Lish Whitson
Seattle City Council
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D#2

Amendment A Version 3 to Resolution 32097 - LEG Industrial Transportation RES

Sponsor: Councilmember Strauss

Emphasize importance of designing for safer streets and consulting with SDOT's Advisory Committees

Effect: Resolution 32097 includes requests that the Seattle Department of Transportation (SDOT) consult with the Seattle Freight Advisory Board on issues related to industrial area transportation, and that they brief the Seattle Freight Advisory Board and the Seattle City Council when considering changes to Major Truck Streets that could result in reductions in the width or number of lanes along the truck street.

This amendment would ask SDOT to consult with all four of its modal advisory boards (the Seattle Freight Advisory Board, the Transit Advisory Board, Seattle Pedestrian Advisory Board, and Seattle Bicycle Advisory Board) on issues related to transportation in industrial areas. It would also clarify that when SDOT is developing plans for Major Truck Streets in industrial areas, or that connect Port facilities to highways, that those projects should be designed with safety as the top priority, and ensure safe, predictable and reliable travel for all modes, while not compromising freight mobility between the Port and highways. References to through traffic are removed.

Amend Section 1 of Resolution 32097, as follows:

Section 1. The Seattle Department of Transportation (SDOT), Department of Construction and Inspections (SDCI), Office of Planning and Community Development (OPCD), and Office of Economic Development (OED) are requested to work collaboratively with the City's regional transportation partners including Sound Transit, the Port of Seattle and the Northwest Seaport Alliance, Seattle Freight, Bicycle, Pedestrian, and Transit Advisory Boards, railroads, industrial trade unions, representatives of major Washington State agricultural commodities, property owners, and other stakeholders in the industrial areas of the City to:

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B. When a transportation project may result in the reduction in the number or width of lanes along a Major Truck Street within industrial zones or connecting Port facilities to highways, the Council requests that SDOT offers a briefing to the Seattle Freight, Bicycle, Pedestrian, and Transit Advisory Boards and the Seattle City Council's Transportation and Seattle Public Utilities Committee, or successor committee with purview over transportation issues, with a goal of demonstrating that adjacent land uses ~~and through traffic~~ will not be compromised. Transportation projects should be designed with safety as the top priority, ensuring predictable, reliable travel for all modes, and support Vision Zero while freight mobility between the Port and highways should not be compromised. All projects must improve safety for all, in accordance with Vision Zero best practices.

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