



# City of Seattle

Edward B. Murray, Mayor

## Department of Transportation

Scott Kubly, Director

*Seattle  
Freight  
Advisory  
Board*

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Terry Finn

Timothy Hillis

Mike Sheehan

### Seattle Freight Advisory Board Meeting Minutes

**Date and Time:** September 16, 2014, 9:30am

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Bari Bookout Terry Finn, Tim Hillis, Linda Anderson, Katherine Casseday.

**Guests Present:** Frank Rose (Western Peterbuilt), Hal Cooper Jr. (Cooper Consulting), Patrick Cohn (Pacific Terminals), Dan Burke (Port of Seattle), Christine Wolf (Port of Seattle), Dave Gehring (Duwamish MIC), Eugene Wasserman (NSIA)

**City Staff Present:** Ron Borowski, Mike Johnson, Angela Steel, Emily Ehlers, Chris Eaves. (All SDOT) Roque Deherrera (OED).

#### 1. Welcome and Introduction

Board members, City staff and other attendees introduced themselves.

#### 2. Public Comment

There was no public comment

#### 3. Approval of Minutes

August minutes approved as revised.

#### 4. Announcements

Warren Aakervik announced Scott Kubly as the new Director of the Seattle Department of Transportation.

Warren noted that the Mayor said in retrospect the FMP should have been completed before other plans.

Warren also noted for the minutes that Sam Woods discussed with him the possibility that the Westlake Cycle Track was considering changing a north bound lane on Westlake Ave to parking with peak hour restrictions. It was noted that recent counts were down. Warren noted that when Broad St is no longer an option and Mercer Place is the preferred connector that there would be no South bound turn available. This is an example of work (both reconstruction and rechannelization) that compromises Major Truck Streets and is a reason to ask for a moratorium on truck streets until the FMP is completed.

It was also noted that board members are not yet approved for the FAB.

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

### **Funding for 2015**

Warren spoke about a lack of funding for 2015 at all levels. He suggested we have made good progress for last few years, but there is no funding in 2015 budget for anything to do with freight. All other modes have budget, and the freight mode is still low on employees.

Linda commented that based on the last budget cycle we should send some form of ask to the Mayor's Office. The conversation settled on staffing, capital improvements, and wayfinding. The goal is to provide some advocacy at the Mayor and City Council level. Katherine asked about data collection to support activities.

### **Funding for Data Collection in FMP**

Christine Wolf asked how much funding was allocated for data collection in the Freight Master Plan. Existing data (2010 to 2014) is being used and this was collected via the FAP.

### **Holman Rd**

Terry Finn asked about median construction on Holman Rd. Chris Eaves noted the ADA crossing need, and Warren discussed the desire for limited crossings.

### **Westlake Cycle Track**

Warren noted that Westlake cycle track is asking to close one northbound lane for parking. Consensus was that the FAB would be opposed to losing lanes.

## **5. FAP Project Discussion and Update**

Tony Mazzella noted that this conversation is to identify the needs of the system and project concepts and Jon Pascal described the performance measures.

Warren asked about collisions and determining 'fault' as a safety metric. Jon replied the existence of a collision is used to find where higher levels of review are required – including determining causes of collisions.

Other discussion items included:

- Definition of freight peak period versus traditional peak period
- Connectivity seemed to be weighted low versus importance to study
- Were project scores different than expected? - scoring is only one part of evaluation
- All types of projects were reviewed including those that might not be beneficial to freight
- Rebuilt versus restored was reviewed- Overlay means to restore from the base of roadway but does not include widening
- Roadways currently out of compliance will need to be scoped to meet future demand including ADA and other accessibility issues
- Locations mentioned for possible study included Burke Gilman Trail at approximately N 45<sup>th</sup> or N 46<sup>th</sup> St as well as W Mercer Place and 15<sup>th</sup> Ave W
- Freight Design standards should explicitly state WB-67 as the design vehicle
- Desire noted for a funded program dedicated to Freight Issues much like Pedestrians, Bicycles and Transit
- Policy for Complete Streets and the needs of freight.

A copy of the presentation is available on the board's website at:

<http://www.seattle.gov/seattle-freight-advisory-board/meeting-presentations>

## **6. Ballard Neighborhood Greenway**

Emily Ehlers from SDOT described what elements make up a greenway and presented information about the planned greenway on 17<sup>th</sup> Avenue NW. Greenways are on non-arterial streets and improve the street for pedestrians and people on bicycles by lowering the speed limit to 20 miles per hour, adding traffic calming, and making crossing improvements.

