

December 8, 2022 Meeting - Seattle Freight Advisory Board

Topics covered included: Board Officer Elections; SDOT Director Greg Spotts Introduction; 2023 Work Plan Discussion; Aurora Avenue Update

This meeting was held: December 8, 2022, 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

Public: Thomas Noyes, Jeanne Acutanza, Warren Aakervik, Ryan Packer, Claudia Hirschey, Megan Kruse, Catherine Schmidt, Eugene Wasserman, Erin Goodman, Christine Wolf, Jordan Royer, Ed Pottharst

Staff: Greg Spotts, Marilyn Yim, David Burgesser, Christa Dumpys, Christopher Eaves, Cass Magnuski

Attending: 24

Christopher Eaves: The first order of business will be officer elections. I want to give us time for introductions. We do need to approve the October minutes. I don't have November's minutes. And then, any announcements. Let's start with introductions.

INTRODUCTIONS

Christopher Eaves: Thank you. I think that's everybody. We'd like to ask for a vote for approval of the October minutes, which Geri Poor has edited somewhat. We finalized them.

Member: Motion to approve.

Member: Second.

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ACTION ITEMS:

--Scan and distribute STP handouts from Dan Kelly

--Review Mayor's Exec Order regarding Climate Action: Plans referenced had explicit or identifiable climate action outcomes.

The 2017 FMP

Implementation Plan did not. Current activities support Office of Sustainability & Environment (OSE)

-Coast Guard Letter- Was not completed

-Review and get information on West Marginal Way Studies

-Board Members should consider topics for future meetings

Meeting opening

Christopher Eaves: Board members, all in favor? Thank you. Motion approved. And let us go right into public comment.

PUBLIC COMMENT

Megan Kruse: Thank you. Because I see some new board members, I just want to introduce myself. I'm Megan Kruse, a downtown resident of 40 years. I've come to this issue of transportation issue of deliveries through my experience of living downtown. (unintelligible) We rely on the alleys for trash and deliveries. We should know better now. In the last five years, (unintelligible)... And so, we do have local data that says that we really need to design new buildings to (unintelligible) enable containers, deliveries, and trash collection. I would like to generate some interest from this group to put that issue forward. I just recently got new information. I did a quick survey (unintelligible) of 270 residents. One gets 35,000 deliveries a year. The other 143 residences get 16,000. This is an increase. We look at the per resident data. That would be 2.2 to 2.75 packages per week per unit. We literally need to get SPU and SDOT into this decision making. (unintelligible) The policy written now is that new residential towers don't require (unintelligible). They might put one behind, but it's behind the trash so it's not accessible. I know that in Belltown and downtown, we have evidence of how long trucks circle while looking for parking. This would just be something I'd like to get this group behind. (unintelligible)

Christopher Eaves: Thank you. At this point in time, I want to recognize that we've had one person who is interested in being an officer, but I don't see him here. I know that a couple of other individuals have expressed interest. And I would love to open the floor for people to express interest. I would love us to find someone who is willing to be chair. And I'm looking at the floor to discussion.

Kristal Fiser: One name I saw was Eric Wright in the email chain. Did he respond that he was planning to be here today, or ...?

Christopher Eaves: I haven't had a chance to connect with him.

Public Comment

Megan Kruse:

Discussion of needs for access in downtown/urban settings and research at the Urban Freight Lab

Officer election discussions:

Kristal Fiser: Okay. If there's one thing I would say is if there are others interested, it would seem to make sense, because those are key positions we need to get in place. That would just be my initial comment.

Christopher Eaves: If there is interest by others to take on the responsibility, please come forward.

Dan Kelly: I'm happy to take on that role.

Christopher Eaves: Okay. Anybody else?

Stanley Ryter: I'm available to take that on also. I don't have a ton of experience in the formal operations.

Christopher Eaves: You can see how very formal we are here. Any more board members?

Geri Poor: Yes, I would like to speak up to say that I appreciate the board members who have spoken up. And I would like to remind everyone on the board that we -- and I know that the other boards in the City operate this way also -- when we have letters to write, and that kind of thing, it's incumbent upon us to take turns writing them and chipping in and reviewing in a timely manner. So, I hope we can all support whoever ultimately ends up being the chair. I know our former chair did yeoman's work with drafting first drafts of letters and that kind of thing. So, with appreciation to the former chair, I will support any of the nominees as we move forward. But I just wanted to remind people that we are all here to contribute towards moving the board's business forward.

Christopher Eaves: So, at this point, Dan Kelly and Stanley Ryter are offering to do this work, and chairing this interest. We will need to vote on this, and I'm happy to set up a (unintelligible) and put this together if we would like to discuss it openly.

Officer election discussions:

Dan Kelly: Motion to vote on the board leadership.

Christopher Eaves: That would be Dan Kelly as chair, and Stanley Ryter as co-chair?

Geri Poor: Is that a motion that I can second?

Christopher Eaves: Yes.

Geri Poor: Okay. Second.

Christopher Eaves: Seeing that we don't have any opposing, I think we can give this a yea or nay. Okay! Congratulations! We have given you the high honor of chairing SFAB. We are a few minutes early. May I offer a suggestion? I noted that members were talking a little bit about our STP meeting, the Seattle Transportation Plan meeting. Can we take some time to fill in other members about it?

Dan Kelly: Sure. I'll start. I attended the meeting. This began before I started. For me it was who to train. We had people in the room who were working diligently on the project for a long time. We were introduced to that. But I thought there was good information there and I think there was good discussion on the different regions. I think we came away with the information we were looking for.

Stanley Ryter: I did attend the meeting also, and my impressions were that there were people from other boards, the bike board, and there was about an equal amount of SDOT staff. And the format was to divide us into regions and look at SDOT's policies. They broke it down into every type of street user. So, you have what are the pedestrian policies? What are the bike priorities? What are the freight priorities? What are the vehicle priorities? What are the transit priorities? There were something like five or six different modes that use the streets. And they tried to overlap priorities on that for places where there's synergy, and places where there is conflict. And we had people walk around the room and break into groups, and then they collected comments. And whatever peoples' thoughts were. They did say it was an imperfect process, and that

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Officer election discussions:

Election Results

Dan Kelly – Chair

Stan Ryter – Co-Chair

Report out regarding Seattle Transportation Plan (STP) meeting

Dan Kelly, Stan Ryter, and Geri Poor attended

there would be resolution on the answers in these workshops. They're trying to build from the bottom to the top, if you will. (unintelligible) ...that we would no longer have panels...(unintelligible) ...pieces of input that really filled up with a whole bunch of comments. That's what I got out of it.

Dan Kelly: I did bring a couple of handouts from the meeting, if you other board members want to see those and consider them in breakouts. I'll hand them around.

Geri Poor: Can I chime in also? My comment, in addition to what other board members have said is that the conversation was focused on the key areas that staff had identified needed attention. I think since Dan Kelly was able to share some of the handouts, you can see that it arched over the broad spectrum of transportation needs in the City, which is fitting in this one Seattle Transportation Plan. And for us as a freight board, it is difficult for us to see how broadly freight will fit into that plan, but specifically that handout gives good examples of it. So, if we have specific issues that we want the freight plan to introduce, I think we're going to need to bring those forward and make sure the staff is aware of them.

Dan Kelly: And they were also able to share the calendar of future meetings that they're going to have and the next steps forward. So, it would be good to get that information to the board here, as well.

Warren Aakervik: I was just wondering whether there was any discussion about how they're going to preserve and protect the major truck corridors and major truck streets for WB67s and not SU30s.

Dan Kelly: That was not at the tables that I was at. I don't if there were any other board members at that table.

Geri Poor: I think, Warren, I want to make sure people understand the specifics of what Warren is talking about, referencing the classification standards for trucks. And Warren, you may want to jump in here, but the SU30 is a smaller vehicle than the WB67. And the prior board, when all of us were working together, noted that the Streets

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Report out regarding Seattle Transportation Plan (STP) meeting

Dan Kelly, Stan Ryter, and Geri Poor attended.

