



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: April 20, 2020

Location: City Hall Boards and Commissions Room L280

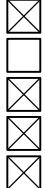
Members Present:

Warren Aakervik



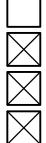
1 Warren Aakervik

Todd Biesold



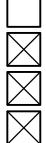
2 Todd Biesold

Kristal Fiser



3 Kristal Fiser

Jeanne Acutanza, Chair



4 Jeanne Acutanza (Chair)

Johan Hellman



5 Johan Hellman

Mike Elliott



6 Mike Elliott

Vacant



7 Vacant

Pat Cohen



8 Pat Cohen

John Persack



9 John Persack

Frank Rose



10 Frank Rose

Kris DeBuck



11 Kris DeBuck

Geri Poor



12 Geri Poore (Port of Seattle)

Guests Presenters:

Heather Marx – West Seattle High-Rise Bridge Safety Project

Sara Scherer – COVID-19 updates

Brad Topol -

Public Present:

Jim Peschel – Vane Brothers

SDOT Staff Present:

Venu Nemani – Board Liaison

Treysea Tate – Assistant to Board Liaison

Cass Magnuski – Transcription

Matthew Donahue – Roadway Structures

Matt Beaulieu – Operations

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

- A. Chair Acutanza thanked Board for West Seattle Bridge and COVID-19 discussion turn-out. Notes have been sent out to the group for comment and will provide an updated version of the discussion notes at that time.
- B. Liaison Nemani provided instruction on how to add comments/questions to the Skype chat function and how to mute microphone while not presenting/speaking.
- C. The Port of Seattle is collecting a list of tenants/operators to be contacted regarding the West Seattle Bridge Safety plan

5. West Seattle High-Rise Bridge Safety Project – Heather Marx, SDOT Director of Downtown Mobility

Background and Updates since Closure Announcement:

- The Bridge was initially constructed using the standards and latest technology of that time.
- The bridge closed on March 23, 2020 due to the rapid crack growth along the center span of the structure.
- Recent SDOT inspections have determined cracking continues even with the live load removed. Inspections continue daily until the installation of monitoring instrumentation.
- The causative factor has not been determined.

Safety is SDOT's first priority:

- Data will be collected to create a model of potential cracking scenarios to prepare for contingency plans for rapid response in the worse-case scenario.
- Planning with the Port of Seattle, the Northwest Seaport Alliance, Coast Guard and Emergency Services is underway.
- Contingency plans will be ready for business stakeholders (frequent users of the low bridge and/or the Duwamish Waterway) for review and comment.
- Reach out to Heather Marx to ensure you/your business has been added to the review list.

Future of the Bridge:

- It is a question of how much useful life repair will give before replacement is mandatory.
- Traffic will not return to the bridge until 2022
- Field inspections will continue
- Monitoring equipment installations will provide real-time alerts to changes in the bridge
- Determination of immediate repairs
 - Replace broken bearing between bridge deck and Pier 18
 - Long lead-time items, fabrications
 - Expect shoring construction complete Spring 2021

Technical Advisory Group

- Experts in bridge design, construction, geotechnical engineering, marine and maritime expertise to provide qualitative peer review, feedback, and insight
- Expect by Spring 2021

Communication and Mobility plans for West Seattle:

- Limited options connecting West Seattle across the Duwamish to Downtown
 - Low-bridge/SW Spokane Street Bridge restricted to pedestrians, bicycles, EMS, public transit, utilities with flashing amber lights, and trucks/vehicles with <10,000-lb gross weight only; SPD enforced.
 - 1st Avenue S bridge/WA 509
 - South Park Bridge/16th Avenue S
- Subscription email, sign up on SDOT's website;
- Close relationship with the Media; continually updates to blogs, maps, and graphics every day

- Partnerships with the City's Department of Neighborhoods and Office of Economic Development to help outreach to the broader community – including freight and maritime.

SFAB Comments / Questions:

How will traffic be mitigated to/from Harbor Island? How will drivers to/from Harbor Island be affected by a worse-case scenario caused by the West Seattle Bridge?

The West Seattle Bridge is not under imminent threat of collapse so there should be no issues with travel to/from Harbor Island in the immediate. Contingency plans to address the threat of collapse are in progress so there are no additional solutions currently.

How will West Marginal Way be affected should the West Seattle bridge fail?

The West Seattle Bridge is not under imminent threat of collapse.

Current plans address an additional 225-ft offset from bridge footprint that will require closure, evacuation should failure be imminent.

