



# City of Seattle

Ed Murray, Mayor

Seattle  
Freight  
Advisory  
Board

June 26, 2017

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Scott Kubly, Director  
 City of Seattle Department of Transportation  
 700 Fifth Avenue, Suite 3900  
 PO Box 34996  
 Seattle, WA 98124-4996  
 Sent electronically to [scott.kubly@seattle.gov](mailto:scott.kubly@seattle.gov)

Re: Streets Illustrated, Right of Way Improvements Manual Updated Comments

Dear Mr. Kubly

This letter serves as a follow-up on comments and discussions we have had with your transportation team related to: Streets Illustrated, the 10-year Update of the Right of Way Improvements Manual (ROWIM). As you may know, the Seattle Freight Advisory Board (SFAB) has previously submitted written comments regarding the ROWIM on Sept 9, 2016, February 29, 2016 and October 24, 2014. Thank you for the information and insight your staff have provided on this topic. This letter confirms and reiterates the SFAB's strong interest in key areas of the ROWIM update process.

### Turn Radii and Design Vehicle

We continue to strongly recommend consideration of established design standards and a Recommended Design Vehicle (RDV) to provide design professionals a clear guide for use in planning facilities for freight. We recommend that the Freight Transportation Network (FTN) be guided by the design standards as shown in Table 1 (see attached). This table includes a RDV and provides comparisons to WSDOT, AASHTO and NACTO standards. The Table covers all classifications including inside and outside the Urban Villages. The SFAB recommends this table be included as part of the ROWIM as a design standard reference. We recommend these RDV standards be incorporated and adopted in the Freight Master Plan and anything substandard to this require a review by the SFAB prior to any deviation.

### Existing 12 foot lanes

Thank you for providing a map of locations on arterial streets with current 12-foot outside lanes. As discussed it is the SFAB's recommendation these 12-foot wide lanes be preserved and subject to a SFAB review prior to modifications specifically outside of Urban Villages.

### Deviation Process

As discussed with SDOT staff, the ROWIM applies to developer-driven and City initiated capital improvement projects. Where projects cannot comply with the ROWIM, they would submit designs through a deviation process. We recommend that where these designs are

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

applied to the FTN, or are within the MICs, they should be reviewed by the SFAB and a recommendation provided to the City prior to deviation approval. Additionally, any deviation should be accompanied by a safety impact analysis.

**Modal Priorities**

Since the development and adoption of the modal plans, the Freight Advisory Board has been interested in seeing modal priorities addressed. We appreciated that the FTN will be defined within the new updated ROWIM but are looking to see how the City’s Complete Streets Ordinance is incorporated and addressed within the updated ROWIM?

**User Interface**

We continue to look for a demonstration of the interactive User Interface on-line manual and how it will be used by project designers and developers with the City public ROWs.

**Parking in the MICs**

Parking for trucks within the MICs is a high priority and especially critical for trucks working in and around the Port of Seattle needing overnight parking. We understand that the City is in the process of conducting parking studies in freight corridors. This information, or separate parking utilization study information, should be considered in any efforts to reduce or eliminate on-street parking in the industrial areas in favor of developing Green Stormwater Infrastructure (GSI) or other use infrastructure. Any recommendations for reductions in on-street parking in the MICs should be accompanied by parking utilization and projected need data.

**Responses and Response Time**

We understand that the final document is to be published in late June and the review time will be very short with the SEPA issued at or near the same time. Along with many others, the SFAB has submitted comments three times previous to this comment letter. We would appreciate adequate time to review the final manual and City responses to all comments related to the final document and be afforded adequate time to assimilate and understand how these comments might impact the ROWIM update process.

Thank you for accommodating our requests. We look forward to reviewing the updated ROWIM and providing feedback.

Sincerely,



Johan Hellman  
Co-Chair, Seattle Freight Advisory Board



Hal B.H. Cooper Jr.,  
Co-Chair, Seattle Freight Advisory Board

Attachment:  
Table 1

**Recommended Design Vehicle for Truck Turning Movements**

Seattle Municipal Tower, 700 5<sup>th</sup> Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996  
Tel: (206) 684-4103 Tel: (206) 684-5000 Fax: (206) 684-5180  
Web: [www.seattle.gov/sfab/](http://www.seattle.gov/sfab/)

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**Table 1. Recommended Design Vehicle for Truck Turning Movements**

From To	To From	Urban Villages	Design For <sup>1</sup>	Min Design Turning Radius <sup>4</sup>	Min Inside Turning Radius <sup>5</sup>	WSDOT Radius <sup>7</sup>	Recommended Radius	Accommodate For <sup>1</sup>
Over-legal Routes	Over-legal Routes	All	WB-67 <sup>2</sup>	44.8 feet	n/a <sup>6</sup>		45 feet	
Over-legal Routes	FTN	All	WB-67	44.8 feet	n/a		45 feet	
FTN	FTN	All	WB-67	44.8 feet	n/a	50 feet	45 feet	
FTN	Principal Arterial	All	WB-40 <sup>3</sup>	39.9	19.3	55 feet	35 feet	WB-67
FTN	Minor Arterial	All	SU-30	41.8	28.4 feet	50 feet	30 feet	SU-30
FTN	Collector	All	Passenger Car	23.8	14.4 feet	30 feet	25 feet	SU-30
Principal Arterial	Principal Arterial	Urban Center	SU-30	41.8	28.4 feet	50 feet	30 feet	SU-30
Principal Arterial	Principal Arterial	Urban Village	Passenger Car	23.8	14.4 feet	30 feet	25 feet	SU-30

- 1) Recommend that ROWIM specify that curb return on the FTN are designed for using truck turning templates to determine design details of the curb radius, receiving tapers, acceptable lane encroachments with “Accommodate For”, position of stop bar, etc. When the recommended radius cannot be accommodated due to severity of environmental impacts or cost, a design deviation would be considered through traffic and design analysis of the intersection.
- 2) WB-62 or WB-67 (WB-67 carries a 53-foot container)
- 3) NACTO Design Vehicle for Designated Truck Routes is a WB-50. WB-50 not available in WSDOT or AASHTO manuals
- 4) AASHTO, Chapter 2, Table, Minimum Turning Radius (front outside wheel)
- 5) AASHTO, Chapter 2, Table, Minimum Turning Radius (inside edge of vehicle)
- 6) The inside turning radius is a compound radius and requires application of a turning template
- 7) WSDOT Design Manual Page 1310-12, radius at the edge of travelled way (ramp terminal radius is 50-foot minimum)

Note: A 40-foot city bus has a 41.7-foot outside turning radius and a 24.3 inside turning radius.