



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: August 20, 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 type="checkbox"/>	2	Todd Biesold	<input type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input checked="" type="checkbox"/>	3	Kristal Fiser	<input type="checkbox"/>	9	John Persack
Jeanne Acutanza, Chair	<input checked="" type="checkbox"/>	4	Jeanne Acutanza (Chair)	<input 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)
Vacant						
Pat Cohen						
John Persack						
Frank Rose						
Kris DeBuck						
Geri Poor						

Guests Presenters:

Hallie O'Brien – SDOT, Georgetown to South Park Trail – Route Alternatives

Public Present:

NONE

SDOT Staff Present:

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

1. Welcome and Introductions

Board Members and Attendee introductions on the call

2. Public Comment

NONE

3. Approval of Minutes

Approval of previous meeting minutes will be deferred.
Final minutes will now include "Topic", "Discussion" and "Comments"
Action items will be included within "Comments" for a particular discussion to allow future follow-up and tracking.

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

Chris Eaves will be on Sabbatical until October 2019; Venu Nemani will be standing in until that time.

Potential Department of Labor discussions re: changing trucking hours of service – The Port will check into this and inform the board.

5. Georgetown to South Park Trail, Route Alternatives – Hallie O'Brien, SDOT

- Project developed based finding from on Georgetown Mobility Study (SDOT Planning & Policy)
- \$600,000 for outreach, planning and early design
- Examining different types of facilities
 - Shared Use Path, i.e. Burke-Gillman Trail
 - 5-ft safety separation from traffic, structural barrier
 - Buffer barrier, landscaping
- Preliminary concept analysis, review of existing conditions
 - AM-PM traffic movements
 - Collisions and speed data
 - Locations of signalized intersections
 - Conflicts with Boeing facility driveways
 - Freight environment
 - E Marginal Way is a major freight route
 - Turning movements
- Seattle City Light is performing street vacations and the Flume property deed will be given to Parks & Recreation or SDOT – TBD.
 - SDOT working with SCL for trail currently.
- Coordination with Seattle Street Trees – community wishes to keep trees.
- Coordination with Duwamish Valley Safe Streets – preferred trail routes
- Coordination with Seattle Department of Neighborhoods – partnering with Georgetown and South Park communities, neighborhood meetings, discuss desired outcomes with neighbors
 - Receiving letters of support from South Park Trail Community Advisory Group; South Park Neighborhood Association; Georgetown Community Council; Duwamish River Clean-up Coalition; Georgetown Tiny House Village – all support one route (Albro/Flume/Boeing at EMW)
- Project Next Steps:
 - Project Proposed by Duwamish Valley Safe Streets
 - Project selected through Move Seattle Levy Oversight Committee/Neighborhood Street Fund/Community voting
 - \$400,000 available to improve E Marginal Way at 16th Avenue S
 - Improve right-turns for trucks
 - Increase bike lane visibility and crosswalks with pavement markings
 - Separation of truck and non-motorized movements at 16th Avenue S/E Marginal Way

- Project website and report available for interested parties
<https://www.seattle.gov/transportation/projects-and-programs/current-projects/georgetown-to-south-park-connection>

SFAB Comments / Questions:

Will this project require changes to the number of lanes on the street?

Have not reviewed details of channelization; there will likely be channelization changes to accommodate protected bike lanes – more details at 30% design

Does this design require narrower lanes?

There will be potential narrowing of lanes

How many driveways are in conflict?

There are two major Boeing driveways and a trail

What day of the week was the survey (for preferred route)?

Saturday, minimal truck traffic; resident more concerned with look and feel of trail route rather than operations.

Has the study counted all driveway?

Only the big ones, but not all the curb cuts. Generally, we evaluate the entire corridor for any conflicts, promoting the existing function. Once we arrive at 30% design, we can review conflicts in greater detail.

Will SFAB be involved with design comments prior to construction?

Yes; SDOT would like Board member input

Is Outreach survey closed?

Yes, but SDOT continues to accept comments; at this point, only comments from the public – looking for industry input now.

6. Stadium District Comprehensive Plan Amendment – John Persak, SFAB

- Mr. Persak was not in attendance, so this discussion has been tabled
- SDOT/Nemani did not have enough knowledge of the subject to proceed
- Port of Seattle/Poore stated that comprehensive plan amendments have come forward
 - Three individual proposals, different locations, have been asked to change industrial designations; City Council has voted on what will move forward – future study.
 - Several property owners have interest in not having industrial zoning – Council did not move this forward.
 - Mayor has interceded, requesting Council not proceed until an industrial lands panel is convened.
 - Panel is in the work and Board would like to confirm that is well-rounded, not all developers.

