

## August 15, 2023 Meeting - Seattle Freight Advisory Board

**Topics covered included:** Levy to Move Seattle; 15<sup>th</sup> Avenue N/NW & Ballard Bridge Paving and Safety Project; Georgetown to Downtown Safety Project

This meeting was held: August 15, 2023, 9:00-11:30 a.m., via Webex and in the Boards and Commissions Room, City Hall

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

**Public:** Don Brubeck, Ryan Packer, Eugene Wasserman, Warren Aakervik, Claudia Hirschey, Christine Wolf, Don Gai, Tyler Blackwell, Ching Chan, Tyler Blackwell, Don Peltier, Mario Archaga, Mitch Hovland, Warren Aakervik, Elsa Tibbits, Emily Rankin, Dan Anderson, Megan Shepard, Tina, Erin Goodman, Monica Dewald, Megan Kruse, Mike Stewart, Peter Trinh, Jim Curtin, Luke,

**Staff:** Claudia Hirschey, Megan Hoyt, Serena Lehman, Elsa Tibbits, Marilyn Yim, Ching Chan, Dusty Rasmussen, Jules Posadas, Jonathan Frazier, Ryan Moore, Katie Olsen, Christopher Eaves, Cass Magnuski

**Attending:** 43

**Dan Kelly:** We will call this meeting of the Seattle Freight Advisory board to order. Shall we do the roll call/

**Christopher Eaves:** I'm going to note that we have some of you in person, Dan Kelly, Stan Ryter, Dan Gatchet; and we have remote Dan McKisson, Geri Poor, and Nigel Barron. I think most of us know each other. I'm only doing this to save a little bit of time. I would like to ask the members of the public in the room to announce themselves, say who they are.

### INTRODUCTIONS

**Christopher Eaves:** I'm going to hop in on passing the minutes from the previous meetings. Is there any comment on the minutes?

## SFAB 08/15/23 MEETING

### ACTION ITEMS:

Invite Funding group to discuss priorities – Oct/Nov meeting? SFAB to discuss time/timing

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

Of Interest to the SFAB:

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

Meeting opening

Introductions

July 2023 Minutes Passed

**Member:** I move to pass the minutes.

**Member:** Second.

**Dan Kelly:** We will open it up for any discussion by the board for last month's minutes. If not, calling the question. All in favor? Opposed? Motion passes. I'm seeing announcements for the board?

**Christopher Eaves:** Not from myself. Any board members?

**Dan Kelly:** Any announcements from any board members? Hearing none, we will move directly to public comment. Chris?

**Christopher Eaves:** We've had three people sign up for public comment.

**Dan Kelly:** My apologies. If you have signed up for public comment, please come up here to the table.

#### **PUBLIC COMMENT**

**Tyler Blackwell:** Good morning. My name is Tyler Blackwell. I am a transportation planner for the SODO business area. I also serve on the Levy Oversight Committee. The SODO BIA represents over 1,200 businesses in the industrial district. We advocate for all modes of transportation. we have engaged with SDOT and the Georgetown to Downtown Safety Project. While we support the project, we have specific design (unintelligible). On Friday of last week, we sent a letter to Mayor Harrell and the SDOT leadership, as well as the freight advisory board outlining our concerns. We have seen issues with designs for South 4th Street, South Nevada Street, South Spokane Street, and South (unintelligible) Street. We want to focus on South 4th Street. In this slide you see a truck backing up over what would be a proposed (unintelligible). In the second, you see a truck that is making a tight turn across what would be a two-way bike path operating in the right-of-way. In the third photo, we see a tanker and another truck blocking what would be the two-way bike path with no visibility for anyone coming around the corner. In the fourth picture, we have a UPS truck trying to maneuver around the tanker. This two-way bike path is not safe, It is not accessible to Vision Zero standards (unintelligible). And so we ask that you consider rerouting off of South 4th Street (unintelligible)....

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**Announcements:**  
None

**Public Comments**

**Public Comment**  
Tyler Blackwell: SODO BIA

**Regarding Georgetown to  
Downtown Safety Project**

**Christopher Eaves:** Thank you, Tyler. The second person who signed up is Don Brubeck, who is online right now. Don?

**Don Brubeck:** Good Morning. I am testifying on behalf of the West Seattle Bike Connections for bike advocacy, bike and pedestrian safety advocacy group from West Seattle. All of the bike groups from West Seattle go through the manufacturing and industrial zone and all of the bike routes travel on major truck streets. There are no alternatives to using major or minor truck streets to get out of West Seattle, short of going through Burien. The Georgetown to Downtown Safety Project is something we welcome and support in general, but we have a couple of concerns, too. Tyler's concern was about South Forest Street for the reasons that the SODO BIA has identified, especially Franz Bakery and Platt Electric. That's really not acceptable to mix bikes and trucks. SDOT knows how to do it right with the design guidelines and the Freight Master Plan, and just good engineering practice would have precluded such a route for all ages and abilities, or any kind of bike route. So, we would suggest looking at South Lander Street, or South Spokane Street and extending the busway to South Spokane Street as a better option, which has its own difficulties in getting from 6th Avenue to 4th Avenue on Spokane. It may bring some good possibilities and the process should not be (unintelligible) by using the (unintelligible). It also concerns South Nevada Street, where early concepts showed changing a crossover from a two-way bike lane on one side to single bike lanes on each side at an uncontrolled intersection that almost looks like a driveway. That kind of crossover by bike riders is going to be completely unexpected by vehicle drivers and when something is unexpected, it is not safe. So, at a minimum, if that kind of thing is still in the design, there needs to be a half signal that is triggered by bike riders and pedestrians to make that kind of crossover. It can't be just some green paint and a warning sign. It needs to be a full stop for vehicle traffic to make a diagonal crossing like that. I am looking forward to seeing that development in design and bringing it up to SDOT's goals for safety along these routes. Thanks.

