

February 21, 2023 Meeting - Seattle Freight Advisory Board

Topics covered included: West Marginal Way Protected Bike Lane

This meeting was held: February 21, 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, Dan McKisson, Howard Agnew

Public: Thomas Noyes, Ryan Packer, Tyler Blackwell, Bob Winship, Amy Horn, Don Brubeck, Eugene Wasserman, Christine Wolf, Call in user 2, Jeanne Acutanza

Staff: Jim Curtin, Christopher Eaves, Venu Nemani, Sara Zora, Cass Magnuski

Attending: 24

Christopher Eaves: We have seven board members here, so there's a quorum.

Dan Kelly: Great. Then we'll call the February meeting for the Seattle Freight Advisory Board to order. We've done the roll for the board members, so you're happy with that, right? We'll move on to public comment. Anybody from the public who would like to identify themselves and give any comment? We'll go online first.

PUBLIC COMMENT

Don Brubeck: Thank you. Good to see the freight advisory board. I would like to comment on the importance of the Duwamish route as a regional bike route that connects people from Tukwila and points south through South Park and West Seattle, and on to Downtown and points north and east. It goes through industrial zones with separation of bike and truck traffic, except at a couple of points. And one of them is this missing link where protected bike lanes are proposed (unintelligible)...come off of Spokane Street up to west Marginal Place. It widens up to two lanes right now and then narrows back again at the Duwamish Longhouse. That's a hazardous area, because people are passing on the right aggressively. The most aggressive drivers are in the blind spot of trucks, and endangering drivers. So, I think this is going to be a big improvement, and I hope that you will support it. Thank you.

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ACTION ITEMS:

Open from January minutes:
Topic suggestion – Heavy
Haul Corridor

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

Meeting opening

Public Comment:

Don Brubeck

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Amy Horn

January Minutes approved

Dan Kelly: Great. Thank you for your comments. Anyone else online?

Amy Horn: Hi. I'm Amy Horn. I'm a resident and a property owner in the Duwamish Valley, right on the Georgetown and SODO. I just want to plus-one everything that Don just said. We just have a couple of missing teeth in the bicycle structure between South Park and Downtown, and this corridor is so unsafe to ride right now. And yet, we do anyway. So, I'm looking for your support in adding more protected bike lanes. Thank you.

Dan Kelly: Great. Thank you for your comments. Anyone else online from the public who would like to make a comment? Okay, hearing none, is there anyone in the room from the public who would like to identify themselves and make a comment? Seeing no one, we'll move on then, to the minutes from our last meeting in January. Do I have a motion to approve the minutes?

Member: Motion to approve.

Geri Poor: Second.

Dan Kelly: Move to second. Any discussion about the minutes?

Member: My copy (unintelligible)....

Dan Kelly: Did any other board members have an issue getting the text of the minutes? Or is that just the one board member? Okay, we'll go ahead. Unless there's any discussion, I will call the question to approve the minutes. All in favor? Any opposed? Abstain? (unintelligible)

Christopher Eaves: Normally, we will go around and say hello to everybody, and see who is on the line.

Dan Kelly: We can absolutely do that. What we'll do is we'll have folks that are online first, members of the public who haven't identified themselves, please introduce yourselves.

INTRODUCTIONS

Dan Kelly: We will move to members in the room. Would you identify yourselves, please? Great. No other announcements from the chair, so maybe we'll move right into our next agenda item, which is a presentation by SDOT on the West Marginal Way protected bike lane.

WEST MARGINAL WAY SW SAFETY CORRIDOR PROJECT

Jim Curtin: Thanks. Good morning, everyone. Venu Nemani and I are here today to chat about West Marginal Way. I'm just going to speed things up and Venu will walk us through a rather lengthy presentation. As many of you know, we have been conducting outreach for the West Marginal Way safety corridor project for quite some time now, making sure that we are directly engaging with folks who do business on the corridor, as well as folks who travel through the corridor on a regular basis. We have today a lot of information to share with you. There will be a lot to digest. I hope that you will come with questions, and that we might generate some questions as we go. But, without a doubt, we have collected a lot of data over the last few months, and we want to share our findings with you. We also have incorporated some design features into this project, based on the feedback that we've gotten from a lot of different stakeholders on the corridor. So, we want to share some of those updates with you, as well. Along with next steps for the project, we also have the project plans here today, too. I know that at previous freight board meetings, there has been a request to see plans. So, if we have time, we are happy to dive into that, as well. Otherwise, we look forward to a robust discussion with you all this morning. Venu, I will turn it over to you.

Venu Nemani: Thanks, Jim. Good morning, everyone. Venu Nemani here. What we'll do here is go through the slide deck for the corridor project. We say this is a safety corridor project because last summer, we moved from looking at one section in order to add a protected bike lane, that was bridging the gap in the system to looking at the entire corridor especially at a number of driveways south of the project location on the east side where we have the current trail and look at the safety performance of that existing trail and incorporate what else we could do and study all those driveways in more detail.

With that said, let me jump in and show the purpose of the project, what we said we would do as of summer of last year to expand the limits of the corridor. We'll go

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West Marginal Way Safety
Corridor Project

Jim Curtin and Venu Nemani

through a data analysis and summary. We collected a large amount of data last fall. I'm going to run through what we found, especially at collection points after the high bridge had opened. And I will also walk you through the next steps.

Dan Kelly: Before you move on, I just want to make sure we're online. Can everyone see the presentation?

Venu Nemani: The purpose of this project is to make West Marginal Way more safe for and accessible for all travelers and maintain capacity especially for freight, and safer which means we want to see more drivers at or near the posted speed limit. Make the corridor more accessible giving a predictable path for all travellers on the corridor, close a crucial transportation the gap, the one that exists on the Duwamish Trail and the West Seattle Bridge trail, and maintain capacity for existing and future freight operations to and from the port and various businesses along the corridor. What we said last summer is we would expand the corridor. The top that you see was the original was the limits of our corridor looking to bridge the gap for the bike lane....

Stanley Ryter: What is the length of that gap? I haven't seen a distance anywhere.

Venu Nemani: It's about .4 miles. The entire length is probably about two and a half miles, but the gap is a little less than half a mile. So, we have expanded the corridor and collected a lot of information on various driveways and also the limits between where we are proposing the protected bike lane. We have collected traffic information at all 17 of those driveways. We were asked by the West Marginal Way Safety Coalition to understand the rail operations and activities at various driveway crossings. We have that information now and we were asked to be more transparent about the Duwamish connection and maintain freight operations in the future.

We have collected a ton of data. The first we collected was in late August, early September. We collected 24/7 driveway turning movements and counts at all 17 of those driveway locations south of where we are proposing the PBL. The reason that we targeted that particular time period is we were told by the Safety Coalition that is the peak activity for the fall, and we timed our collection so that we capture the peak conditions at the various driveways. After the high bridge opened, we collected traffic volumes at selective locations on the corridor, and we did a pilot lane closure in the exact section where the PBL is proposed. And during that pilot that lasted for a week, the last few days of October through November. So, we collected the traffic volume

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Stanley Ryter: What is gap length?

