

MINUTES

August 20, 2026, 3:30 – 5:30, Seattle City Hall Room 370

SFAB MEMBERS

Stanley Ryter (Chair)
Herb Krohn

Geri Poor
Tyler Blackwell

Giovanni Mottolese
Grayson Thompson

STAFF

Baker Council (SFAB Liaison)
Alisha Pena (SDOT Freight Program Lead)
Blake Morrison (SDOT Freight Program Engineer)
Peter Trinh (SDOT Civil Engineer Supervisor)

Jules Posada (SDOT)
Christina Farrell (SDOT)
Chris Svolopoulos (SDOT)

GUESTS

Warren Akervik
Sara Cohn

Daniel Lokic (Seattle Industrial Alliance)

1. Opening and Roll Call

Chair Stanley Ryter called the meeting to order.

2. Approval of Minutes

Minutes are tabled from January, February, March, May and August 2026 until next meeting.

3. Announcements and Chair Report

Stan Ryter said this would be his last meeting as Chair of the Freight Advisory Board.

4. Opening Public Comments

Daniel Lokic, Director of Sound Industrial Alliance a coalition of industrial businesses, sent a letter to Angela Brady, Interim Director of SDOT on July 20, regarding the implementation of freight policy on major truck streets. It identified the East Marginal Way project specifically, but also call out larger challenges in the business communities of how freight is prioritized on Major Truck Streets. The request was to ask 4 specific things for SDOT: 1) Reaffirm commitment to implementing City's adopted freight priority policies; 2) Provide current engagement and review process for projects that affect designated major truck streets; 3) Convene industrial maritime, labor, freight, public agency and transportation stakeholders to collaboratively develop a framework for evaluating projects that affect Seattle's freight network; 4) Pause completion of East Marginal Way final design until outstanding freight policy and technical concerns identified by stakeholders have been evaluated and fully addressed. Will share with Baker Council and can also find on



website, SoundIndustrialAlliance.org if you look at 2026 in Action section.

5. Missing Links for Burke-Gilman

Stan noted his interest in this project and had been following the story via the newspaper anyway. He was interested to hear what Jules Posada, SDOT Communications Lead, had to say about lawsuits, environmental impact statements and finishing this trail. Plus, figuring out which of the different routes to take, and if there's some synergy between the bicycles and freight?

Jules Posada introduced himself as the Public Engagement Lead, and that his team were going to provide information on the 60% design updates for 17th Ave NW and Market Street. He introduced Christiana Farrell, Project Manager, and Peter Trinh, Project Engineer.

Christina noted they all have been working on this project for roughly the last three years, from when they got the Mayor's Office direction to do this alternative analysis. The analysis is a study on this route along NW Market St – Leary Ave NW - 17th Ave NW, as opposed to on Shilshole Ave NW. So just to make sure we're all on the same page about the plans that the City had for building a route along Shilshole and the study now is what we're talking about, are the extents along Market between 24th Ave NW and 22nd Ave NW where it turns down Leary. It would come down Leary and then reconnect with the existing built conditions for the bike facility that drops off right here at 17th and Shilshole. So, the proposal is for this to be a shared use path similar to the rest of the Burke-Gilman Trail, that moves the curb line out and tying in at either end where we've built out. The kind of shared pathway that currently ends here at 24th. There's a couple other things that I just want to note in this overall graphic that the proposal also includes taking these two sections of roadway on 22nd and on NW 48th St and turning them into one-way streets, with back-end angle parking in-order to recoup some of the parking lots from moving out the curb line along Market, Leary and 17th. But it also upgrades a lot of the curb ramps at every crossing. It has a raised crossing for say for bike/ped access. The litigation is still ongoing. I think we all are somewhat familiar with the background of this for Shilshole. But should any of that change in the future, there's still an opportunity for other improvements there. The opportunity here for Market - Leary - 17th is that this would be an all ages and abilities bike connection. It could activate the commercial areas. This is just a photo of the farmer's market entrance right there at 22nd and Market where the idea is that we would, you know, tighten everything up, have these raised crossings. This is an existing condition. I took this photo about a year and a half ago during the farmers market and that this is just showing that configuration of the northbound only. How some of those operations would change with upgraded signal equipment at all the major intersections.

Background

So again background, we were asked to look at this a few years ago at the time by Bruce Harrell and Councilmember Dan Strauss. But we do still have those 100% designs for social and it remains an option pending how the litigation proceeds. So, I'm going to hand it off to



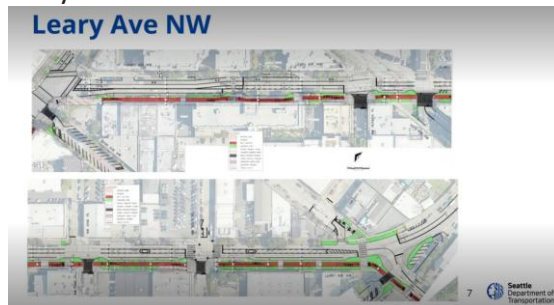
Peter to specifically talk about the different sections and how more specifics on how they're designed.

