

## July 18, 2023 Meeting - Seattle Freight Advisory Board

**Topics covered included:** Alaskan Way Protected Bike Lane Presentation; Missing Link Bike Routes Study of Market/Leary/17th

This meeting was held: July 18, 2023, 9:00-10:06 a.m., via Webex and in the Boards and Commissions Room, City Hall

**Board Members:** Stanley Ryter, Howard Agnew, Nigel Barron, Geri Poor, Dan Gatchet

**Public:** Ryan Packer, Eugene Wasserman, Warren Aakervik, Claudia Hirschey, Jeanne Acutanza, Christine Wolf, Call-in User 3, Don Gai, Tyler Blackwell, Rachel Shaeffer, Asher, CJ Holt, Bob Winship, Luke Gardner, Thomas Noyes, Don Brubeck, Kathy Roeder, Lee Lambert

**Staff:** Christiana Farrell, Christopher Eaves, Simon Blenski, Ching Chan, Jules Posadas, Cass Magnuski

**Attending:** 29

**Stanley Ryter:** Good morning, everybody. This is the Seattle Freight Advisory Board meeting. It is Tuesday, July 18, 9:00 a.m. I'm Stan Ryter, the co-chair for the meeting, and on the freight advisory board. We're going to start with introductions. I would like the board members to introduce themselves, and of course, first and foremost, Chris Eaves here. We've done all the ones in the room here, so let's go online.

### INTRODUCTIONS

**Christopher Eaves:** I'm just going to start reading.

**Stanley Ryter:** And then, let's go to members of the public. We'll start in the room. Anybody else that I've missed? All right. We're going to start with the approval of the minutes. We have three minutes to approve. It was the May 20 regular meeting, the June 20 regular meeting, and the July 6 special meeting. Do I have a motion to approve?

## SFAB 07/18/23 MEETING

### ACTION ITEMS:

CE to coordinate with Aurora Project for supplemental meeting regarding goods movement  
C. Eaves – email out 7/6/23 to request format

Request for info/follow-up on potential bike lanes in the Stadium District (Georgetown to Downtown Presentation for August meeting)

### Of Interest to the SFAB:

- Holgate and BNSF/Amtrak request for closure (Occidental Ave S to 3<sup>rd</sup> Ave S)
- Industrial Lands Study

Meeting opening

**Geri Poor:** I move to approve the three minutes.

**Stanley Ryter:** Geri has moved to approve the minutes. Do I hear a second?

**Nigel Barron:** I second.

**Stanley Ryter:** Nigel Barron seconds the motion. And so, if there is no other comment on the minutes, we will take a vote to approve the minutes from May 20, June 20, and July 6.

**Geri Poor:** I reviewed them last night and sent some editorial comment over to Chris Eaves. I think he has had a chance to look at them, and agreed that they were minor. One thing I noted was that there were questions that we, as members of the board, had asked, and I just wanted to make sure that we were able to highlight those and get answers to them. So, I think Chris Eaves is just going to work with those, and I recommend we approve them with the minor edits.

**Stanley Ryter:** Any objections to approving with minor edits? Hearing none, shall we vote to approve the minutes with minor edits? all in favor, say 'aye.' Okay, the minutes are so approved. Dan Kelly was unable to make it this morning, so I am thrown into the fire here. I would like to acknowledge the work done after our July 6 meeting. We did send the letter to the Council and the Mayor, dated July 13. it was titled Seattle Freight Advisory Board comments on industrial lands legislation. We had a quorum to approve that letter. I know most of you got your comments in before the deadline. I don't know if everybody weighed in, but at least five or six of you did. And we did send the letter. So, that will appear on the web site?

**Christopher Eaves:** Yes, I sent it. It may be there. I can double-check.

**Stanley Ryter:** You do have a copy in your email for board members. I don't have a further announcement. I would just like to thank our SDOT speakers in advance, Simon Blenski and Cristiana Farrell for the presentations coming up today on the Alaskan Way Protected Bike Lane, and the Missing Link Bikes Routes Study of Market/Leary/17th. With that, we're going to move to opening with public comment. I believe you are limited to three minutes. Do we have any public comment in the room? How about any public comment online?

## SFAB 07/18/23 MEETING

Minutes for May 16 SFAB, June 20 SFAB, and Special Meeting – July 6<sup>th</sup> approved with clarification edits made by G. Poor

## PUBLIC COMMENT

**Don Gai:** I was muted earlier. My name is Don Gai, and I'm a property owner of Franz Sixth Avenue LLC on 6th Avenue. I'm next to Forest Street. I would like to have a comment on whether we would be able to discuss with somebody later in the week. There is the Georgetown Bike Path that is coming behind the SODO bike path along Forest Street. That is where Franz does the loading and unloading of ingredients and materials for the bakery operation. We've been there since 1952. I have a major safety concern with the bike path going through the middle of Forest Street, which is proposed by the City of Seattle. I just need some assistance in next steps, and also working with SODO and the management staff of Franz.

**Stanley Ryter:** For clarification, can you give an address?

**Don Gai:** It is 2901 6th Avenue South.

**Christopher Eaves:** This is Chris Eaves, SFAB liaison. You are looking for clarification and next steps on the current design of the Georgetown to Downtown bike path?

