

January 17, 2023 Meeting - Seattle Freight Advisory Board

Topics covered included: SODO Listening Tour Discussion; 2023 Work Plan Discussion; Spokane St Swing Bridge Update; February Agenda Discussion

This meeting was held: January 17, 2023, 9:00-10:45 a.m., via Webex and in the Boards and Commissions Room, City Hall

Board Members: Dan Kelly, Howard Agnew, Geri Poor, Nigel Barron, Stanley Ryter, Kristal Fiser, Rachael Ludwick, Al Muehlenbruch,

Public: Thomas Noyes, Warren Aakervik, Erin Goodman, Tyler Blackwell, Erica Bush,

Staff: Christopher Eaves, Kit Loo, Sara Zora, Andrew Merkley, Danielle Friedman, Cass Magnuski

Attending: 19

Dan Kelly: Welcome, everybody, to the January meeting of the Seattle Freight Advisory Board. I ask the board members to say their names, and then we'll go on to past board members.

INTRODUCTIONS

Dan Kelly: Okay. Now we will open it up for any public comments.

PUBLIC COMMENT

Warren Aakervik: This is Warren. I'd like to make a public comment, or at least ask a public question. I notice that on Friday afternoon, we had the lower bridge operational. And I noticed also that if you check out the temporary bike detour route on 1st Avenue, but they didn't take them out on West Marginal Way. West Marginal Way is kind of the same thing we have out here with Shilshole and 24th and a plan of putting stuff in. And there's no way to protect the public with big WB67 trucks driving in driveways with a lack of sight with uncontrolled pedestrians, bicyclists, and everybody else. And I think there's a great, great chance of injury, especially with the amount of trucks in the

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ACTION ITEMS:

Topic suggestion – Heavy Haul Corridor

Topic suggestion – Industrial and Maritime Strategy, emphasis on potential housing component.

Work w. Geri Poor to Assemble maps- Feb SFAB

Action items – List other Modal boards' information

Request for WMW bike lane plan

Meeting opening

Public Comment

industrial areas. So, I think that we should really push to get those temporary facilities out until somebody devises a plan for how we're going to save lives.

Dan Kelly: Okay. Thank you, Warren. I do believe that there is someone on our agenda later on today who can speak to West Marginal Way, so we'll ask those questions.

Christopher Eaves: It is on our current agenda. We have someone at about 10:00, Sara Zora, who will speak about West Marginal Way.

Dan Kelly: Has anyone else joined the call and wants an opportunity to introduce themselves? The next item on the agenda is the approval of minutes. We're approving both the November and December minutes. Would anyone like to make a motion to approve the minutes for discussion purposes?

Stanley Ryter: I'll move to approve the minutes.

Kristal Fiser: I have a question. I saw that Geri Poor sent a message yesterday, and I didn't reread after she had made some updates.

Christopher Eaves: She provides some detail on part of the minutes that were unintelligible, and also clarified a couple of to-dos, one of which being West Marginal Way, and also a follow-up on taking previous hand-outs from the Seattle Transportation planning, and distributing those to the rest of the board, which we will distribute.

Dan Kelly: So, we have a motion. Do we have a second?

Geri Poor: I'll second. I'd like to make a comment.

Dan Kelly: Sure. For the purpose of discussion, the floor is open for the approval of the November and December minutes.

Geri Poor: Again, as a former board member who has made the transition and joined you all on the way we set up those minutes was to be able to have, over in that right-hand column, a summary of what the key action items are up at the top of the minutes. So, we may want to use the approval time to go back and look at what the key action items were out of the meetings. And see if those are getting underway, or if there is

more follow-up to do. That's why, as Chris said, I have raised a couple of things that have follow-up. One of them way you had shared with the people in the room at the time, Dan; and hand-outs to the STP meeting. And I was hoping that those could be scanned and made part of the record. I think we're in good shape as far as the action items from the two meetings.

Dan Kelly: So, Geri, did you still want to do a more thorough review of the minutes and what is captured on the right side? Or are you happy with that?

Geri Poor: I feel like we just did it in a real *ad hoc* way. But for future, we could do that as we review the minutes.

Dan Kelly: Sure. Any other board members have any comments regarding the November and December minutes that they would like to make? You certainly have the option to divert to the next meeting, if folks feel like they need more time to review those. Or we can pass them now. No more discussion? Then I'll call the question. The motion is to approve the minutes from the November and December meetings. All in favor? Any opposed? Motion passes.

Next up are announcements and the chair's report. I guess I will welcome everybody again, and thank you for your participation. We have some new folks since we started the meeting. I was going to talk about the microphone, but now that we've got the new microphones, we don't have to do that. I talked with Chris Eaves about being a new board member. I like to look back at the board's web site and see the minutes, meetings, correspondence. Things like that give me a better idea of the direction of the board in the past, and helps in that transition. We will work -- I know it has been a challenge, but we'll work to get that updated and up to speed there. That is all the comment that I have right now.

Next item on the agenda is the SODO listening tour. I got to go on that, as well as Nigel Barron. I'll have you summarize for yourself about the tour for the group.

SODO LISTENING TOUR

Nigel Barron: We met down at the SODO BIA offices, down there, and got on the bus, and went around to some of the key areas there. It was actually fascinating. I learned a lot. Someone will have to correct the numbers, but I believe it's one of the

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Minutes approved

SODO Listening tour –
member report out.

only areas in Seattle to have less than 100 residents in the whole area. Is that correct? I don't know anything about SODO, but it was pretty interesting, like I said. There are less than 100 residents....

Erin Goodman: It's not quite that, but it's very low.

Nigel Barron: Okay. But the interesting thing about that whole area is because we have so few residents, the number is irrelevant. Everything that comes in goes out. People are either passing through, or it is where business is happening. A lot of light industrial. You've got some (unintelligible) and places like that. So, it was pretty fascinating to see the needs of those neighborhoods. A lot of it ties back as well with some of the other stuff that we've talked about, such as the parking and the way that the parking is working down there is SDOT has been working on creating areas for a lot of these independent operators who drive these trucks need somewhere to park the trucks overnight, and then drive home. I believe the number was the parking utilization in the SODO area was like 136 percent or something like that, which basically indicates that every legal parking space is taken, and then more must be created. The parking utilization there was absolutely fascinating. It was interesting to see the temporary bike lane that was set up there. Obviously now, the lower swing bridge has been reopened. So, a big section of that temporary bike lane has been removed. But there were several representatives from SDOT who were talking about the new trail that they're working on building. It's again, it's another neighborhood that has just got lots of partial pieces built. It's not fully built out. There is no connecting spine going through there. It was fascinating to see how light industrial works down there with FedEx, UPS, the number of trucks and things like that. That was my big takeaway from that. Dan, do you have anything?

Dan Kelly: No. I think you've covered it well. I really appreciate that Erin Goodman is here, and she put it all together. It was really well-run. It was an unvarnished tour. We saw SODO as it is, and there was a lot of good information. Erin, I spoke with Chris Eaves, and will open it up. But one of the comments that I appreciated you talking about in reference to freight. On the tour there, you were talking about that freight continues to be an emphasis, and considered a mode for SDOT in their planning.

Nigel Barron: I'm sorry. I want to add one thing that I thought was absolutely fascinating from all of this. I forgot about this. Erin can speak to that. That Lander overpass that we spent a pile of money on is not usable by freight. It proves again that

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Nigel Baron – discussion

Truck parking development

Approx. 136% parking utilization.

Fascinating to see how light industrial works with FedEx, UPS

Dan Kelly – Appreciate Erin Goodman (SODO BIA) was there.

Noting Freight is considered a mode in SDOT planning

Nigel Baron – noting Lander not usable by freight.

SDOT sometimes forgets that trucks that are articulated, WB 67s that Warren talks about. It's shocking to me that we spent all of this money on a freight overpass that freight can't use. And it's not the first time that SDOT has forgotten about turning radii. That fact, to me, just sort of summarized the whole SODO thing. We're going to build you some nice stuff. Good luck using it. That was very interesting to me.

Erin Goodman: They can't make the turning radii on 1st without going into the opposing lane. And then coming down on 4th, the turn lane is not striped broadly enough to accommodate these trucks. I think that there are some trucks that still use it, but (unintelligible). I want to say thank you to those that came. I really appreciated it, because it was important that we have representation from freight, we have representation from bikes, we have representation from street use from all different area. For me, seeing those from SDOT and the partners that don't normally interact with each other was really important. There's a lot of work to do. I didn't get a sense from anyone at SDOT that this was a listening tour. So, we hope that we gave them a lot to think about, but what comes out of there will be very important to the freight board. I'd like to take a second to introduce Tyler Blackwell. This is his second week, so he's brand new. He is our new BIA SODO transportation planner. I have to jump off, because we've got a bunch of meetings here, but Tyler will be here. I also will be popping in here, but Tyler will be a regular attendee.

Dan Kelly: Thank you for coming, Tyler. Appreciate it. Welcome, Tyler.