Scan and distribute handouts from Dan Kelly

Future Meetings for STP will occur

Warren Aakervik- Was there discussion about preserving Major Truck Streets?

Geri Poor- Notes this is an ongoing need at the road design level in Streets Illustrated

Illustrated document, which is the planning document for City staff, or the design document for City staff, uses the smaller vehicles for design standards. Warren, is there something you want to add to that? They're still big vehicles, but they're smaller than the WB67s.

Warren Aakervik: Yes, a WB67 is a freight hauling 40-foot trailer with a tractor on its semi. And so many areas of major truck streets are potentially being compromised by other things that are going in there. Sight distances are a lot more difficult with a moving big truck. And of course, we have our two M&I centers at opposite ends of the City, so there has to be an ability to get from one end to the other through the freight corridors. And there has been a lack of coordination and making sure those are preserved, because it doesn't appear that there is really anybody at SDOT that really understands the necessity of moving big trucks into especially the maritime sectors, Lake Washington Ship Canal and the industrial sector.

Christopher Eaves: Thank you. I'm going to suggest that I get this on the agenda, that Subsection 23 of the 2023 work plan and what we might propose for the board. There are a number of plans being developed this year and the Seattle Transportation Plan is one of them. I will try to keep up with those and provide info. So you might see me bringing that to the board to give input and information by the board. We had previous work plans respecting how boards work with each other, discusses or tries to keep up with other activities, such as boards and high priority projects.

2023 WORK PLAN

Christopher Eaves: One example is that currently, Geri Poor, as a board member is attending the Levy Oversight Committee as the board representative. And they asked for that explicitly. We have not had many interactions with the other boards. these are all thoughts and options. (unintelligible) doesn't have to be finalized on any official document, but certainly an idea of how the board would like to accomplish, and idea thought through and discussed next time around in January.

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Dan Kelly: Chris, one thing I've noticed when I was looking at the web site is that for this particular board, there seems to be a gap in previous minutes and agendas. I don't know if there is any way we can get that updated.

Christopher Eaves: The web site is under my management, and I will continue to try to get those updated.

Dan Kelly: Great. We are waiting for our director to show up, so if anybody has any business they would like to take care of...? I will note that there's a letter for the Coast Guard's expansion. There was a deadline that was the 6th. I believe it has been moved to two weeks out, which is why we don't have anything completed. Dan McKisson was to be doing work on that. He also cannot attend. He is out of state right now. So, it is up for discussion if we needed to (unintelligible). I haven't had any communication on the letter.

Geri Poor: Chris, I put in the chat the due date for the Coast Guard letter is December 16.

From chat: Geri Poor: close of comment on the USCG EIS is now 12/16

Christopher Eaves: Thank you.

Dan Kelly: Chris, can you reach out and get a draft of that letter to the board for review?

Christopher Eaves: I think so, yes. Christine, you have your hand up?

Christine Wolf: Thank you, Chris. Since there seems to be a little bit of a lag, I'm just wondering -- I just reviewed the Mayor's Transportation Executive Order that was published yesterday. In going through that, I noted that there are references to other implementation plans for other modes, but not for freight. And so, I'm just wondering whether you have any insight on how this will be managed down the line? Thank you.

Dan Kelly: Gap in website for minutes and agendas

Geri Poor: Coast Guard Letter deadline is now Dec 16th

Christine Wolf – Noting Mayor's Executive Order did not reference a Freight Implementation Plan

Christopher Eaves: I don't have a good answer for you, Christine. To give context to some of our new board members, there are master plans for freight, pedestrian, transit, bike -- and those plans show a big part of what is wanted to be done. The implementation plans are what we are going to do in the next few years. So, to not have referenced the freight implementation plan is a bit of a question mark. So, I will need to follow up on that.

Christine Wolf: Thank you.

Geri Poor: Are the board members familiar with the Mayor's order that Christine referenced? Is it worth going there? It looks like we're anticipating the director at any time. I wondered if people are familiar with the plan that Christine is referencing, which is Mayor Harrell's Executive Order (unintelligible) Seattle Climate Justice Action to reduce emissions from the transportation sector. And it's a six-page document, as Christine noted. It addresses many passenger transportation modes, and quickly skimming, I don't see freight. It does say that questions can go to Dan Eder, the director of policy at the Mayor's Office. Chris, we heard you offering to reach out on that?

Christopher Eaves: Yes. I appreciate that. Thank you. And Christine Wolf has popped the link into the chat.

From chat: Christine Wolf to everyone: 9:29 AM
Here is the link: https://harrell.seattle.gov/wp-content/uploads/sites/23/2022/12/2022-07-Transportation-Executive-Order-12.7.22-FINAL-signed.pdf?utm_medium=email&utm_source=govdelivery

Christopher Eaves: That's good. At this point in time, I see that we've got Greg Spotts. He is our director of transportation. He is wanting to say hello.

INTRODUCTION OF GREG SPOTTS, SDOT DIRECTOR

Greg Spotts: Good morning, everybody! It's great to have a chance to be with you this morning. I'm really looking forward to a really deep and meaningful collaboration with

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Chris Eaves: Will Review

Executive Order 2022-07
(Transportation Emissions)

Greg Spotts
Director, Seattle
Department of
Transportation

the whole freight community. I've had a chance to do some of that so far, in my listening tours. I started in the job on September 7. I'm kind of structuring my day with a listening tour first thing in the morning, Monday to Thursday. And it's really been great starting my day out on the streets with Seattleites. I did a tour with the Port in one of my first weeks on the job. I've been out on Shilshole with some of the maritime/industrial folks there. Also, a couple of other opportunities that I've had: I did a ride along with a UPS driver that was really interesting, learning about last mile parcel delivery. So, I'm very interested in collaborating with you. A lot of people have taught me some really interesting things about how critical Seattle is for the goods movement of the whole region, and all the way up to Alaska. **Somebody told me that if the Spokane Street swing bridge gets stuck closed, the supermarkets run out of food in Alaska. It's really quite powerful and compelling.**

I'm very interested also in the possibilities that might exist to collaborate on zero emissions in trucks and other types of innovations. There may be times when we can do last mile parcel delivery with much smaller electric vehicles. All of that is possible. I'm hoping to use the SDOT fleet as sort of a test bed for medium duty and heavy-duty trucks and specialty location vehicles being zero emissions or reduced emissions. I did some of that in my work for public works in Los Angeles. And I'm interested in continuing here. And to the extent that we can have some lessons learned at SDOT with our fleet, we would be happy to collaborate with folks from industry, and share what we're learning, and learn about your pilots and what you're doing in that regard.

I also wanted to convey a little bit of information about one of our projects. And I have some talking points here that I have to pull up on my phone. Just give me one moment. Sorry, I jumped on at 9:30 and I didn't realize that I was up the first second that I was coming on. I can't find it, but I can definitely share it.

We have this project to enhance the bus service for Route 40, which goes up Westlake and up into Ballard. And the freight community has communicated with us that there is a concern that a bus-only lane would take freight capacity out, but in the intervals between the buses, that lane capacity would be unutilized. So, what we're trying to do, and the project has federal funding so we have to get federal approval for this -- but

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Listening tours

Had a ride-along with UPS driver – last mile delivery

C. Eaves – bold added for emphasis

Interest in zero emission vehicles/trucks

we're trying to test a mixed use lane that is only for buses and freight, and that would substantially mitigate this concern about reduced capacity. Basically, a passenger car wouldn't be allowed in that lane. But trucking would be allowed in that lane, along with the buses. And it's something we could implement, and at least we could offer it as we collect data. We actually think it's an idea that could help us learn about this as an opportunity, perhaps, in other places, and that we could study it. It wouldn't be along the whole route; I think it's primarily the Westlake portion of the Route 40 project. But we are going to be publishing the next design. The design is advancing to the next stage in Q1 of 2023. And we'll be sharing that with you at that time. But I wanted to let you know that our current thinking is to get federal permission for the grant to be able to test out that mixed use bus and freight lane. And I'm very intrigued and optimistic about the possibilities that might present.