**Don Gai:** Yes. We understand that it is roughly 60 percent design. We met with them. We're going to 90 percent, and we've expressed our concern over the trucks loading and unloading with large 52-foot trailers. We are trying to get some support and to understand the safety concerns of the bike path that they want to go parallel to our building or the middle of 4th Street. It's a major safety issue for Platt Electrical and Franz Bakery.

**Stanley Ryter:** Is that something that we can put on the agenda for future presentation?

**Christopher Eaves:** Yes. We can make that request and get that on. Sixty percent. I'll start asking and see if we can pop that into our agenda.

**Stanley Ryter:** Thanks for pointing that out to the board. Any other public comments? We will have another public comment period after our presentations. We will move then to the next item on the agenda. Simon Blenski, of the Seattle Department of Transportation, on the Alaskan Way Protected Bike Lane.

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### Public Comment

Don Gai – Property owner

2901 6<sup>th</sup> Ave S - Franz

Bakery.

Concerns with Georgetown to Downtown Safety

Project. Request SFAB

review.

SFAB Request to put  
Georgetown to Downtown  
Safety Project on future  
agenda

## ALASKAN WAY PROTECTED BIKE LANE

**Simon Blenski:** Thank you. Good morning, everyone. I will attempt to share my screen here. All right. You should all be seeing that. My name is Simon Blenski. I'm with SDOT. I'm a planner, working on the Alaskan Way Safety Project, formerly known as the Alaskan Way Protected Bike Lane project. We came to the freight board maybe March or April of last year, over a year ago, to share the initial 30 percent design, but our research data updated the 30 percent design. I know that there are probably some new faces on the board, so we'll give a little background on the project, and the design update.

The agenda for today, the project overview and we'll share our original design, just to recap that, and then talk about our project schedule, next steps, and then there should be time for any questions you have, or any discussion.

The Alaskan Way Safety Project is located on the northern end of the waterfront, between Virginia Street and Broad Street. So, it is roughly from Pier 62 up to the Olympic Sculpture Park. The main goal of it is to create a seamless connection for people walking and biking by building a Protected Bike Lane along this half-mile stretch, which will connect the existing Elliott Bay Trail to the north to the new waterfront bike path that is being built south of Virginia Street, south of Pier 62. In addition to those connections, the project will also create intersection safety improvements, reconfigure the street and make sidewalk improvements, really to make the whole street safe and accessible for everyone.

If any of you have been down to the waterfront recently, you obviously know that there are a lot of changes happening down there, and it is probably hard to keep track of all of the sub-projects within all of the major work happening, but we'll walk through some of the relevant work to this project. First of all, along the waterfront, there is a new bike path being constructed. Over on the lower left there, it shows a couple of blocks that have already been completed, from King Street to Yesler. And the middle photo shows the middle part that is currently under construction from Yesler to Virginia. That should be open by next year. The photo on the right shows some street configuration and some changes that have been recently made. There is a new grade separating connection from Alaskan Way and Pine up into Belltown to Elliott and Western Avenues. Anyone who has been stuck behind a train on Alaskan Way knows that there

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Alaskan Way Protected Bike Lane Presentation

Project overview and design evolution

Multiple projects on the waterfront

can be significant delays, so this provides a new connection that bypasses those crossings for vehicles and freight to get from the central waterfront up to Belltown and Interbay, and other connections from there. All of these projects are being led by the Office of the Waterfront. SDOT is leading this other half-mile connection to the main project area, so I just wanted to provide some distinction between those two efforts.

Getting back into our project area, one of the main activity generators that is within our project area, and one that really has -- we've spent a lot of time working on the design. This is the area around Pier 66, which is one of the cruise ship terminals here in Seattle. It is located on Alaskan Way right around Bell Street, and it generates a lot of activities. As many of you probably know, there are over 100 cruise ship sailings every year, and that has been ticking up over the years. The main season is from roughly April through October, and it really turns into sort of a mini-airport on a sailing day. In the morning, typically up to 5,000 passengers are getting off each ship, and then those passengers are getting on typically in the late morning or early afternoon, and the ship departs, typically, in late afternoon. The photo here shows that there is passenger loading occurring on the west side, the Elliott Bay side of the street. So taxis, Ubers, Lyft, charter buses, airport shuttles are all coming to that west side of Alaskan Way, trying to access the curb. And across the street, on the east side, you can see some trucks lined up there. Those are all of the trucks supporting provisioning operations, bring supplies on and off of the ships. They stage in a right-of-way and then onload and unload behind Pier 66. There is approved traffic control in place, to make this all work. I was a terminal operator and I worked with SDOT over the years on this traffic control plan to maintain through traffic, while still supporting those cruise operation uses. One thing to note is, a couple of blocks to the north is Pier 69 which is where the Victoria Clipper comes in. Definitely, I know a lot of activity there with their year-round sailings, but just relative to the pier operations at Pier 66, it has far less passenger loading activity.

