

April 18, 2023 Meeting - Seattle Freight Advisory Board

Topics covered included: Commerce and Environmental Justice in Metro Seattle Presentation by Rishi Verma of the UW Urban Freight Lab; Seattle Transportation Plan Presentation with Radcliffe Dacanay; Q1 and Q2 Freight Projects Presentation.

This meeting was held: April 18, 2023, 9:00-10:45 a.m., via Webex and in the Boards and Commissions Room, City Hall

Board Members: Dan Kelly, Howard Agnew, Nigel Barron, Stanley Ryter, Rachael Ludwick, Dan McKisson, Howard Agnew, Eric Wright, Geri Poor

Public: Thomas Noyes, Ryan Packer, Tyler Blackwell, Eugene Wasserman, Jeanne Acutanza, Megan Kruse, Warren Aakervik, Lee Bruch, Claudia Hirschey, Tyler Blackwell

Staff: Rishi Verma, Radcliffe Dacanay, Christopher Eaves, Cass Magnuski

Attending: 23

Dan Kelly: We call this April 18 meeting of the Seattle Freight Advisory Board to order. I'm going to have the folks in the public identify themselves. I think we already have the board.

INTRODUCTIONS

Dan Kelly: Welcome, everybody. Our first order of business is public comment. Is there anybody from the public who would like to make a public comment this morning?

PUBLIC COMMENT

Megan Kruse: I just wanted to point the board to the Seattle Transportation Plan. One thing that strikes me is we really need to coordinate the land use with the transportation policies. And I've recently come across two really good resources for the regional transportation plan. There's a very good section on freight considerations for future planning. I don't know if the City has been tracking that or coordinating that, but that would be one resource. And the other one is the transportation impact study. It

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ACTION ITEMS:

From January Action items

Topic suggestion – Industrial and Maritime Strategy, emphasis on potential housing component.

Meeting opening

Public comment

also lays out freight trip generation. Those should be models to guide us as we look at the modal plans.

Dan Kelly: Appreciate that. Any more comments in the room? Anyone online? Hearing none, we'll move on to the approval of the March 21 meeting minutes. Is there a motion?

Stanley Ryter: I move to approve.

Nigel Barron: Second.

Geri Poor: I have questions.

Dan Kelly: Okay. Discussion on the minutes. Please, Geri.

Geri Poor: I was away. And it looks like a very meaty meeting. I had time to review the minutes. I just want to follow up. I know there was discussion about the director's order on streets and alleyway access, and I wonder if we had discussed lending any support to that. Was that something the board considered. This was under public comment.

And the other thing was what is the timing for further comments on Vision Zero? I'm interested in understanding the importance of maintaining freight corridors and supporting Vision Zero also, making sure the freight and all vehicles and people are moving safely in this system.

Christopher Eaves: I'll take a shot at that. I'll take the second one first. Vision Zero should have online comments still open. I think I put the link into the March minutes, and that is the opportunity to provide input. I believe it will be open through the end of April, but please check that.

And the question you had also was regarding a public comment that Ms. Kruse had provided. It was also sent to the board members, regarding land use in building elements?

Megan Kruse: It was a director's order from 2020 asking for some updates to loading provisions in building code. It's known as the Alleys Loading Berth and (unintelligible).

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Chris Eaves:
Vision Zero top to bottom
review – webpage
[Vision Zero: Top-to-Bottom
Review - Transportation |
seattle.gov](https://www.seattle.gov/transportation/vision-zero/top-to-bottom-review)

Comments were no longer
open as of 5/14/2023

It is up for decision June 30, or it needs to be in front of the Land Use Committee by that time. So, I think my materials included a general proposal.

Christopher Eaves: I just want to repeat that for Cass Magnuski and the minutes. Alleys Loading Berth and Solid Waste Proposal for discussion in front of Council....

Megan Kruse: The deadline is June 30.

Dan Kelly: Okay. so, Geri, was that the comment you were speaking to?

Geri Poor: Exactly. My question was whether we as a board would like to submit formal comments on either of those. No disrespect to Megan Kruse, but I think that Vision Zero is the higher priority. I wonder what other people on the board think about that.

Dan Kelly: Okay. So it's open for discussion. We can add that. Any other discussion on the motion that we had for the approval of the minutes? Hearing none, I'll call the question. All in favor? Any opposed? Okay, great. So, we have approved minutes for the March 21 meeting. No announcements or chair report that I have. Our next item, Chris, will you introduce our presenter?

ECOMMERCE AND ENVIRONMENTAL JUSTICE IN METRO SEATTLE

Christopher Eaves: Rishi Verma, as Megan Kruse has already mentioned, has been doing some work with the Urban Freight Lab, and has put together a report that overlays warehouse and industry use, I believe, with demographics. And I would rather not say what it is he does. I think that we should view his show and give him an opportunity. I'm going to try and get him into presenting mode. So, hi, Rishi.

Rishi Verma: Good morning, everybody. Thanks for having me here. Can everybody see right now? Wonderful! Please let me know at any point if you can't see or hear.

My name is Rishi Verma. I'm with the Urban Freight Lab at the University of Washington. As Chris said, I'm going to present some work we did last year on ecommerce and environmental justice. The person I collaborated with on this search is Travis Fried. he is currently abroad in Sweden. And of course, Dr. Goodchild oversaw the project.

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March minutes approved

Discussion for SFAB to submit comments to Vision Zero and Alleys Loading Berth and Solid Waste Proposal for discussion in front of Council

Presentation E-Commerce and Environmental Justice in Metro Seattle
Rishi Verma (Urban Freight Lab)

Our focus was to really frame what we were really talking about and why we're approaching in this way. Discriminatory practices don't require evil people who intentionally make environmental decisions, just well-trained experts following conventional procedures. The idea here is just to try to interrupt any kind of conventional procedure that we might be thinking about, and find broader, equity focused ones.

First, a bit of history on race and discriminatory placement of land use. Racial covenants, for those who aren't aware, in the early 20th century, was a venal practice that shielded white homeowners from ethnic people, and also forced these people to be zoned into these industrial sectors. This was a mechanism used by developers and enforced policy to define who you can and cannot sell property to. As you can see here, this one from Minneapolis talked about land and how it can be used by people of the caucasian race. In effect, the industrial use ended up concentrated in black and immigrant communities. This is, of course, not legal today, but path dependency has walked a lot of land use into these industrial zones. So, this built-in discrimination has inertia, and doesn't go away. This is an animation showing racial covenants in Minneapolis. Those grow over time throughout the 20th century, but the image on the lower left is now showing the racial breakdown of the area. The effects of it is still very much present.

Putting that aside, I will show what the land is actually being used for. Here is Seattle, we still are seeing that industrial zoning from over a century ago. We still see that today. Much of the industry is clustered around the Port of Seattle, the Duwamish corridor, and SODO, and industry was located near the Port. Now, even though it's still there, it has also sprawled into suburbs, as well. These distribution centers have moved. One thing that has changed is the sheer magnitude of warehouses. Today, this is

Eugene Wasserman: Can I ask a question? In Seattle, can you tell us how this was based on discriminatory and racial covenants?

Dan Kelly: Why don't we hold questions until the end of the presentation? Let's go ahead and have him run through it. We can have questions at the end. Thank you.

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Back history:
Racial covenants

Land use in Seattle

Rishi Verma: Thanks. Happy to circle around, and answer right here. This is just history of land use in the United States, just to frame the idea. Our goal is to start this research understanding how commercial land use can affect communities at large. And now, we're going to concentrate on Seattle, specifically.

