

Minutes – December 15, 2020 Seattle Freight Advisory Board Meeting (Virtual)

## **Topics**

BIRT Study Report Update

Ballard Interbay Cordon Data Analysis

West Marginal Way Letter to SDOT

West Seattle Bridge Town Hall

## **Board Members**

Jeanne Acutanza, Geri Poor, Mike Elliott, Warren Aakervik, Pat Cohn, Kristal Fiser

**Public:** Call-in User 3, Christine Wolf

**Staff:** Christopher Eaves, Venu Nemani, Matt Beaulieu, Cass Magnuski

**Attending:** 12 (All via Webex)

9:00am meeting start

## **Introductions Begin**

Venu Nemani is thanked for his support and work with the Seattle Freight Advisory Board.

Chris Eaves: Notes new meeting set for 2021 will come from the [SDOT\\_SFAB@seattle.gov](mailto:SDOT_SFAB@seattle.gov) email address.

## **Introductions Conclude**

**Announcements:**

Jeanne Acutanza:

Jeanne provided a webinar regarding a shared bus and freight lane in New York City NY, on 14<sup>th</sup> St. Metrics and analysis for freight was lacking in this iteration. It can relate to a BIRT study recommendation.

Geri Poor:

Three items

Sound Transit West Seattle Ballard Extension EIS is delayed to second half of 2021.

City is working to identify John St at the SR-99 North Portal as a truck street. Currently the route is on Harrison St

Port of Seattle committed to ITS signals on the west end of Broad and Denny through the Safe and Swift agreement between City of Seattle and Port of Seattle

Discussion indicated Denny Way is not part of the 30 foot truck restriction zone and that signals will be coordinating for speed along Denny Way

## **SPOKANE ST BRIDGE VEHICLE ENFORCEMENT**

Presenter: Matt Beaulieu

We are still identifying mid-January as a time to switch to camera enforcement of the Spokane St Bridge. We are moving from the placard system and fines of approximately \$75 will be levied for unauthorized vehicles violating the restrictions. We are still exploring the license plate based system.

When marine traffic closes Spokane St, it takes time to recover, and we have reviewed the time it takes to recover normal vehicle flow for freight, emergency vehicles and buses.

We are still working on the process to identify the 10,000 lb vehicle limit.

Warren Aakervik:

Is there a directional load?

What direction can you give about which vehicles need to be registered via license plate?

Can company badged vehicles be used as identifiers?

Matt Beaulieu:

We think we can identify large two-axle vehicles via silhouette, so you don't need to register those. We are testing the system to see what we can reliably identify.

This may change as SDOT gains more experience with the system.

Note that the system requires vehicles to opt in and agree to collection of trip data based on license plates. This data will be publicly available.

Kristal Fiser:

Comment– Entities such as ourselves that are providing small, consolidated deliveries servicing West Seattle, we're crossing that bridge once in the morning, and then once at night. We're not driving back and forth multiple times a day. Once the service providers get enroute, they're staying enroute and doing their full days of work before they come back. I just wanted to put that in your mind in terms of total trips and the use of that bridge. And for us, too, all of our vehicles that are servicing West Seattle are not utilizing that bridge. Less than half of our vehicles that are servicing the West Seattle zip code utilize that bridge. And that's just from a standpoint of our route optimization, and our drivers take the most efficient path to get to their routes every day.

Matt Beaulieu:

Coincidentally this was explored this morning in a separate meeting within SDOT. The information confirms our thoughts.

Pat Cohn:

Confirming the ticket goes to the registered vehicle owner (yes)

Jeanne Acutanza:

How is SDOT collecting data, and is there relevance to previous data from UW collection and analysis?

Matt Beaulieu and Chris Eaves:

UW data collection is identifying freight as a goods and services mix. As covid restrictions change, we can review traffic in these terms and attempt to better refine what traffic moves over the Spokane St Bridge. The data collected also will include direct info from registered vehicles (freight/goods/services) and vehicles that are fined.

**NOTE: License plate data is opt-in and is publicly disclosable. This was approved through Council process, so please be aware you are trading improved access for information.**

Geri Poor:

Spoke with Keli Rula about a study with UW and she suggested we share the survey they are performing.

Chris Eaves:

Will confirm about survey

Warren Aakervik:

Is there analysis on recreational versus commercial marine vehicle traffic and Spokane St opening?

Matt Beaulieu: No analysis because they both result in openings that must be reacted to.