**Christopher Eaves:** Thank you, Don Brubeck. And Don Gai?

**Don Gai:** If you would put that one picture up where it shows...? Good morning. Don Gai, with the 6th Avenue ownership and Franz Bakery. In two minutes, I can't do justice to the history of baking in Seattle. My father founded Franz Bakery in 1938 with the acquisition of Franz Bakery on 6th Avenue. This bakery has been here since 1952. And the 4th Street ability to bring in freight of bakery perishable goods and products from

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### Public Comment

Don Brubeck: West Seattle  
Bike Connections

Regarding Georgetown to  
Downtown Safety Project

### Public Comment

Don Gai: Franz Bakery  
Regarding Georgetown to  
Downtown Safety Project

throughout the State of Washington, Oregon, California with distribution centers up and down I-5 is a highly critical operation. Not only do we get bulk ingredients such as yeast, flour from Montana, rail cars coming in the south side. It is major critical in loading and unloading 4th Street in conjunction with Platt Electric. We need to work together with SODO, as we have, as well with SDOT, to understand the safety issues and visibility issues on 4th Street. My concern is that they need to slow down. You can't have lines to show the safety issues for trucks coming in and out of 4th Street. As well as we, as ownership of the building, as well as the Franz Bakery tenant dealing with the Sound Transit rail up above, that we've got over the last ten years, and also working the Sound Transit on the south side. You can't block a business that has been there for over 50 or 60 years, all of the employees in service who deal with freight off of I-5/I-90, 405. So again, I ask that you continue to work with us, understand, slow down, to make the bike path as safe as possible, and give us the ability to run our businesses in the City of Seattle. Thank you.

**Megan Kruse:** Hi. I'm Megan Kruse. I wanted to provide an update on the statement on legislative intent. 602a401 of 2023. This was a proposal submitted by the downtown Councilmember, to help get (unintelligible) with required loading, because currently, we are seeing towers with a thousand people without a single loading bay. And what research has found, the highway department at the federal level, local level, is that we are getting increased emissions and interactions with pedestrians. This directly impacts Vision Zero and our Green Seattle both. What has happened, and I really do appreciate this committee, this board's support. It was well-received. And the DCI did submit a report that they received from their peers, the national consultant for transportation. And Andrew Lewis has this report, but we don't know yet what it says. He says he has to review it before he can release it. So, there still may need for more work to be done. I think it's particularly important, because we're heading into a time crunch where within the next two years, the Council hasn't passed legislation that will abate any sort of (unintelligible) review for a lot of these types of programs, and that in some cases, will also mean transportation review. So, I think that if we really want to steer a reduction in accidents, a reduction in emissions in the downtown core and other urban villages, this is something we should stay on. Thank you.

**Christopher Eaves:** Thank you. We have done public comment in the room I would like to see if anybody online has any public comment?

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Public Comment

Megan Kruse: Citizen

Regarding SLI 602a401 of  
2023

**Eugene Wasserman:** Yes. I would like to make a public comment. My hand-raising doesn't seem to work. I am Eugene Wasserman. I am president of the North Seattle Industrial Association. We are 40 maritime/industrial businesses in Ballard, Fremont, and the Interbay area. We have been working on freight issues with SDOT forever, it seems, as long as I have been around, which is 16 years. I submitted some questions to the board that we have on the 15th Avenue project changes, and I'll be glad to discuss that at another time. But that project points out the problem that SDOT is not talking to us about projects or anything. They are deciding what should be done and sort of announcing what they're going to do, and then we are in the sad position of contracts for SDOT. SDOT used to always talk to us about what they are planning to do, and asked us to give input into it before they went and did it before they announced it and said this is the way we're going to do it. Apparently, that has changed over time. It changed over time a couple of years ago, and has continued that way. SDOT does not have the expertise on freight movements, and they don't have the expertise on transit movements, as well. To go off on their own with these decisions without involving us, and also it breaks the pledge that Mayor Harrell gave to us when he ran for election that this would be a One Seattle project for all of Seattle. We won't get involved and have a say with what is going on. A good example for the board is a project that I have been working on, the Route 40 project. When they came to the freight board, they were totally unprepared, and that's the kind of treatment that we've been getting on that same project. And one more comment about what Don Brubeck said about standards. For years, a group of us worked on design manuals with the City of Seattle, and it seems that SDOT doesn't use them anymore. And if they're not going to use them, they should come back to us to redo the design manuals. But they shouldn't be able to just ignore them. That creates problems for all of us. So, those are my public comments. And I always enjoy attending these meetings.

**Christopher Eaves:** Thank you very much. Eugene, I also know that you have submitted some comments in an email that has been sent to board members. Now that I have better visibility, I believe I see Warren Aakervik also has his hand up.

**Warren Aakervik:** Thank you, Chris. I'm Warren Aakervik. I've been on the freight board or freight committees for about 15 years now. I'm not currently on there. I have also driven trucks through just about every street in the City, including the 146 miles of major truck streets that we have to deal with. Truck freight is a service to the public. We don't go out and drive trucks throughout the neighborhoods just to find out if we can make it or not. We have a specific purpose. We deliver goods and freight to the

Public Comment

Eugene Wasserman: North Seattle Industrial Association (NSIA)

Regarding 15<sup>th</sup> Ave W/NW & Ballard Bridge Paving & Safety Project

Public Comment

Warren Aakervik: Retired  
Regarding truck movements, standard lane sizes, and road design below minimum standard.

major distribution centers and to the various local stores and groceries and hardware and all of that, plus a lot for the Port of Seattle and the nation. My concern is on the presentations I think we're going to see that if we reduce the truck lanes that in the freight manual calls for 11-foot lanes. It should be 12, but we're reducing the lanes even more from that. When you take a big truck, a WB67, which is a semi, running around and delivering all of these goods, the mirror to mirror width is a minimum of 9-foot, 6-inches. And if you go down into the 10-foot lanes, you've got a six-inch clearance and I would challenge anybody, even a good truck driver to work on a six-inch clearance between mirrors as trucks pass on the various roadways. The expertise in SDOT now lies with no conscious truck drivers on any of the planning or design groups that are around that I know of. And if they used auto-turn on it and could see the impacts of what they are doing with roadways -- when you have tracking, when you have turning radii designed for or accommodated are the two words that are used. Designed for means you could actually move a WB 67 through, and accommodate means that you could maybe, if you over-steer, you can make it. Ballard Oil closed down at the beginning of the year because of the design. It was impossible to be able to move trucks in and out and give way to three lanes of oncoming traffic to be able to get out of the facility. And the thing that I think is most important now is as we get to West Marginal Way, as we get to SODO, as we've just been discussing, when you put bike trails across the roadway that is a right-hand turn, the sight distances and the ability to see anybody on a bike, a pedestrian, or the new high-speed rollers that go 25 MPH, you are putting those people in harm's way, and they have no idea at all that we can't see them on the right-hand side. There was enough courtesy given to downtown Seattle to make the turning on 4th and 2nd Avenues, left-hand turns with the visibility is there. But when we go into the industrial areas, we turn on the right-hand side, and it is impossible to see them. So, I think we ought to start looking at design and programs that will actually help save lives rather than put them in harm's way. Thank you.

**Christopher Eaves:** Thank you, Warren. Is there anyone else with a public comment? I do not see any hands up, or in the chat. So, I think we are done with public comment. Dan Gatchet?

