



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: January 21, 2020

Location: City Hall Boards and Commissions Room L280

Members Present:

Warren Aakervik	<input checked="" type="checkbox"/>	1	Warren Aakervik	<input type="checkbox"/>	7	Vacant
Todd Biesold	<input type="checkbox"/>	2	Todd Biesold	<input checked="" type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input checked="" type="checkbox"/>	3	Kristal Fiser	<input type="checkbox"/>	9	John Persack
Jeanne Acutanza, Chair	<input type="checkbox"/>	4	Jeanne Acutanza (Chair)	<input type="checkbox"/>	10	Frank Rose
Johan Hellman	<input 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 Poore (Port of Seattle)

Guests Presenters:

Matt Donahue – SDOT, Areaways in Pioneer Square UPDATE
 MaryCatherine Snyder – SDOT, Urban Goods Delivery and Load Zone Strategies
 Jonathan Lewis – SDOT, Policy and Operations Advisory Group (POAG)
 Dr. Anne Goodchild – UW Urban Freight Lab, Freight & Transit Lane Case Study

Public Present:

NONE

SDOT Staff Present:

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

1. Welcome and Introductions

Board members and other attendees introduced themselves. Warren announced that he will chair the session in the absence of Jeanne Acutanza.

2. Public Comment

NONE

3. Approval of Minutes

November’s minutes were deferred.

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

Venu presented a draft of Short Meeting Minutes. Warren asked the short form of meeting minutes include Board's comments.

5. Areaways in Pioneer Square Update – Matt Donahue, SDOT

Matt Donahue presented the status of the Areaways in Pioneer Square. He stated that road load carrying capabilities of the 130-year-old, 15-20 ft. tall brick walls adjacent to curb lane is limited to 10,000 lbs. or less. This conclusion led to 10,000 lbs. or less restriction for the curb lane on 1st Ave between Railroad Way and Marion St. last summer. The brick walls on 1st Ave are the oldest warranted immediate action. Matt indicated that several CLVZs in Pioneer Square have been relocated from the curb lane at that time. The next restriction is anticipated along Jackson St. between 1st Ave and 2nd Ave by March 31st, 2020. Matt said that the roll out the restrictions was in steps, instead of pulling the band aid off and doing it all at once, because of the impact to the community and commercial freight. A preliminary routing map for commercial map was developed by SDOT to be shared with the community.

SFAB Comments: Karen F. asked if the map could be email to all Board members. Venu will send it via email. Geri P. asked to comment on bus reroutes in Pioneer Square. Matt indicated that SDOT and KC Metro worked together to accommodate each other's needs. Both Geri P. and Karen F. asked about the impact to the UPS e-Trike Pilot Project. Matt wasn't sure if there will be an impact to the project. Pat C. enquire about the impact to side streets like Occidental and the long-term fix for the problem. Matt indicated that Occidental is receiving special attention, and SDOT is working with Preservation board to figure out solution. Also, he indicated that a Budget Issue Paper is being prepared to request funding to fix the areaway issues in PSQ. SFAB indicated that they are willing to write a letter of support for funding this critical project.

6. Urban Good Delivery and Load Zone Strategies – MaryCatherine Snyder, SDOT

MaryCatherine presented "It all Happens at the Curb", an overview of the various activities and projects of Curbside Management Team (CSMT) within SDOT's Transit and Mobility Division. In her presentation, she discussed how CSMT are promoting, enhancing, and protecting urban goods commerce and delivery, garbage pickup and delivery, and dumping services and other activities at the curb. She also presented SDOT/CSMT's partnership with UW's Urban Freight Lab (UFL). She indicated that the new approach recognizes all the various uses at the curb, including parking and organizes these activities 24/7, 365 days a year. She said that the City uses data driven approach to monitor and modify curb uses. She presented the new "Catch a Ride" pilot aimed at Uber/Lyft operations in Pine/Pike corridor. She also pointed to the work done by SDOT and UFL in documenting the alleys downtown. She also indicated the partnership with SDCI in defining loading dock dimensions and regulations for new developments. MaryCatherine finally covered the Belltown Pilot project that SDOT and UFL are conducting using a Department of Energy grant to figure out how to gather occupancy information at commercial load zones and broadcast that to commercial load bearing vehicles.

SFAB Comments: Geri P. enquired about the Alleys SLI and the work done by SDOT and UFL. MaryCatherine explained the work with UFL and expanded about goods delivery in the morning from 6AM to 11 AM in downtown on five or so blocks. MaryCatherine's team is evaluating how to spread the word about such projects in the future. Warren raised concerns about access to loading docks outside of downtown areas. He raised concerns about traffic calming devices that are being installed that preclude truck access. Venu and MaryCatherine responded that SDOT is being careful about maintaining truck access and are taking a close look before installing any traffic calming devices. Karen F. indicated that the State Trucking Association was working on a piece of legislation that gives commercial vehicles the right of way in roundabouts. Mike E. had several questions about Belltown Pilot project, especially about sensors in the CVLZs and enforcement. MaryCatherine indicated that enforcement is a future question, right now SDOT is focused on collecting information about curb use.

7. Policy and Operations Advisory Group Pilot – Jonathan Lewis, SDOT

Jonathan Lewis of SDOT's Policy and Planning group indicated that a new advisory group made up of modal board representatives and other commission representatives, the planning commission and some small business representatives is being formed. The function of this group is to advise SDOT on how to handle multiple modal priorities in a project and help establish some operational policies. This will provide more guidance on how project development teams handle tricky situations with conflicting or multiple modal priorities.

SFAB Comments: Several members had questions about the frequency, timing, and location of this new advisory group meeting. Venu indicated that an invitation letter with more details on the group has been sent out earlier. Geri P. and Warren A. volunteered to participate on the new advisory group.

8. Freight and Transit Lane – Case Study – Prof. Goodchild, UW

Prof. Goodchild and her student, Shaina, presented the freight and transit lane piloted in Seattle in January 2019 along Alaskan Way, down by the Port. It was temporary, installed along just two blocks. The intent was to relieve some of the congestion because of the changes with the viaduct. The purpose in this project was to evaluate the performance of that lane, the impact that that change might have had on users of the regular lanes, the general-purpose lanes. SDOT collected video data over seven days and was analyzed by UFL. The study concluded that there were a significant percentage of passenger cars that were using the FAT lane. Another conclusion was that the usage of freight and transit in the same lane was complimentary. There was some confusion noted between the passenger cars, freight, and transit about the usage. Since this was a short test section, the signage was very limited.

SFAB Comments: Warren A. had questions about the destination of freight in the study section. Prof. Goodchild clarified that they may be turning into the ferry terminal. All parties acknowledge the short section any confusion that may have caused in the study. Mike E. asked about the length of the study period, which was clarified as seven days. The group felt that a further case study along 15th and Elliott or along NB SR 99 near Dearborn with a longer test section and clear signage would provide more meaningful results in the future.

9. Good of the Order – All SFAB Members

Warren raised the issue of shifting the meeting start time to 9 AM. Venu will confirm the start time and share it with all members. Karen F. asked if the board spoke about Block the Box bill in State Legislature last year. She indicated that maybe FAB should send a letter indicating any concerns to the Senate Rules Committee if the bill comes up for a hearing.

Adjourn

11:30AM

DRAFT