Al Muehlenbruch: I have a comment to make on that. I apologize for missing that tour. I was actually traveling that week. This is Al from PCC Logistics. We also have a lot of trucks using the overweight corridor in the Port of Seattle. That bridge wasn't planned when we put the overweight corridor into place. I don't believe that's a route on the overweight corridor. So, that could have something to do with how that was missed on truck turning radii. I'm not going to say that I'm 100 percent positive. I don't have the map in front of me. But there are specific routes that trucks can take, and most of that corridor is overweight, which would preclude them from using that route, I think. We should check.

Dan Kelly: Thank you very much. Anything else on the SODO listening tour?

Geri Poor: Yes. I have my hand up. I'm not sure if hands are working in this combined hybrid space. I wanted to respond to a couple of things I heard. I know the

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Erin Goodman –
Lander St bridge – noted
limitations.

Noted tour

Introduced Tyler Blackwell –
SODO BIA Transportation
Planner

Al Muehlenbruch – noted
Heavy Haul truck route

[Proposed HHC POS 9-3-2015 \(seattle.gov\)](#)

CE Notes: Link above.
Lander not part of HHC.
Map is labeled as proposed
but is active. Map also
included at end of minutes

Port was represented by Zack Thomas, who is our director of operations for the terminal. It was great that we were able to be included also. Thanks to SODO BIA. With regard to Lander, I would just expand on what Al Muehlenbruch said. The Port helped fund Lander, and it is true that we spent a lot of time looking at plans, and how to fit a grade separation in between 1st and 4th, and to get it high enough to get over the railroad tracks is pretty tricky. And it was recognized that there are other places where trucks can cross. And because of the grade and the need to get up and down Lander, we wanted it to be able to be designed for trucks to use, but it is not so surprising that they can't make the turn because it was hard to fit the design in that area. And that, I would say, is a problem throughout the MIC. There are places where we need to be very careful in making sure we understand where trucks are moving. Can they make the turn? Can they make the grades? This is especially in light of potential closures like at Holgate's crossing of the Amtrak Maintenance Yard. So, Al Muehlenbruch was referencing the heavy haul corridor. This was something else the Port and City have coordinated on over the years. And the Port has a commitment to invest in improvements to the heavy haul corridor. And it is true that for east/west actions between 1st and 4th, that's on Holgate, rather than Lander. Chris Eaves, maybe we could just do a quick -- in a future meeting we could talk about the heavy haul corridor and explain what that is.

The second thing I wanted to touch on is this discussion about housing in the MIC, and the fact that there are so few houses. That's because the zoning does not allow housing in most cases. There are some variances and exceptions, but it's this long-standing issue about incompatible uses, and that sphere of activities not supporting housing. This is something that's on the table in the current Mayor's Industrial Land Use strategy. So, over the past several years, there have been a group of folks working on what the land use should be, and whether there should be changes in the MICs, and housing is on the table now. And a lot of strong opinions about whether that is moving forward or not. So, we might talk about that at a future freight board meeting. Those were my two comments.
Thanks.

Dan Kelly: Great. Thank you very much. Any more comments or questions on the SODO listening tour?

Christopher Eaves: This is Chris. I also attended that tour, and I am going to be asking in my division for a review of turning movements on what I think was

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Gerri Poor – Zack Thomas (NWSA Director of Operations) attended the tour.

Noted difficulty in fitting infrastructure for trucks in limited area.

Noted Potential for Holgate closure across the BNSF/Amtrak yard.

Topic suggestion – Heavy Haul Corridor

Industrial Land Use Strategy Housing and incompatible uses are being discussed, and housing is now on the table. - Possible future SFAB topic

C Eaves – Asking division to review turning radii on Lander

northbound 1st Avenue to the Lander Street overpass right turns; and northbound left turns at 4th. So, hopefully, I can provide a little bit of understanding of what does make that turn.

Dan Kelly: Thank you! All right, if there's nothing else, we will move on to our next agenda item, which is the 2023 work plan. Chris, I'm going to have to lean on you pretty heavily on this, as I don't have a lot of history on it.

2023 WORK PLAN

Christopher Eaves: Of course. The work plan is, effectively, the board's goals and what they would like to prioritize. In past years, we have looked at projects and programs, and tried to provide emphasis or support where we could, especially making comments on any type of improvements we want to see. This year, I believe SDOT is leaning heavily into the Seattle Transportation Plan, as it develops a set of priorities in the future, and attempts to move forward with those plans to one large unified plan. At this moment, there are meetings outside of our freight board meetings, which some of you on the board had a chance to attend. And a series of comments and opportunities to bring in concerns or needs as it regards large vehicle movement. That would also be potential action. Additionally, there are other modal boards at this moment, some of which work to speak with and act in unison with other boards. There has, in the past, been a desire to see how the freight board could work with the transit board, or improve communications with the bike board. Currently, Geri Poor is our liaison for the levy site, which also is a meeting which, as the name describes, wants to be sure that actions and (unintelligible) are balanced appropriately. So, there are a number of ways that this board can interact, and a series of options, most of which are free to review, free to look at and take on. It is a question of how we want to work, and what we want to do. So, it's really an open session, as to what there is and a plan to act and react, and emphasize needs.

Dan Kelly: Okay, let's open it up to board members. We'll start with folks online. Anybody online, do you want to make any comments about our 2023 work plan? Suggestions?

Geri Poor: Yes. Chris, help me with this. I haven't seen a document. Is it true that we're building the document? We're not reacting to something. Is that correct?

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2023 Work Plan

Potential topics/foci

SDOT focusing on Seattle Transportation Plan (STP) development

Interaction with other modal boards

Christopher Eaves: We are building it.

Geri Poor: I think key items we will want to keep track of and influence with comments are the Comprehensive Plan and the Seattle Transportation Plan. The Comprehensive Plan is a product of the OPCD as opposed to SDOT, but those are two major long-term efforts of City staff that will go to Council, as I understand it. So, contributing to the Comprehensive Plan and to STP. And then, as I referenced, the Mayor's Industrial Land Use Strategy is actually on a different tack. I think that's another initiative we should be aware of. And I would say, a general category for the long-term (tracking) of projects that are impacting actions on major truck streets. We hope to engage with City staff as they develop projects on the major truck streets. And then the last bucket of work I would put out for us in a general sense, which would be awareness of items happening at the federal and state level that we at the City level need to participate in. In the past, that has taken the form of things like designating within the City of Seattle where the national freight streets should be designated. That kind of thing. I know that Chris Eaves is well-aware of these and can bring them forward, and how Seattle fits in the national and statewide frames. That's a fourth bucket I think we should pay attention to.

Dan Kelly: Great. Rachael, anything from you?

Rachael Ludwick: I actually think we might want to plan to do some walking tours in the next month or two, just because I think that's probably useful for everyone. It's really easy not to know some of the big plans for like truck streets, because I think it's really hard to look at actual maps and go, oh yeah, I know what that is. Even if you think you know it, you go and you look at it and it makes more sense. So, I think that's an important part to let us be more aware of things and not just assume we know things because we had been in the area before, or something. I think that's a useful one. It's probably too late to do much about it, but I'm thinking of the Legislature. Do they have anything coming up that's likely going to impact freight. I haven't seen anything and I track it pretty closely. Those are the things I'm thinking of.

Dan Kelly: Great. Any other board members online?

Al Muehlenbruch: Yes, this is Al. Geri, that's a good point on the federal plans for roads that are being funded. Are there maps? Also, Rachael, I think those are really good suggestions. You ask that we review those and maybe watch them. At the same

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Geri Poor
Track –
Comprehensive Plan
Office of Planning and
Community Development
(OPCD)

Seattle Transportation Plan
(STP)

Mayor's Industrial Land Use
Strategy

Projects on Major Truck
Streets

Federal and State level
initiatives.

Rachel Ludwick
Walking tours (next month
or two)

State legislature initiatives

time, I think in both cases, we need to actually take a look at what those are, so at least for myself, I'm and chart guy or a map guy, so I like to be able to have that in my head so I'm looking down on what I'm walking. Is it possible to have that be part of one of our meetings where we review those? And then plan attack on how we would go and actually see them?

Dan Kelly: I think with Chris Eaves' help we can identify from a timeline standpoint what is the most urgent, and then work the list form there, right?

Christopher Eaves: Yes, I believe so. A lot of our work would be in industrial areas and major arterials. Things like 15th Avenue between the BINMIC and all of Duwamish and Port locations. Some of them would get long, walking the several miles along 15th, so there might be a need to have stops along the area. Those are details. The answer, in short, is yes, we can. Then we can pick and choose what can be done. I will try to work on something that highlights the project. And thank you, Al, and Geri, both, for that.

Geri Poor: Chris, I am happy to work with you to pull together a bunch of maps. We could present them next month.

Al Muehlenbruch: Yes. On the overweight corridor, that was a part of that, because the choice was going from a 40-foot chassis to a 50-foot chassis. The turning radii became much, much tighter with that specialized equipment that's required on the highways in the State of Washington, and in Oregon and Idaho. There was a decision made at every level not to make the industry use those specialized chassis that put eight to ten axles on the ground for those weights, which stretches those out dramatically. That was part of that whole reasoning on how that map was put together, and that was the end of the process. We actually had to go out and walk it and look at them, and decide if you could turn without killing someone at a bus stop.

Dan Kelly: If there's nobody else online, we'll move to in person. Thomas?

