

## December 5, 2023 Meeting - Seattle Freight Advisory Board

**Topics covered included:** Alaskan Way Safety Project; West Marginal Way Data Collection; 4th Ave S Shared Transit and Truck Lane

This meeting was held: December 5, 9:00-11:00 a.m., via Webex and in the Boards and Commissions Room, City Hall

**Board Members:** Dan Kelly, Stanley Ryter, Howard Agnew, Nigel Barron, Geri Poor, Dan Gatchet, Dan McKisson, Herb Krohn, Waylon Robert, Eric Nielsen

**Public:** Ryan Packer, Eugene Wasserman, Warren Aakervik, Luke, Tyler Blackwell, Eric Wright, Thomas Noyes, Vinnie Dahline, Claudia Hirshey, Clara Cantor, Jeff Schultz, Ryan Medlen, Megan Kruse, Deirdre Wilson, Jim Curtin, P Stoltz, Don Brubeck, Gordon Padelford, Ben Margetic

**Staff:** Christopher Eaves, Venu Nemani, CJ Holt, Ben Margetic, Sara Zora, Ching Chan, Simon Blenski, Jessica Kim, Cass Magnuski

**Attending:** 37

### INTRODUCTIONS

**Dan Kelly:** We will call this meeting of the Seattle Freight Advisory Board into session. Appreciate everyone making the time. Looking at our agenda here, we do not have minutes to approve today. We will catch up on all of our minutes here at the January meeting. Next item of business is any announcements from any of the board members that you would like to make. We will go online first. Any of the board members online have any announcements they would like to make? Hearing none, we will go to the room. Anyone? Great. Quiet group this morning. One item that Christopher Eaves has is announcements, and to have the board make any comments. We have some new members, so folks here can just have a general sense of how we feel like the board is functioning; any suggestions, things that we can be doing better. We will go to the room first.

## SFAB 12/05/23 MEETING

### ACTION ITEMS:

Consider making this part of the main document – it's getting long.

Meeting opening

Introductions

## ANNOUNCEMENTS

**Dan McKisson:** I just want to say that I appreciate your work as a chair. I know that it's a lot of added responsibility, and I appreciate it. I think one of our functions as a freight board is to have a voice and we're trying to apply that. We have a good mix. We have three labor partners here; we've got some business; and a number of advocates. I think it's a good mix.

**Dan Kelly:** Thanks. Any comments from anybody online? I see a lot of red microphones online. We want to make sure that everyone has the opportunity. Christopher Eaves was talking about some funding that might be available. One of the things I would like to see is better outreach on our part to some of the industry partners and some of those things.

**Christopher Eaves:** What we're really trying to do is to find ways to be more engaged, other than catch as catch can. It's difficult at times to catch a good cross-section of people. And not just business owners or property owners, but people who work in the MICs. At last estimate, there are about 95,000 people working in the MICs, the Duwamish, and Ballard combined. And I don't know the numbers offhand, but the Office of Economic Development has put together a Seattle-centric cross-section of what the economy looks like. I do recall offhand that the fishing industry is \$2 billion industry in Fisherman's Terminal. So, it's not small owners, and we don't want to exclude them because they make these areas what they are. I don't have an idea of what is going to be happening, Eric?

**Eric Wright:** Hi. Hope everybody can hear me okay. I apologize. I very much intended to be there first this morning, and at 5:30 this morning, that changed. I want to second the outreach comment, but I think it's also really important that we consider outreach to the business community and the property owners, but also to the general public somehow. I am constantly flabbergasted at the lack of understanding that people have over how things get to their shops, to their grocery stores, why they are able to get things delivered in under 24 hours from Amazon. And at the end of the day, that's where a lot of the ideals come from that we end up reconciling on a regular basis. So, I think it's important that we start thinking about what a freight positivity narrative looks like, because we all work in the industry, so we see it, but there are a lot of people who have no concept. It's just this thing that happens. It's like the internet. How many

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Announcements

Note of appreciation – Dan McKisson to Dan Kelly (Chair)

Dan Kelly –  
Hope for improved outreach to business/industrial partners

Chris Eaves  
Improve engagement with 95k employees also.

Eric Wright – Consider outreach/education to general public. There is a lack of understanding and we need to provide a positive narrative.

people actually know how the internet works? We just know that when we go there, it works, and it's useful and we don't think twice about it. That's my comment.

**Dan Kelly:** We appreciate that. Thank you.

**Dan McKisson:** Thank you. Dan McKisson here. Thanks for bring that up, Chris. I got a copy of it recently. Do you plan to send that out to the board?

**Christopher Eaves:** I can certainly get the link out. I think it is published on the OED site. I want to make sure that we connect instead of just loading as a document. So, I will give the link out.

**Dan McKisson:** Great. In addition to that, the Washington Maritime Federation has released a more regional report that is very good on the impacts of the maritime, which is mostly freight. That might be something else. I can send that to you, Chris, if you want to send that link out.

**Dan Gatchet:** Dan Gatchet. of the Washington Trucking Association. When I think about this, I think of engagement. And you rely on either staff or the volunteers. And I know that as a volunteer, everyone has a lot on their plate, so it's hard to overload Chris Eaves to do more every day, when he is up to his ears. And that then falls on the board to go out and do engagement. And I don't think we have the bandwidth to do all of that. And I agree with Eric Wright that there needs to be more people promoting freight and what we do, but where is that going to come from?

**Christopher Eaves:** Again, there seems to be an opportunity for that to occur. I don't have full information because this is not my specific activity. I think the Office of Economic Development (OED) is meaning to do this. I don't want to speak to something that they're doing, and say something improper about exactly what they mean to do. I'm going to say more later on how to try to engage better.

**Dan Kelly:** Would it be fair to make sure they are aware of our interests in participating and how we can, as a board, have input?

**Christopher Eaves:** Yes.

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Need Links to  
OED Industrial and Maritime  
study  
Washington Maritime  
Federation regional report

Dan Gatchet – Finite limit to  
personnel and board ability

Inform OED of SFAB interest  
regarding communication  
strategies

**Dan Kelly:** Great. If there are no more comments there, we will move to the public comments.

## **PUBLIC COMMENT**

**Christopher Eaves:** In the room, we have Megan Kruse with a public comment. And I think I saw Warren Aakervik raise his hand. If you want to make a public comment, if you would just type your name. That would help me get an idea of what's going on.

**Megan Kruse:** Thank you. My name is Megan Kruse. I'm a downtown resident and communications consultant who has written frequently about urban freight and small deliveries. So, you're preaching to the choir with me. But I think your natural constituency would be downtown residents, because more than other places, it's a very small area with a limited number of right-of-ways and crowded alleys, and increasingly we have less retail. So, we are people who get packages on a regular basis. And I was going to say that one way to reach out would be to go to come of the community meetings. There's the Belltown, and the West Edge, and various groups. I think you would find a welcoming audience, and raise the level of awareness. To that point, the other thing I wanted to say is that it was an excellent job you did on the freight STP draft letter, especially the point that we need to coordinate with the Comprehensive Plan or we're really flying blind. I think the Seattle Planning Commission (SPC) also made this observation. And so, if you work together in tandem on these things, I hope it carries some weight. To that point, there were two other initiatives, transportation initiatives, that I think this board would be really good to weigh in on. One is the sub-area planning going on right now for downtown, and the other is Seattle Climate Change Response framework, which I think, SDOT is handing. The first one is being done by OPCD with outside consultants. Both of them are setting parameters and policies and coming up with this framework. So, I think that this would be a very timely moment to get involved with that. The Seattle Planning Commission received a report on this on November 9, and that meeting is online. You can watch the video. I think I sent Christopher Eaves a little summary of that, too. So, those are suggestions, and again, good work on everything you're doing here. Appreciate it.