Venu Nemani:

0.4 miles

Traffic information collected
24 hour data late
August/early September
2022 on 17 driveways

Pilot project Oct/Nov 2022
and collected additional
information.

information on the corridor with the pilot lane closure in place. And totally unanticipated, we had to respond to an emergency with the low bridge being closed and we put in a temporary bike lanes to bridge that connection for bicyclists coming from West Seattle in January. So, we went and collected another round of data in January.

What kind of data did we collect? We collected vehicle speeds both northbound and southbound directions 24 hour north bound and south bound vehicle volumes by type and class, truck volumes in each direction, peak hour volumes, a count of people walking along the two-and-a-half mile long corridor, and people biking along that two and a half mile corridor. We completed a safety assessment of all of the 17 driveways that are south of the proposed limits. We collected weekday turning movement counts.

We say 16 driveways here, because at AML Yard Four there are two driveways that are right next to each other. If we count them individually, there are 17 driveways, but that is why there is a little bit of confusion there. We did the same driveway counts and rail bridge rail operations along the corridor there are rail crossing across the driveways except for the southern three driveways near Front Street.

We have all of that information. In terms of traffic volumes this particular graph that you see on the slide, we show all of the historical traffic volumes on the corridor. As you can see, prior to Covid and prior to the high bridge closure, it was averaging about 14,000 vehicles per day, plus or minus. When the high bridge closed, obviously, we have seen that traffic volume on the corridor almost double what it was during the pre-closure. Since the high bridge opened, we have at least three data points that we have collected after the high bridge reopened. All of those data points indicate that the traffic volumes right now on the corridor are back to what it was like pre-high bridge closure. The traffic volumes dropped about 60 percent from the highest that we had seen during the high bridge closure. The volumes are back to, plus or minus 14,000 vehicles per day. Some of the more recent counts, we have seen less than 14,000 vehicles per day, and I am thinking that's perhaps because of the seasonal variation and things that are happening in the network. We are fairly confident that the ADTs on the corridor is back to what used to be normal before Covid, before the high bridge closure.

How does the traffic volume vary on a typical day. We call this this the diagonal curve. The light blue line, what you see are the traffic volumes that we saw when the high bridge was closed. The dark blue line is basically the traffic volumes that we see by the

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Venu Nemani:

Additional data collected
January 2023

Approximately 14,000
vehicles per day.

hour in the normal conditions. so you can see in that particular corridor when the high bridge was closed carried a whole lot of traffic volume that is not out there today in current conditions.

Dan Kelly: To clarify, for this traffic volume, this was all traffic, not just trucks.

Venu Nemani: Yes. This was all traffic on the corridor. Exactly. Before the high bridge closure, we were seeing about 3,900 trucks on the corridor with both directions combined. That amounted to about 30 percent of all of the traffic volumes on the corridor, itself. Our Freight Master Plan anticipates a 60 percent increase in truck volumes over the next ten years, within that time range. When the high bridge closed, the traffic volume almost doubled very similar to the general-purpose traffic cones on the West Marginal Way corridor. But, after the high bridge reopened, it came back to what we've seen, very similar to what we've seen before the high bridge closed. The highest benefit of all of the data that we have, the truck volumes went up as high as 9,000, but as you can see, the blue bars that you can see on the graph indicate that the truck volumes are coming back to what can be seen as normal conditions.

Here are all the driveways that you see on this graphic. The 17 driveways between Highland Park Way West Marginal Place. On the corridor, there are about -- we say 16 here because we are calling that AML Yard as one location. Every driveway has a star next to it indicated there are high volumes of trucks on a typical day There are two driveways that had more than 730 trucks per day. There are three driveways that have more than 400 trucks per day, and two more driveways that have more than 300 trucks per day. Outside of these seven, the remaining driveways have trucks, but not as many as you are seeing on the other driveways.

One of the questions that we have gotten – we gave same presentation to the West Marginal Way Safety Coalition. They wanted to know not the trucks that are entering and exiting the driveways, but also the cars, and they wanted to know what that driveway use was like. Unfortunately, I could not do any more analysis. We need to dig into that data a little bit more to provide you that information, but this is one thing that we can follow up with the West Marginal Way Safety Coalition and with the SFAB and give you the total entering and exiting from each of these driveways. We have them in our files. We just have to go in and get the right information. Actually, we have an engineer who is working on that right now.

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Venu Nemani:

Before high bridge corridor approx. 3,900 trucks on corridor (both directions combined)

FMP projects 60% increase in truck volumes over 20 years (from 2016) we are approximately in the middle of that time period

Interest in trucks entering/exiting

Dan Kelly: And the suggestion from that safety coalition is that there is a significant amount of traffic besides just this traffic.

Venu Nemani: Besides just the truck traffic, there are a significant amount of cars that enter and exit? Absolutely. We are going to update this slide and provide info all of the traffic that is entering and exiting.

Stanley Ryter: I have a question. You show the actual trucks on the graphic. Are these, the ones that are 700, 400, are these all next to each other? Or are they spread across the whole corridor?

Venu Nemani: So, you see the stars, right? Those are all of the driveways. So, actually the two biggest, the 700 that's the AML Yard 5 and Yard 4 that 700 is both in and out one just north of Highland at Front St has a really large volume.

Stanley Ryter: Okay they are color coded, so some of the high intensity driveways are spread out.

Geri Poor: While we're stopped, could you explain number 16? It looks like it's south, and I'm wondering what box or company 16 is?

Venu Nemani: That's the south of Front St

Geri Poor: Do you know what company it is?

Dan Kelly: That's Lineage's entrance to the cold storage there. Also, that's subway, and then there's a fuel depot behind the Subway that is accessed through there.

Geri Poor: Thank you.

Venu Nemani: So, we collected speed data, and as you can see, when we did the pilot we took the two southbound lanes to just one southbound lane, we saw a significant decrease in speeds from 43 MPH to 37 MPH. Granted that is still above the posted speed limit, but we have seen speeds come down when we reduced the number of lanes in the southbound direction. We anticipate those speeds will move closer to 30 miles per hour, as we go ahead and implement the project in more permanent conditions. Another significant thing is that we're clocking 40-plus

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Truck volumes noted

C. Eaves NOTE: Volumes were further clarified in subsequent communication to SFAB members indicating that these were total volumes and included all vehicles. High driveway count for trucks was approximately 495 trucks.

Venu Nemani: Speed Data noted

miles per hour has dropped down by 30% in the southbound direction. An interesting fact is that we have seen similar reductions in speed on 1st Ave when we implemented a temporary PBL and reduced the number of lanes. When we collected speeds on First Avenue, they are very similar to what we have seen on the West Marginal Way corridor. It indicates that the lane reduction has an effect on the number of people who are speeding, or the number of people who are speeding and the overall speeds being experienced by the corridor. This is a safety concern for everybody.