So, I'm happy to respond to any questions or comments you may have. And I really thank you for the opportunity to meet you today.

Christopher Eaves: This is Chris Eaves, the freight board liaison. We, with previous outgoing members, had a conflict discussing some of the goals that have occurred before. Jeanne and Geri, did you want to speak to that?

Greg Spotts: You know, I reviewed it in detail, and I thought it was very helpful. And I'm happy to respond to any questions about it, or have you highlight any key things you want to make sure I derive from it.

Geri Poor: Jeanne, are there any high points you want to talk to?

Jeanne Acutanza: Thank you for your time this morning. And I appreciate all of the time on the board. I think there were a couple of asks in there. Specifically, I wanted to say that something we were very interested in didn't happen last year, mostly because of the pandemic, but to create a road reserve topic because of the truck road-eo as a safety day, and promote it. It's got a lot of interest. The Institute of Traffic Engineers is interested, Washington Traffic Safety Commission is interested. And I'm sure that the Port of Seattle is interested, as well. There were some other things in there, the

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Route 40 – Considering a mixed use (Freight and Bus) lane

Reviewing federal permissions associated with grant to confirm this option

Discussion of Outgoing SFAB members presentation regarding goals and asks

Jeanne Acutanza
Truck Road-eo was deferred in 2022

Multiple interests in road-eo

preservation of those major truck streets. And then, a deep, deep concern about safety, especially with active modes, consistent with the National Roadway Safety Strategy, and for safe systems for all. We actually submitted a paper with Chris Eaves on truck blind spots with active modes. Hopefully, you will support that kind of research from the safety perspective.

Greg Spotts: Can I respond to that? Those are important points. I would love to look into that road-eeo possibility. I have participated in similar things in the past. And I wanted to tell you that on the first day of my job, I commissioned a top to bottom review of our Vision Zero safety program, the idea being SDOT was implementing a lot of industry standard, well thought out interventions on our streets, but the number of killed and seriously injured was going up rather than down. That is happening nationally. We know that some of it has to do with pandemic means fewer cars on the roads, high speeds, higher speed collisions. But I really felt that we needed a more detailed hypothesis about why we're implementing a lot of things, but the numbers are going in the wrong direction. And that hypothesis should produce recommendations to strengthen the program. So, I commissioned a 90-day top to bottom review. We're going to publish a draft of that review in January. And I very much want you guys to read that carefully. And we're going to be receiving public comments on that. Pretty much everything you just shared should be in your public comments, because that will be incorporated into the final review, and that will help all of the stakeholders to understand how freight fits into this very important picture as a partner. Then we're going to publish a final, and then we're going to have a Vision Zero summit in February or March, and bring in some outside experts. And let's definitely collaborate on some sessions about freight, and trucking, and blind spots, and all of these things when we have that summit and beyond.

Jeanne Acutanza: Thanks.

Geri Poor: Jeanne, if that was all, as the second presenter on that, I would also like to welcome you, Director Spotts, to Seattle. Some of the slides you saw in there describe the role of the Port of Seattle and the Northwest Seaport Alliance as an international gateway. And since you have come from Los Angeles, where the Port of LA and Long

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Noted National Roadway Safety Strategy

Greg:
Commissioned a top to bottom review of Vision Zero safety program

To be published in January

Looking for collaboration re: freight and goods movement

Geri Poor:
Welcome Dir. Spotts

Beach have been the leading international gateway for the nation. We know that you're familiar with that, and hope you will be able to work with us and we look forward to working with you to support that gateway and get things through, get the freight in and out of the City with the least impact to residents, and most benefits to the economy. With regard to your comment about shared freight and transit lanes, I just wanted to add that we have seen research in Atlanta and Boston, New Jersey, Florida, and the UK. We know these freight and bus lanes have been proposed and tested around the world, and we look forward to that here. I know there were some concerns in other neighborhoods beyond just the Westlake spot. but I think that would be a good first step to see how the integration of freight and transit can work there, and be applied in other places eventually, as well. Welcome to the City, and I hope that we have a long and prosperous relationship on freight in the City. Thanks.

Greg Spotts: Thank you. You have welcomed me in person many times in my 90 days here, even in my press conference in July. I've really appreciated your warmth and collaboration throughout my whole time as a Seattleite. *Certainly, as in my 24 years in Los Angeles, two-thirds of that being in the public space, the economic driver that an international freight gateway can be is just unparalleled, and so can be the various pollution challenges for residents and all of that.* I have worked a lot on those issues and I am very aware of what an amazing driver for the economy the Port is here. I do really want to be a transportation director who is really supportive of economic vitality, and also of producing a lot of housing here. And I hope I can collaborate with other folks within City government and other entities to support both of those important things.

Christine Wolf: If I may, good morning, Director Spotts. we have not met yet. I am Christine Wolf, and I am the transportation planner for the Northwest Seaport Alliance. So, I work both in Seattle and Tacoma. And again, like everybody else, I want to welcome you to our little piece of the world. And I really appreciate the comments that you just made, because it's really important, obviously, for us to work together to make sure that we can continue to fulfill our role in terms of growing the economy and living wage jobs for folks who don't have a college degree. I also want to say thank you for your comments and your initiative in terms of Vision Zero, because truck and bike interactions in the manufacturing and industrial centers and around our facilities is

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Gerri Poor: Noting Freight and Bus lanes have been proposed and tested around the world – look forward to that here.

C. Eaves Note– italics added for emphasis

Christine Wolf:

NWSA Transportation Planner.

Noting living wage jobs thank you for initiative in terms of Vision Zero Truck/Bike interactions in industrial areas are important to Port/NWSA

something that is very important to the Port and the alliance in making sure that everybody is safe. We actually are going to initiate our internal team in planning for the bike/truck safety in January. And so, we look forward to working with you and your team. If I may, one of the things that I would like to point out that was in the slide show is a request for you and your staff to take a closer look at the Complete Streets checklist, and maybe in particular with projects in the industrial areas and the MICs, because the freight components that are included as of now do not necessarily point to issues at the level of analysis that is currently required. It doesn't necessarily lend itself to really understanding the safety issues fully, and so it would be great, and we would be more than happy to work with you and your staff on that. *We actually initiated a conversation that Chris Eaves has been part of, with FHWA on that subject. And those folks are really, really interested. So, we may actually be able to have a bigger impact working on this together.* Thank you for listening to me, and welcome.

Greg Spotts: Thank you. That sounds great, and I think all of us together might be able to advance the state of the art, especially in places where we both have industrial activity and other folks passing through. This tour I did in my first week or two on Marginal Way really showed me the constraints of how narrow Seattle gets right here with all of the waterfront activities. We have a lot of users trying to get north and south. And another City might be able to have an industrial zoned area that nobody else is really trying to pass through, but that's not the case here. And I think that project that was just be advertised right now -- I can't remember if that's East Marginal Way or West Marginal Way, which one is it?

Christine Wolf: East Marginal Way. And there, we actually have the right of way. And I want to give huge kudos to your PM, Megan Hoyt and her project team. We've worked on this very collaboratively and it will be a dynamite facility, a very safe facility for bikes and for freight. So, we can do it.

Greg Spotts: That's the quote of the day. That's going to be a dynamite facility. Thank you. That's wonderful.

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Christine Wolf:
Complete Streets Checklist doesn't lend itself fully to these interactions.

