



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: June 18, 2019

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 checked="" type="checkbox"/>	2	Todd Biesold	<input type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input type="checkbox"/>	3	Kristal Fiser	<input checked="" type="checkbox"/>	9	John Persack
Jeanne Acutanza, Chair	<input checked="" type="checkbox"/>	4	Jeanne Acutanza (Chair)	<input checked="" type="checkbox"/>	10	Frank Rose
Johan Hellman	<input type="checkbox"/>	5	Johan Hellman	<input checked="" type="checkbox"/>	11	Kris DeBuck
Mike Elliott	<input checked="" type="checkbox"/>	6	Mike Elliott	<input checked="" type="checkbox"/>	12	Geri Poor (Port of Seattle)

Guests Presenters:

Wes Ducey – SDOT, Ballard Bridge Replacement Study
Christopher Eaves – SDOT, Pioneer Square Areaways Walking Tour

Public Present:

Joe Poirier
John Sisnowy
Megan Kruse
Fred, Curb Space
Molly, SDOT Communications
Sara Pizzo, Alliance for Pioneer Square

SDOT Staff Present:

Christopher Eaves – Board Liaison
Venu Nemani – Transportation Operations
Cass Magnuski - Transcription

1. Welcome and Introductions

Board Members and Attendee introductions

2. Public Comment

NONE

3. Approval of Minutes

Approval of previous meeting minutes will be deferred.

4. Announcements & Chair’s Report

NONE

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

5. Ballard Bridge Replacement Study – Wes Ducey, SDOT

Handout included – covers scope of study – upgrade of 100-yr old structure, high level concepts, overview of study process, and next steps thus far.

- Study includes review of access and circulation around the existing structure
- One of ten bridge structures under review
 - Rehabilitation vs Replacement
 - Associated costs
 - Trade-offs and constructability (Ship Canal)
 - Community engagement – pedestrian, bike, freight
- Concept 1 – Major Rehabilitation
 - 2014 Study
 - Widen sidewalks, 6-ft to 10-ft, to improve pedestrian/bike access
 - Freight community comment for lane widening
- Concept 2 – Raising structure to maintain reliability
 - Potential to construct over the existing bridge, keeping existing bridge in service
- Next Steps
 - Profile and alignment of grades, 5% concepts to community
 - Easements

SFAB Comments / Questions:

It will be interesting to understand the different modes and volumes and how that compares with Fremont and the other bridges. Will trucks and bikes be tracked?

Yes

What about the bike community?

Outreach to the community to bring them together for feedback.

6. Pioneer Square Areaways Impacts – Christopher Eaves, SDOT

This will be a walk-and-talk presentation

Review of April 2019 handout provided to local businesses to be impacted by load zone changes.

- Impact of Areaways on Seattle Transportation Operations
 - Areaways are 130 years old in this portion of the City.
 - Due to private development, access to many areaways are now only through private property – easements will be required for inspections
 - 60% of sidewalks in Pioneer Square are over Areaways – glass imbedded in concrete
 - Construction vehicles will create additional impacts
- Load Zone relocations
 - Fred from Curb Space Management onsite to help determine relocations
 - Some relocations as small as 20-30-ft;
 - Review Combined Weights up and down 1st Avenue
- Walking Tour

Emergency Services will be apprised of the situation but will go where they are called to go to provide life-saving services

Waterfront Shuttle has been informed of the situation/loading restrictions. Routes may need to be re-evaluated

- Washington Street
 - Locations viewed will need to be relocated
 - Large vehicle right-turn restrictions
 - Load zone in the nearby alley – nearest locations that meets the need
- Waste collection is an important consideration
 - Coordination with SPU – their needs, use of lower weight trucks, etc.
- Occidental Avenue
 - Opportunity to bring in load zones
 - Similar challenges as seen along 1st Avenue
 - Time-restricted loading zones
 - Load zones to the north will need to move due to proximity to Areaways
 - Frank Rose provided mailing addresses for smaller shippers to inform of the potential changes in advance
- Yesler Avenue
 - Difficult delivery areas
 - Many load zones in close proximity to the Areaways
 - Parking is already restricted
 - Compliance will be key

SFAB Comments / Questions:

You cannot license a 9,000 lbs. truck – it must be 10,000 lbs. Was this the City’s intent to limit the restrictions to 9,000 lbs.?

SDOT will have to check and provide further information.

Will abandoned CLZ’s become regular parking?

Yes, they will become regular parking

Will this parking be two-hour pay parking? Will it be restricted to under 10,000 lbs.?

There will be an issue with passenger vehicles occupying load zones.

There will be generic loading zones (passenger loading) with a plaque noting 10,000 lbs. is not allowed.

There will be a lot of carting of goods from delivery trucks.

It takes one hour to move 100 cases.

Is all this Right-of-Way structurally the responsibility of the City?

Yes.

Considerations regarding sports-day traffic, restricted right turns, congestion moving to Alaskan – there will need to be a central location for smaller delivery companies to work from midday.

Board is aware of issues for Metro buses along 1st Avenue; is there any resolution to transit routing? Are buses moving out to Alaskan Way?

We are years away from moving transit to Alaskan Way; Traffic Operations is reviewing area for compliance data to better inform decision making in this regard.

Who will be the administrator for applying citations?

The Police Department; it has been suggested that there is a two- to three- week grace period with warnings issued prior to beginning enforcement.

Is there/will there be signage noting the weight limit and fines?

SDOT does not believe so; citations fees will vary over time; \$181 right now. Citations come from Parking Enforcement, a department with the Seattle Police Department

Are there avenues available for the City to provide a permanent location for parking in Pioneer Square?

This has not been discussed; however, UPS is trying a pilot program in Pioneer Square.

Are there other areas of the City that do not have loading restrictions – are loading restrictions being considered in those areas as well?

We did have a map of loading assets and alley; Pioneer Square has been the focus due to upcoming changes.

SDOT Liaison/Eaves believes there is a legislative limit on load zones

Potential for earlier time restrictions on load zones

Potential considerations for King Street or Washington Street during sports days

1. Good of the Order – All SFAB Members

- Christopher Eaves will be taking time off from the City; Venu Nemani will be filling in as Board Liaison.

Adjourn

11:30AM