Now, how this compare? What we have done is that we, subsequent to what is called a third party data-service, the GPS from various connected devices that are moving along the corridor anonymizes the data and gives us both speeds and travel times along the corridor. We are proposing a protected bike lane at South Alaska Street. We took that information from that particular corridor and extracted the travel times between SW Marginal PI and SW Alaska Street at the Duwamish Longhouse. We wanted to see what was the travel time. Back in January of 2022, with the High Bridge closed all of the traffic coming down in two lanes, and in January of this year, because we still have the temporary southbound lane closure so we have reduced that section to just one lane, in those limits. Now that the traffic volumes have come back to what could be termed more normal operations. We wanted to compare those two conditions. What was it a year ago and what was it now? Granted, a year ago, we still had the high bridge closed and a lot of traffic coming down the corridor. And that was in 2022. Two southbound lanes in one section, and now we have, in effect, one southbound lane. What we have seen is that those travel times, when we look at it for a month, those are very similar to those conditions of one southbound lane. What we found was that the average travel time in that section when it was reduced to one southbound lane, increases by 2.4 seconds when compared to last January. We got information to the safety coalition. They wanted to see what this travel time was just before the high bridge reopened and also when we had the pilot lane closure in November of last year, those travel times for the same limits for those time frames. This tells us the travel times between S Marginal Place and SW Alaska Street is very similar even with the high bridge closed. Probably 2.4 seconds more. This lane reduction in this section is very similar and can still maintain operations pretty similar to what it used to be. The constraints on the corridor are elsewhere, namely, the Chelan intersection to the north and the Highland intersection to the south. The travel times are very similar too what we have been seeing.

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Venu Nemani: Comparisons between three data collection times during West Seattle Bridge closure, after West Seattle Bridge opened, and during emergency closure of Low Level Spokane St Swing Bridge.

Dan Kelly: Just a quick question. The light that was put in across West Marginal Way, how long has that been there?

Venu Nemani: About a year, at this point. A little over a year. The pedestrian signal just north of the Duwamish Longhouse, December 2021.

This becomes a little bit of a moot point because we did this modeling analysis when the high bridge was still closed. We wanted to estimate the travel time between West Marginal Place and SW Alaska St with the high bridge reopened with one lane in the southbound direction. The average travel time could go up by three to four seconds in that section. There's very little friction in that section, and that's the reason we're not projecting large increases in travel time. But all of this modeling and analysis becomes a moot point because we are experiencing those conditions and also because the temporary closure was not anticipated, but what we are seeing, very similar to when we did our pilot closure last October, is very similar to what we are seeing right now. This particular section was seeing about 2.4 seconds more in terms of travel time in the same section. We did some gap analysis, but significantly, the traffic wasn't strong. It's a proxy for what the gaps are in the traffic stream. What we have from our observations is we are seeing a lot more gaps in the traffic stream along the corridor.

Dan Kelly: Just observation, so what we haven't looked at is the anticipation of what that gap analysis would be, with the additional bike traffic.

Venu Nemani: With additional bike traffic, but with what we have seen the bike traffic should not impact those gaps. The gaps are the time-space between the various vehicles that are moving southbound along the corridor. We already have it in place. We have the southbound lane right now, and all of the traffic is streaming down just one lane. What we are seeing from our observations, there are more adequate gaps than what we have seen when the high bridge was closed, with both lanes being present.

Dan Kelly: Sure. And I misspoke when I said gap. But the traffic flow through that 2.5 mile corridor, how that might impact the additional bike traffic that will be crossing the street using the signal, using the intersections, slowing the ability to be able to turn.

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Dan Kelly: Question regarding pedestrian signal installation – December 2021

Dan Kelly: Questions regarding gap analysis

Venu Nemani: We anticipate, not so much traffic that's traveling through the corridor, but entering and exiting the driveway, now you need to be aware of bicycles that are crossing in front. So, obviously, you have to watch out for the biggest bicycles that are going up and down the corridor before you either turn into your driveway or out of the driveway. So, that might influence the amount of delay getting into and out of the corridor, but not the gaps that you see.

Again, looking at the people who are walking and biking along the corridor, we have historical data showing 100 to 200 people. In that particular corridor there were about 20 people walking or biking per hour. Closing the gap would double the amount of people walking and biking. That is our best guess. We don't know what that gap would actually translate to. We do go back and collect the data once we implement a permanent condition, but right now closing that gap can increase the ped/bike volumes in the corridor by a factor of two.

Dan Kelly: So, in some of the higher areas, we are talking about simply truck traffic, and not vehicle traffic. Say a driveway that has 700 or 800 trucks a day, and if you're anticipating doubling the amount of bikes in a weekday, 200 -- what's the threshold? Where would you say, when we put that many trucks and bikes together, is that 1,000 trucks and 500 bikes? Or is there a threshold there?

Venu Nemani: We don't have a threshold as such like where we would want to not put bikes and trucks against each other. What we have are best practices and how we have managed those driveway conflicts. We ensure trucks entering and exiting can clearly see the bicyclists, the bicyclists can clearly see the trucks entering and exiting. We have clearly outlined what the conflict is and how people walking and biking manage those conflicts.

Dan Kelly: We might agree that there is a number.

Venu Nemani: There may be a number, but we don't, to my knowledge, have no quantifiable point, at this level of bike traffic and this level of truck traffic. We should not put them next to each other, but yes, you can make an assumption that if you have 10,000 trucks entering and exiting, and I have 2,000 bicyclists or people walking and biking going across the driveways, that's a lot of conflict. So, there is definitely some higher threshold at which the conflict might be based. But what we are seeing and

Venu Nemani: Data shows 100-200 people walking or biking. Estimated 20 people walking and biking per hour

Dan Kelly: Question about threshold of bike/truck mix on roads

Venu Nemani: No threshold noted

what we are contemplating for this corridor is that conflict can be managed by signing, marking, channelization.

Dan Kelly: So, math is not my strong suit. So, on those high traffic intersections that you're talking about, just based on trucks, 700-plus, over a course of ten hours, that's a truck a minute.

Venu Nemani: Yes. I did not include this in the presentation, but we have a diagonal curve for each one of the driveways, typically at the higher volume driveways. You are seeing between 40 and 60 trucks entering and exiting driveways. And the not high-volume driveways, the number of trucks entering and exiting seem to be about plus or minus 25 trucks an hour.

Eugene Wasserman: Do you mind if I ask a question? Where in the city do you have 700 trucks coming in and out of a driveway with a bike trail? Do you have examples of that? Or anywhere in the country.

Venu Nemani: I don't have a location for you offhand, but I would venture a guess, maybe somewhere along Shilshole, there might be a driveway, but....

Eugene Wasserman: No, I happen to know all of the driveways in Shilshole. They're only 250, not 700. This is the most unsafe presentations I've ever seen. You have not done your homework on this. Seven hundred trucks, one a minute, is a problem for trucks. You guys are putting bicyclists and a lot of other people in danger without any basic information.

Dan Kelly: Geri Poor, I see your hand is up there, as well. Did you have a comment or question you wanted to make?

Geri Poor: Thanks so much. This discussion on how many trucks is a lot, and how many trucks versus how many bicycles create a threshold that's problematic -- it is my understanding that we declare a major truck street if it has 500 trucks using it. And two of these driveways are over that. Three more of them are close to that. And I think that everything needs to be done to make sure that the trucks whose visibility is not that good and have difficulty with turning movements aren't hitting bicycles. We have to recognize how many trucks are using these driveways, and cyclists need to be aware of that they are in an area where they need to protect themselves, as well as trucks.

