

DRAFT Freight Lane Policy



Briefing purpose

- **Introduction to **DRAFT** Freight Lane Policy**
 - Background and need
 - Existing policy context
 - DRAFT policy statement
 - Initial tactics/actions
 - Conceptual locations (for discussion purposes only)
- **Discussion: initial thoughts, comments, feedback**
- **Next steps**

SDOT project team

City Engineer
Policy & Planning
Traffic Operations
Transit & Mobility
Urban Design

Background and need

- **Freight bottlenecks are increasingly becoming a normal experience**
- **DRAFT Freight Lane Policy builds on the Freight Master Plan**
- **Opportunity to integrate/balance freight improvements with other modes**
 - Explore ways to help freight move more efficiently and safely through congested road segments
 - Explore synergies between freight and transit where a shared lane could be a net positive – not only for these two modes but also for people walking and biking, too
 - Start with larger-type commercial trucks as a focus; may consider opportunities for smaller-type vehicles in the future

Freight Master Plan - key goals

Equity – More efficient movement of commercial trucks **can help to reduce pollution** generated by trucks that disproportionately affects communities of color

Safety – Improve the **safety and predictable movement** of goods and people

Economy – Provide a **freight network that supports a thriving and diverse economy** for Seattle and the region

Mobility – Reliably **connect manufacturing/industrial centers and business districts** within Seattle, regional, and international freight networks

Sustainability/Environment – Goods movement **operates more efficiently** when a reliable route is offered, which in turn **lowers emissions**

Existing policy context

The Freight Lane Policy builds on the Freight Master Plan

- Strategy 1.8 – Integrate planning for freight with other modes
- Action 1.9.2 – Explore shared transit/freight-only lanes and their application
- Action 2.4.2 – Explore and test the use of truck-only lanes to improve freight
- Action 3.3.2 – Improve corridor improvements to reduce conflicts, increase safety, and enhance freight mobility

Existing policy context (cont.)

- **Transit Master Plan (2012/2016) – Strategy FTN8** – manage operations of arterial transit streets to provide priority to transit vehicles carrying high passenger volumes
- **Bicycle Master Plan (2014) – Strategy 4.15** – consider freight mobility and commercial vehicle load zones that minimize conflicts with people riding bicycles
- **Pedestrian Master Plan (2017) – Objective 4** – plan, design, and build complete streets to move people and goods
- **The Modal Integration Policy Framework (2021)** – This white paper identifies the benefits of an integrated approach with other modes when considering freight movement improvements in MICs

