

SDOT**SDOT Director's Rule #01-2022**

Applicant: CITY OF SEATTLE Seattle Department of Transportation (SDOT)	Page 1 of 4	Supersedes: N/A			
Subject: Criteria for siting exclusive truck tractor parking in the public right-of way-and the public engagement process.	Publication: TBD	Effective: TBD			
	Code and Section Reference: Seattle Municipal Code (SMC) chapters 11.14, 11.31, and 11.72				
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	<table border="1"> <tr> <td data-bbox="862 1262 1192 1381">Approved</td> <td data-bbox="1192 1262 1468 1381">Date</td> </tr> <tr> <td colspan="2" data-bbox="862 1381 1468 1436"> Kristen Simpson, Interim Director Seattle Department of Transportation </td> </tr> </table>		Approved	Date	Kristen Simpson, Interim Director Seattle Department of Transportation
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1.0 References

- 1.1. Seattle Municipal Code (SMC) Chapter 11.14.685 – Truck Tractor
- 1.2. SMC Chapter 11.31.121 – Monetary Penalties – Parking Infractions
- 1.3. SMC Chapter 11.72.445 – Truck Tractor Parking

2.0 Definitions

- 2.1. **“Truck tractor”** means every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn. (SMC 11.14.685)
- 2.2. **“Residential use”** means residential uses as defined in SMC 23.84A.032 excepting caretaker’s corridors and artist’s studio/dwelling.
- 2.3. **“Drayage”** is the transport of goods to and from other means of transportation over short distances in the shipping or logistics industry, such as a truck delivery between a seaport and a nearby intermodal facility.

3.0 Background

- 3.1. SMC Section 11.72.070 restricts parking of vehicles over 80 inches wide between midnight and 6 a.m. on streets or alleys except in industrial zones.
- 3.2. SMC Section 11.14.685 defines “truck tractor” as “every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.”
- 3.3. Drayage truck drivers typically own or lease the truck tractors they drive and make multiple daily trips hauling cargo containers between the Port and nearby facilities. Drayage truck drivers come from diverse backgrounds, English is a second language for over 50 percent of the drivers, and most live outside Seattle. Many drayage drivers currently park their truck tractors in the public right-of-way in Georgetown, South Park, SODO, and other Seattle neighborhoods near Port facilities.
- 3.4. Some Seattle neighborhoods struggle with the density of overnight truck tractor parking on some streets, limiting parking and loading access for residents and visitors, causing damage to some streets not otherwise built to handle regular truck tractor use.
- 3.5. Since 2014, the Port has allowed use of a portion of its property at Terminal 25 for the overnight parking of drayage truck tractors for approximately 125 trucks.

4.0 Criteria for Establishing New Truck Tractor Parking Areas

- 4.1. Designating New Truck Tractor Parking – SDOT shall use the following criteria when determining whether to establish any truck tractor parking in the public right-of-way using signs or pavement markings.
 - 4.1.1 Compatible with adjacent and nearby land uses – Areas signed for truck tractor parking will be compatible with current zoning and adjacent land uses. Truck tractor parking shall only be established where zoning and the SMC already allows vehicles over 80 inches wide to park overnight.
 - 4.1.2 Not to be located adjacent to existing residential uses – Locations signed will not be adjacent to parcels with existing residential uses except caretaker's quarters or artist's studio/dwellings located on non-residentially zoned parcels.
 - 4.1.3 Not to be located adjacent to active retail use – Locations signed will not be adjacent to parcels with more than 10,000 s.f. of active retail use unless the use includes customer parking internal to the parcel where the use is located.
 - 4.1.4 Proximity to Port facilities – Signed truck tractor parking will be within reasonable proximity to Port terminal facilities that are regularly used and serviced by drayage trucking. This is intended to limit the travel distance of drayage trucks to and from their primary place of daytime usage to reduce overall drayage vehicle emissions.
 - 4.1.5 Ability to support overnight truck parking activity – The right-of-way selected for truck tractor parking will be appropriate for the use. This includes sufficient right-of-way width outside the traveled right-of-way to safely allow for truck tractor parking. Further, the designation should not place an undue burden on the overall condition of the designated right-of-way due to the weight or frequency use of drayage truck tractors.
 - 4.1.6 Demand for daytime vehicle parking – SDOT will confirm current parking use at the location via field review and consider competing uses of the curbspace.
 - 4.1.7 Reasonable access – Locations selected to be signed for truck tractor parking will have reasonable access and egress from the traveled roadway and to and from nearby arterial roadways or other roadways commonly used to access Port terminal facilities.
 - 4.1.8 Sufficient potential scale – SDOT will generally sign truck tractor parking in locations where there are benefits to locating multiple truck tractors in a specific area, to incent drayage drives to use the designated truck tractor parking rather than using right-of-way in other locations that may not be compatible with the use.

5.0 Outreach and Engagement Process

- 5.1. Before signing spaces in the public right-of-way for truck tractor parking, SDOT will undertake outreach to establish awareness of the potential truck tractor parking, will allow for sufficient time for public comment, and will consider the public comment before making any final decision to sign new truck tractor parking.
- 5.2. Public outreach may include the following when truck tractor parking is proposed to be signed and designated:

5.2.1 – Notification to property owners of properties adjacent to where truck tractor parking is proposed to be signed and designated;

5.2.2 – Notification to the Port of Seattle and Northwest Seaport Alliance;

5.2.3 – Notification to community organizations that represent the community or business interests of locations proposed to be signed and designated;

5.2.4 – Notification to the drayage truck driver community via existing means available to engage them;

5.2.5 – Notification to representatives of organized Labor who have expressed interest in the Port and related trucking industry; or

5.2.6 – Notification to representatives of organizations that have taken an interest in localized issues associated with human trafficking and the trucking industry.