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Venu Nemani: Truck traffic entering/exiting driveways

Eugene Wasserman:
Question if there is similar activity across driveways anywhere in Seattle

Geri Poor: Note that a Major Truck Street is designated when 500 trucks are recorded using it per

I'm not saying trucks have free license, by any means, to do anything. Just highlighting that on both the east and the west side, we need to ensure that cyclists either stop at the driveways, or certainly pay attention to what is coming and going.

From Chat: from Don Brubeck to everyone: 9:42 AM
Lots of driveways with that truck volume on 1st Ave S, 4th Ave S

From Chat: from Don Brubeck to everyone: 9:44 AM
Bike riders are already safely crossing those drives. Most are smart enough to make eye contact with truck driver and yield to truck unless waved across. This trail is so much better than most truck streets in SODO.

Venu Nemani: Thank you for those comments. I have a little more safety information, and then I'll show you what we are proposing at the driveways that might answer some of your concerns. If I may, let me proceed and I will highlight some of those points. Going back to what happened, I have two sets of graphs here. The bottom right shows more data that we have collected last summer. I wanted to point out the top left one. The dark blue line shows the number of bikes that cross various driveways along this corridor on a given day. You can see that between 6:00 and 9:00, a peak, there are eight to ten bicyclists per hour. In the PM peak that is somewhere between 10 and 14. One thing that I point out about the PM peak is that after 4pm is the driveway activity substantially drops off. When that peak bike volume happens in the PM peak, the peak truck action has died down for the day. But in the AM peak, yes, we do have some of those trucks that are entering and exiting at highest volume about one a minute, and we have ten to 15 pedestrians and bicyclists walking along the corridor across those driveways.

Dan Kelly: And I think that's why the traffic other than the trucks, because you have people who work in these locations. You have people in their vehicles for whatever reason it might be. And I think you will find that those numbers more match these peaks that you're talking about with people going and coming.

Venu Nemani: Absolutely. We'll amend this presentation and show all traffic and bring in everything. I could benefit from a slide that shows the daily variation of traffic, and bring in the driveways so you can see how that changes over the day.

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Don Brubeck: Note from Chat

Venu Nemani: Peak hour bike and ped volumes

Dan Kelly: Noting this is entering and exiting

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Dan Kelly: And then, for this information as well. This is the same timeframe that the driveway was taken. So, for me, it took me a minute to realize what I was looking at. So this information was taken over a three-day period, a Tuesday, Wednesday, and a Thursday.

Venu Nemani: When that activity for those businesses at the absolute peak. Late August, early September. We collected all of the traffic that was entering and existing. We collected people walking and biking. And we also collected the trains that were passing. One thing that I forgot to point out is that the almost invisible light grey bar on the graph on the bottom right. It shows the average number of trains that are passing at these various driveways. We came up with three trains per day. But what we are seeing in our data is that the number of trains that pass these driveways a day range anywhere between one and five, and the average seems to be three per day.

Safety assessment: We went and looked at the police reports of crashes at all 17 of those driveways. The only crash that we could find in our database was at the Mighty Mugs Coffee just one driveway north of the Subway driveway by the southern end of the project. We did not have any police-reported crashes in the 17 driveways in the last 20 years. With that said, I'm saying that there weren't any crashes. But were there conflicts? Yes, when trucks are entering and exiting, we do have conflicts. And I want to acknowledge that. Any given four-legged intersection has 30-plus conflict points, right? These drivers are no different than the traffic that's going in and out and the volume that passes in front, but what we are seeing is that they don't have any crashes in the last 10 years and those 17 driveways are less dangerous.

Nigel Barron: So, there is one crash in ten years, so there is no other need for the City right now for spending their limited amount of funds they have on this? I mean, I can't walk my son to school because it's dangerous. You're telling me that we've had one crash in ten years? I had three on Rainier yesterday. And you're telling me we had one in ten years, and this is a higher need for money than fixing Rainier or something else around schools?

Jim Curtin: Your point is well-taken. This project was generated through the Reconnect West Seattle Project, which was obviously a response to the high bridge closure. Funds were set aside. This was identified as a gap in the trail network that we have out there. And then we subsequently learned during the low bridge emergency closure that we don't have any sort of redundancy or resiliency for our bike

Dan Kelly: Noting this was over a three day period

Venu Nemani

Train Volumes (3 per day)

Safety Assessment, vehicle collisions

One collision noted in police reports

Nigel Barron: Question is this best use of funds

Jim Curtin: Funding and identification of need including emergency repairs to Spokane St Bridge

network, right? And so we had to drop everything around the holidays and put out 1,700 cones, I think to provide a detour route for folks who wanted to bike on the corridor out there. What we have in the existing condition on the Duwamish Trail is we ask people to actually get up on the sidewalk, which is less than six feet wide in many places. Two-way bike traffic with pedestrians -- we have some compromised sight lines at some of the businesses on the west side of the corridor, as well. So, we are really looking to provide something that's much closer to what we would consider a standard bike facility out there for just a .4 mile stretch in addition to some other safety improvements.

Venu Nemani: I echo what Jim Curtin said. What we have right now is a gap in a trail system. There is absolutely no redundancy for people biking along the corridor, to connect from the Seattle Bridge Trail to Duwamish Trail through this corridor. That is the need that we have identified here. What we are saying is that when we did the safety assessment, with all of the things that we go through in our own traffic database, what we are seeing is these 17 driveways that don't have any reported crashes that involve a truck and a pedestrian or a biker using the trail. The one crash that we have at the Mighty Mugs driveway is between a passenger car and a pedestrian along the corridor.

We do understand that some of these are high volume driveways and there are a lot of vehicles in and out, and we have certainly are operating a trail system right in front of those driveways. In the current condition, there is an existing tactile strip on the trail at the approach to each of these driveways that tell the bicyclists and people walking and biking about the upcoming conditions and the conflicts of the driveway. These are already done, and we have a little bit more work to do. We have to clear out the vegetation at these driveways for trucks to see the bikes approaching the conflict points, and bicyclists can see the trucks. So, we have done some work already. Dan Kelly pointed out that we have a little bit more to do at a couple of locations. We will be more than happy to do that. Vegetation trimming is the first thing that we need to do to clear the sightlines. What we are proposing is additional warning signs on West Marginal Way as trucks are making a left turn in or a right turn in to say to watch for bikes and pedestrians on the trail. We also will be incorporating the 'slow' marking legend and a tactile feel for with transverse bars approaching the driveways and 'slow' legend and the driveway on both sides, and actually paint the area in green at all 17 driveways. We want to do the speed limit on the corridor on the east side.

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Jim Curtin: looking to provide a standard bike facility in addition to other safety improvements.

Venu Nemani:

Crash was between passenger car and pedestrian.

Some additional work to do at a couple of locations

Stanley Ryter: Did you consider a stop sign on the pedestrian bike path in front of those high volume driveways?

