

March 15, 2022 Meeting - Seattle Freight Advisory Board

Topics covered included: Seattle Transportation Plan; discussion of Industrial and Maritime (Draft) EIS

This meeting was held: March 15, 2022, 9:00-10:30 a.m., via Webex

Board Members: Jeanne Acutanza, Geri Poor, Mike Elliott, Warren Aakervik, Johan Hellman

Public: Thomas Noyes, Ryan Packer, Eugene Wasserman, Rachel Ludwick, Megan Kruse, Don Brubeck

Staff: Christopher Eaves, Radcliffe Dacanay, Ching Chan, Simon Blenski, Jenny King, Cass Magnuski

Attending: 17 (All via Webex)

Christopher Eaves: I think we've got everybody in. I have a couple of things real quick. My March agenda, in error, I left February's presentation on industrial lands where that should have been today's presentation about the Alaskan Way PBL. I did note that to the board members, and that's in the text. I did not catch that error before it went out. So, Simon Blenski and Jenny King, I believe, are here to talk about that. That is our second session topic. Pat Cohn won't be able to make it today, but I think we can start our meeting.

Jeanne Acutanza: It looks like we have a quorum. Hi, everybody. Welcome! This is the March 15 Seattle Freight Advisory Board. I first want to start with public comment.

Megan Kruse: Are you ready? Is there anybody else?

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SFAB Meeting opening,
Attendees, Introductions.

ACTION ITEMS:

- P. 3 consider presentation on Reimagine Aurora
- P. 6 how to get FAB website updated; bike cmte said members do so themselves
- P. 16 STP asked for FAB feedback on key freight metrics to use

Chris Eaves notes error in March agenda – February bike lane topic inadvertently carried over

Jeanne Acutanza: After Megan, we'll take Eugene Wasserman, and if anybody else wants to, you can put comments.

Christopher Eaves: Should we do introductions?

Jeanne Acutanza: Well, you know, it doesn't say 'Introductions' on here.

Christopher Eaves: My apologies.

Jeanne Acutanza: I was trying to go by the agenda. So, why don't we do a quick round of introductions? That would be polite. And then we can go to public comment.

INTRODUCTIONS

Jeanne Acutanza: Welcome. Did I miss anyone? And we can go to public comment.

PUBLIC COMMENT

Megan Kruse: I'm Megan Kruse. I've lived in a downtown residence for over 38 years. I've watched the growth and acceleration of urban freight, and I've begun to research it. Today, I'm here to learn more about where we stand with the transportation plan, and to share a new study that I think would be very interesting to the people working on the transportation plan.

Urban freight is 30 percent, by some estimates, of our roadways, and we really don't have a handle on the volume, or we're not planning right now for where these trucks will offload and be able to do their business. The University of Washington -- up to now it's been very loosey-goosy estimates -- they did an empirical study that they just published using GPS, and I think about 2,000 trips with delivery trucks in the urban core, the retail core to Belltown. Looks to be about a mile. And block by block, they analyzed how long it takes for a truck to make its route, based on how much circling time it takes. And the average circling time is about two minutes. It's 28 percent of the trip of a delivery truck. But in most blocks, it's far more than that. It's eight to ten minutes up to 15 to 18

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Introductions

Public Comment:
Megan Kruse

UW- Urban Freight Lab –
noting statistics describing
truck volumes and
movements in Belltown and
downtown Seattle.

minutes. So, it's enormous, right? And, it's not just the inconvenience of this or the congestion of this, it really impacts other modes of transportation, the transit, the pedestrian, and cyclists, safety. So, it's something that we desperately need to get a handle on. This study would really be of use to somebody looking at these things. Because I think as we're looking at this plan, the weaving of the four transportation modes into the one plan, freight really needs to come first, because it's the mode we've chosen to live by. Retail is no longer what it was, and we get so many more deliveries. So, I would like to share that through Christopher Eaves, and perhaps a couple of diagrams I've used annotating some of these facts. And that's what I have.

Jeanne Acutanza: We often get briefings by them, and I know the City works with them through the Freight Lab. I was going to ask Christopher Eaves, maybe there's an opportunity to bring in Ann. I know she's been working on this study, so maybe there some time. She's publishing results, to get her back in front of us. Thanks, Megan! Is there anything else? Did you want to share other things?

Megan Kruse: I think really that's it. I just would like to know if there's any way the public can be involved with the transportation plan, giving feedback, or how that's going to work? I guess we might find that out.

Jeanne Acutanza: I think that's well said. Any other public comment?

Eugene Wasserman: Yes, I do. As president of the North Seattle Industrial Association (NSIA), we're aware that there are a lot of planning efforts along Aurora, and money was just given from the State to the City. My organization uses Aurora as a freight route, and in the year or so that SDOT's been working on this, I've never been contacted or asked for an opinion on anything. It's a continuing pattern with SDOT on projects around my neighborhood. So, I just want to let the freight board know about it. I know there will be new leadership in the department. But it's a great concern. I used to work for the Aurora Merchants when they were in existence, so I have a lot of background on planning and traffic safety on Aurora. And my fear is that they want to take it away as a freight route, the people involved in this. I know there are a lot of issues, that need to be dealt with. It would be nice if the freight board would have a

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Public Comment:
Megan Kruse shared document with Chris Eaves which was forwarded to SFAB members.

Public Comment:
Eugene Wasserman
Aurora as a freight route –
Funds to city by WA state

Concerned Aurora would be lost as a freight route.

Would like to see SFAB have a briefing about the project.

briefing so I can find out about it. This is how we found SDOT over the last few years, doing this stuff without talking to us. So, we're not friendly at this moment.

Jeanne Acutanza: Thanks, Eugene. I guess I would ask Chris or Radcliffe. I don't think that Aurora study has started. I do think that there are communities that are engaged, and I do know that they were awarded some money. Chris, do you have any other updates on that?

Christopher Eaves: I don't. I'll be having to find out exactly where we are specifically on the Aurora study. And I can provide that info next month. And Eugene, I'll and catch up with you directly.

Eugene Wasserman: Yes, SDOT gave \$2 million last year to this. The State legislation is after that.

Jeanne Acutanza: I don't think either has started yet. I think maybe they're collecting data, but I don't know that the formal study has started, but I do know that there are substantial neighborhood communities already discussing and engaging. But I don't know that they're

Eugene Wasserman: We'd like to be involved at the beginning. As usual, we come in late and ask how is the freight going to get through this. And then we catch a lot of stuff for being late to the party.

Jeanne Acutanza: I hear you. And Chris will get us an update.

Christopher Eaves: Megan, I wanted to note that the **Seattle Transportation Plan** does have a web site up and there will be multiple community organizations engaged. I don't have a full awareness of where they are at this point. Second, we will catch up with Ann and bring her an invitation to speak.