**Dan Gatchet:** I want to just make a comment on Franz Bakery. I used to have my truck travel down on Airport Way. Trucks are very good at going forward. When they start backing up, there are a lot of blind spots. And when people are darting in and out, whether it is pedestrians or bikes, drivers don't see them very well. One thing that exists, and I would love to go down there and visit the proposed bike path. It just

Dan Gatchet: Backing trucks have many blind spots. Doesn't make sense to have a bike path in an area where trucks are backing up or moving through.

doesn't make sense, if you have an area where trucks are backing up or moving through. Even the bike person noticed that, so hopefully SDOT is going to find an alternative. It would be interesting, I think, to see some of the other concerns, like on South Spokane Street. Thank you for that initial presentation. Nothing like seeing pictures of it or a person's diagrams.

**Stanley Ryter:** Yes. (unintelligible) .... We kind of want that bike path following the train tracks along the busway. We don't have the design in front of us to look at. (unintelligible)

**Christine Wolf:** Good morning, everybody. I'm a former board member, and just interim, for people who don't know me as yet. I just wanted to talk a little bit to the conversation. I think that folks who have been talking before, like Eugene Wasserman and Warren Aakervik have it exactly right. I think that there is a need to have a broader conversation, and that design standards and the data and analytics that go into bike design decisions, especially in the industrial areas. And I just wanted to note that the alliance and the folks I work with are standing ready to help participate in that conversation. I can resend a document that I actually prepared for the alliance that sort of lays out what we think would be helpful in terms of making sure that we follow due process and make sure that all of our stakeholders are appropriately involved in the process at the time when it is necessary and most productive to involve them. I am more than happy to reshare that. And as I said, we stand ready to help facilitate that process. The other thing that I would like to point out is that while there are design standards for industrial streets in Streets Illustrated, at the time that those were developed, there was a lot of discussion in the freight community, including the freight board. And I do think that in light of the last two years it is part of the process of redeveloping or developing the City's new Transportation Plan, with a better approach, it would be prudent to revisit those in light of the things that we've learned in the last few years, because there are some issues related to those defined standards that I think would be worthwhile to collectively discuss and see what can be done to make sure that everybody is safe. Because I think some of the issues that we have today are actually related to the fact that SDOT is trying to use those design standards. Thank you.

**Christopher Eaves:** Thank you, Christine. (unintelligible). Don, Streets Illustrated does not include the (unintelligible). So, thank you all. Again, I ask, is there any more

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Stanley Ryter: Agree. Would like to see the path along the busway

### Public Comment

Christine Wolf: Previous SFAB Member

Support Eugene Wasserman and Warren Aakervik.

Broader conversation to be had regarding STP and older design standards that may not well fit industrial streets.

Public Comment Closed

public comment? Hearing none, we are going to close public comment and go to our first presentation, which is the Levy to Move Seattle update with Serena Lehman.

## LEVY TO MOVE SEATTLE

**Serena Lehman:** Good morning, everyone. Let me know if you can't hear me. I'm with the Seattle Department of Transportation, and I'm here to talk to you all about the Levy to Move Seattle, where we are. And before I get started with the presentation, I want to introduce some of my colleagues who are here, as well. I can talk about the levy, but many of the people we've brought to participate today have more knowledge about some of the key programs. So, I'm going to hand it first over to Megan Hoyt to introduce herself.

**Megan Hoyt:** Can you hear me? I am Megan Hoyt. I am a project manager with SDOT's Capital Projects Program, and I am the project manager for the East Marginal Way project, which I think you are all very familiar with. So, I will be on hand for questions if you have any. Thanks.

**Elsa Tibbits:** Hi. I am Elsa Tibbits. I'm the pavement engineering manager for SDOT.

**Megan Shepard:** Good morning. I'm Megan Shepard with SDOT, and I have been working closely with the bridge program for several months.

**Katie Olsen:** Hi, I'm Katie Olsen and I am on the oversight committee involving SDOT and other committees.

**Serena Lehman:** Thank you all so much to the great team that we have here today. Next slide, please? Today, we're going to talk a bit about the Levy to Move Seattle. Specifically, we're going to walk through a brief reminder of the what the levy is, what categories of programs it funds, how the levy supports freight mobility, and share some of the projects that we have been working on over the last eight years, and then do a quick overview of overall what we have accomplished in Q1, 2023, which we aren't quite ready to present to you yet because we are just publishing the report today.

We're going to go through a number of slides with various data points, but if you take anything away from our presentation today, we are hoping that you take away that the (unintelligible) in Seattle, and freight improvements throughout the City are delivering

## SFAB 08/15/23 MEETING

Levy to Move Seattle  
Presentation:

Introductions

Serena Lehman  
Levy to Move Seattle  
Programs funded and  
support for freight mobility.

significant deliverables, including 202 miles of paving, over 2,500 bridge spot repairs, the South Park Drainage Partnership Project, the Lander Street Bridge was completed. We're going to be launching into East Marginal Way construction in the not too distance future, and then we completed 40 freight spot improvements. And this was just in 2022. There is more to come in the remaining year and a half of the levy.

I wanted to give a reminder of what the Levy to Move Seattle is. The Levy to Move Seattle was passed by voters in 2015. It's a nine-year property tax levy, and it funds around 30 percent of SDOT's budget. We generally have broken up the spending for the Move Seattle levy and deliverables into three main buckets. We have our safe routes, which provides safe and accessible routes connecting schools, transit hubs, and other destinations; maintenance and repair reducing the backlog of maintenance and repair; and then congestion relief, which is in our largest bucket, which is enhancing transportation choices throughout the network.

Those categories are big. They encompass a lot of different work, and so on this slide, we're showing 30 main programs in the Levy to Move Seattle. Programs one through eight are in our safe routes category. And this includes programs like Vision Zero, Bicycle Safety, as well as our transportation operations and mappings. Maintenance and repair refers to programs nine through 17, and this includes bridge seismic programs, bridge (unintelligible), our pavement programs, as well as our urban tree plantings. And last but not least, I mentioned congestion category programs, 18 through 40, and this includes (unintelligible) improvements program, which is programs like the Rapid Ride, which is under construction currently, as well as small transit spot improvements around the City, and our freight spot program, our heavy haul network program. The Levy to Move Seattle touches a lot of SDOT's work.

(unintelligible) that specifically supports freight movements around the City, and you will want to note that we will be highlighting a few of the key programs that much of our work, as we improve our transportation network in general, does support all modes across the City. Freight is particularly important to the City. In our current Freight Master Plan, 40 percent of all Washington jobs are tied to freight-related activity and this is a key focus for us as we continue to do our work for the Levy to Move Seattle. On this side for safe roads, we are highlighting our roadway maintenance program and pavement spot program both support our freight program. So, I'm going to highlight some of the (unintelligible) that we can see on our right that shows the top end of Southwest Avalon Way repaving. And then on the bottom, we have got some before

and after on images. You can see it before it was paved. And we know what that road looked like. And the after, a nice clean pavement.