Venu Nemani: No, we didn't. We talked about it, but we did not choose to put a stop sign on the trail. These are driveways. You know, that they (driveways) stop. It's a State law that if you make sure that there's no conflicting traffic, you can go through we didn't want people to ignore a stop sign as you go through. We always try to do improvements in an incremental manner, so you want to incorporate a few more signs and warning messages, and also highlight the exact conflict area for each driveway. We fully understand, as Dan Kelly was pointing out the other day, that green pavement, as the trucks are turning, entering or exiting would have some kind of maintenance need to keep that maintained, and we are totally willing to do that, because we want to increase the safety and awareness of the conflicts at each one of these driveways.

Dan Kelly: Since we're talking about this, one question I have is this particular system that you're proposing showing some benefit?

Venu Nemani: We have that right now on our Westlake Trail system, we have the green and the slow markings at the entrances to these driveways. We are marking the green bars, a very standard treatment that we do. But what we have done an approach taking a slightly different approach in that we haven't used green these markings on shared-use paths, like a trail like this. There is actually no guidance in the AASHTO bike design book. Being a member of the MUTCD bicycle committee, I got a preview of what the 2023 AASHTO bike design guidance is going to be. And even there, there is not a whole lot of guidance on how to treat driveways, especially industrial driveways that cross a trail. What we are doing is going one step beyond and seeing that for an industrial driveway, it's important for us to highlight the conflict and increase the awareness of the conflict, and we are going to put those green conflict markings across the industrial driveways. So, this is that we are going to put those green conflict markings across shared use paths. The West Lake cycle path, they don't have those, but they do have the slow legends and the transverse markings.

Dan Kelly: Appreciate that. Thanks.

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Stanley Ryter: Question did you consider stop signs on ped/bike path?

Venu Nemani: Did not.

Dan Kelly: Question regarding benefit from system proposed

Venu Nemani:

Similar Marking on Westlake Trail system. AASHTO does not provide strong guidance crossing driveways – especially industrial driveways.

Venu Nemani: Okay. So, this treatment, one thing that I want to show, and I can definitely go over the plans after this presentation is what does the protected bike lane look like between the limits that we are proposing.

This is a typical graphic that shows what the protected bike lane is going to look like. The southbound direction will be maintaining 11 foot travel lane. The barrier area is about 3 feet, we are going to put in a concrete barrier that separates the regular traffic from the bike traffic. Because we are in a crunch for space, those bike lanes are pitched to the absolute minimum. They are four feet wide in each direction. We think that it's more important for us to get that concrete barrier and the buffer space between the travel lanes and the bike lanes. So, we are trying to utilize that space as efficiently as possible.

And another feature that I would like to point out is that, you see in the buffer area, there are these rectangles and an ellipse. Those are the end treatments for the barriers. We want to pull that treatment far enough that when a truck is making a turn into or out of the driveways, the swept path will not interfere with where we placed those barriers. The second thing that we wanted to make sure was that the sight lines to and from, where trucks are entering and exiting are really clear so they can see not only the bike traffic but also the southbound traffic that is coming along West Marginal Way.

So, wrapping up my presentation, what we have seen is that the impact of reducing that southbound lane to one lane seems to be very negligible. We have notified what we know from modeling, the pilot closure, and the temporary closure that we had, that we can maintain truck operations or freight operations both in the existing condition and in the future. And the reason why I say, 'in the future,' is because we have seen the most catastrophic situation that can happen with the high bridge closure. And we know what kind of traffic is going to come down. Even under those conditions, the data that we have collected, and the modeling that we have done, this section where we are proposing the bike lane can absolutely handle that traffic without a lot of increase in travel times relative to what we are seeing today. The proposed PBL that closes an important gap in our trail network for people biking. The lane reduction may overall influence the speeds on the corridor can definitely have a lot of speeding. We had to reduce the speeds to 30 miles per hour. We have installed a lot of speed feedback signs that seem to have some impact, and what we have seen is that that southbound lane reduction was the most significant of those strategies. And we are proposing

Venu Nemani:

Lane width of 11 feet
Buffer 3 feet
Bike lanes 4 feet each way

End treatments pulled back to allow for truck turning radii and visibility for all modes

Goal is to maintain truck and freight operations now and into the future

several signs and markings that increase the awareness of these conflicts at the various driveway crossings. We believe this is a step towards our Vision Zero safety goals. Lane reductions eliminate the high-speed passing that you could normally do if you had two southbound lanes. Operating speeds are coming closer to the posted speed limits. We will have improved sight lines at all driveways and intersections. and we will have predictable space for all travelers, for people biking, people driving, people walking and all the freight that goes along the corridor.

We are not just done. We continue to evaluate more traffic calming options, along West Marginal Way. We are using marking that are in S Front St to solve a different problem of people travelling in the two way left turn lane. But we are exploring additional medians along the corridor at locations that will not impact the driveway operations. We want to change the look and feel of the corridor. And if you provide wide open lanes along the corridor that provide lanes for speeding. We want to influence how motorists view the corridor and self-enforce the speeds on the corridor.

Quick next steps: We want to maintain the temporary PBL until the PBL is made permanent.

Jim Curtin: Really quickly, I just want to be totally transparent with y'all. One of the reasons to keep the temporary PBL out there is because we have more work to do on the low bridge until it is fully repaired. Operationally we are anticipating six more closures in the next few months out there, which is the reason why we want to maintain a little bit more space for folks out there who are using the trail during those closures.

Venu Nemani: And every time they have that closure there, they cannot use the West Seattle Bridge Trail and people biking should come through here. And they will experience the gap in the trail network as some of those closures happen. So, we are taking a phased approach in putting in the PBL and the various driveway crossing treatments. We have a little bit more work to do near the Longhouse with curb ramps and the sidewalk. The sidewalk is asphalt and is temporary right now. We anticipate finishing those aspects this year, and as I said, exploring more traffic calming treatments, median islands and the like to go into the center turn lane on the west part of the corridor that we anticipate coming in 2024-2023. That's the end of my presentation, so I'll take questions.

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Will continue to evaluate more traffic calming options along West Marginal Way

We want to maintain the temporary PBL until the PBL is made permanent

Jim Curtin: One of the reasons to keep the temporary PBL is because there are 6 more closures in the next few months which is the reason we want to maintain space for people using the trail during closures.

Venu Nemani:
Taking a phased approach putting in the PBL and driveway crossing treatments. Anticipate medians in '23/'24

Dan Kelly: Great. So just to clarify, Chris Eaves, as far as questions after the presentation, is that limited to board members? Is that typically the process?

Christopher Eaves: It's been rather informal with this board, because it has a small audience. So, it can operate as needed.

Dan Kelly: Okay. So, not looking for debate, but if there are questions, anyone in the public who would like to ask questions of our representatives from SDOT. SDOT appreciate the presentation. There was a lot of good information. Are there any questions from the public online?

Christine Wolf: Thanks, Chris. This is Christine. I'm just wondering, Venu, did you actually also try to anticipate future growth in traffic. For those who don't know me, I work for the Northwest Seaport Alliance. I'm their transportation planner. We are still building Terminal 5 out, so we're expecting, at least from our facility additional traffic that would be using that corridor. And I don't know whether there are any specific growth projections for other truck traffic in the corridor in the future. But I do know that truck traffic is expected to grow by 50 percent in the next 15 to 20 years. And I'm just wondering how that influenced the decision. Thank you.