NW Market St



Yes, I'll briefly go over some of the design features segment by segment and just a reminder that all these graphics you're seeing have been released online. So, the project webpage you can download PDFs of all these roll plots that we're sharing today. Regarding Market Street, the trail is going to be constructed on the south side of market, starting on the east side of the 24th Ave intersection. It extends to Leary Way. The trail on market will be 10 feet wide with a 5-foot planter strip. Any trees in the sidewalk existing today will have to be removed, but we'll be planting new trees in the new planter strip that's being created. Any bus trolley poles used by King County Metro will also be relocated to the planter strip, which will all provide much more space on the sidewalk. In the proposed configuration. We're planning to maintain all sidewalk dining cafes for the restaurants along Market. In terms of signal improvements, the pedestrian half signal at Ballard Ave is going to be upgraded to current standards as well as the 22nd and Leary traffic signal that will also be fully upgraded to us current standards with signal heads and new poles. 22nd Ave NW will be converted to northbound only for just that final block, between Ballard Ave and Market. In terms of transit, we've been coordinating with King County Metro every step of the way on design so the bus stops will be maintained. All bus stop links and capacity will be maintained for King County Metro and as was installed in the Route 40 project bus lanes in each direction are also going to be maintained.

Leary Ave NW



So, along Leary, the trail will be on the west side of the road. The width of the trail and the planter strip will vary a little bit compared to Market because we have a little bit more width here, so the width of the trail will vary between 10:00 and 11:00 feet, and the planter ship will



be five to six feet in. This entire stretch in some areas we'll actually have the opportunity to create additional planting areas for trees, which will also have led to more separation between the trail and the sidewalk. Loading and parking is maintained for the most part on both sides of Leary along the entire stretch. At Ballard Consignment, we'll be maintaining all the loading and the partnership will be paved there so that any furniture deliveries from customers in that load zone will be able to have a flush paved transition between parking and the storefront. We've created like a wider passenger load zone and this is what a lot of outreach and input from the residents there. Lane configurations will remain the same as what we put in in Route 40 and like Market, we've been courting with Metro as well for all the bus stops and the bus only lanes and then the intersection with 17th. We'll be installing a brand new full traffic signal there, squaring up the intersection so that it's much more organized. And then will be accommodating. Create movements, so we'll install a truck aprons that can accommodate the larger freight movements. While still making it pedestrian friendly and then final segment on 17th is a slightly narrower street so the trail will be constructed on. That's a guess that's the north side of 17th there and the trail will still be 10 feet. But due to space constraints, we won't be able to build a planter ship. So instead, we're going to have a three-foot wide paved buffer. Three-foot wide buffer is consistent with any other dedicated bike facility in the city. This is not a dedicated bike facility, however we are at the very least meeting the standards of a dedicated bike facility. And that will be also adjacent to sidewalk and then parking will be removed from the south side. And then similar to 22nd Ave NW off of Market NW 48th, here will be. Be converted to southbound only or exit only. So yeah, that's pretty much the overview of design features for alternatives

Jules Posada said Peter talked about the design, Sheryl about outreach that we've been doing the last several years, most recently. The outreach that we've done this time going through 60%. So, I reached out in July 2023 with starting with 10% design throughout that process from 10% and then through the multiple phases of our project, we've done mailers door to door. Council member stakeholder meetings throughout the phases of this design. We've also done posted outreach summaries of what we've been hearing from community. And as of recently we released 60% design and have been doing outreach throughout the corridor. We had a feedback form that closed on July 15th. We are now just continuing to analyze that feedback form. We received several hundreds of feedback from community members and businesses and people that have emailed us. So, we're just compiling it right now just to synthesize what we're hearing, which would help us move forward as we go through the design process. I think that's it for outreach questions.

Farrell, Christiana relayed that we're happy to take questions at this point on overall or design specifics, but this is our contact information and we're also happy to, you know, if you want to put something in writing and send it to us, we can get more technical sometimes.

Questions

- **Stanley Ryter:** What has been your feedback from the community?



I understand the issues on Shilshole and I understand the lawsuit.

But I can't really say that going along Leary is really better for freight in general.

I can't come to that conclusion. Is it a stakeholder group that is holding this up, is there?

There are one or two designs. When are you gone to make the decision?

There is a need for stormwater, curb, and better definition of pavement down there. So, talk to us through the pros and cons of both designs.