This slide highlights our bridge work. We have our bridge spot repairs, which is critical for keeping the roadways moving so that we can move around the City. And then our bridge partnership that we have with South Park. We recently completed it this year. This included pavement, which you can see on the top, as well as new (unintelligible) and programs.

Last but not least, we wanted to highlight these final freight programs. We completed the Lander overpass, which is very exciting. And then we have our East Marginal Way project and we will be starting construction later this year. And then, last but not least, the freight spot improvements program. This program does work like curb radius improvements, overhead signs replacement, and railroad crossing improvements around the City. These are examples of some of those improvements.

Equity plays a key role in our freight program. Many of our key freight routes are near high equity priority populations, so a lot of the work for our freight program does mitigate those impacts. We also provide transportation for a thousand people who work in those industrial areas. An example of one of the projects, we added 70 new truck parking spaces on Harbor Island. You can see how it was before and how it was not good access for our freight parking, and then the new truck parking space spots. (unintelligible) a total of investment in levy funding and programs that make notable freight improvements, and this is from 2016 through 2024, so some of it is an estimate of where we're going to be at the end of the levy. I pulled up this program and I'll walk this through what the levy funding is and what the total investment is. And the total (unintelligible). On the levy we spent around \$270 million; our total investment is \$460 million because of additional funds.

This is a high-level snapshot of what I just walked us through. I just want to reemphasize how Seattle is continuing to invest in our freight network. We repaved 202 lane miles, 2,800 bridge repairs completed. I already mentioned the South Park Drainage Partnership project. It is complete. The Lander Street Bridge was completed. And I just want to note that we eliminated 4.5 combined hours of vehicle (unintelligible), which saved 1,100 tons of emissions. (unintelligible) We've completed 40 spot improvements, with more to come. We also will note that there were eight additional

Freight Master Plan projects that were advanced as part of the Reconnect West Seattle program during the high bridge closure.

I'm going to shift a little bit and talk about the levy, and then we will have ample time at the end for questions.

I have been focusing on freight and freight improvements over the last ten minutes that I have been speaking. Now I'm going to talk more broadly about what the levy delivered in the first part of this year. We continue to work on advancing our Vision Zero action plan, including no right turns on red as well as continuing implementation and design of our projects on corridors like 4th Avenue South, (unintelligible), Rainier Avenue South, (unintelligible). We installed near schools to facilitate students accessing schools, including Ingraham High School and (unintelligible). And then we made two spot improvements, including on (unintelligible) Avenue NW.

You can see on the top the sidewalk repairs we have made throughout the City. We put in almost 2,200 sidewalk spot repairs by the end of Q1, and we continue to do construction on key neighborhood street projects. This program currently has three cycles throughout the life of the levy, and we are finishing our final projects from this second cycle, and starting construction for cycle three.

We have many key paving projects going into construction this year and next year, and so we continue to design projects on 11th and 12th Avenues NE, as well as the 15th Avenue NW project and including more safety improvements. We repaired concrete on 3rd Avenue between Stewart Street and Virginia Street, and we completed 103 bridge spot repairs just in Q1 alone. In the picture you see the before and after of the repaving work we did on 3rd Avenue between Stewart and Virginia. We continue with our bridge projects. Bridges are something that is very critical to our work in the City of Seattle. We continue work on design for several key bridge projects and we're also starting construction on Admiral Way N, Admiral Way S, the Broad Street Bridge and 15th Avenue NE. We're planting 122 new trees not in Q1 but Q2, but we (unintelligible).

We continue construction on several major corridors, including the Rapid Ride, Route 7, Route 44, and we continue to find additional corridors such as Route 40, 48. And we have also launched the first phase of the community engagement for the Aurora (unintelligible), which some of you are involved in. And we will continue to work

on traffic signals and there will be 11 transit spot improvements, including new bus zones along the corridors.

And last but not least, we continue the (unintelligible); we continue working on sidewalks for Greenwood Avenue North; and we have (unintelligible) for the East Marginal Way project. And we're very excited to get the construction done later this north. And also, we wanted to highlight this project that you can see to your right of before and after as we removed a section of railroad tracks on East Marginal Way in partnership with WSDOT. This is improving the freight mobility safety through this (unintelligible).

So, I just breezed with you all of those highlights of what was done. I am happy to also share our publications and other presentations given to the Levy Oversight Committee. Thank you for letting me take the time to run through it again. And I believe we have time for Q&A.

**Christopher Eaves:** Thank you very much. Questions?

**Dan Gatchet:** Great presentation! I'm fairly new to the board, but with you two physically here, there is an elephant in the room. Just listening to what Eugene Wasserman, who has been around a long time' and Warren Aakervik, who has been around for even longer, there seems to be a disconnect with the freight community. I'm fairly new, so I don't know all of the dynamics. But it's something that I think should be addressed fairly soon, because I think a half a billion dollars that went into all of the different projects that you cited. Some of them I'm aware of and they are fabulous, but there still seems to be a disconnect, so I hope that it gets work time, and being a new board member, I am willing to work on that and do the outreach and get a freight perspective on the (unintelligible) that was located down in SODO.

**Serena Lehman:** Yes. I have some other key colleagues in the room who are involved in programs within the department. The levy, again, is like a 10,000-foot view. And then we have people who lead all of the programs with outreach. But yes, freight is important for how our community continues in SDOT. So, thank you for having me back. We will continue to work with you.

**Christopher Eaves:** Thank you. I see that Geri Poor has her hand up.

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Dan Gatchet:  
Some disconnect with  
freight community, but still  
new and gaining  
perspective.

## SFAB 08/15/23 MEETING

Geri Poor – noting she represents the SFAB in the Levy Oversight Committee

Dan McKisson: Heavy Haul Network – does it include Atlantic, 1<sup>st</sup>, and Holgate?

Chris Eaves – response to Dan McKisson

Dan McKisson question about rail and connectivity to terminals.

**Geri Poor:** Serena, I wanted to highlight that you also have a Levy Oversight Committee which is made up of many members, including representatives from each of the boards, and I have the honor of serving on behalf of the freight advisory board. Over the past 12 months or so, several of us have been meeting once a month to review these projects and bring the perspectives of the individual board members to the project discussions. Just in case the rest of the board -- some of you are new, and may not know what is going on, I want to make sure that you know that I am representing you there and will continue to do so.