Back in 2018, which was only a few years ago, US warehouses surpassed office buildings as this dominant commercial and industrial land use. Warehouse now represent 18 billion square feet of floor space. It has grown a lot. They grew in number. They grew in square footage. This appetite for space and regional connectivity. The second picture shows Kent and Renton, and a lot of warehousing is located there, as well. Warehouses are the dominant land type in the US, and they've also been sprawling form where they used to be in Ports, out to suburbs to get closer to people and closer to access to transportation and different options.

Now let's look at the disparate sides of these warehouses. Now that the warehouses are moving, are they getting closer to people, and is that a problem? This has been receiving attention from media and some activist sources. This image on the left shows a last mile delivery. UDC stands for Urban Distribution Center. We're just going to use that to refer to warehouses that just stouck stuff to deliver to people. This shows a UDC, a warehouse, that is right next to a couple of schools. This is a hands-on warehouse in Gage Park, Chicago. As the blurb says, over 47,000 people live within one mile of this, and 80 percent of the people are Hispanic. Ecommerce hasn't been studied specifically. Some researchers have and found that warehousing is disproportionately located in people of color majority populations which has increased over time. But that trend also didn't quite look at environmental impact. If we talk about those environmental impacts, this is a statistic from Toronto. A Toronto study found that diesel exhaust, that's the exhaust from large trucks and large vehicles, represents 55 percent of all of the nitrous oxide over the course of a year. And it equates to over 9,000 lives lost. All forms of nitrous oxide are harmful to human health, and if a large proportion of those are coming from diesel, that breeds the question of is that a result of (unintelligible), and we know that it is hazardous to human health, so is that a problem? With all of that framing in mind, I bring this to you, our research question, which is what are the distributional impacts of ecommerce? What does that mean for equity. What does that mean for justice? So, it's a large topic that this research is attempting to tackle.

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Warehouses surpass office buildings as dominant commercial and industrial land use.

Land use adjacent to industrial lands – being studied with regards to social demographics

Looking for distributional impacts of e-commerce

The way we went about this is we decided to try to measure ecommerce missions in Seattle, specifically. And we are analyzing racial and economic roots. So, what we're doing is we're analyzing last mile delivery chains. So, in the graphic here, we are starting with regional sortation centers. That is a large type of warehouse that's at the top of the graphic here. Packages arrive at the smart sortation center. From there, they are loaded off to Class B trucks, which are just big trucks that are then sent to last mile delivery stations. So smaller warehouses. From there, they are loaded onto diesel vans and are brought to the doorstep. That is the section of supply chain that we are looking at. We are posing two thoughts. First, the most marginalized populations. That's lower income, non-white majority populations. They will concentrate further up this distribution chain, closer to the larger warehouse. That's our first hypothesis. And the second one is, as a result this will expose them to higher levels of air and noise pollution. We are comparing the warehouse locations, the demographics, the King County census tracts, and predicting how many packages everyone is receiving, based on some survey data. We are modeling freight activity through the warehouses, and we trying to accumulate the total emissions from these diesel trucks and these diesel vans, and how they are distributed over the county.

I skipped over this package assignment really quickly. What we did was we predicted how much demand there was for packages across the county, using a few different factors from Puget Sound Regional Council surveys. We used race/income groups. We used age. We used household size, and we used municipality. So, a very simple model just to get picture of how much demand there is for packaging. That way we can predict how many trucks are going across the county. And so, a quick result was that the higher white populations tend to order more packages. They are ordering, on average, two times more than middle and lower income non-white populations. This is how the effects work. In the very middle here, there's a blue star. That refers to the large location. There's only one of those big warehouses in Seattle for Amazon. And then this middle which refers to the transportation of goods between the big warehouse and the small warehouse, which are these stars in red. Now, the last mile refers to transportation from those starred red warehouses to peoples' doorsteps. This package demand goes into how many trucks are needed to move the packages all around the county.

Now we're getting to the siting of the warehouses. In these images, from left to right, the diamond images, those all represent the warehouses that were stars in the previous image. The image on the left shows VKT per square kilometer. VKT is Vehicle

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Package demand was analyzed- focus on Amazon in Seattle

Kilometers Traveled. So, it's just a measure of how much freight activity there is around the county. Now we can see that the darker areas on the map shows more freight activity close to the warehouses, which makes sense. The middle image is showing us median household income. Going back, the lighter colors represent lower income. So, we can also see that closer to those diamonds, there are lighter colors. So, lower income people tend to live closer to warehouses. And finally on the right, that's people of color percent of population, and the darker areas represent higher proportions of people of color. And we can see that the darker areas of color also correspond to people living closer to warehouses. We statistically tested this, and we found that, yes, lower income and higher people of color percentage was correlated with where warehouses are. To kind of sum that up, they were exposed to three times more ecommerce traffic, despite ordering 50 percent less online than white majority populations. So, they're experiencing a lot more (unintelligible).

I'm just going to show this slide, then kind of move past real quick, just because I think there are too many graphs on it. This is three different measures of what are the effects of freight activity. The image on the left shows freight activity, and then the one in the middle and on the right shows those emissions. To break that down a little bit, let's go to the next slide.

The image on the right is showing us emissions that are toxic to people. We found that carbon emissions may comprise a majority of emissions, so those emissions are coming from this last mile where cargo vans are bringing packages to your doorstep. We also found that high-income, white majority populations are showing the least overall exposure. You can see that on the bottom left of the image here where the income rates are middle income white, high income white. That's how they're separated. The high income white on the bottom left of the image is just below. These high-income white populations are experiencing lower emissions. Now, regardless of income level, which we tested, we found that lower income populations were also exposed to emissions more than white populations. Furthermore, we found that these are middle (unintelligible) trucks. These are the Class A trucks, the tractor-trailers that had a high emission effect on people of color. And we found the high emission effect for lower income people of color. So, there are a lot of different angles flying around here, but the basics of this are that this warehouse site is, in fact, an environmental justice issue. High income majority populations tend to be ordering a lot more stuff, and they tend to not be experiencing the environmental result of ordering all of that stuff. Those emissions tend to be far out by lower income people of color, especially in

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Correlation of people of color to proximity of warehouses

Warehouse siting is an environmental justice issue.

combination. You can see that image on the right, where they're just experiencing the most emissions. And just to kind of bring that back to the people who are ordering, we found that things like race, proximity to highways, and proximity to warehouses, these are all strong predictors for the amount of freight activity experienced through ecommerce than how much money you made, or how much you ordered. The amount of freight activity is not dependent on you, it's dependent on where you are already.

I'm going to go through this part really quickly. This was an initial project to try to figure out what does ecommerce look like, how does it affect the air that people are breathing. What does that mean for moving forward? (unintelligible) ...but the middle mile has a huge impact on people. Companies can consider where they're placing warehouses in relation to human health. The government can provide best practices in how municipalities coordinate, especially if municipalities aren't aware necessarily of what the impacts of warehouses are, and consider the economic effect of warehouses. Now, a couple of places, like southern California, and there is a bill at the New York State Assembly, introduced bills in the state legislatures specifically around warehouses with respect to air pollution, which is another way to try to address the issue. This is an environmental issue that should be paid attention to, and we should not forget about the extra value to adjacent communities. I think I mentioned, my co-author, Travis has continued this research, looking at somewhat broader areas after this initial study. Thank you so much. This is my email address: rverma32@uw.edu I can take any questions that you have.