There will be definite re-routes planned for access to Terminals 5-7

Pacific Terminal needs to be included in all planning factoring in impacted parties.

The Port of Seattle is putting together a list of tenants at the various terminals.

The parking strip provided within West Marginal Way adjacent to the Duwamish Longhouse should be removed during this issue. The Quiet Zone project needs to be halted as well.

The parking lane is in place adjacent to the Duwamish Longhouse to address pedestrian safety and that is always included in any contingency plan. Concerns are duly noted.

When can the Freight community along the Duwamish expect a date and timing for the repair?

There is no definitive timeline yet. Late 2020 is when SDOT expects to have more understanding of how to approach this issue in the long range.

Will there be signal timing updates or other plans to mitigate congestion between West Seattle and the I-5, for resident and freight?

Engaged in asking the West Seattle community to search for alternate routes to jobs and other essential locations, consider using transit, walking, biking as best as can be done with existing infrastructure. SDOT is absolutely engaged in mitigation solutions within Georgetown, South Park and SODO.

Does SDOT have a number of trips in/out of West Seattle that can be used in the consideration of mitigating effects?

No, only a draft at this time.

The Port of Seattle is collecting a list of names/businesses/stakeholders who would like to be notified of the developing safety plan.

6. COVID-19 updates – Sara Scherer (??)

- The City of Seattle tends to follow the States direction
- No formalized statement re: once we leave the “Stay Home, Stay Safe”, likely a phased approach including
 - Contact tracing
 - Re-Quarantine
 - Alternating as restrictions are eased

SFAB Comments / Questions:

What's the status of testing and PPE?

The State has two current priorities: 1.) Obtain testing equipment and 2.) Obtain required PPE for: Tier I = First Responders

Tier II = Industry/infrastructure level (freight, maritime, etc.). Working to get manufacturers retooled and approved to increase approved PPE providers

The Port of Seattle and the Northwest Seaport Alliance has coordinated with the Highline College Small Business Development Center to provide an economic injury disaster loan webinar, Wednesday April 22 at 3:00 p.m. to provide more information on the CARES Act opportunities to individuals like industry truck drivers.

As of April 16, 2020, the CARES Act – Paycheck Protection Program, Economic Injury Disaster Loan (EIDL) program and two programs others have run out of funding

7. Citywide Speed Limit Reduction – Brad Topol, SDOT Vision Zero

Seattle Department of Transportation Vision Zero Program goal is to reduce serious injuries and fatal collisions by 2030. Vision Zero team works on a variety of projects citywide. Today's discussion will be about speed limits and City Initiatives moving forward.

- Crash statistical data trends over 80-years were gathered from Seattle Times news archives
 - Downward trend overtime in incidents – vehicular technology, safer practices, reduction of DUI's
 - Trends stagnate or trend upwards
 - Pedestrian incidents continue to trend high in serious or fatal outcomes
- Pedestrian incidents
 - Analyze physical location, signalized vs non-signalized, arterial vs residential streets
 - Mid-block arterial collisions account for largest portion of numbers of serious or fatal outcome incidents
 - Mid-block safety treatments are limited and challenging – speed limit reduction is one
- Citywide effort to reduce speed limits by ~5 mph on most arterials
 - 25% of City streets became 25 MPH in 2019; goal is to get to 90% by 2021
 - This speed reduction does not include interstate routes but does include State surface streets – Aurora Avenue N, Lake City Way NE and even portions of East Marginal Way
- How did City and Mayor come to this?
 - Vision Zero program started in 2015
 - Began by reducing speeds on particular problematic streets (high pedestrian exposure rate), analyzing data, case studies and reviewing the impact of speed limit reductions
 - 2016, Downtown and bordering neighborhoods (Pioneer Square, Capitol Hill, First Hill, Belltown) received signal timing and signage changes to accommodate the speed limit reduction to 25 MPH
 - Results show a reduction in fatal injuries and a reduction in total crashes.
 - 2017 – 2018 Signage consistency reinforcing updates speed limits installed
 - Results show a small decrease in speeds lead to large decrease in fatal injuries and collisions
- The Citywide speed limit update is complete in most of the Central District, and most southeast end of the City and east of the Duwamish River.
 - West Seattle will progress 2021 – delayed due to COVID-19 and the West Seattle Bridge response; crews are very limited.

SFAB Comments / Questions:

Mid-block pedestrian actions play a part in these incidents – is jaywalking not illegal in the City? What is the pedestrian's role in these incidents and why must drivers carry the burden?