Venu Nemani: Thanks for the question. We got some growth information from the Port. And if you look at the Environmental Impact Study (EIS) that was put together for T-5 expansion. That particular study was putting about 50 more trucks on this corridor. Now that is compared to what is out there that's very minimal. We are going off of what we have in the Freight Master Plan, and expect another 60 percent of truck traffic on the corridor. The reason why we are so confident in saying that this can maintain both existing and future freight operations is because we have seen what the absolute maximum of that could happen when the high bridge closed. Even with the high bridge closed, even with the traffic volumes near doubling, and the truck volumes also doubling. This particular section where we are doing the PBL, we are fully confident that the overall travel time is probably going to be a few more seconds than what it would have been otherwise. So, that's what gives us the confidence, Christine, that we can maintain both existing and future operations, even with this reduction in the southbound direction.

Christine Wolf: Thank you.

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Dan Kelly: Questions?

Christine Wolf: How did growth and T-5 expansion affect this decision?

Venu Nemani:
T-5 Environmental Impact Study (EIS) indicated 50 more trucks on WMW for T-5 expansion

Using Freight Master Plan growth factor

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Rachael Ludwick: You talked a lot of about conflict points with bicyclists. The conflict points exist today because people are either biking in the street or on the sidewalk. This is a safety project generally, and I'm wondering how does non-truck traffic on the corridor of all kinds -- should this project improve safety of all kinds from other conflicts or crashes. If you look at a crash map of the area, most of them are between cars and trucks, not between bicyclists and trucks. Historically, everywhere else in the world learned that lowering speed is one of the best ways to reduce long crash delays, because you have people going slower, so there's less likelihood of crash, and then if there is a crash. it is easily cleared. It's not a big incident. So, I'm wondering whether we have done any work that quantifies much this reduction in speed on this corridor -- what is the risk of long delays because of a crash?

Venu Nemani: Thanks for that question, Rachael. We were primarily focused on the ped/bike conflicts in front of the driveways. We did not poll what the crashes are like at each of these driveways along the corridor. But we do have that information, and someone asked that same question last Friday. And that's one more thing that at each one of these driveways, what kinds of other crashes are you seeing entering and exiting these locations. So, I don't have it, but that is something we are looking at. Thank you.

Geri Poor: Thanks so much. I have a series of questions. I guess I can ask them one at a time. During your presentation, I wanted to ask about the driveway and the turning movements of the driveway and safety. I know on Slide 10, you showed where you did driveway counts. And then on Slide 17, you were demonstrating what the signage is. I'm concerned and would like to understand north of 2 which is more than 300 trucks a day and is where the bike route is going in. I think I heard you say you're doing the Site 17 improvements on the east side. I am concerned about the west side. I was driving it last week and saw signage up that said, 'Trucks, watch out for cyclists.' And just to reiterate the point I made before, it needs to be a two-way street. Thanks.

Venu Nemani: So, where we put the protected bike lanes, we have the same conflict markings at all the locations where we have the bike lane on the west side. On the east side, all the driveways that you see on this slide and on the east side of the corridor where the actual trail is, we are doing the exact same driveway treatment. For other driveways along the west side, southbound, we are not proposing any changes in signage.

Rachel Ludwick: How does non-truck traffic get affected. What does reduction in speed translate to in risk of long delays because of a crash?

Venu Nemani:
Primarily focused on Ped/Bike conflicts in front of driveways. Do have info though and can send.

Geri Poor:
Concerned about west side and with signage that said 'Trucks, watch out for cyclists' What is the bike education component?

Venu Nemani:
Conflict markings in front of driveways east side. Not proposed on west side. Also no signing changes proposed

Geri Poor: Maybe could you go back to the overview? Here in the yellow, the Duwamish Trail gap. Are there driveways that you are protecting with that same signage?

Venu Nemani: We will have green conflict markings in the typical PBL design at every one of those driveways.

Geri Poor: Will you have the slowing that you showed on Slide 17?

Venu Nemani: No, I don't have the 'slow' markings. It is a typical bike lane we are putting in the green conflict marking that goes through each of those locations.

Geri Poor: I would like to understand on Slide 10 which driveways and what the driveway counts are at those crossings. I don't think you're prepared to answer that, but

Venu Nemani: On the west side between where the protected bike lane is proposed?

Geri Poor: Yes. If you go to Slide 10, I'm asking about the driveways that are north of T105 and SPU.

Venu Nemani: No, we did not collect any north of T105. There is no trail there.

Geri Poor: Well, there's the PBL, which is crossing driveways.

Sara Zora: We did collect data on driveways and intersections on the west side PBL during the high bridge closure on turning movements during that process. So, we did collect the data but we don't have the data available and ready for you at this moment.

Geri Poor: Right. And I am suggesting that once we look at that data, we will be able to understand if it's appropriate to make safety considerations at those driveways. So, if we could see that, it would be very helpful. Thank you. I'll come back when it's my turn again.

Christopher Eaves: I don't see other questions on the Webex.

From Chat: from Thomas Noyes to everyone: 9:54 AM Were the daily train counts (3-5) confirmed with the BNSF Railway? Also, Nucor Steel does switching at their

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Geri Poor: What treatments are on the west side. Will 'slow' markings be used.

Venu Nemani:
No slow markings are proposed

Sara Zora:
Did collect data but don't have at this moment

Geri Poor:
Suggesting once data is shown there may be more safety updates for those driveways

Thomas Noyes From Chat:
3-5 daily trains confirmed?
Is any of this switching or from Nucor Steel?

C Eaves Note: I missed this and did not relay Thomas Noyes' Question to Venu Nemani.

facility along the east side of WMW (s. of Chelan I/S, north of the Longhouse) with a lot of back & forth switching maneuvers that block crossings on the eastside of WMW, are the Nucor switching moves included in these daily train counts?

Nigel Barron: I have a quick question. Do you have any rough budgetary numbers for this, and whether this is going to trigger the shoreline permit or any of the other environmental reviews?

Jim Curtin: Sara, do you have the budget for this?

Sara Zora: Not at this moment, but we did have some Reconnect with Seattle funding, as well as some funding source. I would have to take a look and get back to you on how much and what the funding sources are. What was the second part of your question?

Nigel Barron: Whether this would trigger a shoreline permit or environmental review.

Sara Zora: This would not trigger a SEPA notice of action or a shoreline review.

Stanley Ryter: have you reached out to talk to the property owners and said that this coming and here is training that you can provide your truck drivers, or say hey, we're putting this in and have a one-on-one discussion?

Venu Nemani: We are going door to door, but Sara, do you want to comment on the business owners and the door to door that we're doing?

Sara Zora: Yes. We also have Danielle here, who is our outreach lead. But we have done one of those sites where we do all of the different data collection points. We did the data collection during the two-week closure in October/November when we went door to door to let people know that the lane was going to be blocked off and people would not be riding their bikes there. So that was a door to door. We made flyers.

Most recently, Danielle and I had been going out door to door on the PBL side, the west side businesses to really talk about the temporary PBL is going, and what kinds of things the businesses were experiencing as they approach the in and out, the ingress and egress to the driveways. So we went door to door in that regard. We did want to commit to going back door to door once the permanent protected bike lane was

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Nigel Barron: What are the budgetary numbers and is there required Shoreline or other permitting

Sara Zora: Do not have budget numbers. This would not trigger SEPA or a shoreline review.