Dan Kelly: Great. Appreciate the presentation. Any questions or comments from folks in the room first?

Nigel Barron: I have a quick question. Did you look into any of the fleet electrification that Amazon, UPS, and all of those people are doing, and how that would affect some of this data?

Rishi Verma: Yes! That's a good question. We started just with a basic assumption of using diesel tractor-trailers for the big trucks, and the classic Mercedes-Benz sprinter for the last mile. Electrification for this model is mostly going to be for that last mile, moving from last mile delivery stations to peoples' doorsteps. That's where that would fit in. We would really like a sensitivity analysis to try to figure out what would be the effects of more electrification be. That wasn't our focus, but we tested a little bit. One of the things we found was that these large trucks for the middle mile still have this huge,

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This is an initial project to describe what ecommerce looks like and how it affects the aire people are breathing

Nigel Barron:
Was fleet electrification studied?

Rishi Verma:
Focus was on middle mile-electrification on last mile is great but can't correct disproportional impact.

disproportionate impact for anyone who lives in that area. So, electrification in the last mile is fantastic and needs to happen. But we found that that alone can't correct the disproportional impact that people have.

Stanley Ryter: There are a couple of clarifications I would like to ask. You mention that the last mile had a lot of pollution, but the last mile had a lot of people of the higher economic status were getting the packages. So, it seemed like there would be more pollution in more affluent neighborhoods. I missed that little correlation on why. Was the middle mile more polluting? There was a lot of data in this great presentation. Just hard to absorb it all.

Rishi Verma: There's a lot of data, and there's a lot of different ways to look at it. This might be the easiest way. So, the basics are that cargo vans do the majority of emissions. That's because they are driving so far, and going all over the place. But the concentration -- so that slide about the pollution per area -- that's coming a lot from the larger trucks. It's just like scaling by area. So, most pollution is coming from cargo vans, and that needs to be addressed, but the disproportionate pollution based on population, that has its foot in both the cargo vans and the larger trucks, if that makes sense.

Stanley Ryter: Okay, thank you. And then, a follow-up question. Maybe this is for a different study. While warehouses generally go to places that are flat, and if you were to make the distribution center there, it might take a different shape if it were more up on a hill or in a neighborhood. It might be smaller. I think somebody put up in chat land use, how might a warehouse in the future look different in a different place, a river valley, or a big box. That's maybe a different study.

Rishi Verma: Yes. It's not an simple or an easy question to figure out. Where should they go if not the most economically feasible location? I think that part of what we're trying to identify here is that by choosing, or by not paying attention to it, or by choosing the most economically feasible location, we might disproportionately impact lower income and non-white people. That's essentially a thing for local government to try to consider. We didn't really test a bunch of different versions of where should they go instead. We are just trying to identify what are the impacts. So, that's definitely a future study. This first step does not mean that we've figured it out.

Stanley Ryter: Okay, thanks for the verification.

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Stanley Ryter:
Last mile has high pollution but last mile has higher economic status persons. Was the middle mile more polluting?

Rishi Verma:
Last mile driving starts and ends at warehouses and concentrates emissions there

Stanley Ryter: Warehouses locate in flat areas, would the study be different in different places – river valley etc.

Rishi Verma
Currently focusing on existing impacts

Rishi Verma: I can't see the chat. If there are questions in the chat, if someone wouldn't mind shouting them out to me?

Christopher Eaves: What I would like to do, and I think I've seen a hand up, as well. I want to make sure that we try them in order. Eugene, I know you had a question. Can we catch up with you?

Eugene Wasserman: Sure. He answered my other question. How do you compare this system that you've laid out here with the alternative, which is supermarkets and shopping centers, and those kinds of things, and how much pollution they throw out?

Rishi Verma: It's a good question. And there is definitely a case for ... (unintelligible) When we did this as of April 2022, how does that affect people in Seattle? There is a lot of side-by-side testing to create a simulation to figure out what could be done instead or like what are the comparatives of comparable options. But we just looked at how it is right now.

Eugene Wasserman: I think I find your study not that interesting, because most of us know that where the warehouses are is flat, and the land is cheaper, and that's where low-income people live. But, there's an alternative system already in existence, and I am surprised you didn't study that. Shopping malls all get big trucks, those kinds of things. And it would be interesting for you to do that to see the differences, instead of really going after ecommerce. I don't think this is a very rigorous study. I'm disappointed that it came out of UW this way. Just to tap on ecommerce for how much knowledge of what the alternatives are in the existing system.

Rishi Verma: I'll just respond by repeating that this is an initial study to try to figure out what are the local health hazards that result just to clarify that warehouse sprawl is really something that has jumped up in the last several years. The amount of warehouses has doubled or tripled just in the last like six years. And these warehouses are moving to where people are. That's a new development. People aren't moving towards warehouses. The warehouses are moving further and further away from the concentrated areas to these lower income neighborhoods just because that is how they are trying to meet demand. As a result of that, this is urgent and necessary to understand what are the impacts. So, this represented our first step into that, and we're really excited to expand on it and to try to understand what are better approaches to

Eugene Wasserman: Did you look at supermarkets or shopping centers

Rishi Verma
This is an initial study

Warehouse numbers tripled in the last 6 years and they are moving to where people are -

warehousing, land use, and e-commerce, so that people can get the things that they need.

Dan Kelly: Are there any other comments in the chat?

Christopher Eaves: There is one. Claudia Hirschey has asked is there a recommendation for land use changes for PSRC and City of Seattle to consider?

From Chat: from Claudia Hirschey to everyone: 9:29 AM
Is there a recommendation for land use changes for PSRC and City of Seattle to consider?

Rishi Verma: Yes. One of the things that people can do is to start looking at, like I said, air quality regulations. That's just to understand if we can recognize that if there is a problem with a lot of pollution near people of low income, which was the case in southern California areas, that is something that our communities are trying to set air quality regulations specifically, as it relates to warehouses. I don't believe that those have passed the state assembly, but I believe they issued a temporary freeze on new warehouse activity, and in south California, where they tried to understand the issue, I don't know if they have found a path forward. But I think that's a good way for people to try to think about it, as warehousing in the context of air pollution, and whether they should move further away. I apologize, because that's a vague answer, but our recommendation is to essentially start looking at this problem, and consider how we can legislate so that people can be safe.

Christopher Eaves: Eric Wright has his hand up.

Eric Wright: Good morning. Thank you for the presentation. A couple of quick questions. Was this study specifically focused around Amazon. I heard you use the name a lot; and also quoting where their distribution centers are, I was curious if you had factored in any cases other than the Amazon supply chain network?

Rishi Verma: Yes. It's a great question. This study was entirely focused on specifically the Amazon network. That was for the data set we used, the warehouses we used, and the package delivery we used. Of course, Amazon is not all packages, but that is what we used to get a basic understanding of how are warehouses spread from a company that is spreading a lot of them. That's just where we started.

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From Chat – Claudia Hirschey
Are there land use recommendations for PSRC and City of Seattle?

Rishi Verma:
Need to deal with air quality regulations and start looking at how we can legislate to that people can be safe.

Eric Wright
Was study focused on Amazon

Rishi Verma
Yes -

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Eric Wright
Suggest a retooling –
delivery also in non-diesel
vehicles.

