

## West Seattle Transportation Coalition

Meeting Minutes for February 27, 2020

In attendance:

Board: Michael Taylor-Judd, Victoria Nelson, Kate Wells, Mark Jacobs, Ethan Wyatt, Martin Westerman

Guests: Michael Hatchett, Dr. Jeffrey Perkins, Dennis Noland, Tracy Record, Mick Schultz, ???

1. Meeting called to order at 6:35pm by Michael Taylor-Judd
2. Introductions
3. January minutes approved
4. Dr. Jeffrey Perkins update on Duwamish Longhouse street safety improvements
  - a. Dr. Perkins is a consultant and grant writer for the Duwamish Tribe, and has been working to improve accessibility to the Longhouse. The website ([duwamishtribe.org](http://duwamishtribe.org)) has documentation of some of the accessibility issues under Support/Advocacy. SDOT's recent restriping of West Marginal Way SW has improved safety, but more work is coming. Seattle has budgeted money to improve the nearby crossing and sidewalks, and has assisted in buying an adjacent property to increase parking.
  - b. In addition to issues of safety and parking, the Longhouse has no nearby bus access. A walk is planned on March 3 to draw attention to how inaccessible it is by transit.
5. Mick Schultz, Christine (?) and Emma (?) from the Port of Seattle spoke about T5 progress;
  - a. Phase 1 of construction is underway, including power upgrades (5x previous), slope stabilization, dock upgrades to hold heavier cranes, new utilities, and preparation for new crane rails. Concrete pile driving will be completed this week. The north berth is set to open in Spring 2021 then phase 2 construction will begin later in the year, completing in 2023
  - b. T5 will be able to handle the largest ships in Puget Sound, but can still accept smaller ships. The project is funded by public money. Larger ships are more efficient and will help the economy, and lead to lower emissions.
  - c. Will Sound Transit help get workers to the port? TBD, workers often work nights or off hours. Parking will be provided as stipulated by union contract. How many workers are needed to unload a large ship? Around 180-200. Were rising sea levels taken into account? Yes, for the 50-70 year expected lifespan of the docks. What is happening to the old cranes? There's not much market for used cranes of this age, so they will probably be disposed of. Will there be cruise ships? No, just cargo. How will freight arrive and leave? Largely trucks at first, shifting to trains as volume dictates. These days ships often have mixed loads with various destinations, making train use difficult. What is the port doing to handle waiting trucks? What if truck traffic exceeds amounts in the EIS? The port is paying to upgrade signals on Spokane to improve truck movement. About 140 trucks can queue in the terminal, and the gates are being improved to process them more quickly. Cameras, special truck lanes, and a new app can help moderate truck arrivals. What slopes are being stabilized by pinch piles? The slopes under the docks. Will there be increased security with the arrival of larger ships? Not really. Post-9/11 rules require ships to send manifests in advance, giving ports plenty of time to research them. Analysis of historical data can flag suspect cargo. Random searches and radiation testing also keep security issues at bay. Will the Port be

monitoring air quality? There is an air quality plan, but no, they won't be actively monitoring. Shore power will help, the cranes are electric, and the clean truck program stipulates all trucks be newer than 2007. Newer trucks are much cleaner than older, with up to 90% reduction in emissions. Will there be a no-idle zone for trucks? They are encouraged to turn off engines, but it is not strictly enforced. Will the Port buy carbon offsets? Looking into it. Is shore power competitive in price? Definitely - should be attractive to ships. Is shore power standardized? Yes. Ports are moving quickly to offering shore power and freight companies are converting ships to take advantage.

6. Seattle's Transit Benefit District is due to expire, and King County is proposing a county-wide replacement. Unfortunately, there won't be enough time to propose a Seattle-only bill if the county one fails. This is something to watch.
7. Michael Hatchette update on SR99 bus lanes - Joe McDermott has Metro looking into whether the lanes actually improve bus times.
8. Dennis Noland update on ST3 station progress - met with Sound Transit, Metro and Nucor, and started a conversation regarding Nucor truck access should the Yancy route be chosen.
9. Meeting adjourned at 8:00

Minutes compiled by Kate Wells.