



# City of Seattle

## Jenny A. Durkan, Mayor

Department of Transportation  
Sam Zimbabwe, Director

### Seattle Freight Advisory Board

### Seattle Freight Advisory Board Meeting Summary

Date and Time: May 19, 2020, 9:00 a.m. to 10:30 a.m.

Location: Skype

#### Members Present:

Warren Aakervik	<input checked="" type="checkbox"/>	1	Warren Aakervik	<input type="checkbox"/>	7	Vacant
Todd Biesold	<input type="checkbox"/>	2	Todd Biesold	<input checked="" type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input type="checkbox"/>	3	Kristal Fiser	<input checked="" type="checkbox"/>	9	John Persack
Jeanne Acutanza, Chair	<input checked="" type="checkbox"/>	4	Jeanne Acutanza (Chair)	<input type="checkbox"/>	10	Frank Rose
Johan Hellman	<input checked="" type="checkbox"/>	5	Johan Hellman	<input checked="" type="checkbox"/>	11	Kris Debuck
Mike Elliott	<input checked="" type="checkbox"/>	6	Mike Elliott	<input checked="" type="checkbox"/>	12	Geri Poore (Port of Seattle)
Vacant						
Pat Cohen						
John Persack						
Frank Rose						
Kris DeBuck						
Geri Poor						

#### Guests Presenters:

Jason Fialkoff – SDOT, Mini-Modal Plan for Freight in support of the West Seattle Bridge  
Kelly Rula – SDOT

#### Public Present:

NONE

#### SDOT Staff Present:

Venu Nemani – Board Liaison  
Treysea Tate – Assistant to Board Liaison  
Cass Magnuski - Transcription

#### 1. Welcome and Introductions

Board Members and Attendee introductions on the call

#### 2. Public Comment

NONE

#### 3. Approval of Minutes

Approval of previous meeting minutes will be deferred.  
Final minutes will now include “Topic”, “Discussion” and “Comments”  
Action items will be included within “Comments” for a particular discussion to allow future follow-up and tracking.

#### 4. Announcements & Chair’s Report

NONE

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## 5. Mini-Modal Plan for Freight, support for West Seattle Bridge – Jason Fialkoff, SDOT

Fialkoff recently moved into SDOT's Transportation Operations Division to help coordinate the Division's support of project delivery.

Transportation Operations is leading the short-term traffic response

- Establishing the detour routes
  - Monitoring detour corridors to maximize movements over the next year and a half during the West Seattle Bridge closure continues.
- Ensuring that the Spokane Street bridge continues to allow movement: freight, transit, and EMS,
- Shifting out of immediate response
  - How are we going to work through this new West Seattle/Harbor Island environment?
  - What impacts face SODO, Georgetown and South Park?
  - First, currently working with neighborhood associations to support and preserve traffic controls in these impacted communities
  - Second, planning process with Mini-Modal plans – one for freight, one for bicycles
  - Third is a wholistic look at how people move between West Seattle and the rest of the City in the coming year and a half. Looking to identify overlaps
    - Transit measures, including bus and water taxi
    - Travel and management measures
- Mini-Modal plans
  - Started in earnest week of May 11, 2020
  - Strategic decision to involve our stakeholders in the process
    - Collated all proposed projects from the Freight Master Plan and the Freight Implementation plan that overlap with impacted neighborhoods
    - Collated all comments from a variety of community public meetings, Maritime Townhall, SODO BIA, etc.
    - Collated letters from Georgetown and South Park
    - Proposals from the Port of Seattle
  - SDOT wishes to show the Board progress and ask for feedback.
  - Reviewed example provided from Parks Improvement Program set-up
    - Leverage partnership and opportunity to pursue various projects
  - Mini-Modal projects rated Green – likely funded and easily accomplished or Orange, unlikely funded in the immediate and more challenging to accomplish.
    - Advance Warning for grade crossing closure – improve traffic monitoring and driver notification capabilities for the major haul routes. TRAINFO. (Green)
    - Improve pavement and remove unused track infrastructure (East Marginal Way) (Green)
    - S Hanford Street and East Marginal Way intersection improvements – included within the East Marginal Way multi-modal project the Board wrote a BUILD Grant Letter of support. (Green)
    - 4<sup>th</sup> Avenue S Reconstruction and ITS Implementation – this is complete
    - S Spokane Street Freight ONLY lanes – collaboration with UW Freight Lab on Alaskan Way near S Spokane Street. This project is also complete, and the findings report may be circulated within the freight community and here at SDOT.
    - 16<sup>th</sup> Ave S and East Marginal Way (Orange)
    - East Marginal Way – South Corridor Reconstruction and Safety Enhancements – included within the East Marginal Way East Marginal Way multi-modal project the Board wrote a BUILD Grant Letter of support. (Green)

- 2<sup>nd</sup> Ave S to East Bound Highland Park – signage and signal light changes
- 14<sup>th</sup> Avenue and Cloverdale – not part of the Master Plan; re-channelized after right-turn incidents.
- East Marginal Way at Duwamish Avenue – also not part of the Master Plan, rather implemented from low cost solutions to traffic flow issues provided by the East Marginal Way Design team
- Received other ideas from the Port of Seattle – list is not fully fleshed
- Nemani will create a Google map or similar to demonstrate Mini-Modal project locations

**SFAB Comments / Questions:**

Board expressed interest in reviewing the UW Freight Lab study outcomes at Alaskan Way due to the short duration of the study itself.