Just recapping our initial design, we came and presented to the freight board last spring with an initial 30 percent design concept. We received a lot of feedback, and we spent the past year working closely with the Port and cruise operation stakeholders to evaluate a different option. This initial option included a west side Protected Bike Lane at the north end of the project area between Broad Street and Wall Street. The design on the west side was really designed to the Elliott Bay Trail, which is on the west side of the street. But south of Wall Street, as we get closer to Pier 62, we shifted the bike path over to the east side of Alaskan Way, with a combination of an east side Protected

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Focus on Terminal 66 and  
cruise days

Initial design at 30% Bike  
path shifted to east side of  
Alaskan Way -  
received a lot of feedback

Bike Lane and shared used path between Wall Street and Virginia. And then at Virginia, the facility would cross back over to the west side to connect to the west side bike path that is currently being built by the waterfront. This was a full-time operation. You would have to cross the street if you are biking through this area year-round, not just on a cruise ship sailing day. And we received a substantial amount of feedback from people who were concerned about this design, really mostly about the issue of having to cross the street twice, even when a ship wasn't in port. So, as I mentioned, we worked closely to evaluate a more continuous west side option, and that is what we are here to share today.

This updated design is a really dynamic design, and that is why we have two maps here. So, on the left side, this is what we would call normal operations, which would be in place most of the time. We would have a continuous west side Protected Bike Lane. This would be a two-way bike path along the west side of Alaskan Way, connecting directly to the Elliott Bay Trail to the north and the new waterfront bike path to the south. But on cruise ship sailing days when cruise operations are in place, we came up with a solution to actually close that Protected Bike Lane for the couple of blocks northbound Pier 66 between Wall Street and Blanchard, and provide a formal bike detour on the east side. So, we're sort of recycling a few components of that earlier design, with bikes to the east side around the main cruise ship operations area, but providing a continuous west side operation facility during our operations.

I'll walk you through some details of that bike lane closure and east side path in a couple of slides, but essentially, there are so many sailing days each year and we really wanted to provide a comfortable bike detour and go into a parallel bike facility around the Pier 66 area.

(unintelligible) quite a bit block to block all along the stretch, but this is a typical design. Currently, there are two lanes in each direction, or four lanes total for vehicles, and parking on both sides of the street, typically. Our proposed design would redesign the road from four lanes to three lanes. So, one lane in each direction, with a center left-turn lane. And then we'd maintain parking on both sides for most of the corridor. And then, the bike path would be primarily at street level on the west side of the street, two-way, separated from the rest of the roadway by a curb. One big thing to notice, that you're really confident that the street design can work, both from having a lot of safety benefits, by having the left turn lane, slower vehicle speeds in each direction, but also that new Elliott Way connection is pulling a lot of through traffic through this area,

Updated design

Sailing days – close bike lane and provide formal bike detour on east side – otherwise continuous west side operation facility

Redesign road from 4 to 3 lanes

including a lot of freight traffic. And the forecast is that vehicles (unintelligible)...along this portion of Alaskan Way will be increased by about 70 or 75 percent, once everything is in place with the waterfront. This area certainly will generate a lot of activity. A lot of people will come down here on cruise sailing days, but as far as through traffic in this area, it's a much more convenient connection just a couple of blocks away, which is why we can repurpose some of this space on Alaskan Way.

Getting into some of the dynamic operations around Pier 66, this is a pretty unique design. Pier 66 is a pretty unique operation, so we tried to come up with something that would really balance the need for having a safety connection here with all of the existing uses on cruise ship sailing days. The top graphic there shows the normal operations, which show a two-way Protected Bike Lane, which would be raised up here by Pier 66. A couple of important features to highlight here. There would be bollards on both sides. On the sidewalk side, there would be a fixed bollard, and on the road side there would be a removable bollard. In addition to the removable bollard on the road side, we would have a mountable curb design, which will then come into use during cruise operations, where we would have the bike lane closed between Wall Street and Blanchard, and that bike lane space is being designed to allow vehicles to pull into that space for additional passenger loading in front of Pier 66. So, how that would work as part of the traffic control plan, the removal bollards would be removed and that would allow vehicles to come up onto that mountable curb area and unload the passengers up there. There is also still space for a passenger loading bypass, as I mentioned, it is kind of an airport-style operation where there is a lot of double parking, and people going around each other, so that provides that flexibility. We've still got two lanes for traffic, one in each direction, and then a truck staging area on the east side. Also on the far right side, is that east side bike detour. We will be making upgrades to provide a shared use path in the stretch between Wall Street and Blanchard, so the bikes have a bike facility on the east side as they are detoured through this busy area. This is just a bird's eye view of the same area between Pier 66 and Blanchard. The top graphic shows the normal operations, and the bottom shows the cruise operations. So, during normal operations, on the top, there's that continuous west side Protected Bike Lane, and it is raised as Pier 66. And then, there are two rows of bollards. And then, during cruise operations, the bike lane is closed. Bikes are routed to the east side of Alaskan Way behind the shared use path, and then there's really space for that traffic control plan to unfold.

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Pier 66 – dynamic operations when ships are boarding and disembarking

Design now closes west side bike lanes and moves people biking to east side when cruise ships are taking on people and goods.

Includes mountable curb

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Truck staging will move from side-by-side to single file

Bike crossings to get to east side will be formal.

60 percent design by end of July and completed later in 2024

One thing to note here, and we've been working with (unintelligible) on this, is the truck staging area. Currently, the truck staging area is really a side-by-side operation, but what we're doing here is sort of staggering the uses. The side-by-side operation is really directly across from Pier 66, but we're staggering the uses and pulling some truck staging south of Bell Street. So, it's the same capacity for trucks, just a single file operation, versus a side-by-side operation. We are trying to give a lot of attention to the bike detour, itself, and the crossings. So, at Wall Street and Blanchard, we don't want to say, 'Bike lane closed, figure it out for yourselves.' We want to provide a very formal and clear detour. So, in addition to traffic control devices that would need to be out on sailing days like they are today, we are building permanent improvements, including at Wall Street that includes a signalized diagonal bike crossing, to allow bikes to cross directly from the west side to the east side. And then, at Blanchard, we are going to make some enhancements to the existing pedestrian signal there to provide a bike crossing to get bikes over to the east side, as well.

