



City of Seattle

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The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

February 29, 2016

Ms Susan McLaughlin,
Project Manager, Right of Way Improvement Manual (ROWIM) Update
City of Seattle Department of Transportation
700 Fifth Avenue, Suite 3900
P.O. Box 34996
City of Seattle 98124-4996

Subject: Freight Advisory Board comments for Right of Way Improvement Manual Update, Internal Draft review, January 2016

Dear Ms. McLaughlin:

Thank you for the opportunity to assemble Freight Advisory Board comments for the Draft ROWIM Update. I appreciate being a member of the Advisory Committee for the ROWIM Update. The Seattle Freight Advisory Board has conducted an overview of the draft ROWIM Update document provided and the following comments and recommended additions to the Draft represent the collective comments of the Board. We find that the Internal Draft of the ROWIM Update lacks details of design for freight facilities within the public right of way and lacks any confirmation that the Freight mode has a place in Seattle roadway network planning. We urge SDOT to take the time *now* to incorporate freight design characteristics and to ensure that freight will receive greater consideration in the balancing of the many modes within the public right of way. We want to make sure that this ROWIM Update is a strong parallel and supporting document to the upcoming Freight Master Plan.

The purpose of the Freight Advisory Board (FAB) is to “advise the City Council, Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.” (Resolution 31243). In that capacity, our review of the Internal Draft of the ROWIM Update is critical to our mission and we offer the following comments.

Comments and Elements to Incorporate with the next Draft of the ROWIM Update:

- Ensure that freight can move through the city between the industrial centers, to the freeway network as well as along arterials to deliver goods – all these movements are critical to the working city and urban environment.
- Confirm the Freight Master Plan Goal to preserve the lane-miles of major truck streets (freight priority streets), with no allowed compromise to major/minor truck streets network without due public process and Freight Advisory Board concurrence.

- Include a defined process to resolve any conflict among travel modes for the right of way, specifically for any proposed change to a major/minor truck street and for conflicting demands between freight and bicycle, freight and transit, freight and pedestrian demands for space. Advise the Freight Advisory Board of any proposed changes to the major/minor truck streets that would result in reduction of lane miles of major/minor truck street network. Include the public process necessary for such a change.
- Define Freight Street Typologies – Major Truck Street (MjTS), Minor Truck Street (MnTS), Industrial Access Street, Heavy Haul Corridor Street. Although trucks are large and have turning radii similar to transit, transit and trucks are not operating the same in the public right of way. Freight must have its own typology for major and minor truck streets.
- Include a map or reference to major truck streets, minor truck streets, industrial access streets, heavy haul corridor – where freight/truck design guidelines shall be applied. The user needs to know, clearly where the freight/truck standards apply to the design for new and revised facilities in the city.
- Provide design guidance for Major Truck Streets, Minor Truck Streets, Intersection of MjTS/MnTS and other arterials, intersection of MjTS, MnTS with local industrial streets. Define minimum lane width = 11' for any truck street. Define minimum radius for curb returns on truck streets.
- Define the truck design vehicle for Major Truck Streets, Minor Truck Streets, Industrial Access Streets, Heavy Haul Corridor streets. Truck design vehicle should reflect the use of the roadway/network and curb radius must also reflect the truck turning paths and roadway/network use. Curb radius at 10' R is likely too small for major/minor truck street intersections.
- Include a section Freight Facilities Design – what does it mean to be a major or minor truck street? What does it mean to be an industrial access street? Include parallel design guidance to that provided for Green streets.
- Define the locations where streets are **designed for** freight/trucks vs locations where design **accommodates** freight/trucks.
- Define street standards for at-grade rail crossings, including guidelines for crossing control for vehicles, transit, pedestrian and bikes, plus accommodation for overall freight mobility.

We on the Board look forward to the public draft of the ROWIM Update for review – with the elements noted above incorporated into the next draft and into the complete manual. It is imperative that this manual for design guidance for streets include and reflect the key role of freight movement within Seattle – and that it also reflects the value of a strong and resilient street network for freight.

Sincerely,



Katherine Casseday, PE
Member, Seattle Freight Advisory Board

Cc: Tracy Krawczyk, Director, Policy & Planning