*Yes, the study duration was short, and the freight signage and signal timing appeared to need improvement. The high-level results indicate that freight movement will benefit from a Freight ONLY lane*

Please elaborate on the Mini-Modal project cost threshold of \$100,000

*The \$100,000 is more of a placeholder for “low-cost” improvements – rather than an exact cost threshold. Projects above this cost are typical more challenging to deliver with SDOT crews. We attempted to identify improvements that did not include long-lead time items such as design material fabrication or environmental reviews*

How much funding will be available after the fixed costs of the operations of the freight improvement program?

*We don’t have exact numbers for Mini-Modal plan funding; SDOT Operations budget sits at about \$1M annually after fixed costs are paid for the in the program. We are still in planning stages. The City would like the Freight community to get its big ideas incorporated into the larger planning.*

How soon does the City need to hear input from the Freight Board with regards to the Mini Modal projects or getting the “bid ideas” on the list?

*About one to one and half weeks’ time for review and comment on the Mini Modal plan. The first draft is being developed and will be released to the public later in June. At that point, a need or purpose statement will be provided as part of the public feedback.*

Will funding for the Mini-Modal projects take funding away from projects previously discussed or planned or listed on the Implementation Plan?

*We don’t understand future funding sources for the Mini Modal plan at this time; more information can be provided as status updates are learned. Perhaps by the next meeting?*

**6. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX – Kelly Rula, SDOT**

The City’s transportation demand management was a required element during the Viaduct closure and now during the West Seattle Bridge closure.

- Movements during commute peaks are prioritized.
- Data is reviewed to develop understandings of how to create efficiencies and behavior changes to maximize capacity.
- The focus here is not Heavy Haul and not commuter traffic – understanding commercial arterials better.
  - It’s on “Middle tier freight” – the plumbers and HVAC technicians, the business deliveries, the package deliveries.

- Study of time of day impacts – what constraints are placed on the system during peak travel times. Determine if there are ways for the City to encourage off-peak time deliveries.
- How can we create better “efficiencies” – reducing trips, what makes more sense holistically regarding the freight network.
  - Trying to plan beyond the Port of Seattle – what other commercial activity can benefit from efficiency planning? Larger trucks delivering to smaller trucks that make shorter trips for deliveries?

**SFAB Comments / Questions:**

What is your timeframe for this? Are you also working with our recent partners, UW Urban Freight Lab?

*Yes, we will be reaching out to the Urban Freight Lab later today. As for a timeline, everyone is currently trying to find near term fixes; these fixes are angled towards the long road.*

If we’re going to take bigger trucks from the distribution centers into the neighborhoods, we've got to ensure the major truck streets and corridors aren’t compromised. Those trucks are challenged by turning radii into grocery store delivery bays, yet the same location served by smaller trucks experience increased congestion.

Kristal Fiser from UPS is typically in attendance; please connect with her offline.

**7. Good of the Order – All SFAB Members**

- Waterfront signal timing remains a concern for northbound truck traffic – having to stop at each intersection.
  - SDOT to follow-up internally and provide feedback on status of this signal timing.
- 4<sup>th</sup> Avenue Bridge – bridge over railyard that is still only one way – northbound. Assuming this is a delayed project? Is there any resolution to what has delayed this project, what the updated construction status may be and when capacity will be restored?
- Traffic timing on South Michigan Street.
  - This corridor is currently being monitored and signal timing plans revised for the traffic detour in general and S Michigan in particular.
- Need for increased bicycle visibility near the gate at Terminal 18 – crosswalks, bicycle traffic control, clear demarcation as a bicycle-trail – S Spokane Place near guard shack.
  - SDOT to review signing and markings associated with this location.
- Need to protect major truck streets from scooters – major safety concerns for trucking industry
  - This is a policy type of item
- Seattle Freight Board now has a SharePoint site – members will now have access to all meeting minutes for review and approval, Board-drafted support letters and a variety of other Board Member related documents and files.
  - Please provide your preferred email address to SDOT/Nemani and you will be granted access
  - Work with SDOT/Tate to resolve any technology issues.
- Seattle Freight Board meeting minutes have been created from meeting transcripts, 2017 to 2020
  - All minutes and related transcripts will be available to Board Members via the SharePoint site.
- Seattle Freight Board website is still underway
  - Public will have access to meeting agendas and Board-approved meeting minutes and .pdf versions of guest presentations.
- June agenda items?
  - West Seattle Bridge structural evaluation discussion

- Continued evaluation of the Mini-Modal plans
- Truck parking around S Spokane Street and East Marginal Way – status updates?
  - Northwest Seaport Alliance issue, ILWU coordination
- Truck parking in SODO and Georgetown – results from any studies or outcomes?

**Adjourn**

11:00AM

DRAFT