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(The approximate point in the audio recording for the specific item is identified by minutes and seconds; example: 01:30)

**APPROVED MINUTES
COMMISSION SPECIAL MEETING MARCH 29, 2011**

The Port of Seattle Commission met in a special meeting at 10:30 a.m., Tuesday, March 29, 2011, at Port of Seattle Headquarters, Commission Chambers, 2711 Alaskan Way, Seattle, Washington. Commissioners Albro, Bryant, Creighton, Holland, and Tarleton were present.

1. CALL TO ORDER

The special meeting was called to order at 10:37 a.m. by Commission President Bill Bryant.

2. EXECUTIVE SESSION pursuant to RCW 42.30.110

None.

PLEDGE OF ALLEGIANCE

3. APPROVAL OF MINUTES

None.

4. SPECIAL ORDER OF BUSINESS

None.

5. UNANIMOUS CONSENT CALENDAR

None.

6. DIVISION, CORPORATE AND COMMISSION ACTION ITEMS

None.

7. STAFF BRIEFING

None.

8. NEW BUSINESS

None.

9. POLICY ROUNDTABLE

a. (00:01:17) Policy Roundtable on Seattle Freight Mobility.

Presentation documents: Commission agenda [memorandum](#) dated March 22, 2011, from Mike Merritt, Local Government Relations Manager, and Geraldine Poor, Regional Transportation Manager. Also provided was a computer slide [presentation](#).

Commissioner Bryant introduced the issue of freight mobility within the City of Seattle and the region and explained that the purpose of the roundtable was to discuss the current state of freight mobility in Seattle, particularly in industrial areas, and to discuss the relationship between freight mobility, industrial districts, and job retention in King County. Mr. Bryant introduced the following roundtable participants:

- Seattle City Councilmember Tom Rasmussen, chair of the City of Seattle Transportation Committee;
- Peter Hahn, Director of the Seattle Department of Transportation (SDOT);
- Dr. Anne Goodchild of the University of Washington, Assistant Professor of Transportation Engineering and Chair of the Freight Advisory Board;
- Eric Candelaria, Division Manager of Air and International Operations at UPS and a member of the Freight Advisory Board;
- Terry Finn, Director of Government Relations at the BNSF Railroad and member of the Freight Advisory Board and the Washington State Freight Mobility Strategic Investment Board (FMSIB);
- John Odland, Vice President of MacMillan Piper and Chair of the Manufacturing Industrial Council;
- Michael Turek, Director of Licensed Transportation at Boeing; and
- Herald Ugles, Washington Arbitrator of International Longshore and Warehouse Union/Pacific Maritime Association.

Seattle City Councilmember Rasmussen described his participation on the Board of the Association of Washington Cities (AWC), which exposes him to the concerns of his counterparts in other communities regarding freight mobility in and through the City of Seattle to the Port of Seattle and the regional significance of local decisions affecting freight mobility and the Port. Mr. Rasmussen described the importance of the City of Seattle's responsiveness to the concerns of the freight community and his efforts to establish Seattle's Freight Advisory Board, which ensures that the concerns of the freight community are

considered by staff and the City Council when planning projects and crafting policies, such as the Complete Streets Policy.

Seattle Department of Transportation Director Hahn noted that about a third of the Freight Mobility Board was in attendance at the roundtable, and stated he is optimistic about the board's ability to contribute to a comprehensive policy-making approach to mobility for everyone, together with the pedestrian and bicycle advisory boards.

Public comment was received from the following individual:

- Kirk Robbins, 2540 Sixth Avenue West, Seattle, Neighbors Advisory Committee representing the Queen Anne Community Council. Mr. Robbins commented on the detrimental effects of street rechannelization ("road diets") in the Interbay manufacturing area, especially on Nickerson Street, where he stated that travel times for transit, cars, and trucks have increased. He noted that Seattle's transportation policy-making approach from the perspective of freight, pedestrians, and bicycles omits cars as a mode of transportation.

Mr. Robbins submitted for the record additional comments in emails from himself, Susan Casey, and Rodney Guest related to road diets, Nickerson Street truck traffic, and staggering truck-driver lunch breaks at T46. Copies of the emails are, by reference, made a part of these minutes, are marked collectively as [Exhibit A](#), and are on file in Port offices.

Commission President Bill Bryant thanked Mr. Robbins for his comments and asked the panelists to introduce themselves.

Mr. Herald Ugles, Washington Area Arbitrator for the ILWU and Pacific Maritime Association and past president of ILWU Local 19, described his experience on the Alaskan Way Viaduct Committee and various freight mobility boards. Mr. Ugles commented on the importance of industrial lands as a generator of jobs. He stated that maritime uses support approximately 22,000 jobs regionally, and that it is imperative to prevent gridlock, which drives away jobs, and preserve industrial lands for industrial uses. Mr. Ugles emphasized that cutting capacity on industrial routes segment by segment hinders jobs.

