



City of Seattle

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Board

August 26, 2015

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Mr. Mark Mazzola, Environmental Manager
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Alaskan Way, Promenade and Overlook Way (AWPOW), Waterfront Seattle – Draft EIS
Comments

E-mail to: deis@waterfrontseattle.org

Subject: Waterfront Seattle AWPOW DEIS Comments

Dear Mr. Mazzola,

Thank you for the opportunity to provide comments to the Draft Environmental Impact Statement (DEIS) for Alaskan Way, Promenade, and Overlook Walk (AWPOW), also called “Waterfront Seattle.” Alaskan Way is *the* Major Truck Street connecting Seattle’s two Manufacturing Industrial Centers (MICs) and must remain a viable and effective route for freight – both with this project and throughout construction of Waterfront Seattle.

Our biggest concern is that freight mobility in the corridor receives only scant attention in both the description of design features and in the analysis—often trucks are lumped in with general purpose traffic. Yet, this corridor is the most important non-freeway, north-south corridor for freight in the City of Seattle, connecting its two Manufacturing Industrial Centers. With over 120,000 jobs, and annually nearly \$4 billion in wages, \$98 in taxes as well business revenue in excess of \$30 billion based in these two MICs, it is imperative to ensure that the corridor will support the truck movements on which the MICs depend. For this reason, the truck mobility impacts of construction and the functionality of the corridor in its final configuration should be analyzed and described independently of its ability to accommodate general purpose traffic.

In the FEIS, please address these over-arching requests:

- Describe the design features that will support truck mobility and deliveries in the corridor, similar to the description of pedestrian facilities. This should include information on how the new roadways will ensure that the corridor can efficiently and

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

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effectively function as Major Truck Street, Over-legal Corridor, and safely support the movement of hazardous and flammable materials. This should include the following components:

- Lane widths for both travel and parking lanes that include load zones
 - Intersection treatments affecting truck mobility, such as turn radii, pedestrian and bicycle crossings
 - Signal design and progression
 - Grades
 - Transit stops and their impact on truck progression
- Use current data and forecasts on truck trips in the corridor rather than the outdated Elliott Bay Seawall Project for the traffic analysis of both existing and future conditions. Both the Freight Access Project and the Freight Master Plan provide more robust information. Indicate the time it will take large trucks to move through the corridor. This should be done for AM and PM general-purpose traffic peaks and for the midday travel period, when truck trips peak and include an analysis of the impacts of tolling diversion.
 - Acknowledge that there are no other freight routes through downtown Seattle, given the 30' length restrictions within Downtown Traffic Control Zone, Monday through Saturday, 6 AM through 7PM.
 - Work with the State to delay tolling of the SR 99 tunnel until construction is complete for Alaskan Way, as a mitigation measure.

These over-arching requests are based on the following individual comments, questions and requests from Board members:

1. Alaskan Way is a major freight corridor through the core of Seattle, recognized by the Port of Seattle and City of Seattle.
2. Alaskan Way is the only viable arterial corridor connecting the city's two Manufacturing-Industrial Centers (MICs), and the design of Alaskan Way should reflect this important function for the City of Seattle and the region.
3. The corridor is also the only viable connection for the movement of hazardous and oversized loads between the MICs. The fuel that is trucked from the terminus of the Olympic Pipeline on Harbor Island to Ballard Interbay Northend Manufacturing & Industrial Center (BINMIC) supplies the fishing fleets home-ported at the Port's Terminal 91 and Fishermen's Terminal.
4. The corridor is the only over legal truck route through downtown Seattle.
5. In addition, the location of the SR 99 north portal relative to origin and destinations of truck movement between the Ballard-Interbay Manufacturing and Industrial Center (MIC) and the Duwamish MIC is a significant diversion for truck travel.
6. Alaskan Way is a "Major Truck Street", as designated by the City of Seattle, and as such trucks should always be able to use Alaskan Way – all day, every day.
7. Alaskan Way must have a continuous 12' wide travel lane for trucks and freight movement in this major truck street. Any marked crosswalks must have signal control

and should be coordinated to provide for smooth truck travel along the corridor, minimizing stops and minimizing conflicts with pedestrians, bicyclists.

8. The steep grade on Pine Street and at each the approach to the Elliott Way and Western Avenue intersection is a significant concern for truck mobility. At Elliott Way and Western Avenue the uphill grades reach 7percent. Trucks will be starting from a stop on these steep grades and crosswalks here are a significant concern for safety.
9. The *Freight Access Project* shows truck percentages along segments of Alaskan Way at 5-10 percent and over 10percent.
10. It is the quality of traffic operations, steep grades, travel time, reliability, and hours of the day with uncongested conditions that determine if there is an impact to truck operations.
11. Freight movement relies on uncongested periods off-peak for effective deliveries. Freight mobility and truck functions through the corridor are important during the peak periods and in the off peak periods. As noted in the TDR, trucks prefer to travel during the off-peak hours when there is less congestion.
12. Any off-peak restriction to lane capacity will cut off the freight life-line along this corridor. The off peak traffic volume will also be affected by tolls on the SR 99 tunnel.
13. Alaskan Way must provide for on street loading zones for freight delivery in the corridor.
14. SR 99 tolls will affect travel along Alaskan Way and are expected to impact freight mobility along this Major Truck Street. Analysis for tolling seems to focus on peak period tolling, however, during the off-peak hours, when Alaskan Way is less congested than during the peak hours, drivers will divert to Alaskan Way in order to avoid the toll. This means that more traffic will be on Alaskan Way during the off-peak hours when freight prefers to travel, and possibly reduce the number of daytime off-peak hours for truck travel.
15. We request that tolls on SR 99 be delayed until after construction is complete on Alaskan Way. There is a lack of construction mitigation measures directed at reducing traffic volumes on Alaskan Way during construction and removing tolls will encourage more vehicles to use the SR 99 tunnel rather than travel on Alaskan Way.

The Seattle Freight Advisory Board is committed to continue working with SDOT and the design team. Our goal is to ensure that design and operation will provide efficient, effective and safe solutions for truck mobility in this critical corridor, both during and after construction.

Sincerely,



Warren R. Aakervik, Jr.
Chairman, Seattle Freight Advisory Board