- **Christiana Farrell:** At this point we have 100% designs for Shilshole and if we're able to move forward with that, we potentially would. At this point in time, we have direction from the Mayor's Office and from the Councilmember to proceed with continuing to design this, get public feedback and work towards getting 100% design. There is an earmark in the current levy for this project. We do not have a construction timeline yet. We don't have a timeline for officially getting to that 100% design because we want to make sure that we're hearing from people and sorting out these design details. So, if you're asking like the pros, cons between two different alternatives, I think that's probably too complex of a question because there's so many things that we can't talk about, like apples to apples, because it's still in litigation on Shilshole. So, we will continue to move forward with this and continue to try and make it the best design and continue to work with stakeholders and hear their feedback and bring it through process that it deserves, as we've been asked to do. Knowing that there are other alternatives on the table, how those work out through the court system that's somewhat of a separate issue. Does that answer your question. I know that's not.
- **Stan Ryter:** How did the community react to Leary Way, less or more positive?
- **Jules Posada:** Got it. For 60% design, we are still analyzing it.
So I can't speak for 60% design, all the design changes that are there, but as far as our previous outreach and previous. Feedback that we've been receiving for this Leary alternative project, I think there's questions and concerns from trail users regarding trail separation and sidewalk separation. I think we've been also hearing that the Shilshole route is still the preferred route for users. I think just in general, there's a lot of just technical questions regarding the Leary option, mixing zones, parking impacts, stream impacts, particular stakeholders regarding kind of. Safety separation between the trail and the sidewalk. So we are, we're continuing to try to ... how can design address all those issues. Well, as Christiana said, also knowing that the Shilshole route is still an option, but it is going through ongoing litigation right now. So, as we've been directed by Council to move forward with this alternative design.
- **Christiana Farrell:** I'll just add on to that from the 30%, we did have an outreach summary of who said what about their preference and you know why they preferred, she'll show why they liked the idea of market. So we do have that summary report from 30% that you can find on our website, but we are still working on it from the 60% design. We made quite a few updates between 30% and 60% to try and address a lot of the you know freight train movement comments. Turning movement comments and who was accessing where and as we refine the design. We'll continue to make those changes and hear back from people and hopefully we'll have that 60% report out sometime soon.
- **Jules Posada:** Yeah. I think there's a there's a general consensus too. Is that there needs



to be some sort of way to address this missing link, whether it be Shilshole route or Leary route. There's a lot of various feedback, but there's a missing gap and there needs to be something that needs to be done for it.

- **Stan Ryter:** Do any other board members have comments? Yeah, I have a question. Do you have one?
- **Grayson Thompson:** Were you given a budget to shoot at on this study that you're looking at or have any dollar amounts been attached to the study or where you're at so far?
- **Christiana Farrell:** Yeah, we're still scoping. We have the \$20 million earmark from the levy. Because of what we're still trying to change so much is influx with some of the design changes of, you know, we're hearing this and we want to be able to reconfigure like we did a pretty big change at 17th and Leary. We heard, you know, people were using it this way, and freight advocates wanted to be able to make these movements. We're still doing cost estimates. A lot of our cross estimating will be based when could we build it and what are some of those timelines? We don't have a final cost estimate and we don't have a final budget allocation beyond the \$20 million levy allocation.
- **Jules Posada:** Correct me if I'm wrong. The \$20 million allocation is for construction and design, right?
- **Christiana Farrell:** Design getting us through design and into construction.
- **Grayson Thompson:** So that total dollar amount would be \$20 million.
- **Christiana Farrell:** That's earmarked in the levy, correct.
- **Gray Thompson:** Second question, as far as freight goes along, Leary, I mean what would be the limiting size now in freight movement through Leary and through Market with this type of design ... cross sections. Yeah, this is really difficult to see. I've got it up on screen and it's looking like you're almost taking 40% of the roadway on Market and I can't really tell what you're doing on Leary.
- **Farrell, Christiana:** Yeah. February 27th, 2024, when we did the big outreach event at the in-person, with all the freight advocates. And then we had some follow up meetings with, like Bobby Kovitch and Kovitz Williams and some of the businesses that we know that use the WB 67, some of our biggest trucks. And mapped with them, which routes are you taking? And we drew right on the full design plan sheets, so depending on the route and where they were saying we were able to, we changed the configuration like at 17th and Leary and at 20th and Leary in order to preserve those turning movements for those larger trucks. Now there's a couple trick areas like at Market, where there's already an acute angle as Shilshole turns onto Market where you know obviously moving the curb line out even more makes it, even more narrow. And so had some early conversations about, you know, for those really large vehicles we might need to be putting out signage saying like, you're going to have to go up to the next block and there's going to be some rerouting that has to happen for some of these acute angles, just because of the way the street grid lays out between Shilshole, Ballard Ave and Leary. But the idea was any of the existing turning movements would get even if we narrowed it up, we would use truck aprons in order to preserve where those WB 67 still needed to turn.



