

# 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.**





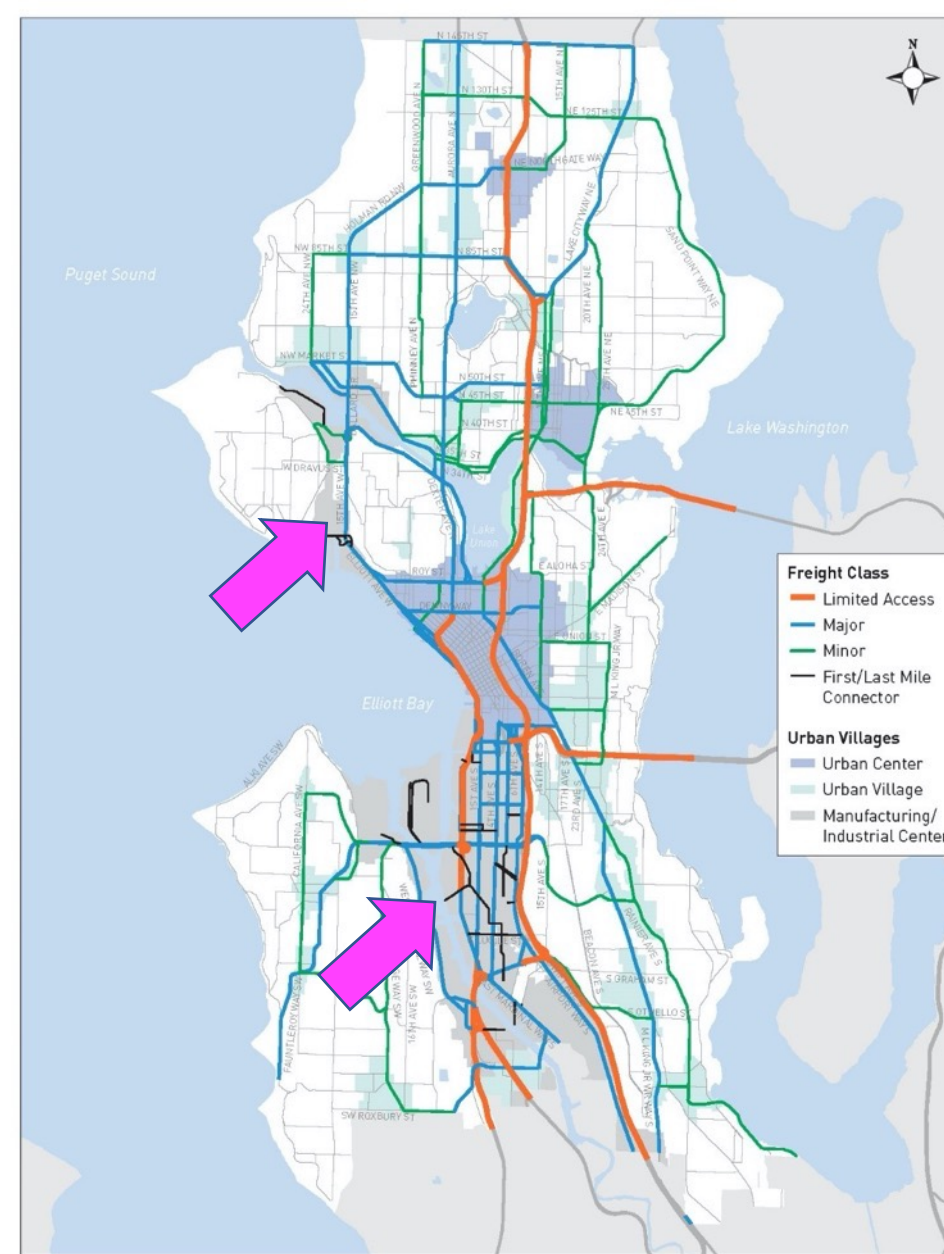
# DRAFT freight lane policy – initial tactics

- 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.