This type of content has a
way of creating policies for
years to come

Geri Poor
Some strong support for
environmental justice is in
the IITA. Port and City have
programs regarding
pollution and emissions

Eric Wright: I guess I would echo some of the previous comments and encourage making a retooling of the study. There is an enormous amount of delivery work that is done outside of Amazon, and there's an enormous amount of delivery work that's done in non-diesel-powered vehicles, including gasoline-powered vehicles, which have a completely different emissions profile. Everything from USPS to the large package carriers, to some of the smaller package carriers, to Grub Hub, etc., these are all modalities of freight that should be considered if you're going to talk about a large environmental impact on any given community at any given place. I would be curious to understand, given the different natures of some of those delivery modalities if actually there is the disparity that is illustrated through the Amazon network, or whether some of those modalities refocus into different areas to actually offset some of that. We don't have the data, but I think there are questions that need to be asked, critical questions that need to be asked, because this type of content has a way of creating policies for years to come.

Rishi Verma: Yes. Like I mentioned, my co-author is trying to continue this work, looking at trying to make a network for the entirety of package distribution in a limited area. That's one of the further studies that we're doing, not just Amazon. But certainly, there are a lot of different forms that absolutely need to be considered, looking at a slice of how trucks move goods to vans and starting that process. Also, the work cannot be considered to cover everything, all of the environmental impact on ecommerce as it stands.

Eric Wright: Yes. Logistics is an eco-system, and I feel like in this case, you probably very successfully looked at a very small component of that overall eco-system. Anyway, those are my comments.

Christopher Eaves: So, we have several people with hands up. I'm going in the order that I think they occur. Geri, do you have a question?

Geri Poor: Thanks, I actually wanted to comment. I thank you for coming here. I think that environmental justice is a critical issue that is getting more and more visibility over the past decade or so. I think this study, while I might ask about some of the details, as we're all doing, I think it brings to light some specific examples, important issues. And I'm sorry that our member from UPS isn't here today, because that would provide a different view than the Amazon one. Additionally, I want to bring to light that I

appreciate that you have your last slide with these considerations moving forward, but if we look at the IJTA and some of the recent federal legislation, we'll see a strong support for environmental justice. There is funding at the federal level to address some of these issues. They're inherent. They have been around for a long time, so it can't be fixed by just that. And then, thirdly, I'd like to comment that at the Port of Seattle, and I know at the City of Seattle there are programs working on the various hubs of pollution, especially in the Duwamish Valley, and I would encourage people to look at some of those programs, as well as long-term efforts towards transitioning to alternative fuels for these trucks and so forth. In summary, I think this is an important issue for the freight board to be aware of and to work into our planning. And there are things being done at the various government levels now.

Jeanne Acutanza: Thanks. This was a really good presentation. I really appreciate the environmentalist perspective. Some data I would be looking for is you mentioned the proximity of lower income, underserved, disproportionately affected communities, and around these manufacturing and warehouse sites. I would like to look at the economic impact, as well as at how many people work on those jobs. And are those reasonable jobs for them to have? What is the total economic impact? I love the perspective of this focus so we can look for additional funding. Thank you. Thanks for the work. I'm really glad that someone is doing it.

Rishi Verma: Yes. Thank you. I think there are certainly benefits to going in. We didn't put it in the study, but we've got that information on how many people they might be employing. Comparing the economic versus environmental is also there.

Christopher Eaves: Thank you. And, Eugene Wasserman, your hand is up?

Eugene Wasserman: This is my last comment. I don't think the industrial lands here in Seattle, and your work at the University of Washington has to do with the restrictions put on real estate. I think that was developed because it was on the water. So was the Duwamish. So, if you make presentations to Seattle, organizations always cut out the first part. I found it pretty sophomoric and had nothing to do with Seattle, where the rest of your data is from. I was pretty upset with that, because I found that not to be true. At least we could have found this stuff out. I don't actually know that, but I know, since I represent the Ballard area. (unintelligible) But you are located just right outside our industrial area. So, I don't find that you did much research on this in terms of the history. The other stuff looked more recent.

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Jeanne Acutanza
Interested in economic
impact and jobs associated
with the warehousing

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Rishi Verma: Thanks for the feedback. I will just say that the points at the beginning was trying to frame how we approached the subject. That is the process that we went through from the viewpoint of what is the history of land use. We were just trying to communicate a brief history of that. But I appreciate the feedback. Thanks.

Eugene Wasserman: It's not the history of here, though. You make a presentation and you're working for the UW, so don't come to us if you're not going to talk about our stuff. And I have seen plenty of studies on land use and the freight industry before, and they (unintelligible) also. So, I'm not sure what (unintelligible)....

Rishi Verma: Thanks for the feedback.

Rachael Ludwick: I just wanted to call out that I think that framing it in terms of the history of redlining is important, because it is the reason why maritime industrial zones are where they are. that's also where a lot of cheap land is. It's also where the dominant part of the culture were allowed to live. And that's true in Seattle. We actually did have redlining in Seattle, significantly. So, I think that's really important framing, to talk about the impacts of freight in neighborhoods and pollution. So, thank you.

Christopher Eaves: Two things: I would like to distribute this presentation, if that's okay.

Rishi Verma: Certainly. I believe I can do that, yes. I just want to send a *caveat*. We're pending publication right now, so I just put that as an asterisk while we have not been published.

Christopher Eaves: I understand. Thank you. That's important. for myself, I would just like to make a comment that I was able to assemble yesterday. The City of Vancouver, Washington is also taking a poll on warehouse development for the same reason, that they're trying to understand -- I'm going to call it near, medium, and far impacts, not just on their transportation system, but on emission and neighborhoods. So, the tech work you're doing does have correlation to what is occurring, not just in California or New York. With regard to any back history or other, I think it's interesting to make mention of the types of vans and vehicles. As i understand from a previous board member, the truck emissions are more per mile related than they are for size of vehicle. That's not a perfect correlation. So, travel, as it gets close to a warehouse

Rachel Ludwick
Framing in terms of
redlining is important – it's
why Maritime Industrial
Zones are where they are

Chris Eaves
Vancouver, WA is taking a
poll on warehouse
development for reasons in
Rishi's presentation

does increase a target type of view. So, I think that's important to help correlate what you have discussed previously. And I recognize that I'm a couple of minutes over, so I just want to say, thank you, Rishi, for coming to speak to us, and for working on the first step in a number of things to do. So, thank you.

Rishi Verma: Thanks so much. We are so excited to continue this work. And thank you for having me.

Dan Kelly: Appreciate the presentation. Thanks very much. All right. We have another presenter next?

SEATTLE TRANSPORTATION PLAN

Christopher Eaves: The next presenter is Radcliffe Dacanay, who is now on for us. Radcliffe is going to do a presentation on the Seattle Transportation Plan. Tell us what's going on, please.

Radcliffe Dacanay: Great. Thank you, Chris, and thank you to SDOT for having me once again. Let me jump into a presentation deck I have to give you an update on the Seattle Transportation Plan.

Thanks again for having, Radcliffe Dacanay, from SDOT. I'm here to give you a quick update on the plan, and have a little bit of conversation with you all on where it's at. You have seen some of these slides in the past, the quick overview, where the schedule is at, what we have heard in engagement. Again, this plan is vision for the future of transportation in Seattle. We appreciate all of your feedback over the course of the process. I'll jump to more of the timeline here. So, we've gone through phase one from last year. Phase two is engagement. And right now, we're about to start phase three. We are finishing up some internal work on the draft, and looking for ways to bring that out to all of you for review. There is internal review happening now. The Mayor has asked also that they review it before it goes out to partner agencies. So, there's some timing shift in there of when we can share it with this group. But know that Christopher Eaves is reviewing it right now, as well; and to be able to include all of the things that we've heard in the process of thought.

