



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: June 16, 2020, 9:00 a.m. to 11:15 a.m.

Location: Skype

Members Present:

Warren Aakervik	<input checked="" type="checkbox"/>	1	Warren Aakervik	<input type="checkbox"/>	7	Vacant
Todd Biesold	<input checked="" type="checkbox"/>	2	Todd Biesold	<input checked="" type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input type="checkbox"/>	3	Kristal Fiser	<input checked="" 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 checked="" 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 Poore (Port of Seattle)

Guests Presenters:

Heather Marx – SDOT West Seattle Bridge Status Updates
 Colin Drake – SDOT West Seattle Bridge Status Updates
 Jason Fialkoff – SDOT Freight Project List Discussion
 Dr. Giacomo Dalla Chiara, UW - UPS Cargo Bike Pilot Project
 Brad Topol – SDOT Duwamish Longhouse Project Update
 Brad Topol – SDOT Vision Zero speed limit change

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.

4. Announcements & Chair's Report

- Chair/Acutanza requested to hear updates re: recent Grant Proposal Submittals
- (Aakervik) Does the Board allow the public to attend these TEAMS meetings?
Additional attendees must be invited individually by the Board. The Board used to send out two meeting notices – one for the Board members, one for the public to join.

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

Perhaps the public needs to be informed of a way to attend meetings and provide feedback on issues facing the Freight community.

WSDOT/Tom Noyes has expressed interest in attending these meetings.

- *SDOT Liaison/Nemani is working to establish a call-in option for public interest in the meetings, likely available for the following meeting.*
- (Biesold) Provided an article taken from a national commercial truck drivers online chat site to the group regarding policing.
 - “Defund the Police” – what does this mean to the Mayor, the City? There are unintended consequences here to commercial freight, big, contract carriers that Council needs to be aware of.
 - The Council is moving forward with legislation the relate to freight and public safety – safety of drivers etcetera and the Boards wants to be informed of these decisions.

5. West Seattle Bridge Status Discussion – Heather Marx, SDOT Colin Drake, SDOT

- SDOT is still uncertain whether the bridge is a candidate for repair or if we must move straight to replacement.
 - Data collection in progress and WSP, the City’s consultant, will prepare a recommendation based on this data.
 - The recommendation will then be presented to the City’s:
 - Technical Advisory Panel
 - Community Task Force
 - Mayor
 - Recommendation review by all parties should take a few weeks, not months.
 - Monitoring instrumentation installation has been completed and inspections continue.
 - Crack monitoring is on-going
 - A bridge bearing requires attention
 - Kramer North America has been contracted to complete the bridge stabilization.
 - RFQ out to address bridge replacement design
- Operations measures
 - Six (6) real-time cameras have been added to the detours
 - Signal timing adjustments made at twenty-six (26) locations
 - Additional signals on the peninsula will need to be added to the central system which will allow for signal timing adjustments in real-time
 - Adjustments to DMS signs in West Seattle
 - Now show travel times via West Marginal Way (rather than the High Bridge)
 - Temporary signal installation at Highland Park Way and SW Holden St.
 - Repaved the five-way intersection west of the Spokane Street Low Bridge
 - Repaved SW Roxbury St between 16th Ave SW and 18th Ave SW; collaborative work with King County.
- Outreach and Coordination
 - 30+ stakeholder meetings
 - Completed an emergency response plan with City emergency and the Coast Guard in the event of an evacuation
 - Posting updates to SDOT blog regularly
 - Implemented Stay Healthy Streets on existing neighborhood greenways throughout the City
 - Reconnect West Seattle Updates

- <http://www.seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges/west-seattle-high-rise-bridge-safety-project>
- West Seattle Bridge alerts:
 - https://public.govdelivery.com/accounts/WASEATTLE/subscriber/new?topic_id=WASEATTLE_270
- Upcoming Support Measures
 - Signage and pavement marking updates along West Marginal Way to prevent driveway blockages
 - On-going signal adjustments
 - Preparing to release the restraint at Pier 18 (West Seattle Bridge)
 - Crack arrest measures (West Seattle Bridge)
 - Installation of fiber-reinforced polymer stabilization (West Seattle Bridge)
 - On-going meetings with Community Taskforce and Technical Advisory Panel
 - Community Taskforce
 - Approximately forty (40) members including elected officials and representatives of West Seattle Businesses, the Chamber of Commerce, neighborhood groups within West Seattle and the greater Duwamish Valley, industrial and maritime businesses including Nucor Steel, Vigor and SSA
 - Next meeting – 06/17/2020
 - Technical Advisory Panel next meeting
 - Approximately eight (8) individuals – experts in bridge design and construction, geotechnical structural engineering
 - Group convening at key milestones in the process – right now this is weekly.
 - Currently reviewing the technical data collated by WSP to work collaboratively with them, the community taskforce on a recommendation regarding repair vs replacement of the West Seattle Bridge.
 - Next meeting – this afternoon 06/16/20
 - On-going meetings with neighborhood organizations
- Reconnect West Seattle – Traffic mitigation strategies
 - Short, medium, and long-term traffic mitigation strategies presented in visual presentation – “*The West Seattle Mobility Plan*” - one of the components of Reconnect West Seattle.
 - SDOT to work with partners to provide new services and fill gaps in the bike network.
 - Increasing traffic congestion from detours through neighborhoods in SW Seattle, South Park, Georgetown, and SODO
 - South Park Bridge
 - 1st Avenue Bridge over the Duwamish
 - Developing list of prioritized projects to implement in the short-term
 - List will include projects to mitigate congestion in the above-noted neighborhoods
 - Potential projects taken from:
 - Modal Master Plan, Bicycle Master Plan, Freight Master Plan

