

**Seattle Freight Mobility Advisory Committee
Meeting Notes
May 19, 2009**

Location: Car Wash Enterprises (Brown Bear) Headquarters,
3977 Leary Way NW, Seattle

In attendance:

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

SDOT: Lawrence Eichhorn, Ron Borowski, Dante Taylor, Barbara Gray, Angela Brady, Stephanie Brown, Carol McMahon
 Port: Dan Burke
 WSDOT: None
 Other Visitors: Peg Staeheli, Claudia Hirschey

AGENDA TOPICS/DISCUSSION/MEMBER RECOMDATIONS

1. **Past Meetings:** The Committee approved the April 21, 2009 meeting notes as submitted. The Chair complimented the revised Meeting Notes format and content.
2. **Seattle Draft Pedestrian Master Plan (PMP) – Barbara Gray, SDOT, and Planning Team**
 - Plan Summary was handed out; the full plan is available on line
 - Plan prepared in coordination with the Seattle Pedestrian Advisory Board
 - Safety is a preeminent Plan objective
 - Suggesting a pedestrian space/zone of 6’ wide X 8’ high

Issues and Questions:

- Mr. Aakervik: Plan does not specify which streets are major arterials and which prioritize walkability
- Plan should be clear about what is the pedestrian zone and what is the motorist/freight zone
- Plan should identify major truck streets
 - **Follow-Up:** SDOT will add this to draft plan
- Mr. Aakervik: Trees block pedestrians from driver’s visibility
- Mr. Aakervik: there is a problem of too many stop lights for pedestrians on Alaskan Way that slow down trucks.
- Need clarity on traffic calming policy
 - SDOT answer: Traffic calming to slow vehicle speeds in response to traffic accidents; Traffic circles used often because of several right angle/turn accidents
- Truck drivers have had to drive over traffic circles in order to get through some narrow streets making deliveries difficult
- Mr. Binion: circles, speed bumps and medians difficult on delivery of his company’s products (beverages) with resulting breakage of glass containers, liquid spills and produce loss. His company uses truck containers that vary in length from 20-53’

- Mr. Aakervik: City should use traffic signals instead of circles.
- Crosswalks with lights in the street have been very effective for freight drivers
 - SDOT answer: There are currently nine locations with these crosswalks in Seattle
- Mr. Aakervik: Uncertainty over whether jaywalkers are being cited
 - SDOT answer: SPD is doing this and is especially visible in Downtown and the U-District
- Mr. Aakervik: How was income map derived for the PMP? Ballard area does not seem to match what residents and business owners know to be true. Several contradictions with maps exist
- There should be qualifiers on each of the analysis maps to explain that there are differences for industrial areas
- People walk in the street in industrial areas, creating conflict with vehicles. Need to have space for walkers.
- Would it be beneficial to delete the delay for pedestrians to clear the crosswalk at major intersections? Motorists are not getting enough time to turn because of the amount of time given to pedestrians crossing the street. Especially true at 34th and Fremont Bridge intersection
- SDOT: there is \$60 M in the Bridging the Gap budget for pedestrian improvements.
- SDOT Question to Committee: What do you think of all way crossings? Though not currently used in many neighborhoods they work well at three-way intersections.
 - Participants: Like these crosswalks
- Can pedal bikes go through red lights?
 - **Follow-Up:** SDOT will confirm whether or not this is legal
- Is there a law that bikes must have brakes? Are bikes without brakes allowed on the roadway?
- Mr. Aakervik: are turning radii sufficient for freight mobility addressed in the PMP?
 - SDOT answer : No they are not, and they would not be changed without input from FMAC
- Mr. Nelson: why are there curb bulbs at signalized intersections? Curb bulbs not effective, are hindrances, cause vehicles issues, make right turns difficult, forces a vehicle to use more lanes, with more traffic conflicts.
- Mr. Binion: curb bulbs make for a harder turn for trucks
 - SDOT answer: Curb bulbs provide more visibility for motorists to see pedestrians and provide shorter crossings for pedestrians
- Mr. Aakervik: Have crosswalks with timer displays lowered the number of pedestrian accidents at intersections?
 - SDOT answer: Data is not available yet
- SDOT: Comments are due on the Draft plan June 15th. Council will hold a public hearing on the Plan on July 21.