Just some highlights. Again, of the engagement over these past couple of months, a lot of community engagement. So, that was a big thing as part of coming in to make sure

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Seattle Transportation Plan
Presenter Radcliffe Dacanay

Update

Timeline

Internal review

Mayor's review

Public review – late June
(estimated)

Chris Eaves is reviewing

that we are listening to the community and their input into the STP. Then just some numbers highlighting plenty of engagement that has been happening in ongoing briefings with SFAB and other modal boards, as well. At the high level, now we're hearing from the community on what vision statement we should be moving forward with. And this third version here, we see the overwhelming support. Seattle is a vibrant, equitable, and diverse City, in which moving around is simple, just eco-friendly, safe, and allows all businesses to access their needs and feel connected to their community. So, this is a vision that is trying to bring in all different aspects of perspectives, including freight being reflected there in the support of businesses. And also, we have heard about what kind of investment level we're going to need to make. What we've heard overwhelmingly is a future with rapid progress, so much more investment and transformation of our system that helps us to position ourselves to meet our goals.

This is just the top five actions. Right now, they don't reflect some of the things you probably want to hear from the freight side but know that many other actions reflect the things that we want to do in freight, and making sure that freight continues to be supported. We are reflecting that in the updates of the STP. We've included updated maps into the element, including the over-legal network, the heavy-haul network, maritime assets, rail, inter-modal, and airport facilities, and of course, the freight network and freight volumes. *Most of that freight network in the past, is from what we've heard from the freight community, we don't want that to change, and that is staying primarily the same.*

And then freight policies and programs to note: Again, we're building off of the Freight Master Plan. We're not (unintelligible). A lot of what was in the past Freight Master Plan moves forward in the STP. Of course, there's a focus on safety and predictable movement of freight. And then also saving pre-safety for operators and employees. It also emphasizes the importance of freight in providing a network that is diverse in community and economy, and then also thinking around a Freight 101, if you will, sharing with the community the importance of freight. Also connecting the manufacturing and industrial centers and business districts and making sure that's reflected in networks, and working with OPCD, the Office of Planning and Community Development, as a strategy to make sure that's in alignment. and then, another one is eliminating the maintenance backlog, specifically at public at-grade crossings. This is impacting from inter-relationship with the trains. And here, from things that we've heard internally from our staff and folks who have been working with us on developing the STP, really thinking about building a more robust freight program that is looking to

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Lot of community engagement.

NOTE: Italics added for emphasis

Much of the Freight Master Plan moves into STP

NOTE: Multiple items from presentation listed in these paragraphs i.e.:

Coordination with other departments

Maintenance backlog

Freight 101

advance freight projects, and also findings related to those efforts. Under that umbrella is also expanding the freight spot program that we have, that Chris Eaves leads right now, to have a program that is able to address freight spot issues.

Related to all of this is also developing an urban goods movement planning program. I want to note that this is also including planning for the distribution side, the warehousing, industrial neighborhoods, and street designs related to that. And then, from the curbside management, there has been work going on right now to implement e-cargo delivery hubs in the more urban parts of the City, and where that makes sense. And then, also, develop a rail safety program, and continue to coordinate programs with curbside management.

These are just a handful of things that are in element right now.

Christopher Eaves: Can we hold for a minute? We're having some fire trucks go by.

Radcliffe Dacanay: Sure. Thanks for letting me know. My apologies. I don't sound like myself. I'm a little bit congested and getting over a cold. So, sorry if my voice sounds strange.

Christopher Eaves: Not a problem at all. I think we've got that taken care of. I apologize for the interruption. Please!

Radcliffe Dacanay: No problem. Where should I pick it up?

Christopher Eaves: You were in 'develop a robust freight program.'

Radcliffe Dacanay: We will revisit this. So, some of the other policies and programs to note, that were leading into the freight element is to think about a broader freight program that helps to advance an active planning cycle for freight and freight projects, design, and also refunding that support to expand the freight spot improvement program. And then, also thinking about how we develop an urban goods movement program. This also includes planning for the distribution side of everything, so whether warehousing, industrial neighborhood designs and actions related to that. In partnership with our curb management team, to continue to coordinate programs with them and also implement e-cargo delivery hubs where it makes sense in the City. So, it wouldn't be everywhere, but in more urban areas of the City to continue to develop

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Discussion of planning cycle
to advance freight projects

those opportunities. And then, also, develop a rail safety program that we've been hearing internally is something that is important to do. Note: All of this stuff right now is being reviewed internally with our freight team, including Chris Eaves and myself. And I'm trying to work with our program managers and the Mayor's Office to be able to get this out for all of you to review as well. But there is some sensitivity right now. I just wanted to be clear that the Mayor's Office wants to review all of this before it goes out to the community.

That said. This is what to expect when the draft plan is released. We will have a plain document that sort of pulls together everything that we've heard and has some key action plans. And that we have element chapters that are essentially all of the different modal plans that describe these more succinct element chapters.

What we're asking from you during this next phase is, once you have a chance to view the draft STP, is to be able to comment together as a group on the plan. And then, also to write a letter back to SDOT with your specific needs feedback on the draft chapters. So, that's all I have for now. And again, we are continuing to do this work with the One Seattle Comprehensive Plan. So, there's work that's happening with the STP that we're making sure is reflected in the industrial and (unintelligible)....

Dan Kelly: Great. Thanks so much for the presentation. I just have one quick question. I think I can say that I'm still relatively new to the board, but can you speak a little bit to the active engagement with the freight community to put this information together?

Radcliffe Dacanay: Yes. Let me stop sharing, if that's all right.

The engagement has been happening throughout this process. I have come to all of you a handful of times. I have met with the Port, the Northwest Seaport Alliance, and NSIA. We have invited groups, also, to the workshops that we had in November, December, and January, a received quite a lot of feedback that way. And also, in just conversations with Chris Eaves and the freight team, and conversations with individuals in the freight community, as well, that we have woven in. Conversations with John Persak internally, and then ongoing conversations that have been happening as part of the Comprehensive Plan, and maritime and industrial lands, as well, that we've been reflecting on and are all being woven in, not only to the STP, but also to the One Seattle Comprehensive Plan.

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Develop a Rail Safety Program

Once the plan is available for viewing, asking for comments from SFAB

Dan Kelly:
Can you speak to the active engagement with the freight community?

Radcliffe Dacanay:
Port, NWSA, NISA,
Workshops in Nov, Dec, Jan.
Talks w. John Persak.
Chris Eaves and freight team
(Treysea Tate – Railroad,
Erin Harris – Planning as
able)

Dan Kelly: Okay. Thank you very much. Shall we start in the room again, Chris? Any questions or comments?

Stanley Ryter: I'm just glad that freight has at least a chapter in your study. There's always a lot of emphasis for people walking, biking, and people feel good about that. Hey, that's my idea Saturday. I walk here and there. But I think what is really important is ~~is~~ that the freight moves. And that's also a justice issue. If people can get their stuff from their local stores everywhere, that's really important. So, the freight mobility is really important.

Dan Kelly: Any other comments in the room? Anyone have their hand raised online?