Jeanne Acutanza:

Confirming we can share the presentation with staff (Confirmed)

Kristal Fiser:

Will we need to register all vehicles into the license plate system? Some go in and out for repair?

Matt Beaulieu:

We will hopefully be able to avoid that scenario as well as identify that some companies such as SYSCO sometimes use rental trucks to make their deliveries. We are not asking for license plates yet because we do not have an answer that does not involve an additional check.

## **POLICY AND OPERATIONS ADVISORY GROUP (POAG) UPDATE**

Geri Poor and Warren Aakervik discussion:

City staff put together this POAG committee to serve as a sounding board, and it represents many different modes. They are setting up and proposing to us with policies that are in conflict between modes, and asking us to share our perspectives. It's actually a very rich group, in terms of sharing perspectives, and it does change our sense that freight really needs to move where it needs to move. But it is forcing us to understand other peoples' perspectives, too, and that's what we want to bring back to you.

Topics include a city-wide signal policy, modal integration and how streets operate. Unfortunately they do not show a layer for freight.

It appears transit and freight should go up top in terms of priority so that people and goods can have their transportation needs met.

Jeanne Acutanza:

There is a parallel in sieving large to small rocks and accommodating large to small modes rather than the reverse when discussing transportation. To carry the analogy if one were to put sand in a bucket first, it would not be possible to fit large rocks. If the large rocks go in first, the sand can flow around them.

Geri Poor:

Warren is going a good job noting the shared needs of freight and transit because of their design characteristics.

We highlighted that major truck streets need to be protected as well as MIC streets.

Recall 2-3 years ago the equity group came and spoke to the FAB and we identified multiple equity issues in freight, and we might expect economy issues to be here also.

There are opportunities to educate from our perspective.

Warren Aakervik:

It is difficult to understand how the four modal plans will integrate when Streets Illustrated is lacking in truck streets, there is also an Industrial Lands discussion that is impacting Streets Illustrated. Streets Illustrated indicates design vehicle is a 30 foot single unit vehicle but is vague on other specs in high-truck corridors

There is also a question of mixing scooters and freight on major truck streets that are set at 25MPH. The current policy is that scooters can travel in-lane on 25MPH roadways. How are we going to protect the ability of both to move when you can't even see the scooters from trucks?

Chris Eaves:

Noting the SFAB has spoken about Streets Illustrated previously, and a need was identified that someone flesh out freight and its movement portions.

2021 Workplan

Chris Eaves:

Discussion of the SFAB 2021 Workplan and goals.

Work Examples noted of range of things SFAB could focus on

Work plan discussion focuses on:

**Data and collection**

**Projects we would like to accelerate or endorse** – and building coalitions around projects

**Policy and Planning** – This was suggested as the primary focus including Streets Illustrated, Complete Streets, policies protecting freight corridors, Right of Way Improvement Manual

**Funding and how we make sure funds identified to benefit freight do so**

**Preservation and Maintenance**

**Education and Cooperation-** Fish and Chips illustration noted as example. Cross-board communication and cooperation.

Chris Eaves:

NOTE: Freight Master Plan Implementation will receive an update and discuss the impacts of the West Seattle Bridge closure on existing implementation, project timing and project prioritization. This will help document to state and federal entities the impacts of the WSB on the industrial area as well as being grant-ready.

Discussion ensues regarding relative budgets and how funds are counted as a benefit as well as identifying how other funds and grants benefit freight and goods movement.

COVID and moving out of WA state phases will change vehicle traffic dramatically over the next year. Changes made now to the network will not see full impacts until then.

Communication with other groups and Boards should be pursued since we can identify we are impacting family wage jobs.

Jeanne Acutanza: re: education – ‘This is what’s delivered to your door. Before COVID it was delivered to a store’

Ask UPS if they have data on how much more they are doing now versus before COVID

Venu Nemani:

Spoke to Brad Topol and a response to the SFAB letter is pending before end of 2020.

Warren Aakervik:

More connection to Metro and to Transit board

Chris Eaves:

There is some background data for package delivery – will try to find

Some webinars on logistics describe the multiple steps required to get milk and cheese to market. It could offer another education tool.

Geri Poor:

Membership Question

Chris Eaves

Trying to move several to council.

Jeanne Acutanza and Warren Aakervik:

FAT – Freight and Transit Lanes – if anything comes up in discussion SFAB would like to hear.

Adjournment