Recommendation: Mr. Binion and Mr. Aakervik request that the FMAC see list of improvements specifically proposed on Major Truck Streets.

Follow-Up: Ms. Gray responded that the list will be shared with the Pedestrian Advisory Board and could be shared with the Freight Committee too.

Recommendation: FMAC AMENDMENT ON 6/16/09 – FMAC REQUESTS THAT SDOT PRESENT THE PROPOSED LIST OF ANNUAL PEDESTRIAN IMPROVEMENTS TO THE COMMITTEE FOR REVIEW ON AN ANNUAL BASIS.

3. Early Action Pedestrian Improvements – Carol McMahan, SDOT

- Ms. McMahan distributed the 2009 project implementation list.
- Projects with affects on freight mobility are:

- S Bailey St and Ellis Ave S (2nd Quarter 2009), arterial has uncontrolled crosswalks, will install a median. Ms. McMahan will look at truck turn operations for the size of trucks operating in the industrial neighborhood.
- See list for other items

Issues and Questions raised by Committee:

- How expensive are crosswalks with in-street flashing lights?
 - SDOT answer: Expensive but this type of crosswalk is easier to repair when bulbs fail than installations that require more repair underground

Recommendation: Not pleased with costs of this type of crosswalks when other types exist and are less expensive

- Mr. Binion: There will be freight mobility problems anywhere curb bulbs are installed because they affect a truck's turning radius, since the curb radii are reduced in the process.
- Mr. Bates: curb bulbs are always a problem.

Recommendation: need a new design to shrink up the curb bulbs and leave a more generous radius.

- Mr. Aakervik: 8th Ave NW at NW 70th St – there is poor visibility at this location because of trees that are too close to the crosswalk
 - SDOT answer: There are no plans to remove trees but SDOT will sign these locations better

4. Mercer Corridor Update – Angela Brady and Stephanie Brown, SDOT

- Staff distributed the Mercer West Project Update
- Ms. Brady discussed the Mercer East Project. Mercer East construction should begin soon. Traffic will continue to flow while north portion of Mercer is constructed

Issues and Questions:

- Mr. Aakervik: will there be detours?
- Mr. Whitehead: Has there been any changes to the 9th and Mercer westbound to northbound truck movements?
- SDOT answer: no change, plus using 75' design vehicle
- Is left turn at southbound 9th Ave N to eastbound Mercer St set back far enough to allow for trucks turning right onto southbound 9th Ave N from Mercer St (simultaneously?)
- SDOT Answer: SDOT dropped curb bulb on southeast corner of Mercer and 9th to maintain easier southbound truck turns to eastbound Mercer.
- Mr. Aakervik: **Recommendation:** Use Terry St as a detour route during construction.

Ms. Brown presented an update on the Mercer West Project.

- SDOT looking at having 2 eastbound lanes from Elliott; still in the process of modeling the traffic conditions.
- Expect to have SEPA environment documentation in 2011. Expect to complete full project before AWW bored tunnel construction starts.
- Mr. Whitehead: suggest SDOT widen W Mercer Pl up the hill to allow trucks to climb this street.
- SDOT answer: there is room to add a lane with some construction, but have not made that decision yet.

General Updates: None

Committee Formal Reconditions on any topic: None

Recommendation: FMAC AMENDMENT TO NOTES ON 6/16/09 – FMAC REQUESTS THAT SDOT PRESENT THE PROPOSED LIST OF ANNUAL PEDESTRIAN IMPROVEMENTS TO THE COMMITTEE FOR REVIEW ON AN ANNUAL BASIS.

Handouts:

- Mercer West Project Update, SDOT, May 19, 2009
- 2009 Pedestrian master Plan Early Implementation Project List ,SDOT, no date
- Seattle Pedestrian Master Plan Draft Summary, SDOT, May 2009

SDOT Contact Information: sdotfreight@seattle.gov

FMAC Approved 5/19/09 Notes on - Date: 6/16/09

RB/DT/SDOT
6/17/09