Eugene Wasserman: First of all, I thank you for this. Since you started this, it really has improved a lot. I have a quick question on the rail safety program. What is that about?

Radcliffe Dacanay: I think Chris Eaves can answer that. I see his hand up.

Christopher Eaves: Eugene, the rail safety program is working to focus funds and attention on Seattle's 175-plus public rail crossings, and an odd number of private rail crossings. There is a maintenance schedule, and this is including the (unintelligible) and a short line railroad that are here in Seattle. The goal is to make sure that we are in compliance, not just with road safety, but with federal administration requirements that include reporting every (unintelligible) years.

Eugene Wasserman: Okay, so it's to do maintenance?

Christopher Eaves: Yes, maintenance on the parts where we are responsible. This is more of a presentation to hash out who is responsible for which part.

Eugene Wasserman: Maybe you and I can get together to discuss it?

Christopher Eaves: Sure! Thank you. Geri, you were next up?

Geri Poor: Thanks. Radcliffe, thanks for your presentation. I would like to make three comments, with a preamble about -- a lot of your work is focused on goods delivery,

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Stanley Ryter:
Glad there is a chapter for freight – movement of goods is a justice issue.

Eugene Wasserman:
Thank you – this has improved since the start of the STP

Chris Eaves:
Maintenance of crossings and coordination with rails

which is important. I hope that the plan can also emphasize regional distribution and international trade, and the parts of the freight system that rely on those components. There are many parts to the freight movement system, and regional distribution and international trade also have needs. I hope we can highlight those also. I liked your idea of a Freight 101, and I think the board would love to coordinate with you on that to understand more about what you have in mind for education on that. I think one of the ways to make sure that freight is more visible to the citizens of Seattle and residents is for the top five solutions that you presented earlier, the top five menu of actions for three to be something focused on freight, perhaps expanded to six, so that when you talk about what the top issues are, people recognize freight as an important part of the system.

My second comment is something I've said before about the unique solutions that are needed in MICs, the Manufacturing and Industrial Centers, are where a lot of the freight movement is within the regional distribution and international trade areas. And I think we need to make sure that the solutions there are not the same solutions as for the neighborhoods and downtown.

And then the third item I wanted to talk to is to appreciate the kinds of programs and policies you have listed and the other items that I think are important for SDOT to be pursuing in the near term are additional truck parking, bridge improvements where these are on the major arterials around Seattle, design solutions like turning radii and ensuring that Complete Streets have freight considerations in it. We look forward to working with you as you finalize it.

Radcliffe Dacanay: Thank you, Geri.

Dan McKisson: Thank you. Thank you for the presentation, Radcliffe. I have one question. Excuse my ignorance, but 'expand freight spot improvement program,' what is that?

Radcliffe Dacanay: I'll let Chris answer, because that is Chris' domain, and it's really to expand his program.

Christopher Eaves: Yes. Dan, and ultimately where it has taken a look at the funding associated with the freight spot program, it was really designed to take on projects under \$100,000. And the projects associated with the Freight Master Plan are capital

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Geri Poor:
Hope plan can emphasize regional distribution and international trade. Like freight 101

Unique solutions needed in MICs- the ones in neighborhoods and downtown will not work well.

Pursue near-term additional truck parking, design solutions- turn radii, ensure Complete Streets include freight considerations

Dan McKisson:
Freight Spot?

Chris Eaves:
Small projects up to \$100k – FMP projects can reach \$100M and require partnering

projects one and all, and range into the several hundred thousands and maybe up to \$100 million. Those are not things that we can take on in a spot program, but it's also nothing that we can take on alone. So, there's going to be a lot of partnership at a higher level. It means working with other groups in addition to other departments, to make sure that we can advance the Freight Master Plan.

Dan McKisson: Okay, thank you. And then, on another note, Radcliffe, you talked about working within an industrial/maritime land study and the Comp Plan. How does that blend in together, and I want to give you an example. Industrial/maritime land studies talk about hotels and the stadium overlay district. You have to plan, because major freight goes through there at 519 and First Avenue South. Are we going to look forward enough to plan for future development of hotels that aren't planned yet, and make enough room for both freight and pedestrian access. How would that be looked at to prevent a conflict in the future? And then, the other thing is sometimes, what we've noticed in our plans for freight, pedestrian, and then suddenly there's a bike lane proposal put out there, and it changes all dynamics of the whole situation. So, are we going to have more clarity on bike lanes in the future, where they're planned early out, so we can work the other things, freight and pedestrians around that?

Radcliffe Dacanay: I would say certainly, yes, there is going to have to be vetting of all of the different modes, especially when we're working in manufacturing and industrial centers. And in those areas, what we've said here to integrate the process is that truck movement ought to have priority here. And so, with that in mind, as we're planning these spaces, that we have to have places where truck movement is safe. And when there is blending, we're going to have to really think about that. So, one of the things that we've talked about here is, again, the safe movement, not only for bikes and peds, but also for trucks. Admittedly, there is a lot of conversation happening right now internally that I am beginning to be brought into and Chris Eaves has been a part of, and I know the Mayor's Office is really interested in making sure that they get this right, so there's conversation happening even next week that perhaps we can report back on, as well, as we move into blending. *Some of what we're learning on the transportation side and what the expectations are for the land use side, and the strategy, and how it impacts freight, industry, and all of the maritime considerations that are being planned for.*

Dan McKisson: Thank you.

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Dan McKisson:
How does the
Industrial/Maritime Lands
study and Comp(rehensive)
Plan blend in together with
the STP

Would like to have clarity on
projects – bike,ped, freight
to reduce conflict in the
future

Radcliffe Dacanay:
Working towards this

NOTE: italics added for
emphasis

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Claudia Hirschey: I have a two-part question, comment. So, I'll ask the first part and get the response and then ask the second part. There's a bullet on the second to last slide that said, 'focus on safety and predictable movement.' The first part of the question is on that term, 'predictable.' I am old enough to have heard a lot of buzzwords come and go over my career, and I have noticed that 'predictable' has been becoming a buzzword lately. But I was wondering if there is any definition, or if you could take back to SDOT the desire to have a definition, because another thing I've noticed is that when these new buzzwords are created, a lot of people think they know what it means, but their planners, traffic engineers, design engineers, and construction, and pretty much any individual that thinks they understand it, applies their own unique understanding. And there's a lot of inconsistency and then ultimately, perceived unfairness in the use of, well, providing predictable movements for all, and actions are justified. So, anyway, do you know if that has been defined? And if not, can we have that defined?

Radcliffe Dacanay: Sure. We can create a definition to that. But *I think the intent here is to create an umbrella of making sure that certain vehicles know what lanes to be in.* So, for example, we have been exploring the idea of a freight and bus lane, and making sure that there is a parallel bike facility and pedestrian facility to separate those movements. So, in that way, that's the predictable movement, of knowing where certain large vehicles should be relative to smaller vehicles. So, in one way that's predictable movement, and making sure that the conflicts aren't happening in the roadway. I'll just highlight, especially when we say they're shared street and trying to make everybody be accommodated in the Complete Streets mindset. But sometimes, that Complete Streets mindset, when we mash it all together, a 26,000 lb. truck is always going to win over a bicycle. We just want to make sure that when we're bringing those types of vehicles closer together that we can have those predictable movements, really by saying this lane is for trucks and for buses, and there's another space dedicated for cyclists and walking.