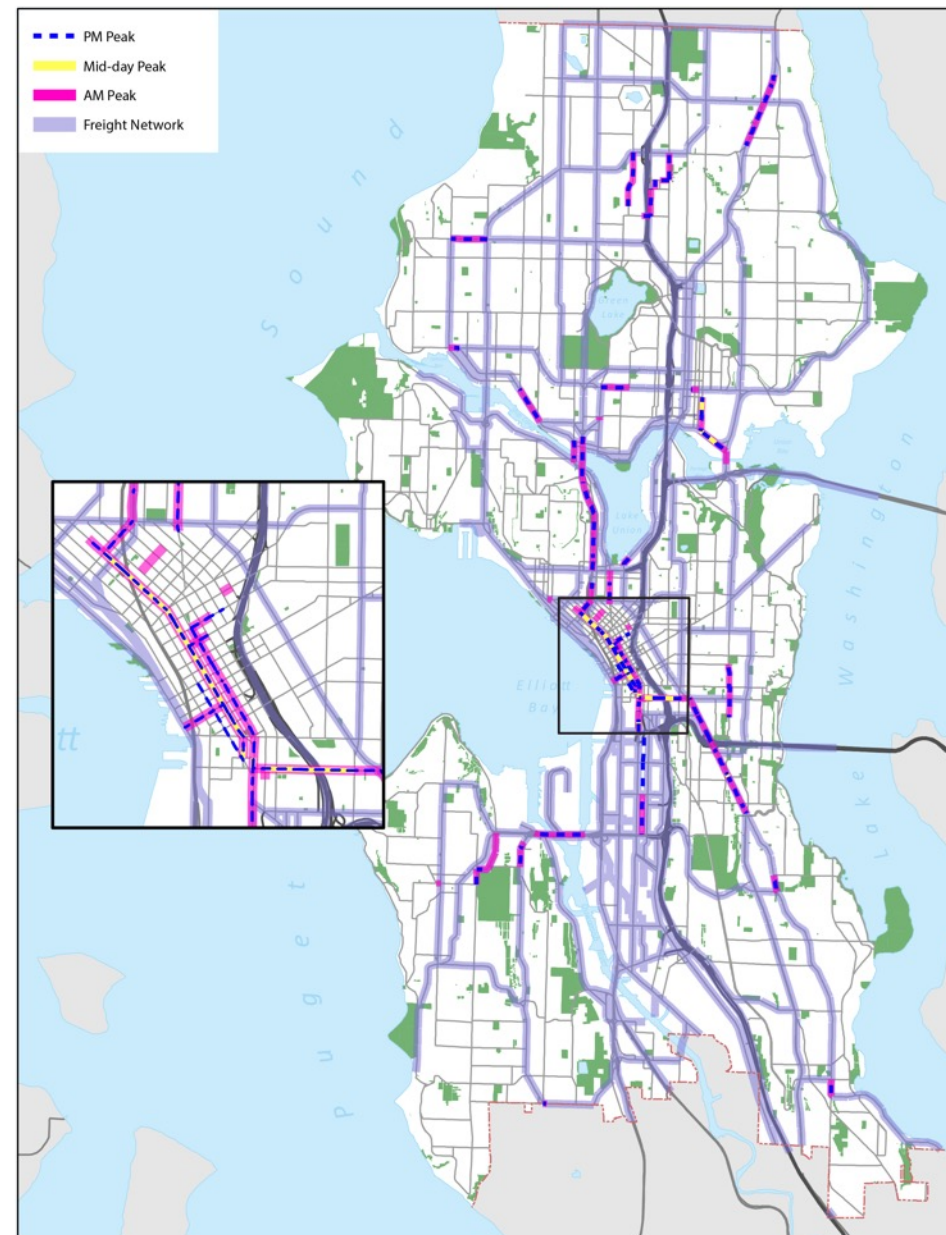
# How might we operationalize freight-only and freight-and-bus lanes?