Warren asked that it be noted that Dock Pl section of the Greenway won't go all the way to Shilshole as well as how it connects to the BTG, and that the Greenway won't affect Major Truck Streets.

Other discussion items included:

- The bicycle connections are still under review – from greenway to the Ballard Bridge
- A grant for \$90k was awarded to place Rectangular Rapid Flashing Beacons at NW 85<sup>th</sup> St and 17<sup>th</sup> Ave NW
- Warren asked kind of traffic control would be used at intersections? Emily suggested there would likely be all-way stops at some intersections.
- The post office box 17<sup>th</sup> Ave NW n/o NW 57<sup>th</sup> St is of particular concern. A suggestion was made to remove and place in a different location.

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## **7. Waterfront Discussion**

Angela Brady and Mike Johnson from the Office of the Waterfront provided an update and discussed progress with the board. Comments and questions included:

- Seawall construction slowed in summer but is speeding up in early October.
- Alaskan Way and Elliott Way construction will be completed by 2019.
- The lane configuration during construction is still a work in progress which is waiting on volumes - currently construction indicates there will be 4 lanes after seawall is in, but a lane is lost for further construction and there is no note of its return.
- There are also dedicated full time bus lanes which operate as the stop lanes.
- Eugene Wasserman asked if this configuration is based on the work from the tunnel study or other work. Angela replied that this is based on the City's traffic analysis. Mike noted that this is NOT including tolling study, but the study is being updated through the environmental study and we (City) will have those numbers.
- Warren asked if failure occurs i.e. via tolling, whether state come up with alternatives to congestion on Alaskan Way, and Christine asked whether this study include all other projects? Angela replied that we are doing a cumulative study.
- Earlier iterations incorporated time of day bus lanes but the agreement is now to use dedicated transit lanes over BAT lanes. SFAB indicated this is not a flexible approach.
- Warren asked whether business access include parking/loading? Mike responded that it's on side streets generally.
- Hal Cooper asked what will happen when Weyerhaeuser builds its HQ with 600 employees? Dave Gering supported the question noting that 1<sup>st</sup> Ave and Edgar Martinez

already had a great deal of congestion. Angela replied that this is outside the scope of study.

- Bari noted that models show backups in that area and the model still shows up at the Ferry Terminal. Effectively 1<sup>st</sup> Ave and Atlantic are connected to the Ferry Terminal operation.
- Mike noted that 'little H' provides alternatives to 1<sup>st</sup> and Atlantic and in the final construction, the 'little H' will have a connection to the Waterfront. Also, the Ferry Terminal historically queues and is primarily during traffic peak times. The ferry system is also working to maximize operations. Dave Gering noted that this should include event peak times – i.e. stadium operations.
- Mike- We can try to control vehicle movement during events – mostly via police – and manage to get flow out and reduce/limit peak times, but we won't eliminate congestion. Seattle is also going to install adaptive signal technology to be more proactive.
- Trees were noted on the plan, and they were acknowledged as a sight distance issue.
- Alaskan Way was confirmed as remaining a Major Truck Street and that all intersections would be signalized. Signals will have ped push buttons and timing must still be worked out through the corridor. Timing will be such that continuous pedestrian calls will have to wait through a cycle rather than gaining priority. The timing will also be such that the pedestrians should be able to move across the entire street, but SDOT will provide median push buttons in case some pedestrians cannot make it across in a single cycle.
- Parking lanes are 8-10 feet. If there is a loading zone or school bus loading, they are 10 feet. Intersections gradual taper to 3" raised intersection.
- At the North end of the project there will be a new roadway which will connect the existing Alaskan way to Elliott way.
- Mike noted that Pike St is designed for a WB-67 to make the turn and maintains a 20'x20' box.
- There are two north bound and two south bound lanes on Elliott Way and there will be signals on Lenora, Pine and Blanchard Streets and all will be coordinated signals with countdown timers. A question was raised that trucks on Elliott Way and have to start up on grade. Mike replied that it is less than 7 percent north of Pine St (6.5%). These details can be brought at the next presentation.
- Angela noted that The Waterfront Design Team will be pausing design at 60% to spend more time on the details.

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## **8. August Announcements**

The next SFAB meeting will be on October 21<sup>st</sup>.

## **9. Adjournment**

The meeting adjourned at 12:02pm