Mr. John Odland, Vice President of MacMillan Piper and Chair of the Manufacturing Industrial Council, explained that MacMillan Piper is the largest freight company in the Pacific Northwest, handling between 7,000 to 10,000 loads monthly. Mr. Odland made the following assertions about road diet constrictions:

- population growth brings increased demand for freight transport and creates need for greater truck capacity rather than less;
- with the variety of disruptive transportation projects underway, now may not be the right time to consider road constrictions; and
- proposed improvements for Airport Way will force truck traffic onto East Marginal Way, which is proposed to be rechannelized, and that appropriate consideration has not been given by SDOT to the opposition of the Manufacturing and Industrial Council to these street improvement plans.

Mr. Terry Finn, Director of Government Relations at the BNSF Railroad, commented on the work of the Freight Mobility Board and the timing of decisions on rechannelization on East Marginal Way and Airport Way. He described his background with the Port of Seattle and the BNSF and the similarity of freight-movement goals of the two organizations. Mr. Finn also described his work on FMSIB and the tension between projects with conclusions based on traffic analysis and observations from truckers about actual driver choices. He described the importance of retaining businesses and stated that Portland, which has successfully accommodated pedestrians and bicycles in its transportation planning, has also lost many businesses and has income levels 20 percent lower than Seattle.

Mr. Michael Turek, Director of Licensed Transportation at Boeing, introduced himself and described the amount of freight moved through the region by Boeing and the concern caused by congestion and traffic constraints that reduce Boeing's ability to move parts freely and efficiently.

Mr. Eric Candelaria, Division Manager of Air and International Operations at UPS, described recently joining the Freight Mobility Board and stated that while he understands SDOT's direction with recent projects, it seems the freight community was left out of much of the project planning. Mr. Candelaria expressed UPS's interest in maintaining and building commerce in the Seattle area and the West Coast, his concerns over some projects in the State's transportation funding plan, and his focus on freight and commerce in and through Seattle and road safety.

Dr. Anne Goodchild, Assistant Professor of Transportation Engineering at the University of Washington, described her research in freight and logistics estimating economic impacts of freight and freight projects and in the relationship between ports and landside transportation networks. Dr. Goodchild stated that it would be important for the Freight Mobility Board to invest in preparation of a master plan in order to effectively advocate for its perspective as do advocacy groups for pedestrians and bicycles. She commented that it would be helpful to have an established process for working out conflicts between competing interests on specific projects. Dr. Goodchild also stated the importance for the freight community to educate the public about the economic benefits of freight and the value of learning to communicate these benefits in a way that is meaningful to the public.

Commissioner Bryant directed the first discussion question to Mr. Hahn and asked why road diets would be implemented at the present time, given the number of jobs dependent on Seattle's working waterfront and the importance to those jobs of a truck-friendly transportation system.

Mr. Hahn responded by pointing out that SDOT has considered all the concerns mentioned by other panelists and similar concerns posed by the City of Seattle Transportation Committee when debating road diets on Nickerson Street and that one reason to rechannelize streets now, rather than wait, is to improve safety. Mr. Hahn stated that SDOT sought not to negatively affect capacity and mobility. He described the kinds of data gathered and explained that SDOT's position is that the harm forecasted by road diets has not really occurred and the affected streets still have enough capacity to handle the changes. Mr. Hahn added that SDOT has committed to monitoring traffic on Nickerson Street and to reconsidering and restriping the street if the road diet there did not work out. He concluded by emphasizing that safety is an area where SDOT does not want to compromise.

Commissioner Bryant requested clarification on the safety issues to be resolved by road diets on East Marginal Way and Airport Way. Mr. Hahn responded that the road diet on East Marginal Way was implemented because the street was designed to accommodate 47,000 daily trips in 1961, but daily trips

have been reduced to 26,000, making the third traffic lane unnecessary. This particular road diet was not due to a safety concern.

Commissioner Bryant asked how the potential restriction of East Marginal Way and Airport Way South with curbs for pedestrian bulb-outs would affect the ability to evacuate the downtown in a six-hour period in the event of an emergency evacuation. Mr. Hahn stated that he didn't believe the major roads in and out of Seattle have been restricted to capacities that cannot handle existing traffic and added that it was unclear why there would be 1961 traffic volumes on East Marginal Way in 2011.

Councilmember Rasmussen opined that considering emergency conditions when planning road-system changes was a reasonable evaluation to expect before altering the road system. He commented on the practicality of the Complete Streets Policy, which he said recognizes each street's uniqueness and classifies some streets as truck streets.

Commissioner Tarleton asked for a discussion of the pros and cons of an advocacy planning approach to transportation planning and how to engage the public to understand the value of freight in transportation planning.

Mr. Ugles commented on the approach to resolving differences over recent work on SR-519 and asked for more information about the urgency of rechannelizing East Marginal Way and Airport Way, the statistics supporting the road diet, and anecdotal problems, rather than simply making the changes because the decision was made to do it.