**From Chat:** from Don Brubeck to everyone: 9:27 AM  
Streets Illustrated does not include the FMP design standards appendix. SDOT should add it.

**Serena Lehman:** Thank you very much, Geri. I apologize for not mentioning that at the beginning. Geri Poor is a key member of the Levy Oversight Committee, and we're very excited to have representation from all of the mobility boards, and especially Geri Poor, at these meetings.

**Dan McKisson:** Thank you for the presentation. I have some questions about the heavy haul corridors. First thought, is that going to include Atlantic, 1st Avenue South, and Holgate? I will stop with that first question.

**Serena Lehman:** I'm going to hand this over to my colleagues, Megan Hoyt.

**Megan Hoyt:** Hi. I want to involve Chris Eaves in this, because Chris is more plugged into the broader heavy haul network. On the East Marginal Way project itself, it starts at Atlantic Street, but the paving portion for heavy haul doesn't start until you get just south of Massachusetts Street, where the (unintelligible) gets from beautiful and sturdy to not beautiful and sturdy. The paving stays just on East Marginal Way down through Spokane Street. And then, a future central segment would extend that along Duwamish Avenue South. I want to refer this to Chris for the next steps.

**Christopher Eaves:** Dan, the heavy haul network, if I remember what you said, does include Atlantic Street to 1st. It does not include 1st, but it does include Holgate. That's from memory. Does that provide the information you want?

Megan Hoyt – not pulling rail in the EMW project

Rail removal on EMW this year was south of Spokane St

**Dan McKisson:** Yes, thank you. And then, my next question is that those tracks are going to be removed. I think those are probably going to Terminal 30, which gives that terminal direct access to rail. Can those be replaced if that terminal decides to use rail in the future?

**Megan Hoyt:** That set of rails that was removed. I am not actually removing rail. The project is going to reconstruct the area just north of Hanford Street to get that one curvy train track out of the intersection at Hanford Street. I believe that the track that was removed, Serena, that you used in your presentation, is a lot further south. I don't know if you or Chris Eaves knows exactly what that connected to.

**Dan Gatchet:** That was in front of (unintelligible) terminal. They've been abandoned for years.

**Dan McKisson:** Okay, so I understand that they haven't been utilized in years, but if they were able to utilize it again, they still have access to the terminal.

**Serena Lehman:** We can follow up with you, Dan, to make sure that we get the answer to that question for you.

**Dan McKisson:** Thank you.

**Geri Poor:** Can I just jump in to say, from my recollection, and I hope that Chris Eaves will answer this, down by the federal center south. Isn't that true that it's south of Spokane Street?

**Christopher Eaves:** It was further south, I believe, along the Idaho alignment across East Marginal Way.

**Geri Poor:** So, Dan, I hope that answers your question on what is north of Spokane.

**Dan McKisson:** Okay, thanks.

**Geri Poor:** Chris, I'm also out of order. I just sent you by email the heavy haul map and it includes a short portion of 1st Avenue between Massachusetts and Atlantic.

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**Christopher Eaves:** I recognize that there are some members of the public who want to comment, but we are going to reserve public comment until the end of the meeting. I just wanted to note that at this point in time. Are there any other questions or comment from board members?

**Geri Poor:** I have one more without again raising my hand, if I may. I would like to hear if the board or members of staff have any thoughts about going forward. I think a fair question to ask staff would be how people thinking about freight as a component, and if there were to be a future levy, because we appreciate that the City has been able to supplement and leverage a lot of projects and pull in different money, and get projects done that might otherwise not be funded. We think that it's important that the freight projects continue to move forward. We know that there are projects that have been in the Freight Master Plan and other lists that need to continue moving forward. We really appreciate the parking done on Harbor Island. We appreciate a lot of the freight spot improvements. Lander is important, but is there a chance that we could continue this amount of money to freight and perhaps increase it in the next levy, if there were to be another levy?

**Meghan Shepard:** I'll take that one. Hello, everybody. Meghan Shepard. In addition to working closely with bridges, I'm part of the team that is working on development on a transportation funding plan that is looking past the end of this current Seattle Move Seattle levy, which does expire at the end of 2024. We are internal and just beginning to talk to our key stakeholders, including those of you who are so closely engaged in the needs of the freight community and freight vehicles. And so, we would love to be here talking about investment priorities in the next month or two with all of you. As we look broadly, not just at another levy -- and levies have been a critical funding source for transportation for the last 18 years in this City, first Bridging the Gap, and then the Move Seattle levy. We would love to basically have that conversation with you all and begin to hear about your priorities and needs in the next couple of months.

**Dan Kelly:** Meghan, we are going to invite you over the next couple of months.

**Meghan Shepard:** Would you like to invite the team and I to come and have a conversation with you, because we would love to do that?

**Dan Kelly:** Absolutely. I'll check with the board to see when we want to do that, and then tell Chris. That would be great!

Geri Poor: How are freight projects moving forward – appreciate what has been done, but how do we continue/increase if there is another Levy?

Megan Shepard:  
Just beginning funding plan  
Want to talk about investment priorities in next month or two.

*Action Item – Coordinate with Funding Team to discuss freight priorities – SFAB to consider time/timing.*

**Meghan Shepard:** Yes. We would like that very much, if that works for you. We expect to be having many conversations with folks in a variety of forums, but the freight advisory board will be a really critical place for us to talk about what is the most important places for us, the City, to prioritize our investments in freight mobility.

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

**Stanley Ryter:** I'm curious. Stan Ryter here. When you come up with these projects, what sells best to the voters? Is it the freight projects, is it just about the potholes, is it just moving people? What are the main selling points to release to the voters and have freight squeezed in there?

**Meghan Shepard:** Well, really an initial place for engagement is SDOT has multiple planning efforts underway right now, and one of the key ones in the 20-year vision document is the Seattle Transportation Plan. The development of this plan is a 20-year idea. What are our values? What is the most important to us? What do we wish to accomplish transportation-wise? The Seattle Transportation Plan folks have been out talking to people for the last year and a half about what is really important to them. They are going to have the draft plan out for people to engage with in the very near term over the next few weeks. And so, that would be a first really critical place for us to look, as people review that draft plan and talk about their priorities and their goals, that is one important input. And then, over the next few months we're just going to talk to people in a lot of different forums. We're going to talk to subject matter experts, like boards, and see what the Seattle Transportation Plan is doing. We'll be talking to a broad swath of Seattle. And through those conversations, we are able to get a sense of what is really critical to people for the next decade of work that we will need to do. And that will help us to pinpoint. We know that there are many ways to talk about freight that really do engage with people. As Seattle grows, as more and more people live in apartment buildings as the City becomes denser -- and we are expecting a lot more growth over the next 20 years, right? Package delivery, delivery vehicles moving through neighborhoods. That's really important. And a lot of people do see the value of the jobs and the role of the Port. Seattle is a world-class City. As we figure it out together, all of us, what is most important, it will be all of you having conversations with your community, using places like the freight advisory board to retrieve that feedback, and then you also helping us to find the other places to help us connect with people, and the right questions to ask to learn about their priorities. But freight has been

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Stanley Ryter: What selling points work to support freight?

