



**City of Seattle
Seattle Planning Commission**

Grace Kim, Chair
Vanessa Murdock, Executive Director

**SEATTLE PLANNING COMMISSION
MAY 26, 2016
APPROVED MEETING MINUTES**

COMMISSIONERS IN ATTENDANCE

Michael Austin, Eileen Canola, Molly Esteve, Grace Kim, Kara Martin, Jake McKinstry, Marj Press, Julio Sanchez, David Shelton, Jamie Stroble, Spencer Williams, Patti Wilma

COMMISSIONERS ABSENT

Lauren Craig, Sandra Fried, Tim Parham, Lauren Squires

COMMISSION STAFF

John Hoey, Policy Analyst; Robin Magonegil, Administrative Staff Assistant; Vanessa Murdock, Executive Director

GUESTS

Ian Macek, Kevin O'Neill, Michelle Marx, Seattle Department of Transportation

IN ATTENDANCE

Kelley Merritt, Andrew White, Bonnie Williams

Please Note: Seattle Planning Commission meeting minutes are not an exact transcript but instead represent key points and the basis of the discussion.

CALL TO ORDER

Chair Grace Kim called the meeting to order at 7:33 am.

Minutes Approval

Commissioner Spencer Williams moved to approve the May 12, 2016 minutes. Commissioner Kara Martin seconded the motion. The minutes were approved. Commissioners Michael Austin, Jake McKinstry and Patti Wilma abstained.

Chair's Report

Chair Kim provided an overview of upcoming Planning Commission meetings. She welcomed new Commissioner Eileen Canola and had Commissioners introduce themselves.

Briefing: Freight Master Plan – Public Review Draft

- Ian Macek, Kevin O’Neill, SDOT

Kevin O’Neill from the Seattle Department of Transportation (SDOT) made some introductory comments about the Freight Master Plan and the Pedestrian Master Plan. He provided a high-level overview of the process and schedule for the two plans, and reminded the Commissioners that these plans are intended to serve as policy documents that inform the development of implementation plans and capital projects. Ian Macek from SDOT presented a summary of the public review draft of the Freight Master Plan (FMP), a 20- year plan to improve movement of goods and deliveries throughout the City. He described the purpose of the plan as an effort to develop a predictable, connected network for freight traffic. Efficient movement of goods is critical in sustaining the city’s quality of life and maintaining its competitiveness. The public review draft was developed with a significant amount of community input, including freight stakeholder interviews, a survey completed by freight truck drivers, two open houses, and feedback from the Modal Advisory Boards, industrial and business associations, District Councils, and Community Councils. SDOT worked with an advisory committee to develop the plan’s vision (“A vibrant city and thriving economy connecting people and products within Seattle and to regional and international markets”) and several associated goals.

A draft freight network was designed to consider Seattle’s population, employment, and economic growth; Seattle’s freight assets; and current and future freight trends. This network is intended to encourage and accommodate the movement of freight, as well as to improve citywide and regional freight connections. In addition to developing the draft freight network, SDOT performed bottleneck and truck collision analyses, mapped freight projects from previous planning efforts, identified locations with unaddressed needs, and recommended ideas/solutions to improve freight safety and mobility. SDOT integrated this work with input from other City departments, freight providers, and communities impacted by movement of goods. Mr. Macek stated that there are opportunities for additional coordination with the Office of Planning and Community Development and the Office of Sustainability and Environment on land use and climate adaptation strategies.

The draft FMP includes a series of strategies that will guide SDOT on how to achieve progress toward realizing the plan goals, as well as specific actions that will inform the FMP Implementation Plan. The implementation strategy will include a project prioritization framework that relies on quantitative and qualitative data, in addition to potential funding opportunities, including the Move Seattle Levy, federal funding sources, and other partnerships. The public review draft FMP is now available and open to public comment until July 8. Comments will be used to develop the Mayor’s Recommended Plan that will go to City Council for adoption. SDOT requested the Planning Commission review the public review draft FMP, submit comments, and provide a letter of support when the plan is submitted to the City Council.