The bike connection is kind of a central piece to this project, but we really want to highlight, and did focus a lot on making sure that Alaskan Way is really safe for all users as we redesign the street, so (unintelligible) to the west side to the Protected Bike Lane which is going to be separated by a curb will provide a dedicated space for people to bike that is separate from vehicles, separate from trucks, and provide that east side bike detour will give us a safe route for people to get around the busy activity on sailing days. As I mentioned earlier, the street is being redesigned with one lane in each direction, which, as we've seen on other corridors, will really slow speeding vehicles in this area, which will be safer for all users. We will be making some sidewalk repair, upgrading curb ramps, and then lots of smaller but important things. The project will provide shorter pedestrian crossing distances, leaving pedestrian intervals to give people a walking head start, bike traffic signals to separate out vehicle and bike movements. We'll be having some restricted right turn on reds at some locations, and then I also mentioned the presence of turn lanes will really provide people places to leave at intersections along the corridor.

We are currently at 30 percent design, but we've been at 30 percent design for a while now, so we are trying to work swiftly to complete our design and still deliver the project in 2024. We are working towards 60 percent design now by the end of July. And then, we hope to finish our design later in 2024. We are trying to align this work as closely as possible with the waterfront work. There's a lot of construction coordination involved. Also, we want that bike connection to be opened somewhat together, as close as we



can. So, I'm working on that. But that is the end of my presentation. Here is my contact info, if you want to reach out to us after today with any questions or feedback. But for now, I am happy to take any comments or questions that you have today.. [alaskanwaysafety@seattle.gov](mailto:alaskanwaysafety@seattle.gov) 206-775-8894

**Stanley Ryter:** Thanks for the presentation, Simon. We really appreciate your thoughts. Just to recap, it sounds like you're expecting the corridor around the cruise ship terminal to be difficult for the bikes, and so you propose have that bike detour where the bike lane would be shared with the pedestrian path on the east side. Do any board members have comments?

**Dan Gatchet:** I do. This is Dan Gatchet. Simon, very creative and good presentation. I like the visuals very much. I guess the only concern I would have is I don't know what the truck count is along the waterfront. I know some vehicles can't go on the viaduct, and that's not optional, so it's pretty much I-5 or the waterfront there, and taking away one all-purpose lane is a little bit of a concern going from four to three. But again, I guess I would like to have the data to see if it truly is still a truck route.

**Simon Blenski:** Thanks, Dan. I don't have the truck count numbers, but I think that the whole point of going up the hill under the Pike Place Market is really to provide a better route for vehicles and freight, so that they're not getting stuck at the rail crossings along Alaskan Way and Broad. There are a lot of reasons still to come down to this area, either getting on a cruise, or making a delivery or whatever so much faster and more reliable. This area will drop by about 75 percent of the current volumes.

**Christopher Eaves:** We have a comment from Howard Agnew. I'm just going to read it out: It's a comment that trucks are still needing to make that access.

**From Chat:** from Howard Agnew to everyone: 9:33 AM  
There's a lot of trucks needing to provision the cruise ship, but there are also quite a few trucks needing to deliver to businesses along Alaskan Way regardless of the cruise ship that also need to get through.

**Simon Blenski:** Thank you for the comment. Even though the volumes are going to drop a lot, we're still wanting to maintain access to this area. We have been working with a couple of businesses along the corridor to understand their delivery needs.

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Dan Gatchet – good presentation. Concern is truck count along the waterfront and choices can be I-5 or waterfront

Simon Blenski: (CE paraphrased)  
Western/Elliott offers a better through route

Howard Agnew: Trucks will still need access regardless of cruise ship

Simon – will still provide access

We're potentially looking at having at least one commercial loading zone along this area, too.

**Geri Poor:** Simon, thanks for coming and presenting today. As Simon noted, we have worked closely with the City and with the bicycle stakeholders. I know that folks are here from the CDC are here today, also. So, I appreciate the work on this. We are looking forward to seeing the 60 percent design, to get additional information on how we can make our operations work for the bike path. And we also believe that this would be highly beneficial to to test before we actually pave the concrete. It means some big changes for the operations of the cruise terminal, and we're recommending that we find a way to consolidate the design and then test it before we actually pour concrete. And then, just for the record, there was a reference to the passengers, up 5,000 passengers, getting on the cruise ship, and 5,000 passengers disembarking also. So, different people, and it could be up to 10,000. Thanks, Simon, to be at this point.

**Simon Blenski:** Thanks, Geri.

**Stanley Ryter:** It's a really creative solution. Please continue to work with the businesses and stakeholders. Any other comments? We will take public comment later.

**Christopher Eaves:** We normally do, but I don't currently see our next speaker.

**Stanley Ryter:** Any members of the public who would like to comment on this presentation, the Alaskan Way Safety Project?