DRAFT freight lane policy statement

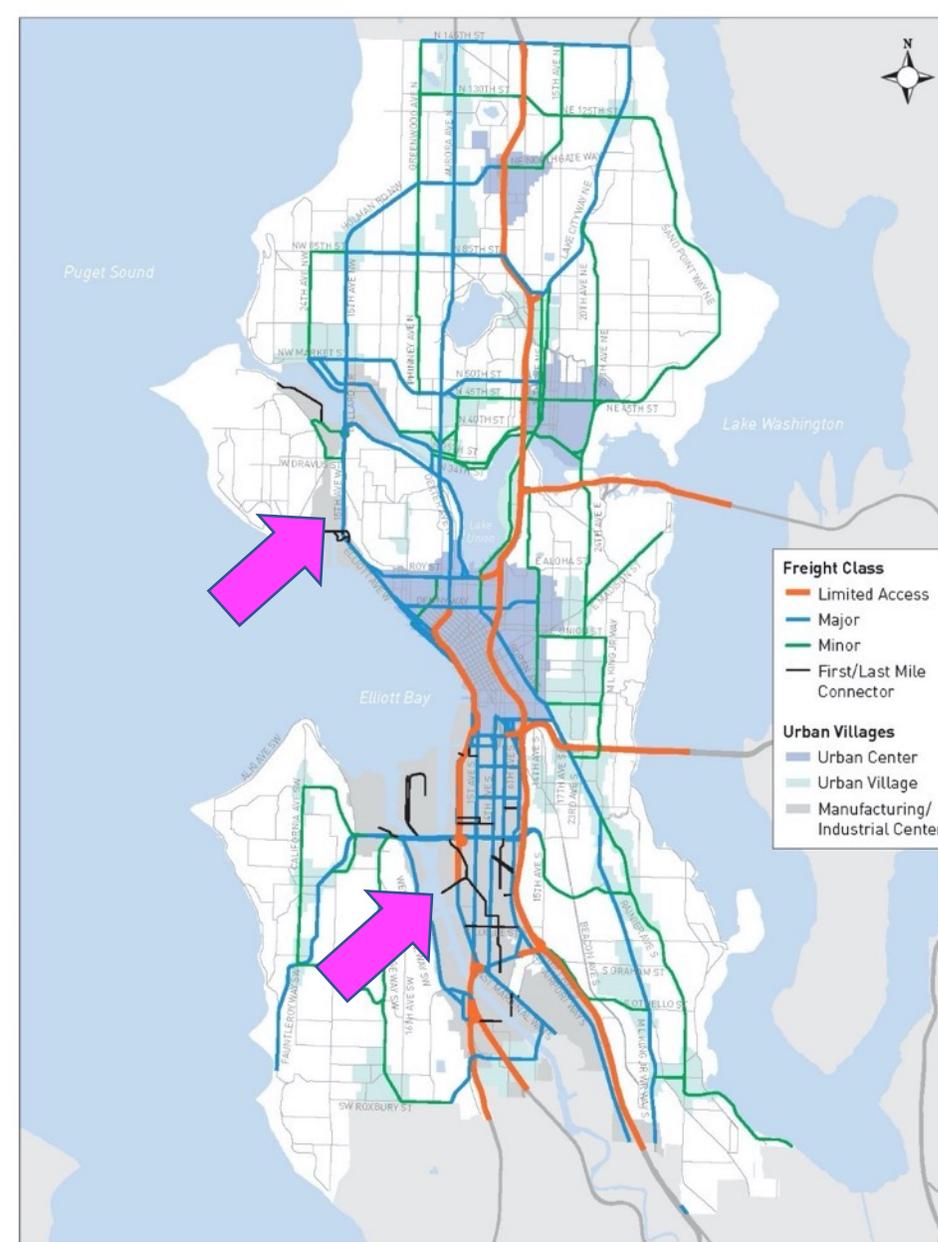
Dedicated freight-only lanes and transit lanes that allow freight will be considered in locations where they can improve freight mobility and avoid negative impacts to other transportation system users.