C. Eaves note – italics added for emphasis

C. Eaves note – East Marginal Way project was out to bid as of Dec 7th

Kudos Megan Hoyt- EMW project manager

Jeanne Acutanza: I wanted to add something. I would be remiss if I didn't really underscore and remind folks that it's also the folks that work in these manufacturing and industrial centers have family wage jobs. I want to underscore not just the economy but the equity of what that means. I say it a lot, but I want to just reiterate and make sure it's top of mind as we make decisions. Thanks.

Greg Spotts: Thank you for bringing that up. You know, Secretary Buttigieg was in town a month ago. And I was very honored that the Mayor invited me to join that session. And the focus of that session was on how all of this new transportation money means we need more workers. And, the way that commercial drivers' licenses are organized today in a way that the kind of permission you need to be certified to work in the Port actually makes it so that some folks aren't eligible to get into these jobs. It was very interesting to hear that we may be able to unlock additional economic opportunity for underserved populations, and get the workers that we need. Probably everybody on this call is in the same crunch of finding qualified personnel right now. I know that I have to continuously fill a lot of entry level field positions and skilled trade positions. So, it's another neat area of collaboration can be had if we unlock those opportunities for the widest range of Seattleites.

Eugene Wasserman: Eugene Wasserman from the North Seattle Industrial Association. I sent you an invitation to come to a tugboat tour on the Washington Ship Canal and get to see our area. I've done that with a couple of others. I'd like to reissue that invitation, since I haven't heard back from you. I think you'd enjoy it. We're not the container part of the City. We're the northwest fishing fleet center with a lot of ship building, and oil and stuff. So, I'll send you another copy of it. We'd like you to come out and give you a tour. It's about two to two and a half hours. From the waterside, we look like a bunch of warehouses, but from the water side, we're very active, building ships, and have worldwide businesses. So, I'll send you another invitation.

Greg Spotts: Thank you. That sounds great. I'm pretty sure that I've never been on a tugboat before, and I love all forms of transportation. So, I'd like to. I went to Ballard Bridge recently and got a chance to get that waterside deal of the Ballard marine

Jeanne Acutanza:
Underscore equity of family wage jobs in industrial centers

Eugene Wasserman NSIA:
Tugboat ride invitation

industrial area. And it was beautiful from that side. You're right. So, I'm very much looking forward to doing that. Thank you.

Stanley Ryter: This is Stan Ryter. I'm a civil engineer and Green Lake resident. Seattle has gone through a tremendous amount of change in the last 30 years. I'm sure many other places have, too. The amount of wealth that has come in since I moved to the City has been tremendous, and with that, sufficient pressure to push out industrial and freight kinds of services. I know that Jeanne Acutanza and Geri Poor have talked about that, but I just want to emphasize that Seattle has so many pieces and parts to it, whether it's the parks, whether it's the tech sector. But the freight and industrial is kind of the spirit and backbone. I just wanted to emphasize that one more time.

Greg Spotts: I was hearing that a lot in my listening tour. One way that Seattle is very different from LA is just this relentless growth pressure on Seattle. Seattle's doubled population in the last 40 years, I think, since 1980, and has built more housing per capita than any other city on the West Coast. Los Angeles has sort of topped out in terms of it's not really growing anymore. This is a very different environment. And I hear from a lot of folks that in embracing the new and all of the innovation, we also have to celebrate and protect the heritage, and many other things that are very valuable here. It's very helpful for me to hear that perspective, and I am trying as I get my boots on the ground to have some direct exposure to some of those things.

Stanley Ryter: Yes, thank you. We do appreciate those boots on the ground. I think that's so important, and the best way to learn. Thank you for doing that.

Erin Goodman: Good morning, Director Spotts. One of the things that SODO has really been involved in related transportation is the planning for the new WSBLE (unintelligible)... And, there has been a lot of (unintelligible) where it's going and not a lot of attention so far as to how it's getting built. And the current construction timeline expected is about 10 years, which is certainly not a temporary thing. And one of the elements of it that has us very concerned is the elimination of the E3 busway. The E3 busway is very busy. I'm not remembering the number of buses, but it's a lot. It's like 30 to 60 an hour, and by figuring out where those buses are going to go, because one

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Stan Ryter:

Freight and industrial is backbone and spirit

Erin Goodman SODO BIA:

WSBLE – West Seattle to Ballard Light Rail Extension
10 years of construction is not temporary and needs to be considered in design.

of the key things that I talk about when I talk about SODO is that standard transportation studies don't take into consideration the uniqueness of SODO. Most times, when you design a project, you study a.m. and p.m. peak. Well, SODO has a midday peak. That's trucks moving through SODO. That's a long set up to kind of get a sense of what you're thinking about for mitigation and planning, how your team is working with Sound Transit, to look at what might be a temporary condition. But then it will be a new permanent that will go away, but I think it will be a fairly permanent condition.

Greg Spotts: Thank you so much for raising that up. I do believe that the WSBLE is an area where I can really bring a lot of my personal expertise and experience to. In Los Angeles, before I went to work for public works, I had the position of director of transportation project delivery for Mayor Villaraigosa. And I was actually the Mayor's lead on the City's interaction on an \$11 billion portfolio of mega-projects. And I've had a lot of experience with both rail and freeway mega-projects through the City, how they impact the City during construction, how they knit into the urban fabric in a final design. I've worked on these projects in all phases, from the preliminary engineering and detail design, and the construction phase. And I really think SDOT has a very important leadership role to play in advocating for the City's interests throughout all of those processes. I was part of an effort with a regional connector, which is a billion-dollar tunnel for light rail through the densest part of downtown Los Angeles. And we had to bid it out in a way, with very precise construction methods in front of the Westin Bonaventure Hotel, because that hotel needed to continuously operate throughout the construction, a multi-year construction of that tunnel. You know, it actually can be done, and have some substantive and valuable mitigations during the construction period, if you design those into the project and bid it out that way. So, I'm very much looking forward to collaborating with you and many other stakeholders on this important journey.

Warren Aakervik: Welcome, Director Spotts. This is Warren Aakervik. I represent the Ballard Interbay area, mainly the maritime fishing industry. It's the largest in the nation. We have the privilege of serving the City. And originally, Chris and I set up the possibility of me taking you for a ride and explain to you from the eyes of a truck driver. I don't know if you have ever driven a big WB67 truck, or been in one and looked through the eyes of a truck driver, but I can surely give you a perspective of what it means to be

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Erin Goodman SODO BIA:

SODO has a midday peak for trucks moving through SODO.

C. Eaves note – in other conversations with Ms. Goodman, early a.m. peak approx.. 5am also occurs in SODO

Greg:

Previous experience w. rail and freeway megaprojects. SDOT has an important leadership role to play.

Warren Aakervik:
Truck Ride invitation

able to function, and how we need to protect the people that are unaware that we have a lack of visibility in a lot of cases. So, I would still like to get that ride along. Remember that this industry that we have the privilege of serving is really talking about all of the money that comes out of the equity position. Because a lot of the underprivileged work in the maritime services. If you walk around Seattle, I think you would find that the original people here, a lot of them went to the fishing industry to be able to fund their education at the University of Washington. So, it is a big, big industry, and it is well-deserved to be able to be service in this City, and from the transportation quarters that we are challenged with keeping open all the time.

Greg Spotts: Well, thank you, and I definitely will make sure that we get that ride along scheduled. I don't drive commercial vehicles myself, but I can say that I have been in some very large semis back when I was in public works in LA. We had more than 1,000 vehicles. I can't say I was in every type of vehicle we ever had, but I've been engaged a lot in purchasing equipment for us and sometimes getting a chance to be in them. So, I'm very much looking forward to doing that and hearing all of your perspective on these important issues.

Warren Aakervik: Very good. Thank you.