STP draft is out and discussion and input will be critical

Grants are critical to fund projects

important in the last two levies and I expect it to be really critical in the work that we want to do, whether funded by a levy or not. I really appreciate the comment that Geri Poor made. Over the course of the last levy, over \$400 million in grants came in to fund projects. Levies are really critical in terms of having that pot of local match funds, so that we can secure those grants and really leverage the money from the people in the City to make these broader investments.

**Dan Kelly:** Okay, great. Thank you. So, the levy also helps with the grant funding/ That's a great selling point.

**Christopher Eaves:** Speaking of Geri Poor, she has her hand up again.

**Geri Poor:** Thanks. I reacted to what Meghan said and just want to chime in on all of the public outreach that is being done. We heard in public testimony from people whose voices aren't always heard. Everyone buys Franz bread when they go to the grocery store, and I just don't know how to make sure that the importance of all of the transactions that happen every day in the MIC, whether it's the BINMIC or the Duwamish MIC, how that gets a public visibility about how important it is. You mentioned package delivery, Meghan, but also the internal infrastructure of the City to the grocery stores, to the waste management areas, and you mentioned the Port. I appreciate that. ***My concern is that in public outreach you don't necessarily hear enough about freight so that it gets the input it needs, just because the public isn't talking about it. Thank you.***

**Meghan Shepard:** Yes. I think that is very valid and an important consideration. Thanks for saying that, Geri.

**Dan Kelly:** I just want to make sure -- Cass, are you hearing and able to record what is being said in the room here? There was a little bit of cut out from the cameras.

**Cass Magnuski:** I'm able to hear. It isn't very loud. One more thing. The camera in the room keeps cutting out.

**Christopher Eaves:** That sounds like a problem on this end. We will go from there. Thank you.

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Geri Poor: Great deal of public outreach for STP. But some people aren't always heard. Franz is an example. Don't know how to improve that visibility to the STP.

C. Eaves note: Bold/italics added for emphasis

**Dan Kelly:** Any other board comment regarding this topic before we move on? And again, we will hold off public comment to the end of the meeting.

**Serena Lehman:** Thank you so much for having me and the rest of the SDOT team to talk with you this morning. We are always happy to come and talk more and answer questions. And I hope you have a great rest of the day! So, thank you.

**Dan Kelly:** We appreciate your presentation and appreciate your work. Thanks so much. Shall we introduce the next speaker and the next topic?

**Christopher Eaves:** Yes. The next topic is the 15th Avenue N/NW and Ballard Bridge paving and Safety Project. Our present is going to be Dusty Rasmussen. He's the director of transportation operations division.

### **15TH AVENUE N/NW & BALLARD BRIDGE PAVING AND SAFETY PROJECT**

**Dusty Rasmussen:** Good morning, everyone. Can you all hear me? Let me know if I need to speak up or turn this microphone up for what I need to do.

Thank you all for having us today to discuss some of the updates to the 15th Avenue paving project. Jules Posadas, my colleague who does communications is going to kick off the introductions and meetings with one another. But, as Chris Eaves stated, I am the transportation operations director, kind of pinch-hitting for our City traffic engineer on this presentation to support this project going forward. But Jules, go ahead and take it away.

**Jules Posadas:** Hi, everyone. I hope you can all hear me. Thank you so much. We will do quick introductions of the team. My name is Jules Posadas and I am the public engagement lead for this 15th Avenue N/NW paving project. And I will hand it over to Marilyn Yim for her introduction.

**Marilyn Yim:** Good morning, everybody. I'm Marilyn Yim. I'm the project manager with SDOT for the 15th Avenue NW project. Good to see you all.

**Jules Posadas:** We have a quick PowerPoint and between Dusty and Marilyn and I, we will share a couple of slides and then we'll take a couple of questions. Can you see my screen? This is 15th Avenue West and Northwest and the Ballard Bridge public

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15<sup>th</sup> Ave N/NW Ballard  
Bridge Paving and Safety  
Project

Dusty Rasmussen  
Jules Posadas  
Marilyn Yim

Jules Posadas:  
Roadway and collision  
details provided

safety project. The goals for the project is to keep people and goods moving, make the bus line more reliable, and make travel safer for everyone. 15th Avenue NW today: The average weekday daily traffic for the Ballard Bridge right now is 53,000 vehicles. South of the market, it is 37,000. Between 2017 and 2023, our City data shows that there have been 275 collisions, 107 injuries, and seven serious injuries. This is a major freight and over-legal route. It is a high-capacity transit corridor, and part of the City-wide bicycle network. The project divides Ballard landmark district of East Ballard, including the brewery district and the Gilman Playground. There is significant private development underway, as the graphic shows below, and with the markers, you can see all of the different developments that have been approved or completed this last year in both sections, on the east and west sides of 15th Avenue NW. This is also a further indication of the future Link light rail, which is currently the proposed future location of the Safeway on 15th Avenue NW and Market Street, right adjacent to where we will be making the improvements and pedestrian crossing elements. With this, I'm going to transfer it over to Dusty Rasmussen, who will share the elements to help keep people moving.

**Dusty Rasmussen:** Thank you, Jules. As you all are aware, this is a definite workhorse of a corridor, getting people to and through it. Part of this project is to repave and repair some of the bridge work. We have some work on the expansion joints, upgrading them. I guess you guys know what those are. And then, we'll be doing some seismic upgrades under the bridge for some earthquake safety, and then basically repaving the road from 15th all the way up to 57th. It's a very small graphic, but you get the notion of what we're looking at doing. The Rapid Ridge D Line, we're also working with that project to increase that reliability so that people riding the bus can get to and through this area effectively. And we're going to be adding some markings to facilitate that transition.