- **Jules Posada:** Yeah. And just to add regarding I think someone read cross section. So, I pasted it on the chat. Online is our cross section of how the channels, the changes are the proposed changes are on Leary Way. So, it shows get the space for the trail we would be taking away the north side parking.
- **Stan Ryter:** OK. Any other comments from board members?
And let's head over to Warren then.
- **Warren Aakervik:** My question is, I'm looking at this, actually the picture you have up right now and is it 2 lanes at 17th and Leary on the right-hand side of those northbound or the southbound making a turn from Leary? Is it 2-way between Ballard and Leary for 17th?
 - **Christiana Farrell:** It is one lane in either direction, so between 17th and Ballard this would be the northbound travel lane and then the southbound travel lane.
 - **Warren Aakervik:** OK. And that turning radius on the northbound lane, is that wide enough for WB 67 to make that turn?
 - **Christiana Farrell:** From Shilshole on to northbound 17th.
 - **Warren Aakervik:** 17th to Leary.
 - **Christiana Farrell:** Yes. So from Shilshole up 17th to Leary would still be able to make that turn also for the people that take this Ballard Way access to the Ballard Bridge, where there's those shorter ramps over here, still able to make this. And we worked pretty extensively with Lamar Zoko. It's not a WB 67. It's a 58-foot trailer and I can't remember the exact size, but they actually pull around this way into what's the current hatched area and pull forward and then back up into their loading dock, and so we went out and watched them do that and made sure that's why this area right here is no parked. It will be a hatched area because they still need to be able to pull pretty close into this to be able to back up. So, they're still able to make that movement.
 - **Warren Aakervik:** Yeah. And if you're going from Ballard Way or Ballard Ave to the Ballard Bridge, make that turn. You have to go all the way to the north side of the street to make that corner on a WB 67. Otherwise, you hang up on the bridge and Beckman for the bike trail starts across the bike lane, starts across the bridge. Also, when you get up to Leary and 15th on the southbound, they put that new concrete block there and you actually have to take two lanes. It's not designed for the turn, it's to accommodate the turn and we can make it, but it's really tight. So, we could then be able to turn Leary and 15th. Then we can make the left turn. That'll put us up northbound on 15th. So as long as those are preserved for WB 67's, we'll be able to get out of down here.
 - **Christiana Farrell:** I'm aware of by the Dirt Exchange to how that median impacted those turns from what is that 49th just down here? We've met with the Dirt Exchange quite a few times. At least at this section here on Leary, for example, the turn, because this is so acute from 20th, I am aware that Covich Williams makes this turn with the WB 67 and this is one of those cases where they will need to go into this turn lane. It's a tight turn because of this acute angle, so that that's part of why we pulled this back a little bit, in order to still allow for it, but it's going to be accommodated. It's not designed for WB 67, it's accommodated, which is also why we had to pull back this. There used to be a little head crossing island right here because of the bus stop, so we reconfigured. It's just



- kind of off the screen right here.
- **Warren Aakervik:** Yeah, a WB67 truck and trailer is a lot different than the WB67 semi. Make sure that you design it for semis because there's a lot of semis that deliver equipment and stuff down into the Shilshole corridor that still need to get out of Ballard and go back home.
 - **Jules Posadas:** I think for one comment, the 17th and Leary, Christiana, just to be clear that those are not raised curbs right next to the angle back-end parking. Those are kind of stamped concrete that technically, trucks could still go through, right?
 - **Christina Farrell:** Yep, this is a truck taper along here.
 - **Warren Aakervik:** Oh, ok, got you.
 - **Stan Ryter:** Any other comments anyone?
 - **Giovanni Mottolese:** Yeah, I have one question regarding the businesses involved in the stakeholders involved. If I'm not mistaken, Leary Ave there are like several car dealers. So we'll expect them like the size and the length, especially of those trucks is quite a quite a constraint, especially when they have to unload and load. Those being involved as well?
 - **Christiana Farrell:** Yes, of course. No, you should speak to the outreach. They have been involved, but I know Carter Subaru moving their office space from the west side of the street to this side of the street and reconfiguring some of those buildings and access. So, we are tracking with how they're loading from I believe NW Lone Pl.
 - **Jules Posada:** Yeah. So, they have been in our meetings, our stakeholder meetings. We have reached out to them. They are one of our key stakeholders that we've been speaking with. There is still a median on there. So, I mean as far as using that space, technically, they could still use it. One of the things that we have been hearing from them mostly though, is that the speeding that's going down on Leary. I think that's one thing that they just are more concerned about is their staff and their crews go back and forth crossing Leary, between their buildings a lot and also just moving their vehicles. They just wanted the feedback. We've been hearing it's just a lot of cars speed through there. And they've actually just put in slow speeding signs as little miniature signage like by Home Depot, just to help slow down vehicles there as well. So, we're hoping that this design also helps reduce this being that's going on Leary. That's some of the feedback we've been hearing throughout. Just not only Subaru, but from other stakeholders as well too.
 - **Giovanni Mottolese:** Thank you.
 - **Stan Ryter:** Ok. I don't see any more hands up online. Anybody have any last comments on this?
 - **Jules Posada:** I just wanted to share that you know the feedback form is closed, but we're still continuing to receive feedback. We still want to invite community and business stakeholders to meet with us to if they have any questions and concerns. We have not. We're still summarizing the feedback form, but if the freight board has any comments or feedback they'd like to provide us. Please let us know and see how it could be incorporated in our summary.



- **Stan Ryter:** Ok. And I think Baker's probably going to send down this presentation to everyone so that they can take a closer look at you know, the signs and look for some subtleties. Let's get out to Jerry.
- **Geri Poor:** Did the presentation share where you are unable to make the design for the movements of freight, as I heard at one point discussion about accommodating. I'm just wondering if we have those clear in our minutes. It's about where there are exceptions to the design for policies.
- **Jules Posadas:** Is the question where freight is not able to make turning movements?
- **Geri Poor:** Or only accommodate it instead of designed for, yeah.
- **Christiana Farrell:** Yeah, we have auto turns for basically every movement in and around. The majority of them already are not technically able to make those turns and are already accommodating it. And so as you move the curb line out, it's getting even tighter. So in those cases, we're trying to make it as wide as possible, pull back the stop bars. But we could definitely get a summary of like every turn that's through there. . Where the actual extents of this project are like right now...if we're hearing from people that they're coming out of Shilshole and trying to turn on to market, but they're looping around by Ballard Ave, like we are tightening up some of those. If there's a specific turn that you're aware that is being made, and if we're tightening up in one location, but the assumption is that it's going to something else, but that's also already tight, and it's outside of our project area, I still think would be helpful to know what those are, because you know if you're used to going up 17th and out Leary and now there's a truck taper and it's making it a little bit more challenging to do that and the other route was that you went up, maybe to turn onto Market and that's also getting tight. We can summarize all of this, but it would be helpful to know how some of those larger trucks are turning. If there's some movement that's a little bit unusual. For example, like Lamar Zoko until we went out there and worked directly with them, we did not realize that they were coming up to their facility, turning very far into the open hatched area and then backing out in a fairly unusual movement back up to their loading dock. That's, where their loading dock happens to be is in a particularly unusual location like on the edge of their parking lot. Just an example of like we really had to kind of think through how we were going to make this movement still work for everybody. So, please let us know if there's more unusual movements that we're not tracking.
- **Geri Poor:** So I saw Warren was participating. Warren did you? Were you aware of any in this neighborhood that are of concern to you?
- **Warren Aakervik:** Yeah, they've answered a couple of questions. They're still the turning radius in the WB-67's, and you know we finally figured out that you can't turn from up Shilshole and come down here. So, you have to go around the back way. Then we got some trucks are even going on the piece that they added the roadway in between on 54th between 26th and 28th and then there's cars parked up there every once in awhile. So, we're making it work, but it's a challenge to get in and out of the industrial area with industrial truck. So far, we're making it, but I'm concerned that we get something squeezed down so badly. I'd like to see this in a bigger



presentation that we can actually look at it. Maybe we can set that up that we can put it out on a map and actually see what can actually make the turns. But it looks like it's possible. I just have to reserve it a little bit just to make sure that I don't agree to something that won't work at all.

- **Geri Poor:** Yeah, I would defer to Warren as someone who drives trucks in Ballard more often than I do.
- **Jules Posadas:** Warren, we could follow up with you if you want to schedule. If you'd like to have a follow up meeting.
- **Warren Aakervik:** Yeah, that would be great. Let's see. We can set up because I think it's worthwhile trying to make sure we design it, that you can actually make it work. I mean, I don't ever expect to be designed for, but there are to be at least an accommodation to maintain a maritime industry in this city.
- **Jules Posadas:** Thank you.
- **Stan Ryter:** Ok, it sounds like a lot of good work is being done to analyze both options and figure out what really works for the freight community. So, hopefully at some point we can put this big Seattle saga behind us. But sounds like good progress on the topic. I think we're going to move on to the next one.

6. Public Comments

No comments.

7. 11th Ave SW and SW Spokane St

Hi everyone, my name is Chris Svolopoulos. I'm with the Vision Zero team and I'm here to give an update on the 11th Ave SW and Southwest Spokane intersection Safety Improvement Project. We had talked with the port and some freight folks in the past, but we're here to provide an update as requested. A quick background on why we're doing a project here. Back in 2022, there was a fatal bike crash at the intersection of 11th Ave SW and SW Spokane St. This is on Harbor Island. As part of the city's interaction with the community, just to you know, chat about ongoing operations. It was identified by the community, if there's a really high desire for bicycle crossing at the signal. I have a map on the next screen to show you. But for right now there's a lot of folks who ride the trail, especially in the warmer weather, and they choose to cross at this location despite the fact that there's not necessarily the existing safety infrastructure that we would like. So, Vision Zero has been working on some phased work here. Additionally, as part of our initial outreach efforts with the freight community, we've identified that there's opportunities to partner with Union Pacific to do some broader improvements to this intersection as a whole. Hopping to a map in case you are not familiar, the West Seattle Bridge Trail runs along SW Spokane St across Harbor Island, if you are approaching this intersection from the West. So, if you're going eastbound either by foot or by bike, when you get to the intersection of 11th Ave SW and SW Spokane. The orange route here is the actual fully separated trail connection, which requires you to loop all the way around, go underneath the roadway and then come back onto the trail. However, there are already existing signalized crossings here, and so it's very, very common to see bicyclists stop at this intersection and cross. But we also occasionally do see folks who will leave the trail enter the lane of travel, which they're allowed to do, and then cross



diagonally, which is not something that we want to have happening without some sort of Traffic Safety control. As you can see this little this crash marker here, that is where that fatality occurred back in 2022. So, we've been looking into how to work in balance of all the modes here but also meeting the desires and demands of the community. So, we have been working with Union Pacific, to make some improvements to not only the crossing of interest but also the existing rail infrastructure. Here the goal here is to help accelerate and enable Union Pacific to make some improvements here. They have a crossing signal improvement in a bungalow improvement that they're moving forward with. Additionally, along with the crossing improvement that we're looking to do, we've also interfaced with Union Pacific to see if they can make some rail surface improvements that are desperately needed. And in doing so, we want to work with them to make sure that any signal changes here accommodate not only the rail operations here, but also the freight along SW Spokane. Then while we're out here, we're also gone to be doing some just broad updates, improvements, standardizations and modernizations of signs and railroad crossings and trail wayfinding.

Concept

To briefly go over the concept, this is a very early level concept of what we're talking about here. Folks approaching from the west can use a ramp on the southwest corner of this intersection to access the existing hatch. I want to emphasize there is the shoulder here is already hatched and restricted, so this is available space that we can work with. We would put a very short staging space for bicycles going eastbound to queue up for the signal. Or if they are coming westbound through the signal that they have a spot to get out of the lane of travel. Then there would just be a very short green cross bike treatment to guide folks up to the northeast corner, where we'd have bike specific ramp available for them to access the trail. This has since been updated a little bit. We've relocated it now that we're working with Union Pacific to do some service improvements, but for the most part, the scope is relatively small.

Concept Evaluation

When we had previously chatted with the port and freight groups, there were a few questions that we addressed in the moment, but we've also followed up with some operational analysis to hopefully get ahead of some concerns you might have. To start, there are no lane reductions that are occurring. The existing staging that we're talking about existing in the hatched-out shoulder, that's already restricted to vehicles and there is no curb-to-curb space being taken away on the northeast corner. Everything that's happening is maintaining the existing lane widths which meet freight standards. There was a concern that there would be additional signal phasing occurring that might delay existing freight operations along Spokane. During our analysis, we found that when the west crosswalk is active, all vehicle turning movements are effectively restricted because everything crosses that crosswalk. Adding a bicycle signal phase for this diagonal movement not only can bicyclists access this west crosswalk during the phase that exists, but with the length of that phase we're able to modify that to add bicycle crossing time that does not take away from the vehicle throughput times in the signal phasing. And with that information, we went ahead and modeled the operating conditions on existing versus our proposed just to see if there were any actual impacts to the aggregate vehicle movements in the area. We found that in the AM period, there's no change to



vehicle delay through this intersection. In the PM period, the delay increased from 10.1 seconds to 10.5. So, it's about a half a second impact per car per phase, and that's not cumulative, it's just there will be half a second and then everyone gets moving. So, the impacts are well within tolerance. This is not going to lock up all of Harbor Island, but we wanted to make sure that we were doing our due diligence by actually modeling this for you.

Project Timeline and Outreach

Just to go over the overall project timeline that we're talking about. We're currently coordinating with Union Pacific on all the projects that are occurring since some of this goes over their assets and some of this also interacts with some of the improvements that they're doing, we have to make sure that all of our projects are coordinated in concurrence and then sequenced properly. So, we have our concepts with the UP right now and they're looking over them to make sure that it all meets their standards as well. Once they approve that concept we have, we have a project and we can start cooking with it, which means that that's when we. Would start our targeted outreach with the port and the freight board and other local stakeholders on Harbor Island, just to make sure that any concerns folks might have are being addressed. As stated, the design here is relatively limited, but if we're going to be doing something like a traffic control plan or you know shutting down an access point for a day or two, it's possible we can do other improvements here. So, we want to make sure of that well ahead of that. In speaking about timeline right now, as stated, we're waiting for Union Pacific to get back to us on a review. We expect that outreach and design will start in earnest early next year. And if everything goes swimmingly, we can hopefully get construction started in late 2027. To take into account all the scope that we're working with, signs or striping or signal work could happen in a weekend and it would be about one day of earnest work with minor traffic control. We'd still maintain access throughout the intersection for the actual ramp construction and modification that would be about a week's worth of work. A little bit more traffic control, but we would endeavor to keep the operations on SW Spokane open the entire time. We can't open the entire time and then with the actual Union Pacific work when it comes to replacement of the rail, I would defer to Union Pacific. They are the subject matter experts on that. I think we've had conversations about how long it could close? But for the most part, there would be a traffic control plan in place to move freight as best as we can. So that was a lot of information all at once. I'm happy to pop back in through these slides if anyone has any specific questions.