Megan Kruse: That's a great idea. I try to follow their work and they've got a lot of very site-specific ideas when we're designing these buildings. SDOT deals with traffic and

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Chris Eaves: Find information regarding Aurora. Will contact Mr. Wasserman directly.

Noting STP has a website <https://www.seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan>

that sort of thing. This is infrastructure, right? We have to provide infrastructure. Trucks are physical. They need a place to offload. I watch the buildings going up around us and they're just not including that critical infrastructure. And if we miss this opportunity, the comp plan and the transportation plan -- this is a golden moment to really get our act together. So, I think we have to have all hands-on deck and try to communicate really well. I'm out there. I don't have an organization.

Jeanne Acutanza: Those are great comments and I hope you continue to attend our meetings. Geri has her hand up.

Geri Poor: I wanted to check with Chris, and ask a question. It seems at one point the City was a dues-paying member of the UW Freight Lab, and I wonder if that's still the case?

Christopher Eaves: Two points: One, Radcliffe has been kind enough to put the web site for the STP into the chat. Thank you. <https://www.seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan> Second, Geri, just as a slight clarification, we were founders of and provide input but have not been asked to fund, so we continue to be thankfully back as part of that.

Geri Poor: Not public investment, but you are active in that. Great.

Christopher Eaves: The way it was set up, the voting members are the private members.

Geri Poor: Thank you.

Jeanne Acutanza: I know that the City contributes in big ways, like data, which is a huge thing. Any other public comment? Okay. We have approval of the minutes, and thank you, Chris, for sending them out. I read through them myself. I did not have any changes. I wonder if anyone else did? And then we can get to approval. And I believe we have a quorum today.

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Geri Poor – is Seattle a dues-paying member of UW Urban Freight Lab?

Answer – We are founders and partners, but private businesses are represented members.

Geri Poor: I missed most of the February meeting, so I would abstain from voting on that. But I appreciate it that the January minutes and note that we have an open issue about the liaison and the minutes and whether it's board responsibility and a secretary to post things to the web site, or how can we make sure that the web site is up to date? That was an open item, I think from the transportation meeting.

Jeanne Acutanza: I think it's in these minutes. We decided to pull out all of those key discussions and key decisions, and that's the format. It makes it so that we can use all of the text that Cass is collecting, and then highlight some of the more salient points.

Geri Poor: What is the best way, then, for the board to get those to the web site and the presentations? That's what my comment was about.

Christopher Eaves: We're here with Elaine Trang, who is one of the liaisons; Chris Dealy is our coordinator from the mobile boards, and we are more active now. And if we can get our minutes caught up, you should see some changes on our web site.

Warren Aakervik: I believe that Geri moved to approve the January minutes, and I'll second it.

Jeanne Acutanza: Well, that's a motion, and all those in favor, say 'aye.' Great. Any opposed?

Warren Aakervik: Now I'll move to approve the February minutes. Geri wasn't at that meeting.

Jeanne Acutanza: And I will second that. Any comments on that? All those in favor of approving the February minutes, please say 'aye.' The minutes are approved. Next is any announcements. I don't have any, and I'm looking around to see if others have any announcements. I know that there was an advertisement, a call for applicants. That was the only thing I was going to mention, for the modal boards, the City of Seattle modal boards. I will try to find it and put it into the chat.

January and February
Minutes approved

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Chris Eaves –
Announcements and calls
for SFAB membership as
well as for other boards.

Thomas Noyes (WSDOT)
notes a line item of \$3.5M
for more planning regarding
I-5 and downtown

Christopher Eaves: The announcement is out, and for the freight board the enrollment is open. People we had previously interviewed were contacted, and all remain interested. Our timing now is holding for Council and the Mayor's Office to determine how they would like to work with the boards and appointments. We have those in line and we're hoping to find more. And that is where we stand at this moment.

Jeanne Acutanza: Any other announcements? I see Warren's hand up.

Warren Aakervik: Chris, have we invited people to attend the meetings and inform them that they have a verbal input, but they may not be able to vote, so we can start adopting? If the City Council never adopts more members, at least we would have input that would give us a much broader range of input.

Christopher Eaves: We have offered that previously, and I will continue to reiterate that.

Warren Aakervik: Thank you.

Jeanne Acutanza: Any other announcements? I see Thomas Noyes has posted about new legislation. That's headline news. (Chat: from Geraldine Poor to everyone: 9:30 AM @thomasnoyes for the Ballard Interbay Regional Transportation corridor)

Thomas Noyes: I have not actually reviewed this in detail, but one item that may be of interest to the freight board is there is a line-item funding for about \$3.5 million to do more planning on I-5. There have been a lot of discussions on I-5, but the legislation specifically referenced it for I-5 and downtown. I think maybe work with Chris offline. There may be a legislative outcome and what is in the package. Thank you.

Jeanne Acutanza: Thank you, Thomas. I know a lot of things are about timing, too, because that's a one-line package. Geri?

Geri Poor: I know early on in the legislative session, there was \$25 million for the study, and I wondered if that stayed in the package? I guess I'll follow up on that.

Jeanne Acutanza: Yes, we can look that up. My understanding with that was it was mostly related to the bridge, funding for the bridge. Any other announcements? Okay. For our first presentation, Radcliffe Dacanay, you can introduce yourself and take it away.

SEATTLE TRANSPORTATION PLAN

Radcliffe Dacanay: Okay. Thank you. Hello again. Radcliffe Dacanay from the Seattle Department of Transportation. I work in the policy and planning division in the transportation planning group. I was here last month to talk about freight lanes, but I'm here this month to talk about the Seattle Transportation Plan. So, I'm also working on this project and coordinating closely with the Office of Funding and Community Development on the Com Plan, so making sure that the Comp Plan and the Seattle Transportation Plan are aligned as much as possible.

I'm just going to share my slide deck. Can everybody see the opening slide? Apologies to any of you who have seen this already. We're making rounds giving this quick briefing on the Seattle Transportation Plan, and really, it's just to give a quick overview of this effort, which was launched last week, share the timeline of the Seattle Transportation Plan activities, an overview of the public engagement, which will include an invitation to all of you to attend a combined workshop with the other modal boards sometime in May. So that date is still to be determined. Right now, we're going through this process, looking at and reviewing all of our past policies and performance measures. And the first task of the consultant team working on this will be to analyze the gaps that we have and the opportunities in updating and modernizing our policies and our performance measures.