DRAFT freight lane policy – initial tactics

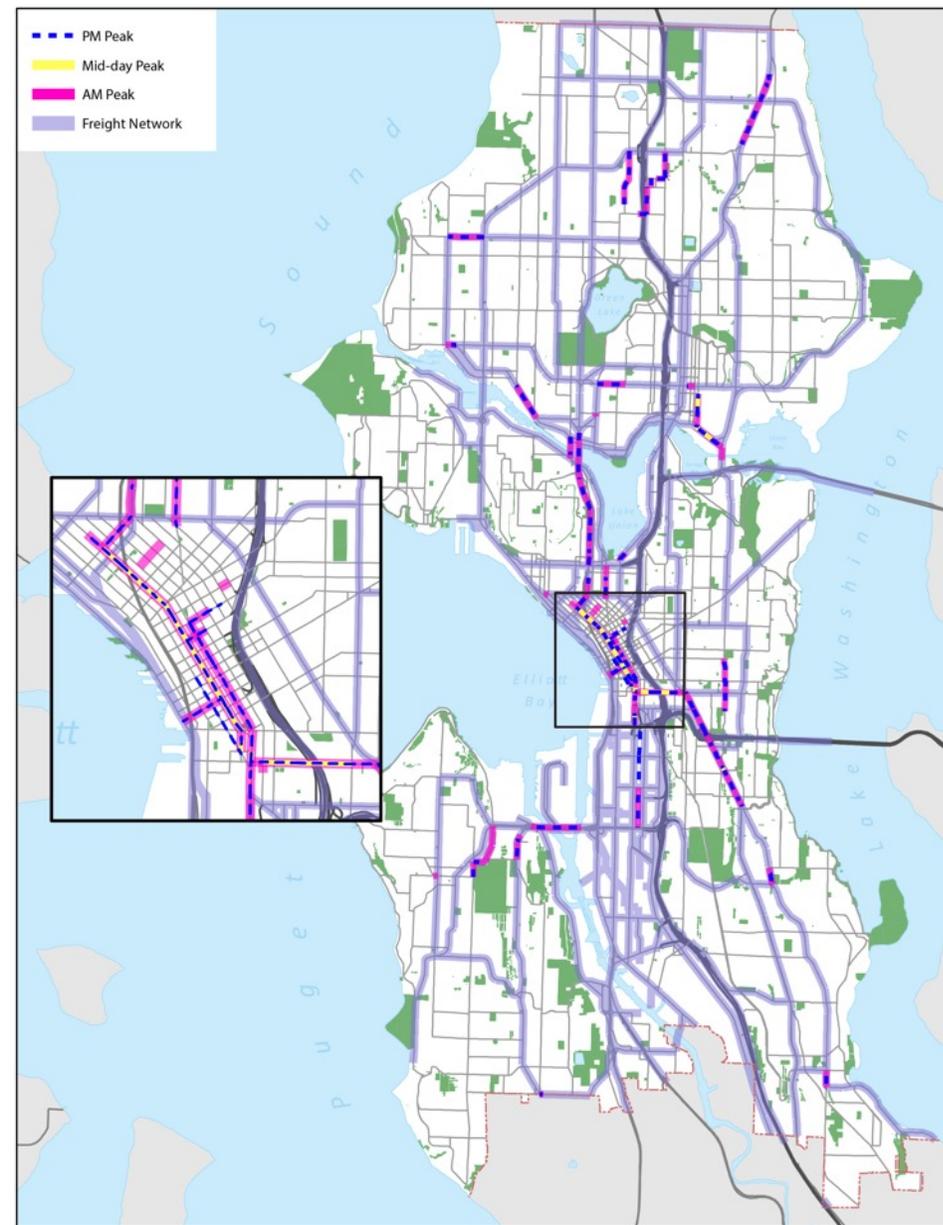
- Freight-only lane and freight-and-bus shared lane opportunities will be tested as pilots and evaluated before permanent installation.
 - Transit volumes **do not exceed 20 buses per hour** during peak periods in the designated transit lane—threshold for consideration of freight to share (be authorized to use) a transit lane
 - Transit reliability and rider experience
- Freight-only lane and freight-and-bus shared lane opportunities should be prioritized in manufacturing industrial centers and on Major Truck Streets.
- Freight and buses sharing a dedicated lane may only be considered after a sufficient compatibility analysis has been conducted.
- Freight-only lanes should be considered for locations primarily providing access to commercial and industrial activities that are experiencing frequent bottlenecks.
- Focus initially on larger-sized freight vehicles.

How might we operationalize freight-only and freight-and-bus lanes?