**Warren Aakervik:** Thank you very much. I lieu of the discussion, I just thought I'd bring up the fact that in the last 25 years or so, I have been working with freight stuff. I think the big missing piece is protecting the freight corridors, especially those major truck streets in the last mile. As I watch more and more development take place for the

SFAB 12/05/23 MEETING

Public Comment

Megan Kruse

Warren Aakervik

public to live, and the encroachment into the industrial areas and the freight byways and connections keep on getting compromised for the sake of other modes, it makes a very dangerous situation. Having had the privilege of serving the maritime fishing industry for the last 60 years, I find it more and more difficult to get around the City, to get to here, and to work within the area. And I have to remind everybody that a lot of the jobs in the maritime industry are family wage jobs, and they're also a big part of the equity that we always talk about that I think we need to do more about. More importantly, as i watch the roadways get compromised, it's only a matter of time before we have more and more conflicts. And when we look at Vision Zero, we should look at Vision Zero for the actual cause of the accident, rather than just the fact. It's unfortunate that anybody has to be killed to prove a point. It's not to prove a point, It's just people in the wrong place at the wrong time. And we put the responsibility onto the truck drivers that can't even see them, because they should be protected in the ways we make roadways and accesses, but they're not necessarily protected. So, noise and family wage jobs, I think need to be a pretty strong part of it. And as far as the fishing industry, we don't see the amount of money, as far as resource capital into the community from the fishing industry because it's a distant water industry. So, a lot of the things that are under the table that you can't see that are a very important part of our economy in Seattle and the State of Washington. Thank you.

**Dan Kelly:** Great, Warren. Thank you very much for your comments.

**Christopher Eaves:** I believe that that is all we have for public comment.

**Dan Kelly:** If there is no one else for public comment, we'll go ahead and close that portion of the meeting and move on to our presentations. We have three today. May I just remind the members of the public here that we would ask you to save any questions or comments to the end, the closing public comments. I just want to confirm, if we can, that the presenters are going to be able to hang on to be able to take any of those public comments at the end.

**Christopher Eaves:** On our agenda, we have the Alaskan Way Safety Project. Initially, I thought that Simon Blenski was going to present, but it is C.J. Holt who I see online right now.

**ALASKAN WAY SAFETY PROJECT PRESENTATON**

SFAB 12/05/23 MEETING

Alaskan Way Safety Project  
Presentation

**C.J. Holt:** Hello, I'm C.J. Holt, and I'm project manager with SDOT for the Alaskan Way safety Project, and Ching Chan is also here to help. She is our communications lead.

**Ching Chan:** Good morning, everyone. Chris, can I go ahead and share my screen?

**Christopher Eaves:** Yes.

**Ching Chan:** Let me try. Thanks. Good morning, and thanks for having us. We are the Alaskan Way Safety Project. It's from Virginia Street to Broad Street. We have just reached 90 percent of our design milestone, and we are here today to share our design updates with you all. This is the project team. Simon Blenski is also in the audience, I think, so we're all here today. All of our work here at SDOT is guided by our vision, mission, values and goals, so we're here to share, as I said, the 90 percent design updates with you all, especially focusing on some of the changes that we have made since our 60 percent design milestone. C.J. Holt will go into those in more detail.

**C.J. Holt:** Thanks. I think we came here -- I don't know -- a couple of months ago, and presented kind of the general overview of the project. I'm not going to get into too much detail. I really want to focus on the changes from last time we were here. But this project is to create connections along the Alaskan Way, from where the waterfront Protected Bike Lane leaves off, which is right at Virginia Street all the way to the Olympic Sculpture Park at Broad Street. It's not just a bike lane project. That's why we call it a safety project. It also creates ADA improvements, some signal improvements, and just general safety improvements along this stretch.

As I mentioned, the (Office of the W)aterfront is working hard. They are scheduled to complete the bike path to Virginia next year. We also have a project that came about this year, funded by the Melinda Gates Foundation. It's called the Elliott Bay Connections Project. It's just getting underway, so there's still a lot of details to figure out, but essentially this project is building a greenway connection along the stretch on the east side of the street. So, we see this project as complementary to what we're doing. It's not the exact same thing, it's not an all ages and abilities protected bike lane along Alaskan Way, along the waterfront, but it is going in and we are coordinating closely with them to make sure that the overlap is appropriate. I also wanted to mention that there is a recently opened Elliott Way improvement. This street takes a lot

## SFAB 12/05/23 MEETING

Ching Chan and C. J. Holt  
Presenting

90% design reached

Presented previously  
Bike lanes  
ADA improvements  
Signal improvement

Elliott Bay Connections  
Project – east side of  
Alaskan Way. It's considered  
complimentary to this  
project

of the traffic off of Alaskan Way. We've seen volumes drop quite a bit. So, that's just something to keep in mind as we move forward.

This is the initial design that we shared. Again, I don't want to spend a lot of time on this, but the original plan was a full detour of the Protected Bike Lane to the east side.

Based on input, we made a compromise to keep the Protected Bike Lane on the west side, with the exception of a detour to the east side of the street in front of Pier 66, that's showing here between Blanchard and Wall Street. And that is only during cruise operations. So, any time there's a cruise ship in port, loading and unloading, which is roughly 100 times a year, that detour will go into place. And I'll talk a little bit more about that as we get into detail.

What we've heard basically from the beginning of the project that the intersection at Alaskan and Blanchard needs a full signal. It is a driveway that goes to the hotel, and there is a lot of volume and there are a lot of pedestrians, obviously during sailing days, and other days, that go through there. Adding the Protected Bike Lane crossing on sailing days create a lot of potential conflicts. So, we've looked at that. We also heard that we need to maintain driveway access for deliveries, and maintenance vehicles through this stretch. We've heard a lot about Pier 66 and that raised Protected Bike Lane in front of Pier 66, that we proposed at 60 percent design; the need for parking and truck staging commensurate with what is there today in front of Pier 66. And then, how the operation of the bike lane on sailing days is actually going to work. I also wanted to give an update on the public art with you, on how public art on this project -- and Toka Valu is our artist selected. You can go and check out his artwork on his web site, tokavalu.com. It is progressing and there is some really cool art pieces that will be on this part of the project.

So, as I mentioned, cruise operations is a big deal. One hundred sail days a year, approximately, with up to 5,000 passengers. It's a lot of activity, as you can see in the photo. Anybody who has been down there on a sailing day knows this. There's a lot going on. So, we want to take that seriously. We want to take that into account in the design. And because of that, we have a unique design. This is not something that we work with every day at SDOT, so we're being thoughtful about this is going to work. There is a traffic control plan that is in place, and that is something that is being analyzed, and will obviously be updated as this project moves forward. I also wanted to mention that at Pier 69, there is a terminal there, as well, the Victoria Clipper. It does

## SFAB 12/05/23 MEETING

Plan is to detour bikes to east side of Alaskan Way only when cruise ship activities are underway.

Reviewed signal at Blanchard

Existing traffic control plan for cruise ships

Also Pier 69 hosts the Victoria Clipper – has fewer overall passengers.

have year-round sailings, but there is a lot less passenger loading activity. But it's still something that we are taking into account.

This is our design. I guess I didn't mention this up front, but at 60 percent, we had a raised Protected Bike Lane in front of Pier 66. That is dropping to street level at 90 percent, to make it easier to load during cruise ship operations. So, spoiler alert there, I guess. But this is a typical design. We're keeping the vehicle lanes, the parking, the 11-foot vehicle lanes through, and two parking lanes on either side, eight-foot parking lanes with a median turn lane, depending on the location. And then, keeping that two-way Protected Bike Lane at street grade with a three-foot buffer. This is typical outside of the location in front of Pier 66.

In front of Pier 66, as I mentioned, we drop the grade to street level, and then we're adding a removable bollard in the buffer between that parking lane and the two-way Protected Bike Lane. That's the big change during normal operations. It will act as a Protected Bike Lane. We still have two through lanes and two parking lanes during that time. And then, during cruise operations, the bollard is removed; that bike lane becomes a loading zone, and depending on the location, it could be the shuttle buses, the Uber/Lyft, and of the different types of vehicles that are going to come through there. The three-foot buffer and the parking lane become a passenger loading bypass, which can also be used as drop off/pick up zones. The two general purpose lanes are then shifted over to maintain two directions of through traffic. And then that outside, easternmost lane becomes truck staging. That says nine foot, but actually the width of that varies. I think it's between ten and eleven feet, if I remember. So, it's not all nine feet. It's a little bit wider, depending on the location. And then, on the outside, the eastern side, is a shared use space for the detours. So, that will be pedestrians and bikes using that detour.

This is just a birds-eye view. During normal operations, you keep that Protected Bike Lane on the west side, removal bollards. it says permanent bollards, but that's actually incorrect. We are looking at an option that puts a bollard sleeve on the west side of the Protected Bike Lane to make it easier. This is one thing we want to consider, how to move those bollards when it's cruise operations, so we are looking at an option to take the bollards from the east side and just move them across the bike lane and place them on the west side, because that seems like the simplest way to do it, so that the Port or whoever it is that is removing those bollards doesn't have to manage a hundred bollards during the cruise ship operations, and then have to put them back. That is

## SFAB 12/05/23 MEETING

90% design has at-grade bike lane with (removable) bollard protection

Bike facility drops to grade-level to allow for vehicle access during cruise on/off boarding.

Operations noted

showing where those locations would go. It's not finalized, but that's the direction we're heading. So, more to come on that. During the cruise operations, there is a crossing at Blanchard and Wall Street, so that's where the detour starts and ends. During that cruise operation period, we have taxi queue-ings at the north and then you have passenger loading. That blue area, that dashed area with the solid lines being the passenger loading, and the dashed line being the loading bypass. And then, the truck staging, shown in brown. And that truck staging does extend to the south all the way to Blanchard, so it does elongate to provide that capacity for truck staging that we have currently.

This is just showing the detail bike detour crossings at Wall Street and Blanchard. As I mentioned, the Blanchard crossing is now a full signal, and it's going to be a diagonal crossing for bikes. And that will be phased with the signal, so it will make it a little bit more intuitive for bikers. It will also clean up the concerns around that intersection and the operations of the intersection.

And then, this just summarizes some of the other safety elements. We talked about the bike lane. We're redesigning the street to rechannelize. We're repairing sidewalk, updating 88 curb ramps along the way, and then, intersection safety improvements, we're shortening pedestrian crossing distances. We're putting in lead pedestrian intervals, so that pedestrians have a chance to go first when the light changes, and get out into the crosswalk for easier visibility and improved safety. Bike traffic signals are dedicated for bikers so they can have better clarity of when to go. Restrictive right turns on red, and vehicle left turn lanes where appropriate. And that's all for the design update. Ching Chan, do you want to give a quick update on outreach and engagement?

**Ching Chan:** Sure. Thank you. So, we have been working pretty closely with the Port of Seattle, as well as the bike community since we started this project back in 2021. We continue to work closely with Port staff on the project designs. We also have been reaching out and speaking with businesses, as well as property owners and residents along the route, and keeping everyone on the latest. We will be holding our 90 percent design milestone public meeting. It's a virtual public meeting, on the 13th, so we will be going through a similar presentation and sharing the design updates with the broader general public. And, we are continuing to talk to businesses to ensure that they are aware of the changes that we are proposing from the 60 percent design, and ensuring that there is driveway access that are incorporated into our design, and that our design

## SFAB 12/05/23 MEETING

When on/off boarding, bike traffic moves to east side of Alaskan Way via a signal at Wall St/Alaskan Way

Ching Chan – Worked with Port and bike community

will be working with their business operations. I said many times already that we are currently at 90 percent design milestone. We are working towards 100 design this winter, and our plan is to begin construction sometime in 2024.

**C.J. Holt:** And, when we say 'winter,' it will be early next year.

**Ching Chan:** Thanks for that. As always, feel free to reach out with any questions. I know we have time for questions and answers after this presentation, but if anything slips your mind this morning, feel free to reach out to us, either by email, or by phone. You can also email C.J. Holt or myself directly. 206-775-8894 [alaskanwaysafety@seattle.gov](mailto:alaskanwaysafety@seattle.gov) You can learn more about the background and the full review of our project by visiting our web page. <https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/alaskan-way-protected-bike-lane>

**Dan Kelly:** Thank you so much for your presentation. We ask the board if there are any questions or comments they would like to make. For those online, if you board members would raise your hand. While we're doing that, we will move through the room and see if there are any questions or comments here.

**Dan McKisson:** Dan McKisson here. It's good to see that that little bike lane curb has been dropped, because that was a big problem for trips. Appreciate seeing that. But my question is, we have this whole other project starting, this Greenways Project, rightfully funded. It's going to be a whole other facility on the, I'm assuming, east Alaskan Way. I'm just curious to know why we're not slowing down to try to coordinate with that project, because I'm not even sure what it's going to look like. It must make it hard for you to plan if we have duplicate facilities also created. Have you guys considered looking at that a little closer before you move forward with this whole project?

**C.J. Holt:** Yes, we've been working with them closely. And as I mentioned briefly, that project serves a different purpose. We see this west side connection as critical. It's a missing link between what the waterfront is doing and what starts at the Olympic Sculpture Park and goes north. So, having that dedicated Protected Bike Lane through that section is critical. And we want that to line up with the opening of the waterfront project so that we have one continuous project. We see the project on the east side being more of kind of a shared use operation. It's not going to be dedicated for bikes.

## SFAB 12/05/23 MEETING

Slated for early 2024

Connection and project information

Dan McKisson – thank you for dropping that curb

Can east-side project be coordinated with this.

C.J. Holt – east-side project serves different purposes

There's a lot of landscape improvements. It's more of a promenade. People are going to be going at a more leisurely pace. It doesn't serve the same functions. So, we see it as complementary. And we are looking for overlap opportunities. Where we are detouring to the east side, we see an opportunity there to collaborate and eventually work together on that section to make a better product in the end. But it's a good question, and certainly, we're working closely. But we've been very careful to keep it distinct and make sure that it's seen as a complementary facility, but they're not the same.

**Dan Kelly:** Thank you. Any more comments from the room?

**Stan Ryter:** On Wall Street, is there a signal? I notice a diagonal crossing at Wall Street.

**C.J. Holt:** Yes, Wall Street is signalized.

**Stan Ryter:** Okay, so there is a signal there for the bike path. It seems like you are almost creating a safety hazard there with those bollards. Someone needs to drop someone off, and you've got bollards. You might run into those. You have to think about the maintainability also. You have to pull those out and move them. Do they come in groups of five? Do you have steel bars in mind? It seems like that needs a little more development, otherwise, that's a big operational cost for somebody, and another safety hazard.

**C.J. Holt:** Yes. I agree. We are working closely with the Port and with our partner advocacy groups on that design. I think I can say now, and I'm looking at Venu Nemani, I think we've decided on a style. We want to talk with the board and other partners and roll that out before we nail it down and put it in the design. We want something that's going to provide the protection for the bike lane when it's an active, productive bike lane. So, we think that's really important, so we want it to be robust. We don't want just a flexible plastic product that's just going to get run over or knocked over. We also are cognizant of the fact that yes, it needs to be maintained and it needs to be moved on a regular basis. We don't want a product that is heavy, that's cumbersome, that's not going to work in the long term. That's what we're working on with the Port, and there will be some sort of agreement in place as to how that is maintained, and what the process. That's in development. But it's a good point. It's really important. It's not something we do very often, or maybe ever. We don't have a

Stan Ryter – Wall St is signalized?

CJ- Yes.

Stan Ryter – some safety questions regarding bollards and both maintaining and changing configuration

CJ – Want a robust bollard – not flexible plastic because of volumes. But want it movable by a person as-needed.

partnership like this elsewhere in the City, so it's something that we're developing. It's going to take a little while to get it together, but we are working in the right direction.

**Venu Nemani:** Can I add one comment? Thank you so much for your comments. These bollards are going to be in an area that is going to be well-marked and well-delineated with a buffer that's going to be there, and the bollards that we are looking at, let's hope the stakeholders are going to pick the right one. We wanted to have more robust bollards than the typical flexibles that you see in the bike buffer. This is for a very specific reason. Because we are using that space for both a bike lane in non-cruise operations, and for loading and access during cruise operations, it's really important to let people know when they can and cannot access that space. That's the reason why we are going with the more robust bollards and bike buffer. And as C.J. was pointing out in his presentation, we are looking at an option where we can move the bollards from one side of the bike lane to the other. So that there's no storage requirements for the bollards, which will shift from one side to the other, back and forth. We are looking at several ways to make it easier for the eventual operator who is going to manage the plan during cruise operations, and make as easy as possible for them. Thank you.

**C.J. Holt:** I just want to add one more thing to this, because I think it's important. When we shifted the Protected Bike Lane from raised to at street grade, this design became even more important. When it was raised, one of the purposes of having it raised in front of Pier 66, was that it provided that additional protection and having a ramp up for loading. So, taking it to street level just made it even more important to have the right design and the right bollard in place. That's just something to keep in mind.

**Dan Kelly:** Thank you. We have two folks with their hands up online?

**Christopher Eaves:** Yes, we do. Geri Poor and Herb Krohn. So, Geri?

**Geri Poor:** Thank you. I'm Geri Poor, working for the Port of Seattle, and I have the honor of working with C.J. Holt, Ching Chan, and Simon Blenski on this project, and it really has been a great experience. I think for both of our agencies, the slides that they shared, highlighted the cruise operations, and what I just wanted to clarify is where they said 5,000 passengers on and off each day, the 5,000 off and 5,000 on. Anyone who wants to see how you get that many people on and off the ship, I invite you to go

## SFAB 12/05/23 MEETING

Venu Nemani-

Bollard use here is for specific reasons, and we are looking at options to make the operator/manager's work as easy as possible.