The Seattle Transportation Plan: This is an opportunity for the City to ensure our commitment to building a transportation system that works for everybody, focusing on equity and safety, and making sure that we have a really great, affordable multi-level

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PRESENTATION:
SEATTLE TRANSPORTATION
PLAN
Radcliffe Dacanay

options to access everyday places and opportunities. In part, the plan is going to take a look at some of the urgent and emerging challenges. And as I mentioned, enhancing our modal integration and efficiency. It's not really about looking at one mode, but looking at all of the different modes to see how they can work together in the limited amount of right-of-way that we have. A newer part of this planning process is to engage the community by compensating CBOs. These are organizations, City-wide organizations, community benefit organizations, and also community liaisons, and making sure that we engage many more members of our community to inform this plan. But ultimately, this plan is to help develop a new transportation funding package as the levy expires in 2024. This will help set up the next levy that we would have to fund improvements in our transportation system. As I mentioned earlier, working closely with the Office of Planning and Community Development, and making sure that the effort that they're doing with the update to the Comp Plan aligns closely with the Seattle Transportation Plan and vice versa, making sure that land use is talking to transportation and transportation is talking to the land use components of our plans.

Here is just a quick overview of where this all sits. In the past, we've had separate modal plans, the Bike Master Plan, pedestrian master plan, freight and transit. And with this Comp Plan update, we will still have our Complete Streets Ordinance. We've got a climate action plan; we've got RSPI initiatives with Seattle. But then, by 2024, the Seattle Transportation Plan in essence is going to combine these updates to our modal plans and make sure that the transportation plan for the 21st century here in Seattle is a much more multi-modal and working together as best as we can through the different parts of the City.

The content of the plan essentially is going to have an updated policy framework. We'll have performance measures, look at priority, investment networks for all of the different modes, and of course, even thinking of opportunities, new ways of getting around, as well, from e-bikes to scooters, and possibly even AVs, automated vehicles, and the impacts of new mobility devices, and maybe even -- you know, we joked about the car plan, but maybe that will be something also that we'll incorporate through this process. We will have updates to programs and projects. It's not all about new infrastructure but different ways in making sure we use our right-of-way efficiently through programs and

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Community Engagement

By 2024, Modal Plans will combine

Creates a prioritization framework

project needs. but ultimately, this is going to set up the conversation for prioritization framework for what we can spend our money on, and the funding strategy that will also help to develop the next levy after this levy expires in 2024.

Project milestones: This project has just kicked off here in March last week and this is going to go through pretty much through 2023, and we will have a recommended plan to deliver to the Mayor, ideally by July of next year. So, this is going to go pretty fast. The thread in this whole process is going to be community engagement, which you see on the lower portion of the diagram. Right now, we're beginning to take a look into our policy framework and performance measures, and we'll have that conversation with all of you in May, a way to review and confirm our values and priorities and begin to integrate these updated values into the decision-making process. And then, in the beginning of 2023, we'll have an opportunity for this group and the community, as well, to review a draft and the final documents before submitting to the Mayor in June of 2023.

Here is just a more focused look at our community engagement. Upper left-hand corner, project launch March through April. So, we're doing our initial touchpoints with the modal boards this month. And then, beginning in May, we'll do our phase one engagement where we'll have a combined workshop with all of the modal boards. So, we will be sending that invitation out to you fairly soon. We're still needing to pin down that date, or maybe a set of dates. This groups doesn't need to attend as a group to one specific one. We'll have a couple of dates we can offer so that you will be able to attend whichever one works best for you. And then, beginning in October, we'll do the phase two engagement where the community will review the work up to date, and confirm that interpretation of the public input that we will have collected through the summer. And then, beginning in 2023 just before summer of next year, phase three engagement, where we will have all of you and the community begin reviewing the draft documents, and begin validating all of the input that we received so far.

I'd like to pause there real quick. If there are any questions right now, comments? I saw a hand up.

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Just kicked off last week.
Goal of a recommended plan to mayor July 2023

Opportunity to review in early 2023

Geri Poor: Radcliffe, thanks so much for this presentation. Is there a list of the community benefit organizations on the web site?

Radcliffe Dacanay: I believe so. If not, we can provide that list. There are quite a number of folks that we've begun to engage.

Geri Poor: Our interest is in freight. Granted, we believe everyone should be interested in freight, but are there freight-specific community benefit organizations?

Radcliffe Dacanay: I don't know if there is a freight-specific group. The community organizations tend to be a way for us to reach out to community members that we haven't typically engaged with in the past. But certainly, I think there are going to be groups in that list that are interested in freight, given that some of them are located in West Seattle, and also in the Duwamish Valley.

Geri Poor: So, I'm going to take a page out of Warren's book and just say, and it's what we heard from Ms. Kruse also: Freight delivers goods to everyone and it's a changing environment. So, I only hope that your conversations help bring that forward to them, as well. And just something. I think you've heard this before, but looking at slide five, you have the different modes represented, and none for us. I don't know if you would want to update that graphic. Thank you.

Radcliffe Dacanay: This one here where you don't see the trucks?

Geri Poor: That one there where I don't see the trucks, yes.

Radcliffe Dacanay: All right. Well, we'll put one in specifically for trucks. Thanks for the comment on that.

Jeanne Acutanza: And I have a couple of questions, if this is an okay time. This graphic, too, doesn't have any trucks on the bottom, but maybe that's not important. Labor is a good opportunity to talk to, to reach out to the community, because there are a lot of folks who work here. I know Mike Elliott is here, but labor does reflect a lot of

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Geri Poor: Asks for list of community organizations.
- Available on website

Not a freight-specific group

Geri Poor: Suggest adding freight to graphic

Jeanne Acutanza: Second graphic w/o trucks.
Labor is a good way to reach out to a diverse community

diverse community, so it might be an interesting group to reach out to. I guess the question I have, though, is about modality and we are coming out of the pandemic. I am in my work office downtown, and I'm interested to see how you guys are coming up with these new mode shares. The proportion of people who are now continuing to work from home, will they continue to work from home? Ms. Kruse was saying how there has been a shift to urban delivery. So, there's a real sea change in modes, what we used to call 'mode splits.' And I'm interested in how we're coming up with these new connections of modes to land use that is reflective of our times. I'll be real interested in that.

Radcliffe Dacanay: Short answer: We're, as part of the Seattle Transportation Plan, will be diving into different data sets and even newer types of data sets using big data. We're not sure what platform we will purchase yet. But we will be looking into that. We've been talking to some folks who have some data that could be useful for us, specific to these different delivery platforms. So, being able to look at what that pattern is. Some people are delivering in their personal vehicles. Are we counting that as just driving, or are we able to tease that out from the urban goods delivery perspective. So, to the extent that we can, with this newer data that is available, and that we're taking a look at. That's something that we're interested in parsing out, as well, throughout this process.

Jeanne Acutanza: And another piece of data you mentioned, urban delivery but not just urban delivery. I know the State has done a number of studies for freight and freight parking. They have a great big freight study, that I hope you're also taking into account. I know we mentioned urban delivery and how much that takes up the delay space or the parking space, but all of these modes have different ways of operating. I'm hoping you're considering the needs for parking, like truck parking.

Radcliffe Dacanay: Yes, certainly that will be considered as well. Personally, I'm working on another project that will fold into this work around where trucks are being parked. In the City and outside of the City, we're working with Seattle City Light, as ways to possibly create infrastructure for electrification of trucks. But that also means that we're having to take a look at where trucks are being parked in the meantime, and

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Jeanne Acutanza: Interest in modality – there has been a sea change in modes and work from home. What are the new connections to modes and land use?

Radcliffe: Adding data sets and will try to tease out the urban goods delivery perspective.

Jeanne Acutanza: Also interest in freight parking.

Radcliffe: Yes, also (SDOT, Office of Sustainability and Environment, Seattle Public Utilities) we are working on truck electrification with truck parking

seeing how that impacts the whole transportation system, and what we have to do to think about that as part of this process.

Jeanne Acutanza: And the question about the parking data. Do you know where you'll be getting that? Like, are there trucks sources like Replica? Are you using sources like that?

Radcliffe Dacanay: We're looking at big data sources from Replica, Street Light Data, Inrix. We're working with PSRC now. They have a connection to Inrix, and hopefully, we'll be able to tap into that. I don't know if their license allows a city to use the tools, specifically, but we also put in a request to PSRC to be able to share some of the data that they're able to share with us, given that data that they have access to.

Jeanne Acutanza: Thank you.

Radcliffe Dacanay: I see Eugene Wasserman's hand up.

Eugene Wasserman: I was kind of disappointed in the presentation. There was little or no discussion of freight, and no discussion of ports, and no discussion of commerce, which is what a city like Seattle is all about. It sounded like you were describing a suburban city that has no freight, no industrial centers, none of these things. And I have asked for the last six months to meet with you and discuss this, and you guys said you were very happy with what you came up with. So far, I'm very unhappy. It seems like the bias is not towards freight, even though you're working on the freight projects. In fact, we have to correct this stuff after your opening. It shows a real bias against freight needs. And I'd like to know who the staff person is that is working with you on freight.

Radcliffe Dacanay: Well, thanks for that, Eugene. We hadn't intended for this presentation to speak completely about all of the freight work that's going to happen in the STP. As I mentioned, this is just launching, and what we wanted to do is come to each of the modal boards to say we want to have this conversation with you, and then in May, have these combined modal workshops where we would speak a little bit more on the specifics of each of the modes. We don't want to have the modal conversations in a

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Jeanne Acutanza: Question about parking data – what are sources?

Radcliffe: Replica, Street Light Data, Inrix

Eugene Wasserman: Notes lack of commerce, port, industrial centers, no info on freight.

Radcliffe: This is initial launch. Workshops can speak to the specifics of each mode.

vacuum with each of the modal groups. We want to do that in an integrated way, to do that with all of the modal boards together. So, I apologize if this isn't meeting....

Eugene Wasserman: It's not an apology. It's unprofessional to open a project and not include freight in it. I mean really, it's unprofessional. It's not a matter of things like that. You have every other mode possible for this freight board, but you didn't have freight. And to me, that shows a real bias of your group. I mean, it's not intentional and you don't hate us, but you don't see us as a major part of the fate of the transportation system. It does not discuss the Port or maritime, waterways, or anything. And this is in a general opening. So, other people hearing this think freight is not a part of it, either.

Jeanne Acutanza: I think you hear us, Radcliffe, but we'd like to see where freight exists in this plan. I see some other hands. Mike and Warren? Mike, go ahead.

Mike Elliott: I think that the concern here is having the smaller operators and labor people and labor groups, that their voice is heard, as well. You mentioned in your presentation the social aspect. Now, jobs in Seattle are important, and there are a lot of jobs connected with freight. Not just union jobs. There are other jobs, and arguably those jobs are very good jobs. We want them to remain in Seattle for Seattle residents. The big data, Inrix type thing, *I just am concerned that the smaller people, the smaller groups like labor, their voices aren't being heard in big data.* And everything seems to be revolving around big data and input from the public, from citizens, from business groups, from MICs, doesn't get into those big numbers. That's my concern. I just hope you guys will take a look at this and what the previous speaker mentioned about freight and being excluded from this presentation. That's a very big concern of mine, and I think a lot of people on the board, as well. Thank you.

Jeanne Acutanza: Thanks, Mike. And I see that Warren has his hand up, as well.

Warren Aakervik: Yes, I'd like to add to that freight is synonymous with transit. Transit moves the people to their jobs and their destinations; and freight moves the stuff. If there were no people, there would be no reason for freight. Our two M&I centers are at the opposite ends of the urban center of the City of Seattle. You can't get through it most

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Jeanne Acutanza: Would like to see where freight exists in the plan

Mike Elliott: concerned with labor and small operators. Jobs (not just union) are connected to freight.

Smaller groups like labor aren't heard in big data.

Warren Aakervik: Freight and Transit are parallel needs

When freight movement is compromised it cannot serve the public

of the time. It's compromised all the time. I think we're going to see it probably in our next presentation also. I consistently hear that freight is understood. Everybody understands freight. But for some reason, it's not respected as serving the public. With 700 and some odd thousands of people who live in the City -- and it's not about downtown Seattle, it's about the whole City. We have to move freight through the M&I centers, and jobs -- all of this stuff is at opposite ends of the City, and we see it get compromised. Most people can't afford or will not get one item delivered each day. We would get more and more items, more and more vehicles on the road, more smaller vehicles, but we still need to move the big vehicles to where they actually go shopping or pick up their commodities that they pick up on a larger basis. So, again, freight is understood but I think it is not respected.

Jeanne Acutanza: Yes, so I think, Radcliffe, you've heard from us. We want to see the data and want to contribute to this process and that freight is acknowledged and represented in meaningful ways.

Radcliffe Dacanay: I'm there. So, just real quick, an overview of the policy and framework and performance measures that we've begun to look at, and the consultant team is beginning to look at. So, we can look at 20-plus policies and policy documents that the City has so far to date from the Comp Plan. We've also looked at PSRC's draft regional transportation plan. Of course, we've got some transportation-specific plans, the modal plans. We've looked at the freight plan, as well. And then topic-specific things around climate action, the new mobility playbook. The work that we're doing right now with freight policy is going to be included in that. So, all of these things to say that there's a big number of documents and policies, and actions that speak to transportation. What we're trying to do right now is take a look at those at a very high-level overview, and then zoom down into them to see where there are the gaps in opportunities to improve our policies and our performance measures as part of this plan.

So, really then, to be able to create a clear vision around this transportation system and goals. This is just a framework of how we would set that up. You voice, and what I'm hearing now, we need to make freight much more visible in a way that the community

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Radcliffe

20+ City policies reviewed
PSRC draft plan

Climate Action
Freight Plan

Hearing is that we need to
make freight much more
visible in a way the
community understands

sees it as part of part of their everyday, and is reflected in our goals, objectives, and strategies as part of this plan.

Here is just a quick way of defining what we mean when we plan vision, goals, and strategies. These are things that we'll be talking about with the community at the combined modal workshop in May. We will be sending out some documents for all of you to begin to think about ahead of that session. Right now, we're going through this inventory, and then, we'll have over the next few weeks in the latter part of March and the beginning of April, and begin to look at overlaps and potential conflicts of these policies and some of our metrics, the gaps in opportunities, and what best practices are that we could apply to the Transportation Plan.

A draft policy framework memo was completed on Friday. We are doing that right now: The draft measures, performance measures memo comes out either this week -- and we'll repackage all of that to be able to share with you ahead of time before we have the combined modal workshops. So now this is the opportunity for any other questions or concerns that you have. I've heard already quite a few, and I've taken some notes and will make sure to incorporate those into our next presentation to you. And also, as part of whole, broader STP. And then, if there are any key metrics for us that we should at least note as we go through these early stages of this process, and then, as part of the conversation that we'll have in May. So, I'll open it back to all of you for the few minutes left that I may have, and then we'll end up and close there. Thank you.

Jeanne Acutanza: Thank you, Radcliffe. Anyone have comments? Mike, your hand is still up. I don't think we mentioned this before, but rail, too. There are rail systems and we want to make sure that's included. Mike, did you have a question?

Mike Elliott: Well, no. I left my hand up. But the rail systems, of course, is part of our transportation system, not just for Seattle, but for the entire northwest and northern corridor are very, very important. And so, I think there needs to be a discussion about that. Rail has a representative on this board and that person can weigh in on the importance of these systems, but that should be taken a look at. Again, if you go into big data providers, we need to get local input on these types of things, as well. Our freight

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Will be looking at the documents for overlaps and conflicts

Draft policy framework completed Friday (3/11/2022)

Mike Elliott
Need to include rail system as a regional and national connector

systems, not only in Seattle, but they connect to other parts of Washington State, and the northwest and the northern corridor states. A larger discussion needs to be taken on this, and you guys need to take a real hard look at it, and make sure that you're getting comprehensive data from all groups. That would be my comment. Thank you.

Jeanne Acutanza: Thank you. I see Geri Poor and then Megan Kruse.

Geri Poor: Thank you, Jeanne. And Radcliffe, thanks for this and thanks for the questions. I think there are a lot of things to be taken out of the Freight Master Plan that was done not so long ago in 2016. I think that is a great place to look for team efforts that are important for freight. And these would include travel time, amount of delay, the percent (unintelligible) on various corridors. I know that's important as we do our transportation planning at the Port of Seattle. We look at which corridors have high percentages of trucks, and how those corridors are performing. I know the City provides input to the State on the T1 and T2 volumes and the weights that travel on those corridors. And then I know that we're working currently on some of the designations, like what are the different major truck streets and how those from that selection of streets, critical urban freight corridors, highway systems, and national freight priorities that work. I think identifying those so that we know which corridors to focus on are important, and then measuring the delay in the travel times for freight on those corridors. Someone else brought up rail and how rail serves the public. I know often freight plans include rail crossings and delay at rail crossings, so that's more about trucks and pedestrians, and bicyclists, how they get across the rail. But I would encourage a focus on how trains intersect with other modes. And then to Mike Elliott's point, how rail serves the public. I think a third type of issue you want to consider is new warehousing. We see one that just developed down there by the First Avenue South Bridge, and I know another warehouse is going up on East Marginal Way, which will have that double stack loading. So, essentially a two-story warehouse. And I think it would be good for this plan to address some of the changes in the MICs that require different kinds of transportation. Bridges are important to everyone, West Seattle Bridge, Lander Overpass, the bridge over railroad tracks, and then air cargo and maritime issues. That's our recommendations.

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Geri Poor
Much can and should be taken from the 2016 Freight Master Plan

T1-T2 corridors

Consider how trains interact with other modes (rail crossings)

Warehouses/logistics centers.

Changes to MICs

Bridges [and overpasses](#)

Radcliffe Dacanay: Thanks, Geri, for that list.

Jeanne Acutanza: Add to that the heavy haul network. Megan Kruse?

Megan Kruse: Geri Poor's comments touched on what I was going to say. Talking about measuring the freight, right now King County and the City only measure single occupancy vehicles, their mode shares. And, I think it's time that we separate that out. I did an amendment to the Comp Plan, a proposed amendment to the Comp Plan, a couple of years ago, And the Seattle Planning Commission thought that that was a very good idea, but they said it would be better handled at this juncture, when the major updates to the Comp Plan was happening, and the Transportation Plan. And we do have the tools now to talk about this. There have been corridor studies, as Geri mentioned, that talk about the kinds of freight and commercial vehicles that are coming into the major arteries. So, I would hope that that becomes its own mode share. And that lumps in with regular vehicles.

Radcliffe Dacanay: Thank you, Megan.

Jeanne Acutanza: Thanks, everyone. I'm going to move us along. Radcliffe, thank you so much for your time. We look forward to these workshops coming up in May.

Radcliffe Dacanay: All right. I will coordinate with Christopher Eaves on those workshops and to send those invitations to you, as soon as we have them scheduled. Thank you, everybody. I appreciate your feedback and input.

Jeanne Acutanza: Next, we have Simon Blenski, and I apologize for not giving you as much time, but I hope we can get into the meat of the industrial-maritime draft.

ALASKAN WAY PROTECTED BIKE LANES

Christopher Eaves: Again, I want to reiterate, I had failed to update the second item in the actual agenda. I did note that this was the Alaskan Way PBL. So, I apologize, and Simon, thank you.

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Megan Kruse
Measuring Freight

Corridor studies show the types of freight and commercial vehicles on major arterials

ALASKAN WAY PROTECTED BIKE LANES

Simon Blenski: I'm sorry if you were expecting another presentation, but....

Jeanne Acutanza: And I will let everybody on this board know that we did submit comments on the Industrial and Maritime EIS on time. And you all received a copy of that. Thanks, Simon.

Simon Blenski: Good morning, everyone. My name is Simon Blenski. I'm a planner with SDOT in our project development group, and I am a project developer for the Alaskan Way Protected Bike Lane Project. I am joined here today, also, by members of the project team, Jenny King, our project manager, and Ching Chan, who is our outreach lead for the project.

Before we jump into the presentation, I just wanted to remind this group of SDOT's vision and core values, something that we use for all of our work, but especially for important projects like this. They ground us as we try to make improvements and challenging decisions in our right-of-way. As far as the overview of the presentation today, I just wanted to first give you some background on the project. Then we will walk through the existing conditions and planned changes in the project area. There's a lot happening down on the central waterfront right now. Also, I will take a moment to cover the existing operations at Pier 66. It's a significant piece of this project and a big consideration we have to make in putting forward our design. A walk through our proposed concept for the bike facility, talk through our schedule, and we will have some time at the end for questions and discussion.

So, as far as the project background, this is a protected bike lane project planned for Alaskan Way from Virginia Street to Broad Street. So, this is the area just north of Pier 62, extending up the waterfront to Broad Street, where the Olympic Sculpture Park is located. And this is about a half-mile gap in our bike network that's going to exist between the new waterfront bike path that that's being built south of Virginia Street, that's currently under construction as part of the full Alaskan Way rebuild. That will be on the west side of Alaskan Way. But then, there's going to be a half-mile gap extending up to Broad Street, where the Elliott Bay Trail kind of starts. We're hoping to fill that last

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Simon Blenski
Project developer for
Alaskan Way Protected Bike
Lane Project

Vision and core values

Existing operation on Pier
66 is a significant part of the
design

half-mile connection that's not covered by the current waterfront project. And we're hoping to build this project by the end of 2024 to provide a continuous bike connection along the waterfront.

I'm sure a lot of people are familiar with what's out there today. I just want to walk you through some conditions. Alaskan Way is currently four lanes today, with intermittent parking areas along the corridor. There are no bike facilities along this section of Alaskan Way today, but there certainly is high bike demand just because it's down by the waterfront, and Elliott Bay Trail does connect to this portion of Alaskan Way. As far as land use and destinations along this portion of the street, on the west side -- that's the Port side of the waterside -- we've got around Bell Street is the Pier 66 cruise ship terminal and conference center. Further north is Pier 69 and the Victoria Clipper Terminal. And then along the stretch, there is the Port of Seattle offices, the Edgewater Hotel, and all of the restaurants. On the east side, the destinations are much more concentrated on the south side of the corridor, south of Bell Street, where there are condos, a hotel, restaurants. But once you get north of Bell, that's running parallel to the BNSF railroad tracks, so there are no active buildings in the northern few blocks of this project area.

I mentioned earlier that there is a lot happening in this area. There are a lot of changing conditions that we have to take into account. I'll walked through some of the big ones here, starting with Pier 66. Starting this year, there's going to be an increased number of cruise ship sailings going out at an average of three days a week during peak season, up to five days a week, so a pretty substantial increase that we have to take into consideration. Some construction projects are happening in the area. I already mentioned the new waterfront bike path south of Virginia. That will be open by 2023 in conjunction with the other main waterfront projects. And then, one of the big parts of that waterfront project is the new Elliott/Western street connection, which is the big hill climb underneath Pike Place Market connecting from Alaskan Way at Pine Street up to Elliott and Western. So, this is going to provide a new, direct north-south connection that avoids the rail connection at Broad and Alaskan Way, and provides just a much more direct and clear connection for people driving and freight. Certainly, there is going to be

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Current configuration 4-lanes. High bike demand

Area noted

Many changing conditions

New waterfront bike path south of Virginia

Elliott/Western connection changes freight path

new access, with the Elliott-Western traffic lines on the northern portion of Alaskan Way north of Pine. Stops should be about a quarter of what they are today.

And then, looking much further out -- this is like ten years out, maybe even further -- this portion of Alaskan Way will see the seawall get rebuilt for this area. Further south, the seawall is rebuilt ahead of the rebuild of Alaskan Way, but that stopped at Virginia Street. In the future, ten-plus years out, the seawall will need to be rebuilt, and that could be a really significant opportunity to redesign and rebuild Alaskan Way at that same time. But in the near term, we still want to make this bike connection and fill that last half-mile gap, and not have to wait ten-plus years to complete the network.

One more thing to highlight before getting into the proposed concept is just what happens at Pier 66, and why it's a significant consideration for this project. So, Pier 66, which is located around Bell Street, has significant activity between April and October. That's the typical cruise ship season. And looking forward into 2022 and potentially beyond, there's going to be an average of five sailing a week during the peak season. And this is a full-day operation where up to 5,000 passengers are getting on and off a cruise ship over a ten-hour period, very early in the morning extending into late afternoon, and again, happening not just here and there, but pretty frequently throughout the week. Passenger loading is occurring on the west side, as you can see from this photo. A lot of people with luggage accessing the terminal, from coach buses, taxis, TNCs. And then the east side is used for freight staging. Trucks pull into that parking bay in that outside lane before getting called into the loading dock behind the terminal to do the actual loading. There's a traffic control plan that's in place with SDOT to manage this this operation, to both allow through traffic to get through the area southbound and accommodate that extra passenger loading space and the freight staging space. I do want to note that there also is Pier 69 just a couple of blocks north of here, that when the Victoria Clipper comes in, they have daily year-round sailings, so much more frequent. But the capacity of the vessels is more in the couple of hundred range, versus several thousand. So, generating a lot of curbside activity, but not nearly at the same level of Pier 66.

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10 years out – northern portion of Alaskan Way will be rebuilt.

Near term we want to make this bike connection

Note Pier 66 operations
3-5 days per week April-October

I'm going to walk through the next couple of slides here to walk through the proposed concept for what the bike facility design would look like. And there are several different pieces here, so take a look at it from a couple of different perspectives. We have, essentially, a hybrid bike facility. We have designed different pieces, different types of bike facilities for different portions of the corridor to accommodate the different needs. I'll walk through this from north to south, starting in the lower right of this map. The blue line is the new waterfront bike path that is currently under construction. That's going to come up to Virginia Street. And then, at Virginia Street, bikes would cross from the west side to the east side of Alaskan Way, and ride in a raised protected bike lane and/or bike path, for three blocks up to Wall Street. There will soon be a facility separate from people walking on the sidewalk. And then at Bell Street we are more constrained for space, so we are proposing a shared use path design for the long block between Bell and Wall Street. This space where people will be walking and biking will be sharing space, but it's for a relatively short stretch of the project area. And then at Wall Street, we would have bikes shift back over to the west side and have a street-level protected bike lane continue on the west side of Alaskan Way up to Broad Street, because the Elliott Bay tracks is on the west side of the street.

A few reasons why we are proposing this concept: South of Wall Street, this bike facility is on the east side so it avoid the Pier 66 passenger loading activity and maintain space for sailing day operations, preserving the four lanes that are out there today for the traffic control plan. It separates bikes and pedestrians in the busier area south of Bell Street where the green line is. That's where the hotel and restaurant are located, where there is much more pedestrian activity. But north of Bell Street s where we're proposing a shared use path. We are only proposing that for a short segment, where space is most constrained and pedestrian activity is lower because there are no adjacent buildings for that block. And then, north of Wall Street, we are proposing a west side bike facility, because again that connects directly to the Elliott Bay Trail access point at Broad Street. It avoids intersection conflicts that are on the east side at Vine and Clay Street. And even though it's on the west side, and passes in front of Pier 69 where we want to maintain a loading space and all of the parking and loading that is located in front of Pier 69 with the design.

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Proposed concept described

West side to east side cross at Virginia and back to west side at Wall

This avoids Pier 66 loading activity and maintains space for sailing day operations

This slide shows some representative cross-sections of the three project segments. I'll start from the bottom and work my way up to the north at the top. From Virginia to Bell Street, the protected bike lane is on the right side of the screen, on the east side of Alaskan Way. This is occupying a space that was formerly used by the waterfront streetcar, so it's currently unused real estate that we are able to use as a dedicated bike facility, separate from the sidewalk. And then, from Bell Street to Wall Street, we are going to repurpose the existing sidewalk space to create a path for walking and biking. And again, for those cross-sections we are preserving, effectively, four lanes today to still accommodate the Pier 66 operations that currently happen. And then, north of Wall Street is where we are transitioning back to the west side. I'll show that in detail in a second. For that segment, we are proposing to redesign the road from four to three lanes. Again, traffic volumes are forecasted to be much lower outside of the (unintelligible)...down to that three-way design.

From the perspective of people biking, we know that crossing the street twice over a short distance is not ideal, and that having direct connections is always better. So, we are working to make these transitions as safe and seamless and intuitive as possible. So, down at Virginia on the right-hand side of the street, this is at the southern end of our project, the crossing at Virginia, and there's currently a flashing beacon out there, this flashing beacon will be reinstated, but we will be shortening the crossing from four lanes down to two lanes. And this is already a feature that's included in the main office for the waterfront project that is already going to be built by then. So, this is going to be a much-improved crossing for bikes going from the west side to the east side at that location. And then, the other transition up at Wall Street, we don't want to have a lot of delay for people biking to wait through two light cycles to get from one corner to the other, so we're proposing a diagonal bike crossing phase to operate concurrently with an all-way walk at the Wall Street intersection, just to let all people walking or biking to get through that intersection just completely on their own fully separate from turning traffic and other through traffic.

A couple of perspectives: This was a photo taken from the Bell Street Skybridge looking south where the raised PBL bike path will be one the east side of Alaskan Way occupying the space where the former waterfront street car was. And then you can see

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Virginia to Bell – protected path

Bell to Wall – sidewalk facility

Understand that from the perspective of people biking, crossing twice is not ideal.

the crossing in the distance up at Virginia to connect to the waterfront bike path. And then, flipping around, looking to the north, you can see the site where we're proposing the shared path on the east side along sidewalk space. And then at Wall Street, the diagonal bike crossing interconnecting to the street level protected bike lane up to Broad Street on the west side.

As far as our schedule, looking forward, we are planning to start construction in the second half of 2023, and will hopefully have most of this complete by early in 2024. But our near-term next steps are at about ten percent design now. And we are starting to do outreach. You are one of the first groups we're talking with. So we're planning to talk with other modal boards including the bike advisory board at their next meeting, planning to host an online open house in early April to do additional outreach with stakeholders along the corridor. We are hoping to be at 30 percent design by June of this year, and then proceed with more design through the end of this year, again, with construction starting in the second half of 2023.

That is the end of our presentation, but I am happy to take any questions or comments that the board has. I think we have ten or fifteen minutes left in your meeting.

Christopher Eaves: I see that Warren has raised his hand.

Jeanne Acutanza: Warren, go ahead.

Warren Aakervik: A couple of questions I have: In the earlier pictures, you showed the trucks loading at Pier 66, and trucks and trailers were parked along the parking lane. You can see them there right next to the trees, and then you have a lane of travel. And in the pictures, you show later on when it's finished, you show just a single lane of traffic going through and no parking. What do you intend to do with all of those trucks? Or are there two lanes there just not shown properly in the graphics. I guess that was the main thing that I saw there that would be a problem. And then, the crossing lights at Virginia Street. Does the street south of Virginia become a one lane each way all the way until it meets up with the Western-Elliott offramp. I see that Western-Elliott is not going to be

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Schedule is to start construction 2nd half of 2023 and complete by early 2024

30% design end of June 2022

How will you manage the trucks

Does the street south of Virginia become a one-lane each way until the Western/Elliott connection?

operational until 2024. Is there a reason why we can't leave it two lanes each way since it has to be the one that we're using until that opens up?

Simon Blenski: Thanks, Warren. The truck staging that is across from Pier 66 would remain with this design. The graphics are just a typical cross-section. And the parking bay that is shown in the photo here would remain. There would be no impact to that; we're just showing typical sections, since there is not a parking bay extending the whole length of that corridor. That operation would remain. I know the Port just built that a couple of years ago, so that would remain. As far as the design south of Virginia Street, that one lane in each direction, that a a design and a decision made through the Office for Waterfront Project. So, we're just tying into that design. We're not proposing to change that. As far as the delivery timeline of the Elliott-Western connection, we will be working with the Office for the Waterfront on the construction and delivery timeline. I wasn't aware of the 2024 timeline, but we'll talk with them and get back to you on that schedule.

Warren Aakervik: Yes, because it would be very difficult to get down along the waterfront if Elliott and Western is not opened up.

Jeanne Acutanza: Any other questions? I see Geri has her hand up.

Geri Poor: Thanks. Simon, Geri Poor, Port of Seattle. it may not be evident to my colleagues on the board but you spent a fair amount of time with us discussing Pier 66. I heard you say that you are able to redesign for parking and loading in front of Pier 69, and I know that's something our director of economic development would like to be briefed on. So, I want to request opportunities for you to talk further with us about the bike path being on the west side. Does the transition have to happen at Wall? Could that happen at Clay? I would like to work with you to set that up with a little bit more information. i think another important item -- I mean, you and I have already talked about the train crossing and how the cars stack on Alaskan Way during this time when trains are crossing. I would like to dig into it a little bit more. And the only thing that hasn't been mentioned here is that this is currently the only route where big trucks and big loads go. So, I think that will be another question we want to explore. Thank you.

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Truck staging across Pier 66 remains

Office of Waterfront will determine lane configuration further south

Geri Poor
Simon spent a fair amount of time discussing Pier 66 and want to continue discussion regarding Pier 69

Simon Blenski: Thanks, Geri.

Jeanne Acutanza: Are there any other questions? I don't see any hands up. This is really interesting. I was going to ask about the diagonal. Is that also like a scramble, so it is all stop? And will the pedestrians be in conflict with bikes? I wasn't sure how that works.

