



City of Seattle

Jenny A. Durkan, Mayor

Department of Transportation
Sam Zimbabwe, Director

Seattle Freight Advisory Board

Seattle Freight Advisory Board Meeting Summary

Date and Time: February 18, 2019

Location: City Hall Boards and Commissions Room L280

Members Present:

Warren Aakervik	<input type="checkbox"/>	1	Warren Aakervik	<input type="checkbox"/>	7	Vacant
Todd Biesold	<input checked="" type="checkbox"/>	2	Todd Biesold	<input type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input type="checkbox"/>	3	Kristal Fiser	<input checked="" type="checkbox"/>	9	Dan McKisson
Jeanne Acutanza, Chair	<input checked="" type="checkbox"/>	4	Jeanne Acutanza (Chair)	<input type="checkbox"/>	10	Frank Rose
Johan Hellman	<input checked="" type="checkbox"/>	5	Johan Hellman	<input type="checkbox"/>	11	Kris DeBuck
Mike Elliott	<input checked="" type="checkbox"/>	6	Mike Elliott	<input checked="" type="checkbox"/>	12	Geri Poor (Port of Seattle)

Guests Presenters:

Megan Hoyt – SDOT, E Marginal Way Phase 1 UPDATE
 Diane Wiatr – SDOT – Ballard Interbay Regional Transportation System Study UPDATE
 Kate Lichtenstein – Sound Transit, ST3 and City Outreach
 Leda Chahim – Sound Transit, ST3 and City Outreach
 Samantha Stork – Seattle Department of Neighborhoods – ST3 and City Outreach

Public Present:

Nicole Tucker – Pacific Terminals

SDOT Staff Present:

Venu Nemani – Board Liaison
 Treysea Tate – Assistant to Board Liaison
 Cass Magnuski - Transcription

1. Welcome and Introductions

Board Members and Attendee introductions on the call

2. Public Comment

NONE

3. Approval of Minutes

Approval of previous meeting minutes will be deferred.
 Final minutes will now include “Topic”, “Discussion” and “Comments”
 Action items will be included within “Comments” for a particular discussion to allow future follow-up and tracking.

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

4. Announcements & Chair's Report

NONE

5. E Marginal Way Phase 1 Update – Megan Hoyt, SDOT

Follow-up to June 2019 SFAB presentation

Presentation graphics shared on-screen for meeting participants joining online.

- Project corridor is large, so it has been divided into segments; Northern segment (Atlantic Street to S Spokane St) and Central Segment (S Spokane St to Duwamish Ave S) currently have funding.
- North and Central Segment is currently at 60% design (funded through 100%):
- Roadway reconstruction (15-inch concrete pavement section) for nearly the entire segment, including adjacent landscaping (required) and sidewalk replacements.
- Traffic signal at S Hanford St/E Marginal Way will be reconstructed, new traffic signal placed at Horton St, which include ITS improvements.
- Relocation of UPRR tracks at S Hanford with proposed interconnection detail to move bicyclists predictable during train movements
- Reconfiguration of Port driveway to allow easier truck movements in/out
- Coordinated replacement of water conveyance with Seattle Public Utilities
- Concrete barrier between 2-way bike lane and roadway; fence barrier between bike lane and railroad (some areas will only be separated by space)
- Bike phase added to existing traffic signal at east side of “Little H”
- Much of existing bike lane will be moved under the Viaduct – creating some (non-continuous) space along the Central Segment that may be contractor staging, widened protected bike lane (PBL) or additional space between bikes and trucks (no concrete barrier). This is tied to balance between budget, soil disturbance, required safe distance. Not enough space to make another lane
- Central segment includes 12-ft wide drive lanes, back-in, angled parking and some challenges near the flyover for PBL alignment; need to rethink Ash Grove driveways for PBL.
- Discussion of phasing options based on time, expense, disturbance (soil, traffic) and safety
- Near Diagonal Way S, E Marginal Way becomes SR 99 and WSDOT's responsibility.
- Request for SFAB Grant support - \$13M request; if no grants, SDOT will move forward with constructing Phase I

SFAB Comments / Questions:

Is this the narrowest section?

In the ultimate build-out, yes. There will be 12-ft lanes, 11-ft center turn lane by moving the west sidewalk curb, narrowing the sidewalk, most constrained during phasing

Right turning traffic and bikes are going to be time separated when they are moving (“Little H”)?

Yes. Nothing will happen at the same time.

8-3/4-ft is a two-way protected bike trail?

The absolute minimum for a trail, a protected two-way bike lane, is 8-ft. We are trying to work within the constrained area.

Are there particular uses SFAB would like to see considered for extra space, Northern Segment?

Had not considered road widening to incorporate a shoulder for breakdowns; assumed trucks would use the center lane; assumed parking would create more problems than it would solve. Additional space does not allow for an additional lane

Overnight parking/general truck parking is a constant concern in the area, would that be considered?

Had not been but will be considered.

SDOT/Port coordination for parking under the Spokane St Bridge – SDOT 2020 Spot Improvement. Will be brought to the SFAB to discuss where parking should be, how mechanics of use will work; currently discussed space may not be sufficient space to park a truck

Is truck parking being considered as part of the E Marginal Way Project

Not initially, just now emerging; what we see at the existing parking spaces south of Spokane St is parking of personal vehicles, roadway is used for exchange of vehicles (personal car for freight truck/hostler) and roadway is wide enough that traffic can drive around the vehicle exchange. We do not want this friction during the morning or afternoon traffic hours. This parking south of Spokane is being utilized by the dispatch hall, this parking is part of the Port of Seattle's maintenance – not an issue in the winter, but will become one in the summer (whole section is not transcribed well)

How large is this area (besides width)?

Angled parking would likely change the alignment of the PBL; stretch of space varies, less than a quarter of a mile

Are there other opportunities for truck parking?

Under the Spokane St bridge is an SDOT Spot Improvement; there are no other locations currently under consideration.

How immediate is the need for parking?

With the cruise ships and truck dispatch (transcript is difficult here). SDOT can bump up the timeline for discussions to better understand needs and options – Port of Seattle would like to be represented during these conversations.

Can SDOT inquire about a 12-ft lane?

Yes, throughout you will get a 12-ft lane and an 11-ft turn lane.

How will ITS improvements at S Hanford work? Will there be different channels for bikes and peds?

There will be sensors strategically placed to inform on truck movements, how long a queue may be, how many cyclists may be waiting. Idea is to have cyclists' movements such that they are not moving against a signal. Will likely build what we/SDOT thinks will work then come in and re-tweak to make corrections in the field.

If SDOT is not awarded the entire \$13M, will SDOT go after other funding?

May have already exhausted all potential local source funding; We have a CIB and HWA for design, otherwise we would have to wait for the next levy or other very large federal opportunity.

When are the grant support letters needed?

Friday, February 21, but Monday or Tuesday is fine

6. Ballard Interbay Regional Transportation System Study Update (BIRT) – Diane Wiatr, SDOT

- Washington State Legislature asked the City to perform a technical study (forecasting and modeling) to improve freight and people movement in the Ballard area. Legislative language defined interagency team and scope of work. A report will be presented to the state legislature in November 2020
- Kick-off meetings held in Ballard and Magnolia; meetings with North Seattle Industrial Associate (NSIA), Councilmember Lewis and Representative Tarleton; project updates provided to the Mayor's office; public facing website.
- This is a study so there is currently no funding for design of or construction for bridge replacement or upgrade.
- Nelson/Nygaard Consulting Associates retained to pull together information from ~25 studies; Marnie Heffron of Heffron Transportation as special advisor for project.
- Study looks at bridge replacements, the armory, ST3 alignment and station locations and access, redevelopment of Terminal 91
- Timeline:
 - May 2020 – evaluation framework and draft impact analysis; bridge options and traffic management strategies before June 2020
 - June 2020 – initial information taken to the public
 - August 2020 – Draft report complete, interagency review
 - November 1, 2020 – drop-dead for complete report

SFAB Comments / Questions:

What is SDOT doing for freight about cameras and analysis?