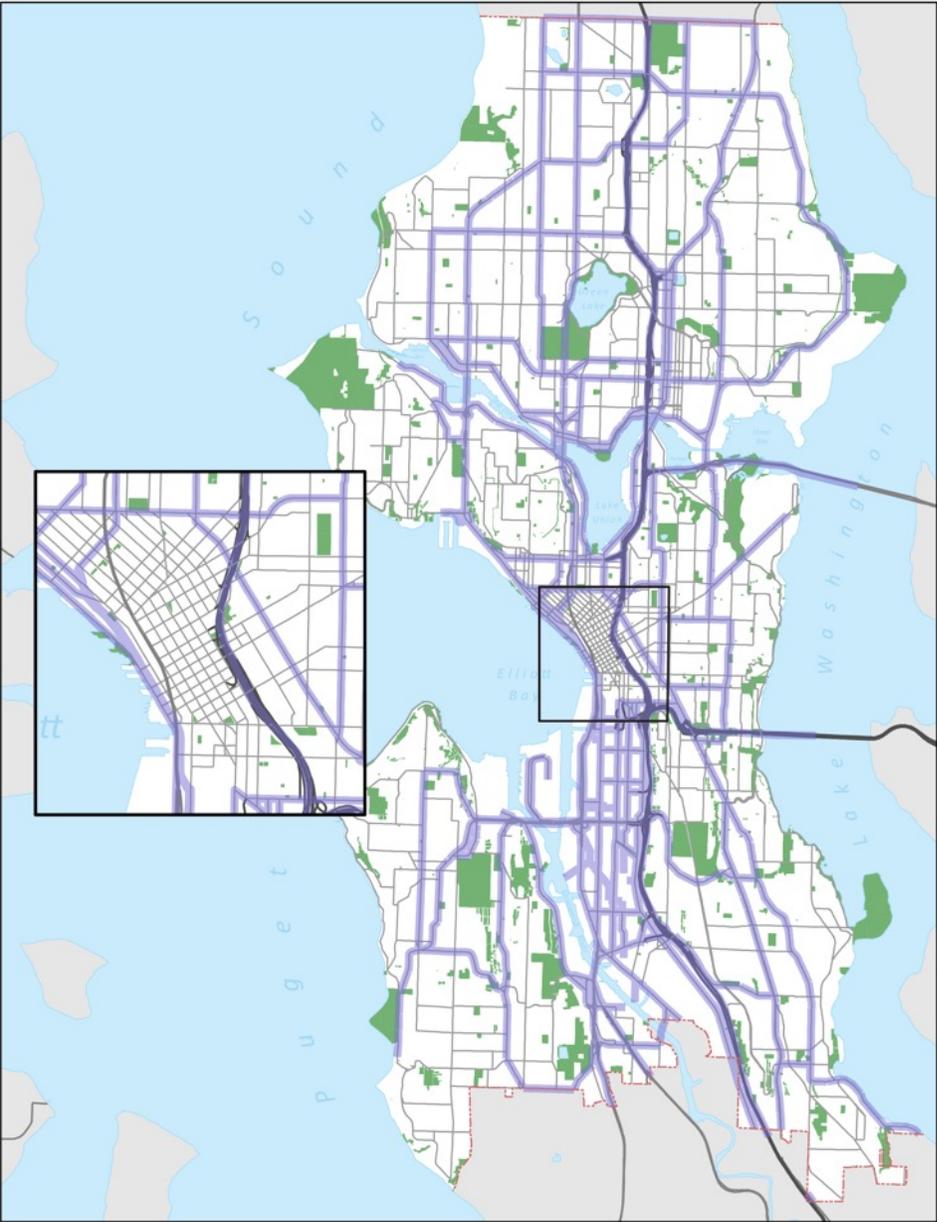
Freight-only lanes: Locate in MICs



Route segments with 20 buses per hour relative to freight network

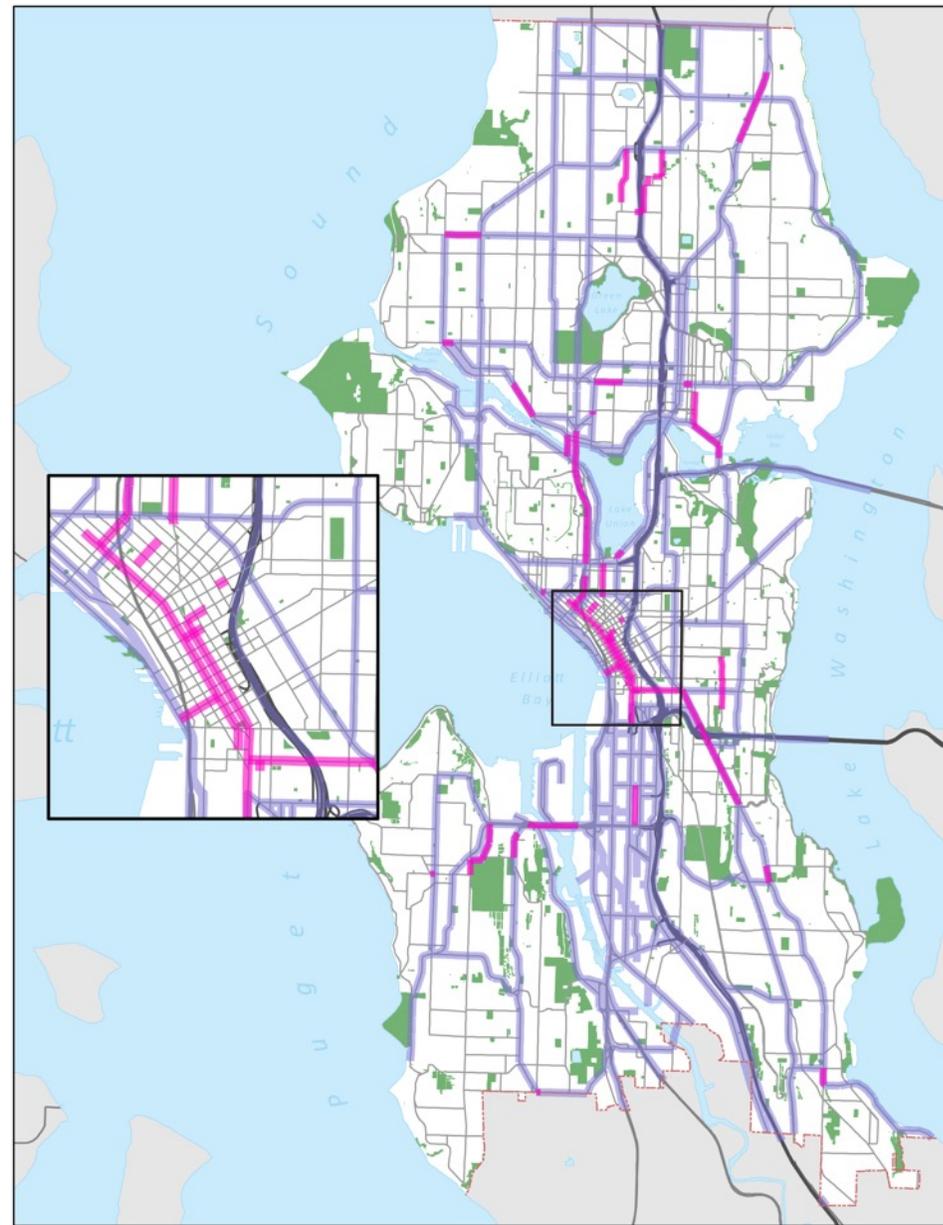


Freight Network



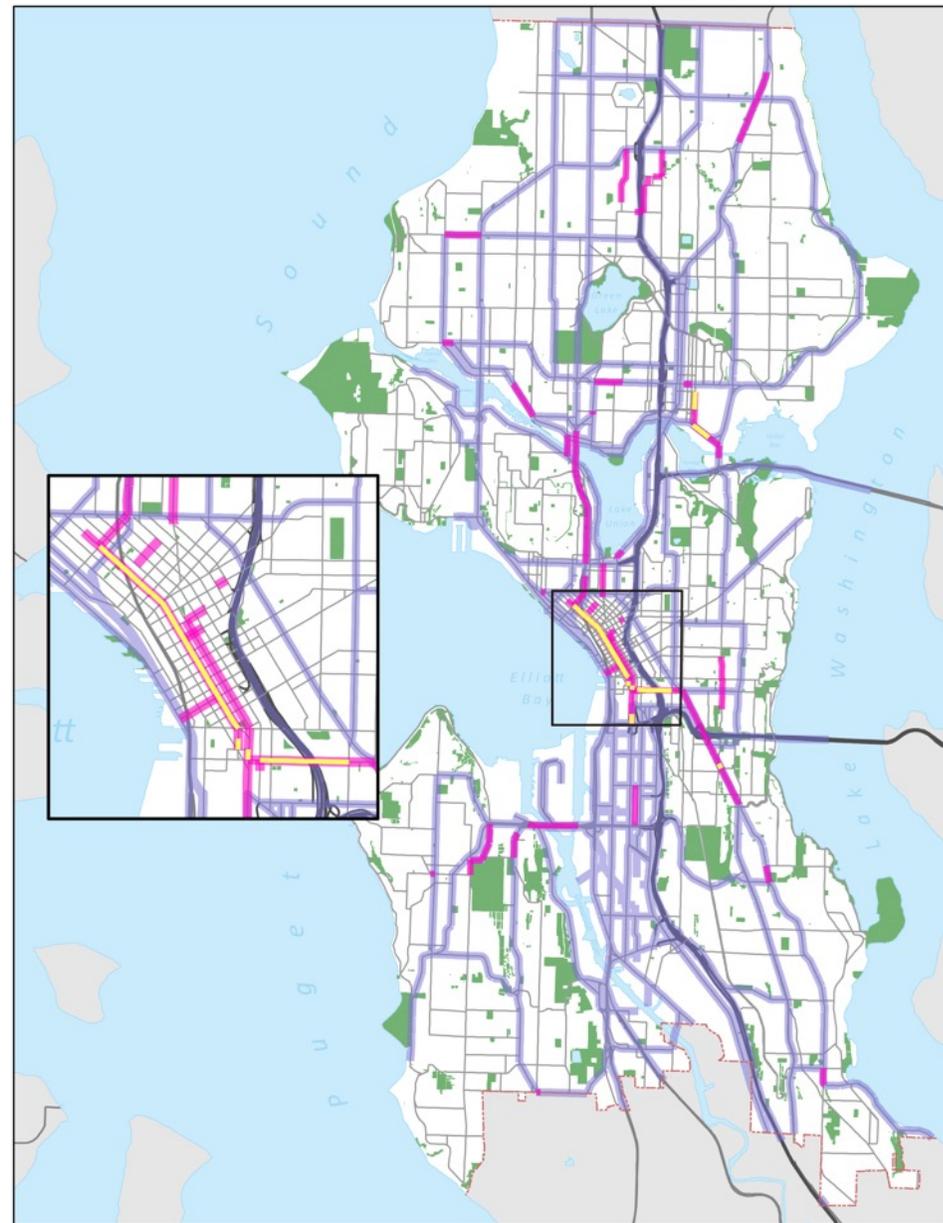
AM peak 

**Route segments
with 20 buses per
hour relative to
freight network**