Dr. Goodchild remarked on the pros and cons of seeking public input when making transportation decisions. She pointed to the Puget Sound Regional Council's (PSRC) Freight Mobility Roundtable and efforts by the Washington State Department of Transportation (WSDOT) to consider both individual and corporate interests when resolving transportation questions. Dr. Goodchild added that one possible outcome of a constituent-oriented decision-making process is that opposing parties become invested in the same process and outcomes.

Commissioner Creighton pointed out that when transportation data differs from the public's anecdotal experience, the anecdotal evidence can affect the industrial community's opinion of the value of industrial property. Mr. Creighton said he supported the idea of preparing a renewed freight master plan in order to ensure consideration of freight issues alongside pedestrian and bicycle issues.

Mr. Odlund recalled road construction planning, such as for First Avenue South, that engaged diverse groups at the planning stage and resulted in better understanding of each transportation mode's interests and the result of having achieved a well-planned, effective roadway. He said that current frustration over road diets by the industrial community boils down to whether their voice was heard during the road-diet decision making process.

Commissioner Albro stated that these are questions of pragmatic policy and that the problem calls for a conversation about the fundamental vision of the city and the region. He cautioned that only discussing the details, such as bike lanes or road diets, creates the risk of becoming entrenched in positions that while seemingly in conflict, don't necessarily have to be. Mr. Albro shared his vision that Seattle remain a dynamic, industrial, maritime city and asked the group to consider the economic and cultural enrichment for the entire community that would result from doubling the number of Port-related jobs. He offered the

opinion that moving forward with road diets on East Marginal Way and Airport Way compromises the community's infrastructure for an unnecessary benefit and sets up a conflict.

Mr. Finn commented that involvement by advocacy groups leads to political, rather than scientific or data-based, decisions and that the city's policy seems to be aimed at compromising freight routes for the benefit of other transportation modes rather than making the total system work better.

Responding to Commissioner Albro's vision of the community, Michael Turek proposed the importance of looking at the entire system of movement of people as well as freight. Mr. Turek described the transportation system as a production system and warned that developments like road diets deteriorate the system over time.

Councilmember Rasmussen commented that advocacy boards, such as the Freight Mobility Board, should contribute real-life experience, knowledge, and professionalism to discussion of transportation issues. He stated that it is the responsibility of SDOT and the city council to make sure all groups are represented and heard during the decision-making process. He added that the Complete Streets Policy is not intended to balance every use on every street but to ensure that modes of transportation appropriate to a particular street are accommodated there.

Mr. Hahn talked about the possibility of applying the decision-making model used for SR-519 to the improvements on East Marginal Way, possibly in April.

Commissioner Holland suggested looking at Seattle as a regional leader and consulting further with the freight community, PSRC, and FMSIB from that perspective. He stated that now was not the time to adopt road diets, especially during an economic recovery period.

Mr. Candelaria stated that restricting the streets in and out of the Port would hinder the Port's ability to serve as a driving force behind the state's economy and that he would like to hear more about how Seattle's transportation policies tie in to the state's economic development efforts.

Commissioner Bryant remarked on the disconnect in the state between stated long-term goals and the budgets and policies that are adopted on a day-to-day basis. He echoed Commissioner Albro's comments on the importance of considering overall vision rather than focusing on individual projects and emphasized the Port's goal of growing its container business by a third and the need to be able to move cargo quickly and efficiently through Seattle and over the Cascades to the Midwest. Commissioner Bryant indicated he was impressed with the quality of SDOT analysis prepared on options for West Mercer Place and indicated his desire for a similar analysis for proposed road diets on East Marginal Way and Airport Way South.

Commissioner Albro and Mr. Hahn commented on the importance of completing improvements to SR-509 to accomplishing the Port's goal of growing container business.

Mr. Ugles emphasized that growth in Port commerce is affected by grain shipments and the cruise business as well as container cargo.

Port of Seattle Chief Executive Officer Tay Yoshitani thanked the roundtable participants for their insightful contributions and stated he was encouraged by the inclination of the group toward further collaboration.

Mr. Yoshitani posed for consideration whether the city's policy of prioritizing streets based on function was consistent with implementing road diets on a freight corridor.

Commissioner Tarleton commented on the importance of having a vision and discussing that vision with the public because the choices being discussed have impacts that are broader than the City of Seattle. She pointed out that increasing freight movement along freight corridors also affects the quality of life of communities along those corridors and that increased population brings increased automobile traffic. Given the support of or disagreement with existing policies of the Port, the City of Seattle, King County, and the State by various communities of interest, Commissioner Tarleton asked for further discussion with the public about a vision for the community that relates to jobs, opportunities, and the future economy of the State.

Commissioner Albro asked the City of Seattle to revisit its decision to implement road diets on East Marginal Way and Airport Way in order to reconcile different visions of the community represented by the key stakeholders.

10. ADJOURNMENT

There being no further business, the special meeting was adjourned at 11:57 a.m.

(A digital recording of the meeting is available on the Port's website.)

John Creighton
Secretary