

Seattle Freight Advisory Board
April 20, 2021 Meeting Minutes

This meeting was held: April 20, 2021, 9:00-11:00 a.m., via Webex

Board Members: Jeanne Acutanza, Geri Poor, Mike Elliott, Warren Aakervik, Pat Cohn, Johan Hellman, John Persak

Public: Ryan Packer (Seattle Bike Blog); Eugene Wasserman, Claudia Hirschey, Virginie Nadimi, Megan Kruse

Staff: Christopher Eaves, Andrew Natzel, Joshua Shippy, Elisabeth Wooten, Cass Magnuski

Attending: 17 (All via Webex)

INTRODUCTIONS

ROUTE 40

Speakers: Elisabeth Wooten, Josh Shippy (SDOT), Virginie Nadimi (King County Metro)

Presenters Route 40 intersects the freight network along most of the corridor.

- Budget is \$20.7M from multiple sources.
- Planning phase is ending soon with the next phase being design.
- Four key areas face transit reliability issues Westlake, Fremont, Ballard, and North Seattle.

Specific changes noted

- Proposed bus lane on 36th St – existing lanes are 10 feet wide, reconfiguration would make for 10.5' lanes with a 8.5' two-way turn lane.
- The proposal includes restricting northbound left turns on Fremont Avenue to 34th Street all day. Currently, there's a peak hour restriction for left turns from westbound Fremont to 34th. That would be banned for all day.
- Also proposing to install bus lanes in both directions in the curb side lanes. And then, restripe the lanes across the whole roadway to create standard lane widths.
- Changes related to the 15th Avenue and Leary Way improvements includes restricting eastbound left turns onto 15th and Leary Way. And as a result, we are proposing to install left turn lanes in both directions.

G. Poor- Good identification of freight-related issues on slides 14 and 15. Request was to focus on the freight-related issues for the presentation and then come back to slides 13-14.

- Road diet on 15th at Leary. Graphic in presentation. Curb at 17th Ave would be more navigable.
- Seeking funds to improve pavement, but if unable to do so may rethink road diet.
- Noted a potential change to truck streets moving Leary/Market connection to Leary Ave NW to 20th Ave NW then to NW Market St

- Discussion moved to North Seattle with Josh Shippy Presenting
- Bus lanes on Holman Rd are being proposed northbound between stops near 3rd Ave and 104th.
- Cross section noted in Presentation
- Next steps are to summarize and incorporate feedback and refine 30% plans –by June 2021

G. Poor: Concerns for truck turning radii especially for intersections with major truck volumes. Have truck turning radii for WB-67 been performed at locations that can impact freight movement.

E. Wooten: Will need to do – interested in thoughts especially on Leary/20th – would WB-67 be appropriate? (yes – G.P.)

A. Natzel: Will want to check any spot where work being done. i.e. EB right 15th and Leary is heavily used by freight and bus and will want to maintain or improve a vehicle's ability to turn.

35th and Fremont-

Question about WB to SB (left turn) for transit and a potential for the NE curb to be redesigned for WB to NB trucks to make the turn more easily.

E. Wooten: No proposed changes to curb radii but buses make that movement so want to make that movement safely and efficiently. (J. Acutanza clarified for 40 and 60' buses – yes)

W. Aakervik – Changes seem to imply WB-67 will be making turns from non-curb or possibly move into opposing traffic lanes. Question about lane widths – has design progressed to channelization?

A. Natzel: Channelization is still being designed.

W. Aakervik –

- The turning requirements for WB-67 become complex. Restricting turns from 14th reroutes trucks to other locations with restrictive turn radii and implies you need to determine a feasible WB-67 truck route when limiting turns.
- The curb extension on Leary/20th restricts about ½ of the larger vehicles from making that turn.
- Large trucks need to make the turn to NW 57th St from 20th Ave NW to access the QFC dock
- SPU will start construction on an overflow facility which will add 66,000 trucks moving from/to NW 54th St and 24th Ave NW.
- 10.5' lanes don't work for WB-67 with an 8' parking lane or trucks attempting to unload from a center turn lane.
- Slide 10 describing Westlake and 9th shows a bus lane on the outside left turn lane that needs to move two lanes over – why is this being shown?

E. Wooten: Clarifying that the detours and new routes need to work is a good point.

A. Natzel: 9th and Westlake – the dual left turning lanes will operate at different times

- Petroleum products can't use the 99 tunnel, but the fishing industry refuels in Ballard and the only way to get those products is either along the Waterfront or Westlake. The Waterfront is being compromised every day, so autoturn analysis needs to be reviewed on all turns.

C. Hirschey: Is there an environmental review checklist and timeline, and does it allow for public input?

J. Shippy: Yes, end of 2022, and I believe it does allow for public input. Will also check with engineering services to see about running autoturns and getting that completed. I would imagine that they have a lot along the route already completed. But, yes, it would be some of those rerouted intersections that we would have to analyze.

G. Poor: Three things – cross-sections for the street are noted, but I also suggest and ask

- Review driveway turns for large vehicles- Warren would know that well.
- Are you considering freight and transit lanes as a possible solution for limited freight movement.
- Bicycle movements – if Seattle changes paths regarding Burke Gilman Trail, was Leary along this route the second best choice?

E Wooten: We'll have to ask the team working on the Shilshole project, but if SFAB wants to bring questions we'll be happy to develop written responses. Also, we'll be coming back to the SFAB.