Collection of data (traffic counts) from 25-30 locations, mainly around Ballard in December.

UW Freight Lab is analyzing the data and providing input of freight use of the corridor

(identify class of vehicles (65+ types), combinations of freight loads). SDOT can then develop smaller Spot Improvements in conjunction with this data

SDOT can provide map of data collection points

Port wishes to confirm that Interbay is included in data collection locations.

Locations should be confirmed within the map

How much freight is moving?

UW Freight Lab is analyzing the data through the Ballard area. There are some initial

questions that we can ask, but once we get that larger scale information, we can include those comments and concerns.

7. ST3 and City Outreach – Samantha Stork, Seattle Department of Neighborhoods and Kate Lichtenstein, Sound Transit

Seattle Department of Neighborhoods and Sound Transit are partnering to engage communities affected by the proposed Sound Transit West Seattle to Ballard Link Extension project. Partnership will help planning for housing, business, and open space in the vicinity. Underlines responsibilities split between ST and the City.

- West Seattle and Ballard Link Extension projects are part of the ST3 Expansion package approved by voters in 2016.

- Started in 2017 and running through 2022, ST3 Expansion planning covers the entire region, urban area of King Pierce and Snohomish counties – light rail, commuter rail and bus transit.
- West Seattle expected open to the public in 2030; Ballard to Downtown open to the public in 2035.
- ST defined preferred alternative based on the scoping and development phases; both projects currently in environmental review.
- ST is looking for feedback specifically about the waterways – potential bridge crossings for Salmon Bay and the Duwamish; working closely with the Coast Guard in the event a bridge permit is required. ST wants to better understand what types of vessels use the waterways, how they use the waterway, any other maritime affects.
- The two projects include 14 stations, two water crossings, ~12 miles of track and a new downtown tunnel.
- Draft EIS expected early 2021 – then 45-day public comment period followed by ST Board decisions to affirm or modify the preferred alternatives.
- Final EIS expected 2022; design expected in 2022
- Some engineering being performed to inform the EIS and preferred alternatives
- All information is online; ST can provide link as requested for preferred alternatives. ST can also provide information re: waterway survey and LISTSERV
- Seattle Department of Neighborhoods to email electronic versions of the handouts.

SFAB Comments / Questions:

Port of Seattle/Poore commented to the Board that several proposed stations are within the M.I.C. and there is a commitment to examine appropriate land use with the station areas.

The Board wants to preserve the efficacy of industrial lands. How do we keep industrial land uses viable? How do we keep good, family wage, union jobs?

There are some places in Seattle where it is not appropriate to build housing, particularly, low-income housing – you have environmental remediation, stormwater standards, proximity to rail yards. There has been talk about transit-oriented block development models that are something other than mixed use development, but there is yet to be community attributes mentioned while discussion industrial lands. We must think about station design options that are centered on where people do their jobs.

- *During community workshops, it would be best to have a balance of perspectives so that when we talk about circulation, aspects of the station, and the access around it so we are understanding other uses, job centers, shift hours. Those are perspectives that this group could bring to really help us in thinking about land use.*

What happens to buses when you are on the 5th avenue side? What about north and south end bridges?

8. Good of the Order – All SFAB Members

- The Northwest Seaport Alliance is considering developing a grant for 305 – likely a very large project

- SDOT/Nemani & Tate have been working on the SFAB website overhaul
- SDOT/ Nemani & Tate are working to understand new membership process to fill expired positions
- Clay St contractor obtained the incorrect loops; street remains closed until proper loops can be obtained.
- SDOT / Nemani will provide a template for the E Marginal Way project grant support letter
- SDOT / Nemani informs that the Duwamish Longhouse letter is in progress – awaiting SFAB comment
- SFAB interested in next steps re: W Marginal Way and Duwamish Longhouse
- Port / Poore informs that there was a grant recently won to connect the hillside trails; this serves to underscore importance of crossing issue for Duwamish Longhouse
- SDOT / Nemani to request Duwamish Longhouse project update and provide to SFAB

Adjourn
11:00AM

DRAFT