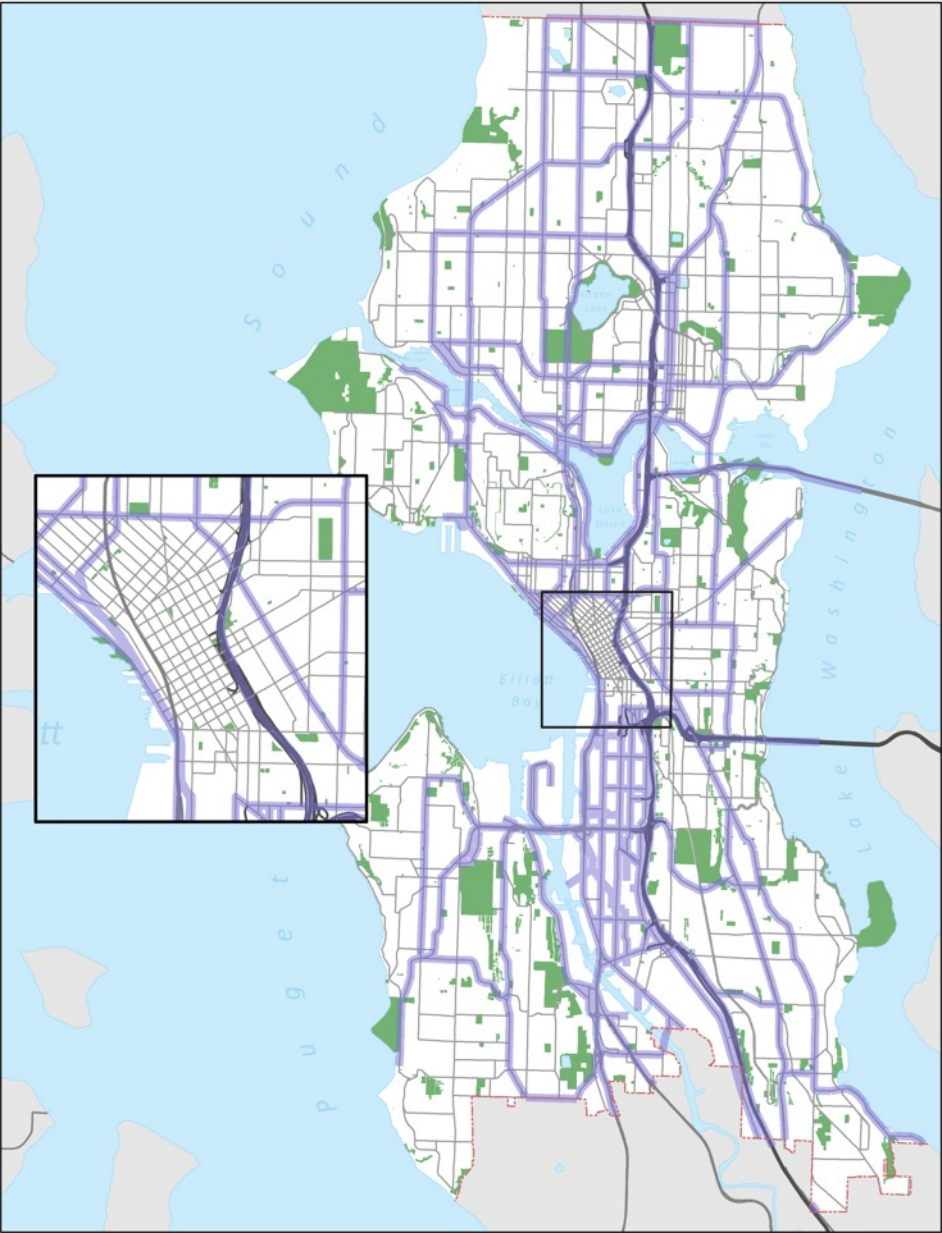
# Freight-only lanes: Locate in MICs



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

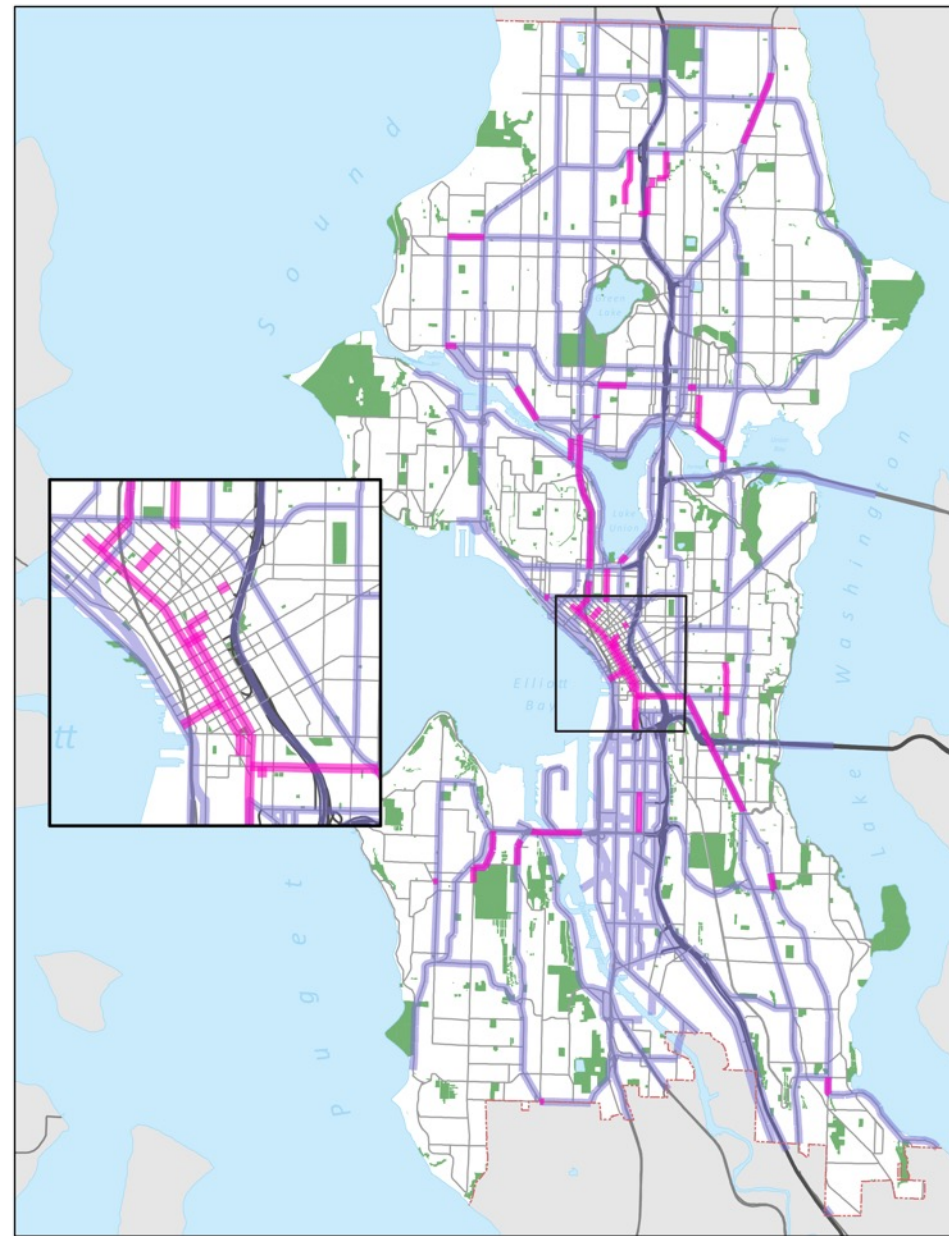