Stanley Ryter: What contact with property owners?

Sara Zora:
Door to door in Oct/Nov closure.
Flyers.

Also door-to-door recently. Businesses felt temporary bike lane was more obstructive visually because of barrels.

installed to see what punch list items or tweaks could be made as they experience the ins and outs with the permanent features.

Some of the latest comments from going door to door -- I think we spent two weeks going around -- and it was that the temporary PBL actually felt more obstruction of use coming in and out of those driveways since those barrels are being maintained once a week. They are a little higher than our Jersey barriers for the permanent PBL would be.

I think there was a lot of attention on those conflict points at driveways. So, I think a lot of relief that there was going to be the green paint, so that the people who are newly biking on the street, let alone the sidewalk, or taking a lane would have some awareness of again, how the businesses are operating their driveways to be very aware of what's happening not that they're going to be in a new location, and have those experiences going on.

So, we do commit to going back. And then, for the west side driveways, Jim Curtin to really talk with that West Marginal Way Safety Coalition group. And we do commit to sharing when the construction would be for the permanent, and how to get in touch with us if there are observations made that need to be reconciled after delivery.

We do have a few more rounds when we do want to engage with the business owners from this point on, as well. I hope that helps answer, but let me know if there are other questions or recommendations you would like us to consider.

Stanley Ryter: No that was great. Thank you.

Dan Kelly: If I could just make one point as to the training of the drivers or folks that are trafficking through there. Some of those are, a large majority of those are third-party operators and individuals, that kind of thing. So, whatever we can do to make that side entrance safer.

Jim Curtin: Yes, this came up really briefly in our presentation with the stakeholders on Friday. I think we were able to establish that most of the businesses along the corridor have pretty good safety training. If there is anything that we can do in addition, we are open to that. But the signs and the pavement markings that we're putting out there are intended to be real-time at the point of potential conflict. We're going to be around forever, being the City of Seattle, right? So, we are more than willing to come

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Considering door to door after permanent PBL is in place.

Committing to going back. Jim Curtin to talk with the West Marginal Way Safety Coalition

Dan Kelly: Regarding training of drivers. Majority are third-party operators and individuals

Jim Curtin: If there is more we can do, but signs and markings are intended to be real-time info at the point of conflict.

out and speak directly with drivers, or provide materials that we can put together, as well, to help folks feel comfortable making those movements in and out.

Christopher Eaves: I'm just noting that we have - Geri, if you don't mind, I think Dan McKisson has a question, so I will come back to you, unless Stanley, you have others.

Stanly Ryter: I have a couple of other questions. I read somewhere that this was a done deal. I don't remember if it was the Seattle Times or the Cascade Bike Blog just this weekend, and I don't know if that's true. Did you look at alternative routes along and behind the properties? In the green belt. Soldier wall or going behind properties?

Jim Curtin: Yes, to all of those things. We looked at alternative routes. We looked at riding behind some of the properties that would have required some geotechnical structures in there, and it was completely cost-prohibitive. This is also, I think, not new. I think there was an effort in 2005.

Venu Nemani: In 2005, there was a joint effort between Port and the City to do exactly the same – basically take one southbound lane but at that time they were looking to extend the trail completely up on the east side to go all the way up to connect. We have in some form looking at alternate locations. What has been bringing more urgency is that gap that you have in the trail network when we have shown up to do some emergency lane closures for the low bridge, and even for the high bridge. That gap needs to be filled to make one continuous network for people biking. We are not even talking about resiliency. So that's why we want to do what has been studied at least since 2005, to take that southbound lane. But the most expeditious way to bridge that gap is to provide in-street bike facilities. Anything outside, if you touch the side, you have a long process. If you touch anything outside of the footprint, then you have a lot of technical challenges, and it becomes a much longer project. And it would not serve some of the immediate purposes we identified.

Jim Curtin: And to answer the first part of your question, we are committed to this project. We announced a couple of years ago that we would build the project once the high bridge reopened. We are doing extra due diligence to listen to the stakeholders on the corridor and incorporate some of their feedback into the project, which I think we have done. With confidence, I think we can say we have definitely heard about the safety concerns from folks on the corridor. We would like to build this. We would like to build this soon, but we're doing some extra outreach to get additional feedback from

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Stanley Ryter: Read that this was a done deal. Did you look at alternative routes behind properties?

Jim Curtin: Looked at alternate routes. They were cost-prohibitive.
Noted similar effort in 2005

Venu Nemani:
Port and work to finish east side trail.

More urgency now that gap has been identified and there is no resiliency.

Jim Curtin: To answer first part of the question. We are committed to this project. Doing extra due diligence with stakeholders.

folks on the corridor, and ensure that we have looked at everything from every possible angle, so we can get out there and build things and be confident in the facility that we provide. We will provide structure for folks to drive their vehicles. They will have predictable space for bikes vice-versa and other vehicles. More structure and more organization.

Stanley Ryter: Thank you for the presentation. I think the purpose, need, the traffic elements, it really comes down to the matter of if there are too many trucks per hour for the kind of bicyclists you have. I think that is still floating out there.

Dan McKisson: Dan McKisson with ILWU. Thanks for the presentation. One question on, Slide 17, which may not be on the corridor because there are trees in the way. But with the configuration you're talking about, you will be using Jersey barriers. Is that correct? Because that tree is in the way.

Venu Nemani: No. This configuration is on north the section Dan between Marginal Place and where the Duwamish signal goes in. So, the bike lane would be in the street.

Dan McKisson: Okay. The whole length of it. Who has the right-of-way? If I'm in a truck, I'm turning right into that driveway. So, who has the right-of-way?

Venu Nemani: Normal right of way rules apply. The person on the left who comes first will have the right of way.

Dan McKisson: Okay. I've never had a commercial driver's license, but I've driven a lot on the docks. With the trucks on the docks, I have more visibility. So, if I'm driving southbound on that road and I want to make a right-hand turn in there, it's very, very difficult to see, in my opinion. All you have is your mirror until you start turning, and that may be too late. Know who has the right-of-way, and bikes understand what their responsibilities are -- safety in this thing is the biggest issue that I see. Even the bike riders say it. We all know, in these situations, when there's an incident, it's always tragic for the bike rider or the pedestrian in these situations.

But we always have two victims there. When I operate on the docks, we all know that if you're smaller, you give the right-of-way. That's just how we do it. Just because that's the best way to survive with a lot of the equipment on the docks, you just can't see.

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Jim Curtin: Will incorporate some of the feedback

Dan McKisson: Tree in one area looks to be in the way of jersey barriers.

Venu Nemani: Location of tree is different to the jersey barrier installations

Dan McKisson: Who has right of way when turning right into a driveway?

Venu Nemani: Normal right of way rules apply. The person on the left who comes first will have the right of way

Unless they know you're there you stay out of their way. We still have tragic deaths on the docks, and there are always two victims. Thirty five years ago, a guy was driving on a steel ship. By all accounts it wasn't his fault. A load broke away and killed a crew member on the ship. That guy went home and took his life.