Claudia Hirschey: I appreciate that. And I appreciate hearing the word, 'conflict.' Creating conflict diagrams and understanding the conflict point used to be tough 35 years ago in traffic engineering. We haven't seen one come out of a public agency in decades. So I appreciate that.

The second part is a focus on safety. Knowing industrial environments, any street with a heavy amount of truck traffic, safety is very complex. The context is very complex.

Claudia Hirschey:
Could you define terms –
Predictable especially.
Concerned people will think
it means different things
which makes for
inconsistency

Radcliffe Dacanay:

NOTE: Italics added for
emphasis

Claudia Hirschey: Focus on
Safety – next page...

And we tend to be too light on defining the methodology through which we will evaluate safety. Again, it's about that word, 'predictable.' A lot of individuals think they know what it means for something to be safer, but without predictable methodology, or the methodology defined for the environment we're working in for evaluation of safety, whether or not something is safe, results in pretty high-level loose decisions that may or may not end up very safe. So, my point is to add some defined methodology for evaluating safety at the different phases, planning, operations, design, maintenance.

Radcliffe Dacanay: Great. Thank you for that comment. And we will certainly look to making sure we have a methodology that's sound and when we're deciding how to organize again to eliminate as many of those conflicts as possible.

Christopher Eaves: Okay, Radcliffe. Thank you very much. there is a lot of engagement to do, and when the timing gets closer, would you please let me know, so I can send it around to the board?

Radcliffe Dacanay: Absolutely. Appreciate you all. Thank you. Have a good afternoon.

Q1 AND Q2 FREIGHT PROJECTS PRESENTATION

Christopher Eaves: So, for our last presentation, I'm only taking a couple of minutes to discuss how our first quarter went in terms of freight spot improvements, and highlight a couple of projects that we're hoping to complete. Mostly, this is this year. One of the Freight Master Plan projects has been to remove unused pieces of rail on East Marginal Way. And that location is East Marginal Way and Ohio. What has happened is that, in collaboration with WSDOT, which is doing work along East Marginal Way, we've been able to take a piece of rail at this specific location and remove it almost until its full replacement. this location had been high in claims for vehicles either getting tires flattened, or some people might have lost control. What this does is improve a major truck street, and it happens to be an over legal route. So, the location before -- and again, this is a Google image -- it moved in a very odd angle across East Marginal Way. I had to do this all very quickly. The rail is now removed throughout this entire piece of East Marginal Way. The southbound lanes are now resurfaced. And that is WSDOT doing this work. We were able to add this request in, and it's one of the best ways we were able to get work done, partnering, making sure that if something happens, we can add an incremental amount of money and work to

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NOTE: Italics added for emphasis

Q1 and Q2 Freight Projects Presentation
Chris Eaves

Q1 FMP project to remove rail on East Marginal Way is completed – cooperation with WSDOT

get something done that we wouldn't have been able to afford alone. so, this is about a year and a half in preparation for the outcome we have here. So, this is a good story about how we can catch up on and work the projects if we have enough advanced warning. And to counter-quote that, I will note that we've had board members who are also rail industry representatives. We have been working to improve our communications, and we're doing well with some, not so well with others. Union Pacific did some work to make crossing improvements, at Lucille and Corson, which are crossings just north of the Georgetown residential area. What happened was that the outcome was less than perfect, and we ended up having to do work very quickly internally to get some outcomes. What it's done (unintelligible)...internal permitting process, especially with railroads. That crossing was done in asphalt. It has certainly seen a lot of wear, and it had been impacting not just the road, but also the sidewalks, and bike operations. It was done before we could get improvements, and UP came and did this. I want to note several things on this image. concrete panels, such as this are expensive. The railroad came in and did work that is valued at about \$2,000 per linear foot. So, this was not an achieved fix. What happened, though, was that we were not aware, nor was the railroad aware that there was a limitation and a hard base below so they couldn't go further down. And the crossing ended up being raised about five to six inches. The asphalt shim that they used was a lot shorter than they wanted it. I'm saying a lot of things in very fluffy words, but this was a crossing, as you might be able to see in the rail, at an angle so vehicles -- it wasn't great. It was certainly even less so for those who tried to make their way across. We communicated, and we ended up, after another closure and some work over two weekends, expanded what was that shim, and giving a lot smoother access, one for roads, and then improving it for pedestrians. But this is not done yet. We still have these concrete sidewalks in place, and that's going to be a longer-term outcome. This will be a project that we had as a completion, but we're literally in the middle of it. It's a really great way to highlight, from the first project, that we can talk, and really get ourselves in line with what we need to do, we can get some great outcomes. This one we really wish we had been able to talk more, which we're trying to encourage. It was a cost to the railroad to fix this. They have not charged us, and would not charge us for this type of MIC fix. But we have to be able to catch up with them and talk with them and express what is going on.

Our final item, and this is ongoing. I don't know when it will be completed, i should say. Our final item will be completed in Quarter 2, and this came out of several different meetings and engagements and ongoing work. We also collaborated with Reconnect West Seattle, which is doing a good deal of the funding for this work. This is one the

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Union Pacific worked on Crossings in Georgetown. Corson Crossing needs additional attention because of raised rail at the crossing.

last projects. What we did is we improved some lane merge in locations. It's also a major truck street, and over legal route, and it's just east of Terminal 18. This location is SR 99 southbound exit, westbound Spokane, and (unintelligible) coming in for a lot of merging from what was three lanes back into two lanes, and eventually back to three. It is challenging. I've made my way through with high traffic before. But one of the ideas that came out of our collaboration with the Port and [NWSAeaport](#), as well as with a member of the maritime zone, I believe it was; had meetings. They asked us to basically shave the point for the island that was between the lanes to expand the roadways of what was two lanes total, and merge on an offramp is now about to be three lanes without that merge, giving people the opportunity to set up in their lanes, people can move back and forth, people to avoid any backup that may be going on at the Terminal 18 entrance. This is a really big example of cooperation and timing, because we certainly couldn't do construction while the West Seattle Bridge was closed and the only other easy way in and out to our Port facilities and West Seattle. So, we're almost done, because we just need to get some striping in, and the weather is not cooperating. So, that is really what I have at this point.

Stanley Ryter: On project one, I've got to ask some questions. That piece of railroad track, was there any push back from the railroad or discussion about an easement for future use, or bringing the track back in if there was a need.

Christopher Eaves: That is a longer-term conversation, and WSDOT is handling the front end of that. So, what we got was me hoping to take it. I don't know that it will come back in, because further north, those sections of rail are also disconnected. And, in fact, there are so many road improvements that I would love to be able to do, that we just simply don't have the opportunity at this point in time. Further north would also be disconnected rail. Any other questions?

From Chat: from Claudia Hirschey to everyone: 9:29 AM
Is there a recommendation for land use changes for PSRC and City of Seattle to consider?

Eugene Wasserman: I just have a comment that is similar. There are a lot of street lights out on our bridges, and also on some state highways. I think it would be interesting for the freight board to expose the responsibility for this. It's a long story how I got involved in this years ago, but right about two months ago, the lights on the section going into the tunnel, the whole section is out. That's a State highway, I think.

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Q2 Project – Completion of Spokane St Lane Extension
(NOTE: Completed 5/7/2023)

Stanley Ryter:
Any discussion of returning rail if it is needed

Chris Eaves
Longer term discussion - WSDOT currently in lead

Eugene Wasserman:
Lighting on state highways through Seattle also needs maintenance and repair

The Aurora Bridge has lights out, the 4th Avenue Bridge has lights out, and I don't think people in the different agencies understand the responsibility. I complained about the (unintelligible) bridge. I did that with City Light. But, it's unclear on all of these bridges who is responsible.