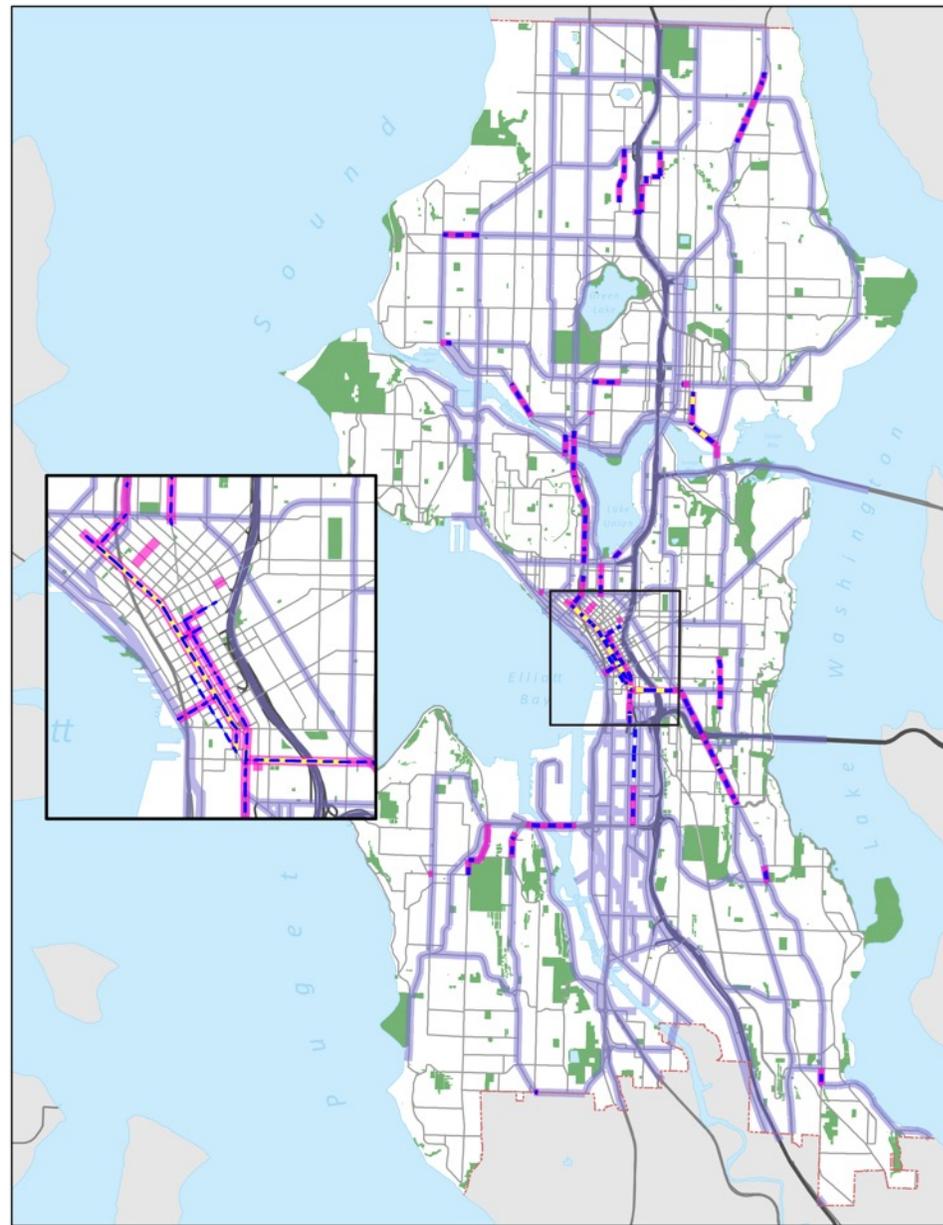
Mid-day peak 

**Route segments
with 20 buses per
hour relative to
freight network**

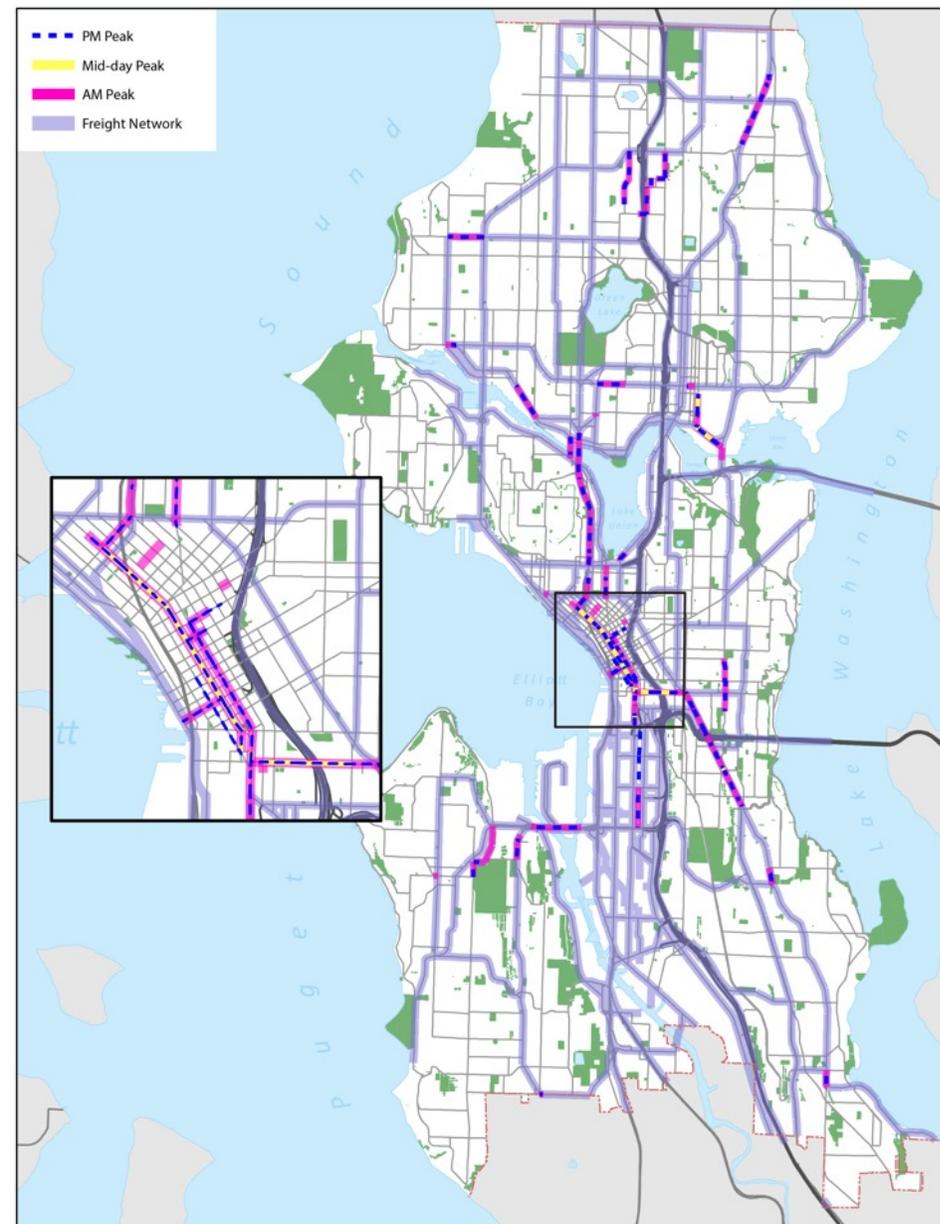


PM peak 

**Route segments
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Route segments with 20 buses per hour relative to freight network