This is an update since the last design iteration. I think that the freight board has seen it. Quite a few months ago, now, our director and a few folks went out and toured this project area location, and he tasked us internally to figure out ways in which we might be able to meet some of those goals in our Vision Zero and connectivity within the community, and also maintain access, and how this corridor works with the freight board and the transit corridor. With that, try to get some safety elements into the project to more or less provide better access, and hopefully, safer crossings for people who are going across that street. Part of this updated version of the project includes putting in a new pedestrian signal at NW 51st Street, in the mid-block range between

Leary to the south and 53rd to the north, and the notion here is that we're trying to connect that Ballard brewery district with the landmark district and all of the pedestrian access across there, trying to provide those safer crossings for folks and refuge with the median island, and also doing a bunch of curb ramp upgrades. That's part of our paving project, to provide accessible pedestrian signals and accessible pedestrian crossings. Likewise, we will be doing a restriping of the road, as well. We talked about the red bus lanes. General improvements above and beyond that are some repairs to the base layers, repairs to sidewalks and drainage and storm drain stuff. A number of new trees will be planted along the corridor to facilitate an increased tree canopy overhead on that corridor, provide some of that calming effect that we're looking to have to make sure that we're staying within our goals. What we're hoping for is people driving through. Above and beyond that, we're actually going to be adding some lighting underneath the bridge, specifically along Leary and in the pedestrian path on the Nickerson side to improve access tied to those bus stops that are adjacent to that location, so that people getting on and off there get a little better lighting. So, those are some of the general enhancements from the previous iteration.

So, in doing the task that we were given to do, how can we make this work, given that it is such a workhorse corridor. How can we maintain what we know is a vital corridor for freight, for transit, for people getting across. There is not a ton of crossings over the Ship Canal, and so our operations team dug into this and did a bunch of work to look at different alternatives, and how we could potentially provide some of these safety enhancements, all while maintaining our operations for people getting through. So, I like to say it is improving access while maintaining our throughput along this corridor. As you can see, there is a new landscaped median and a new crosswalk there. One key factor is kind of an improvement from the freight perspective is to actually having standard lane width sizes, so we are going to be having more or less 11 to 12-foot lanes through the corridor to facilitate those large trucks, being a heavy haul and over-legal route, and then maintaining some of those bus infrastructures, as well. If you go to the next slide, you can see some of the results of that traffic analysis that Andrew and the team performed. By adding this additional signal at 51st, there will be five to ten seconds of delay. Those signals will be coordinated with the signal at Market Street to minimize what that delay will be, but also provide that crossing access. We will have that flexibility to manage when we have those large, peak volumes of vehicles going through the corridor and still provide access across during times when volumes are less heavy. If you look at the numbers of the build versus the no-build, you can see just by tweaking this a little bit, that it more or less reflects the delay and is what we

consider reasonable from a transportation operations perspective, all while putting in those enhancements. The notion here is that we were able to go in and look for opportunities to increase that access, but also minimize our impacts here. This is what we have come up with. I think the final phases of some of this work here, and I think Marilyn Yim can discuss more about some of the construction impacts potential changes and things that are going to come along with this. So, Marilyn, take it away.

**Marilyn Yim:** Thanks, Dusty. This is a pretty good slide and the graphic on this one of the impacts related to freight activity that is in this area in and around the Ballard Bridge. This is showing the major and the minor truck routes, the industrial areas north and south of the bridge. The Ballard Bridge and the 15th Street Bridge are among the busiest arterial streets in Seattle, but also as we've said before, major truck streets need a way to go in and go out. We are all confident that as we are making these decisions, that a) how are we going to reconstruct; and b) (unintelligible) changes to the project. How are we going to reconstruct? This is going to be disruptive. Construction always is. We will get into the schedule in the next slide. But we will be repaving all the way up to a little bit south of the bridge at Emerson Street, and then north at NW 57th Street. Some of those impacts -- we are going to prioritize impacts that will prevent keeping traffic moving during the day, especially in peak hours. For a while, the work is going to be happening at night and on the weekends. Probably some of the most disruptive work, and I'm going to be honest, is what we're calling the Leary Bridge, and that is the part of the Ballard Bridge complex. It's not the removable section of the Ballard Bridge, but it is the fixed end that goes over land north of the movable span. So, it's on the north side of the Ballard Bridge over Shilshole to Leary, that section. So, that's the part we're going to be working through. In order to accomplish that, it is going to require some closures of the ramp and of the bridge structure. (unintelligible) Those will produce notices at least two weeks in advance. And as you can see here, there are not a lot of opportunities to (unintelligible) the Ship Canal. We know that. Six bridges across the Ship Canal ... (unintelligible) and Leary. We are working closely with the community at-large, as well as the businesses and others closest to the construction zone to try to keep them informed on the work as we're doing it, so they can be aware of what is happening and plan around it. Just know that it will be disruptive. We know that. and we will try to be in close communication so that you know what is happening, and know what to expect.

We have been working to try to get the final design to advertise for the contractors very soon. And so that means, as we go through planning and design, we are now planning

to enter construction. So, it's about a year's worth of work, a lot of work. So, we're looking to begin early next year and go through the beginning of 2025. So, early 2024 to early 2025 is time when we will be constructing on 15th.

We have a little disclaimer here, and I know you have sat through many SDOT presentations so this is not unexpected, but in construction phase there are always things that happen. There are construction issues; there is weather. Those kinds of things can impact our productivity and ability to actually do the work. And so, we always kind of ask for your understanding. But again, that will be (unintelligible) in real time. And of course, it will be impossible to know whether there will be some short-term changes.

So, this is all about where the funding is coming from. We are putting together a lot of different sources. This started out as a paving project for arterial asphalt and concrete. It is our number one source. This is a levy, but as we said, we're also combining this with roadway construction and seismic work, so those two programs, at least the SDOT local funding portion, is the beginning point, and then also some sidewalk repair. So, you're going to be seeing some sidewalk repair and curb ramp replacement through the corridor as we're doing the paving. But we're also leveraging those local funds with federal grants. And so we have a federal highway administration grant as well as a PSFC grant. They're helping us to maximize the local funding that we have to make a bigger impact with \$11 million. And we also have some Seattle transit funding to make some of the transit improvements along the way with this program.

And that is the end of our part of the presentation. We always encourage people to email us or phone call, or to look at our web page so that you will be getting updates. (unintelligible). [15thavew\\_nwpaving@seattle.gov](mailto:15thavew_nwpaving@seattle.gov) 206-512-3950 We can go ahead and open it up for questions, but I'll wait for Chris Eaves, because this is your meeting.

[https://www.seattle.gov/transportation/projects-and-programs/programs/maintenance-and-paving/current-paving-projects/15th-ave-w/nw-and-ballard-bridge-paving-project?utm\\_medium=email&utm\\_source=govdelivery#howareyoucommunicatingwithresidentsandensuringthisprojectisresponsivetocommunityneeds](https://www.seattle.gov/transportation/projects-and-programs/programs/maintenance-and-paving/current-paving-projects/15th-ave-w/nw-and-ballard-bridge-paving-project?utm_medium=email&utm_source=govdelivery#howareyoucommunicatingwithresidentsandensuringthisprojectisresponsivetocommunityneeds)

**Dan Kelly:** Great. Thanks very much for the presentation. Chris, any hands up for questions? I don't see board member hands raised. Let's move to the room.