So, we have to remember that there are two victims in these situations. Even if you're in the right, you're still guilty in your mind. So, we've just got to keep that in mind. Thank you.

Venu Nemani: Thanks, Dan. Thanks for those comments.

Christopher Eaves: I would like to note time at this point.

Dan Kelly: I'll be quick in my comments.

Geri Poor: Can I go now? I'm happy to follow Dan's very poignant comments. My comments are also focused on safety, I also agree about the need for a bike lane around here, and bike improvements. I just want to make sure that we have the best and safest design.

In addition to that, I hope the City is thinking -- I know you said that there are future closures of the low bridge and near-term closures of the low bridge necessary, which is having you delay this a little bit. I'm concerned, thinking long-term, about construction of Sound Transit and what detours may be necessary during Sound Transit construction. I'm wondering if there are permanent changes being made that will potentially be needed if the high bridge were to close again, or if Sound Transit forces traffic down West Marginal Way. Those were two more considerations. Overall, I hope that this will be designed in the safest way possible. And the signage that I saw last week that say, 'Truckers, watch out,' with no reminders to the cyclists -- it needs to be a two-way street. Thank you.

Dan Kelly: So just my comments. As I have looked at the history of this topic, I've seen that the freight advisory board has written several letters and done presentations on their concerns, I think, again, understanding what the need on the bike side of things is, certainly safety is key. I think that the engagement that you're doing with the folks along that area, I don't think that there are any of those folks who you are engaging with are saying that this is a great idea. They are concerned about the safety.

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Dan McKisson: There are two victims to all accidents- even if you're in the right, you're still guilty in your mind.

Geri Poor:

Want to make sure we have best and safest design. Concerned about long-term construction with Sound Transit that may put extra volume on West Marginal Way

Dan Kelly: Have seen SFAB has written letters. All engaged are interested in safety. Unsure if a three-day count accurately reflects all conditions

Although I think that there is a great amount of work and detail that has gone into this, my personal opinion is a three-day survey may not be adequate to show that that area may be excluded. I know that you're getting the other vehicle traffic that's in there. It's also concerning that there is no threshold for how many trucks and bikes could go through there before we determine that it's too high a risk. Some consideration there. And then, Jim Curtin, you made a comment about the temporary PBL maintaining because of the potential low bridge (closure). Did we maintain all the temporary PBLs?

Jim Curtin: We just maintained it on West Marginal Way.

Dan Kelly: Great. That's all the comments I have.

Christopher Eaves: I would like to note that we are at time. And there were two other items. First off, thank you Venu and Jim for taking the extra time to be here. We had the 2023 work plan, which is a discussion, as well as mapping, which was a bit of a presentation. Can we defer these to March? Or if we can get a little bit of discussion on the work plan via email? I think either way will work, but at this point in time, the only thing I have is the March agenda, which has the Urban Freight Lab hopefully providing a bit of updated research information throughout the Seattle area.

Dan Kelly: I will recommend to the board, unless there is disagreement, that we move the work plan and mapping presentation to the March meeting. Any conversation or concerns about that for the board?

Hearing none, we will go ahead and make that adjustment. Thanks, everyone, for the presentation and comments.

Christopher Eaves: If I could ask one unrelated question, I hope that Howard Agnew is doing well. I know that you're recovering.

Dan Kelly: Just a thumbs up is all we need, Howard. Before we adjourn, what we will do is go around for closing comments from the board members. Do we have a few minutes for that? Do you mind going through the list for us online, Chris?

Christopher Eaves: You bet. I'm going in order. Geri Poor, do you have a comment?

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Dan Kelly:

Jim Curtin made comment about temporary PBL maintaining because of potential low bridge closure. Did we maintain all temporary PBLs?

Jim Curtin: We just maintained it on West Marginal Way

Closing comments

Geri Poor: I appreciate staff taking the time to talk to us today and hear all of our comments. I hope we can work those into the design. Thank you.

Rachael Ludwick: I don't have any comments, but thanks for the presentation.

Christopher Eaves: That is the number of board members online.

Dan Kelly: In the room?

Nigel Barron: Yes. Any recommendations for homework between now and March. Looking for links.

Christopher Eaves: I can offer very quickly that the pages that you see, the first two pages are the links in response to the number of things that were suggested in the work plan from our January discussion, making it very complex but very robust. I think the Comprehensive Plan and the Seattle Transportation Plan would be key to focus. But it really is way too much for any one or two people. Maybe people could take one or two pieces of it, which is why it might be good to have a discussion on who wants to take what.

Dan Kelly: Just to follow up on that, I'm certainly open to -- I don't know about the rest of the board -- but certainly I'm open to a work session aside from the monthly meeting, if that is appropriate to help drive the work we're trying to get done.

Christopher Eaves: We could. That would be a special meeting, and we could put that together for those who have time. I could do a poll of what might work.

Dan Kelly: Sounds great.

Nigel Barron: There's something I don't understand. I'm just curious about this slide, where they said one person in ten years that was a car and a bike. If the trail goes in, and there are two accidents in the first year, do they reevaluate the trail? I guess that's what I don't understand.

Christopher Eaves: I am unsure about that.

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Geri Poor – Appreciation for staff taking time to speak today.

Nigel Barron – recommendations for homework?

Chris Eaves – review work plan for interest in following topics

Special Meeting to advance 2023 SFAB Work Plan proposed

Nigel Barron: It's just from curiosity. If there are no issues in ten years, and then suddenly, there are new issues, do they reevaluate the trail? I don't know.

Christopher Eaves: I am unaware of any trails that have been reevaluated.

Dan Kelly: And then, for me, again, given the history of the Freight Advisory Board's position on this particular topic of West Marginal Way, People have a tendency to make it a bike or freight thing. I don't think that's the case. I think it's a safety concern. We can talk freight mobility and what the impact of those lanes would have in there, and I think those are things that can be looked at and understood. But it's the safety. And so, what I'm going to recommend, unless someone else on the board has objections, is perhaps the freight advisory board write a letter based on this presentation, based on the information that has been given about concerns that are still out there. So, we have that document. I would be happy to work with Chris Eaves or whoever, and do an initial draft of that for folks to look at and give their blessing to.

Christopher Eaves: Okay. It sounds like there's a motion to write a letter, with Dan Kelly being the originator. And I can send it forward.

Dan Kelly: So there's a motion out there. Is there a second for that?

Geri Poor: May I clarify? The plan is that you would write the letter and route it to all of us for review? And we could approve it?

Dan Kelly: Correct.

Geri Poor: I would support that. I second it.

Dan Kelly: So, we have a motion and a second. Is there any other discussion? Okay. Call the question. All in favor? Any opposed? Do we still have a quorum on the phone?

Christopher Eaves: Yes.

Dan Kelly: All right. Motion passes. Thank you very much. And I do appreciate the presentation and the information provided by the folks here from SDOT. All right. We will adjourn the meeting at this time. Thank you.

ADJOURNMENT

SFAB 02/21/23 MEETING

Motion to write letter from SFAB regarding West Marginal Way Protected Bike Lane

Adjournment: