

## May 16, 2023 Meeting - Seattle Freight Advisory Board

**Topics covered included:** Route 40 Transit-Plus Multimodal Corridor Project; Heavy Haul Network; Letters: Vision Zero and Ordinance support.

This meeting was held: May 16, 2023, 9:00-10:30 a.m., via Webex and in the Boards and Commissions Room, City Hall

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

**Public:** Ryan Packer, Eugene Wasserman, Megan Kruse, Warren Aakervik, Claudia Hirschey, Erin Goodman, Dan Gatchet. Jeanne Acutanza

**Staff:** Mike Boonsripisal, Christa Dumpys, Brian Glas, Christopher Eaves, Cass Magnuski

**Attending:** 20

**Dan Kelly:** Calling the May meeting of the Seattle Freight Advisory Board into session. We'll do a roll-call of board members online first, then the online board members. Then non-board members in the room, then staff.

### INTRODUCTIONS

**Dan Kelly:** We'll move to our first item on the agenda, which is public comment. Anybody online with a public comment they would like to make? Hearing none, and one in the room?

### PUBLIC COMMENT

**Megan Kruse:** Hi, I'm Megan Kruse. I wanted to speak about the agenda later on today regarding freight policy and Vision Zero and how these two relate. I've recently been writing an article and came across some statistics that might be familiar to you, but maybe not. Let me just go through some numbers. In the years 2019 to 2020, urban freight small parcel deliveries increased by 37 percent, from 14.5 million to

SFAB 05/16/23MEETING

#### **ACTION ITEMS:**

From January Action items

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

CE to coordinate with Aurora Project for supplemental meeting regarding goods movement.

#### **Meeting opening**

Introductions

Public Comment:

Megan Kruse

roughly 20.2 million. So, that's quite a big jump. It's because of the pandemic, but it's also the deconstruction of the supply chain. At the same time that there are highway association administration, there has been a 30-year forecast of vehicle miles traveled. They project that every class of vehicle will rise 22 percent over the next 30 years. Delivery trucks will rise 101 percent. So, the number is there in the same story. According to Fehr and Peers -- I might not be pronouncing that right -- the national transportation consultants VMT's critical because it is an equivalency for environmental impacts as well as safety. In fact, they say that research bears out that areas with low VMT generation-based result in less frequent and less severe pollutions. And this ties into the Vision Zero issue. Fatality rates, Federal crash data, say fatality rates for urban freight involved crashes on local roads and arterials have increased five times the fatality rates of those for all vehicles. So, that's pretty significant. Non-fatal injury crashes with the same arterial locations shot up 40 percent during the same period of time, to a three percent increase for all nonfatal injuries. So, I think that that is pretty compelling for your letter on Vision Zero. Emissions, ETA estimates the transportation sector accounts for the largest portion, 27 percent of total USGHG emissions. Bring that down to the local level, the Texas study ranks Seattle eleventh in excess CO2 from trucks, fifteenth in annual truck delays in congestion. And of course, I think we've talked about the UW study that has taken a section downtown and estimates that trucks spend 28 percent of their time just looking for parking. While they are doing that, they are interacting with pedestrians and creating issues. The bottom line is buildings have to work with streets to find a place to put trucks off the road. More lanes are being diverted to this. And we know in Seattle, Fehr and Peers just made a study for the City that says, for all land uses, residential buildings and hotels generate the most traffic. That's 15 percent higher than the next highest. And yet, we don't have a policy for building that house a thousand people. So, that's where this director's role across 2020, and I think it would be a place to start, and I hope we can generate a board vote to support this letter to SDCI and encourage them to adopt that rule.

**Dan Kelly:** Great. Thank you so much. All right, any other public comments that anyone has? No? Then we'll move on to our next item, the approval of the April 18 meeting minutes. is there a motion?

**Geri Poor:** I move to accept the minutes.

**Nigel Barron:** I'll second.

SFAB 05/16/23MEETING

April minutes approved

**Dan Kelly:** We have a second. Any discussion on those minutes? Hearing none, we'll call the question. All in favor? Opposed? The minutes from the April meeting are approved. We'll move on to announcements. For myself, I just wanted to point out, for those that weren't here, that Rachael Ludwick is not going to renew for the board. We appreciate her service for the time she was on the board. Mr. Gatchet has introduced himself. We hope we can add him to the board, which still has two vacancies. As far as how to manage meetings moving forward, I would like to suggest to the board -- I know that in the past, all was informal, and how they presented when there was input, but I would like to suggest, as these topics have come up, that we have public comment at the beginning of the meeting, and that the opportunity for public comment again at the end when the presentations have been made. Unless there is some objection to that from the board, we will make that a point of order as we move forward. Any other announcements from the board?

**Geri Poor:** I have a quick announcement. I would like to share with the board that last Friday was the Seattle Maritime Day breakfast, and one of our colleagues on the call here, Warren Aakervik, was awarded the Puget Sound Maritime Achievement Award. And I wanted to thank him for his service to the community, and his work on freight issues and maritime issues.

**Dan Kelly:** Outstanding! Congratulations, Warren!

**Warren Aakervik:** Thank you very much. There are a lot of people that did a lot of work that made me look good, but I'm just active in trying to make sure that we recognize the needs for freight mobility in a very, very important freight City.

**Dan Kelly:** Great, thank you. The last thing before we move on to the next item: Chris Eaves is not in the room, so things seem funky today. That is the reason that Mike Boonsripisal has come in to help get us through that. Appreciate your being here, Mike. We hope you feel better, Chris. Our next item is a presentation from SDOT. Please introduce yourselves while we get the presentation cued up.

#### **ROUTE 40 TRANSIT-PLUS MULTIMODAL CORRIDOR PROJECT**

**Brian Glas:** I'm Brian Glas with SDOT, working on the Route 40 project.

Dan Gatchet introduced

Public comment now at beginning and end of meeting to allow for response/input on presentations

Geri Poor: Warren Aakervik awarded the Puget Sound Maritime Achievement Award

Dan Kelly: Mike Boonsripisal to act as Liaison this meeting

Route 40 Transit-Plus  
Multimodal Corridor Project

**Christa Dumpys:**

TPMC – Transit plus  
Multimodal Corridor

60% design achieved in  
spring  
90% anticipated this fall

Outreach covered from  
2020

**Christa Dumpys:** And I'm Christa Dumpys. I'm the outreach lead for the Route 40 project with SDOT. I will get started and then Brian Glas will take it over halfway through. Thanks for cueing that up, Mike. We're here today and have been in front of this board before, for new members. This is the Route 40 Transit-Plus Multimodal Corridor Project. We are at a stage where we are just past our 60 percent design milestone. And so we have some more time with planned concepts that we wanted to share with you. We really want to show you some updates, so we'll just focus on that because it's such a long corridor.

