



City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Scott Kubly, Director

Seattle
Freight
Advisory
Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Terry Finn

Timothy Hillis

David Mendoza

Mike Sheehan

DRAFT Seattle Freight Advisory Board Meeting Minutes

Date/Time: August 19, 2014 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Bari Bookout, Katherine Casseday, and Tim Hillis

Guests Present: Frank Rose (Western Peterbuilt), Hal Cooper Jr. (Cooper Consulting), Patrick Cohn (Pacific Terminals), Dan Burke, Mike Merritt, and Christine Wolf (Port of Seattle), Dan Bruebeck (West Seattle Bike Connections), Sheri Call (Washington Trucking Association)

City Staff Present: Ron Borowski, Tony Mazzella, Ian Macek, Christina VanValkenburgh, Mary Rutherford, Sara Zora, Susan McLaughlin, Mike Estey, Scott Kubly, and Chris Eaves (All SDOT).

1. Welcome and Introduction

Board members, City staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of Minutes

July 2014 meeting minutes were approved.

4. Announcements

- Board discussed comments sent to the State Freight Plan, including the identifying the Lake Washington Ship Canal as an important ship corridor, and noted that a copy of the letter should be sent to Mayor Murray.
- Chair recognized Stephen Padua's work for SFAB, his new employment outside Seattle and his new child.
- Katherine Casseday noted that the Traveler's map provides no positive guidance and requested the map provide more information on road and lane closures.

5. Freight Master Plan- Survey and Public Meetings

Sara Zora and Ian Macek with SDOT led the discussion. The purpose of the discussion was to inform FAB members of the two interviews already conducted in the Duwamish and Ballard Industrial Centers. Other points made:

- FAB members were asked for input concerning group interviews and online surveys. FAB members replied that group Interview key topics were:

Safety
Reliability
Efficiency
Resiliency

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

Economic Vibrancy Environment

- The Freight Master Plan group may set up a SDOT staff interview with more manufacturing agencies in the Duwamish to gain a better understanding of the commercial businesses since the first meeting included a large mix of quasi-governmental agencies.

Comments from the board included:

- A SFAB member present at the Duwamish MIC public meeting noted that Safeco, Amtrak and BNSF were present and there was a good turnout. All members spoke to their specific businesses safety needs on the transportation network. SODO issues included railroad crossing and constrained locations. Input was resoundingly positive with questions revolving around ways to improve or fix issues and move forward.
- Seattle Public Schools now distribute lunches from their Lander Street facility
- Modal systems should be corridor-based and take into account parallel routes
- Four topics the plan should address
 1. Who resolves mode conflicts i.e. freight/bus and determines what priority will be assigned to a road
 2. How will the city define a complete street for freight and heavy vehicles- buses are heavy vehicles
 3. How do freight and events get managed concurrently i.e. Atlantic/Edgar Martinez
 4. Curb space, parking and deliveries- all business districts will need delivery space that works.
- Define components for all arterials and for Major Truck Streets
- Future funding- FMP is budgeted but other projects need to be prioritized and funded

NOTE: Group meeting about 5-Way intersection near Terminal 5 – Chris Eaves to set up.

6. Right of Way Improvement Manual

Susan McLaughlin with SDOT led the discussion. The Right of Way Improvement Manual is in the update phase of its 10 year cycle. This is a policies, procedures and practices document for how the City manages physical improvements in the public right of way.

Other points made:

- This informs developers and other plans and standards.
- This is an online-only document which is also being updated to improve ease of use.
- Currently the update is in the input phase. A survey is available online (note: survey link distributed to SFAB members 8-20-14)

Comments from the board included:

- The Board questioned how FMP proposed street hierarchies would be incorporated since the two processes were operating in such a way that the ROWIM would be completed before the FMP could provide input. Susan replied that the ROWIM exists online and can be updated easily.
- The Board recognized that the Major Truck Streets are not identified and design parameters are not included in the current ROWIM. The board asked how this could be addressed. Susan replied that the FMP can provide input after they have determined these details.

- Board also spoke about sending a letter of concern that the ROWIM would be completed without consideration of the FMP.
- Susan noted she was comfortable with both processes running at the same time.

The presentation can be found at: <http://www.seattle.gov/sfab/meetingpresentations.htm>.

7. Heavy Haul Update

Mike Estey with SDOT led this discussion. The Heavy Haul Corridor language is in draft phase and is focused on 40' containers, however it recently came to light that 20' containers also run with heavy weights and may want to be included in this proposal.

Other points made:

- There are two paths down which this legislation could proceed. The first is to continue as-is and incorporate 20' containers as able at a later date. The second is to attempt to include 20' containers from the outset. However there will be a significant delay as SDOT resolves issues.
- A delayed project will require additional finances not currently allocated in the 2015 budget.
- The network should open in stages to allow engineers and structural experts to evaluate the impact to the transportation network, especially bridges.

Comments from the board included:

- The Board sees the implementation in two stages – first recognizing that heavy loads exist and need to be regulated/permitted somehow. Second would be a refinement of the permitting process and transportation network.
- Are railroads cooperating or supportive- response is yes they are interested.
- FAB member asked how to help – response is that FAB can help by stating their support and providing information to City Council members.

8. Introduction of Scott Kubly – Acting Director of Transportation

Scott Kubly introduced himself and participated in a conversation with board members.

Highlights included:

- Warren Aakervik offered to give Scott a ride in his truck. Scott accepted- details to be finalized through Director's Office.
- Scott recently moved here from Chicago where the head of Chicago DOT was also the Harbormaster.
- Previous work in Chicago mirrors Seattle in that both are essentially built out networks with strong industrial base located in congested parts of the city.
- Chicago has worked to implement various lane configurations for both freight and bicycles with varying degrees of success. However in all cases information was gained.
- FAB member asked if he was involved in the CREATE program in Chicago which is a City/Region/State/Federal collaboration on rail operations in Chicago. www.createprogram.org
- Chicago has seven class one railroads and 70-80% of all container movements pass through the city.
- FAB member asked about coordination with other agencies. The transportation network is managed by multiple agencies, and this can prove a challenge. Scott agreed and note he has already met with King County and Sound Transit- other agencies are slated for meeting and similar discussions

- FAB chair noted that the budget for Freight Master Plan implementation and maintenance is not identified. Can funds be redirected to support the Freight mode? Scott answered he was still working to understand the budget and how road projects were funded based on mode.
- Scott noted BTG funding is expiring and there needs to be a broad conversation about what our spending priorities are and what we need to fund. He is confident there is an element of how to move goods and committed to looking at this.
- FAB chair stated that multi-modal meetings used to occur. Scott considered this a good idea and Tracy Krawczyk, noted this did not occur under the previous administration but can be implemented.

9. September Announcements

The next SFAB meeting will be on September 16th.

10. Adjournment

The meeting adjourned at 11:59 am.