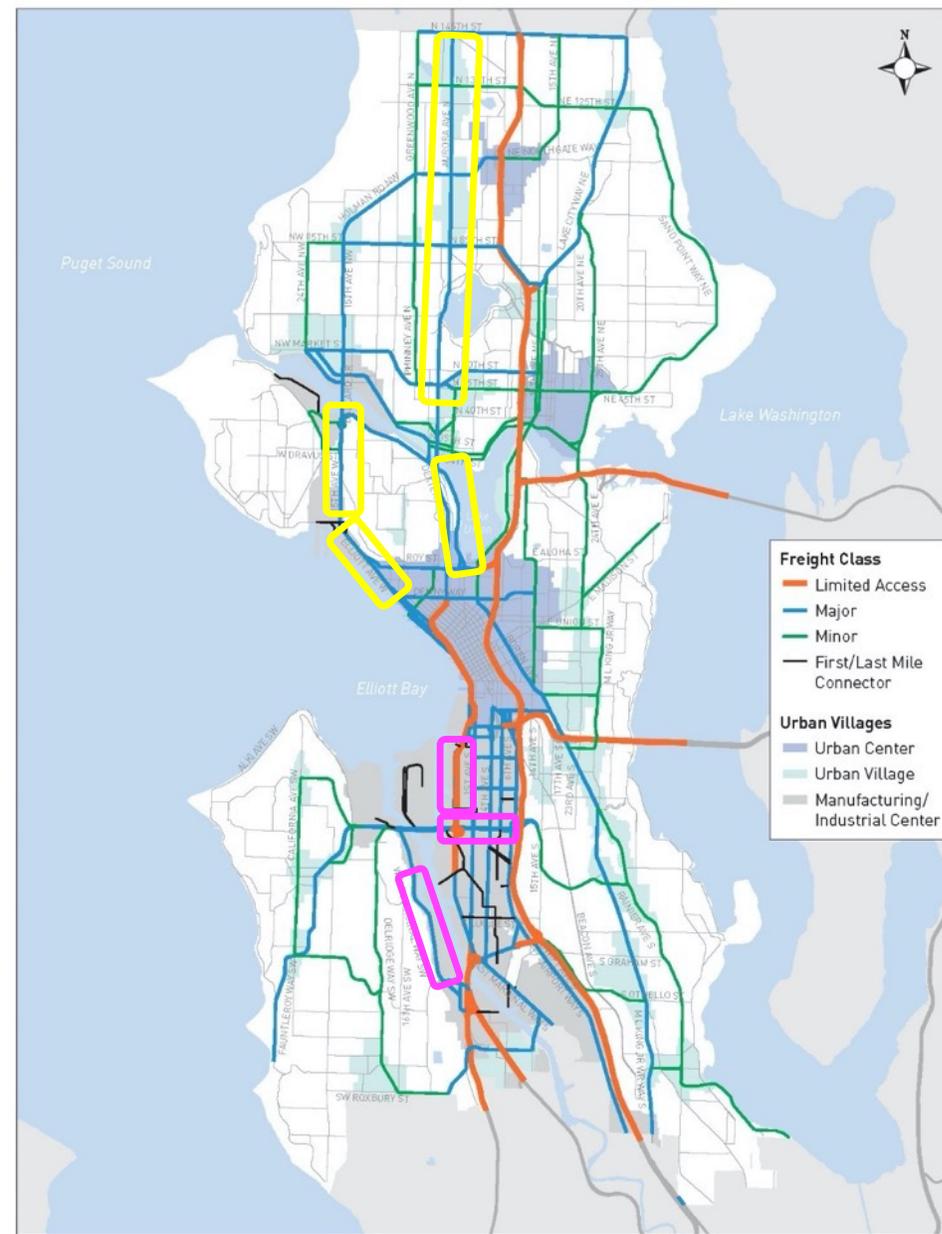


Potential Candidates

Conceptual – for discussion only

Freight and bus (FAB) lane 

Freight-only lane 



Discussion

- **Is the policy approach clear?**
- **What potential value do you see in a pilot?**
- **What other data or metrics should we be considering?**
 - Minimum length of segment
- **Other questions, thoughts, comments?**
 - Time of day shared use

Next steps

- **Incorporate feedback from various partners and advisory boards**
- **Continue stakeholder engagement**
- **Conduct SEPA review**
- **Implement a pilot project – TBD**
 - Freight-only lane
 - or -
 - Shared freight-and-bus lane

Additional questions & comments?

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