Questions

- **Stanley Ryter:** Yeah, Chris, thank you so much for the presentation. It was funny a couple of months ago, I did ride that route with my family and then it was like, are we going in a big circle here? Why don't we just cross the street? So, I can see the pressure if I had done that two or three times, I'd be like I'm just crossing the street. I'm not doing this. So, it's hard to put signage up and expect people to take this big detour underneath, a bridge, right? So, I think the intent of the project is really good. I don't think that half a second delay is a big deal. That's how I see it. So, I'm gone turn it over to other board members for comment. Anybody online? You have a couple of board members online. Yeah, I think this is a good project and. I'm not seeing any other hands. Any other public comment on this? Great. Thank you, Chris, for joining us today



and have a good evening.

- **Chris Svolopoulos:** Thanks for the smoothest presentation I've had in a long time. We'll be following up if we have any updates with design. When we do outreach you'll be hearing more from us. Hope you have a great day.

8. Public Comments

No comments.

9. 2026 WSDOT Freight System Plan

Baker Council noted presentation by WSDOT representatives on the 2026 WSDOT Freight System Plan. There is an opportunity for the public to comment by September 13th. You can comment directly via e-mail FreightPlan@wsdot.gov. An opportunity in the actual website where you can comment into the website itself. A little less than a month to decide if a letter is the best way forward to comment or if we want to comment into the website itself, or if you want to comment at all. This, this is an opportunity to do that, and it should be coming up now. Mr. Chair, I guess this is on you and the SFAB to decide how we would like to move forward.

Questions

- **Stan Ryter:** A significant document and it's something that could take quite a while to review. There is a lot in there. Anything and everything you could ever want to know. Just have to decide if people want to look at that individually and punch into the into the comments site, or if somebody wants to volunteer and collect comments and put together a letter. Obviously, they put a lot of work into this, so you're really looking at subtleties in here or some additional points of emphasis. And some of it, you know, because of the Seattle Freight Advisory Board, obviously you City of Seattle focus. As opposed to worrying too much about how Spokane connection of Yakima, if you will.
 - **Alisha Pena:** I think at the staff level, we intend to file a letter on behalf of SDOT that we will submit a part of the review. We'll be providing those comments that will be reflective of everything else. Folks do have comments and doing a separate letter, feels like too much work, by all means send that over to me, so that can be an attachment to our letter as comments we heard from SFAB. Yeah, I think there's a couple ways that we can make this easier for kind of US Seattle response.
 - **Geri Poor:** I would start by asking if you were able to look at one of the appendices, did you have concerns or you said you thought it was quite comprehensive and didn't have comments? I guess what I'm where I'm going with this is if we need someone to collect comments from SFAB, I'd be happy to do that. And then it'd be great if the city were able to forward that sort of maybe a bullet list of comments.
As an attachment to their letter, I like that idea. I haven't read it myself to know.
 - **Stan Ryter:** Yeah, it's a statewide plan. So, I think you know. Instead of trying to get through every last page of it, if the reviewers would kind of look at what's really specific. And obviously there's all the gateway projects that are happening, which is a huge positive lift. The highway from Port of Tacoma into Auburn right is a huge lift and then the highway



around the airport is a big plus. This takes you through everything that you'd want to know about freight in Washington state. Maybe a place to start is to look at the recommendations and see if that kind of jives with what your personal vision is coming in and out of Seattle? Maybe the best thing to do is to have a look and send any comments over to Geri Poor's way. I would say by about September 4th or 5th, if they're all due the 13th, right. Then Geri collects some stuff and then pour it on to Alisha and Baker. Yeah, I was a little bit surprised how large it was as there is a lot to this statewide. I don't think it's worth going into every last detail on it. You know, focus on the Seattle stuff and on recommendations.

- **Giovanni Mottolese:** Like every year, is there a section that talks about like different systems?

Alisha Pena: Baker's covered the WSDOT freight plan meetings more than I have. I just went to the last one, but we do this update every WSDOT updates plan every five years.

- **Stan Ryter:** Every 4-year cycle.
- **Alisha Pena:** We've participated in a number of meetings along the way, to provide feedback early on. So, at this point, they're really looking to like find ways that some of the time looking at big things that radically change the document. From our perspective, a big part of what we're looking at is what are the project lists for their freight network assessments, kind of those policy things. So excited to kind of see what they have programmed for their funding for the breakdown across the state. Things like that, which kind of zeroed in on.
- **Stan Ryter:** You know, and then I'd pull up their truck parking, you know. Where is the truck parking? And can people make a trip to the port and back and have a rest stop somewhere? Where is that located? So just those kind of lenses, when you flip through this I think is good. And then all the appendices might be relevant. You know where they have the extra figures, data, maps so.
- **Alisha Pena:** I think one of the areas where like the City of Seattle in particular will have a lot of insight is on the urban freight piece too, because look at Seattle at the state. Who's the big player in that space? And you know, we're kind of the biggest ones up in the state, right? So I think that's an area where we'll be trying to kind of get some very targeted feedback.
- **Stan Ryter:** OK. Does it cover last file delivery and stuff?
- **Alisha Pena:** Yeah, they talk about like the ecommerce pieces just kind of everywhere, but I think there's a little bit of like the last one. So, I will confess I have been to meetings but have not actually spent time digging through. It's a quick review of what's in here? Baker we had a presentation from Scott at the last meeting, correct. In that presentation, did we have the slide show of what was different from the previous freight plan because I think I saw that at one meeting. I'm not sure if that was at our SFAB or at the WSDOT meeting that they hosted at their office. I think they did talk about that some.
- **Baker Council:** I think they did talk about that as well. I could send that out as well the, last presentation.
- **Stan Ryter:** All the subtleties of constantly creating. So any other public comment on this or comments from anyone. OK, then.