Christopher Eaves: I will approach the various people and get it to you. Thank you. It is 10:30, and normally, I would say next month's information for May. Right now, I don't have any projects and presentations in place, so I will be updating as I am able. Geri, I see your hand up.

Geri Poor: Thanks. Are you wrapping up the meeting, then? I want to make a quick comment on your freight spot improvement presentation. I appreciate that. The Corson project is one that I referenced earlier in this meeting. We worked with the Duwamish Valley [Port Community Action Team](#), and that is when they raised it to our attention a year or so ago. It's been in the works for a long time and I'm glad that that has been completed, as well as the long-standing work we had on the Spokane Street channelization. So, thank you. As we wrap up, I don't really see a new business part of the agenda, but I would love to follow up on what I raised during the minutes discussion about if the board as a whole would like to comment on Vision Zero report. Then secondly, I hope you could share with the freight board the Truck Rodeo.

MAY AGENDA

Christopher Eaves: So, I think the question is any freight board consideration or comment on the Vision Zero report that is out right now.

Dan Kelly: Yes, let's hear from any board members online about putting something together in response to Vision Zero?

Geri Poor: I would be happy to bring something forward, and if there are people who would like to work on that with me, I am happy to collaborate.

Dan Kelly: Sounds good. Geri, if you would do that, then maybe send something out to the group here? And we can look for some folks to help you on that?

Geri Poor: Great. Thanks.

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Geri Poor:
Comment on Vision Zero
report (letter to be
discussed in May meeting)

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Chris Eaves:
Truck Rodeo slated for Saturday 6/10/2023 near Georgetown and in parallel with Georgetown Carnival

Dan McKisson:
Spokane St Lane Extension – may want c-curb at west end

Also update on Maritime Lands Study – no housing in the overlay district but potentially hotels.

Geri Poor:
Adding to Dan McKisson's comments: Will need parallel freight strategy w. SDOT

Christopher Eaves: Geri reminded me of the Truck Rodeo, which is now slated for June 10. It's a Saturday. It's basically a truck safety fair. It's going to be at the steam plant near Georgetown. It's also on the same day as the Georgetown Carnival. We will be nearby for some cross-pollination. The latest is that we should have at least one semi, so that folks can literally come in and see what's going on with what they can see. There's a bike connection. We're trying to set up an area where people can see different sides, radii, what intersections look like, and what the options are for 1) pedestrians, and 2) large vehicle movements. right now, we're also including, I think, information on the Georgetown to Downtown, and the self-park in Georgetown and bike paths and trails. One is in design; the other is designed and needs to be put in. So, there are a number of things that we are trying to do to bring in not just education but safety, and to get people the knowledge and education for how we can interact on our roads together.

Dan McKisson: Thanks, Chris. My first question on that presentation on the spot improvements, the Spokane Street one. There has been an issue over the years, people come down southbound 99, and while these are longshore workers late to dispatch, instead of going all the way down to the end and coming back around, use that light at the very end and u-turn coming back. Is there any

Christopher Eaves: (Unintelligible) There was a c-curb that was in that was just pulled out of construction. What I'm hearing is it would be good to have it in.

Dan McKisson: Yes. A lot of people make that illegal u-turn in speeding through dispatch. The other thing is that I don't know if at the next agenda or next meeting maybe give an update on the maritime lands study. It's been released to the Mayor. Council is going to be looking at it. No housing in this overlay district, which is excellent, proposed hotels -- I'm not sure what that would look like. As currently planned, it's very small. Mariners only, but it's something that we kind of need to pay attention to, because that's a huge (unintelligible) down there.

Christopher Eaves: Okay, that seems like a great thing for me to work to get a presentation. I will get to the board online when I find out what can be done.

Geri Poor: May I piggyback on Dan just to say that I think that parallel freight strategy could be a part of that. It's not a SDCI, OPCD issue, but more SDOT, and would be important to include as far as freight in these industrial lands areas.

Dan McKisson: I think they're going to run a resolution parallel with this legislation that talks about transportation. And if we can get our hands on that, I'm not sure if it's written yet, but I think it's going to come out of committee, Strauss' committee on that.

From Chat: from Thomas Noyes - WSDOT to everyone: 10:39 AM "Re-connect South Park" (study) update? (From OPCD)

Christopher Eaves: Okay, so Councilmember Strauss. I will get on it. I don't know how successful I will be with this request to Council. I can ask the question and see what we get. I will work towards getting OPCD to do a presentation. And I will try to understand any parallel strategies that SDOT may have with regard to the industrial maritime strategy.

Dan McKisson: Let me try to explain my concern, because I have talked to OPCD about this. They are indicating that there is not a huge wish right now for hotels down there, but how do they plan for the future, right? The first hotel is going to be the Mariner's Hotel, which is on the corner of SR 519 and First Avenue. You build that hotel and you say sidewalks X and Y are going to serve all of those people in that hotel. And then you put in roads for 10,000 more people south of that and suddenly that sidewalk is not large enough. I'm just trying to encourage them to look at full build-out, even though that may not happen, but you have to prepare for it.

Christopher Eaves: Okay, so thank you. All right.

Dan Kelly: All right, any more discussion about May agenda discussions?

Megan Kruse: Could we entertain that recommendation letter for the (unintelligible)?

Christopher Eaves: Absolutely.

Dan Kelly: And June 30 was the

Megan Kruse: Well, it's got to go before the land use committee by June 30 for a vote. They meet the third Tuesday of every month.

Christopher Eaves: We have a presentation set up for June on South Park.

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Also Reconnect South Park update/study (June SFAB presentation)

Dan McKisson

Hotel builds will require strong pedestrian facilities ahead of time – before all are built.

Megan Kruse – discussion of a recommendation letter for Alleys Loading Berth and Solid Waste Proposal for discussion in front of Council June 30 meet – needs to be done in May

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Dan Kelly: So, in order to respond to the recommendation, we need someone to ..?

Christopher Eaves: We have to determine whether the board would like to, and then we could work on an email draft to finalize.

Dan Kelly: So, the question to the board -- and I think you presented that information to everybody, right? Any concern from the board on pursuing a response to that?

Geri Poor: No concern.

Dan Kelly: Okay, so we'll get that in the works.

Christopher Eaves: So, we should study that up for next time. Study, draft, and approve. Right.

Dan Kelly: Any other comments, questions, before we move to adjourn?

Geri Poor: So, Chris, are you saying you don't have any topics? Should we use that as a working meeting to make sure we draft a work plan and these other two comment letters?

Christopher Eaves: We could, but right now we are tasked with the opportunity to bring in OPCD to discuss their industrial maritime strategy. We'll see if we can do that, and if I can get a response, that's great, otherwise I will be polling the board for any comment that they have for the (unintelligible).

Geri Poor: Okay. I think a work session might be useful.

Dan Kelly: Great. Do we have a motion to adjourn?

Geri Poor: I so move.

Dan Kelly: Any second?

Nigel Barron: I'll second.

Chris Eaves:
No Projects currently on
May agenda

Geri Poor:
Work Session may be useful

Dan Kelly: All in favor? Thanks for being here. We had a great week. Thank you very much.

ADJOURNMENT

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Adjournment