Here is our agenda we're going to follow to give you a little background and talk about our outreach to date, and then we'll get into the design updates, and then cover next steps. Our project goals -- this is part of the overall, the TPMC, the Transit Plus Multimodal Corridor project covers many different areas across the City. The goal is to make us competitive with other modes, and more reliable now and in the future. We want to make it easier to get to the bus, and on the bus. We also want to be responsive to the needs and priorities while considering SDOT's shared mission and values. We have an obligation to (unintelligible) commitments. As I said, we just met the 60 percent design goal this spring; we expect to get to 90 percent this fall, and we anticipate having this done in 2024. This is a Levy to Move Seattle levy commitment. The current levy sunsets in 2024, so we are really working hard to deliver this by the end of 2024, or the beginning of 2025. The Seattle Levy funding is listed there: \$7.7 million. And then you'll see the other sources. We did get federal grants. This is a partnership with King County Metro, so they have contributed funding. There are the other grants listed, for a total of \$26.5 million.

Now I'll cover the high-level public outreach that we done for this project. We began in 2020, right before the pandemic. We did an operator ride around to see what is going on those routes, because they experience it every day, and have advice and contributions to make on improvements. We then pivoted to doing our outreach online as the pandemic hit. So, we did an online survey where we asked general questions about bus ridership and concerns at a high level, had a good response of over 1,000 participants. We moved into virtual open house, and then came to modal boards like this one, as well as bike and ped boards. In another year, we did another online survey where we delved more into details about specific improvements people would like to see, based on the first survey. Then we came back to transit and freight, and also followed up with community groups, mostly in West Lake, Fremont, and Ballard community councils and business groups. Then the following year, we had an online

open house on our web site, and we did some targeted outreach to all of the businesses that were going to have some impacts near them. We had, last fall, our new director Gregg Spotts -- there was a request for a meeting with him, and we informed him that we would be doing that outreach this year for the 60 percent. We did an online survey with a specific bus stop in Fremont that we are transferring, just to gauge information about the transfer rates there.

One of the highlights in the specific outreach to the freight and business community: I'm not going to read every line here, but I just wanted to show this as a snapshot of the outreach that we have done in the freight and business community. **We have presented to the NSIA, the Mercer Corridor stakeholder community, Ballard Alliance, Fremont Chamber, Fremont Neighborhood Association.** We've also done a lot of work with Pelington Properties, which is on Westlake, and worked closely with (unintelligible) and that group there.

Just really quickly, a key feedback summary here: Bus riders suffered from slow and unreliable trips on the Route 40, due to congestion. It is one of the highest ridership routes across the City, but also one of the most unreliable. So, that's what we're trying to improve here. As you can see, some of the results from our surveys about how satisfied are you with the reliability, and got 41 percent dissatisfied. On the first graph, what is the most important to you in terms of any improvements we've made. And you can see that unreliability is also the highest there, and pedestrian accessibility and crossing is at its highest.

High level themes that we've heard in our outreach: A strong desire to make transit short and direct as far as improvements to sidewalks, ramps and crossings; also support for traffic calming measures on corridors. We are hearing this on Westlake; concerns about impacts to freight mobility; also concerns about impacts to traffic for people driving; and concerns about changes to the curb space. In some cases, we're doing a bus stop where the bus stops in-lane, and then that does impact things like parking and loading and also concerns to impacts for parking and loading. We try to maintain it where we can but it does have impacts.

I'm going to pass it over to Brian Glas, who is going to get into some of our more specific design optics.

SFAB 05/16/23 MEETING

Presented for (in bold)

Route 40 not reliable due to congestion

Themes – transit short and direct

**Brian Glas:** Thanks. I think most of you heard about all of that before, but when you say, 'Route 40,' we just want to emphasize we're not talking about the entire route from Pioneer Square to Northgate. The highlighted area is on Westlake, downtown Fremont, Ballard, and a little section of Holman Road.

So, the improvements are going on on Westlake. We have three different sections that (unintelligible). Some of the improvements we're doing on Westlake is a Pilot of Freight and Bus lanes. And so we're doing that in some sections. We've heard some comments about improving the access to and from some of the parking lots on the east side of Westlake, so some sections will provide a left turn so people can turn into those parking lots easier. The freight and bus lanes are kind of something new for Seattle. It's been tried in New York City, where they installed them. In Manhattan, the lanes are restricted to transit vehicles and freight vehicles that weigh over 26,000 lbs. And so, one lane will be installed in each direction on Westlake between Aloha and Pine St. This shows one cross-section of the existing two lanes in each direction. It is proposed in some sections is a freight lane and transit lane on the curb front, and the general-purpose lane in the median. This slide shows a section further to the north.

Also, I think we mentioned to you that in some areas, we're going to have a two-way left turn pocket, and so we'll have southbound lanes in this section, and northbound freight and transit lanes and a northbound general-purpose lane. This will allow for people to be able to turn left and make access to driveways on Westlake easier.

Next slide is about Fremont. So, this area talks about some new street layouts we're doing in Fremont and a center turn lane we'll also have a southbound bus-only lane between 1st Avenue and Fremont. We're also adding some new crossings, improved sidewalks, and curb ramps. One of the things we'll talk about is northbound, right now, in Fremont, the northbound bus stop is between 34th and 35th. It's a very congested area, with a sidewalk and a lot of people walking through there to businesses, and frequently, a whole slew of buses stop at this intersection actually blocking the intersection at 34th. One of the proposals for this job is to actually split up that bus stop and moving the bus stops for the 31, 32, and 62, to be moved just around the corner on 35th so that east of Fremont Avenue and the bus stop for the northbound Route 40 be just around the corner to the northwest a little bit on Fremont Place.

This shows some of the cross-sections. North is to the left in this picture. We're also showing a protected bike facility on the northbound traffic where the bus stop and

SFAB 05/16/23 MEETING

**Brian Glas:**

Freight and Bus Lane (FAB Lane) pilot

Fremont area description

we're reconfiguring some of the lanes. You can kind of see that everybody turns to the left. That blue area is the bus zone for the route 40 and for the route 31, 32, and 34. It also shows us the southbound bus-only lane and the curb lane on Fremont Place and Fremont Avenue.

The question came up, why are we relocating the northbound bus stop? The answer is that we have a lot of congestion. There's a lot of mixing between the bikes and the buses on that northbound Fremont Avenue. It's a very heavily used bicycle facility through there, and there are quite a few delays in transit getting on and off of the buses at that stop, so, so this project looks to separate them. This bike lane is also part of the Bike Master Plan to make that connection between bike lanes going north on Fremont Avenue and continuing the bike lanes that go across Fremont Bridge. This also helps with some of the sidewalk congestion, by splitting up the stops a little bit. During heavy peak times, it's very congested with pedestrians. Also, this will improve safety.

The next area is Ballard along Leary Way and Market Street in downtown Ballard. We have some reconfigurations of some of the intersections along Leary Way, and bring in some transit-only lanes on Market Street. And then, on Leary, we're also doing a dedicated two-way center lane that will help people trying to turn left. Also, there are pedestrian improvements at 20<sup>th</sup> and Leary too. There are a lot of intersections that are skewed. We're trying to tee those up, thinking of safety and the pedestrians trying to cross the street, so this shows at 20<sup>th</sup> and Leary where we're reconfiguring some of the curb lines and where else it should be easier to navigate the intersection for pedestrians. The picture on the right side shows Market Street. This is just west of Leary and Market, showing transit-only lanes on the curbside there at Market Street. Those will be used by the Route 40 and also Route 44, which is a pretty heavily used bus route that goes down Market Street in Ballard.

This section shows a few block section north on Holman Road. You will a proposed section on the bottom right making the transit only lane into a curb lane where it approaches Greenwood. And we're installing a two way center turn lane as well.

We just got the NEPA sign off from the EPA They approved it in April, 2023 last month. Right now, we're in the middle of our 60 percent outreach to get more public input on our plans. We're planning on having our 90 percent submittal by this summer. We plan to start construction in 2024, and it should be finished in early 2025.

## SFAB 05/16/23MEETING

Relocation of Bus stop on Fremont Ave

Heavily used bicycle facility

Bike Master Plan seeks to make connections across Fremont Bridge

Leary Way and Market St – reconfigurations to transit-only lanes and two-way left turn lane

Proposed section of transit-only lane made into curb lane

Just received NEPA sign off in April of 2023

Any questions?

**Dan Kelly:** We appreciate the presentations. Any board members that have any questions for the folks here?

**Nigel Barron:** How much will it increase the reliability of the bus? What's the timeframe you came up with.

**Brian Glas:** I think we're trying to reach 10 percent improvement with bus-only lanes and signals.

**Dan Kelly:** Good question. I don't have the history. I think what we're talking about concerns freight mobility. One of the slides you talk about concerns freight mobility. Are there any outstanding concerns that were brought up with mobility that aren't addressed and where are you now with the program/project.

**Christa Dumpys:** I think we're trying to (address freight mobility) with the FAB lane Pilot. I know that on the 18th Avenue Bridge, there were modifications made, so I think we're just continuing to do traffic analysis, making sure that folks get traffic analysis on our web site, so we're trying to address the major concerns that we had.

**Dan Kelly:** Great. Any questions or comments from the board?

**Stan Ryter:** I have a question. With the bus-only lane, and then now, the freight-only lane, what has been done for the enforcement or the reliability of people respecting the lanes when SDOT has a freight lane with 26,000 lbs. at minimum, how will you communicate that to the public this restriction?

**Christa Dumpys:** For the first thing, we do signage. Chris Eaves, and there are others on board to talk about those issues. This is a pilot, so it's a new thing that's never been done in the City, so we're working on installing signage for communicating. This 60 percent is kind of a release of the lane and that will be on our web site next Monday. So, you're getting a preview. There's another piece. Brian, can you talk about that? <http://www.seattle.gov/transportation/route40>

**Brian Glas:** I haven't heard much about enforcement. It has been talked about some, but that is a good point. That's a thing. We obviously have seen that people sometimes

## SFAB 05/16/23MEETING

Nigel Barron: What is bus reliability increase?

Dan Kelly: Any outstanding concerns regarding freight mobility?

Christa Dumpys: Working to address and have FAB lane pilot

Stan Ryter: Enforcement on Bus only and FAB lanes?

Christa Dumpys: Signage. Also working with Chris Eaves.

Brian Glas: Enforcement can be difficult. Chris Eaves has developed signage



don't obey, and we have seen people getting very upset. Enforcement is difficult and an SDOT kind of thing. As far as signage, I think that's a good point. I think it's Chris Eaves who is aligned with the different freight groups and has tried to come up with a sign that is actually intuitive and makes a lot of sense, and where to put them in places that mean a lot to most people. People in this room may know what it means, but the general public doesn't. I don't know if we need something that is more of a picture, or graphic showing the combination truck. I know he has done some work on that. [route40@seattle.gov](mailto:route40@seattle.gov)

**Stan Ryter:** I'm thinking of an Amazon van, as opposed to semis. There has been a lot of talk about where to put signage, how to encourage the use of one lane, and then you use the other lane for other uses. One more question is there has been a lot of talk over road diets, and this is a little bit of that. You looked at the transportation goals and you mentioned that ten percent reliability increase in the bus. How about the other travel lane? Is this a more efficient use of the pavement for car use in this scenario?

**Brian Glas:** I can try to get the exact numbers. I think general purpose traffic will increase some, but I think we're trying to balance that bus time saving. We put in the general-purpose lane to help the buses and the freight, or they will be stuck behind people trying to get into the general purpose lane kind of thing when the bus-only lane is blocked. We always try to keep them moving.

**Stan Ryter:** I assume people per hour increases because you have more people on the buses.

**Brian Glas:** That's the idea

**Dan Kelly:** I see some hands. We'll go to Warren first, and then Geri.

**Warren Aakervik:** A couple of questions I have I would actually like some resolution on: Down in the Westlake area, you show a bus lane and a truck lane, two separated lanes and then the general traffic lane. That is going to be very restrictive. I thought it was going to be a common bus and truck lane. That one right there, the proposed. Where was that? What area of Westlake?

**Brian Glas:** You are correct, Warren. That graphic is not good. It should show a car in that lane, not a truck. The idea of a lane that could be used to trucks and cars.

## SFAB 05/16/23 MEETING

Stan Ryter: What about the other travel lane? Is this more efficient?

Brian Glas: General Purpose traffic (travel time) will increase some

Warren Aakervik: Graphics Question - resolved

## SFAB 05/16/23 MEETING

**Warren Aakervik:** Maybe we should put a car on top of the truck. Maybe that would work. One of the things that I would sure like to see is -- do you have the actual channelization lines? I see other places where there could be major conflicts, especially when we go to the narrower lanes and try to look at the turning radius, we look at turning radii around corners, but we don't look at the S-turns and the (unintelligible) that are along Leary and down on Westlake and those places, if we have enough radius for the trucks to actually turn. And the other one: I know that Holman Road is far out for a lot of people downtown, but it is part of Seattle. Northbound on Holman Road during busy times, if you only have one lane going up to Greenwood, right now the traffic backs up all the way across 3rd NW and back down by QFC. So, it blocks almost all of Holman Road, and people are just going to start cutting through the neighborhoods because it's so backed up. So, I'm really concerned about what goes up there, the channelization, and I expect to get traffic through that Greenwood corridor because the only way freight can get out is to go out across Northgate Way, or 145th and out 155th. It's very congested. Where you think you will take a WB67, and this is a major truck street, we have to look at the design standards and what it takes to move WB67s. Is channelization available for this?

**Brian Glas:** Yes, we can do channelization for this. Sure.

**Warren Aakervik:** There is one other thing that I wanted to ask. Are they taking into consideration the latest design for the Burke-Gilman down Leary Way on the side down 17th to cross Shilshole? Or is that not even taking into consideration when you are putting in bike lanes on the side of Leary Way?

**Christa Dumpys:** That project, that route, is not part of the Route 40. We are ready for it with all of the signs. There is a feasibility study that's going to be done for Leary, by other City staff. That outreach is going to be starting pretty soon. I have reached out to the staff members and they would like to come to this to talk about that particular piece. So, wherever it is (unintelligible), we have our goals, our projects. At this time it has not included bike lanes, but that has never been a part of our project.

**Warren Aakervik:** Because that would make a significant impact on Leary. If you add the two bike lanes, and then the congestion that you're creating for the length of Leary from 15th to Market Street. And also, last one, 20th NW: I see something that resembles maybe a curb bulb, but maybe it's just paint, but 20th NW has the ability for

Warren Aakervik:  
Turn radius concerns in s-  
turns on Leary and Westlake

Concerned about diversion  
into neighborhoods from  
congestion.

Is channelization available  
for this project?

Brian Glas: Yes we can do  
that

Warren Aakervik: Also is  
the latest design for the  
Burke-Gilman down Leary?

Christa Dumpys:  
Not part of this project.  
Other staff reviewing

Warren Aakervik:  
Curb bulb on 20<sup>th</sup>? Also,  
ensure WB-67's can get to  
grocery stores

a WB67 to turn northbound up 20th, and turn left on 57th so it can get to QFC offload, based on the way that the design of the driveway is to be in there. You need to look to make sure they can get WB67 in to the grocery stores so people can get their groceries.

**Christa Dumpys:** So, by that number two...?

**Warren Aakervik:** You have a bulb where number one extends all the way to the crosswalk. I don't know. Is that just paint, or is that a curb? Because that's where the trucks turn right. Right there.

**Brian Glas:** I think it's a concrete curb.

**Christa Dumpys:** We have an operations staff person who looks at all of those, so we will definitely emphasize that.

**Warren Aakervik:** Okay, we'll wait here. Thanks.

**Geri Poor:** I have a different question, but I have some concerns about the answer to Warren on the future bike path on Leary. The answer I heard was, we have to get our projects done, and yet, if this is where the bike path is planning to go....

**Brian Glas:** This project will not preclude -- it has been determined that Leary Way is the best way for the Burke-Gilman Trail, this job does not preclude them from putting the trail on Leary Way.

**Geri Poor:** You studied that enough to know that that is true?

**Brian Glas:** Yes. Would there be some costs that we would end up making some improvements on what was just put in? Yes. We would. But it's not a significantly high dollar amount that we would end up throwing away by putting this in. But, Geri, something like we did down by the football stadium where we took down all of those I-90 rails. That's got to be ten or fifteen years old. Geri and I worked on a job when I was back at WSDOT, down at Safeco Field. Was that 20 years ago, Geri?

**Geri Poor:** Yes. You're dating yourself.

SFAB 05/16/23MEETING

Christa Dumpys: Will emphasize the bulb

Geri Poor: Reprise Leary Way and BGT question

Brian Glas: This project will not preclude BGT on Leary Way

**Brian Glas:** I'm a fossil.

**Geri Poor:** The other question I have is we appreciate that this is the first application of the freight and bus lane in the City. I understand that it's a pilot project, and I wonder whether SDOT is going to review and report out and treat it as a pilot project, and at what point is there a review of how it works, and to consider applications in other parts of the City? When is the bus lane pilot project done?

**Christa Dumpys:** It is a one-year project, so it will be reviewed at that point when construction ends, most likely the beginning of 2025. So, it will be in 2026 that we will evaluate. There is a whole group of folks who have already been meeting to determine and set up the parameters for that, that will then we carried out. So, it's a work in progress right now, but there's a group that meets about every other week. And if it's successful, we will put it in other areas of the City.

**Dan Kelly:** Folks online, if you have any questions, we can handle that through the staff.

**Nigel Barron:** Does the New York City project have the results?

**Brian Glas:** I don't know. You can ask Chris Eaves if he knows.

**Christa Dumpys:** We can take that back to Eugene.

**Mike Boonsripisal:** Eugene? I think you're muted.

**Eugene Wasserman:** Okay, here I am. I'm familiar with the Holman Road bus line, where that is, and my impression is it is only needed Monday through Friday during rush hour. Did you look at doing it for just that?

**Brian Glas:** I believe a team evaluated several options and 24/7 operation was found preferable.

**Eugene Wasserman:** Why?

**Brian Glas:** It's just easier for signing. I'm not sure. It could be about hours. I'm not sure that's the reason why, but we can ask them.

## SFAB 05/16/23MEETING

Geri Poor: FAB lane – what point will review be and how will applications in other parts of the City work

Christa Dumpys: One-year project with review. 2026 likely pilot outcome

Nigel Barron: NYC project results?

Brian Glas: refer to Chris Eaves

Eugene Wasserman:

Why 24/7 Bus-only lanes.  
Low ridership, enforcement  
problems, smarter to do  
time of day. Any info on  
Rainier Ave?

Claudia Hirschey:  
Challenges trying to inform  
stakeholders of design at  
30%

Requesting Channelization

What is analysis of existing  
conditions?

**Eugene Wasserman:** I mean, I'm familiar with that. Almost no one rides the bus in that area. I can see rush hour, but this creates an enforcement problem. You don't have enough police officers to enforce all of these changes. A smart move would be (unintelligible), and you don't seem to be doing that. You could multiply that infinitely. This is leading to a situation where no one is going to obey this stuff because nobody's going to enforce it. There was a test on Rainier Avenue. Do you have any information from that?

**Brian Glas:** I don't have any information on that.

**Eugene Wasserman:** I mean, has the study been done, or...?

**Dan Kelly:** We can take that back and ask that question. Any other questions for the folks here, Eugene?

**Eugene Wasserman:** No.

**Claudia Hirschey:** Yes, I have a question. I was involved with reviewing the traffic analysis at 30 percent design. And I know I heard you say that these updates will rectify some of that. We had a lot of trouble. We had a lot of challenges trying to inform stakeholders of things like the increased side street delay, and the level of travel time benefit at any intersection relative to existing conditions. Basically, not enough information yet of the traffic analysis to really have a discussion about channelization, as Warren presented. There's always going to be some level of impact, but how much benefit it will be achieving relative to impact as the effect will be accessible to the stakeholders in the neighborhood. What we need right now is get a decent analysis of the 60 percent design so that we have the information to be able to have those kinds of conversations. I know you said today here that you would like to do that, but that's a pretty generic answer. Anyway, my question is, is there decent analysis of existing conditions which you know they will build for these intersections that have been modified that you can share?

**Christa Dumpys:** I know that person, and he is about to give it at the end of the month.

**Claudia Hirschey:** End of the month. Okay. Previous reviews have shown some back-ups in the general-purpose lane all the way to upstream intersections, so we definitely will need more than cross-sections. Anyway, I had the information available to say whether those back-ups still exist or not with the new design.

**From Chat:** from Claudia Hirschey to everyone:  
Does the NYC FAB example have measures of effectiveness (MOE) results of the performance of the lane and adjacent lanes?

**Christa Dumpys:** Yes, we can make that available to you.

**Claudia Hirschey:** Okay, and can we take a quick look at the channelization down in Fremont. I saw something, and couldn't quite figure out at the time we spent on the slide.

**Brian Glas:** This one?

**Claudia Hirschey:** Is there a different channelization design for Fremont? (unintelligible)

**Brian Glas:** Going southbound?

**Claudia Hirschey:** Yes. If northbound is to the left.

**Brian Glas:** The bike will generally be in the right lane going south. In the area of the bus lane, I guess it could be in the left lane. All the buses stop there.

**Claudia Hirschey:** Is it a bike only lane?

**Brian Glas:** No.

**Dan Kelly:** Thanks. Any other questions for our presenters today? We appreciate your presentation. Thanks for that.

**Christa Dumpys:** **And again, our online open house will arrive next Monday, so that's another opportunity for everybody to provide comment.**

SFAB 05/16/23 MEETING

Christa Dumpys: Will make that available to you  
(Claudia)

Claudia – Question of bike lane on Fremont – does SB have a bike-only lane?

Brian Glas – No.

C.Eaves – Bold added for emphasis

**Dan Kelly:** Cass, while we're moving around, we'll check in with you to make sure you can still hear us okay.

**Cass Magnuski:** I can hear you, but there's a lot of breaking up. The screen freezes. I think I have most of it, but I'm not sure.

**Dan Kelly:** Okay. Folks speaking should speak up as much as possible to make sure we can capture what we can from the meeting. My understanding is that there was a little bit of a change by request in the agenda to move item six up above item five. So, unless there's objection, we will deal with the letters and support requests.

**Dan McKisson:** This is Dan McKisson. I would really like to make sure we get to the heavy haul corridor. I've got some reporting to do on that, so if we can make sure we leave time for that, I would appreciate it.

**Dan Kelly:** Okay. I believe we should have plenty of time. So, we'll move to this next item and then move on to the heavy haul.

**Dan McKisson:** Thank you.

**Dan Kelly:** So, according to my notes, and the information that Chris Eaves sent out to us here over the last couple of days, there are four items. There is a request for a letter of support from the Real Women Trucking. I'll throw that one out there first for any board consideration or comment.

## **LETTERS: VISION ZERO AND ORDINANCE SUPPORT DISCUSSION**

### **REAL WOMEN IN TRUCKING**

**Christopher Eaves:** This is Chris. That request came through me for potential support. I'd like to sum it up quickly. There is a Department of Labor Women's Bureau, which is offering an up to \$250,000 grant for equity. Real Women Trucking is a nonprofit that seeks to advocate for working conditions, equity, and to reduce sexual harassment for the essential workers and people who move our goods. Their goal is to generate some informational materials. This is an optional draft letter I have in advance with Dan Kelly's name. It does not need to go through the board. It could go through the Freight Program. I'm simply offering that this might be a good equity opportunity. I

SFAB 05/16/23MEETING

Agenda move – Discussion of letters

Chris Eaves – Discussion of letter of support for Real Women in Trucking grant application.

can send this out, but just hope we can get to a vote and that we would be able to support this, and then we can finalize information.

**Dan Kelly:** Chris, what I think you said is it doesn't require approval from us, so if you would send that out to the board, we can get back any comments from the board, and if there is no objection, we will send a letter as drafted by Chris Eaves.

**Stanley Ryter:** So, you would send the letter out to everybody and we can say, hey, I support this, and then we would send it out before the next meeting?

**Christopher Eaves:** Correct.

**Dan Kelly:** Yes. Did I get that right, Chris?

**Christopher Eaves:** Yes. And I can send that out in just a moment. Thank you very much. I think Geri Poor has her hand up.

**Geri Poor:** Yes. I want to speak in support of this letter. I'm on a research board panel, and they are members of the study team, so I've had some experience with that group, and believe it to be very professional and worthwhile, and helpful. So, I'm pleased that Chris Eaves has this opportunity for us to support them.

**Stanley Ryter:** Are they a State agency, or a State group?

**Christopher Eaves:** They are a 501(c)(3), a nonprofit group. Their goal is advocacy and information. Within the letter, there is a note that women make up six percent of truckers nationwide, and that means that their basic human needs have taken a back seat in professional and basic human needs already take a back seat.

**Stanley Ryter:** So, they're a national group, then, I take it?

**Christopher Eaves:** Yes.

**Dan Kelly:** So, Chris Eaves will send that letter out to the full board and please get your comments back as quick as you can, and then we'll proceed from there. Chris, is there any other item you would like to see next, or should we just kind of run through them?

SFAB 05/16/23MEETING

Geri Poor – support for letter



**Christopher Eaves:** If you would go through the letters, and after that, there is the heavy haul. I'll be able to talk to that with Geri Poor's kind help. Thank you.

**Dan Kelly:** Sounds great. Geri, the next item we have is on Vision Zero. Do you want to speak to that?

## **VISION ZERO**

**Geri Poor:** Thank you. I'd love to. I don't know if I am capable of sharing. I have pulled the draft up on my screen. Oh! Thanks so much. Last month, at this board meeting, we proposed that we might want to write a letter supporting the City's Vision Zero work, and bring in the freight perspective to it. And I offered to draft this letter for either your approval, or your discussion. And Chris Eaves sent this out in your email yesterday at 4:35, so you've had a chance to look at it. We make six points in here, relative to freight and its importance in safety education for all road users who share the road with large trucks. We want the City to engage members of the FAB and the people who work in the MICs, as they make changes in the MIC for Vision Zero, which we support. The third bullet is ensuring that major arterials and truck streets can safely carry the freight and goods to the City. The fourth bullet accounts for the fact that trucks have different operating characteristics than smaller vehicles. We go into what some of those are. And finally, we recognize that MICs are unique, compared to downtown and urban villages. And we go into some of the reasons for that. So, this is the first time you've seen this letter. It's got a lot of content. We would be happy to hear of any edits, or strengthening or diminishing. And we would like the board to consider this board letter to Director Spotts. I don't know if anybody has had the chance to read it as proposed now, or if we would like to approve, as you said, with the grant application. I think we could approve it contingently today, and then gather up the comments.

**Dan Kelly:** So, Chris Eaves, can I ask for your direction on handling the task? If board members don't feel they've had the opportunity to comment at this point and need some time to do that, will we be allowed to have this up before our next meeting, what is the process for that?

**Christopher Eaves:** We would ultimately ask for approval contingent on others' edits, and have a date to turn that around. I would suggest this upcoming Monday, the 22nd.

SFAB 05/16/23MEETING

Moved to approve – Real Women in Trucking

Letter – Vision Zero Response

Geri Poor: Description of letter framework

**Dan Kelly:** Okay. So, it is proposed for the board to approve, and I will need a motion from a board member to approve the letter, contingent on feedback, by Monday, the 22nd.

**Dan McKisson:** I so move.

**Nigel Barron:** Second.

**Dan Kelly:** Should we clean that up for you, Chris, or is that good enough?

**Christopher Eaves:** That's fine. Thank you.

**Dan Kelly:** Any discussion?

**Warren Aakervik:** This is Warren. If I might ask a question, back in about 2012/2013, when they did the Vision Zero reports, all of the indications of everything that was a contributing factor in most of the cases, it was an era of lack of understanding, and lack of communication about what really happened. When they started asking questions about it, they took all of that out. Now they just say, 'pedestrian died, or a bike rider died, or in the case of motorcycles, a lot of motorcyclists died.' But they no longer put in the reasons and the contributing factors. to take Vision Zero on the premise that it is always the fault of the driver, it's always the fault of the truck driver or whatever, I think is a little injustice. I think you really need to make a comment about Vision Zero actually looking at the actual cause and a way to solve the problem, rather than just put band aids on stuff by stopping traffic, especially on major truck streets.

**Dan Kelly:** Thank you for your comments. So, we have a motion in front of us. Any more discussion? No? Okay, hearing none, we'll call the question. All in favor? Opposed? Motion carries. Thank you for your work, Geri. The next item that we have is a simple one. There is a flyer that Chris Eaves provided for us for truck and bike safety that is happening in Georgetown. And then, I believe the last letter of support request that we have in front of us, from the public comment we had earlier from Megan Kruse.

**Geri Poor:** May I speaking briefly, Dan, to this flyer? Well done! About ten years ago, the Port and the City hosted a bike fair that many in this room attended. I believe that Warren was driving a truck, and Chris Eaves was there. And this is a reboot of that ten years later. And many in the Duwamish Valley community are engaging with us. So, on

Warren Aakervik: Noting Vision Zero used to report causes of collisions but does not now.

Board moves to approve Vision Zero Response letter with noted edits

Dan Kelly: Flyer for Truck/Bike Safety Fair

Geri Poor: Reboot of an event 10 years ago. Saturday 6/10.

Saturday, June 10, we've planned a bike/truck safety fair with trucks, with bikes, and **again, thanks to Jeanne Acutanza and Chris Eaves and members of the Duwamish Safe Streets and Bike who have worked in putting this together.** So, invite everyone to join, and it will be fun. Any questions?

**Dan Kelly:** Any other questions regarding the truck and bike safety fair coming up? Thank you, Geri. So, the last request for board support comes from Megan Kruse, regarding urban freight. Are there any questions or comments regarding that? You should have a copy of that. This was sent out to all of the board members, correct?

**Christopher Eaves:** I believe so. I'm getting a little confused with the windows here. I will double-check that.

**Dan Kelly:** I'm seeing the email that I got, to just myself and Nigel. Unless there is objection, we will handle that the same way. We will get that out to the board, go through the comments, and get it done by this Monday. Chris, does that process work well for you?

**Christopher Eaves:** Yes. Thank you. Apologies for not having that in place.

**Dan Kelly:** Great. Any other items that I am missing? Six letters, Vision Zero.

**Stanley Ryter:** To recap, there's the Real Women's Trucking, there's the Vision Zero one, and there's a letter from Megan Kruse. I don't think there's any comment on that?

**Dan Kelly:** There is none.

**Stanley Ryter:** Okay, so there's three. Do we send those comments directly to Chris Eaves?

**Dan Kelly:** We will send them directly to Chris Eaves.

**Geri Poor:** If you have Vision Zero comments, I am happy to also receive them.

**Dan Kelly:** Okay, we will move back to item five, which is the heavy haul Network. Chris, are you ready for that?

SFAB 05/16/23MEETING

C. Eaves: Bold added for emphasis

## HEAVY HAUL NETWORK

**Christopher Eaves:** I believe so. Let me see if I can make this a little bit more friendly. Since January of this year, we've been asking ourselves questions on what we wanted to keep up with and what we wanted to understand, and what pieces of information would benefit the freight board. One of the things that came up was, in fact, the heavy haul network and its operation within the City. I recognize, Dan, that you have some comments to make, and I'm probably not going to be very long with this presentation, so I will be happy to hear them. And Geri, please chime in as you wish.

On the right side, the heavy haul network is basically an overlay of roads where you can have vehicles that are over legal weight, but are moving towards facilities that are supporting Port terminal operations. Those are usually trans-load facilities or other. And to give you an idea of where the heavy haul network is, the network is on the right of your screen. I kind of did a little blow-up of where that is, and I purposely put it against the over-legal network, which is both height, width, length and weight, all of these. And you can see that there is a lot of overlap. We tried very hard to make sure that our roadways serve as many purposes as possible, especially when we have heavy vehicles. Some of the details associated with the heavy haul network -- it's easy enough to read these. City and Port had an agreement to develop this. It was an opportunity to take on a competitive advantage for the Port of Seattle. It also helped the City to identify the roadways on which you would be able to expect a higher than normal impact of large vehicles that are more than we would normally expect.