10. Public Comments

No comments.

11. September Agenda

Yeah. Before we get to the September agenda, I'd just like to make a couple of comments here. Yeah, I'm ramping up now. Four years of freight mobility stuff. There are term limits to this at the state and the spirit of turnover and fresh ideas. This will be my last. The last meeting I run. I would like to emphasize. So, a couple of things for the future, one being Aurora Avenue. I think with Aurora, this could be a place where Aurora defines the city and it's a problem, or SDOT and the city can get ahead of this. Really focus in on land, use transportation, stormwater and public safety. It can be a real jewel of the street. So, there's a billion-dollar business in Aurora Ave. I think for the freight board to pay close, attention to that, to keep lots of people moving as well as freight and those businesses viable and bring a safety more livable component to the streets would be. Something to look at in the future. That would be one point of emphasis. I think continuing discussion like Burke-Gilman Trail, with the north alternative, I think that's a solution that that needs to happen and one that balances, obviously industrial uses and accommodates bicyclists would be ideal. I think that's a follow up. And then the third thing is just, you know we talked so much in these meetings about feed stripes and all of that. And you know, just continuing to look at opportunities for major investments in the bridge network. You know as much as we're sitting here trying to optimize moving the most pedestrian, bicycles, trucks plus safety, at some point that rock is squeezed and then you'll need a new Ballard Bridge and those kind of things at some point. Those were three things I kind of wanted to put out there going forward. I think we've done a lot of good work over the four years although sometimes slow. There have been some contributions, especially with the Seattle Transportation Plan from my end. Kind of increase the free funding and the levy. I think that was a huge win. I think there's \$25 million dollars, partially because of our advocacy. So, I can't thank everybody enough, for participating, trying to make the city the best it can be. A lot of special spaces, and a lot of different uses. So, I think it's been fun to kind of push these issues forward and it's still honors Seattle's industrial past. It should have an industrial future. So those are my kind of final comments and I will turn it back over to Baker and Alicia to figure out. I know we interviewed some new people that it's a long process to get them. I think we've been a little shy of getting quorum and all that.

Baker noted that we should have some new individuals in by September, definitely, by October. We will definitely have some new folks on board, to better keep us moving forward. So, for September we have 3 agenda items. Levy funded project on Rainier and Henderson. And 2nd is the Westlake Ave Freight and Bus (FAB) lane and 3rd would be the Holgate Railroad crossing updates. Any questions or comments?

Questions

- Geri Poor: Baker, could I ask for just a headline preview of the Westlake FAB lane? What? What's the status going into the presentation next week, next month?



- **Baker Council:** We'll be highlighting where we are in terms of the contracts, in terms of any modifications in the scope. Looking at the signage, we're preparing the signage. So yeah, that's definitely one of the things we can show you all some of the signage we're looking at. We're going to be preparing some field work. So right now is a lot of paperwork in terms of the contract, in terms of some Internal documents to get fulfilled in terms of a start date, it's probably going to be closer to November or December. In terms of when we will officially start, we have some contracting put delays the last couple months, so looks like we are where we need to be now with UW and SDOT. Moving forward with fulfilling the contract so.
- **Geri Poor:** In the country. And the current status is that there is a bus lane out there, but not freight in bus lane.
- **Baker Council:** That's correct, right.
- **Geri Poor:** And then you're contracting. In the coming months with UW to do a baseline with just buses there and then, the trucks would be added later.
- **Baker Council:** To do the evaluation correct, right? That's right.
- **Geri Poor:** Got it. Thanks.
- **Baker Council:** I would also add one thing too that we are hoping to develop a page that would be more specific to the freight operations out there. So, we've already got a draft 1 pager for the overall FAB lane project, where it is, you know, like the high-level summary. But we're working with our comms team and operations to kind of identify what those questions are. That truck drivers that are using the FAB lane might have and also what the bus drivers, you know what their experience might be like? So, we're working on pulling together specific communications for that subset of the community. We can try to talk about that a little bit too.
- **Geri Poor:** Thanks. Look forward to that.

10. Closing Public Comments

Meeting adjourned.

