

Amendment 9 Version #1 to Amend Comprehensive Plan policy related to priority for freight movement

Sponsor: Councilmember Hollingsworth

Co-Sponsors: Councilmembers Kettle and Saka

Amend Comprehensive Plan policy related to priority for freight movement

Effect: This amendment would amend the Comprehensive Plan's Transportation Element to provide more detail regarding priority for freight movement within Manufacturing and Industrial areas.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Transportation Element, as follows:

- T 2.10 For streets where priorities for modes of travel overlap and where rights-of-way are constrained, generally apply the following principles to guide corridor investments and management:
- Within regional, urban, and neighborhood centers and near light rail stations, prioritize the needs of people walking, rolling, and biking.
 - Within manufacturing and industrial centers (MICs), prioritize safe and efficient truck movement, especially at freight bottlenecks and areas where industrial lands are zoned to accommodate increased density, new construction, or non-traditional industrial uses, with strategies that may include operational strategies, increased turn radii, dedicated truck parking and queuing space, freight-and-bus (FAB) lanes, and truck-only lanes.

- Outside of regional, urban, and neighborhood centers and MICs, prioritize transit travel time and reliability.
- On streets prioritized for transit and trucks, prioritize freight and transit travel time and reliability, with strategies that may include FAB lanes, transit-only lanes, and other right-of-way and operational strategies.
- On streets that accommodate both freight and bicycle travel, facilities for trucks and bicycles should be clearly separated and fully comply with width and materials standards, consistent with Streets Illustrated.