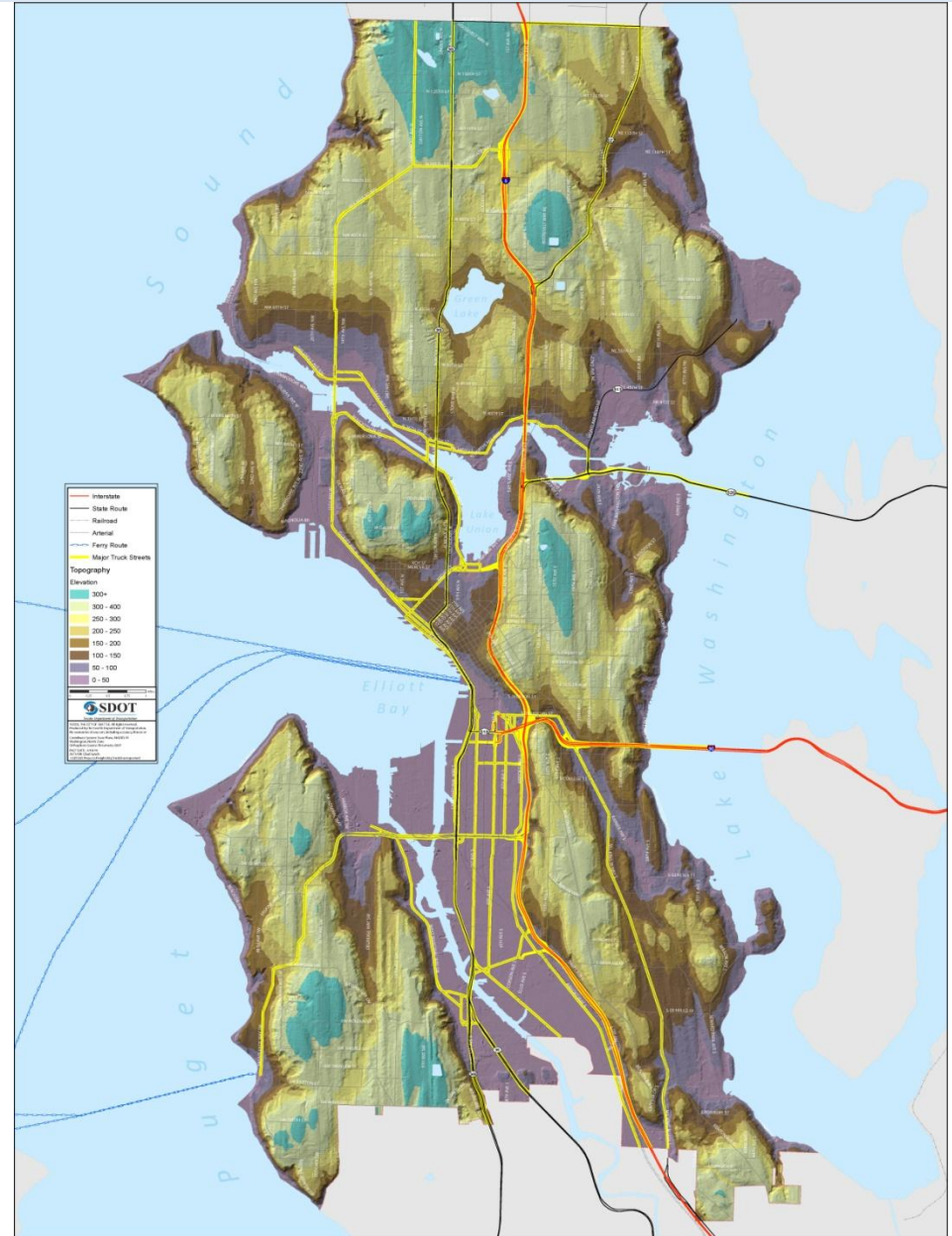


Freight Mobility is Vital to Seattle's Economy

- Seattle is one of the few major cities with a working waterfront in the heart of our city
- Industrial areas are defined by topography and geography
- Industrial Sector is a Valuable Part of Seattle's Economy
 - Employs a large number of employees
 - Creates accessible, family wage jobs
 - Contributes significantly to the City's tax base
 - Provides important diversification to the local Economy
- Freight Mobility is critical to maintaining jobs and City's position as a premier Pacific Rim port of trade