Thomas Noyes: Yes, thank you. I'm not a board member, but I'm with WSDOT. I just wanted to chime in quickly, sort of adding on to Geri Poor's and Rachael Ludwick's comments. A couple of opportunities of interest to the board from WSDOT in the upcoming year. I mentioned this to Chris Eaves offline a few times. One of the big WSDOT initiatives coming up in the next few years that I think is going to be of critical

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Al Muehlenbruch
Map and Chart info to help
with planning

Chris Eaves- Work is
primarily in industrial areas,
some corridors are several
miles long.

Task – work w. Geri Poor to
assemble maps for Feb.

Al Muehlenbruch – Heavy
Haul Corridor - Turning Radii
and axle weights were
considered and corridor was
walked.

Thomas Noyes – WSDOT has
items of interest to SFAB.
Maintenance of I-5

importance to Seattle, if not the entire region: WSDOT is embarking on a major maintenance project for I-5. It's basically from Yesler Way to north Seattle, about 117th. It's a major repave and maintenance project. It's going to contract the build this summer. The actual intensive construction impact will be starting in 2024, but I think that's something you definitely want to get to the board sometime this year. Probably this summer. I'll get with Chris Eaves on that, but that's going to have a major impact on Seattle and the region. So, we're going to want to bring that to you all.

Another WSDOT operation of project planning effort that I've mentioned before, the Virtual Coordination Center, the VCC. This was a new partnership effort that WSDOT has been working on with the City of Seattle, King County, area law enforcement, looking at how agencies can better coordinate in instances of major incidents. Things like that. So, that's something I can bring to you all at some point.

Also, as Rachael Ludwick mentioned, the legislation session is underway. It is a long session this year. I believe it goes to mid-April. Things come up. I need to get plugged in, because I haven't been following the current legislative session. But there might be some freight-related things that the board might be interested in. It's not coming to mind right now, the other WSDOT major plannings. I know we gave a presentation on the strategic freight mobility plan last fall, but there might be some other WSDOT planning initiatives coming up this year and next that will be of interest to the board. Just wanted to throw those in. Thank you very much.

Dan Kelly: Thank you. Appreciate that. Anyone else online? We'll take it to the room here.

Kristal Fiser: Thanks, Dan. I think what I would mention would be a simple comment which I think is already probably assumed when working on the Seattle Transportation Plan, but it just came to mind. The One Seattle plan, with obviously, the Mayor. I haven't looked at it in great detail, but just thinking about the components that come in there that's going to impact this movement. They've got an electrification blueprint, and within that, I won't get the year correct, so I won't even try -- to say that they want 30 percent of goods delivered with zero emissions. Hopefully. So, I think we should look at where there's overlap within the work we do, and some of those plans that are currently coming together, and discussions that other City agencies and departments are having could impact our work, or the focus of what our work should be.

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Task – Discuss timing w.
Thomas Noyes re: Revive I-5
presentation to SFAB

Kristal Fiser – One Seattle
Plan, Transportation
Electrification Blueprint

Dan Kelly: Good point. Thank you. Stan?

Stanley Ryter: Yes. Chris Eaves mentioned this earlier, but the SODO bicycle path. Just learning more about that. And integrating with general pedestrian safety, because the freight trucks and the drivers are the big losers also in some of those situations. Just coordinating on how we get people from light rail stops to where they're going, and how to integrate with freight safety, and learning more about the path. We were talking about West Marginal Way. I did go take a look over the weekend. And then just as part of the whole One Seattle thing and what we're doing with the unhoused and RVs parked in the MIC and in industrial areas just to send a message that that shouldn't be the final resting place for those folks. There's a lot of pressure to keep people out of parks, to keep people out of neighborhoods, but until we get them into a housed environment as opposed to being in an industrial area, which is a safety hazard for other people.

Kristal Fiser: Sorry to interrupt, but something just came to mind. I think that workforce development is a big thing when thinking about the housing. This was some of the discussions I've had with City folks. Jobs within our industry can provide good living wage jobs for folks who don't necessarily need a four-year degree. They just need to be willing to work. So, how might we, as a board, be able to work better with workforce development agencies. Not just to be able to get folks employed, but to help with the homeless this year.

Nigel Barron: Something I want to be sure to keep track of is the Coast Guard base expansion, and see what happens there with their movements, their surface parking lot, and the utilization of Port properties where containers are. Geri raised her hand.

Dan Kelly: Sorry, Geri. I'm having trouble seeing, so don't be afraid to shout out.

Geri Poor: All right. The beauty of going first is then you think of other things when people said it. I agree with what everyone said, and I had that fourth bucket with paying attention to what other governments are doing, and Stan Ryter brought up Link Light Rail, and how the West Seattle/Ballard link extension impacts freight movement in the City is something we will want to keep in touch with in the coming year. Specifically, Sound Transit, intergovernmental. I appreciate Kristal. Another thing that I am very interested in is sustainability, and I'm not sure how long it takes, but how freight does drain the decarbonization of the economy, what efforts various people are making now,

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Stan Ryter- SODO bike path.
(Georgetown to Downtown)

West Marginal Way

Light Rail (WSBLE)

Unhoused impacts to MIC
and Industrial areas

Kristal Fiser – Workforce
Development esp. in
relation to unhoused.

Nigel Barron – Coast Guard
base development

Geri Poor
WSBLE and agency
interaction- Sound Transit
specifically.

Climate change and
decarbonization

and what the long-term plans are to reduce climate change impacts. That could be another broad-based goal in our work plan.

Dan Kelly: A lot of great topics. Pretty broad, some, and a lot of work there that we're talking about. One of the things that I want to make sure that we do -- we had a great presentation from the past board about where they had been, where they were moving towards. I don't know that I have done a good enough job of looking back and seeing what actions and what focus they had, so that we could carry that work forward. I think we will want to do that. Those would be my comments. Anything else?

Christopher Eaves: If I may, I would like to sum up what I've heard, and certainly, Cass Magnuski does a great job of capturing everything. I just wanted to see if I've got, generally in no particular order, electrification/decarbonization; walking tours with map overlays of how the City is operating, as well as projects; federal and state legislation at least for awareness if not input; pedestrian safety in industrial and truck street areas, if that is okay; projects gone into previously; workforce development; as well as a review of the previous work done by the board. I do think the previous board members did a very good job and I'll try to draw more from that. I recognize that this is not absolutely complete, but it sounds like generally, this is where we are.

Dan Kelly: Good summary. Any comments from anyone online?

Geri Poor: Yes. Chris Eaves, I think in that, I don't know if you think you had land use issues as a specific item, but I would add that. And where you had pedestrian activities, I would say pedestrians and bicyclists, also, if you didn't have that.

Christopher Eaves: Okay. Thank you. I will pull the words from Cass Magnuski's transcript. I just wanted to see that I have a general idea so I can work with it.

Dan Kelly: Thomas, did you have your hand up?

Thomas Noyes: Yes, thank you. One of the WSDOT items that I forgot to mention: Related to I-5, in addition to the major maintenance project that I mentioned, WSDOT is also doing a major initiative for I-5 planning. We're doing early planning and outreach now. There is a major legislative request for further funding in the next biennium, starting with the new budget year, so ongoing WSDOT planning is something I ought to

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Chris Eaves: Topic Summary.
Will pull details from transcript

Geri Poor – land use issues
Ped/Bike interaction with large vehicles

Thomas Noyes – WSDOT is also performing planning and outreach regarding I-5

bring to the board. It is of interest to the City of Seattle and freight, so I just wanted to mention that. Thank you.

Dan Kelly: Great. Thank you. And just to clarify my comments, again, a great appreciation for the work that has been done, but my comments were on things that had not been included. My memory is that in one of our previous meetings, we talked about some correspondence that was either in the process of being drafted. So, I'm just trying to make sure that those things don't fall through the cracks, as we've taken on all of these other big topics.

Christopher Eaves: Good. And a wonderful segue. We did not finalize a letter to the Coast Guard. In terms of discussion, that is something that I had been working towards. I did not get a final, and I've also lost track of that to try to make reminders. So, while I think 95 percent of our concerns are brought forward in other letters, such as the ILWU, as well as the City of Seattle, the freight board did not have a letter out. This is on me, so I apologize.

Dan Kelly: It sounds like that might be something that is in the past and doesn't require any action. One other thing that you mentioned in the work plan is, for example, Geri Poor's situation where she is on the levy board. Is it some kind of volunteer board where board members could act as liaison? Is it different than other boards? Is that something that the board would be interested in doing? Geri, is that something that has happened in the past?

Geri Poor: Yes. You know, it hasn't. I guess sometimes there are representatives of the bike board, who attend our meetings. And I think it's a great idea. We haven't had resources to do that before.

Dan Kelly: Okay. So, maybe the action there, Chris Eaves, is to list what those are to the board. And then we'll look for volunteers from folks' areas of interest that overlap that might make sense.

Christopher Eaves: Yes. Speaking of this, it is a little easier. We've only had one official request for a levy oversight committee. The note I brought up about awareness of and interaction with other boards is all voluntary and up for consideration. As to what interests others may have, and how people would want to spend their time. This is again, we thank you very much for the voluntarism, and that extra connection to

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Dan Kelly – also looking for correspondence and minutes

Chris Eaves – Noting that Coast Guard letter was not completed in time for submission.