Christopher Eaves: This is Chris Eaves, the liaison. I'm going to welcome our Director for coming here (and) visiting. I appreciate that we have a number of people here who are new board members. They have just come on. We have a number of people in the audience who are outgoing board members, who have taken their time to provide some transition and information to the board's newest people. And so, I really want to thank all of the members in the room, as well as our new director, for coming in and having this type of conversation. I think there's a lot to do and a lot of opportunities to exchange info. It's much appreciated. Do we have other questions anywhere?

Thomas Noyes: Just very quickly, Director Spotts, I wanted to say hello. I'm Thomas Noyes of WSDOT, senior transportation planner. I'm not officially a board member, but I'm liaison for the Seattle freight board, and have been participating since its inception, and was previously on the freight advisory committee. I just wanted to introduce myself.

Chris Eaves: Thanking outgoing members.

Thomas Noyes WSDOT: Welcome.

I-5 planning efforts, virtual coordination center and other WSDOT efforts involve SDOT – looking forward

I'm a 30-year plus resident of Seattle in West Seattle. It's been an interesting few years with the bridge closure, but thank you for getting that reopened. I just wanted to mention that WSDOT has a number of initiatives and projects, as you know, going on in Seattle that we're working with your folks on. At some point you will be meeting with our various leadership on WSDOT initiatives, starting with a major I-5 early planning effort. That's clearly a big issue for Seattle. The virtual coordination center, which our office is working on in partnership with SDOT to try to deal with major incidents, like when fish trucks fall over, or propane trucks fall over in downtown...(unintelligible) and closed the interstate for about eight hours and made a major impact. So, we also have WSDOT very involved in freight planning. We're currently doing the statewide freight mobility plan update, and we're doing a freight/rail plan. So, a number of initiatives that are of mutual interest, both to the City and to WSDOT. I really look forward to working with your staff. Chris Eaves has done a great job for the freight board for a number of years, now.

Christopher Eaves: Thank you.

Greg Spotts: Thank you very much. I've had a chance to meet a number of my colleagues at WSDOT. And I have expressed to them, and I'll say it here. I think we're at the dawn of an era of unprecedented collaboration, mutual respect, and accomplishment together with SDOT and WSDOT. And I'm totally committed to further advancing that partnership.

Claudia Hirschey: Hello and welcome. I'm Claudia Hirschey, consultant and licensed engineer, and certified road safety professional. I'm the type of engineer that gets right into the detail, right into the meat, right into the data. And so, I do want to bring up something I heard the other day. It's all really good stuff. There is often quite a large disconnect between policy level conversation and what actually happens on the streets. I'll give you one example to leverage off of what Erin Goodman was talking about, the closure of the busway. That being (WSBLE) downtown to West Seattle, and also includes closure of the bicycle pathway through the SODO BIA area. And the safety analysis and the environmental impact statement was briefed, and the conclusion was that there would be more modal conflict when they close that. There would be more modal conflict. I had to ask myself what does that mean. Well, it means a truck colliding

Claudia Hirschey:

Policy versus actuality – example is SODO and WSBLE. Difficulty getting answers about mitigation when analysis identified additional modal conflicts

Claudia Hirschey:

Would like to see good data collected for Freight and Bus lanes on Route 40 corridor.

Geri Poor:

Kind words for Liaison and request for additional resources for freight and goods movement in SDOT.

with a bike, I guess, which is not a good outcome. I raised this with your Vision Zero staff, and the answer was, and I couldn't get any other answer, that we think that the safety analysis did a good job of being aligned with Vision Zero. And then, in a meeting with Sound Transit, we raised the issue that there was no mitigation for closure of that bike lane. Sound Transit at first was looking for the document in time, and there was none. I think this is a very good example of institutional bias. The neighborhood south of SODO has a real concern about the lack of busway. Sorry to elaborate, but there's a big disconnect often. I just wanted to bring up, with regard to the mixed truck and bus lines, I really do hope that there is some good data collected before and after, and that there are some very good measures of effectiveness that actually can measure things, and it isn't just an observational type report that gives a lot of peoples' anecdotal observations of what they think is happening there. We really do need really good measures, and those measures should be applicable to other segments of the Route 40 corridor that has different context.

Greg Spotts: Well, very good. I appreciate those thoughtful comments, and I and my staff are always available to engage at that level of detail whenever it is needed. You can count on that.

Christopher Eaves: Hopefully, we can get a consistent and reliable outcome (re: Rte 40). We will run that by you a little later.

Geri Poor: Perhaps in closing, could I just chime in once more to say that I have been on the prior board and look forward to serving with this board, which is primarily new. But the other person who has been steadfast through this is your staff person, Chris Eaves, who really does a fabulous job of turning a lot of our concerns about freight in to SDOT. And we hope that he can get more help with what he is doing so that he is not alone in voicing specific issues that he sees around operational interests and policy interests, I think that many of us believe that increasing support for staff resources would be helpful. I think that was in the PowerPoint, too. Thanks.

Greg Spotts: Okay, great. Thanks for sharing. It's really great to meet with you guys. I'm happy to join you at any time in the future. And let's have great communication and collaboration going forward.

Christopher Eaves: Thank you very much.

Dan Kelly: The next item on the agenda is the Aurora Avenue update with Marilyn Yim.

AURORA AVENUE UPDATE

Marilyn Yim: Hi, everybody. Also with me is David Burgesser and Christa Dumpys. And the three of us will be taking part in the presentation to discuss our project with you. I'll introduce myself. I know some of you are new. We have presented to the freight advisory board before, but we want to get reacquainted with the members. My name is Marilyn Yim, and as I said earlier, I am the project manager for the Aurora Corridor Planning Study. I'm an SDOT employee. And I'm working with David and Christa. Do you want to introduce yourselves?

Christa Dumpys: Hi. Christa Dumpys with SDOT Communications. I'm the outreach lead on the Aurora Avenue project.

Marilyn Yim: I'm actually going to hand this over to David. He's going to be presenting the earlier slides, and then I'll come in later. So, David, if you want to go ahead and get started, that would be wonderful.

David Burgesser: I'm David Burgesser. I'm working on the project development of the Aurora Avenue North planning study. Thank you all for having us back again to present this project and provide a little bit of context for the incoming board members.

Just quickly, our mission, vision, values, and goals: Our mission is for Seattle to be a thriving community powered by dependable transportation, and we are on a mission to deliver a transportation system that provides safe and affordable access to places. We do this with respect to our core values of equity, safety, mobility, sustainability. The

Aurora Avenue Update:

Marilyn Yim, David Burgesser, and Christa Dumpys

Aurora Avenue project really touches of all of these values as we look wholistically at overhauling and creating a new vision for this quite dated corridor.

We don't have too much time to present. We want to leave some time for questions and answers, but we'll have some time to go over the background and the purpose of the project, with what our scope, phasing, and timeline is going to look like, how we're conducting community engagement, and involving the community in the creation of a new vision for the corridor. Then we'll talk about next steps and leave it open for questions at the end.

Just a quick overview of the project: This planning study is going to be a joint agency project between SDOT and our partners at King County Metro. What we're trying to do is to draft a planning study that will really define the long-range vision and cross-sections for the Aurora corridor, and really have an emphasis on safety, mobility, and accessibility, particularly looking at where we've had recent collisions, what our collision patterns are, and having a safety emphasis on that, particularly for vulnerable users. We're going to identify one to two spot improvement locations that we'll take up to a 90 percent design. And then, we're currently in discussions on how we proceed with further design of the corridor. We do have \$50 million from the State, that I'll get into in a little bit. That will be dedicated to reconstructing a whole portion of the corridor. In addition to that, as part of Metro's scope, they'll be looking at transit service improvement and upgrades, as well as extension options. The Rapid Ride E Line currently ends in Shoreline, and they're looking at extension options to connect it better with light rail.

So, we've split up the corridor into five segments, based on the land use and roadway context, for the purposes of our analysis. Metro will be looking at a sixth segment beyond this map, and beyond our City limits. But we are looking at the entire Aurora corridor from the north part of the tunnel up to the City limit at 145th.

