



# City of Seattle

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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

September 20, 2013

Peter E. Hahn  
Director, Seattle Department of Transportation  
c/o Mark Mazzola, Environmental Manager  
P.O. Box 34996  
Seattle, WA 98124-4996

RE: Seattle Freight Advisory Board Comments on Scoping for Waterfront Environmental Impact Study

Dear Peter,

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."

SFAB would like to submit comments on what should be included in scope of the Environmental Impact Statement for the Seattle Waterfront Redesign Project. The corridor along Alaskan Way is the only Major Truck Street connecting the City's two Manufacturing-Industrial Centers, the Ballard-Interbay Industrial Manufacturing Center (BINMIC) and the Duwamish Manufacturing and Industrial Center (MIC). Combined, these two MICs support almost 78,000 jobs. They generate almost \$4 billion in wages, \$98 million in taxes, and business revenue in excess of \$30 billion. The corridor is also the only viable connection for the movement of hazardous and oversized loads between the MICs. The fuel that is trucked from the terminus of the Olympic Pipeline on Harbor Island to the BINMIC supplies the fishing fleets home-ported at the Port's Terminal 91 and Fishermen's Terminal. Together, they are responsible for 50% of the white fish consumed in the US. The Alaskan Way corridor is critical for commerce, and your analysis must ensure that commerce's needs are thoroughly evaluated and addressed.

SFAB is concerned because the City of Seattle currently does not have a Freight Master Plan to complement the Bicycle, Pedestrian and Transit Master Plans. These existing plans are clearly advising planning and design decisions, including the Waterfront Design. This is putting freight at a disadvantage in this process, despite the importance of the corridor in ensuring the viability of the City's MICs. From SFAB's point of view, that disadvantage is made obvious by the current design, which does not adequately consider the importance of maintaining capacity for, and anticipating future growth in, freight movement through this corridor. The corridor must provide the capacity necessary to maintain and improve the efficient movement of freight between the MICs and continue to support the movement of hazardous and over-legal cargo through downtown. Freight mobility cannot be overlooked, or relegated to a minor goal, in the effort to entertain all modes in this corridor and support the development of a waterfront for all.

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The two MICs comprise a substantial share of the tax revenue for the City. That tax revenue is essential in supporting the City's ability to fund maintenance and services, including those that will be needed to keep the new waterfront in ship-shape.

We ask that the EIS perform a detailed analysis of the ability of the corridor to support existing freight traffic and to accommodate future growth. The analysis should include potential economic impacts to the existing industries in both MICs, especially if businesses are forced to relocate out of the City due to increasing freight mobility issues. The analysis for freight traffic should include operations throughout the day, not just the peak period, since freight movement is time-sensitive throughout the day.

Your analysis should address SFAB's most critical areas of concern:

1. The freight and general purpose through traffic impact of a design that includes fewer than two general purpose lanes in both directions south of Colman Dock. Freight mobility relies on available general purpose lanes, free from blockages. There should be two general purpose lanes along the entire corridor.
2. Impact to through freight traffic from ferry queuing and spillover into general purpose lanes. This includes analysis to ensure the provision of adequate ferry queuing lanes south of Colman Dock.
3. The impacts of proposed lane widths along this corridor, both with regard to through- and parking-lanes. All through lanes should have full width at 12 feet to ensure that two trucks can pass each other safely. Parking lane width, especially on the east-, north-bound side, should accommodate larger delivery vehicles to prevent negative impacts on the outside traffic lane.
4. The grade on the Elliott & Western connection and impact that the proposed at-grade pedestrian crossing at Lenora would have on the flow of truck traffic as it must stop and restart while on a grade. This issue concerns both safety and truck operation. To a somewhat lesser extent this also applies to the proposed bike lane/sharrow on the connector.
5. The turning radii at the new Pine/Alaskan Way/Elliott-Western Connector intersection, as trucks attempt to connect from both the south and north to the northern end of Alaskan Way. There is also an issue with the tie-on from south-bound Alaskan Way to the new intersection—it must be able to accommodate traffic surges that will occur.
6. Access to Port of Seattle terminals at the South end of this corridor and any impacts that ferry queuing might have on the flow of traffic in this area.
7. Impact to traffic caused by lack of adequate parking facilities as cars slow and circle in search of places to park. Parking supply should be assessed for the Waterfront to ensure it can support local businesses and minimize impacts on through-traffic.
8. Impact to truck traffic from in-street bus stops, or worse, inside-lane street-car stops interrupting flow in the lane unaffected by right-turn movements.
9. We also urge you to include an in-depth analysis of the impact on freight mobility on this Major Truck Street during demolition of the Viaduct/decommissioning of the Battery Street Tunnel and construction of the new Elliott-Western Connector. Most trips in the corridor are currently grade-separated from the railroad tracks because they use the Viaduct. There could be in excess of 20,000 vehicles using Alaskan Way instead of the new tunnel, conflicting with rail and cruise operations. What are the options for mitigating that impact?

The Seattle Freight Advisory Board is committed to working with SDOT and the design team to continue to explore acceptable solutions in this critical freight corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Warren Aakervik, Jr.", written in a cursive style.

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