Dan Kelly -
Attending other modal board meetings

Action item – List other modal boards' information

various other boards would go even further. So, all of the voluntary work will provide better interaction.

Dan Kelly: Yes, that was my intention, not just voluntary, not a board assignment, but just know what those boards are, where we participated in the past, and if there is a board member that is interested in engaging and at least attending.

Christopher Eaves: I will provide a list of times for those boards.

Dan Kelly: Thank you very much. All right. Chris Eaves, is there anything else on the work plan? Did we cover it?

Christopher Eaves: I think it's well-covered.

Dan Kelly: All right. It's in one piece, right?

Christopher Eaves: I'll add that to the list. It is always a really expansive list because there are so many things that freight and its services touch, so we'll be able to take this list and use it as a hunting license to draw information from City and other groups, and make requests for presentations. For example, the EV and Policy effort in the City in the Office of Sustainability and Environment, we can go to help discuss where they are and what's going on, because they are trying to pilot an electrified drayage truck, and the real economic impacts as to cost-of, how to look at what drayage truck drivers, who are typically first-generation immigrants, how they can get to afford a truck that is up to ten times the cost of what a current vehicle is. So, there are some very real, and very real-time questions that could be answered.

Dan Kelly: Yes, just to add, I think that the members on the board, as we develop this list, can identify what is most urgent, what is most important. Obviously, we'll focus on those things first, and work through the list as best we can.

Al Muehlenbruch: I have a comment to make. One of the pressures we feel in the transportation business is from our customers. Our customers' carbon footprint is now becoming very apparent that we are part of that. And they're actually asking us to participate in telling them what we're doing to reduce our carbon footprint, because there's a nationwide mandate. We have to show those also. We are part of that. So, at PCC, we're looking at moving to 100 percent electric in our warehouses and hostellers,

if that's possible. Trucks, like the gentleman just pointed out, are at this time not only cost-prohibitive, but not capable. These are low draw heavy, and there are restrictions, I believe, and warranties regarding the amount of weight that the trucks are hauling. That industry still has a way to go, but it's getting there quick. They're moving fast. It is going to be something where you will see that right now drayage weights for a move that we do in Seattle, the driver gets paid around \$200. For a round-trip, they're paying almost \$400 to \$500 in California. In LA, not in Oakland, but LA. Some of those costs are being absorbed already, but you're going to see them across the board, and that still doesn't get those trucks in LA into electric. The cost of transportation has heavily affected the cost of goods. Nothing that you all don't know, I'm sure.

Dan Kelly: Great. Appreciate those comments. Unless there is anything else on the work plan -- I don't know that we have our guest speakers. Is that what we call them?

Christopher Eaves: Our speakers, Kit Loo and Sara Zora are scheduled for 10:00, and we are ten minutes ahead of time. If it's all right, I'd like to make one or two comments. Some of this is happening in real time for me.

Our meeting with Greg Spotts in December included a discussion about work being done regarding Vision Zero, that we're going to cover a final Vision Zero report or update in February or March. They are still on track for that. I believe on our part, we wanted to provide some sort of input on what actions for Vision Zero could be performed. It fits directly into our safety. So, that's great for us. They are seeking some input on collaboration on some sections about freight and trucking and blind spots. And as their update is finalized, we should expect a February or March update on what Vision Zero is looking like now. Amazingly timely for us as we look at our work plan. I will try to prioritize that one.

FEBRUARY AGENDA

Christopher Eaves: I'm going to pop a little bit ahead. The February agenda may have Vision Zero, but may not. I'm going to try and pick up what information I can. The Office of Sustainability and Environment I have been working with to some degree, so we should get that quickly. Also, federal and state legislation. I'm only doing this because I'm trying to eat up the next nine minutes. Rachael Ludwick, you had a comment about following legislation, which amazes me, because I could never keep up with it. I had one item come up to me. There's a state board called Freight Mobility

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Chris Eaves
Vision Zero report due out
Feb/Mar

Some input on collaboration
regarding freight/trucking
and blind sport.

FEBRUARY AGENDA

Possibly Vision Zero update,
Office of Sustainability and
Environment

Strategic Investment Board. There is proposed legislation to change how we prioritize this, and funds various projects. I will offer an opinion at this moment that in its current form, it seeks to prioritize electrification, but doing so in a corridor, I am unsure of what the outcome would be. Most of these funds are about maintenance in roads. So, there's a question as to what type of funding and where it will go, as well as whether this funding is parallel to others, or is it stand-alone. So, there are a great number of questions. And the City of Seattle is preparing a response to that legislation. I don't have an outcome. I have literally only read the first three pages. It does give me concern as to I don't know that the operation they're proposing moves toward a goal. It is of value for boards, such as ours, to look at the legislation, and to look at how we get to where we go.

Rachael Ludwick: Is there a bill number? I'm curious. I hadn't heard of that one, either.

Christopher Eaves: Oh, I might have the bill number in my well-organized list of things to do.

Geri Poor: Chris, while you're working that out, and on that note, I can get into my messages later, and see. People probably saw, because I think there was an article in the *Seattle Times* that during the Governor's State of the State address, he is looking at delaying some of the transportation projects. The business community through the state Chamber are looking to ask to oppose that because those funds have already been allocated. I'll dig that out and share. In fact, I'll send it to you so you can get it out to the members. Just so people have that awareness that some shenanigans are going on in the background.

Christopher Eaves: Thank you. I have House Bill 1084 <https://www.billtrack50.com/BillDetail/1258920> . It's concerning freight mobility prioritization.

Rachael Ludwick: Thank you!

Christopher Eaves: Of course! I really appreciate anybody having an awareness of about this legislation, or any legislation operating.

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Noting draft legislation concerning FMSIB changes to practice/funds eligibility

One other item which will half put Rachael on the spot and half will put Howard Agnew on the spot. When dealing with walking tours, or any type of tours, I think it is really beneficial to have someone who has got the right experience in legislative movement. Howard Agnew, as we do any type of walk, and Rachael, because we really have to work to help our designers understand that industrial areas take on a much different vehicle footprint than they see in many other parts of the City. So, I think it's one, important, and two, there's a shared need from both side of this equation. So, really, it isn't putting anybody on the spot, but just saying that we need to have some really full discussions.

Dan Kelly: So, for example, Chris, for the SODO listening tour, I think the BIA was the sponsor for that. They coordinated that and put out the invite. When it comes to a board-specific walking tour, like we're talking about, is that something also that we would be looking for some sponsorship on that, or ..?

Christopher Eaves: We could. There is nothing stopping us. The only piece would be, once we have a quorum together, we are technically creating a special meeting, which for us at this moment, I'm going to say that four becomes five. But I think the value of a walking tour and noting it, and saying what we're doing in this tour is sufficient to meet our open records of public meeting requirements.

Dan Kelly: Is there any requirement for notification of posting of that?

Christopher Eaves: Yes.

Dan Kelly: What is that, as far as the timeframe?

Christopher Eaves: We would need to post that 72 hours ahead of time. And it would go onto our freight web site, which I think you who would schedule things. And if it were me, I'd hand it off to somebody else, because I don't know how.

Dan Kelly: Okay. I see somebody there. All right. Appreciate the discussion. A lot of good information for the work plan. Next item on the agenda is an update on the Spokane Street swing bridge. Good morning!

SPOKANE STREET SWING BRIDGE UPDATE

Dan Kelly - Question about sponsorship regarding walking tours

Chris Eaves - No restriction to boards taking on tours that are hosted by other entities.

Noting if Quorum then it is a public meeting and would need to be announced.
- 72 hour lead time

Kit Loo: Good morning! Can everybody hear me? Great. Chris, I wasn't sure if you want to deal with the PowerPoint presentation, or do you want me to?

Christopher Eaves: If you would do that, that would give you the control you need.

Kit Loo: I can do that. I have the PowerPoint up. A PDF and a PowerPoint. Let me see how I can do this. All right! Can everyone see the PowerPoint?

Thank you, everyone. My name is Kit Loo. I am with road structures, the group at SDOT that manages the bridge assets for the City of Seattle. My title is manager of bridge operations and bridge engineering. And I am responsible for the engineering side of those structures. Today's briefing is just to give you an update in terms of what's going on with the bridge. I know how essential the swing bridge is to the freight community. It essentially provides access to T-5. So, this basically gives you an update in terms of what has happened over the last couple of weeks. As everyone is aware, there were some traffic-related issues related to that bridge since Christmas until just last Friday. And then, also, what we're planning to do to move forward to essentially provide more resiliency in terms of the operation of the bridge, itself.

To give you a little bit of a rundown in terms of what the discussion is about today. It's really related to the mechanical components of the bridge, itself. The main parts of the bridge is essentially broken up into three main areas. The lift cylinder, which is the primary cylinder, which lifts the bridge up before it goes into operation for turning into an open or closed position. Hydraulic pumps, which are basically this pump system that provides the fluids to run the cylinders. And then, the turn cylinder, itself, which are two large pistons that basically rotates the entire bridge after it has been lifted.

