



# 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

August 6, 2013

Mr. Kevin O'Neill  
Seattle Department Transportation  
PO Box 34996  
Seattle, WA 98124  
*Email: kevin.oneill@seattle.gov*

Re: Seattle Freight Advisory Board Comments on the Draft Bicycle Master Plan Update

Dear Mr. O'Neill:

Seattle's Freight Advisory Board submits the following comments on the proposed update to the Bicycle Master Plan (BMP). We trust that our input will be considered in the next stages of the approval process for the BMP.

Seattle Department of Transportation (SDOT) is on the verge of starting and must complete the Seattle Freight Master Plan (FMP) in order to completely describe the necessary arterial network for trucks and freight movement. The process for the FMP will include steps to identify needs and deficiencies and to identify the projects and priorities to maintain and enhance freight mobility in Seattle. We expect that the FMP will update the Major Truck Streets for Seattle which could influence the recommendations for the BMP Update. We strongly recommend that the FMP be implemented before approving an update to the BMP.

SDOT must stop degrading the extent and effectiveness of Major Truck Streets (in terms of lane miles compromised for effective freight mobility) until the Freight Master Plan can confirm the definition of Major Truck Street and the key attributes of the arterial network to support freight mobility in Seattle. We strongly recommend a moratorium on implementing bicycle facility projects on Major Truck Streets until after completion of the Freight Master Plan and a complete evaluation process through the Multi-Modal Corridor process. Two exceptions are the implementation of a separated bicycle facility along East Marginal Way and bicycle facility projects within the Seattle Central Business District (CBD).

We agree with the Objective 2 that directs SDOT to integrate planning for bicycle facilities with all travel modes and complete streets principles *where it makes sense*. The City's Complete Street Ordinance recognizes that not all streets are created equal, especially regarding freight mobility and design for trucks. Section 3 of Ordinance No. 122386 states:

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*Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.*

Trucks are restricted to using arterials for much of the freight movement in Seattle and Major Truck Streets and principal arterials are where most truck activity is expected for freight mobility and deliveries. Where we can make the Major Truck Streets operate effectively with reliable flow and travel speed, the levels of pollution and greenhouse gases generated by trucks can be managed or reduced.

Safety is a priority for freight mobility in Seattle and we encourage the separation of bicycle facilities from freight corridors and Major Truck Streets – either within the existing right of way (while maintaining same number and width of vehicle lanes) or on parallel non-arterial routes. Bike lanes (minor separation) should not be implemented on Major Truck Streets and where alternatives exist on parallel routes, bike lanes should be removed from Major Truck Streets.

We support the Multimodal Corridor Decision-Making Process, acknowledging the freight priority on Major Truck Streets. We encourage that the process reflect the value of moving goods as effectively as possible in the development of bicycle facilities in multi-modal corridor.

The BMP Update does not include an assessment of the existing bicycle facilities on Major Truck Streets and this is a deficiency of the update. Where a separate facility exists for bicycle travel parallel to a Major Truck Street with bike lanes, the bike lanes should be evaluated for possible removal (decommissioning) and the space re-purposed on the Major Truck Street.

Below is a list of our specific comments and recommendations for the BMP.

### **Major Truck Streets**

1. Nickerson Street: reconsider the bike lanes on Nickerson where the off-street trail runs parallel within close proximity. Recommend decommissioning the bike lanes and repurpose the space within the roadway to restore travel lanes for freight mobility.
2. Westlake Ave N: why are two bicycle facilities proposed for Westlake? Choose one facility to accommodate both trail and cycle track purpose. Maintain current number of lanes and lane widths on Westlake Ave N.
3. Alaskan Way: Maintain current number of lanes and lane widths on Alaskan Way for freight mobility, ferry access and local deliveries.
4. S Dearborn Street: Maintain current number of lanes and lane widths on S Dearborn Street. Evaluate parallel options for cycle track or neighborhood greenway to make the connection across I-5.
5. Rainier Ave S: We do not support implementation of cycle track on Rainier Ave S between S Jackson Street and MLK Way S. Maintain current number



- of lanes and lane widths on Rainier Ave S. Evaluate parallel options for cycle track or neighborhood greenway.
6. MLK Way S: We do not support implementation of cycle track on MLK Way S. Maintain current number of lanes and lane widths on MLK Way S. Evaluate parallel options for cycle track or neighborhood greenway.
  7. S Royal Brougham Way: Maintain number of lanes and lane widths on S Royal Brougham Way. Expect high volumes of buses (KC Metro, Sound Transit, Greyhound) plus trucks on this Major Truck Street.
  8. S Spokane Street: Maintain number of lanes and lane widths on S Spokane Street. Expect high volumes of trucks on this Major Truck Street. Look for alternative parallel route for this key east-west connection of bicycle facilities.
  9. Airport Way S: SFAB supports implementation of a separated bicycle facility along Airport Way S while maintaining number of lanes and lane widths in this Major Truck Street.
  10. E Marginal Way S: SFAB supports implementation of a separated bicycle facility along E Marginal Way S while maintaining number of lanes and lane widths in this Major Truck Street which is part of the Heavy Haul Network.
  11. Fauntleroy Way SW: SW Alaska to SW Genesee - Do not implement cycle track or bike lanes on Fauntleroy Way SW. Cycle track is proposed on SW Alaska with connection to SW Avalon Way, which makes the connection. Ferry terminal to 42<sup>nd</sup> Ave SW – Maintain number of lanes and lane widths on Fauntleroy Way SW.

### **Principal and Minor Arterials**

On principal and minor arterials, use Multi-Modal Corridor process to evaluate bicycle facility, including careful evaluation of options parallel to arterial for bicycle facility treatments. Maintain number of lanes and lane widths on principal arterials when implementing bicycle facility – to maintain freight mobility and local deliveries.

1. Fairview Ave E and Eastlake Ave E: Choose one - greenway and cycle track proposals should be combined to one facility in the corridor. Cycle track on Eastlake Ave E could aggravate conflicts between trucks, buses and cyclists.
2. Broadway Ave E: consider enhancements to parallel routes in lieu of cycle track on busy arterial. Broadway is a principal arterial with freight traffic for local deliveries.
3. NE 65<sup>th</sup> Street: Evaluate parallel options to cycle track on this principal arterial. Maintain number of lanes and lane widths on NE 65<sup>th</sup> Street.
4. 35<sup>th</sup> Ave SW: Evaluate parallel options to cycle track on 35<sup>th</sup> Ave SW, as there are neighborhood greenways proposed within two blocks both east and west. With these parallel greenways, cycle track is not needed on 35<sup>th</sup> Ave SW.
5. Delridge Way SW: Evaluate parallel options to cycle track on Delridge Way SW, as there are neighborhood greenways proposed within two blocks both east and west. With these parallel greenways, cycle track is not needed on Delridge Way SW.

**Local Streets**

1. S Forest Street: Neighborhood greenway is proposed on S Forest Street between Airport Way S and the busway/off street bicycle facility. Since S Forest Street is an off ramp from I-5, it carries trucks and is a freeway ramp environment which is not suitable for a neighborhood greenway facility. Find another route to connect the busway/off street facility with the planned facility on Airport Way S.

We look forward to seeing our comments reflected in the BMP Update.

Please do not hesitate to contact me at 206-783-0241 with any questions or concerns regarding this letter.

Sincerely,



Warren Aakervik  
Chair, Seattle Freight Advisory Board

Cc: Seattle City Council  
Mayor McGinn