A quick comment: Overweight divisible loads, for any who are not aware, are basically a container where it is possible to move from one truck into two trucks, but since you're moving about a mile, mile and a half, there is a real detriment to operations, if you were to force what is a few trucks to make some pretty significant move and load operations, that is why this is effectively a competitive advantage for the Port. Some of the details within the heavy haul network agreement is a study of roadway condition and strength every five years. And I will say at this point in time that the Port has been very kind and has let us slip for almost two years at this point, as we try to get our work in order, it does happen that it makes our pavement analysis work that was just completed much more valuable, and ties straight into this study. It wouldn't be proper not to mention that funds, somewhere between \$10 million and \$20 million -- right now in the \$10 million range -- part of those are going to the East Marginal Way project, that we believe will

SFAB 05/16/23MEETING

Presentation: Heavy Haul Network  
Chris Eaves:

Heavy Haul Network is a Permit Overlay. Supports goods movement from/to port and supportive facilities.

Study of roadway condition every 5 years is part of the agreement. There is a \$10-\$20M agreement based on reviewed road impacts. Part is going to East Marginal Way project.

be starting late this year. So, it has provided us with the opportunity to get to a really important road in the freight network.

One other item that I wanted to highlight: I think it's important, when we talk about loads and damage, this is an image showing the relative impacts of the equivalent single axle loads, which is a measure of how the vehicle would operate. Buses have a certain range, and the larger the bus, the higher the range. Buses do have an exemption to the the axle weight limit rule, and as a result, they can provide some really increased damage in their operations. So, it's not just that trucks are causing damage. We know they do. We also have the movement of people in addition to the movement of goods that do cause wear on our roads.

As I mentioned earlier, the network is considered a permanent overlay. That permit costs \$200 a year. It is rather a value, and while our goal was to be able to fund a commercial vehicle enforcement officer for this, we have not achieved that permit rate to fully fund that officer. However, I believe we put on a fourth officer about a year and a half ago at this point. So, in keeping with that, as I said, it would be relatively short, it's just a quick overview of what the heavy haul network is, and does. And I'm going to move back to show where the network exists, and how it's operating. Geri, have I missed anything?

**Geri Poor:** No. I'm interested in hearing, Chris, from the board. I am happy to respond to any of those. I will say, prior to this permit system being in place, a lot of the independent owner/operator truckers were getting ticketed, and it had a huge impact on them. And this was the negotiated permit system that allows truckers to get a permit at a relatively small, lower cost level, and then the Port is making the capital investment, offsetting the increased degradation of the street pavement. And that first application of partnering with the City is that capital investment on the East Marginal Way corridor.

**Christopher Eaves:** Thank you. I believe Dan McKisson has a question, or comments?

**Dan McKisson:** Thank you, Chris. Yes, this is an important project. I was in on this early on, a little bit. A big part of this project is the segregated bike lanes. Protected bike lanes are going to be part of this project, I believe. You said it was two years

SFAB 05/16/23MEETING

Bus load versus Truck load impacts.

Permit cost is \$200/year

Insufficient to support a 4<sup>th</sup> CVE officer

Geri: Board input?  
Noting first application is East Marginal Way

Dan McKisson: Important project (EMW) that includes separated bike lanes

behind. When do we expect some of this to come in and be built? And I've got some other comments.

**Christopher Eaves:** The report is two years behind. On the roadway condition, East Marginal Way is on track for beginning operation in late 2023 or early 2024.

**Dan McKisson:** And, as I recall, you could come and use Spokane Street, make a left and stay on the west side of East Marginal Way, and then there's going to be a crossing at Hanford, and then you would be on the east side in a protected bike lane?

**Christopher Eaves:** Yes, and there is also a bike lane on East Marginal Way directly north of Spokane Street on the right.

**Dan McKisson:** Yes. And the Vision Zero letter, I really liked that, Geri Poor. Thank you for that. Because there is not enough education. We had an incident outside of our hall yesterday at Spokane and East Marginal Way. Two bike riders were heading east, stopped at the East Marginal Way, and a truck with a bare chassis came around the corner. And one of our members was sitting in his car and saw the whole thing. He jumped the curb a little bit, and caught the front of the bike, with the rider, onto the street under the wheels and was dragged about 25 feet. His wife was able to witness the whole thing, unfortunately, and her screams were horrible. So, getting that bike lane in a really important, and getting people educated on that. I think the bike rider might have been on the curb, but close. He was trying to cross the street there to get to that east side bike lane, and was probably right on the edge. So, I don't know if we can start giving warning signs, because trucks actually turn really tightly. That's a pretty good radius of a turn, so I'm not sure why that truck took it so tight. And the other thing, I looked at this heavy haul corridor, and it comes up north past the Terminal 30, and up to Atlantic Street, and then makes a right on 1st Avenue, and turns left on Holgate. We are in the middle of industrial lands, trying to get that deal set up for SODO and the MIC and the BINMIC, and housing has just been propped on the City Council again for the stadium district. So, that means you're going to have a heavy haul corridor that turns right on Atlantic, and right onto 1st Avenue South, and people are going to be living there. ILWU is completely opposed to that. They just want to do housing. We haven't seen any mitigation or ways to make that corner safe. It's bad enough on the SR 519 that gets on I-90. That's three lights to Boston on Terminal 46. You have a lot of pedestrians down there during game days. And then making a right on 1st Avenue, a lot of pedestrians. We have a lot of issues. These are major truck routes and we're

## SFAB 05/16/23 MEETING

Chris Eaves: Clarification report for Heavy Haul is two years behind.

Dan McKisson: Liked Vision Zero letter. Helps support education.

Incident recounted on East Marginal Way

Noting Industrial Lands discussion which interests SODO, Duwamish MIC, BINMIC. Housing is back in the discussion which would potentially set up a Heavy Haul Corridor adjacent to residences. ILWU opposed to housing in industrial lands. No mitigation indicated.

trying to pack a lot more stuff in there. You put housing in there, and the next things is there will be a bike lane on 1st Avenue South, too. Where is the planning to mitigate this stuff? The best option is not to have housing in the stadium area. It was never intended for that. The King Dome was built down there to keep it in the industrial area because there's a lot of cheap parking, and Sunday is a slow day, right? Those are major freight corridors now. SR 519, 1st Avenue South, heavy haul corridor. So, I would ask you all to support opposing housing in that area. We are ramping up to do some of that right now. We thought we had a deal where it wasn't going to have housing. That's come back up. Educating people on having dedicated bike lanes, we're fully in favor of that so people don't get injured or worse in these areas. And education on Vision Zero is very important to all. Thank you for your time.

**Dan Kelly:** Great. Thank you, Dan. Who else was on the list for questions?

**Warren Aakervik:** Chris, I really appreciate the graphic which shows the trucks and the cars and the buses up to the big hybrid buses. It would be, I think, important to remind ourselves that the heavy haul network was only good for up to 21,000 lbs. axle weight. And big buses are actually about 24,000 lbs. empty. So, to put a graphic in there of one more line of where the heavy haul would be, probably right between the WB 67s and the first stage of buses would kind of identify where the most damage is coming from. If you look at the heavy haul corridor, and overlay it with the transit network where the big buses are, you get a pretty good indication of why the roads are in such disrepair. And also, what Dan was talking about. I think that we need to make sure that we start to recognize the importance of people, bikes, pedestrians, rollerblades, and every other thing, that on that right hand side, we can't see them when we're turning on the WB 67s. I know that the thing that they're going to do in June will be about trucks, but to do some video that would show actually what is happening what a truck driver has to see, has to do and still drive the truck, trying to avoid people with absolutely no vision zone at all, that needs to be identified more to the whole country, actually.