- Previous studies in affected communities performed by SDOT, the Department of Neighborhoods and Office of Community Development and predecessor agencies
- Community response letters
- Projects will be the beginning of conversations with the affected communities and organizations
- Projects that may be implemented quickly and at low-cost are prioritized.
 - What is “quick” and what is “low-cost” is still being defined
- Tentative delivery schedule:
 - Summer 2020 coordination
 - Fall 2020 implementation

SFAB Comments / Questions:

Has the idea of opening the S Spokane Street Bridge to all modes of traffic during times when the bridge is being utilized the least? Has camera enforcement with penalty fines been considered? Can the bridge-tender offer some level of enforcement action as well?

Yes. SDOT in taking a recommendation to the community taskforce tomorrow that would do something similar. SDOT can use automated enforcement per recently established legislation. Cameras will be used to enforce usage of the S Spokane St Bridge; however, violators will not receive a citation until January 2021. Courtesy reminders of alternative access detours will be provided to violators via USPS until that time.

SDOT is also considering opening the S Spokane Street bridge at night to all traffic; however, it is imperative that access to emergency services is prioritized during this time.

Is a part of the meeting agenda today to review and comment on the proposed freight project list and map?

Yes

There are considerable concerns with general commuter traffic impacted the S Spokane Bridge. How will general commuter nighttime usage of the S Spokane Street Bridge impact freight traffic? How is SDOT maintaining the current level of restrictions?

No response in transcript

6. SDOT Proposed Freight Project Implementation List Discussion – Jason Fialkoff, SDOT Venu Nemani, SDOT

- SDOT evaluated all the input specifically the freight and related industry community and the City’s various modal plans. Project were evaluated on costs (< \$100,000) and time to implementation.
- The \$100,000 cost is not a hard limit but identifies work that can be delivered by SDOT Operations crews rather than via the traditional capital projects design/build process.
- The freight strategies noted here are about a week behind the neighborhood traffic plans.
- This current list is a first draft to illicit Freight Board feedback in the immediate
 - Track removal at E Marginal Way at Diagonal and 1st Ave
 - Originally on our list of Operations freight spot improvements deliverables, we believe we can deliver this in 2020
 - E Marginal Way at Hanford St intersection improvements
 - Part of the Freight Master Plan, this project is currently in design and part of the larger E Marginal Way corridor improvements program.
 - 2nd Ave to EB Highland Park

- SB SR-99 exit, near the 1st Avenue Bridge – improve sightlines at the intersection and the exchange
- 14th Avenue and Cloverdale Street in South Park
 - Improve truck movements (SB right turns) by way of stop bar relocations and signal detection on the S Cloverdale approach
- SW Avalon Way at SW Andover Street/SW Yancy Street Intersection
 - Add guideline striping
 - Idea contributed by the Port of Seattle
- 16th Avenue SW at SW Holden Street/Dumar Way SW
 - Addition of left-turn lanes
 - Key intersection in the West Seattle Bridge detour plan
- UPRR rail removal, E Marginal Way S at S Dawson Street/Ohio Avenue S
 - Long-term freight deliverable list item
- Harbor Island at 11th Avenue SW
 - Exploring options to move traffic from Harbor Island via SW 11th Street
- SW Spokane Street – improve overall Harbor Island traffic operations
- Local Business Access Road
 - Striping and No-Parking signage placement
- W Marginal Way
 - Truck turns – driveway ingress/egress improvements
 - Do Not Block signage at intersections along W Marginal Way between Chelan Avenue SW intersection and Highland Park Way SW
- Highland Park Way SW and 2nd Avenue SW
 - Restriping and signal head updates
- Alaskan Way between E Madison Street and Marion Street
 - Exploring signal timing updates along Alaskan Way
- S Michigan Street between 1st Avenue and Interstate 5
 - Signal timing improvements
- S Spokane Place at the T-18 entrance
 - West Seattle Bridge trail - refresh crosswalk markings and install trail crossing signage
- E Marginal Way Corridor Reconstruction and Safety Enhancements
 - Part of the larger E Marginal Way reconstruction project
 - Several grant applications
 - Currently at 90% design

SFAB Comments / Questions:

Is SDOT's plan to complete all these improvement projects by the end of 2020?