The incident we had was December 23, which relates to the turn cylinder on east pier housing. So, what ended up happening on December 23, was that we had a power outage, which was the result of an ice storm that had happened. And part of that basically put the bridge on shut down in terms of operations, and turned on the back-up generators. The west pier essentially went back into operation successfully. But the east pier actually ran into some problems where, as far as the outage, it didn't kick on the generator. And the back-up system had failed, as well. As a result, it basically cleared the computer system that was operating that particular side of the bridge. As a result of this, electricians were called in to basically try to put the bridge back into operation. One of the things that the electricians had noticed during the response,

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Spokane St Swing Bridge Update – Kit Loo provides in-depth background and details of the work done to bring the swing bridge back online.

when they were trying to put the bridge back into operation on Friday night, was that they heard some strange noises coming from the hydraulics. So, out of due concern about issues relating to something else that might have happened as part of that outage, SDOT basically responded and closed the bridge to traffic, and had all traffic routed off that bridge, and put the bridge into open position so the marine traffic could still continue use of the channel. That was over Christmas weekend, where the following day, the 24th, Christmas Eve, we had electricians and hydraulics experts, for when our consultants come in, to basically continue to do some diagnostics to determine what the problem was.

What came out of the discussion was a fear that there was no issue with the hydraulics, themselves, other than some persistent leaks that we had seen. But that was something we had seen in the past, too. We tried to correct the electrical system, and we were still having some problems with that. So, the bridge continued to be in the open position for marine traffic throughout that weekend.

On the following Monday, December 26, we basically had a team of mechanical engineers and mechanics, as well. Crews as well as hydraulics experts from GCC, who has been repairing our hydraulics system, to go out there and do some additional diagnostics. We did finally correct the electrical fault. One thing that we did also notice was, because of the high water, due to king tides, we found out that there was a short on an electrical line going into the housing, as well. We had that repaired that night. We finally were able to get the hydraulic system back up and running, but during the testing period, we realized that there was a significant amount of oil that was coming out of the screw cylinders, essentially the cylinder that basically turns the entire bridge itself. Out of abundance of care, we decided to continue to have the bridge shut down to rotary operations, and kept it in an open position for marine traffic until we could actually identify what the cause of the problem was.

What we ended up identifying was a seal that hydraulic oil was leaking through, and we decided to shut down operations until we actually could remove the cylinder and get the bridge back into operation, using a single cylinder. That took some time to do, primarily because we had to set up everything and clean the computer system in order to have the bridge respond with a single cylinder opening. We were finally able to do all of that work last Wednesday. And then we took two additional days to run through and do some additional testing. The age of one of the cylinders basically was the same

vintage as the one that failed. One thing we are planning to do is refurbish all of those cylinders as part of the operation.

It was pretty challenging to remove that cylinder, considering that we are essentially pulling out a cylinder that weighs about 15,000 lbs. and then basically move it around the pier housing in order to get it out the doorway. It took a team of mechanics as well as electricians, to basically move stuff around, but also to disassemble other elements that might be in the way while we hauled that cylinder out of that pier housing.

One of the things that we identify as part of the testing process after we removed the cylinder to try to get the bridge back into operation, was that we realized that one of the valves could eventually fail, and that might have caused the initial hydraulic noise.

Now the experience on December 23: Out of due prudence, making sure that we don't end up destroying or causing some problems with the new rebuilt hydraulic pump system that we put in, we basically took some additional time to replace those check valves, too. When we pulled it out, we didn't realize that after some initial evaluation, those check valves did fail. So, we made the correct decision to basically keep the bridge shut down until we actually corrected that problem.

One of the things that we're planning to do as part of (unintelligible) the check valves is on Pier 6, we're planning to replace, pull out one additional pump unit that we're refurbishing, and then putting two new ones in in order to make sure that we have plans to refurbish that last one, as well.

In terms of moving forward, this is the timeline of things we have done so far, (unintelligible)...cleaned October 22. As noted, we are replacing additional hydraulic pump units the weekend of February 11/February 14. And sometime in spring of 2023, we are basically rehabilitating the east cylinder as part of our planned maintenance work that we're doing for the bridge. And then in summer of 2023, we are also looking at opening the entire control communication system for the bridge, as well.

As part of the bridge closure, we have also implemented a bike detour, as well. And that was a temporary bike detour until we actually got the bridge back up. That detour since has been removed after the bridge was reopened last Friday. Also, as part of the closure, we provided free transit for commuters. A lot of people use the low bridge as a way to get to the downtown area from West Seattle, via bike or walking or transit.

And that's just a quick run-down in terms of what's happening with the low bridge. Any questions?

Nigel Barron: Yes, I have a quick question. The economic impact of this is obviously huge -- the movement of freight to building a temporary bike lane. Do you have a routine maintenance schedule for hydraulic cylinders and pumps? Replacing seals on hydraulic cylinders is pretty routine. We do that on a regular maintenance schedule. And then, sort of along those lines, know what the economic impact of this is, is there a scenario where you could have a fixed cylinder on hand, so that as you remove a cylinder, you could refurb a cylinder and drop in a replacement so that you can maintain full operation?

Kit Loo: Nigel, those are great questions. Those are questions that have come up in the last couple of months as we were going through this journey of refurbishing. We are looking into acquiring another cylinder as a spare in case we have to be in a situation where we might have down time related to a cylinder issue, in the future. In terms of planning for maintenance, we are evaluating the maintenance plans that we have for the bridge. We have been talking with our engineers, too. With our consultants, we could redevelop a revised operations maintenance manual as part of this work that we're doing.

Geri Poor: Kit, I have two questions. One, could you go back to slide eight and talk a little about the bike detour, the changes on West Marginal Way? And the second question I have, I was very interested in the slide that talked about accelerated planned work for the low bridge. I just wondered if we could spend a little bit of time walking through that chronologically?

Kit Loo: Okay, let's go with the bike detour. My understanding is that most of the bike detour along 1st Avenue has been removed. In terms of the temporary bike detour on West Marginal, I don't have a lot of information related to that.

Sara Zora: Hey, Kit. This is Sara Zora and I'm joining you. If you want to answer Geri Poor's question about the acceleration part, I can come back and talk about the bike detour in a minute.

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Nigel Barron
Economic impact is significant. What maintenance options can help avoid this

Geri Poor
Bike Detour question and accelerated timeline for bridge question

Sara Zora -
Can offer answers in next presentation

Kit Loo: That will be great. Thank you, Sara. So, what is it you want to know about the accelerated schedule, Geri?

Geri Poor: Thanks so much, Kit. Perhaps, just what this might mean for temporary closures. You and I have worked together enough to know that you have to get variances from the Coast Guard when the bridge isn't open. I'm talking about that level detail. Which of these will require changes to the waterway?

Kit Loo: So, the first bullet actually has been completed, so we don't have to deal with that one. The next three all require some type of bridge opening variance. We did get approval for the one in February, which is basically pulling out the one existing pump unit on Pier 6 and then putting a new one in. We would get that one refurbished. And that's a weekend closure, essentially starting at 1:00 a.m. on Saturday, and then going all the way to Tuesday at 5:00 a.m. We have been pretty good at getting the work done fairly early. And we're hoping that will work the same way in getting this back into operation by Monday. What we realize with the pump systems that we have put back in, three are always some little issues that come up, either something that's not fitting correctly -- because one of the things that we realize is that the hydraulic pump system has been hard-lined, where when they installed the original one, they actually welded all of the pipes together. So, there's not a lot of flex coupling. That makes it really challenging where there is maybe a misalignment here and there that causes leaks, and we have to chase that down. The other thing that we have realized is as we've gone through this adventure of replacing these pumps is that some of the dimensional plugs that were noted in the original drawings were not consistent with what was actually out there in the field. So, with each iteration of these replacements, we've been pretty diligent about making sure that we do some as-builts, so that when we get the material in hand, we can get that work done as quickly as possible. In terms of the lift cylinder work itself, my understanding is that we actually had a cylinder replacement in 2018. But that was an emergency. That one would require a bridge deviation, as well. And we're still working out the logistics in terms of what the duration, what the need is for that one. And that's the same for the upgrade of the control communication system. My understanding is we're trying to take a few days of actual closure of the bridge itself, and do that, primarily because we need to make sure that we can switch the old system off and have the new ones in, and also do the testing. We are doing a lot of testing on the new system to break it in, as they say, to make sure that all of the components are working correctly before we install. So, we are doing a mock test for those, and that's done with an actual set-up to replicate the system that's on the

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Discussion of timeline and coordination between City and Port.

bridge, so that we can basically make sure that all of the relays, all of the computer systems, and the controllers are all working properly and do the right thing.

I hope that answered most of your questions. I know that you wanted more specific details....

Geri Poor: No. That's perfect. We'll talk some more.

Dan Kelly: Just a quick question. When we talk about jurisdiction as far as the Coast Guard goes, would you be able to help us better understand when a situation like this happens, at what point the Coast Guard steps in and has jurisdiction over the opening and closing?

Kit Loo: The Coast Guard always has jurisdiction in the sense that they prioritize maritime over traffic. Primarily, we are there by permit to basically span over the waterway. So, if there is a disruption on the bridge, itself, especially one that could potentially impact maritime, we basically defer back to maritime. That's just a federal regulation that we have to follow.