7. Freight Spot Improvements – Ongoing Project Updates – Venu Nemani, SDOT

- Rail Crossing asset
 - Treysea Tate on board for this project.
 - Historical waxed linen railroad maps will be scanned and preserved

- Several existing Ordinances containing franchise agreements will be scanned, collated in a “genealogy”, and provided to the City Clerk to flesh out online records research
- All public crossings and several strategic private crossings will be inspected for current condition and status of existing advance warning safety.
- Railroad asset work will inform crossing surface maintenance and advance warning system upgrades to improve safety and mobility.
- Pioneer Square Load Zones
 - SDOT coordinating with Metro and SFD regarding operations
 - Last phase will implement same load zone strategy at Occidental and 2nd Avenue S
 - Will also review parallel streets in Pioneer Square – gathering preliminary information.
 - Train station on S Main St will be moving
 - SDOT expects to have updated maps for Board review potentially next meeting.
- Alaskan Way Commercial Load Zones
 - Special sidewalks with glass blocks imbedded that allow sunlight into areaways below street level.
 - Sidewalk was not designed to carry truck load; initially designed only for pedestrian loading
 - Exploring idea of commercial load zone between 5 p.m. and 10 p.m.
- Clay Street ADA Compliance
 - Sidewalk improvements – south side
 - Contractor damage to BNSF exit loops; SDOT currently coordinating with BNSF for replacement loops and contractor to return to site to complete the repair work.
 - Expect repairs by September 2019
 - Clay Street is closed due to its inclusion in the Waterfront Quiet Zone; once loops are replaced and functional, expect Clay Street to reopen.
 - SDOT informed that BNSF train horns are likely due to trespassers or malfunctioning gate arms.
- 15th Avenue NW at NW 83rd Street
 - Part of Neighborhood Greenways
 - There will be a crossing signal, a greenway signal, pedestrian, and bike movements will be prioritized
 - Greenway signals are pedestrian, and cyclist activated on the side street; mainline indications to stop traffic
 - No further details at this time; SDOT can provide feedback from Board to designers.
- Banner Way NE at NE 80th Street
 - Improvements to truck left turns onto Banner Way (constrained movement)
 - Updated pavement marking to allow extra space for trucks to utilize when making the turn.
 - SDOT crew availability has moved project from late Spring to Fall.
 - SFAB requested SDOT review turning radius from 85th down to 80th (not part of this project but may be incorporated).

SFAB Comments / Questions:

SDOT has asked Port of Seattle to report any excess train horn noise to Treysea Tate/SDOT. Port of Seattle/Poore also noted that Broad Street was closed for Hemp Fest, detouring traffic onto Vine which presented issues.

Are there other areas where surface friction concerns are being addressed?

Yes, and WSDOT is also addressing some as well. Ballard Way & 75th is one such location.

Board requested SDOT review signage for weight limits in alleys/Pioneer Square

SDOT has requested one sign be placed at each block but this may not be enough. SDOT will likely coordinate further with SDCI

Does Railroad crossing asset include the shortline?

Yes

What does the railroad asset cover and will it be an open asset?

All Public railroad crossings and several private crossings. The asset will not be open to the public, but ordinance research and historical maps will be available for public consumption via the Clerk's office once the asset goes live.

Will the railroad asset be consistent with UTC methods?

The UTC has no jurisdiction over crossings within the City of Seattle, a First-Class City. The City is responsible for reporting updates to the UTC that will be transmitted to the FRA and the DOT inventories.

With regards to commercial deliveries along Alaskan Way – most of these deliveries will be retail that will happen between 5 a.m. and 10 a.m. It makes more sense to the Board to consider that time frame for loading zones. Existing cameras may assist with loading study, signage noting weight restrictions should be considered.

City is putting signage at driveways in the area to notify that the sidewalks cannot maintain commercial loading while the City determines safest, most effective approach. There is data down Alaskan that can be shared with the Board.

Each Pier requires at least two ways to accommodate commercial loading – can there be anything done on the opposite side?

That may be possible; the east side of Alaskan has not yet been studied.

Three-foot wide parking lanes are not enough for trucks; many drivers are using electric pallet jacks. Board recommends SDOT determine pallet jack loading per square inch, one may have caused damage to a sidewalk in the past.

What is happening on 14th Avenue?

It is a bifurcated area with parking strips; negotiating with pedestrians trying to cross the intersection has presented challenges. The median for parking adds to this issue. The City is developing a footprint of the intersections to establish end-of-lanes to better inform pedestrian crossing decisions. The demarcations will be in paint, trucks will be able to move over them. There may also be some flex posts at these intersections. SDOT can provide plans to Board for review and comment.

The public does not recognize the impact to truck movements on major truck streets at 15th Avenue NW at NW 83rd Street.

SDOT will review signals

Will there be any loading consideration given to commercial vehicles under 10,000 lbs.?

There will be on 1st Avenue, several locations will have special signage; SDOT will provide follow-up information.

8. Good of the Order – All SFAB Members

- Board /Fiser is interested in the studies taking place in the Ballard and Magnolia areas
- Board/Aakervik is concerned with the neighborhood plans as presented today.

Adjourn

11:00AM

DRAFT