

Seattle Freight Mobility Action Committee (FMAC) Meeting Notes
August 18, 2009 -- 8:00-9:30 AM
Manufacturing Industrial Council (MIC) Offices
5509 1st Ave S. Ste B, Seattle, WA
Meeting Notes

Attendance:

Committee Members	Affiliation	Present
Peter Whitehead, Co-chair	Nelson Trucking	X-Chair
Warren Aakervik	Ballard Oil	X
Cliff Bates	V Van Dyke Inc.	
Greg Blaine	Continental Van Lines	
Terry Finn	BNSF Railway	
Ed Shilley	NUCOR Steel	X
Kim Suelzle	CityIce	
Christine Wolf	Port of Seattle	X

Other attendees:

SDOT: Lawrence Eichhorn, Ron Borowski, Abigail Rudell, Ken Lee, Eric Widstrand

Port: Dan Burke

WSDOT: Travis Phelps, Tom Noyes, Dale Tabat

Other Visitors: Suzie Burke (NSIA), Kathy Johnson (Seattle Public Schools)

Agenda Items/Discussion Topics/Member and Committee Recommendations

1. Introductions and Announcements – Peter Whitehead

Peter Whitehead chaired the meeting.

- Members discussed truck operations at T-46 impacted by Alaskan Way construction. Ms. Wolf indicated that backups are still occurring, but city and state are making many improvements.
- Ms. Wolf said that port's container volumes are down by 50%. Truck operations are being affected by labor restrictions on the hours-of-operations. T-46 primarily handles local trips.
- Mr. Aakervik suggested the city look at moving the bike lane to the east side of Elliott to better accommodate trucks in the short term.

2. Committee Approval of FMAC Meeting Summary Notes for June 16 and July 21, 2009 Meetings – All

Committee approved June 16 Notes. Committee approved July 21 Notes with amendments to Agenda items No. 3 and 6 made by Mr. Aakervik. See the July 21 Final Notes.

3. Elliott Avenue and Western Avenue: Broad St to Lenora St Bike Lanes – Eric Widstrand

- Eric Widstrand, City Traffic Engineer, provided a handout and reviewed the added bicycle lane changes proposed for Elliott Avenue. Detailed discussion followed about the treatment at the SR 99 on-ramp and curb bulb.
- Mr. Aakervik asked why could not the bike lane be positioned on the east side of Elliott, v. the west side? The east side has fewer driveways.
- Mr. Widstrand responded that he would have the consultant take another look at it.
- Ms. Burke said that SDOT is creating a safety hazard.
- Ms. Wolf had several comments: 1) is there a modeling analysis for a west side configuration?, 2) put the lane on the eastside, it would be safer, then cross Elliott to west side bike lane south of the SR 99 on-ramp, and 3) Elliott Ave traffic is chaos; adding a bike lane on west side would be dangerous.
- Mr. Whitehead stated that truck drivers experience a blind spot on the right side. Bikes could be going faster, trucks slower, with bikes passing on right. He **recommends** that the bike lane be on the east side of Elliott.
- Mr. Aakervik said city is putting bikers in harm's way.
- Mr. Widstrand strongly disagreed.
- Ms. Wolf said that the west side has many more garage driveways and exits and parked vehicles. SDOT should review the ability to see bicyclists.
- Mr. Aakervik **recommended** that SDOT use the east side, then have bikes cross over to west side near Lenora.
- Ms. Burke said that most traffic backups on approach to the on-ramp.
- Mr. Widstrand indicated that the bicycle design for Western Ave is still underway. He would present that design to the FMAC at a future date.
- Mr. Whitehead said the curb bulb creates a blind spot, and with turning trucks is a recipe for disaster. Trucks climb over the curb ramp now.
- Mr. Aakervik reiterated his concern with safety issues, and contends that the east side bike lane would be more efficient.
- Ron Borowski clarified for the Committee that the current southbound lane configurations at the intersection of Broad and Elliott will not change.
- Mr. Aakervik **recommended** that the bike lane be placed on the east side of Elliott south of Denny way.

Other bike improvements:

- Mr. Widstrand announced that the bike project at 15th/Emerson and Ballard Bridge is posted on the SDOT website. There will be further discussion at a meeting this week. Comments are requested on the website. This will allow an informed discussion.
 - Ms. Burke said that the bike configuration on the south side of the Fremont Bridge does not work. There is a problem with traffic and bikes. All traffic has to stop for bicyclists.
4. **SDOT Construction Coordination and Management Status – Trevor Partap, Abigail Rudell, and Travis Phelps**
- Handouts were provided for SDOT and WSDOT construction projects.