Dan Kelly: As a freight transporter that's reliant on the lower bridge. I knew that. Just wanted to make sure the rest of the board knows it. And I will say that I really appreciate the communication through the process, and also engaging with us as well as with future plans. So, thanks very much. And Sara Zora, instead of you hoping in on West Marginal, I know there are some questions about that, and that's what you're here to talk about -- maybe we'll have those questions when we move to the next segment.

Christopher Eaves: The segment here was to make sure that we had the right people in the room to deal with the low bridge and West Marginal questions.

Dan Kelly: Yes. I think there was a question on the last slide, where we talked about the redirection of the bikes and the counts taken daily. Just curious how that happened, as well.

Kit Loo: Okay, thank you. Any other questions for me? Anyone?

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Dan Kelly – Coast Guard interaction?

Kit Loo – Coast Guard always has jurisdiction

Christopher Eaves: Actually, if I could make a comment or two? Having worked with the incident management team I also been really impressed with roadway structures. I'm impressed with the number of hours they and their crews have worked, and with how many things they were doing in parallel. As highlighted, marine traffic takes precedence. Underneath that would be rail traffic, and then the public right-of-way. To Nigel Barron's question about economic impact, an example I have is the counts taken over the West Seattle Bridge indicate that our truck volumes up to doubled over the period of time that the low bridge was closed, which was approximately from 1,110 to up to 2,200 trucks, which we're calling medium and large vehicles. I don't have better gradations at this point. I don't know that I will. So, yes to a great number of things, but very much unsung at this moment are the number of people who took a great deal of effort and did so -- although I know they were exhausted, it looked like they did so tirelessly. Thank you.

Member: Yes, I just like to add that those bridges are very unique and complex. And so, the freight board, to minimize the damage, I think it was evident that a lot of people worked really hard to keep that as functional as possible.

Dan Kelly: I apologize. Maybe I was misunderstood. I think at our last meeting with SDOT, we had somebody talk about West Marginal Way and freight traffic. Was that ...?

Christopher Eaves: We were looking to get more information. Everyone was reset to look at what was happening on the low bridge. Sara Zora is here to provide some information on this. So, yes, we managed to do a version of this. I'm asking you to be a little nice to Sara Zora, because she has had a bunch happening simultaneously.

Sara Zora: Hello! How are you guys doing? I'm Sara Zora, from SDOT. I am here to help talk about the West Marginal Way project. I do have a screen I can share if....

Kit Loo: I hope you can, Sara. I'm still trying to get out of it.

Sara Zora: Are you guys able to see that? Okay, Chris Eaves, you have the documents. Are you able to share?

Christopher Eaves: I'm not sure what's happening with the screen in the meeting room. Give me a moment.

Chris Eaves – Compliments to Roadway Structures.

Noting truck traffic approximately doubled to 2,200 vehicles per day on the high bridge.

Dan Kelly – West Marginal Way and freight traffic remains an open question

Dan Kelly: Sara, while he is putting that together, just to make you aware, one of the public comments that we had when the meeting started was regarding the reasoning for the temporary cones to remain on West marginal Way, the ones that were moved from 1st Avenue. That was one question that had come up. And then, I had some information that I hadn't shared with the board yet. I just received it. But I received through the West Marginal Safety Coalition a document that SDOT put out for the West Marginal Safety Corridor Improvement Project, a data collection group.

Sara Zora: And that's what I am trying to share on my screen right now. The people online can see that, but you all cannot until Chris Eaves helps me out.

So, I'll just start talking while Chris tries to help me figure out how to share this with you all. As you all know, we had been studying West Marginal way to incorporate a bike connection, and to do a corridor safety project. Since the West Seattle high bridge had been closed, we were trying to look at this for a quick win, so we could try to get people off of the peninsula using the low bridge for walking, biking, and taking transit, for people trying to get around outside of their vehicles when the high bridge was closed. We had been doing a lot of data collection announcements. This is the data collection that we had done most recently. If you remember, we closed the lane between October 23, and November 6, the two-week pilot project period, but it was really all about the data collection. We were not allowing people to ride bikes when we did that lane closure. We had done that lane closure because people were very curious and interested, especially the businesses along West Marginal Way, to see what the corridor will look like once the West Seattle High Bridge reopened. So, we wanted to let the high bridge reopen, do additional data collection to really determine if there is any design changes that we would make from a couple of years of analysis and engagement that we had been doing since the bridge had been closed.

So, if you can see this, we are proposing to do an on street protected bike lane between the existing Marginal Place signal....

Dan Kelly: Sara, we can't see that in the room.

Christopher Eaves: I am unsure why this is happening. This is a first time for me. I'm going to see if I can't get another connection. You could try to describe what you have online?

Sara Zora – West Marginal Way

Data Collection – various times

CE NOTE:

Visual issues in Boards and Commissions Room were overcome by using PC's and logging into meeting.

Sara Zora
Two-week October closure
of West Marginal Way was
to gather data

Sara Zora: I'll keep describing it. And then, Chris Eaves can send you this document, and then there's going to be another document that I will talk about, that you can send to all of you via email, too.

The reason why we closed the street for those two weeks, from the end of October to the beginning of November, again, was to really test out the proposed design that would really impact the performance of West Marginal Way. As you know, coming from the Chelan five-way intersection going southbound, we do have just the one-lane southbound movement from the Chelan five-way as you merge underneath all of the structures and then have that private building right there. And then the one lane opens up into tow lanes southbound. So, we are just going to maintain a one-lane southbound general purpose travel lane for the stretch until you get to the signal at the Duwamish River trail, just around South Idaho Street. Originally, the design was going to include on-street parking between that and the existing lane draw that we have with on-street parking at the Duwamish, and in coordination with Creoworks, the private business in that area. They have rally advocated to not include on-street parking. So, at this time, we would just be putting in the protected bike lane until the two intersections -- one way you have the existing Duwamish River trail crossing, and then have it be striped for that single southbound lane until beyond the Duwamish Longhouse.

So, the data collection we did to really think about that project further, after the high bridge was opened -- because as you all remember, when the high bridge was closed, West Marginal Way was a big detour route for a lot of general-purpose traffic. So, we really wanted to see how the volumes are going to reset, what people were doing in terms of the speed limit, looking at people walking and biking. And adding to our project to be the full scope of the corridor from the West Marginal Place intersection all the way down to Highland Park and the intersection down West Marginal Way, because we really heard from the businesses along the West Marginal Way corridor about the need to, if we are going to fill the gap between the Duwamish Trail and taking you over to the West Seattle Bridge trail and the low bridge, there were some concerns about the people walking and biking and the heavy, large freight traffic that we have on those 17 driveways that are on that east side of the corridor and along the Duwamish Trail. So, we also did a big look at all of the driveways and made an assessment of all of those. It's the data collection summary, 2023.

Dan Kelly: Sara, just so you know for my reference, I work on West Marginal Way.

Sara Zora: Okay, so I'm looking at the bottom of page one of the handout. We are looking at vehicle speeds. There are three lines. There is a blue line that is at the 43 MPH mark, and the blue line is at South Front Street, just to the north of the Highland Parkway/West Marginal Way intersection; a green line that is South Dakota Street, where we did the lane closure for those two weeks to really seeing peoples' speeds and volumes over there; and then the red/maroon line is at South Alaska Street where we already have the one lane cross section, due to the Duwamish Longhouse and the lane drop that we did in 2019 there. As you can see from the green line looking at the southbound speeds on West Marginal Way, that they did with the lane closure, the pilot project data collection lane closure, decreased by 12 percent in that location, while in the other locations, it just decreased by two percent. So, we do believe that counting the one lane southbound direction will try to get the driver speeds closer to the posted speed limit. As you all know, we did also reduce the speed limits right around the West Seattle high bridge closure to 30 MPH. So, even with the lane drop in the outside southbound curb lane into a two-way protected bike lane, speeds kind of remain at a level that we would also like to see decreased to meet that posted speed limit, to be honest.

Dan Kelly: Quick question on that collection. So, what you're suggesting is that putting the temporary cones up for that two weeks, that you determine that the southbound traffic reduced speed, but not the northbound? Was there any analysis?

Sara Zora: We did take a look at both. I do not have the northbound for this data collection summary, because we are very much focused on what would happen to the southbound lanes once the high bridge reopened, and if we had just the one southbound movement for general purpose traffic. I would have to talk to my data collection people. I see another hand.

Nigel Barron: You mentioned that your data suggests that that can reduce all crashes by 20 percent? What number did you start with? Is it 20 percent of five. Or what are we talking about regarding the impact? What are we solving?

Sara Zora: This is just a stat that we have had from when we had gone from a two-lane section to a one-lane section. Kind of a more general stat. The whole City perspective. So, I will have to go to my Vision Zero data team and get a specific

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Dan Kelly – notes he works on West Marginal Way

Sara Zora –

12% reduction in speed at the lane constriction

Still would like to see speeds decreased.

Dan Kelly – SB speed reduced but not northbound?

Sara Zora – focus was on SB for this data

Nigel Barron – Overall crash reduction 20% - what are numbers?