A little bit of background on the corridor and this project came to be: The last route development plan and comprehensive study for Aurora was published in 2003, which was the SR 99 route development plan by WSDOT. There was, at the time, a grant from WSDOT to implement some of the improvements in the plan. This occurred around

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Project Overview

Draft planning study

Currently \$50 million from state

Limits – Aurora from north of tunnel to City limit at 145th. Metro will review further north.

History:

2006, when we looked at implementing some of the cross-sections, particularly on the north end of the corridor, and made some of the safety improvements that are recommended in that. There wasn't a ton of traction on that at the time. The full implementation of that plan really stalled out due to a lack of business support. And so we had a lot of challenges rallying the business community at that time, and so I think our big takeaway was that we need to take a much more deliberate approach in how we approach businesses about this, and really conduct thoughtful outreach and co-creation in that vision, and heavy involvement in the design process.

Eugene Wasserman: May I say something on that? I represented the Aurora merchants in that plan. I think it's the same plan, and we were very cooperative. you're talking about a different plan here, and what the City did, that had to cancel through a lack of wastewater treatment facilities. So, there were two plans, one a City plan, and one a State plan. But we were heavily involved in the State plan and we worked with them and a lot of things were implemented. So, I wish you would change that. We were not the reason the plan stopped out. I worked for the merchants and I worked for the State and the City things. So, I would like to talk to you. My name is Eugene Wasserman, and I'd be glad to talk to you. There were two plans. One, the City has to give money back to KSRC because you pay out the plans for drainage improvements. That was a whole redo of the street. And then there was a traffic safety plan that WSDOT did in conjunction with everybody. And we were fully supportive of it and a number of things did get implemented.

David Burgesser: Yes, I appreciate that. I'd definitely love to connect with you further as we're kicking off this process. The drainage and wastewater piece is definitely something we're aware of early in the process. We are currently in partnership with Seattle Public Utilities, as well, to look at what are the needs going to be on that corridor, and what would be the requirements if we were to upgrade things out there. There is a pretty severe lack of drainage facilities out there, especially in the northern end of the corridor. They're jointly conducting their own study, and looking at what facilities are out there, where we could direct drainage flows. So, that's something we will be working with them on. I'd definitely love to connect with you further and see how we can collaborate better. We get into this later in the presentation. Individually

Eugene Wasserman:
Previous plan engaged business but wasn't the reason the plan did not go forward.

David Burgesser – Would like to connect re: Eugene and history.

connecting with a lot of the businesses out there now, we've gone door to door to 137 businesses along the corridor, engaging them in our initial phase of responses just to get concerns about where some of the issues on the corridor are, what can we start to look at with engagement in the initial survey that we did. So, we're going to continue that effort as we move on to the next design development phase.

Eugene Wasserman: I just wanted to correct the past and not to criticize you for the present.

David Burgesser: I appreciate that. This is definitely long before I started to work here.

Eugene Wasserman: It was a long time ago. I'm an old person, so I've been through all of those planning efforts.

David Burgesser: It's good to have that kind of continuity. And then, the other thing we did in 2009 was the Aurora Traffic Corridor process, and that was more of a short-term look with some heavy emphasis on enforcement and education efforts. And then there were a few other small scale treatments that were put in place when there was the recent corridor repaving in 2018 and 2019. This slide just speaks to why are we taking on the Aurora study now. It's a very complex arterial corridor with multiple competing uses, limited right of way in many parts of the corridor. Safety is a huge driver for us. It's included in SDOT's high injury network, and in the last five years it has seen 17 percent of all of the traffic fatalities citywide. So, we know it's a high speed, high volume corridor with a lot of competing uses and no adequate facilities for many users. So, there's a particular risk from volume users out there, pedestrian crashes make up about five percent of the collisions on the corridor, but about 75 percent of those fatalities. So, it's something for you to take a look at as we continue the study. Rapid Ride E Line is on this corridor, which is one of the busiest, if not the busiest in the region. And we have 30-plus blocks of missing sidewalks out there, really long gaps between controlled crossings and so we see a lot of people crossing at uncontrolled locations, crossing six-plus lanes of traffic. There are currently no bike facilities on Aurora and few bike connections across Aurora. We know that Aurora is a major truck street with a lot of

David Burgesser
2009 efforts concentrated
on enforcement and
education

Speed and traffic fatalities

Ped fatalities 5% of
collisions but 75% of
fatalities

No bike facilities

business access needs along the corridor. We also have a lack of greening and tree canopy out there. In the places we do, there are trees on the sidewalks. We are addressing some of that now with some short-term repair projects. It's something we will look at further as we dive into this project. As Eugene mentioned, there are drainage problems out there. We have limited right of way. We have business access needs. These are all things that we'll have to take into account as we look for the corridor funds.

We definitely recognize that aurora has a lot of significance as a freight corridor and State Highway 99 being a key piece of that to connect to downtown. It has mobility significance. It's an arterial. It's on our Freight Master Plan. It's a major truck street and is one of the oversized truck routes which makes that north/south connection in Seattle. And then, there just a real high density of businesses, particularly as you get north of Greenlake, that really rely on that heavy-haul freight traffic, and have a lot of loading access needs. With all of that, we're going to have to take into account as we get further into the corridor design.

Really, what we're trying to get out of this process, our ultimate goal is to have a design vision that will really focus on reducing collisions, improving mobility for active modes, and really for all modes, and enhancing accessibility along the corridor. our process will be to develop a conceptual design of preferred cross-sections. So, they're co-created with community members, with partner agencies, with our stakeholders out there. And we have many of them, and businesses along the corridor. So, we've started talking with businesses, talking with stakeholders as part of our initial phase of outreach. We realize that these community partnerships are really critical to ensuring the success of the project. Really, our goal is to make sure we have a really inclusive outreach process, and that our outreach team is bringing all voices to the table that we need to hear from.

And then, as part of that, we'll be analyzing the concept alternatives that come out of our co-creation, out of our design process to really understand the cost, the feasibility, the impacts of each of these, and get additional community input on these, and then prioritize and try to figure out what is our preferred process that we want to move forward with, and prioritize and guide investments if that funding does become

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Looking to green the area

Aurora significance as a freight corridor

Goal is design vision

Will analyze concept alternatives

available. Like I said, this initial step is just our planning study. And then, we'll be using that to determine the future. And I'll pass this over to Marilyn to talk a little bit more about our process.

Marilyn Yim: Thank you, David. This slide is a little bit busy, but it lays out the two-year planning study process that we're following. Up on the upper left, phase one is what we've been spending our time on this year. A lot of data collection, public outreach to our stakeholders, identifying who our stakeholders are, and really trying to have a very broad and inclusive process to hear from as many different types of people and interests that are located along Aurora. We've also been establishing inter-agency partnerships. And so, Thomas Noyes is here from WSDOT. He is one person that we've been meeting with. But also, as Eugene touched on, we've been meeting with SPU because storm water is a very big component of this project. There are additional folks like Seattle City Light, OPCD with land use issues that keep coming up. I could just name so many. But we have inter-agency partnerships, a large group that we're meeting with on a regular basis, as well as more focused meetings with these other partners, WSDOT, SPU, and Metro, as we go through this process. We want to be starting by making sure that we don't have blind spots and we are accounting for all those various things and lay out all of those issues that are emerging.

We are now at a transition point, though, and the next three phases that are shown on here is a lot of work that we are going to be doing in the next year. The first part indicates developing design concept alternatives for the corridor. First off, what are the constraints, or the parameters that we need to design within? As we mentioned before, we now have limited right of way. There are legacy businesses that are along the corridor, with various needs and so forth. So, we need to know what we can plan. But we're going to be moving into design charrettes involving our stakeholders that we have been contacting over the past year to work together. And based on the information that we have been hearing from the public to develop what kind of transit alternatives could be considered out on Aurora. So, this is heavily based on community input and ideas to zero in on probably not one, but several alternatives that incorporate that feedback that we're hearing. And we're very much in the early stages now of what that could be.