Seattle's Freight Corridors with Topography



Seattle Major Truck Streets with Topography



Seattle's Transportation System

➤ Highway

- US Interstate 5
- US Interstate 90
- State Route 99

➤ Railway

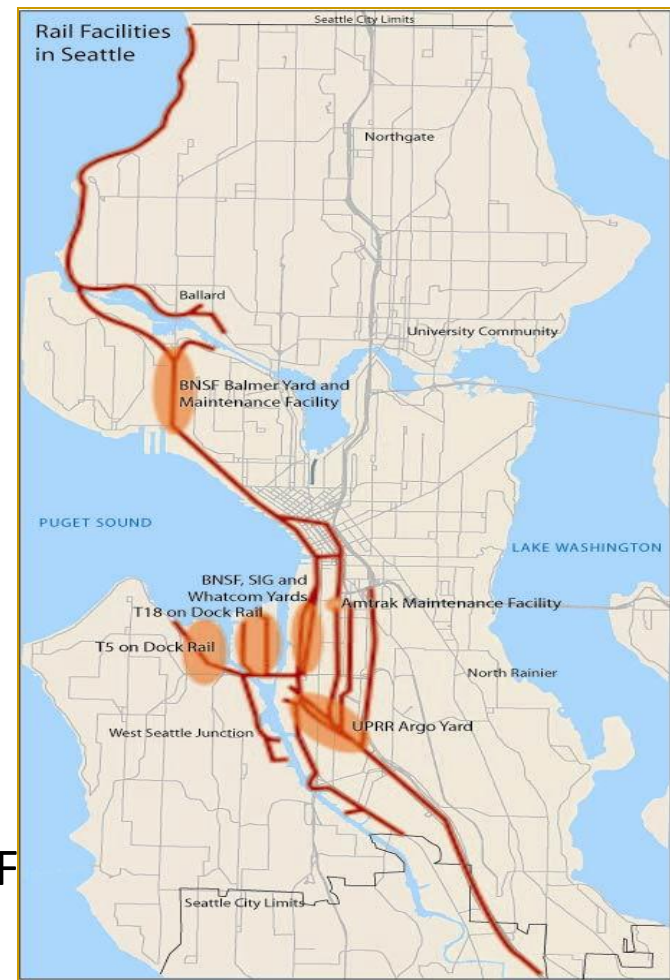
- Burlington Northern Santa Fe (BNSF)
- Union Pacific (UP)