QUESTIONS FROM CHAT

from Claudia Hirschey to everyone: 9:30 AM

What is the level of environmental review and the schedule?

from Claudia Hirschey to everyone: 9:54 AM

Would also like future presentations to show capacity before/after and travel time for freight

from Claudia Hirschey to everyone: 9:55 AM

Correction, travel time savings for buses and the source of the savings (where delay is reduced)

Truck Turning Movements – Warren Aakervik

- Warren takes screen control and shows video describing WB-67 truck (overall 75' length) perspective from the interior of the cab. WB-67 stands for the wheel base.
- Mirrors, visibility, turning radius, and points of view through various windows are all discussed. Blind zones are noted with perspective of what is seen and where people walking and biking can no longer be seen.

- Once committed to a turn, the blind zone doesn't come back into visibility until after the turn is completed, and it is not possible to know if someone has attempted to move or if the back wheels are conceivably rolling over the curb.

J. Acutanza: Technology is advancing, such as using cameras on trucks. What are your thoughts?

W. Aakervik: The cameras provide visibility, but that adds more for a trucker to review simultaneously. We need to ensure the public is aware of a truckers' inability to see because this is about the safety of the pedestrians and bicyclists not the truck driver.

Multiple people: Truck rodeo is discussed and 2005, 2015 truck rodeos were mentioned. The concept of another was discussed but no plans are in place to do so.

West Marginal Way Walk – Board-Generated discussion and presentation

Brad Topol, Mile Elliott, Chris Eaves, Geri Poor, Nicole Tucker attended the walks

Items noted in SFAB discussion include

- Discussion included Access and additional signal heads and adding support for Long House access. Sight lines and accessing from the drive to West Marginal Way will be improved but there may still be challenges.
- Questions about adding loop detection to the Longhouse driveway to trigger signal operation of the half-signal and create a break in traffic.
- Could some equipment be recycled if a loop detector or signal addition was considered.
- The location of the current merge is just north of the Longhouse and creates a zipper effect which makes for fewer breaks in traffic to enter.

A second part of the discussion included review of the high-level collision information SDOT presented. Timeframe is unknown, but most were midblock. Consideration should be taken with industrial driveways and other conflict points at intersections. Driveways are sometimes 50' wide and not well defined. In the proposal for a protected bike lane, there are similarities with conflict points that W. Aakervik presented earlier.

The presentation next asks what the proposed cross-section will look like. If an estimated 55' width is used and 13' were used for bike facilities, the remaining lanes would be 10.5' if space was allocated evenly. Lane width is currently 11', and this would be a negative impact to goods movement.

- Question about over-legal movements by P. Cohn- The question was posed to SDOT.
- Board also asks about post pandemic travelers using the corridor, resiliency and redundancy of the network, over-legal truck movements.
- Board notes WMW as a T-1 corridor with >10M tons of freight per year.

- Streets Illustrated calls for 3' buffers adjacent to 12' travel lanes
- Horizontal curves can make trucks track out of lane if lanes are too narrow
- W. Aakervik – Sideswipes can occur because of merging and lack of visibility. Location and basis of collision need to be reviewed more fully.

Next area discussed is north end and reassignment of southbound lane. Current pinch point south of 5-way intersection. Is there an opportunity to expand the travel lanes to two southbound and is there an opportunity for an alternate bicycle connection to the West Seattle Bridge Trail? Two lanes southbound would keep large vehicles from quickly having to merge south of the 5-way intersection.

Questions included

- Can connection be made at 16th or 17th Ave SW acknowledging parking impacts
- What is the impact to Terminal 5 and SR-509

G. Poor- Points that should be considered include – there are other industry streets that could be impacted, so trips could increase. Also, West Marginal Way acts as a redundancy route for all industrial businesses when Spokane St is congested or blocked.

J. Persak – T-5 phase 2 construction will occur in the future and capacity needs to be considered. Also Bicycle Master Plan discusses all ages and abilities. To meet this goal, there are other locations that should be prioritized higher than WMW. Suggesting that the City go through State Environmental Policy Act (SEPA) and generate an Environmental Impact Statement (EIS) because the route is of state significance. W. Aakervik supports this.

Mike Elliott – Agree and want to make full signal at Longhouse a top priority – est. \$500k. Not in favor of lane diets on a major truck street. The north end pinch point is a key issue but all is predicated on local funding only – seek other sources and options.

Comment from Ryan Packer in Chat- Bike and Pedestrian are not categories for SEPA –

Response from J. Acutanza is request to review removal of freight lane to be sure all SEPA 't-s' are crossed. Request to Chris Eaves to send invitation to WSDOT personnel.

- An example of the need for flexibility for cargo and goods is the Suez Canal which was a route with few alternative routes or flexible travelways.
- The Complete Streets Ordinance notes freight as important to the basic economy and has unique needs. It is concerning that we set a precedent here.
- Question about making video available on City site. Is large but alternative methods can be used to move it to a city site.
- Largest concern is tracking of rear tires.

- Question of next steps as a board- two letters written – one response from City. Request for meeting of Board with Director Zimbabwe with OED (Sarah Scherer) and potentially council presence. Motion made and carried for request for this meeting.

C. Eaves

- Previous Surface Transportation Board (STB) presence request – still working on that
- Will work on Director Zimbabwe meeting.

FMP Implementation Addendum Progress

68 projects, some advanced and some completed. Three are removed for various reasons. The detours through the industrial areas have focused attention on improving some roads that are helping goods movement. We may want to consider focusing more on the northern part of Seattle after the West Seattle Bridge is restored.

Meeting ends at 11:00 with motion and second.