



Seattle
Freight
Advisory
Board

Hal Cooper Jr., Chair

Geri Poor

Timothy Hillis

Frank Rose

Pat Cohn

Dan McKisson

Johan Hellman

Mike Elliott

Kristal Fiser

Jeanne Acutanza

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

City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Scott Kubly, Director

Seattle Freight Advisory Board Meeting Minutes

Date and Time: March 21, 2017

Location: Seattle City Hall, L280

Members Present: Hal Cooper Jr., Geri Poor, Timothy Hillis, Frank Rose, Pat Cohn, Dan McKisson, Johan Hellman, Jeanne Acutanza, Mike Elliott, Kristal Fiser

Guests Present: Warren Aakervik

1. Welcome and Introductions

Board members and other attendees introduced themselves

2. Public Comment

3. Approval of Minutes

4. Announcements & Chair's Report

The group handling the ROWIM updates are preparing to do a demonstration on how the ROWIM works and how someone would approach utilizing manual. During their demonstration, they would like to focus on design standards and design vehicles.

Chris Eaves will handle the paperwork to fill the remaining empty seats on the Seattle Freight Advisory Board

Beginning April 1st, there will only be three major shipping lanes that will facilitate changes where things get on and off in our harbors. Work is being done with terminal operators to ensure changes go as smoothly as possible

5. East Marginal Way Corridor Improvement Project – Update & Invitation for Comment, Jessica Murphy – SDOT

Jessica Murphy led the discussion on the East Marginal Way Improvement Project. Improvements will be made on East Marginal Way between Atlantic Street and Michigan. The goal of the project is to improve freight mobility and access, promote efficiencies in freight movement and enhance separation between people who bike and walk from vehicles.

Other Topics Discussed:



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- Defining what the project is about and the scope of the improvements
- Choosing best option for co-existence between all modes of transportation

Questions/Comments from the Board:

- In the north and south sections, what are the automobile traffic volumes and truck traffic volumes?
 - The truck traffic volume is around 35%, which equates to 10,000-12,000 trucks
- What is going to happen when the tunnel is completed and how is that going to affect what you have been talking about?
 - East Marginal Way will continue being a critical part of the freight network. Additionally, it will continue to serve as a critical part of the bicycle network, especially for people who bike from West Seattle. The fundamentals that this street provides for us will still exist in the future.

6. WSDOT Freight Master Plan Update, Jason Beloso - WSDOT

Jason Beloso of WSDOT led the discussion regarding WSDOT Freight Master Plan update. WSDOT is considering their update to their Freight Master Plan as a technical update; additionally, WSDOT is making sure that it is federally compliant.

Other Topics Discussed:

- Senate version of the transportation budget
- FAST Act
- Truck trends and issues

Question/Comments from the Board:

- Has the change in the political administration had any impact on those discussions with regards to whether we will or won't have breaching of dams?
 - Maybe, I have no insight to that
- When you have marine ports listed up there, does that too mean port districts in Washington State and/or does it go beyond the port districts to private ports?
 - If there is a commercial component to the port, then yes. We are also looking at inland ports because they may or may not have marine ties, so we are looking at that as well

7. Freight Master Plan – Implementation Plan, Crystal Donner - Perteet



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Crystal Donner of Perteet led the discussion regarding the four-month Implementation Plan portion of the Freight Master Plan. Part of the Implementation Plan is to develop gross-level and planning-level estimates for all FMP projects. The Levey to Move Seattle provides \$1.5-million a year for freight spot improvements or to the freight program. With the assistance of Perteet, we will be able to divert money to projects that need it most.

Questions from the Board:

- With regards to the East Marginal Way project that was presented earlier, is that project going to be funded out of freight or is it going to be funded by freight, bike, and pedestrians?
 - It would have so many partners. The reason this is up here is just to give you an idea of what type of things the freight budget gets normally tasked with

8. Final 50 Feet Research Project Update, Chris Eaves and Jude Willcher – SDOT

Chris Eaves and Jude Willcher of SDOT led the discussion regarding the Final 50 Feet project update. For this project, we partnered with UW and private business partners with the goals of being able to understand what is going on downtown and to understand where all the loading bays were.

Other Topics Discussed:

- App development to better understand loading bays
- Ratio of loading bays in the Central Business District
- Research building design and how it affects traffic operations

9. April's Agenda, Chris Eaves – SDOT

Colman Dock

FMP Implementation and next steps

Fauntleroy Blvd

10. Adjournment

Meeting adjourned at 11:30 AM