**Claudia Hirschey:** Simon, I just want to express my appreciation for a revised 30 percent. I know there have been a couple of projects where the projects have overdrawn the 60 to 90 percent without the geometry we find. I don't know if everyone in the room knows it, but environmental documentation is (unintelligible). It's appreciated because it gets into the messy conflicts as the designs move forward without having their geometry defined.

**Christopher Eaves:** Noting in the chat from Don Brubeck:

From Chat: from Don Brubeck to everyone: 9:37 AM  
Great, creative solution to share the road in time as well as space.

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Geri Poor – Appreciate work, would like to test design before setting in concrete. Also 5,000 passengers get on a ship and 5,000 get off a ship for a potential of 10,000 people.

Public comment?

Claudia Hirschey -  
Appreciation for revised 30% design.

Don Brubeck: Creative solution to share road in time/space

**Stanley Ryter:** Thank you for your comments, Claudia. I agree that geometry should be set at 30 percent. Any other members of the public?

**From Chat:** from Luke Gardner to everyone: 9:38 AM

This seems like a positive compromise to balance a lot of needs. Thanks to the board for being open to this.

**Stanley Ryter:** Simon, thanks for your work on this. We will be engaged with SDOT and the Port to come up with something that works for all users. And I really appreciate the west side operations. I know as a bike rider, I get to the fountain and then it gets a little dicey. We had Luke Gardner in the chat.

**Christopher Eaves:** Luke was saying that this seems to be a positive compromise to balance a lot of needs. Thanks to the board for being open to this.

**Stanley Ryter:** Doesn't seem that we have more public comment. No hands up.

**Christopher Eaves:** I don't see hands up. I was hoping that our next speaker would be in, but that is not the case at this moment. Geri, I'm going to be bit -- when you were speaking previously about what the Seaport Alliance has been doing, the Northwest Seaport Collaborative. And I would like to take a moment to see if I can sum it up to a degree, and ask you to correct me. The collaborative is looking to better define, not just in Seattle, but in the region, and perhaps even statewide, how to advance large vehicle electrification. They have made their initial meeting to set up their system. And I will leave (unintelligible). So, I just wanted to get that in front of the board and people that there is an effort beginning. And Christine Wolf, if it's okay, may I lean on you?

**Christine Wolf:** If that's okay with the chair, since I am in the Peanut Gallery. this is a very creative effort that our air quality and sustainability team has embarked on. For a process or design to help the Seaport Alliance design a path towards a zero emissions cap in the future, folks in industry are the stakeholders along with the public at-large, our neighbors. And it's managed by a consultant team and the Northwest Seaport Alliance has only one seat on the committee. So, there is a thorough process that is driven by stakeholders to help design this, and then they are supposed to come up with recommendations about how the Alliance should go about doing this. It's a very creative new approach to doing things to remove ourselves a little bit from the initial

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Luke Gardner – positive compromise – thanks to board for being open to this

End of public comment

Chris Eaves – Requesting information regarding the Northwest Seaport Collaborative:

Christine Wolf – Process to get to zero emissions – in process and design. Consultant team led with NWSA only having one seat at the table.

Stakeholder driven process

decision process to make sure we get buy-in from everybody. The committee has met, I think, once, as of now and there is more to come in the future.

**From Chat:** from Geri Poor, Port of Seattle to everyone: 9:40 AM  
[https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-applauds-launch-zero-emission-truck-collaborative-major?utm\\_content=&utm\\_medium=email&utm\\_name=&utm\\_source=govdelivery&utm\\_term=](https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-applauds-launch-zero-emission-truck-collaborative-major?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term=)

**From Chat:** from Geri Poor, Port of Seattle to everyone: 9:41 AM  
<https://www.rossstrategic.net/Zero-Emission-Truck-Collaborative/>

**Geri Poor:** And I'll chime in, just to note that I pasted in the chat two documents. One is a news release about it, and the second is the web site for the zero emissions. You are welcome to get more information.

**Stanley Ryter:** And if you could email that out to us, Chris, that helps us because everyone can't see the chat.

**Christopher Eaves:** I certainly will do. I am still looking for Christiana Farrell, who I believe is our speaker. We are quite a bit ahead of schedule. That being the case, I'm not quite sure of what to do at this moment. Warren?

**Warren Aakervik:** I was going to comment on Simon Blenski's presentation. He alluded to the fact that a lot of traffic is going up Elliott Way, and up to the hills, then down Western. With the heavy trucks that are coming out of Ballard with industrial materials and stuff, and especially petroleum products, they've got to climb that hill. The signalization at the top of that hill -- I think it's a seven percent grade or something like that -- the signalization is such that it's on demand for the crossing streets, which puts it in an awkward position, because when you're in a big truck, if you knew what was going to happen, you could downshift and go slowly up the hill and match the coordination of the light and actually be able to go through. But the way it is right now, you're just stopped in the middle of the hill, and then you're starting up, which eventually, especially during inclement weather, is going to cause major problems. So, as partial feedback to the comment that we hope that the trucks would go up there, which is a very useful way to go, but in time, it's going to create a problem unless something happens to the signalizations. I'm just putting that out as a side comment

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Links: to announcement and home page

### **Announcement:**

[https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-applauds-launch-zero-emission-truck-collaborative-major?utm\\_content=&utm\\_medium=email&utm\\_name=&utm\\_source=govdelivery&utm\\_term=](https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-applauds-launch-zero-emission-truck-collaborative-major?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term=)

### **Home Page:**

<https://www.rossstrategic.net/Zero-Emission-Truck-Collaborative/>

Warren Aakervik – Comment on Elliott Way and Western – the hill is 7% grade (approx.) and signalization is such that large trucks can be forced to hold/stop on an incline. Can signalizing be adjusted so trucks flow more evenly?

that it would be great if that were coordinated better, which would take more traffic off of Alaskan Way on the north end.

**Stanley Ryter:** I believe that seven percent is about the maximum for trucks coming back for staging. Also, that's kind of really pushing the capability of large trucks.

**Warren Aakervik:** Well, the comment is on the original design you had. I said maybe you could be nice enough to the bigger trucks to create a countdown counter, so that you knew when the light is going to change. You could then time your approach speed on the climb up the hill to match when you are going to be able to go through that intersection. Because it's that first one by the south light there. I think it's Clay Street. I'm not sure which street. Maybe it's farther down than Clay. But that's the first one that's bad. The one further south just before you start down the hill southbound, or just at the top.

**Stanley Ryter:** Yes, those are helpful for all drivers, actually, when you (unintelligible) for pedestrians. It's like you know how much time you have before the light is going to go yellow. Looks like we have one more comment from Howard Agnew, and then we'll get on to Christiana Farrell.

**From Chat:** from Howard Agnew to everyone: 9:45 AM  
I wish a lot of signals had countdown timers. If we need to come to a stop, we need to know that ahead of time, we can't come to a stop on a dime.

**Christopher Eaves:** Howard is a truck driver, and that's what he is talking about. Christiana? We are ahead of schedule and are happy to see your face.

**Christiana Farrell:** No worries at all. I was ready, and Jules was texting me that you were ready.

#### **MISSING LINK BIKE ROUTES: STUDY OF MARKET/LEARY/17TH**

**Stanley Ryter:** Yes, we are ready. We have Christiana Farrell of the Seattle Department of Transportation, on the missing link bike routes at Market/Leary and 17th. Thanks for joining the freight advisory board this morning.

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Warren Aakervik – Also a countdown counter may be helpful to let trucks know if they will need to stop

Howard Agnew: Helps people driving trucks come to a stop

Missing Link Bike Routes:  
Study of Market/Leary/17<sup>th</sup>

Christiana Farrell

## SFAB 07/18/23 MEETING

Launching a bike route study of Market/Leary/17<sup>th</sup> to study what the design could look like

Is very much public engagement – asking from routing, driveway, vegetation, freight –

Part is to avoid active litigation in some of the commercial areas  
(CE Note – bold added for emphasis)

Noting Market/15<sup>th</sup> Sound Transit Link station

CM Strauss and Mayor Harrell requested this study

Have a 100% design for Shilshole but it is still in litigation

**Christiana Farrell:** Thanks for having me. let me go ahead and share my presentation. As you just said, I am Christiana Farrell, and I work in the project development division at SDOT. And we are launching a bike route study of Market/Leary/17th to study what the design could potentially look like. To the people who are familiar with the route here, the alternative connection would extend here from where the intersection of Market, 24th and Leary drops off the existing asphalt pathway configuration for the bike route that's out there. It would come two blocks on Market, and then go down Leary, and then connect to the intersection at 17th, and then go south and reconnect to Shilshole, where the existing bike facility drops off pretty close to there under the Ballard Bridge as it is currently designed.

This is very much a public engagement. What do people think about this, both from a routing perspective and well as with specific impacts to driveways and vegetation, and a freight route? Part of this is looking at how we would be avoiding some of the litigation that has happened on Shilshole, notably active litigation in some of the commercial areas there, with their access through different travel modes, a lot of different user types, more access to the businesses that are on Market, Leary, and 17th. **It is also a way to provide that all-ages and abilities bike connection through Ballard, and to provide something that is similar to what currently exists west of 24th, between the locks and the corner of 24th and Market.**

Going eastward is also an opportunity with the new Market and 15th Sound Transit Link station that is going to be built there. It establishes a connection going this way on Market in a type of expanded pathway connection on Market. It could be a good opportunity to set that up, tee it off for the future, potentially down toward Market, where the new station would be opening.

I think you all know a lot of the background, what happened on Shilshole, and how we built this bike route between the locks and 24th already, but just to clarify, this was a request from Councilmember Dan Strauss, and Mayor Bruce Harrell that we study this as an option for connecting the Burke Gilman Trail missing link, which is an all ages and abilities bike facility that it would mimic very closely what has already been built out there, which would certainly have some impacts to the existing parking and loading, but we're looking at a lot of different designs to try to preserve as much of that as possible. And we do have 100 percent design, just to clarify, for Shilshole, but it is still in litigation. This route in the future could still be an option, should certain legal challenges be resolved or the context changes, and this isn't necessarily a full

alternative to never doing Shilshole, but a way to move forward now. And we want to study what that would look like.

We have done a lot of outreach this past two weeks. We went out on Friday and did door-to-door, talked to lots of businesses. We are trying to build upon the work that the Councilmember did back in January, where he met with different groups, and make sure that we are hitting all of the businesses that are along there, to understand the ways that they are using parking and loading. The Ballard Alliance, we're going to be out there for farmer's market. We're going to be launching a big survey. So, it's all launching right now, but this is very, very early on, and we want to hear from you. What would this route mean for community members and businesses? What do you think about the overall route and how it impacts circulation from a freight perspective, and also from a biking and walking perspective and access to those businesses? What are some of the future design details that you are excited about, including ones from further west of 24th? What are some of the things that maybe haven't worked well out there that you want to make sure we understand how to avoid doing that again? What are some design characteristics that you are hoping to keep, versus excited to change, like there are a lot of street cafes and trees that are existing out there? And what are some of the contexts, the historic character of Ballard, that you are concerned about or want to keep, or excited to change? And then, in terms of the construction impacts, themselves, what do we need to be aware of in how we design, potentially? At this point, we don't have funding past this 30 percent design. But should it ever go into construction, what are the things that we need to be aware of in terms of phasing, or access to businesses, or freight routes that would still be available during construction?

We are very early on in design. This whole thing will only result in an initial concept. We are trying to work with the community, and we will have these concepts available for input. Right now, we're contacting all of the businesses and property owners, making sure that everybody has access to our web site. There is a ton more information on our web site, and we have a comment form.

I'm going to give a little more background on funding. Actually, that is a question that most people have. We are using the existing funds that have been allocated to the Burke Gilman Trail for this conception design. The excise tax funding that was allocated to the construction of the trail on Shilshole, we are going to be using some of those funds during this study. This will allow us to understand the mobility impacts to the community on this route.

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Outreach – door to door, spoke to businesses, building on work CM did in Jan for business connections. Also a survey to be launched.

More questions/asks for input

Funding only to 30% design

Will result in an initial concept.

Some Shilshole funds to be used on this study

Next Steps: We are very much in the early design stage, and we hope to be able to share much more in more detail over this summer. And we're really hoping that people get involved, that you sign up for more information, that you take our survey, which we are in the process of writing, and making sure that we have really good questions. How are you using this loading zone? How are you using this route? What are your preferences, if there are challenging design trade-offs, what would those be? We are seeking a really good baseline for this and we want to make sure that we understand what the impacts to the community might be. We're going to be at the farmer's market, going door-to-door. We were out there, like I said, for four hours on Friday, talking to all of the businesses, handing out flyers, directing people to the web site, and we're doing all of these different community stakeholder presentations. We were at the bike board two weeks ago, and today we are at the freight board.

So, that is all I have. Oh, as a reminder, we have big A-frames out there. They were out there in time for the seafood fest, and that generated a lot of feedback, as well. I'll end there. If there are any questions, I am happy to take them.

**Stanley Ryter:** Thank you very much, Christiana. Thanks for the presentation. We'll get to the public comment in a minute or two, but let's go with the board members first. I'll just start by saying that I think it's a great idea to study the alternative bike route. I'm 100 percent sure that it's better, and I'm glad you're going to formalize the process to do that. I have encouraged the board members to take their bikes or walk both routes and see how it works. What are the trade-offs? And then, would you still have people on their bikes doing the old route? A couple of things to think about also on the Shilshole route. The pavement is pretty deep up there. There are railroad tracks. Could there be some street improvements that would (unintelligible). I understand that under litigation and there's a lot to it, but I'm glad you're looking at both routes. We encourage our board members to spend an hour on a Saturday, and walk those routes, as we develop this conversation. Any of the board members want to weigh in? Not seeing board members, any other members of the public?

## **PUBLIC COMMENT**

**Eugene Wasserman:** Right. This involves getting to the project. When I type into Google 'Burke Gilman Trail missing link,' I get the older web site, and it doesn't refer me to the new web site. The only way I found the current web site is to do a search on

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Hoping to share more detail over the summer.

Stanley Ryter – pavement pretty deep, and there are railroad tracks.

Public Comment:

Eugene Wasserman – website not updated

[Burke-Gilman Trail Missing Link - Transportation | seattle.gov](https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/ballard-bike-route-study)

CE Note – Link updated 7/25/23

**Study information:**

<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/ballard-bike-route-study>



the City web site. But most people would Google it, I'm sure. If you could put something on the old web site, which is really out of date. It would be nice if you took it down and tell people to go to this web site. Because it took me like 20 minutes to find it.

**Christiana Farrell:** That's great feedback. Thank you. We will figure out how to make it rise. I'm not exactly sure how to do that.

**Eugene Wasserman:** It took me a while. I'm one of those people who definitely want to find it, no matter what, but other people would just give up, I think, at some point. It's good that you will work on that.

**Christiana Farrell:** Thanks.

**Warren Aakervik:** Yes, there are several questions that I have, but the most important ones are that the sight distances and stuff we deal with, even on the nonexistent Burke Gilman Trail between the locks and 24th, especially on 26th and 28th. The lack of signalization on 26th, the bikes are flying down the nonexistent Burke Gilman Trail at a pretty high rate of speed, and all a sudden there are no sight distances to see them. And there is no interest in them slowing down. When you pull out, you should be able to look into traffic to see whether you can pull out to go into traffic, they get fairly insulted by the fact that you ought to be able to see if you can move, and then you're blocking what they consider to be a trail that doesn't exist. So, sight distances, wherever you cross, wherever you deal with it, is a safety problem for the bicycle. I know a lot of people are kind of funny about talking about it, but every time I look at this thing, I look at how unsafe it becomes for truck drivers that cannot see on the right-hand side of their truck. It's a blind spot. It moves instantaneously every time you start to turn, it becomes a different place and you can't see it. And I noticed on some of the previous stuff that Simon Blenski was putting out, they use 2nd Avenue as signalization ideas of what they would put in and stop bicycle/pedestrian traffic can turn. And ironically, all of those are left-hand turns. A truck turning left has a much better chance of seeing people, of pulling across traffic, than it does for a right-hand turn. So, that's a consideration. One of the things that I think you're missing the boat on, and I know it's not part of your study; sorry about the dog, she's mad at me right now -- but one of the things you're missing is when you get down to 17th and Shilshole, you should turn and go across 46h, make 46th one way and go over to 11th NW to meet up with the (unintelligible) at 11th and 45th. At 45th in a truck you could

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Warren Aakervik:  
Sight distances and visibility  
are key

Truck drivers cannot see on  
the right hand side of their  
truck

Use 2<sup>nd</sup> Ave (downtown) as  
signalization idea to stop  
bike/peds and allow  
vehicles to turn

keep all of the bikes off the railroad tracks (unintelligible)...side of the street that doesn't impact all of the industrial users all the way along. Just making even better. And the last item on here is you know there's a big move to move Route 40 and bus-only lanes, which honestly, I perceive as just a move to make sure that they don't put the bikes there along Leary Way. That's one of the things to look at. We want to make sure that we're being straight-forward so that at the end of this it would be a lot safer. Let's not forget that we actually have a bike trail on 58th, which goes east and west all the way from 8th NW to Shilshole Bay. Thank you.

**Stanley Ryter:** A lot of good feedback, Warren. That's also a great point, the coordination of projects. It's not a bike lane, and it's not Route 40 reroute. It's all of that together. It's just something for everyone to keep in mind.

**Jules Posadas:** I will introduce myself. I am Jules Posadas; I'm with the Seattle Department of Transportation. I'm the public outreach lead. I work with Christiana Farrell on this project.

**Lee Lambert:** Cascade has been invested in a bike route along Shilshole for a number of years. And we are definitely supportive of multiple bike paths through Ballard. As long as these do not end up being mutually exclusive, I think we need to make sure that it is safe for all users. My current feeling is that this is a failed street for all users, for parking, vehicles, and so forth. I would encourage that as SDOT makes near-term improvements to Shilshole, also studying this alternate route. I could see the benefits to people who want the access to the urban corridor, as well as through traffic.

**Stanley Ryter:** Okay, good comments. The comment being improvements to Shilshole would go along way towards other uses.

**Christopher Eaves:** I am looking, and I don't see other comments, nor in chat.

**Stanley Ryter:** Okay, that closes our public comment period.

**Christopher Eaves:** I guess we could ask if there are any others?

**Stanley Ryter:** Yes. Any other public comments on any topics you talked about today, or anything else that has come up? Seeing none. we will move to our next item is the August agenda. The next meeting is scheduled for Tuesday, August 15 at 9:00 a.m.

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Consider Route 40 installation as a method to ensure bike lanes are not on Leary

Stanley Ryder – good point meaning the coordination of projects

Jules Posadas – introductions

Lee Lambert – Cascade supportive of multiple bike paths. Don't want them to be mutually exclusive. Want them to be safe for all users. See Shilshole as a failed street for all users

**Christopher Eaves:** First, thank you, Christiana. We appreciate the info. And I'm going to make a quick note that we had a project update on 15th Avenue NW, that moved from July and is now going to be in August. So, that is one of our items. I am going to be following up offline. Simon Blenski was kind enough to point me to the communication depot for the Georgetown to Downtown PBL and Safety Project, to which I will ask if they have any opportunity for an update to us in August. And there's a potential Seattle Transportation Plan update in August, too, so the August meeting may be a little bit more full, and we just happen to have an early end of our meeting in July.

**Stanley Ryter:** That's good. It's always good to get together and discuss. I would like to thank everybody for their interest in the City of Seattle and their interest in freight issues. I see Warren Aakervik.

**Warren Aakervik:** I just want to ask a question. Do we have any update on when they're supposed to repave 15th from basically Nickerson to 51st?

**Christopher Eaves:** I don't have that specific information, but I believe that update is going to be coming for August.

**Warren Aakervik:** Very good. Thank you.

**Stanley Ryter:** Special thanks to Chris Eaves and Cass Magnuski for keeping us all in line and together. Christiana Farrell has put information up in the chat that we can get in our emails to the board. Thanks again, Christiana.

**From Chat:** from Christiana Farrell to everyone: 10:05 AM  
<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/ballard-bike-route-study>

**From Chat:** from Christiana Farrell to everyone: 10:05 AM  
Here is the website where you can sign up for more information and get on our mailing list. Thanks!

**Stanley Ryter:** I think we should move to end the meeting. Do I have motion to adjourn?

## SFAB 07/18/23 MEETING

August Agenda –  
C Eaves will confirm –

15<sup>th</sup> Ave NW project update  
moved from July to August

Georgetown to Downtown  
Safety Project

CE Edit (STP update is  
incorrect – Levy Oversight  
Committee is presenting)

**Nigel Barron:** I move to adjourn.

**Geri Poor:** Second.

**Stanley Ryter:** All in favor of adjourning the meeting, say 'aye.' The meeting is now adjourned.

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Meeting adjourned