Geri Poor

Working at Port of Seattle – the numbers are 5,000 passengers on and 5,000 off each day. We continue to work with the city and look forward to resolving comments.

down on weekends, which is when they load and unload those great ships. Really, the activities of loading cruise ships goes all the way from Wall Street to Blanchard, so it has been a lot of work. And we're continuing to work with the City to have a chance to scope in detail through the 90 percent design drawings, and look forward to resolving the comments. So, thanks to the City staff for doing this. I'd like to recognize the operations and the crews.

**C.J. Holt:** Thanks, Geri.

**Herb Krohn:** Thank you so much. I just have a couple of questions. One of them is I notice the delays of operable traffic is 50 percent. We still have two lanes northbound, two lanes southbound. It's going to be one lane in each direction with a turn lane. What's going to happen to the additional traffic and what's going to be the impact on the businesses along the waterfront as we resolve constricting the traffic and has anyone looked at the delays? The other question, and I would hope that you might have some statistical information on this, but what is the projected number -- have there been any surveys on the number of bike transportation use in that area? I imagine that it's fairly high or higher during summer months. What is the usage on the bike paths? Thank you.

**C.J. Holt:** I can speak to the first part of your question. We have looked at traffic volumes in this area, and we have forecasted before and after. We see a lot of that traffic shifting already to Elliott Way. That really changed the game for Alaskan Way when we put in that new street. Of course, it has been under construction, so that remains to be seen, but that's where we expect the majority of that traffic to go. We don't see significant delays, with the exception of the cruise days, where there are delays even now. That's where we're looking. Simon Blenski, do you have any more information on the bike volumes and the projected uses? I'm not sure, off the top of my head.

**Simon Blenski:** Yes. We actually have a permanent bike counter on the Elliott Bay Trail, just north of the Olympic Sculpture Park area. And during most of the year, we can see bike lines of about 1,000 bikes per day, which is pretty busy. And I think that once we see this continuous connection along the waterfront completed, this project and the waterfront work, I think we're definitely going to see those volumes extend further south and probably even increase. So, we're trying to make sure that we're

## SFAB 12/05/23 MEETING

Herb Krohn  
Lane numbers change – what is the impact to businesses along the waterfront? Have there been surveys of bike usage on the paths?

CJ  
Traffic volume is shifting to Elliott Way, but that has been under construction.

Simon Blenski  
Permanent Bike Counter indicates approx. 1,000 bikes per day.

designing it to accommodate those volumes and set aside space for all of those people biking through the area.

**Dan Kelly:** Anything else from online? Nothing else? Nobody with their hands up? Well, thank you very much for your presentation. We appreciate all of the information and your work. Thank you. Chris, would you like to introduce our next item?

**Christopher Eaves:** I will just note that we have a new board member, Eric Nielsen. He is in transit at this moment, and doesn't have an easy way to speak. He literally landed and asked to give the okay for when he could talk. So, apologies for that. But let's move on to the next item.

**Dan Kelly:** Best then to wait and give him the opportunity to speak.

**Christopher Eaves:** The next items is the West Marginal Way data collection. Sara Zora and Venu Nemani will both be talking.

### **WEST MARGINAL WAY DATA COLLECTION**

**Venu Nemani:** Thanks. Good morning, gang. Can you see my screen? Good morning, everyone. My name is Venu Nemani. I am the chief transportation safety officer and City traffic engineer with SDOT. I'm also part of the West Marginal Way Data Collection project team I have here with me online Jim Curtin, Sara Zora, and Ben Margetic. Today, we would like to present to you the first evaluation of the West Marginal Way corridor project. Thank you for the opportunity. We have come here to talk about this project and what we are doing here, and now we want to come back to you and share the evaluation. We will go over the purpose of the project and the data collection that we continue to collect and show you the results and findings, and what we have from various stakeholder feedback, and how we have taken action, project results and what we expect.

The purpose of the project was to create a safer and more predictable street for all travelers, increasing its capacity and operations. We were looking at some very specific objectives of making it safer for all road users, making the space more defined and predictable for travelers, close a critical transportation gap and maintain capacity and operations through here.

SFAB 12/05/23 MEETING

West Marginal Way Data  
Collection

Venu Nemani  
Introduction  
With  
Jim Curtin, Sara Zora, Ben  
Margetic

Some of the key volumes, details of our evaluation, and this looks like a step towards our Vision Zero safety goals. One of the things we were looking at were the high speeds that we have on the corridor, the elimination of high-speed passing in the western segment, and basically make sure that a lower speed limit, sight lines, and connectivity for users and define a more predictable space. We also find that the overall project had a minimal effect on the overall operations of West Marginal Way. And I'll show you some data that goes towards that finding. West Seattle Bridge detoured in spring 2020 through here, so we maintained operations along West Marginal Way corridor. But it is also important for us to close that gap between the West Seattle Bridge and the Duwamish, and what we have seen is people walking, biking, and rolling along this corridor. Data collection, along with this group here, and also stakeholders like the West Marginal Way Safety Coalition. We have a list of data that we've collected during various times in the project, and we continued to collect after we open the bike connection on West Marginal Way during August/September of this year. One feedback that we got was to collect bike speeds along the trail from the West Marginal Way Safety Coalition. We had not collected that before, but we will go a little deeper into that and we have bike volume and speeds, as usual. Here is a quick list of all of the data points that we have gathered during various stages of the project evaluation.

Here is a quick chart of the various dates. As you can see, beginning in April, 2020, through August of 2023, we have collected so many different data points to look at the project more comprehensively before we implemented, and continue to collect those same data points after the project has been completed so that we can get a good idea of the impacts of the project. This is probably the most robust data collection that we have done connected with that I have been aware of over the last five years.

Let's dive into the various data points. Let me start with the traffic volumes on West Marginal Way. For almost a decade, the pre-plan Seattle language brochure, there were 14,000 vehicles per day, plus or minus, for almost a decade. And during the West Seattle high bridge closure, we are seeing that the traffic volumes have gone up to as high as 33,000 during the peak of the peak, with the pandemic and the high bridge closure. But what we are seeing since in the latest data points that we've collected between September, 2022, to August of 2023, during scenarios and times that we went out and collected, the traffic volumes have pretty much come back to what we had seen on West Marginal Way before the high bridge closure. We saw 14,000 vehicles per day, as it was in the decade before. Looking at the diagonal curve of the peak of

## SFAB 12/05/23 MEETING

Was a West Seattle Bridge Detour  
Bike link needed to be made

Data collected during September 2023

Chart noted

Most robust data collection done over last 5 years

Volumes pre/post pandemic similar

the day, you can see that the green line of data collection pretty much aligns with what we used to see before the pandemic and before the high bridge closure. And it aligns pretty closely with the before conditions, before any other changes that were done along this corridor. We also monitored truck traffic volumes, and truck traffic volumes used to be around 39,000 trucks per day back in 2019, and those traffic volumes during the high bridge closure. But once the high bridge was opened, the truck traffic volumes have come down. Actually, when we went out and collected the data back here in August of 2023, they have turned out even lower than what we had seen pre-2019. We think that there might be some traffic factors that might be influencing that particular data point, but what we are seeing in 2023 is that those truck volumes are below what we used to see pre-2019. We also monitored people walking and biking along the Duwamish Trail, and pre-project conditions, there were about 100 people that were biking or rolling along the Duwamish Trail on the east side of West Marginal Way, and there were about 20 people or so per day who were walking. We were anticipating about 100 percent increase in those volumes in the time before we set out. What we find in post-project conditions, and these conditions were taken during the summer months in work conditions and found that the number of people biking on the Duwamish corridor has significantly increased. We have seen more than a 100 percent increase in people biking, and we see almost a 100 percent increase in the number of people walking. One thing that I want to point out is the number of people biking along the Duwamish Trail and the peak use of the corridor is during 4:00 to 6:00 p.m. in the evening, and we know from all of the data points that we have collected from before is that most of the driveway and truck traffic volumes on the east side of West Marginal Way, pretty much draw on that point. So, during those peaks when the trucks are coming in and out of the driveways during peak Duwamish Trail usage at two different points in the day basically minimizes those interactions between truck traffic and people biking.