- Mr. Aakervik asked if WSDOT intelligent transportation systems (ITS) can alert drivers about problems on city streets?
- Travis Phelps said WSDOT is working on it, and is developing systems to coordinate respective travel information.
- Mr. Aakervik commented on how when flammable liquids are not allowed, there should be exit signs to alert southbound drivers to exit at Mercer St.
- Travis Phelps responded that older ITS signs are not programmable; new equipment will be more flexible.
- Ms. Wolf said that SR 99 project has funds for ITS message signage.
- Ron Borowski added that SDOT Traffic staff will consider installing guide signing on city streets for routing trucks with flammables cargoes.
- Abby Rudell introduced the new construction management information tools developed for the SODO area, including schedules and a range of contact information. She went through the materials on the handout, supported by a PowerPoint presentation, and indicated that SDOT will be updating the information on a regular basis.
- Mr. Aakervik asked if SDOT uses BING as a source to capture information. Answer is no.
- Dale Tabat said information comes from Inrex, a trucking data service.
- Ron Borowski asked the Committee members which traffic information sources listed on the handout were the most useful for their needs. They had several responses:
 1. As a group they responded that the preferred communications were the traveler information site and the email/traffic advisories alerts
 2. In general, in the interest of safety, they (company owners and operators) do not encourage drivers to use any web based methods that could distract truck drivers while they are driving
 3. Traffic camera images are very useful for determining traffic conditions on specific routes
 4. Companies would benefit from traffic alerts in two timeframes: week ahead and next day
- Mr. Aakervik **complimented** the SODO handout with the exclamation that **it is “Good Stuff!”**

5. Jose Rizal Bridge Rehabilitation Project – Ken Lee

- Ken Lee gave a PowerPoint presentation outlining the scope of activities for the bridge project. The bridge was built in 1912.
- Emergency vehicles will be let through under radio control on 12th Ave. 10' lanes will be provided. Construction will be done in 2009^{4th} quarter and 2010 1st quarter for 6-9 weeks.
- Ms. Wolf asked if SDOT had looked a traffic counts for street closures for this project (especially for Dearborn)?
- Ken Lee responded that current traffic counts were not done to determine lane shifts due to the fact that the shifts would be minimal as only work directly above Dearborn would be affected. The shifts takes into consideration the fact that increased traffic would occur in the AM into the City and occur in the PM out of the City. There are currently two lanes of traffic each direction with a center turn lane. During construction, only two lanes of traffic

will be closed if needed. Ken Lee continued, lane restrictions would be 9-3 on Dearborn, only when bridge work is occurring overhead. Traffic exiting the northbound to eastbound off-ramp would experience queues backing up to I-5. There could be westbound traffic queues building up in advance of the bridge. SDOT will monitor delay conditions.

- Ken Lee responded to a question about cost and funding: \$2.2 M from Bridging the Gap local fund sources.

Other bridges:

- Although not on the agenda, Ms. Wolf asked about the status of the E Marginal Way S and Horton St Bridge.
- Ken Lee said the original structure will be removed. SDOT will replace the space under the current bridge with fill.
- Ms. Wolf asked about environmental needs. Ken Lee responded that SDOT is working with the Army Corps of Engineers.
- Ms. Wolf expressed her concern with potential construction impacts and traffic control tactics that could create various conflicts with other area projects and port operations. She asked how these will be handled and the timing for the construction.
- Ron Borowski indicated at these details will be determined, and that SDOT will coordinate with the Port on the project needs and traffic management similar to the successful experience we have had with the E Duwamish Waterway Bridge Project.
- Ken Lee said that the tentative timeframe for the project is in 2011. Project details are minimal as the project is only in the 5% stage of development. SDOT will return to the FMAC with more information at a future meeting when the project is further along in the development process.

6. General Updates – All

- Ron Borowski announced that this meeting marked the seven year anniversary for the Freight Mobility Advisory Committee. The Committee first met as a formal city Committee in September 2002. All participants have benefited from the involvement of the freight stakeholders. He said that the FMAC advisory process is working. Ron thanked the FMAC members for their ongoing participation.

Formal Committee Recommendations:

- No formal Committee recommendations.

Handouts:

- SDOT map and schedule of Duwamish Area Construction Projects with a list of SDOT Traffic and Transportation Information Sources
- 2009 Central Business District Paving, Second Avenue Flyer
- S Spokane Street Viaduct Project Flyer
- SR 519 Intermodal Access Project Flyer

SDOT Contact Information: sdotfreight@seattle.gov

FMAC August 18, 2009

FMAC Approved 8/18/09 Notes as amended on - Date: September 15

RB/SDOT
9/17/09