There are a variety of factors that lead to these collisions, people do random and unpredictable things. Data shows that incidents happen on average, at speeds above the speed limit.

We know that sight-stopping distance is exponential with speed and a reduction of few miles of speed makes a very large difference in the distance a vehicle will need to come to a stop.

It is technically illegal to jaywalk in most places, and pedestrians should likely yield to vehicles for their own safety. We are working to give individuals the extra time or opportunity to change behavior, make an evasive action, slow down.

Doesn't speed reduction just cause more congestion?

By the safety measures noted above, reducing incidents will reduce the congestion created by a collision accident blocking lanes and drive aisles

Pedestrians should take a larger responsibility for these incidents, increase awareness and education.

From analyzing the data, blame is shared amongst users

Are there ways to enforce or mitigate distractions?

Distracted driving is very challenging – State data suggests this is a much larger influencer of all other data. DUI's included. There is some data recording technology that can see if individuals are holding their phone. This technology would need to go through the public privacy review process and then through Council-approval.

Will this speed limit reduction affect major truck routes? Can Board members be alerted to when changes are happening in particular areas of interest?

That's doable – likely broad timing on freight routes overall on a monthly or quarterly schedule.

Most streets will be 25 or 30 mph by April 2021.

Can a mark-up be created of the Major Truck streets and the updated speed limit to be provided to the Board?

Yes, this can be done over the next couple of weeks.

8. Good of the Order – All SFAB Members

- Updates on West Marginal Way
 - Pitched ITE and suggested as a sample for them to consider
 - Likely on their agenda for next year because of COVID
- Nemanji/Tate working on Board Membership
 - Began reaching out to Council, Mayor's Office for nominees
 - Board members participate until their replacement is found
- Website update is in progress
 - This will provide access to all Board documents
- Duwamish Longhouse and West Marginal Way
 - Currently monitoring the location (camera)
 - Post-COVID, this location will likely see increased traffic
 - Council has granted \$500K for design of a traffic signal immediately north of the Longhouse
 - Where might the construction funds come from?
 - We don't know yet.
 - What will SDOT do if the camera monitoring turns up a problem?
 - We have no next steps until we identify a problem
 - Considering that location, why doesn't the City consider putting in a pedestrian flyover?
 - The City should consider these improvements less as expenditures and more like investments.
 - The City must consider all traffic ramifications, including the activation of Terminal 5 – redevelopment is underway and permitted – so we must

- acknowledge that traffic along West Marginal Way will return in a way previously unseen prior while the Terminal has been shut down.
- Noted that the road diet was not going to move forward and then it did. The Freight Board was not apprised of this development and several Board Members expressed concerns. Concerns because many temporary decisions with SDOT become permanent.
 - SDOT will make a point to keep Board Members better informed
- All City neighborhoods want mitigation plans put in place, but these plans do not sufficiently review the impacts for all stakeholders.
 - Sign standards along truck routes should have been brought before the Board before being implemented, for example
- Freight Master Plan Update
 - Process will likely move forward Fall 2020.
 - Nemani will provide more information end of Summer, 2020
 - West Seattle Bridge and changes to use at the Spokane Street Bridge will inform much of the FMP's updates
 - Is there an opportunity to advance the FMP?
 - Will Streets Illustrated be updated simultaneously?
 - Nemani to follow up with Susan McLaughlin for status.
 - Streets Illustrated should be protecting freight and is a large part of what is needed to enhance the Freight Master Plan.
- Parking below Spokane Street and the ILWU
 - Nemani to set up a separate meeting to discuss moving this improvement project forward
 - Port will bring the Northwest Seaport Alliance –T-25 is very interested
- Clay Street Re-opening
 - Port is happy to see the street re-opened.
 - The street will require a second closure to install the correct loops, but that closure be much shorter
- Signalization at Alaskan Way and surface street in the vicinity
 - Truck drivers comment the timing is uncoordinated, having to stop at every intersection. Is timing being designed around pedestrians? Northbound is where the most issues are felt
 - From Dearborn all the way up to Clay Street, Broad Street; Uncoordinated signals at Marion, Yesler, Madison, University, and Pike northbound. Appears to be happening all the time – would like to see northbound signal improvements.
- Next Meeting
 - Skype meeting set for May 19, 2020, 9:00 a.m.
 - Topics:
 - West Seattle Bridge
 - East Marginal Way grant application status updates

Adjourn
11:00AM