Sara Zora – Stat from two-to one-lane section of road

answer to that question. From overall data, we know that a two-lane cross section with (unintelligible), can more enable crashes to happen. We have not seen as many crashes on West Marginal Way as somewhere such as Aurora, SR 99, or Lake City Way. But we do have the experience that when we try to decrease those two-lane cross sections in one direction, the reduction of speed helps to reduce those crashes. It's all about trying to get those driver speeds to be at a lower speed than they are now to help prevent some of those crashes from occurring.

if you go to the second page of the handout, we're going to look at volumes. And as you all know, if your business is down there on West Marginal Way, you have seen a huge uptick of volume during the West Seattle Bridge closure. Since the West Seattle Bridge closure, we have dropped approximately 60 percent of the volume. So, during the closure, we had a high of 33,000 vehicles a day using Wests Marginal Way, a big, big increase. Prior to the bridge opening, and when the bridge did open, we had about 1,500 vehicles a day. And during that specific pilot project, we had the southbound lanes closed for that extent of the protected bike lane. We saw 12,500 vehicles during that time. At this point in time, after the high bridge reopened, we have about 13,000 to 15,000 vehicles a day. So, that's just a big decrease, which presents a lot of different elements to think about for the future of that roadway, as well. So, more maneuverability now with a lot less traffic on the roadway. Does anyone have questions about that one?

Dan Kelly: Just a point. I'm not sure about the data collection timelines, and what you said, being familiar with that area. It's certainly a seasonal volume that's in there. During the summer, the volume, obviously for both freight and cars, and pedestrians and bikes to up. Does it include that bridge open peak of summer? Is that included in the data?

Sara Zora: Yes. We tried to get the data collected, and initiated that data collection to at least have one of the busier weekends for the Duwamish River. When we had been communicating with my director, Jim Curtin, and our City traffic engineer, Venu Nemani, had been really coordinating with the West Marginal Way safety group that you had been talking about. They recommended that we try to get the data collected at least by the end of October, where a lot of the travel on the Duwamish lessens after that time. So, we did get the data collection at the last possible weekend, starting on the 23rd, and then into November. So, we probably did not get that seasonal identification you were talking about. But again, the bridge opened on Saturday,

Sara Zora – noting volumes on West Marginal Way during West Seattle Bridge Closure

Dan Kelly – Was seasonality accounted for – i.e. Summer peak?

Sara Zora – West Marginal Way safety group requested data collection by end of October collected Oct 23rd, so probably didn't get seasonality mentioned.

September 17, so we were outside that window of the summertime high end, as well. But we were trying to get in there for one of those last weekends of the freight allotted along the Duwamish that we had learned about.

Dan Kelly: Great. Thank you.

Sara Zora: In terms of people walking and biking, again, as you just said, that definitely varies seasonally. Usually, when I have gone down there to look at this corridor, I at least saw a handful of people that are not there in the hour or two that I had been traveling. But it really does range from 100 to 200 people a day. During a typical day, this would translate to 20 people walking or biking per hour. And we did do additional counts. We do have winter of 2021, the summer of 2021 on a weekend, and then fall of 2022, when we were just doing the ten days of data collection. So, you can see that the people biking are the blue lines on the table, and the people walking is the orange. We do anticipate the numbers of people walking and biking to increase if this protected bike lane project goes in to fill the Duwamish Trail gap. But it doesn't seem like it would be such an increase to really cause a lot of risk or safety concerns for those people using that corridor. For both the driver perspective of freight, as well as people walking and biking.

And I will say, if I can keep moving forward, that when we did the safety assessment, that all of the driveways and intersections along the Duwamish Trail on the east side of West Marginal Way, we do think that there could be some upgraded safety awareness for both people biking on the Duwamish Trail, as well as people driving. You will see, we have to have the rainy weather disappear a little bit to be able to put these -- I'm looking at page two now, of the handout, and there's an example of pavement markings that we are going to be doing along the Duwamish Trail to really promote people walking and biking to be very aware of their surroundings, as they're going to be crossing these heavy freight, big truck driveways. So, you'll see that some of the trail crossings already have some rubble strips. We're going to highlight those a little bit more, and also do lane pavement markings to really show people slowing down and being well-aware of their surroundings. And we're also going to include some signage. There's going to be a little bit of variation between the 17 driveways and what the Duwamish Trail awareness and safety awareness looks like, depending on the numbers and the analysis and data collection that we did along those 17 driveways.

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Sara Zora – people walking and biking 100-200 per day translating to 20 people walking or biking per hour

Review of driveways on east side of West Marginal Way

I'm going to move over to the data collection along the 17 driveways, so that you can see where we found a lot of the heavy truck traffic turning movements throughout the day. I'm on the second handout now, and the first page of that handout. This is where we did a lot of our counts, and we actually did these counts from August 30 through September 1, because we were trying to see if we could get some of the heavier truck traffic when the Duwamish River marine cargo was happening. You see on the first page all of the driveway locations and the counts documented. If you go to the second page, we're really looking at each one of those driveways and the average number of trucks in and out per day, as well as per hour numbers. So, this is really important to us and the West Marginal safety group. My director Curtin and the City traffic engineer have been talking through to really understand more about which driveways are really high in terms of average number of trucks, and if there are different ways that the design of this project can really highlight the awareness of those properties. So you will see that there are a couple of driveways that have 444 and up to over 700 trucks in and out per day. I'm going to go back to my data summary collection and you will see that the example of the pavement marking diagram is something that you would see where we have the big number of driveways that have a lot of trucks crossing to really make sure that the people using the trail, and driving the trucks have a very good awareness of each other, if these numbers of people walking and biking do go up with the protected bike lane.

To conclude, I'm back on the first data collection summary. We obviously modeled what this protected bike lane would look like, and then upgraded the models once we had these new data numbers, and it's really showing that the project will increase travel time by two seconds per trip with the southbound one lane. And we're really seeing that the speeds would decrease as well as a priority for the City and our Vision Zero goals. So, we have decided with the closure of the low bridge, yes, we have taken away the cones for the temporary protected bike lane on 1st Avenue South. We have already done a whole lot of analysis and engagement and data collection about the West Marginal Way project, so SDOT decided to keep those barrels out because we have done all of the additional work. And then, we're looking to see and do some of this engagement, and then look to see when we might be able to permanently install what you see with the barrels at this time. And when we do permanently install, of course, we will be doing our typical engagement about how and when the construction is coming up, and things like that. So, that's my report on West Marginal Way at this time. You guys can ask me questions now. If you want to think about something, I can always come back next month, Chris Eaves, if there's time on the agenda. We can

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Sara Zora –

Some driveways have up to 700 trucks per day

Modeled what protected bike lane would look like

have a special meeting about this, if you want to talk to our traffic engineer with the West Marginal Way safety group. There are a couple of different ways that we can go about talking about it. It is the City's intent that we will build this permanent protected bike lane in 2023.

Dan Kelly: We appreciate all of the information. A couple of things I want to highlight: I would suggest that SDOT and the traffic folks reengage with the West Marginal Way Safety Coalition regarding this information. I think we could have some significant input on how this may not represent what we're intending it to represent, if that makes sense. There is seasonality, and things, and to have that information to be able to show the season for this year and are, in fact, my company has the majority of driveways listed out there. The second question I have, and I think it's in here somewhere, but you're estimating with this improvement that it would increase the amount of bike traffic by how much?

Sara Zora: We have a high number of about 200 percent, but that would only get you to about 200 people biking per day. We have about 100 on the average between summer and fall at this time. And then winter is about 92 a day. So, on average for the whole year, about 100 people a day.

Dan Kelly: In addition, just so I'm clear on the safety aspects that would actually be on the Duwamish Trail, is the example of pavement markings that would be on the trail, upcoming to the warehouse. I guess, for me, and I'll say it's common sense, but it may be something else -- but increasing the amount of bike traffic through this highly industrial designed freight area, for me seems to really increase the potential for an incident with a large truck and a bike. And I would have to assume, with the emphasis by Vision Zero, that that is something that pops up for them. Is that ...?

Sara Zora: I would more kind of think about it from the perspective of there is no predictable place for people biking to actually complete the trail at this time. So, by putting this protective bike lane, it will be a very predictable and safer spot, I would think, for people walking and biking, and people driving, because you would know exactly where people should be located on this street. When I bike down here -- I don't like biking on sidewalks, but I totally bike on sidewalks, because there is no safe feeling for me to try to take a lane on West Marginal Way, knowing how fast the drivers go. So, from a Vision Zero perspective, we believe that the protected bike lane addition to the roadway actually helps resolve some of the issues that we see out there, with

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Dan Kelly – Suggest SDOT reengage with West Marginal Way Safety Coalition.

Would have input

Question about increase in bike traffic

Sara Zora – approximately doubling to 200/day but avg. 100/day

high-speed passing on the right side, people not following the posted speed limits, and all of those things can contribute to a fatal crash at some point. So, by doing this more proactive reducing of the travel lane to just continue the one southbound lane in a southbound direction, we actually feel like it promotes a big safety corridor improvement project from everyone's perspective, no matter how you travel on the streets.

Dan Kelly: I would suggest again that engagement with that safety group would be helpful.