It is not SDOT's intention to complete all these projects in 2020. There are significant budget constraints facing the City brought on by the worldwide pandemic. SDOT has not yet determined a budget for any of these projects. SDOT needs the help of the freight community in identifying the projects with the greatest significance to the Board for prioritization. SDOT is requesting the Board take this list to their people/communities over the next month to outline Board project priorities based on this project list.

Considering the City's freight program is limited to \$1.5M annually, there is not enough funding to address most of the projects in this list. Many freight program projects are dependent on grant funding and having staff available to develop programs and chase funding. Can signal timing updates to smooth traffic flow along the Waterfront from Yesler to Pike be included in this priority list?

There are three (3) scenarios that need to be evaluated regarding Harbor Island ingress/egress: 1.) Industry or natural disaster emergency evacuation; 2.) Bridge collapse or rebuild; 3.) Improving Harbor Island's function as a freight corridor

What is SDOT doing for Harbor Island?

SDOT/Nemani will review current response plans for items 1.) and 2.) ; the third is portioned within the project list noted above

Does SDOT know the costs of any of these projects yet?

SDOT believes that these projects (except for the EMW Corridor improvements) can be completed in 2020 for < \$100,000. SDOT recommends the Board evaluate the list in order of preference and SDOT will evaluate those priorities and develop a program to deliver the improvements we can afford to make within the budget we have available.

The Board is concerned with the other modal maps/programs that might be lumped in/overlap with freight

SDOT's plan was to involve other stakeholders first (bikes, peds, etc.) to develop more holistic concepts for the Freight Board. SDOT intends to harmonize the various improvements and resist offering solutions to the Board that show other modalities in direct conflict with freight movement. The ultimate goal is to show the freight projects individually and in the context of all other modal improvements.

Board Chair/Acutanza suggested that the Board may wish to meet and prioritize the project list – low-, medium-, high-priority. Have these projects been put before WSDOT?

Yes, these have been shown to WSDOT.

How will these concepts and their related data be affected by COVID and the return from COVID? Return to regular traffic volumes?

No one can predict that permanent changes that COVID will have on transportation.

SDOT has installed additional data collection stations to help.

Northwest Seaport Alliance has helped SDOT with INRIX (see: <https://inrix.com/about/>) and its potential for freight-specific data collection. INRIX should help the City obtain better truck count data.

The Board would like to understand SDOT timeframe for Board prioritization comments.

The Board would like to add additional projects that fit within the freight spot improvement parameters as noted above.

SDOT/Nemani will set up Freight Board work group meeting in two weeks

SDOT will provide the Board with an opinion collection mechanism (Survey Monkey, Google Docs, etc.) to rank projects. Include High, Medium, Low, ordinal ranking, and comments for freight community survey. Colin Drake to lead this effort.

SDOT would like Board feedback in four (4) weeks. SDOT plans to begin response in August 2020.

The other Modal Boards consistently put forth projects that directly impact Major Truck streets.

Oftentimes, the Freight Board is not aware of these projects until they are delivered by SDOT. The Freight Board would like to see SDOT apply greater care when impacting Major Truck streets.

SDOT is working hard to provide a more holistic approach to these types of projects.

7. UPS Cargo Bike Pilot – Dr. Giacomo Dalla Chiara, UW Urban Freight Lab

The Urban Freight Lab piloted this project in 2018. The objective was to evaluate the cargo-cycle project run by UPS.

What is a cargo-cycle? Any human-powered two, three or four-wheel with cargo carrying capacity.

This is not new technology. Asia and Europe have prioritized infrastructure for exclusive use by these vehicles. Goods delivery in this manner is much cheaper than by truck.