# Freight Network



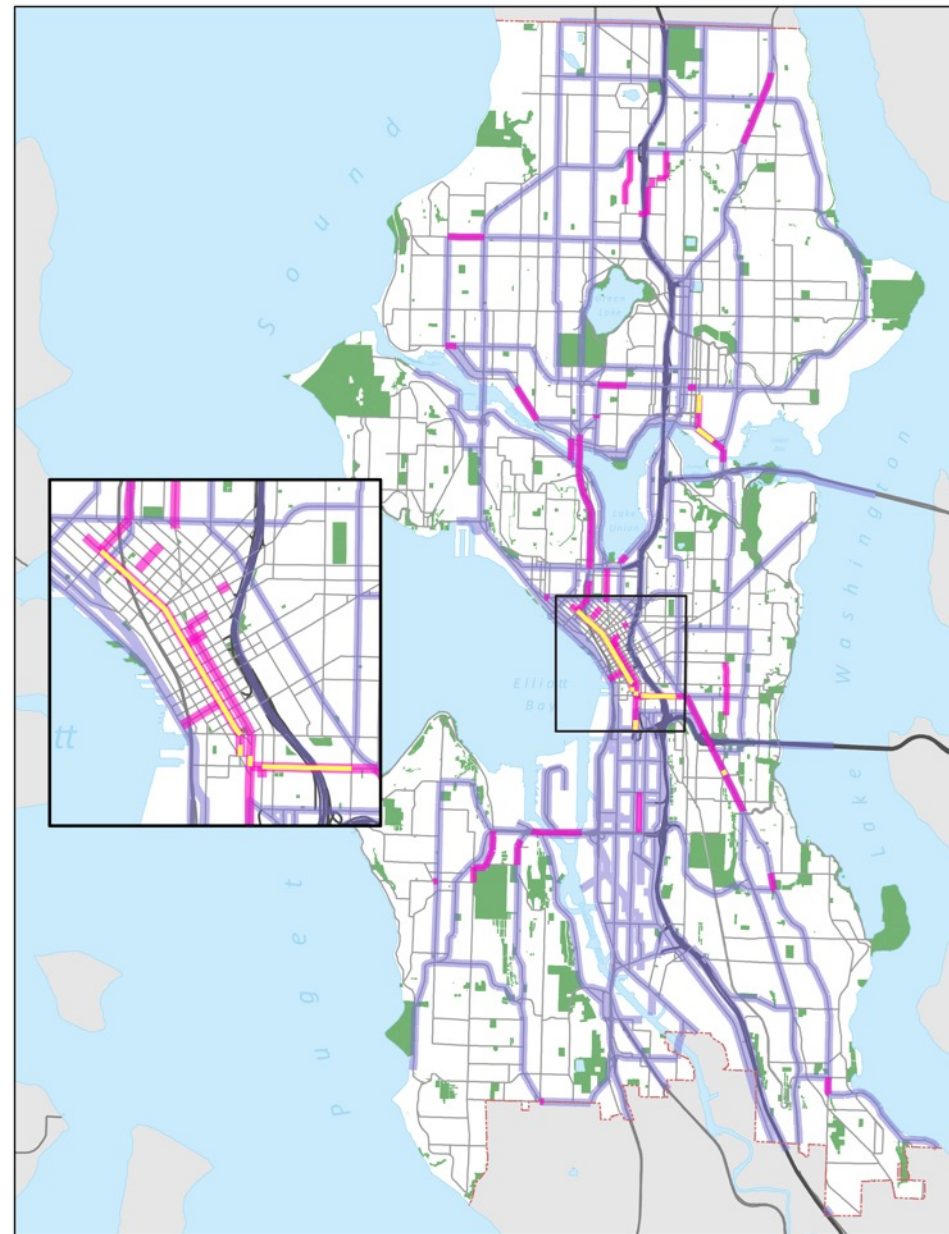
**AM peak** 

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



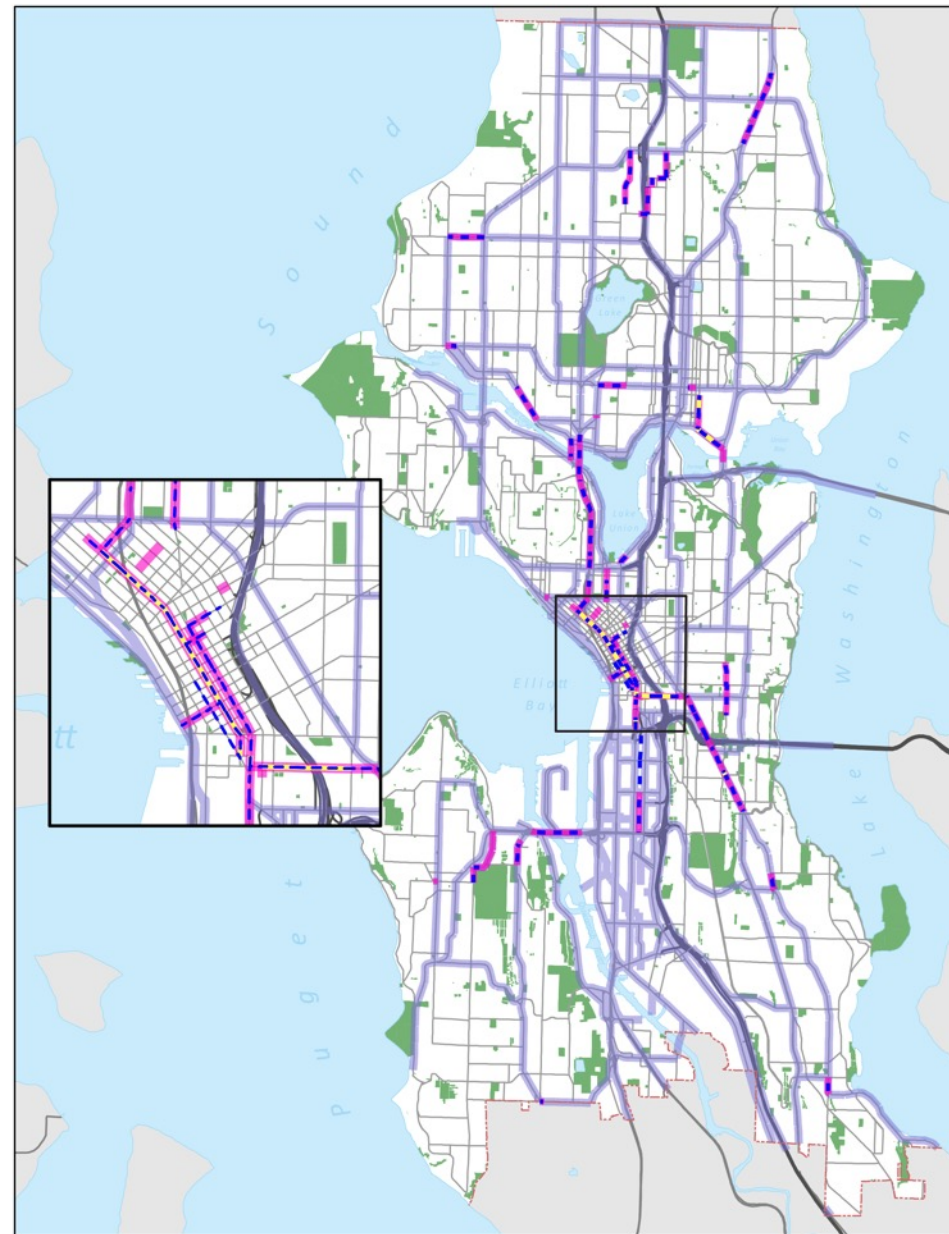
**Mid-day peak** 

