



City of Seattle

Seattle Freight Advisory Board

Seattle
Freight
Advisory
Board
Members

To: Sarah Strand (sarah.strand@seattle.gov)
Seattle Department of Transportation
via e-mail

September 17, 2025

Dan Kelly (Chair)

Stanley Ryter (Co-Chair)

Geri Poor

Dan McKisson

Nigel Baron

Dan Gatchet

Herb Krohn

Waylan Robert

Nicole Callais

Marc Hoecker

RE: Freight Advisory Board (FAB) review of STP 3-Year implementation Plan

Dear Ms. Strand

Thank you for the opportunity for the Freight Advisory Board to review and comment on the STP 3-Year Implementation Plan. The FAB advises the Mayor, the City Council, and all departments and offices of the city **in the 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 on the freight environment.

In summary, we find the 3-Year Implementation Plan integrates many of the FAB's questions and comments from the STP itself and we appreciate the system balance and visibility brought to freight needs in the document. While advocating for freight system preservation, protections and improvement, we also recognize the importance of a fully functioning transportation system. Please find below our comments in terms of the following:

- Well Done
- Please provide more
- Continuing FAB engagement with city staff and technical comments

We look forward to working with you.

Well Done

The 3-Year Implementation Plan provides a multimodal view of the city's transportation system and integrates the modes across the STP's guiding goals. We're pleased to see the many references to freight, including meaningful examples of freight projects, freight's role in safety and equity, and different kinds of freight within the city (such as rail, heavy haul loads, urban goods delivery cargo bikes and curb space), and the components of freight in the 2025 Transportation Levy. The Safety Focus Areas (pp 22-23) provides great visibility of freight specific needs. Similarly, the Equity section highlights unique needs in MICs and industrial workers (p 27). The 3-year summary of freight funding in the Levy, on p 45, is appreciated, the FAB looks forward to engaging these initiatives. The highlight of the work crews, who are dedicated to our city infrastructure, is refreshing and delightful (p 59-62).

The Seattle Freight
Advisory Board shall
advise the City Council,
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City Council Resolution
31243

Please provide more

Spotlight initiatives:

- Responsible Stewardship -- Implement our Vision Zero Action Plan: Please recognize that Vision Zero must bring alternative solutions to alternative communities and land uses. Solutions that work in urban areas or residential neighborhoods are not always the same as those that will work in Manufacturing & Industrial Centers (MICs). Please recognize unique treatments that create a safer environment, while also accommodating the truck and train operations that are integral to the MICs.
- Transformative Impact – Advance Aurora Avenue: Please ensure that the city identifies the corridors where trucks should be moving and designs them appropriately so deliveries and pickups can safely get between neighborhood stores and groceries and the central warehouses or hubs. Streets have hierarchies and arterials are necessary for truck travel within or across the city. Street calming is valuable, and yet arterials must accommodate trucks and buses with sufficient lane widths, turning radii, and other large vehicle design standards.
- Support Sound Transit 3: We support the last sentence list and ask you to add “maintain industrial lands and support freight movement” to the list.

Advancing the STP Key Moves

SAFETY

- Arterial Traffic Calming Program: Please edit the “Arterial Traffic Calming Program” considering safety for freight movement. “Lane narrowing” and tight “roundabouts” may make arterials LESS SAFE if trucks cannot navigate in their lanes on those streets. It’s preferable to corral the trucks on the arterials than to have them detour to local streets when arterials are congested or too narrow.

EQUITY

- While the Equity section highlights unique needs in MICs and industrial workers (p 27), we’d like to see those translated to the 3-year focus areas (p 31).

SUSTAINABILITY

- Please recognize that strong in-city industrial centers reduce sprawl by minimizing truck trips between suburban industrial districts and city destinations. Ensuring that there’s space in the MICs for supportive lands like truck parking, freight mobility, and others will aid our sustainability goals.

MOBILITY & ECONOMIC VITALITY

- The success of EMW Corridor Improvements-North Segment will be continued when the funding is available to the Central and South segments!
- Please include the Freight Board with the partners in the 2nd-to-last bullet (p 47).

LIVABILITY

- Update Streets Illustrated: Ensure that Street Illustrated guide provides truck navigability on streets that support access to urban villages’ stores, waste/recycling, etc. We also recognize unique needs of streets in the MICs. With more people walking and riding, more parcels and packages must be delivered to homes.

MAINTENANCE & MODERNIZATION

- The FAB will find the concept of getting back to basics on maintenance of critical importance. As noted above, please ensure that major arterial roadway maintenance supports

truck mobility with unique design treatments on arterial such as truck aprons at roundabouts & at intersections, and sufficient lane widths for trucks and buses (p 55).

- The MICs need sidewalks too, for workers and transit riders (p 56).
- Major Repaving Focus Areas: Please recognize the importance of Elliott Ave/Western Ave as the connector between the Duwamish and BINMIC industrial districts. Trucks must use these avenues to get between the two.
- Please consider SODO, Harbor Island and the shoreline of the Lake Washington Ship canal as areas that may need repairs and improvements. Similarly, we are sure your data-driven studies will show that bridges in the MICs need strengthening (p 58).

Continuing FAB engagement with city staff and Technical comments

- Please brief the FAB on the Industrial Zone Design Guide (p 45) to recognize employment uses in these zones.
- Please continue briefing the FAB on bike lane modifications as they would impact truck turning radius (p 22).
- Please share with FAB the 4th Ave S/S Forest St Signal Concept (p 45).
- Please brief the freight board on the Route 40 Freight-and-Bus lanes analysis and consider similar analyses for other FAB lanes, such as 4th Ave S.
- What is the Digital Conflict Area Awareness Management Program (DCAAMP) that supports commercial deliveries?
- Please engage with us on the update to the Streets Illustrated manual (p 49).
- P. 22: Please explain “intersection daylighting.”
- Throughout: Suggest adding captions to the photographs, as not everyone knows where they are located.

Thank you,



[Stan Ryter \(Sep 16, 2025 17:29:18 PDT\)](#)

Stan Ryter
Seattle Freight Advisory Board Chair

CC: Mayor Bruce Harrell
Seattle City Councilmembers
Adiam Emery, Interim Director Seattle Department of Transportation