➤ Rail Intermodal Yards

- Seattle International Gateway (SIG)
- Georgetown ARGO Yard
- BINMIC's Ballmer

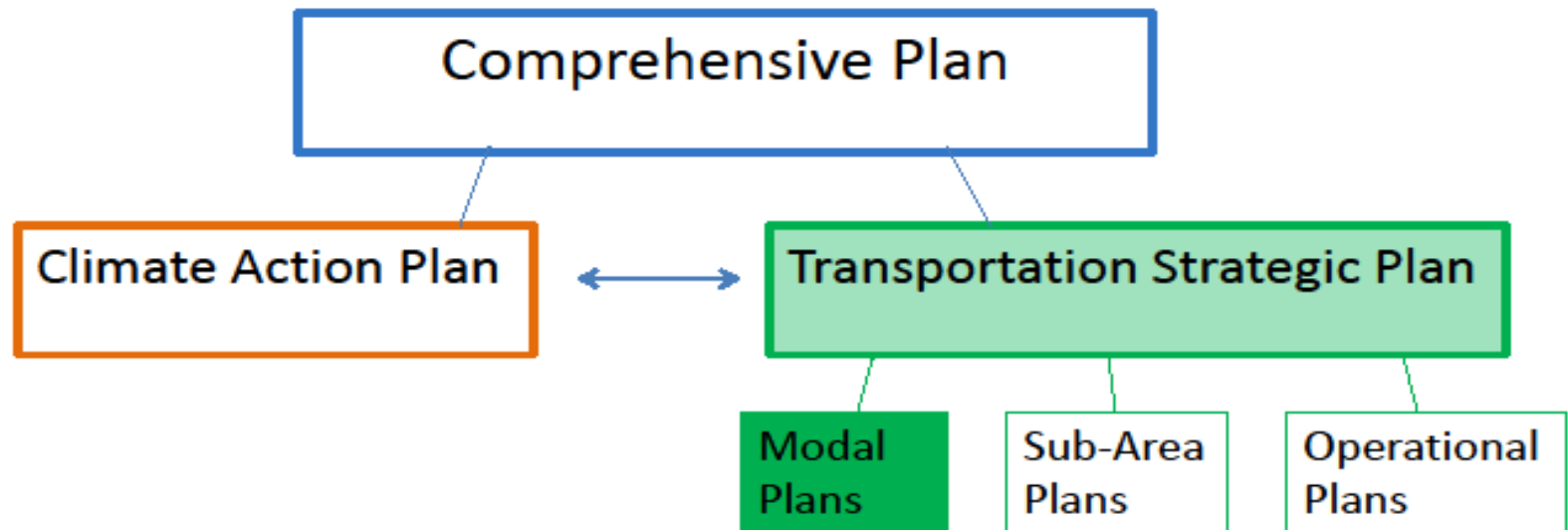
➤ Airports

- King County International Airport (Boeing F)
- SEATAC Airport





Background: Vision Drives Planning





-

Duwamish

A detailed street map of Duwamish, Washington. The map shows the Duwamish River flowing through the center, with Elliott Bay to the northwest and Lake Washington to the northeast. Major streets are labeled, including Duwamish Avenue, Duwamish Street, and Duwamish Road. The map also shows the Duwamish Narrows Bridge and the Duwamish Narrows. The map is color-coded with yellow for land and blue for water. The map is oriented with North at the top. The map is a detailed street map of Duwamish, Washington, showing the Duwamish River, Elliott Bay, and Lake Washington. The map includes numerous street names, landmarks like the Duwamish Narrows Bridge, and surrounding areas like Seattle and Tacoma.



Freight Framework

➤ Network of Designated Major Truck Streets

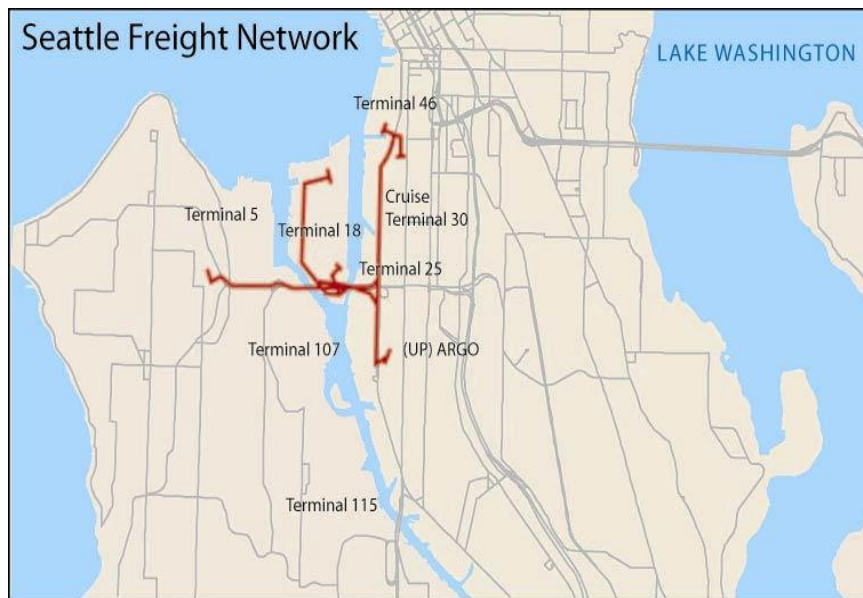


- Street Design – Right-of-way Improvements Manual
- Traffic Management - Complete Streets, ITS
- Capital Investments - pavement, bridge rehabilitation