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



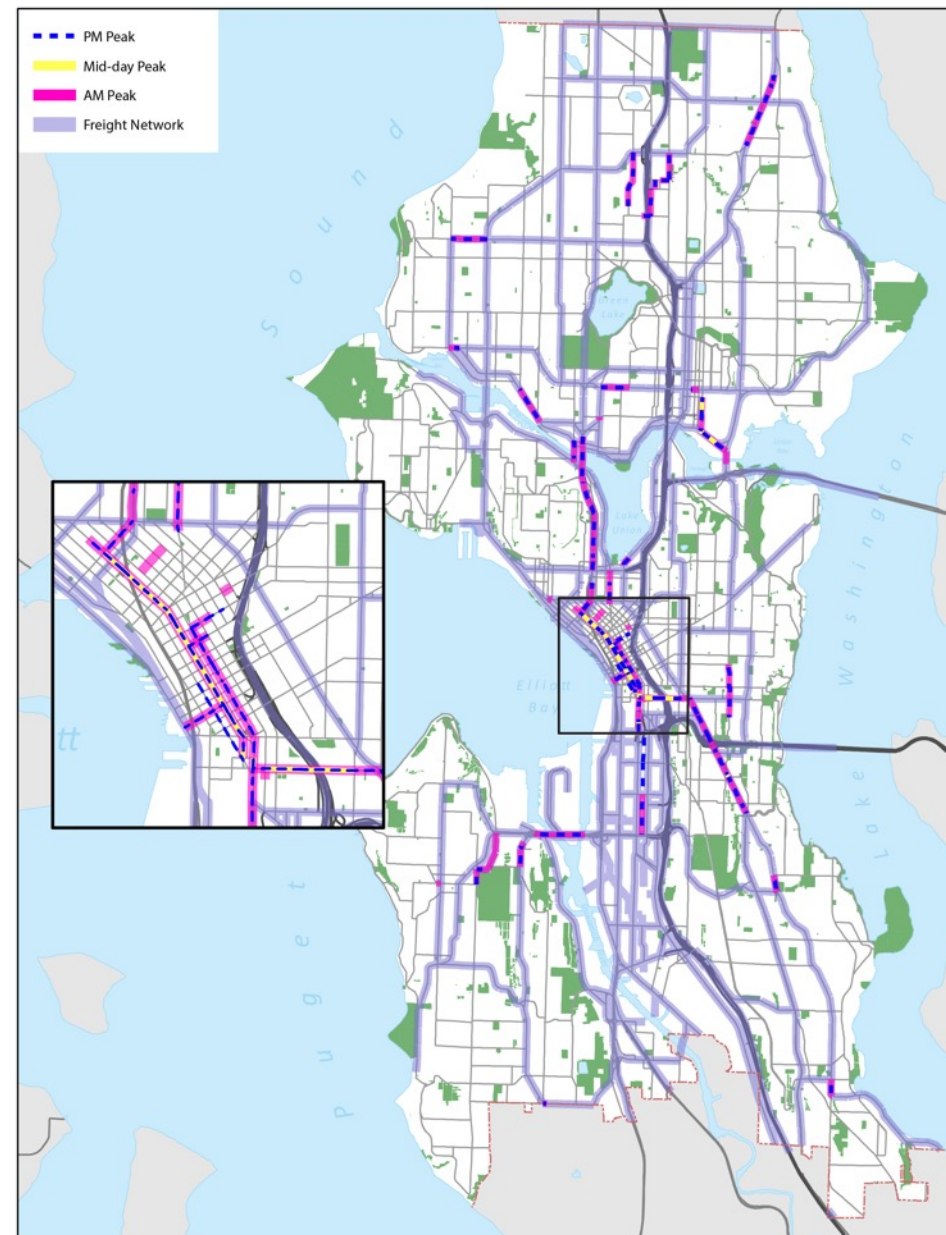
**PM peak** 

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





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



