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Don Brubeck, Secretary

Amanda Barnett  
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Claudia Lewis  
Phyllis Porter  
Puja Shaw

July 6, 2016

To: Ian Macek, Seattle Department of Transportation

Re: **Freight Master Plan – May 2016 Draft**

The Seattle Bicycle Advisory Board offers these comments on the May 2016 draft Freight Master Plan.

First of all, we offer congratulations for reaching this milestone in development of the freight modal plan. The draft plan is based upon solid and innovative data collection, mapping, and thoughtful planning. It reflects Seattle's evolving economic and transportation needs. We all depend upon goods delivered by truck for our jobs and daily lives, and for our region's economy. We are joining a small handful of cities that have an urban freight plan.

We appreciate the outstanding work by the SDOT team led by Kevin O'Neill and Gabriela Vega; Bridget Wagener of Parsons-Brickerhoff; and the Freight Advisory Board and FMP Advisory Committee.

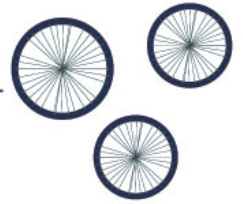
### **Safety**

We especially appreciate the emphasis given to Goals, Strategies, and Design Guidelines for safety for all road users. Safety is our #1 priority.

1. We commend the Design Guidelines that consider bike rider and pedestrian safety. This includes the concept of "design for" and "design to accommodate" criteria. We appreciate that there are Major Truck Streets and other critical areas in the freight network, such as in the manufacturing and industrial zones and seaport, that should be prioritized and "designed for" large truck traffic. There are other areas, including downtown, the urban village centers, and other residential areas, where "accommodating" larger trucks with tighter turning movements and lower speeds is necessary in order to prioritize safety for pedestrian and bike traffic. The draft plan puts this concept to use in developing standards for intersection geometry, traffic lane design, and roadway types that will improve safety and traffic flow.
2. We would like to encourage the final plan to mandate use of **NACTO**

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- City Council  
Resolution 25534



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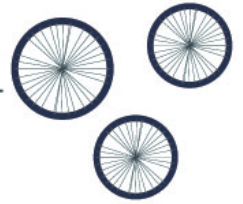
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**standards** wherever applicable, as more appropriate for our urban environment than highway design standards.

3. As with the Bicycle Master Plan, we encourage **consistency in application of standards** and implementation of the Freight Master plan. A consistent approach using a limited palette of design features makes the streets more predictable to road users, and therefore more safe.
4. We encourage SDOT to quickly add the FMP's Design Guidelines to the **Right of Way Improvement Manual**, so that engineers and planners will find all roadway and path design guidelines in one place.
5. We recommend inclusion in the FMP of reference to the **Complete Streets** ordinance and intent. Many Major Truck Streets must also serve other modes, including cars, buses, bikes and pedestrian traffic. On these streets, design as complete streets is even more critical for road safety than on streets with less truck traffic. For some stretches of Major Truck Streets, there may be nearby parallel routes that are better for bike traffic, but often there is no alternative parallel street, so protected bike lanes or separated paths should be the preferred option for bike traffic.
6. The new "**heavy haul**" routes in SODO and West Seattle are needed for our industries and seaport to remain competitive globally. These routes need special consideration for safety risks and roadway deterioration. Separated, truly protected bike lanes or paths are needed in these corridors. There are no parallel routes for bikes to take through the Greater Duwamish MIC. We must share these corridors.
7. We encourage the Mayor and Council to implement the plan's recommendation for **truck side guards** on the City's fleet, immediately, following the lead of the University of Washington. This life-saving measure could prevent one of the most common types of fatalities in crashes involving trucks and bike riders.
8. **Freight Project Concepts** include projects at areas of critical safety conflicts among different modes of travel. We suggest giving these high priority for funding, and high emphasis for design and coordination

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among the modal plans. These include:

- Ballard Bridge Replacement
- 15th Ave W/ Dravus and W Emerson/ 21st Ave W.
- East Marginal Way S, both north and south of S Spokane St.
- SODO Rail Corridor S Lander St Grade Separation projects.
- West Marginal Way SW/ SW Chelan St intersection improvements.
- S Lucille St rebuild.

### Equity

The draft does not clearly state its strategies for incorporating equity into the plan. None of the Strategies and Actions view equity through the lens of race and social justice. Laurelhurst and South Park are treated equally. This does not address equity, as defined by the City's Race and Social Justice Initiative.

1. Heavy truck traffic and truck parking have greater impacts upon marginalized communities in terms of air quality, housing, and transportation. Equity strategies have the potential to tie in bicycle and pedestrian improvements to mitigate the impacts. Strategies should include transportation alternatives and infrastructure in areas where truck traffic adds to pedestrian and bicycle safety risks in low income neighborhoods and communities of color.
2. Add equity for race and social justice to the scoring criteria for project prioritization, with transparency.

### Environment

People on bikes breathe the air that vehicles emit. We tend to be more concerned than the average person about diesel particulates for our own health and the environment as a whole. We endorse the environmental goals of the FMP to reduce emissions and air quality impacts. Recommendations:

1. In Chapter 3's Environment goal statement, include non-motorized as well as alternative fuel vehicles. We recognize the continuing need for large semi tractor-trailers and box trucks, but bike deliveries have a place in the transportation system, too, for smaller loads and in dense urban areas.
2. Improvements in streets to accommodate and separate bike and truck traffic will help Seattle meet its Climate Action Plan. The plan's climate

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actions goals cannot be met without a much more significant percentage of all trips made by bicycle than at present. We are not yet making the kind of annual progress that it will take to meet the 2035 goals. The safety strategies and many projects in the FMP will help us get closer to the target.

### State of Good Repair

We share the need with truck drivers for roadways that are in good repair. Keeping freight routes well maintained, including well-built roadbeds, repair of potholes and depressions, vegetation trimming for visibility, and street sweeping, are needs we have in common.

### Economy and Mobility

We recognize the importance of freight and goods deliveries.

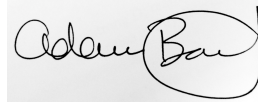
1. **Integration with the other modal plans** will be essential for success. It would be helpful to see overlays of the networks and projects included in each mode's implementation planning.
2. We encourage the Mayor and Council to make changes to Seattle's **Noise Ordinance** that will allow more use of night deliveries to commercial businesses, to free up curb space during the day.
3. We commend the provisions in the plan that recognize the growing use of **bike delivery vehicles** as part of the freight network in dense urban areas. In some cases, bikes are trucks.

Thank you for the opportunity to comment. We look forward to working with the Freight Advisory Board, SDOT and other agencies once the plan is adopted, to make it work well with the Bicycle Master plan.

Sincerely,



Kristi Rennebohm-Franz  
Chair

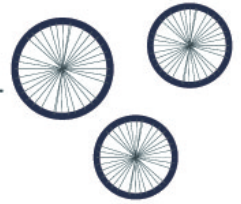


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