- Cargo Cycle Pros:

- Agility, better navigation in traffic
- Easier to find parking
- Get closer to final delivery destinations
- Reduced walking time for delivery drivers
- Cargo Cycle Cons:
 - Lower cargo capacity
 - Lower maximum speed
- Three (3) primary Operation strategies
 - Trucks only
 - Cycles substituted for trucks
 - Adopted primarily in the US, used by newer companies to carry goods within major cities
 - Combination of trucks and cycles
 - Truck carries goods to metro hub closer to City center; cargo cycle will take good to destination
- Multiple US pilots – Seattle, Portland, and New York
 - B-Line carrier in Portland using only cargo cycles
 - UPS and DHL showing interest in this approach in that market
 - Manufacturers are converting some production to meet lighter load requirements
- UPS case study is a combination of trucks and cycles
 - Truck with trailer will leave UPS depot and park outside of Downtown
 - Cargo cycles are loaded with boxes of goods from trailer and performs final destination deliveries
- Scope of Study,
 - Intended to be a yearlong study, ended up being a month of data collection - November 2018 to December 2018
 - Two types of GPS data – one from the hand-held device and one from the vehicle itself
 - Started in Pikes Place Market, later moved to Pioneer Square Market
 - Operation efficiency of the cargo trike
 - Metrics include how long it take for trikes to complete a delivery compared with trucks and failed first deliveries (packages that must be returned to the depot)
 - Societal impacts of the use of cargo trikes for deliveries
 - Collected data for six (6) different metrics
 - Average parking time
 - Literal walking distance
 - Number of deliveries per tour
 - How many deliveries were performed by truck before and after the pilot
 - How many deliveries were performed by the cargo cycle before and after the pilot
 - Conclusions
 - Observed the cargo cycle performed fewer deliveries than those by truck
 - **Trikes and trucks were performing deliveries in the same area**

SFAB Comments / Questions:

There is the newer system of deliveries to a locker system rather than a concierge – it is much slower to perform 200 deliveries to a locker. It will also increase the related parking time. Was the study looking at the rate of parking citations or any other parking or related traffic congestion issues during the process between cycle and the package cart?

This study did not allow for illegal parking citations.

There are other studies that cover citations, but those studies only cover illegal parking.

Our study is interested in observing the entire system.

There is another study related only to locker deliveries

8. Duwamish Longhouse Project Update and Vision Zero Speed Limit Change – Brad Topol, SDOT

- Vision Zero is centered on collision reduction and safety projects. The goal is to reduce fatal and serious injury collisions.
 - City has been reducing speed limits on all arterials to 25 MPH due to strong safety gains in locations with speed reductions in place.
- The Duwamish Longhouse project on W Marginal Way is in response to a longstanding request by the Tribe and community to address safe pedestrian access and visibility for pedestrians and cyclists crossing between Herring House Park and the Duwamish Longhouse
- Project is currently in the design phase
 - Will include ramps and signals for pedestrians, driveway and at-grade rail crossing widening to accommodate adjacent SPU facility trucks and equipment,
- Coordination with BNSF is in progress
- Applied for a small grant, but there is currently no construction timeline.

SFAB Comments / Questions:

What is the timeline for the Board to comment on the Vision Zero speed limit reductions?

SDOT is looking to implement these speed limit reductions by April 2021 based on 2019 data.

Currently, the Central District has been completed and about half of all SE Seattle area limits have been lowered. West Seattle stalled due to COVID and the bridge closure. SDOT expecting to complete the northside by late 2020/late 2021. There will be 350-miles City-wide, including truck routes.

The Board has sent a draft letter regarding proposed changes along West Marginal Way – many of the Board’s concerns were regarding safety, especially the high volumes of trucks merging on a horizontal curve with a potential permanent SB lane closure. How does this square with a potential 150% increase in West Marginal Way traffic during the bridge closure (as discussed in another presentation)?

SDOT continues to monitor the volumes in that corridor; there are several initiatives around the bridge closure – many of these are multi-modal focused – pedestrians, bicycles, and transit.

The Board would like to understand if SDOT is considering alternative designs for West Marginal Way that do not take away a second southbound lane. Was a pedestrian bridge considered? Why is the Board not seeing this addressed in discussions? The Board will want to discuss this further.

SDOT does not typically install pedestrian bridges due to high costs, ADA concerns and misuse issues. Project delivery is out a couple of years and the design as presented in a concept; no concrete steps to move beyond this at the moment.

Are COVID-related reductions to traffic count data being considered by SDOT?

SDOT reports that collisions and fatality accident data has not decreased with the decrease in COVID closure traffic; data is showing that the incidents are closely related to increase in driver speed.

What is being done about scooters (shares) on the roadways? Rather than on trails and sidewalks?

SDOT indicates that scooter speed is often limited, however, has no further information in this regard

9. Good of the Order – All SFAB Members

- The Board wished to be informed of any temporary or final solutions that impact freight movements before they are installed. The Board does not see evidence of SDOT taking the Boards recommendations into consideration. SDOT to follow-up internally and provide feedback on status of this signal timing.
- SDOT/Nemani will schedule Freight Board work groups for Duwamish Longhouse, the West Seattle Bridge response projects.

Adjourn
11:00AM

DRAFT