**Dan Kelly:** Okay, thank you, Warren. Was there one more person online? Eric Wright?

**Eric Wright:** Good morning. I hope you can hear me. I'm traveling at the moment. I'd like to echo the comments that were made by the previous two speakers. This is a really important, if not critical, feature for trucking. Anything we can do to continue to

## SFAB 05/16/23 MEETING

Educating people regarding dedicated bike lanes is good. ILWU is in favor of those for safety.

Warren Aakervik: Support for bus/truck road impact slide.

Notes axle weights between bus and heavy haul corridor

Noting turning WB-67s cannot see well on the right hand side

Eric Wright  
Echoing comments (Dan McKisson and Warren Aakervik)

build desirability is critical. I'm also with Dan McKisson in the question of housing. It feels very much like the City of Seattle has a little bit of a war going when it comes to freight, and this is just another way to make it more difficult. I would also like to note that the economic value of having these permits is well in excess of \$200. And if there is a need to increase those permit costs to help fund these corridors, I think we need to entertain that, and have that conversation, because these are really, really important corridors. From the trucking standpoint, \$200 to allow you to carrying the extra weight right there is just not that much money. Those are my comments.

**Dan Kelly:** All right. Thank you very much. We'll move into the room here.

**Dan Gatchet:** The East Marginal Way corridor improvement project, that's not going to be completed, I don't think, until May, two years from now. So, that's way behind schedule. And that's \$43 million. So, I kind of wonder when the money is going to come to do a much more extensive network for the heavy corridor. I kind of agree with Eric Wright. \$200 is pretty inexpensive, compared to what the Port of Tacoma has. I think it used to be \$3,000. But, if it was increased, I would make sure that there's a good accounting. Those monies seem to disappear oftentimes from the use it was intended. I think that the corridor -- I like the idea of having a plan in place but I'm kind of questioning where the funding is going to come from. And the second thing is, when you have these heavy haul corridors on these two-axle chassis, I have real concern about the safety of those older chassis being able to carry a heavy container. And I don't know if that is going to be part of the safety aspect of this heavy corridor or not.

**Dan Kelly:** Appreciate that. Any other board members with questions or comments?

**Megan Kruse:** (unintelligible)

**Dan Kelly:** Thank you very much.

**Stanley Ryter:** Just a quick comment. with regard to these corridors, I think it is well-known in the trucking community (unintelligible). You're probably not seeing it. (unintelligible) Just to back off from the curb or (unintelligible), stand back here and wait for that crossing might go a long way.

**Christopher Eaves:** Thank you all for the comments. I appreciate them.

## SFAB 05/16/23MEETING

Eric Wright: Fee increase on Heavy Haul Network seems reasonable.

Dan Gatchet:  
East Marginal Way project is behind and not scheduled for completion until May of 2025.

Agree with Eric Wright - \$200 is inexpensive. Port of Tacoma is \$3,000

Concern of older chassis being able to carry a heavy container.



**Geri Poor:** Chris, do you want to respond with a couple of words of clarification about Dan Gatchet's comment about how the Port of Tacoma's heavy haul corridor is set up? It is true that the permit in the Port of Tacoma harbor is a higher initial cost for the drivers, and some of that goes towards the investment cost in the roadways? Whereas in Seattle, it was set up that the Port is making that investment, so \$5.5 million towards East Marginal Way, and Chris called out on the slide \$10 million to \$20 million total, so the Port anticipates considering funding to the next project that the City takes on in the heavy haul corridor, as well. So, part of the last study is: identify which streets are most in need of that improvement. And then, the study, which Chris is saying we are getting too soon, like this year, will identify whether there has been any change to that prioritized list.

The second point that I wanted to clarify is that the East Marginal Way project is under construction now. They have begun potholing, and I think the construction duration is two years. So, that can be presented in the minutes as currently as in construction and hopefully, done without any further ado.

**Dan Kelly:** Okay. Thank you, Geri. One more time, any other comments on this topic before we move on? Thank you, Chris. That concludes all of our agenda items here. Any discussion for the June agenda that any board members would like to bring up? One thing that Chris Eaves and I have had conversations about the upcoming workshop and open house for the Aurora Avenue project, and I think it would be good for us. That group has offered to have a special meeting with freight interests in mind, so let's see if we can get that coordinated. Chris, we'll work through you on that, if that's okay?

## **JUNE AGENDA**

**Christopher Eaves:** Yes. And I will note that we are planning next month in June to have a presentation about the Reconnect South Park effort, which seeks to find out the impacts should 99 be removed across the South Park neighborhood. That is all I have.

**Dan Kelly:** Any other discussion on the June agenda? Hearing none, and since we offered at the beginning of the meeting for public comment at the end of the meetings, I will open that up. If there is any other public comment, we will start online for any presentations or topics we talked about today?

## SFAB 05/16/23 MEETING

Geri Poor: Comments and comparison of permit costs between Port of Seattle And Port of Tacoma

Noting also EMW is under construction and has begun potholing.

Dan Kelly: noting Aurora Project has offered a special meeting regarding freight interests. **Chris Eaves please coordinate.**

June agenda – Reconnect South Park

**Warren Aakervik:** Of course, it's me, with my hand up. With that last comment made, if we proudly call it State Route 99 instead of Aurora Avenue North, we put some importance to being a State highway. It's the same thing when people call it Salmon Bay as compared to the Lake Washington Ship Canal. It has a much different connotation of what it means to this community, and what it means to freight and transportation. So, I just always like to correct people. As far as I'm concerned, State Route 99 is not Aurora Avenue North.

**Dan Kelly:** Appreciate the comment. Thank you, Warren. Any other comments from the room? I'll just remind the board to be mindful of the issues that we have and the deadline for Monday. Please get those back with your concerns. Hope you're doing better, Chris. If there's nothing else, we will go ahead and adjourn the meeting. I need a motion to adjourn.

**Dan McKisson:** I so move.

**Geri Poor:** Second.

**Dan Kelly:** I'll call the question. All in favor? Any opposed? Appreciate everybody's time. Thanks so much.

**ADJOURNMENT**

SFAB 05/16/23MEETING

Warren Aakervik – Aurora is SR-99.

Meeting adjourned