Just to summarize, we have seen about a 144 percent increase in people biking along the corridor on weekdays, and on weekends we have seen more than 150 percent in people biking. And people walking was about pretty much double on weekends and weekdays compared to pre-project conditions. We have done a robust analysis of all of the driveways on the east side and on the west side of West Marginal Way between Highland Park and Marginal Place along this corridor. Here is data that we have shared with you before in the pre-project conditions, and the (Terminal 115) Yard and the southern southwest Front St were the two busiest driveway transactions along the existing Duwamish Trail. And when we collected traffic cones on the post-project

## SFAB 12/05/23 MEETING

Volume reduction noted for trucks – macroeconomic factors at work.

Almost 100% increase in people walking – to 40

Bike peak of 4-6pm different from truck usage peaks

144-150% increase in people biking

conditions, we are seeing lower traffic volumes on the West Marginal corridor, itself. We are also seeing lower traffic volumes in the various driveways that we were monitoring. Chair, thank you for your suggestion when we last came to you. Traffic volumes at various driveways were collected during mid-week for about three days, but we put your suggestions into the post-project conditions and collected these traffic volumes for the entire week and weekends. But the numbers that you are seeing here, just to make sure that we do an apples to apples comparison, we only averaged the highest weekdays to make sure that we are comparing the pre- and post-project conditions. But we do have the traffic volumes for the entire week for the post-project conditions on pretty much all of the driveways. The east side driveways on West Marginal Way within the project limits were experiencing lower traffic volumes compared to the east side driveways. So, here is on the same scale, we see curb cuts and driveways coming in and going out on the east side, where on the west side where we have the Protected Bike Lane, and even here on the west side driveways under post-project conditions, we see fewer interactions of vehicles going in and out from the various driveways industrial businesses. We have monitored other things along this section of West Marginal Way between Marginal Place and Southwest Alaska Street and the Duwamish Longhouse, under various conditions during the high bridge closure and after we had installed. The green light basically shows the variation under post-project conditions and we are very close to what we are seeing under these various conditions. So, the constrained section on West Marginal Way, even with one lane, did not have a significant impact on travel times between these two limits where we have the Protected Bike Lane, as opposed to two travel lanes. The travel times are very similar; they're around the 60 second mark and there is very little difference between the various timeframes and the conditions under which these travel times are monitored.

Another big concern for us that we tried to tackle on the West Marginal Safety Coalition -- we have previously done a variety of interventions of lowering the speed limit from 40 miles to 30 miles per hour, and we have started up the feedback signs along the corridor. We have seen some marked changes in speeds, especially around Southwest Alaska Street at four percent, and along the middle of the section where we have the Protected Bike Lanes, we are seeing that even under the post-project conditions, these reductions in speeds that are sustained even under these conditions. We'd like these speeds to be even lower, but they are trending in the right direction. We are seeing overall speeds lower as compared to the before conditions when we started this project. Another suggestion that came from the West Marginal Way Safety Coalition

## SFAB 12/05/23 MEETING

Noting driveways, curb cuts on both sides were monitored

Constrained section on West Marginal Way did not have significant impact on travel times

West Marginal Safety Coalition noted Speed changed from 40 to 30 MPH

Overall lower speeds on West Marginal Way

stakeholders was to ask us to monitor the bicycle speeds. We have not collected this data point in the pre-project conditions, but we did certainly go back and collect them in the post-project conditions. This monitored the speeds of the trail users, people walking, people biking on the trail. What we have seen is that the speeds on the Duwamish Trail in the post-project conditions is around 17 miles per hour, and during weekends at about 12 miles per hour. This lines up with what we can assume that during weekdays there are more commuters who are more comfortable with biking, and the ones who are using the trail are more recreational. Because we didn't have a pre-project data point to compare, we compared it to other trail speeds. and these speeds were comparable to what we have seen on other trails around Elliott Bay trails. What we have done is to begin taking feedback from all of you and the safety coalition, was to monitor crashes. When we have done crash analysis of all of the intersections and driveways within the project limits, we had in the last ten years only one crash near the Mighty Mugs driveway and high bridge, just north of the southernmost street SW Front St. So, we didn't have a lot to go on with the crash data to begin with, but we are certainly monitoring this because the post-project evaluation timeframe is so short, compared to pre-project conditions what we have done is something very unique, something we have not done for any project before. We did what they call a travel infraction analysis. What this means is that we were monitoring various conflicts between various users along the Duwamish Trail, based on pre-project data that we had. We picked the two highest, busiest driveways for infractions along this corridor, the Subway driveway and the Terminal 115 driveway in the southernmost part of this intersection. These had the most vehicles going in and out, and we wanted to monitor the infractions between various users in those two locations. We set up cameras for a full week, and we identified various interactions that we had seen there. I have used basically two terms here, because we had not done this before. One is called the post-encroachment time, and the other is called the travel infraction. Post-encroachment time, what it means is that it's basically the time difference between one user occupying a given space in the area where the trail users and the vehicles going in and out of driveways and intersections interact. **It's the time difference within one user occupying that space and other users coming in and occupying the same space. The post-encroachment time is zero, which means the road users coming in contact and had a crash. Generally, what we have done here is that we monitor all such interactions that were within five seconds of each other.** We flag that as an interaction and monitor that interaction, not only with vehicles entering and exiting from various driveways but the entire intersection at both of these locations. The second one describes the interactions with a score, and it's a little bit more quality

## SFAB 12/05/23 MEETING

Trail Speeds 12-17 MPH

Similar to other trails

Didn't have crash data

Travel infraction analysis

CE Note – Bold added for emphasis

there. The reason why we count the various speeds of the road users that will come in contact with each other and it's the probability – kind of like having a crash condition, and it is on a scale of one to four. We relied on a third party vendor to do this and they have their own artificial intelligence that looks at these various interactions and gives them a score. What we have found out during this conflict analysis in these two busy locations on the corridor was that in a period of seven days at these two locations, we have recorded 419 interactions total. This includes vehicles entering and exiting, crossing the Duwamish Trail, and also making right turning movements at the intersection with West Marginal Way. We had 419 such interactions that were flagged that were within this post-encroachment time range, and the qualitative analysis of interactions. And of those, 415 were related to less than four percent of interactions were related to a vehicle entering or exiting a driveway. **Most of these conflicts that we were monitoring were between vehicles on west Marginal Way and vehicles entering and exiting the driveways, not the Duwamish Trail. The closest ever a trail user came to interacting with a vehicle entering or exiting the driveway was about 1.9 seconds.** Most of these interactions and how close they came to each other were between the three and five second range. And another thing is that we have not been especially focusing on those interactions between trail users and the vehicles entering and exiting. The algorithm hasn't classified it as anything more than a 3 for a traveler interaction qualitative score so this is one more thing that we were able to confirm that even with the higher traffic volumes of trail users on the Duwamish trail because of the completed connection - the kind of traffic that we've seen were fairly minimal, compared to what we've seen. I want to take a moment to say that we have listened carefully to all of our stakeholders and continue to take action. We would ask to expand the project limits when we first presented this, we accepted that look at the entire corridor as opposed to specific locations, closing the gap in our transportation network. We were asked to expand the analysis and look at different ways of looking at the conflicts within these driveways. We have taken into account all of that feedback, and we have and will continue to monitor and build up data points that we can use to better understand the overall operations along the corridor, and the trail since we completed this particular project. We continue to highlight these driveway trail user conflicts at these locations. We have installed legends and signs for all road users and the trail users to monitor those going in and out of all of these driveways.

Just to wrap this up, we are going for more safe, predictable travel, maintaining capacity in operations and closing the gap in the network. For this project, we have

## SFAB 12/05/23 MEETING

419 interactions

CE Note – bold added for emphasis

clearly seen in the data that our travel speeds in the corridor are trending in the right direction. We have more defined, predictable space for all travelers, especially the most vulnerable of us all. We were able to discern that we can maintain operations on West Marginal Way even in that reduced lane constrained section. And we were definitely happy to close the gap in the bike network and see the usage on the Duwamish Trail increase as a result of us closing the gap.

We have a few more things to wrap up this project, mostly working at the Duwamish Longhouse and making sure that the temporary pedestrian facilities that we put in, we are coming back and are going to make them more permanent, especially the ADA curb and sidewalk on the west side of West Marginal Way. We also have a report that goes along with this presentation, that shows the post-project conditions. So, that's basically what we wanted to come out and share with you. We thank you for the opportunity. And, if you have any questions, I would be happy to take them at this time. Thank you. <https://www.seattle.gov/transportation/projects-and-programs/bridges-stairs-and-other-structures/bridges/west-seattle-bridge-program/west-marginal-way-sw-improvements> [transportation@seattle.gov](mailto:transportation@seattle.gov)

**Dan Kelly:** Thank you, Venu, for the information that you've got there. Do we have any hands up online? Questions, comments?

**Dan McKisson:** I wonder if the completion of the new Highway 509, if that's going to impact West Marginal Way traffic? We always had a back door, and I'm wondering about the new freeway opening up with more and more traffic on West Marginal Way.

**Dan Kelly:** I think we're anticipating that that will happen, absolutely.

**Venu Nemani:** One thing that I would say is if that does happen -- the high bridge closure was really like a stress test for the corridor. We have pretty much doubled the traffic volumes from 14,000 to 33,000 on the corridor. Even under those conditions, in the constraint section between Southwest Marginal Place and the Duwamish Longhouse, things pretty much did not change. This is because in that particular section there were not a whole lot of intersections that actually stop traffic. We are confident that even if the T-5 future use projections come true of some traffic shifts because of a change in the 509 - We're confident in what we have seen in the last three years that West Marginal Way would be able to handle an increase in traffic volumes.

## SFAB 12/05/23 MEETING

Project link

Dan McKisson – will new Highway 509 impact this volume?

Venu Nemani – WSB closure was like a stress test. Doubled volumes still allowed for WMW to function

**Dan Kelly:** I think it would be fair to say for the closure, at that point in time, we didn't have the bike traffic that we're seeing now, right?

**Venu Nemani:** Yes, because we did not have the bike connection, that's correct.

**From Chat:** from Claudia Hirschey to everyone: 10:02 AM

I the trail speed limit 15 mph?

from Don Brubeck to everyone: 10:12 AM

Thank you for the extensive outreach and data collection. People biking very much appreciate the project!

**Dan Kelly:** Great. I think that Geri Poor had her hand up.

**Geri Poor:** I just want to clarify. It was an amazing report, great data. I know we would like to look at it more closely with our alliance friends, and wonder where it's available. Your prior slide, I think, had that. I was looking for it online and not finding it. Could you go back?

**Venu Nemani:** Yes, it should be going live today.

**Jim Curtin:** You're correct. We are actually putting the last finishing touches on the report right now and it will be posted to this web link here by the end of the day today.

**Geri Poor:** Great. And is the slide deck available?

**Venu Nemani:** Yes, we shared that with Christopher Eaves, and he can share it with the members here. (Shared pdfs via email.)

**Dan Kelly:** Any other comments from the room? Questions? As for myself, I have the vantage point of having the Duwamish Trail, this view outside my window. And I get to see the increased traffic and one thing I appreciate is your taking out suggestion and increasing the length of time to a full week when you were doing the analysis. Just a quick question. On the bike volume, was that over the same period?

**Venu Nemani:** Yes.

## SFAB 12/05/23 MEETING

Geri Poor – is the slide deck available?

Jim Curtin – will go live today (links above)

Dan Kelly – look forward to reviewing the data.  
Appreciate the information and effort

**Dan Kelly:** I look forward to the opportunity take a look at the data and get your response back. I need to say that I'm still very concerned, from a safety standpoint, about the amount of bike traffic as we see that increase, and we see that the truck volumes are only going to increase in that area. It's still a concern for the folks that live and work down there. But saying that, I really appreciate the information and all of the initial effort that you took.

**Venu Nemani:** Thank you.

**Christopher Eaves:** I will note that Nigel Barron is doubly remote today. He did note that since the stress test and the West Seattle Bridge closed, traffic on West Marginal Way had decreased because of the installation of the bike lane. And there was a question about turn times for trucks on the east side of West Marginal Way asking about those observations. With respect to the time we have, I would like to point everybody to the report that's coming out later. I'll get that link shared, and provide the slide decks after the meeting. I just wanted to catch us up there with chat, and move us now to the 4th Avenue Shared Transit and Truck Lane, with Jess presenting.

**From Chat:** from Nigel Barron to everyone: 10:13 AM  
But since the "stress test" you've decreased the capacity.

**From Chat:** from pstoltz to everyone: 10:14 AM  
Thank you - Did you present information on the turn times for trucks turning from the east side on to West Marginal in your presentation. If not, what were the results of those observations.

**From Chat:** from Don Brubeck to everyone: 10:18 AM  
Capacity was not reduced by the bike lanes. It is in between two sections of the road that were already one lane each way and turn lane.

#### **4th AVENUE SHARED TRANSIT AND TRUCK LANE**

**Christopher Eaves:** Jess, I'm not sure we can hear you. If you could get closer, that would help. I can barely hear anything.

## SFAB 12/05/23 MEETING

Chris Eaves – Noted Nigel Baron text. Should have some info on slides

4<sup>th</sup> Ave Shared Transit and Truck Lane  
(note – There were connection difficulties with Jess' presentation. Venu Presented ad-hoc).

**Dan Kelly:** Jess, we can see you now, but still not having any audio. We'd like to give you every opportunity to fix that. Geri Poor suggested calling into the meeting on a phone line.

**Christopher Eaves:** Jess, I know I've walked through this, and Venu has walked through this. And we're kind of short on time. I'm not sure which way to go. Do we want to summarize? Venu, do you have any thoughts?

**Venu Nemani:** Yes. Can you hear me? I'll will try to present. Is that okay? Cool. So, let's do that. We really appreciate the opportunity to present this here today. I will try my best to do this presentation. So, thank you again for this opportunity. Today, we want to come to present to you the latest changes and constraints along 4th Avenue South here in SODO. This is Vision Zero. Here are our vision, mission, values and goals. Safety and equity are typically high priority for us here, both in the department and with Vision Zero.

I briefly want to go to the projection location, which we have presented to you in the past, what Vision Zero is, what collisions and speed, the mode of access needs, the safety improvement projects purpose, what's been done and what's coming up, and a timeline for when things are going to happen.

This particular project where we are focusing on, the section of 4th Avenue between South Holgate and Edgar Martinez, that's the section of 4th Avenue that we are looking at more closely.

What is Vision Zero? It is Seattle's goal to end traffic deaths and serious injuries on City streets by 2030. The key principles are that traffic deaths are preventable; humans make mistakes, are vulnerable and fragile; and success and success does not hinge on individual behavior but on the design of a safe system.

The focus of this particular Vision Zero project is safety, and we will have to make some design changes and safety gains on 4th Avenue. Here is a quick graphic of all of the various collisions, both pedestrian and vehicle collisions that we have seen generally in the SODO area, and more particularly, in that portion of 4th Avenue between Holgate and South Lander. You can see that we have had a couple of fatal collisions in recent months. Fourth Avenue continues to be a challenging corridor for us because of the high speeds that we are seeing, and the collision history that we are

## SFAB 12/05/23 MEETING

Vision Zero

Focusing on 4<sup>th</sup> Ave S  
between S Holgate St and  
Edgar Martinez

Focus is to make some  
design changes.

Graphic of collisions-both  
ped/vehicle

4<sup>th</sup> Ave high speeds and  
collision history.

seeing on 4th Avenue. We are focused on SODO. We are trying to do various things on different corridors, including 4th Avenue. And what we are needing at this point is to look at opportunities to do near-time quick build improvements that we can iterate on in partnership with the community.

This is a quick look at the speeds on 4th Avenue, which continue to be of concern. We are seeing about 25 to 36 MPH on 4th Avenue. In off-peak hours, we have seen speeds that are much higher than what we have seen here in this particular traffic. But what are the speeds and how what is perceived, and what needs to be a challenge for us.

We do have various modal needs. We fully acknowledge that this is a very critical freight and industry corridor that serves so many businesses to and from downtown. But at the same time, we also we want to acknowledge the pedestrian facilities that are available for people walking and biking along this corridor. So that continues to be quite a challenging cross-section. But we want to acknowledge modal needs here, too.

One thing that we want to do is the improvement of some cost-effective, easier to implement improvements of safety and modal needs on 4th Avenue. We are trying to support modal needs on 4th Avenue and see how we can help them on the speeds that they are continuing to use on 4th Avenue. The purpose really is to manage vehicle speeds, encourage predictable movements, and reduce harm, death and serious injuries on this corridor. We want to do this by installing safety improvements on 4th Avenue.

What we have done so far is we have taken that particular section between South Holgate, just south of Massachusetts Street and Edgar Martinez is that we took the center turn lane and striped and painted the median just to change the perception of what you see on 4th Avenue. We are also better delineating the various driveways and some parking just adjacent to the driveways, so that people exiting have better sight lines as they are coming out. All of this is being done to give a slightly different perception of how the users see and to influence the speeds on 4th Avenue as we complete out changes.

That is something that we have completed this year, and these are some of the improvements that we are working to complete early next year. The first thing is a bigger bus bulb in the northeast quadrant of 4th Avenue at Holgate. This is an

## SFAB 12/05/23 MEETING

Acknowledge it's a critical freight and industry corridor and need to improve pedestrian and biking

So far have striped a median and delineated various driveways

Improvements for next year

Bigger Bus Bulb – 4<sup>th</sup> and Holgate (NE Corner)

Taking into account WB-67 movements

intersection where we have seen a significant pedestrian usage along 4th Avenue. That particular bus stop experiences a lot of ridership, so what we wanted to do is repurpose some of the congestion that we have on 4th Avenue to build better bus facilities for people who are taking transit. We are fully cognizant, and in our design, we are taking into account the large vehicles that basically turn from Holgate onto 4th Avenue on this particular turning template. We are taking into account how a WB-67 would make a turn at 4th Avenue and South Holgate as it turns right, and we are trying to in effect accommodate that turning movement within the footprint that we have for that. So, we are getting this bus bulb early next year.

The other thing that we want to do is to rechannelize the backbone lanes of 4th Avenue to better serve freight and transit and to repurpose and change how the motorists perceive this particular section of 4th Avenue. We can see the need for better transit facilities, and also the movements. I know that we have another pilot that is going to be testing the freight and traffic elsewhere, but we are trying to do this a little bit ahead of that particular pilot, and try to see how we can implement and change the outbound freight and traffic lane that will help change how motorists perceive 4th Avenue from a car-oriented to a more multi-modal usage that we see in people walking along this corridor. So, the limits of the project just south of South Holgate to just north of Edgar Martinez, we are looking to take the curb lane and repurpose that for freight and transit only. We are being careful to make sure that we have adequate lane widths that have been maintained along 4th Avenue, just to make sure that none of the lanes that are going to be on 4th Avenue are going to be less than eleven feet wide. The particular reason why we are focusing on this particular freight and transit lane is the the current conditions on 4th Avenue, especially as we go past Royal Brougham and Edgar Martinez, we only have ten-foot lanes currently. So, one thing that we are trying to accomplish with this particular project is to install and make that outside lane for freight and transit and do a nine-foot inside lane for general purpose traffic as the traffic goes under Edgar Martinez.

That's basically where we are going, from ten-foot wide lanes on 4th to nine and eleven for freight and transit.

The reason why we have made this bus lane under Edgar Martinez is because there's an onramp that comes down, and people need to switch lanes to make the next right turn movement at Royal Brougham. We can't take it and connect it all the way up north through the intersection so we are ending the FAB lane at Edgar Martinez. And also,

## SFAB 12/05/23 MEETING

Rechannelizing existing lanes from 10' and 10' to 9' and 11' for each direction.

The bus lane under Edgar Martinez is to be a FAB lane and bicycles are encouraged to move to the sidewalk

These will be implemented early 2024

for this particular bus and freight lane, we always have the usage of bicycles in that lane and we are having those bicycles basically get off here off of the roadway and into a side path area that we have on the east side of 4th Avenue as we are going further up north.

These are going to be implemented early next year. We have a little bit more observation, which is currently going on for the existing median, and we want to install in that painted median to change how people continue to see 4th Avenue as a corridor where they can operate with high speeds. That's the iteration that will likely happen during the observation period, and the freight and transit lane, we are targeting those for early next year. Again, it's all part of our approach to improving safety and changing how 4th Avenue is perceived. There are conversations going on. The West Seattle Link Extension and the potential for a SODO busway, and potentially moving some transit. We are collaborating with that project team and try to make sure that any improvements that we do are compatible with future options that are being pursued by a different project.

That's the end of our presentation. So, if you have any questions or comments, I will be glad to take them. <https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero> 206-684-7798 [jessica.kim@seattle.gov](mailto:jessica.kim@seattle.gov)

**From Chat:** from Don Brubeck to everyone: 10:33 AM  
How will freight and transit lane restriction be enforced? Where no camera enforcement there is minimal compliance, e.g., Alaska Way S & S Atlantic right turn lane for freight only.

**Geri Poor:** Hi, Venu and Jess. I have a couple of clarifying questions. I'm interested in slides 11 and 12. Eleven shows the turning radius for a big truck coming out, for example from McMillan-Piper, and the receiving lane being the far west inside lane. Your next slide shows an aerial of those lanes, with the freight and transit lane being on the far east side. I wonder if you could help us to see the turning radii on slide eleven on this slide twelve, and show where the trucks have the opportunity to navigate heading up under the freeway system on the onramp? I'm concerned about the ability to make these two lanes over, because we know that right turns are difficult.

**Venu Nemani:** Right. Thanks, Geri, thanks for that question. WB67 is the one of the largest, if not the largest trucks that we have. . We want to get the WB67 to get from its

## SFAB 12/05/23 MEETING

Link and information

Don Brubeck – How will Freight/Transit lane be enforced

Geri Poor – Can you walk us through how large vehicles will navigate to the I-5 on ramp

Venu Nemani

Turn movements will be accommodated

lane. Right here, what we're showing is that we are able to accommodate -- we are not designing for it -- the WB67s to go north on 4th Avenue. They would have to take that entire section on 4th Avenue, and how they are going to turn into the western-most lane on 4th Avenue. One thing that we want to make sure of it that they don't have to go into the opposing lanes on 4th Avenue, and still be able to make that right turn movement while staying within the northbound lane on 4th Avenue, which should be impossible in an urban context to have vehicles as large as WB67s to turn from their own lane into the freight and transit lane that they are showing here. We have to make sure that we are able to accommodate those turn movements, but not from their own lane into just one receiving lane as they're making the right turn movement.

**Geri Poor:** Yes. I was following that. My question was what happens here now when they're in that far west lane if they're heading up to Dearborn or something.

**Venu Nemani:** If they are heading onto Dearborn, they don't have to be in the general-purpose lanes, which would still be wide enough that you could take one of the inside lanes to go up north.

**Geri Poor:** Yes. I'm saying if they have made the turn and they're in the far west lane, because these are container trucks, you know, the big ones coming out. If they need to get to the eastbound lane, I'm wondering if there is enough time and enough visibility for them to get over.

**Christopher Eaves:** This is Chris. I'm switching from my freight board hat to my freight program hat. This type of turn, for which, frankly, we had data that said the large vehicle turns are very likely in the single digits, thankfully, daily. The large vehicle would make a right turn and still be effectively in control of the intersection after they straighten and are aiming for the right lane. The turn movement that was shown is trying to straighten out, and what a truck would normally do after that is to simply continue that arc to get to the lane they would like. The specific turn radius doesn't account for that in the image, but that is how we expect the turns to move.

**Geri Poor:** Thank you. Just one more clarifying question. On slide fifteen. Those white dots -- and I'm sorry if I wasn't tracking well, but where are the cyclists before they get to those white dots?

## SFAB 12/05/23 MEETING

Chris Eaves – Turn radius drawings don't show the end of the movement where trucks can straighten out into any lane they need.

Geri Poor – what are the white dots

Venu – we're encouraging bikes to use the ped facilities here ahead of weaving movements.

## SFAB 12/05/23 MEETING

Geri Poor – hoping for a safer design

We're pursuing the smaller safety improvements

Dan McKisson – enforcement is part of this. Can you comment on that

Venu Nemani  
Don't have info on number of tickets.

**Venu Nemani:** Even with the existing bus lanes, what we are saying is that if a bicycle is in that shared lane, then this is where they have to get off. They cannot continue in that lane or use it as they move forward, because a weaving movement happens just ahead, make the next right turn at the intersection to the north. And the vehicles that are coming down and trying to get up and continue going north on 4th Avenue. So, bicyclists would get off here, and use the sidewalk.

**Geri Poor:** The concern I'm feeling is between Massachusetts and there. Having bicycles in this transit lanes doesn't give me comfort instinctively.

**Venu Nemani:** It's not the most comfortable. It's not a bike facility. But we have conditionally allowed bicyclists to be in the bus lanes where we have bus and transit exclusive use. We're trying to do the same, but basically, we have to make sure that bicyclists get off right at this point.

**Geri Poor:** I agree with that. I'm just wondering if it's appropriate earlier or how the City can work to find a safer design there. And my last comment is I appreciated your reference to the Sound Transit bus way closure, and how the traffic from the buses on 4th Avenue, I hope you're also considering volumes in a situation where Holgate Street might be closed between 1st and 4th, and the additional turning movements and use of the avenue by freight vehicles as they have to navigate their way to a place where they can cross between 1st and 4th. I think the comprehensive study needs to look at the Sound Transit overpasses, the closure of the bus lane and the potential closure of Holgate. There's a lot going on here.

**Venu Nemani:** Absolutely. We are working with SODO BIA, and King County. What we are pursuing here are the smaller safety improvements that are compatible with the vehicles on the road and does not preclude some of the transit options.

**Dan Kelly:** Anybody else in the room here? Any board members have and questions or comments on this presentation?

**Dan McKisson:** Thank you for your presentation. That statistics on the injuries and deaths along 4th Avenue in industrial areas are tragic. You talk about slowing speeds down to accommodate for that. I guess my question is has there been a study done on enforcement of the current speeds? Has there been an upturn or downturn in traffic

ticket enforcement in this area? You could slow down to five MPH, but if it's not enforced, it's not going to be successful. I was hoping that you could comment on that.

**Venu Nemani:** I cannot comment on the number of traffic tickets that were given on 4th Avenue, or what kind of enforcement there is. I would have to check with SPD. But what we have observed in citywide speed limit reduction is that just by changing the speed limits, that simple sign change of lowering the speed limit has a significant effect on people who are going ten miles over the speed limit. That in itself speaks to a safety benefit. Enforcement is a much bigger conversation. I don't have any particular plans to put any enforcement efforts behind these changes. What I do want to pursue is a very different design so the modal speeds that we have seen are worth enforcing, given the context of the corridor itself, and people walking along 4th Avenue trying to get to places and opportunities.

**Dan Kelly:** Just to clarify for me, on the bottom there where it is showing the number of folks hit by a vehicle traveling at those speeds. So, if it is blue there, that indicates an incident?

**Venu Nemani:** No. The various numbers that we see on 4th Avenue indicate the average operating speed that we are seeing on 4th Avenue. I wanted to say that we have seen much faster speeds than what is here. This is more of an average for an entire day.

**Dan Kelly:** I'm seeing some small print there at the bottom that I can't quite make out, but as we get those, I will take a closer look. Any other hands online?

**Christopher Eaves:** I have some items in chat. At this time, I would like to knock a couple out. Is that okay, Venu? And also to speak to Eric Nielsen, who is our new board member and has a couple of questions. Claudia Hirschey asked about the Urban Freight Lab evaluation of freight and transit lanes. That is in association with the Route 40. It is in process. Ironically, I have a meeting with the Urban Freight Lab this Friday to discuss progress. Thomas Noyes has a question about transit lanes and trying to move two lanes across as it passes I-90. The truck transit lane is not required to be in so they can set up ahead of time. Eric has a couple of questions about the bus bulb and considering a right turn with a green arrow from 4th to Holgate. And he has a question about state law for bus lanes and bike lanes but isn't sure if that applies to

## SFAB 12/05/23 MEETING

Chris Eaves  
Chat and other info

Urban Freight Lab will  
evaluate Route 40 FAB lane

bus and freight lanes. He is suggesting that we look at 4th and Holgate with a green arrow as a suggestion.

**From Chat:** from Claudia Hirschey to everyone: 10:36 AM

Please speak to the Urban Freight lab's evaluation of freight and transit lanes, if applicable.

**From Chat:** from Thomas Noyes - WSDOT to everyone: 10:41 AM

Also, what about trucks in the Transit/Truck lane that need to get onto the I-90 ramps at Edgar Martinez? They have to weave across two lanes in about two blocks (or less)?

**From Chat:** from Erik Nielsen to everyone: 10:36 AM

Have you considered adding hardened center lines to reduce turning speeds?

**From Chat:** from Erik Nielsen to everyone: 10:42 AM

With a bus bulb being a key pedestrian location, should the right turn onto 4th have a green arrow?

**Venu Nemani:** I think that's a good idea from Eric. We will definitely take a look at that to see how we can have a slightly different signal facing the green arrow.

**From Chat:** from Erik Nielsen to everyone: 10:43 AM

I believe it is state law that bus lanes are also bike lanes, not sure if it applies to Bus and Freight Lanes

**Christopher Eaves:** Don Brubeck also has a suggestion about signage to note the side path. I recognize that I am probably tramping over peoples' public comment moments. I just want to make sure that they' knock some things out. And unless there are other questions, I would comment with one last note. Jess Kim very specifically took a lot of time to put this presentation together, and know this has been inconvenient. I wish that Jess were the one able to present.

**From Chat:** from Don Brubeck to everyone: 10:43 AM

How about a more assertive direction to bicyclists to exit to side path. A sign on post? The dots are optional and easily missed.

SFAB 12/05/23 MEETING

Don Brubeck – Signage or other support for bike dots would be helpful.

**Venu Nemani:** Yes, I'm sorry, too, Jess. I know you prepared so hard for this. Sorry for that.

**From Chat:** from Kim, Jessica to everyone: 10:50 AM  
Apologies everyone for my tech troubles (clearly not the best millennial). Please feel free to reach out with any follow up questions. [jessica.kim@seattle.gov](mailto:jessica.kim@seattle.gov)

**Dan Kelly:** But we do appreciate your stepping in and giving the presentation. A lot of good work; a lot of good information. If there are no other questions on the presentation, we will move to the closing public comments. I think we have one person here. If we could keep them brief in the interest of time, we would appreciate that.

### **PUBLIC COMMENT**

**Christopher Eaves:** I don't see any, but I do see that Eric Nielsen is our new board member, ready to say hello.

**Erik Nielsen:** Can you all hear me? Great, great. Thank you. I've been listening in the whole time. My flight literally touched down about five minutes after the beginning of this meeting, so I was able to call in. I'm really excited to be here. A little bit about myself: I studied supply chain at the University of Washington and graduated in 2020. I started at Boeing immediately afterwards doing supply chain at Boeing for two and a half years. I recently transferred over to a different division in Renton that works on airplane sales contracts. But I'm still really interested in freight movements. I live in District Two, very close to the Darigold facility, and so this topic is near and dear to my heart, not just for the importance of freight in our society and our economy, and keeping it as the economic driver that fuels our whole City, but also recognizing the impacts freight can have on residential communities and the people we live with, so all of our neighbors. Being in the Rainier Valley is an eye-opener for that, given that it's kind of coexisting between the freight and industrial uses of yesteryear that are still here with all of the new residential additions. I'm hoping I can bring that young perspective to the board with my recent academic career, and the understanding of the neighborhood impacts, as well. I will be here to listen, to ask questions, and get involved where I can. This is not my first advisory board. I was on the Sound Transit Everett Link Extension Advisory Board. And that wrapped up a few months ago, so this was kind of a nice next opportunity for me to stay involved with our local project. I'm excited to get going. And as just an aside, Waylon Robert and I went to high school

## SFAB 12/05/23 MEETING

Closing Public Comment –  
None

Eric Nielsen  
Introduction

together. So, I'm really excited to join. At the same time, he was a class above me at Blanchet. It's just fun to have him here and to reconnect, as well.

**Dan Kelly:** Appreciate that. Appreciate having you on the board. Looking forward to your participation here. Thank you very much.

## **JANUARY AGENDA**

**Christopher Eaves:** The last item is the January agenda. We are looking to get Route 40 project team. And my last announcement as we close is that the Seattle Transportation Plan (STP) received a number of letters and are working to respond to everyone. That does include freight work. Hopefully we will hear from them next week or so. That is all I have.

**Dan Kelly:** In closing, just opening it up for anyone on the board online. Is there anything else that you would like to comment on before we adjourn? Hearing none, anyone in the room? I will make a motion to adjourn the meeting.

**Geri Poor:** Can I say thanks to the board for a great year? Working together, I think we have done some great work. And I'll second to adjourn.

**Dan Kelly:** Thank you. We have a motion and a second. All in favor? Any opposed? Motion passes.

## **ADJOURNMENT**

SFAB 12/05/23 MEETING

Geri – Great year working together!

Adjournment