Simon Blenski: Yes, the diagonal bike crossing, that would be a signal phase that operates at the same time as an all-way walk or scramble. So, bikes and pedestrians would have their own separate phase. North/south traffic, east/west traffic, they would operate on separate phases. There would be no turn on red during the bike path phase. The conflict between people biking and walking, even though they are operating at the same signal phase, we don't anticipate conflicts to happen. We are confident that that can operate safely, especially since bikes would likely be stopped there, anyway, and starting from a slow speed crossing the intersection.

Jeanne Acutanza: So, it will be marked up, painted, and all that?

Simon Blenski: Yes, like the green markings we've seen at all intersections, we would have one that outlines this diagonal path through the intersection.

Jeanne Acutanza: Thank you. I don't see any other questions. Great job! Thank you so much. I assume you'll come back to us at the next step?

Simon Blenski: For the next step, I really want to share this with others, the bike board open house. That's our near-term plan, but yes, we can certainly provide updates as the project advances through design.

Jeanne Acutanza: Thank you so much. Anything else? I think we're good. Good comments.

Simon Blenski: Thank you all.

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Wall St Crossing will be a diagonal crossing for bikes.

Christopher Eaves: If I could just make a note, I think that one of the items that was discussed was the Elliott and Western connections coming in, whether in 2023 or 2024, this ties in with the different discussion about the freight network adjustments and where we would move our larger truck routes. There are two or three connections. One, how we update the freight maps and routes, then, because I know that Geri Poor is working with me on critical urban freight corridors, which is a PSRC deliverable for April 1 -- it's this type of network change that will be both updating internally with the City, and pushing externally towards our regional and State partners. So, we will end up updating the freight map.

Jeanne Acutanza: Interesting. I think we will hold that for a later date, but thank you. Great presentation. I see Geri's hand up.

Geri Poor: I'm sorry, when does that update happen?

Christopher Eaves: It's likely going to be folded into the Seattle Transportation Plan. At this point in time, I know that we were talking smaller updates in different locations, such as the north portal. And what I'm hoping to do is now fold in the PSRC function as well as in advance of the transportation plan, have these ready to go. I'm still trying to understand who I speak with for Streets Illustrated. Susan McLaughlin has moved on. So, getting into the minutiae of background and the maps, I am still aware that we need this update in terms of maps. It happens to be relevant for this type of discussion here.

Jeanne Acutanza: Agreed. I think we're interested. Thanks. We've got a thumbs up from Geri. Anything else for the good of the order on this? Great. Thank you, Simon, so much for your time and that great presentation. Chris, you have the floor for the next meeting agenda.

NEXT MEETING AGENDA

Christopher Eaves: Thank you. As we heard today, two items to pursue. One, inviting Anne Goodchild to discuss the latest in urban delivery. And thank you, Megan Kruse,

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Chris Eaves

Note on Critical Urban Freight Corridors – CUFC

SDOT and Port working together to designate

CUFC will likely be folded into the STP

Streets Illustrated is still a question regarding freight network designations. Susan McLaughlin has left for other work.

Next meeting agenda

Working to invite Anne Goodchild to discuss Urban Delivery

for highlighting that for us. Another, potentially, Thomas Noyes of WSDOT discussing funding and perhaps the I-5 lid. I'll follow up with Thomas on that. I do have two items, one of which -- now it's my turn to try to figure out where my presentation button went. I was asked by the group working on Route 48, which is a transit update, to ask if we are interested in a presentation. They have a web page up, and I am trying to find where I put it. Willing to bet that I have everything showing up in the wrong place. Route 48 runs on a freight route, a major truck street. It does not appear to change the truck lane widths. I can get a little bit more information to you as soon as I figure out where it is. And the other item: Once we get a better idea of what Radcliffe Dacanay's timing is with the May discussions, it will be an open question as to whether or not we want to, in an April or May meeting, depending on timing, have any discussions ahead of time. It seems that there is a lot of activity and questions and interest regarding Radcliffe's presentation today. And so, if it's worth it for us to make the time to discuss it and set up points for who we want, I would certainly want to make sure that we have that built in for next month or the month after.

Jeanne Acutanza: To your point, is there timing for the new board members' approval and when they would start, so that we would know if they could attend those in May. Of course, they could, but

Christopher Eaves: I have yet to find someone who can answer that for me. I'm left with how our new administration, the executive office and the Mayor and Council want to interact, and how involved they want to be in various appointments. And it's not just for these modal boards; it's for all boards and commissions throughout the City. I will note that one or two appointments made there way last month, but they were legacy appointments. They were in the queue for multiple months, not just the near several months that we had.

Jeanne Acutanza: Yes, okay.

Christopher Eaves: So, I wish I could provide a better answer. Unfortunately, I do not have it.

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Working to understand I-5
Lid – Thomas Noyes

Understand May timing for
discussions with boards (STP
– Radcliffe)

Jeanne Acutanza
Board member approvals?

Chris Eaves
Nothing known – Mayor and
Council still working to
establish protocols

Jeanne Acutanza: It's okay. Any other topics for the agenda? Did we want to talk about Move Ahead? Maybe it's too early for those things.

Christopher Eaves: The lid, that information has only been shared by Thomas Noyes.

Thomas Noyes: Thanks. I didn't want to interrupt you. Chris, let's talk offline. I don't know how much there is to share about the I-5 lid. If you would like me to present in April, I would certainly do that. It would be fairly short. I will talk with my director, who has been involved with the I-5 discussions. I have not been involved with that. It's just been dropped from the budget, so there's not much progress yet. I'll talk with Robin, and Chris, let's coordinate to see if it is a good idea for me to be on the April agenda.

Jeanne Acutanza: I'm sure people would be interested in that topic.

Christopher Eaves: Aha! Here we go. This is the web page for Route 48. And I'll send that link to you all.

<https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program/route-48> Project overview, bus lanes, replacement of travel lanes, and the location is just south of the Montlake Bridge. I'm going quickly because we are running out of time. That's Madison all the way down to south of 90. And there are some locations where they would be adding bus lanes. And if we want, we can get a discussion next month or the month after to discuss this project. They are on a major truck street. This is what we've been requesting for quite a while. I'm going to stop sharing at this point.

Jeanne Acutanza: The system is working. Any thoughts on 48? Questions? Thanks, Chris. That was helpful.

Christopher Eaves: Well, it was quicker than I hoped it would be. I'll put this in the chat and it will also end up being in the minutes and transcript.

Jeanne Acutanza: I got the solicitation for joining the modal boards. I assume everybody here did, but I just want to encourage people to share that with your

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Noting Route 48 discussion

Link to left.

networks. Anything else for the good of the order? Great. Do we have a motion to adjourn?

Geri Poor: I move to adjourn.

Mike Elliott: I will second.

Jeanne Acutanza: All in favor? I think it's unanimous. Thanks, everybody.

ADJOURNMENT

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Adjourn