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Marilyn Yim:

Phase 1 is data collection (currently at this point)

Meeting with
Washington State
Department of
Transportation (WSDOT)
Seattle Public Utilities (SPU)
Seattle City Light (SCL)
Office of Planning and
Community Development
(OPCD)

Transitioning to
development of design
concept. Will hold
charrettes w. stakeholders.
Heavily community-input
based.

But we also want to then get into developing a prioritization matrix to be able to rank and evaluate those alternatives, the give and take of each one, to be able to then lead into a process. Eventually, we will have to get into environmental permitting, where we consider what the impacts would be of each of those, and then zero in on a preferred alternative. That will be further down the road. But at this point, we're trying to set the stage for that. We want to identify what our opportunities and risks are, and there are many. But we need to be aware of all of those things because that will feed into when we do our impact analysis later on.

And as Stephen mentioned earlier -- this is also for the long-term -- but we also, of course, have near-term issues that are happening pretty much frequently. If we just listen to the news, there are safety issues happening all the time. So, we want to design some spot improvements that can be implemented much sooner than any kind of ultimate corridor plan. We want to identify one, two, or three, and handful of areas where we can make an impact right now, and advance the design to the 90 percent design level. That's what we have funding for at this point.

I think we can actually go to the next slide, since I'm touching on funding, to explain that. The funding that we have right now for this planning study, we're doing jointly with King County Metro, and we have a large amount of support from the WSDOT grant. So, our budget right now is \$2 million for the initial two-year planning study. But it only goes to 90 percent. It doesn't design for the spot improvement. So, our intention though, is to set this up so that we can then access construction funding to implement these things very soon, and have an impact immediately. And as many of you have probably heard, we also have a \$50 million grant that has been allocated by the State Legislature. And the intention with that is to -- I think it's indicating an interest in a significant transformation on this corridor. They have designated a part of the corridor where they would like to see it applied. The money is very heavily tilted towards construction, so a lot of the work that we're doing now leads into that, but we don't have the money yet to access and actually implement that vision. But I think this indicates the direction that the Legislature wants us to go. And they have also indicated that they would like us to leverage that amount of money to access additional grant opportunities, which is our next bullet here, to be able to apply this broadly through the whole corridor. So, we are

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Environmental permitting also. Then identify preferred alternative

Reviewing near-term issues

Funding noted

Leveraging request to extend funds via grant applications

setting up for a pretty ambitious future. We're seeing a lot of our community stakeholders really indicating urgency and interest in seeing improvements and changes on Aurora. So, this team has a pretty big task to be able to bring all of that together into a unified vision.

I'm going to be handing this over to Christa Dumpys, who will talk about our community outreach efforts.

Christa Dumpys: Great. Thanks, Marilyn. So, it has been mentioned several times that we really are prioritizing our community engagement with this project. We know that there are businesses, residents, community organizations that are along the corridor, but we also know that a lot of people pass through this corridor. So, we really want to try to reach as many folks that Aurora is a vital lifeline for.

So, we've been really busy the second part of this year engaging the community in our initial touch. We had a survey that was live for two months, and we got over 2,000 responses. This was really trying to gauge what are the priorities that folks have for the corridor? What are the areas where they want to see improvements? And what type of improvements are going to be most helpful? We will be sharing the results of that survey very soon here, in the next week or two. We have been busy. As you can imagine, 2,000 responses, compiling and analyzing all of that data. I know we're running a little short on time. We did door to door outreach to the entire corridor. We participated in events in the communities, such as the party in the parking lot this summer, lots of social media engagement, which was a great way to reach folks. We also did a multi-cultural media campaign. All of our materials are translated into seven different languages. And the door to door research was also done in languages, working with community liaisons who speak those languages. A lot of one on one conversations. We worked closely with the Aurora Reimagined Coalition, which has been working on improving Aurora for many years.

Next steps: As we said, we will be sharing those survey results, and our overall outreach report on what we've done thus far. And we're in the process of using that data

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Christa Dumpys:
Community Outreach
efforts

Over 2,000 responses

Door to door outreach in 7
languages

One on one conversations
Aurora Reimagined
Coalition

to then work on designing the charrettes. That will happen early in 2023, which will take us into our early design phase.

And I think I am passing it back over to David Burgesser.

David Burgesser: I'm sorry, was there a comment?

Eugene Wasserman: Yes. This is the same exact process that Kristen (CE Edit – Simpson(?)) did on the Route 40. And, as the business community, we found that disastrous. So, hopefully, it has been improved, because I know Kristen approved those projects. But no one has contacted me and my group, the North Seattle Industrial Association. There's not just trucks that make deliveries on Aurora, it's trucks that make delivery to different industrial areas. I hope in the future you contact us, because we are furious over Route 40, just furious about what went on there. We need to see some improvement on that. I have a lot of past experience in this. I hope we get those drainage plans up and find a way to fund them. Because after two years, if you don't have that money ready, you're going to disappoint a lot of people there, and make the Mayor directly responsible for it. That's what happened before. That's like \$100 million worth of drainage. This is my own personal warning to you. Because you had to give money back before the work was done. So, I really hope you get that drainage settled because you can't do anything without it. You can't do much without it. And people are going to be really disappointed when they find out that you have to find \$100 million or \$150 million for drainage. The last plan that I saw was (unintelligible). it was also brought by SDOT after 2001. You're making a lot of promises here. I just don't think that technically, you can fulfill this.

Marilyn Yim: Well, Eugene, I think we definitely appreciate what a big challenge the storm water is. We're starting out with a pretty big ambition and vision for the corridor, and SPU and the folks that we've been working with over there, have, I think, been meeting us at the same scale and the same level of ambition for what needs to be done. They're very well aware of where the deficiencies are on the corridor, and they are also on their end getting things started, getting things rolling with storm water improvements that would be, and that's what we are doing. And so, we have definitely been out there.

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Charrettes will occur in early 2023

Eugene Wasserman:
No business outreach – specifically North Seattle Industrial Area (NSIA)

Looking for drainage plans

Estimate of \$100M in drainage needs

Marilyn Yim:
Working with SPU and aware of the large needs.

Anyone who walks out there on a rainy day in the puddles can definitely see where the problems are. And so, it's no secret or surprise that storm water is going to be a very big issue. We are waiting to hear from SPU to directly address that, and plan to do that in some of our public outreach meetings, because yes, when we talk to businesses, people will be telling us about it. So we have been calling SPU into those things to directly engage with the public with us. Like I said, they're on our inter-agency partnership team. They are starting with the big numbers as well. We know that that is one of the very first things that has to happen on the surface of the ground before we can do really big changes at the surface level.

Eugene Wasserman: The previous SDOT group said they didn't need drainage, so that's why I'm concerned.

Marilyn Yim: Yes. I think that the storm water and underground utilities is going to be a very big factor in how we phase and roll out this corridor effort. I think it's probably going to determine our starting point, and then how we sequence it after that. So, yes, it's very much leading the effort. Even though you're hearing from SDOT, it's a huge part of what we're doing.

Eugene Wasserman: Okay. I'm satisfied.

David Burgesser: Yes. And also, to emphasize the \$50 million that the State has allocated is really only the implementation funding that we have available. We realize that that is definitely not enough to cover the entire stretch of the corridor. This is a seven and a half mile long corridor that's going to need a lot of upgrades, and as you mentioned, a lot of drainage improvements, as well. Our first step is really just focusing on this planning piece of it, what we want to build out here, and as we engage more with SPU, taking on a parallel process of looking more, taking more of a detailed view of what facilities we have out there. We will coordinate more with them on what specific improvements are needed for that. We definitely don't want to over-promise, and then never deliver. But we want to figure out what improvements do people want to see out here; what should we be planning for; what should we be designing. And that will at

Storm water and utilities will be a big factor and probably going to determine out starting point

David Burgesser:
Noting \$50M is only implementation funding available.