Important Freight Connectors

- Seaport Highway Connectors
- Seaport Intermodal Connectors

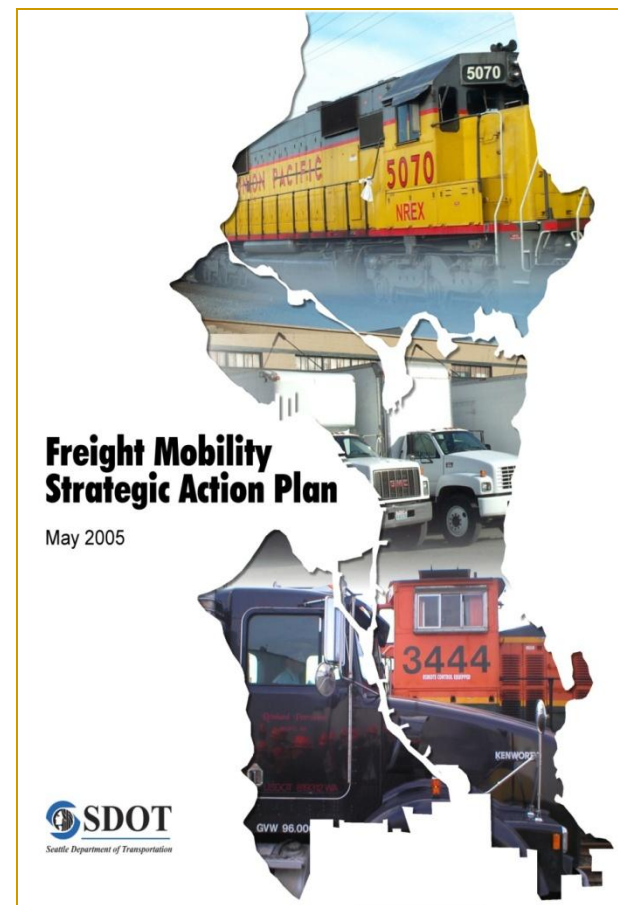




Freight Framework

➤ 2005 Freight Mobility Strategic Action Plan

- Developed in 2002
- Last update in 2005
- Several Specific Actions:
 - * Seattle as the Region's Economic Engine
 - * Freight Partnerships
 - * Truck Access and Circulation
 - * Rail Access and Operations
 - * Port of Seattle Container & Cargo Terminals
 - * Freight Access to MICs
 - * Retail Goods Delivery





Seattle's Freight Mobility Program

- Improve freight mobility and safety in Seattle
- Ensure efficient movement of goods and services
 - Manage traffic operations
 - Deploy and operate ITS system
 - Truck Routing
- Transportation Capital Improvement Program
 - 187 million in projects benefiting freight in 2011/2012
 - Bridge Rehabilitation
 - Arterial Paving
 - Freight Spot Improvement Program
- Implement commercial vehicle enforcement
- Foster partnerships (WSDOT, PSRC, Port of Seattle, FAST, Manufacturing Industrial Council, BINMIC)
- Involve freight stakeholders





Seattle's Freight Mobility Program

➤ **Seattle Freight Advisory Board**

- Formed in January 2011
- Created by City Council Resolution
- Include Twelve Members
- Provide Broad Representation
- Replaced Freight Mobility Advisory Committee (FMAC)
- Advise the Mayor and City Council on matters related to freight



Examples of Freight Projects

➤ Asset Preservation

- Paving projects (Major Truck Streets and other arterials)
- Bridge rehabilitation and seismic work

➤ System Improvements

- Ramp connections (e.g. Fourth Avenue S Ramp \$28M)
- Intelligent Transportation Systems (ITS)
- Major corridor and regional projects (e.g. Spokane Widening \$100M)

➤ Spot Improvements



Spokane Street Viaduct
Fourth Avenue S Off-Ramp



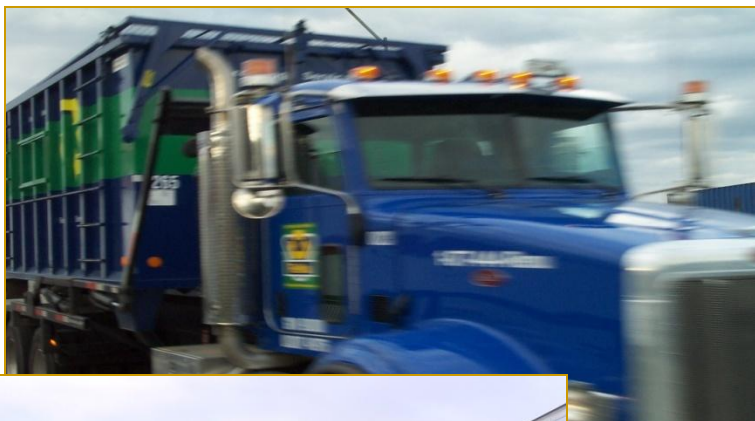
Freight Mobility Spot Improvements

- **Current CIP includes ~\$500K per year**
 - Signage improvements
 - Turning radius revisions (small scale)
 - Pavement repair
 - Railroad crossing improvements (in partnership with railroads)





Freight Mobility Challenges



- Old street infrastructure
- Limited street space
- Downtown deliveries
- Growing traffic congestion
- Increased truck and rail volumes and conflicts
- Over-dimensional Trucks
“20’ X 20’ envelope”
- Last-mile
- Construction detours
- Balancing the needs of various modes of travel
- Funding



2012 Freight Activities

➤ **Freight Planning “Building Blocks”**

- Freight Data
- Status of 2005 Freight Mobility Strategic Action Plan
- Review of current planning and policy framework

➤ **Value Pricing Grant**

- Evaluate innovative variable pricing and technology strategies to maximize the use of downtown curb space for commercial load/unload

➤ **Alaskan Way Viaduct Replacement Project**

- Construction Coordination

➤ **Freight Spot Improvement Program**



SEATTLE'S FREIGHT PROGRAM

Innovations in Urban Freight Workshop

February 7, 2012

QUESTIONS?

Cristina VanValkenburgh
SDOT, Mobility Programs
206-684-3649

Cristina.VanValkenburgh@seattle.gov



 **SDOT**
Seattle Department of Transportation