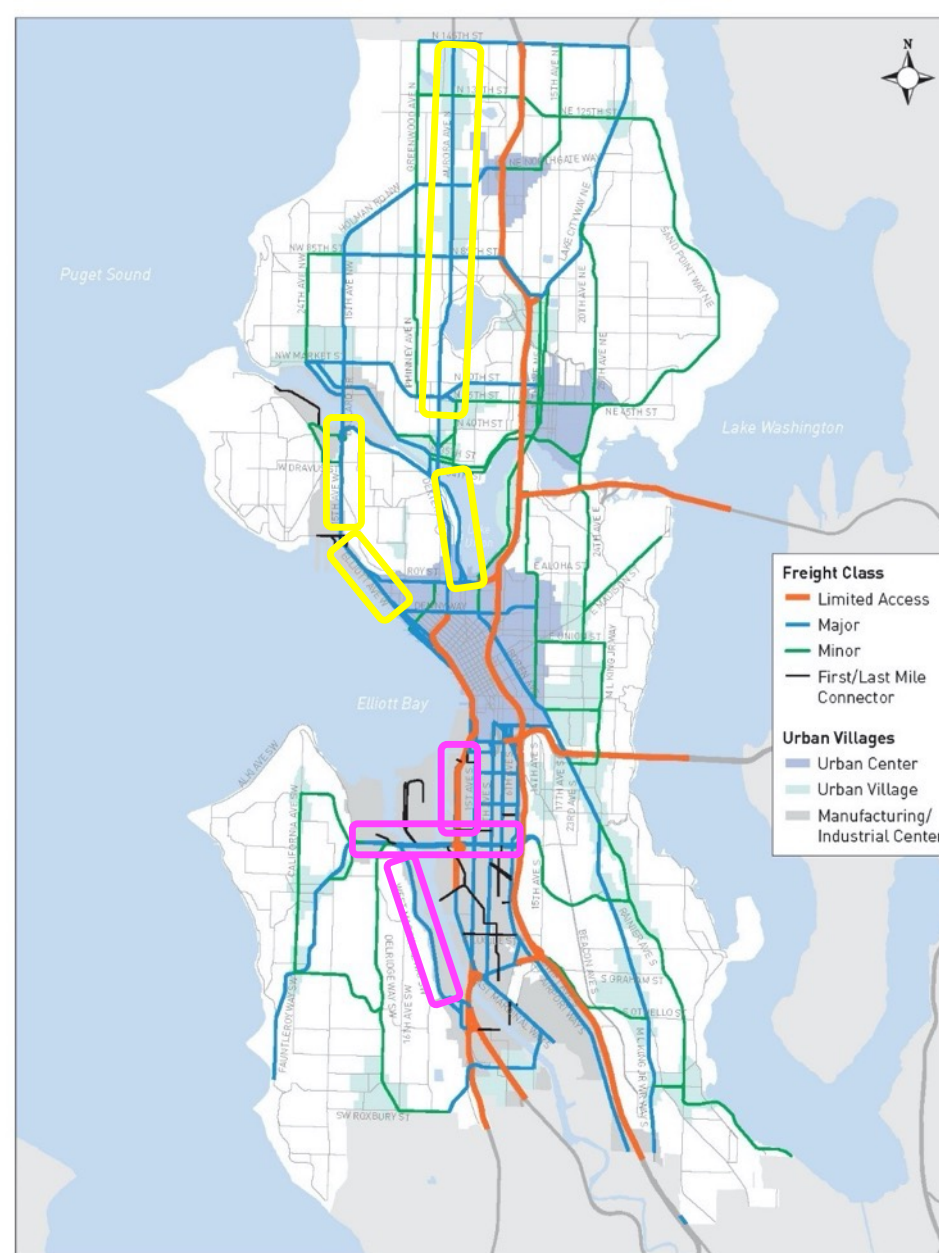
# Potential Candidates

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 Freight Advisory Board**
- **Conduct SEPA review**
- **Continue stakeholder engagement**
  - Transit Advisory Board – February 23
  - Return to Freight Advisory Board with update – Summer 2022
- **Implement a pilot project by end of Q4**
  - Freight-only lane
    - or -
  - Shared freight-and-bus lane

# Additional questions & comments?

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[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