The Planning Commissioners had several questions for Mr. Macek about the public review draft of the FMP. The Commissioners asked how the FMP will contribute to the City’s greenhouse gas reduction goals. Mr. Macek referenced the 2013 Climate Action Plan, which recommended the FMP address greenhouse gas reduction. He stated that the plan includes recommendations such as an anti-idling policy for freight trucks, as well as a recommendation to increase the use of bikes and electric vehicles for freight delivery. SDOT is working with a variety of partners to identify additional innovations to meet the climate goals. The Commissioners asked for more information on how SDOT is working with communities that are impacted by freight movement. Mr. Macek stated that SDOT has been working to comprehensively analyze how people and goods move in order to find creative solutions to freight movement. The Commissioners recommended SDOT include a focus in the FMP on collaborative planning and solutions for land use and transportation, including joint management of shared spaces and neighborhood-based approaches.

The Commissioners asked for examples of projects that may be prioritized for implementation in the FMP. Mr. Macek stated that implementation would include both large “catalyst projects” such as the Ballard Bridge and the Lander Street grade separation project, as well as smaller scale projects such as signal and intersection improvements. The larger projects would be very expensive and would require working with a variety of partners. The Commissioners asked whether the FMP included any consideration of future transportation trends such as driverless cars. Mr. Macek responded that this is a very challenging subject to address since so much of this technology is in the early planning

phase. The FMP will be updated in five years and will then be able to incorporate more data on the use of driverless vehicles and drones for freight delivery. In response to a question about how the FMP is integrated with the Comprehensive Plan, Mr. Macek stated that there are significant opportunities to coordinate with the Office of Planning and Community Development during implementation of the FMP.

Briefing: Pedestrian Master Plan – Public Review Draft

- Michelle Marx, SDOT

Michelle Marx from SDOT presented a summary of the public review draft of the Pedestrian Master Plan (PMP). This plan is an update to the 2009 PMP and a 20-year blueprint to provide walking improvements throughout Seattle. It provides a data-driven prioritization of funding for pedestrian projects to focus resources where there is high existing and potential pedestrian demand, safety concerns, and populations with the greatest need. The PMP presents a policy framework that includes a vision ("Seattle is the most walkable city in the Nation") and goals such as safety, equity, vibrancy, and health. SDOT incorporated a significant amount of data, including equity data, and community input into this version of the PMP. During the public outreach phase of the plan, SDOT received a lot of diverse feedback from stakeholders and communities. SDOT also used the public outreach process to vet some new alternative sidewalk designs, which were generally very well supported.

Ms. Marx discussed the PMP's efforts to prioritize pedestrian improvements and develop a citywide "Priority Investment Network." This network includes walksheds to frequent transit stops (1/2 mile to light rail stations, 1/4 mile to bus rapid transit/streetcar stops, and 1/8 mile to other bus stops) and public schools. SDOT developed a connected network where investments will be directed. This network responds to priorities identified within communities and distributes investments across the city. Ms. Marx showed a map of the draft pedestrian network, highlighting areas of need for sidewalks, crossing improvements, and maintenance along arterial and non-arterial streets. These projects were identified with consideration of health, safety, and equity factors. She discussed funding sources for these projects, including the Move Seattle Levy, other SDOT funds, and private development contributions.

The PMP Implementation Plan will be developed after the plan is adopted. SDOT will identify locations within the Priority Investment Network for near-term improvements based on safety, equity, and health analyses; annual funding availability, grant opportunities, and other resources; and program/project leveraging opportunities. The implementation plan will be updated regularly to reflect changing funding and leveraging opportunities, as well as updated safety/equity/health data. The public review draft PMP will be released in early June and will be open to public comments for 45 days. SDOT is working with the Department of Neighborhoods on public outreach during the public review period. After the public comment period closes, SDOT will address the comments and incorporate them into the Mayor's Recommended Plan, which is anticipated to be released in August.

Public Comment

Bonnie Williams expressed her concerns with the increased amount of freight traffic in the neighborhoods as a result of ongoing construction and development. She commented that trucks on residential streets create safety issues for pedestrians. She also expressed concern with the potential for bicycle-pedestrian collisions.

The meeting was adjourned at 9:00 am.