SDOT focusing on planning and engaging more with SPU with parallel processes

least point us in the right direction for when implementation dollars do become available.

So, as Christa mentioned, our next big step for this is we're planning for a design charrette process. It will happen early in 2023, and so we want to bring a lot of corridor stakeholders together. And we'll be reaching out to folks in the freight community to be a part of that. We're still in the early phases of planning for that, but you should expect to hear from us more later on. And then, as we continue throughout the concept development and through getting our preferred concept, we will be continuing coordination with our inter-agency teams, and corridor stakeholders.

That's a lot of information to get through quickly, but I will open it up for questions, if anyone has any other thoughts or ideas?

Stanley Ryter: This is Stan Ryter, civil engineer. I've been looking at that corridor for several decades. (unintelligible) It seems that more rapidly over the last few years and the previous couple decades. I applaud you guys for leaning into this because change is happening and that mix of businesses and people that use the corridor, and the types of businesses that need more housing, is the point of where it's changing. And I'm just going to lean into the Aurora issue maybe ten or fifteen years ago, and what they've done is transformative compared to what Seattle has done. Have you checked in with them to see what has worked well and what has not? Because they have the same type of use and they did something. So, I wanted to check in on that. And then the master plan is another important point, to make some spot improvements at 92nd. And then you made a decision to take the Greenlake bicycle loop (unintelligible), which is personally on weekends, love. (unintelligible) I think the master plan is really important, otherwise we just piece together small improvements that won't make sense.

David Burgesser: Yes, absolutely. And that's the whole point of this. We want to start implementing things out there as soon as we can, but having a connected vision of how to do that is essential to getting improvements on the ground. And yes, we have connected with Shoreline. We talked to one of their lead planners who has been there for quite some time, and worked on the planning and design and implementation of their

Stan Ryter: Applaud SDOT for leaning into the changes and business/people mix in corridor.

Support master plan...

portion of the corridor. And there's was a 15-year-plus project, I believe. So, Shoreline's work has been going on for a long time, and it's exciting to see that fully completed now. It kind of gives people an idea of what is possible out there in terms of transformative vision. So, we're looking forward to building upon that. We will continue collaboration with the City of Shoreline and with WSDOT as we get further into this.

Christopher Eaves: David, there's a question in chat about project limits. Thomas Noyes from WSDOT has a question.

Thomas Noyes: Thank you, Chris. Just a quick chime in again. Thomas Noyes with WSDOT. Although it wasn't mentioned in the presentation specifically, but thanks to Marilyn. Just to reconfirm that WSDOT is of course an interested partner in this study, given that it's a WSDOT owned facility. We are working closely with the City, and we've had one or two coordination meetings and discussions already. I just wanted to add in a little bit of nuance and detail from the Move Ahead Washington package. This is specific to WSDOT projects, but there is a new project design/planning requirement that's called Complete Streets for WSDOT-funded projects. So, any WSDOT project, as of July 1, has to look at considering Complete Street elements. Again, a lot of it is going to be focused on pedestrians, access to transit, safety for pedestrians and bike, and so forth. So, clearly, the spirit and focus of the study is consistent with that requirement. For City-funded components and improvements in this corridor, they are not required to meet these Complete Streets requirements, but WSDOT obviously would be for our components and projects. But obviously, the design and planning and work for this study is focused on that. And I would also emphasize that, as one of two north/south key arteries through the City, this is a critical corridor for users. It's a big freight corridor. It's a big transit corridor. So, as has been presented in this briefing, there are obviously a lot of users and a lot of challenges. Just wanted to chime in on that from WSDOT's perspective. We're looking forward to working closely with the City on this. Thank you.

Marilyn Yim: Thanks, Thomas. Yes, the City of Seattle already does have a Complete Streets ordinance, I think since 2007. So, that's already an embedded part of our culture. And you're right. This focus of this project really is on pedestrian safety and transit connections. That's where we're really focusing on starting, but obviously, there's

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Thomas Noyes:
Reconfirming WSDOT as an interested partner in the Aurora Study- looking forward to working together

Complete streets requirement for WSDOT funded projects

One of two N/S key arteries in Seattle, it's critical for users and a big freight corridor.

Marilyn Yim:
Seattle does have a Complete Streets ordinance

a lot of inter-related issues, as well, that we're considering. And need to be aware of and plan for. I'm glad to see that WSDOT is also implementing that, even though -- I think you're right -- this technically doesn't apply from the WSDOT side because SDOT does do Complete Streets, approaching it from that aspect, as well. I think that will be a good combination for us.

Geri Poor: Thanks. I wanted to thank you guys for your slides and slide deck. It's really refreshing to see that. The Port has not been a part of this. And as I look at this, I hear you talking about through traffic and I think that's an example of where the Port of Seattle, which is my organization, and other maritime and freight industry cares about this. So, I hope you will continue to do that, and we can participate from afar. The reason I asked about the boundaries is because, as things have changed around the Battery Street Tunnel, and access to the waterfront for freight, whether that's for the Boat Show, which is coming in February, or other big activities, we care a lot about how you get onto SR99 from the waterfront, and back and forth. It's what we've talked to Chris Eaves about. I think it's not necessarily part of your study, but it reminds me that it's also about issues on SR99 on through traffic.

Dan Kelly: I appreciate the presentation from SDOT staff. Any other questions before we let them go? Okay. Thanks again. Appreciate it. So, back to our agenda. The next item is the comment letter that we discussed previously. We'll push that to the next meeting and get a draft letter from Dan McKisson on that. The last item that we have on the agenda is our January agenda. It looks like the next meeting scheduled is January 17. (unintelligible)

Christopher Eaves: The January agenda may include the bus lane update. We will see what we can do to have a Vision Zero review session, at least in February or March...(unintelligible). That's really what I have at the point. Does anybody have items of interest? we can put them on the board agendas.

Dan Kelly: Just for myself, I'll send you the information, but I think that in the few meetings that I've been through and the workshops I have attended, one of the topics that comes up is the bicycle aspect. There are others, I know, and the director

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Geri Poor: Thank you for slides and view of through traffic. Port interest

Noting Boat Show in February which is a reminder about issues on SR-99 regarding through traffic

Chris Eaves: January Agenda- Will try to follow up on Vision Zero Review. Possible discussion/presentation Feb/March.

mentioned it from the tour he took down West Marginal Way, they are going through some planning and some evaluations and studies. It may be good as an example to hear from the group interested in that, and what those studies entail, and what they're trying to accommodate.

Christopher Eaves: So, information on West Marginal Way studies.

Stanley Ryter: And for next time, I think everybody should bring two or three topics that we might be interested in so we can make that work plan up. it could be a brainstorming session ...(unintelligible). Even if we don't know exactly how to perform that...(unintelligible).

Christopher Eaves: I have no more in terms of the January agenda. I appreciate the input. (unintelligible) Hearing nothing, Thomas Noyes is entertaining some WSDOT potential projects for later in the year, so we might do that, too.

Dan Kelly: In closing comments, we will ask for the board (unintelligible). I appreciate the engagement from the past board members, your time and continued interest. I appreciate the comments from our guests here today. Megan Kruse, we'll get those comments noted. I know that the co-chair and I will do our best for you in these meetings. Anyone else? Unless there are more comments, I move to adjourn the meeting.

Stanley Ryter: I second that.

Dan Kelly: All in favor? Thanks, everyone.

ADJOURNMENT

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Review and get information on West Marginal Way Studies

Stan Ryter – Board Members should consider topics for future meetings

Meeting adjournment