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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 30, 2013

Peter Hahn, Director
Mark Mazzola, Environmental Manager
Seattle Department of Transportation
700 5th Avenue, Suite 3900
Seattle, WA 98104

RE: Scope of the Environmental Impact Statement (EIS), Burke-Gilman Trail Extension Project

Dear Sirs,

Seattle City Council Resolution #31243 states: "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."

Regarding the Scoping of the Environmental Impact Statement (EIS) for the Burke-Gilman Trail Extension Project, the notice of the opportunity to provide scoping comments was not received by the Seattle Freight Advisory Board (SFAB) until July 17, 2013, one day after our regular meeting, and the comment period was closed on August 16, 2013, three days before our next regular meeting. We wish to thank you for your agreement to extend the comment period so that we can fulfill our obligation of the SFAB.

The Seattle Freight Advisory Board would like to request that the EIS take into account all possible routes and prioritize safety and economic impacts, especially in the interim before a Freight Master Plan is completed. Currently, Shilshole Avenue is the only major truck street west of 15th Avenue NW and it serves the Ballard-Interbay North End Manufacturing Industrial Center, supporting the largest fishing fleet in this nation. We strongly encourage the EIS to take into account the economic impact to this industry if freight traffic along this corridor is disrupted by the addition of a bicycle facility. We would also encourage the consideration of alternative routes for bicycles and additional streets to be designated as truck routes.

Two routes that the SFAB would like to suggest be considered are:

- 1) From 9th NW to NW Leary and cycle tracks on Leary to NW Market, continuing on to 28th NW.
- 2) The second route from 9th NW and NW 45th north to NW 46th, west bound with bike lanes on the north side to 17th NW; north on 17th NW to Ballard Avenue, west on

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Ballard to 22nd NW, north on 22nd to NW 58th, connecting to the new NW 58th greenway, then west to Seaview; or, west to 28th NW and south on 28th to NW 54th and the Locks. Hopefully with this route, 17th NW will be completed as a north-south greenway from NW 46th to NW 90th, thereby relieving pressure on 15th NW, the only City street designated as a north-south major truck route.

Making NW 45th the major truck street from Shilshole to Leary and making 46th a calm access street, with bike lanes on the north side to 17th NW, will remove the major safety conflicts between bikes and the railroad tracks on NW 45th. This gives the permanent placement of a major truck street to serve the Maritime and other industries located in the Ballard-Interbay North End Manufacturing & Industrial Center.

The proposed Bicycle Master Plan update identifies 584 miles of bike facilities in Seattle. The total major truck street mileage is down to 146 miles, and we are compromising and losing some every year. Until a Freight Master Plan is completed and provides guidance to the multimodal planning process, the board advocates careful consideration to impact to existing freight corridors. We advocate attracting as many bicycle commuters to safe corridors that do not compromise safety or impact the economic base of our city.

The Seattle Freight Advisory Board wishes to thank you for the opportunity to comment on the scope of the EIS, and is willing to help the *Seattle Department of Transportation* design any route which will not adversely impact the major truck streets and the access to freight mobility.

Thank you,



Warren R. Aakervik, Jr.
Chairman, Seattle Freight Advisory Board