Sara Zora: Yes. My director, Jim Curtin, has emailed this information to that team as of Friday, when we learned that the low bridge was going to reopen, and that the 1st Avenue temporary bike lane is going to get taken down, and that West Marginal Way was going to be kept out. I know that my director will be reaching out to the lead of that group again today, to see if you guys have any questions or comments, or additional thoughts to talk about.

Dan Kelly: Great. I won't dominate any more of the conversation on this. One thing that I did want to point out before Warren Aakervik starts, is as I look at first topics in the history in here, last year's board wrote a letter to SDOT regarding West Marginal Way, and I think this particular topic back in 2020. I'm sorry, Warren. Go ahead.

Warren Aakervik: Sara, the questions I have, if you look at the speeds in the lanes and vehicles moving up and down the roadway, the thing that you have not looked at is turning trucks, especially WB67s. Turning trucks are absolutely impossible to see on right-hand turns and what is going on in that back corner. You lose all visibility and if you're lucky enough, for a split second, you might have seen somebody. You should be looking in exactly the right spot to see them. Ironically, when you get it down to one lane in each direction, if you're making left turns into these driveways, you go and you start to make your turn, and if a bicycle or pedestrian, or rollerblader or something doesn't realize that you're turning -- obviously, if you can see them, you can stop. But on right-hand turns, they're extremely dangerous, and you have to do something to control the people who don't realize they're in harm's way. Because otherwise, bikes and pedestrians are in harm's way. I think we need a design that will actually save peoples' lives, rather than put them in harm's way.

Sara Zora: Warren, you're talking about the eleven driveways that we have adjacent

Warren Aakervik – speeds and turning trucks haven't been considered. Right hand turns for trucks make it impossible to see what is going on in the back corner

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Sara Zora: We have data from, I would imagine, 2021, on all of the turning truck turning movements with the project. We were extending our scope of work to really look at all of the other intersections along the Duwamish Trail. So, we do have those numbers. I apologize that I don't have those numbers off the top of my head, but I can share that will with at some point. I know that our content manager at the time said that not a lot of existing eleven driveways have the big trucks, WB67s, accessing those properties, but I think where we do have some of the driveways that do have that, we definitely have the green paint in the protected bike lane, and the crash attenuators on all of the driveways, so we can be pretty sure of where the driveway crossings will be with people in the protected bike lane.

Warren Aakervik: Yes, to continue. I think we can go back and look at old Vision Zero deaths with trucks involved, you will find that the majority of them are truck drivers turning right that did not see the pedestrian or the bicyclists, or whatever. We bothered to put signals on 2nd Avenue and 4th Avenue where they knew there were conflicts, where there were trucks turning on the right. And we stopped the bicycles and pedestrians. I just don't think that anybody needs to get killed over there. I think if you take a serious look at Vision Zero to see what has happened in the past -- it doesn't matter where. It could be Ballard. It could be West Marginal. It could be on Michigan Street. It could be any place. But take a look at the stats from Vision Zero on right-hand turns of trucks, any size trucks, and I think you'll see that there is a consistent problem. That's the problem you have to solve. We can go down the lanes. We don't have to hit people who are on the bike trail. We have to make sure that we protect the driveways, to go in or shut businesses down.

Dan Kelly: There are some questions in the room here, as well.

Sara Zora: Let me just say, I don't know if the Vision Zero team has done a deep dive about truck drivers and what the situation is, but that's a really good question that I will bring up to the team, just to see if they've ever done a detail on that. Thanks for bringing that up.

Stanley Ryter: This is Stan Ryter. I have some safety concerns on this. I went and took a look over the weekend. I wanted to go down and look. I think you're right in reducing speeds along the corridor. I think that's fine. In some places, there are two lanes each way and a center lane. And sometimes that center lane doesn't connect to driveways. So, there's some wasted pavement out there that could be better managed.

Sara Zora – data from 2021 on truck turning movements. Can share at some point. Bike lane will have green paint and crash attenuators

Warren Aakervik- collision data may indicate a consistent problem associated with right hand turning trucks

Sara Zora – unsure if Vision Zero team has done a deep dive regarding trucks- will bring that up to the team

Stanley Ryter – Went over the weekend. Speed reduction would be good and right of way could be better managed.

I certainly do agree with all of that. But I think if we're trying to squeeze a bike lane in there, it almost needs like stop signs at the driveways. It can't be perceived as a highway for bicycles. It has to be long and slow, not like this is our express path along the river to get to West Seattle. It's almost like a downtown thing, where you go block to block. I wonder if it wasn't better in some sense in the center of the roadway, as opposed to the outside, with signalization. I don't know. I haven't thought about this nearly as much as you guys have. I'm glad to see that you are getting the data and doing all of that, but you don't want to tell people that here's a great, new way to get to where you're going, and then have them run over. You don't want that either, right? How do we get there? I think this needs more discussion on the matter.

Sara Zora: Yes, we totally don't want that. We have had two and a half years of discussion, and I'm pretty sure that the department is ready to see this thing move forward. So, more discussion with the design, perhaps? I'm pretty certain that this is probably a project that will move forward for implementation. You know from Kit Loo's presentation that the temporary protected bike lane is up. We have crews checking on it three times a day. So, it's not something that is sustainable in that regard, either. We are trying to close out project engagement on this so that we can install the project. I don't have a timeframe on that, but I would imagine that we're not going to try to keep up the protected bike lane for too long, just due to the crews, who are needed in other places. So, I'm just trying to be pretty up-front about what I see coming.

Nigel Barron: Based on what you were just saying, it sounds like you're pretty far down the field on this. So, do you have preliminary budget numbers? Because the City has a lot of competing needs, particularly regarding Vision Zero. And I'd be really curious to know if you've ever broken this down, based on your most optimistic numbers of 200 people a day, what is that cost per person relative to the other competing needs in this City, where we've probably got much higher rates of injuries and deaths? That cost per person is probably going to be phenomenal.

Sara Zora: This project goes with the crossing improvement that we made with the new signal at the Duwamish Longhouse and the parking lot there. This project has been budgeted out since the conversations around how to mitigate for the high bridge closure. This is an area where we do not have all of the best connections for people riding bikes, so it is an area that I think our bike program would want to see any trails to try to be connected to each other, to really increase the number of people that are able to choose to ride a bike to get around. There are a couple of different ways to think

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Stanley Ryter – almost need stop signs at driveways for bicyclists – can't be perceived as a highway for bikes.

Could use more discussion

Sara Zora – pretty sure the department is ready to see this move forward.

Don't have timeframe but current maintenance is taking a lot of crew time

Nigel Barron – Do you have budget numbers?

Would be interested in seeing cost per person

Sara Zora – project has been budgeted since high bridge closure mitigation.

Bike program would want to see trails connected to increase bike ridership

about it in terms of are we making the best investment at this time. I think there are probably different stakeholders who could talk very differently about that, as you are. But it has been a project that we've had budgeted since around the high bridge closure with the mitigation for how we are going to try to move people.

Dan Kelly: Great. Appreciate your information, Sara. Any more questions? Nope, I don't think there are any more. Thank you. Next on the agenda is the February agenda. I think we already started talking about that. Sara, can you come back?

Sara Zora: That would be great. I also don't know how to stop my screen. Oh, yes, I've got it now. Can Chris Eaves get me on the agenda? You can tell me when it is, and I would love to come back. Thank you so much for having me.

Christopher Eaves: You bet.

Dan Kelly: Thank you very much. So, as far as the February agenda, is there anything else that we need to address there?

Christopher Eaves: I don't believe so. I'm going to attempt to pick up some information from the Office of Sustainability and Environment, regarding electrification, and their electrification blueprint, to try and answer some questions that we had earlier, as well as what the drayage truck electrification looks like at this moment. Only out of curiosity, switching gears, Howard, what happened?

Howard Agnew: Sorry, I had an on-the-job accident and crushed my hand. It's going to be march before they can take the pins out and I can use my hand again.

Dan Kelly: Sorry to hear about that. so, before we move to adjourn, I apologize for going over on the meeting today. I think these are important topics. But maybe we will go around and ask any of the board members for any final comments that they might have. We'll start online, there. I think Geri Poor is off the call, so Rachael Ludwick, do you have anything to add?

Rachael Ludwick: I don't think I have anything right now.

Dan Kelly: Okay. Kristal had to leave, so Stan, anything else from you?

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West Marginal Way – will be on FEB 2023 SFAB agenda.

Chris Eaves – will try to get info and updates from Office of Sustainability and Environment (OSE) regarding electrification blueprint and drayage truck electrification

Stanley Ryter: Yes. It might be good to get some kind of plan from Sara Zora. Might not be a 30, 60, 100 percent plan on this, to better understand.

Dan Kelly: Anything from Howard Agnew? No? Okay. Last comment from me: obviously West Marginal Way is a pretty hot topic for us, being that we're a big user of that corridor. I just want to make sure that we've done everything we can to make sure that that maintains as safe an operation as we can. I appreciate the presentation. It has answered a lot of my questions, and we'll be able to follow-up on that. With that, unless there are any more comments, we will adjourn the meeting.

Member: I so move.

Nigel Barron: Second.

Dan Kelly: Everyone is ready. Thank you for everyone's time. Have a great day.

ADJOURNMENT

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Stanley Ryter – request for detailed plan/design- West Marginal Way

Meeting Adjourned