**Dan Gatchet:** Great presentation. You mentioned earlier, the term over-legal. What were you referring to? Is that overweight or over-dimensional?

**Dusty Rasmussen:** Chris Eaves is very well-versed and able to be able to answer that, but it's where we actually get special permits to get vehicles through an area. So, there are specific routes designated for that. Chris, do you want to touch on a little bit more detail on that?

**Christopher Eaves:** It is a 20 by 20 window through which we have permitted routes. Overweight and over-dimensional means we just bundle it there, and we expect it to be done at night with Commercial Vehicle Enforcement (CVE) escorts.

**Dan Gatchet:** That kind of leads in to what Eugene Wasserman or whoever mentioned this about the average containers are eight feet wide. When you put mirrors on trucks, it almost goes to a little less than 10-foot. In most of what I saw, it was 11-foot lanes which is, I guess, the standard. I see some go down to ten and a half. Is there a reason why they shrink down?

**Dusty Rasmussen:** Yes. It should be noted that the lanes crossing the Ballard Bridge are 11-foot, both of the lanes. The bridge, itself, is only 40 feet wide, but we try to maintain a lane that is wider than what you said, with that envelope of the 10-foot lane where we're pinched down. It's kind of being driven by the actual bridge, itself, being as narrow as it is.

**Marilyn Yim:** We aren't actually changing the lane widths other than in that section where we're doing the median. That's where we are making some changes. But outside of that, it will be basically what we showed today. I think we have a mix of nine, ten, and eleven-foot lanes on the Ballard Bridge. So, there's at least one.

**Ryan Moore:** Whenever possible the approaches -- I mean eleven feet is still tight for a truck, but I guess that is the standard. When you have that is taking up nine and a half or ten feet, and you have a bike path or the planters and so forth, I think that the minimum is eleven feet and those other areas that could be pinched down would be a little bit less to accommodate eleven feet all the way up to the bridge. Just for clarification, in the presentation it said eleven feet wide. Was that just indicative of that

Dan Gatchet  
See some 10.5' lanes

Dusty Rasmussen – bridge is  
40' wide

Marilyn Yim – only making  
changes at the median area

portion where the landscaped median is going? Or is that throughout the corridor there?

**Dusty Rasmussen:** I think that it's throughout the corridor, but I'm not exactly sure at Market because of the need to maintain basically the lanes as they are laid out today for that operation. I think those lanes may be where we get pinched down. And that's just matching existing configuration with those lanes. I will mention one additional thing. The median is just shown as a blob on here. It's actually going to be an eight-foot wide median. So, above and beyond the eleven-foot marked lane, there should be a distance adjacent to that median for if there is some overhang. So, that was taken into consideration. And also it gives us a little bit more flexibility if we have emergency vehicles response, to push vehicles off so that the fire trucks and ambulances can get around the congestion there. The median is going to be a little bit narrower than is shown in the graphic, the green piece. But it will be striped with eleven-foot lanes just to get that calming effect that we're also looking for. We don't necessarily want people going any faster than the speed limit out there, if we can manage that. Just nicking it down to give people in that realm. Did that answer your question?

**Dan Gatchet:** Answered it for me. Thanks. I'd be concerned when they go less than eleven feet. Buses are ten feet wide. Trucks are ten feet wide. When you start skimming that down, you're sacrificing. The whole goal, I guess, is to calm. Is that the word you used? I like that. ***But if you're having trucks that are ten feet wide going down a ten and a half foot lane, the drivers aren't going to be calm.***

**Dusty Rasmussen:** Right. I understand. We are doing our best with the right-of-way that we have out there when it comes to maintaining that eleven-foot lane.

**Stanley Ryter:** This is a real conundrum here. This is a really important intersection in Ballard and in the City. You've got your freight route, the only main arterial through that whole side of the City, and then you're coming down to a neighborhood that's divided by streets, and it's almost like we are trying to do too much in this intersection. And by adding a median, I understand that maybe you are trying to create a sense of place. Ballard is a center of our community. But in doing so, you are squeezing freight, and then you are just taking valuable space away from people trying to cross the street and trying to get those vehicles through. I'm not sure that the median really works here. Are you also talking to Sound Transit as you make the plans for the station? When that station arrives, there should be an underground ped tunnel almost pre-built in some

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Dan Gatchet – question answered regarding traffic calming

Note: bold/italics added for emphasis

Stanley Ryter:  
Concerns that too much is being asked of this location and medians with trees will not help.

way to get people moving underneath the street. You've really got a pitchfork here, and I'm not sure that throwing trees in the middle of it really helps. I'm okay with the extra crosswalk, if you can time the signals. But it seems like we've got so much going on here, and now we're adding something else. That's my main concern. But thank you for the presentation.

**Geri Poor:** Thank you for the presentation. I am going to ask a series of detailed questions. And to start out, I noticed that your presentation did include a lot on freight, and I noticed that you talked about how this is a workhorse street, and it's important to move a lot of people through. I encourage you to recognize that it's people and goods moving through here, which I think the rests of your presentation did. I just caught that at the beginning. But I wonder if you have a graphic that displays this discussion about road channelization that we could look at, as you described that? And then, eleven versus ten and a half feet, is there any part of your PowerPoint that shows that?

**Dusty Rasmussen:** The graphics I have here do not, but on the actual web page there is the updated channelization and plan set. We could probably get that to you all to take a look at. I think that shouldn't be too much of an issue.

**Geri Poor:** What I think I heard you say is that there are lanes that are ten and a half feet wide in the area where there is a median. is that correct?

**Dusty Rasmussen:** No. I don't think that's correct, but I'd have to go and really check the .... But no, where the median is actually going to be, the lane widths that we are marking are going to be eleven feet wide. But then, the median is only an eight-foot wide median, so there is actually going to be a foot or two of shy distance. So, the actual roadway will be twelve to thirteen feet there, most likely.

**Geri Poor:** Thank you. So, obviously, this committee is interested in the details, and the lane width at eleven feet minimum is one. The curb radii is another, and I see that there is a question in the chat about whether there were design deviations or design dimensions that are below standards, so I wonder if you could give the curb turn radii? And then the last question I have is about lines of sight. As you plan the median, can you talk about how you've considered the visibility through the intersection and for turning movements for trucks? Thanks.

**From Chat:** from Don Brubeck to everyone: 9:27 AM

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Geri Poor:  
Discussion included recognition of this as a workhorse street moving people and goods. Is there a slide describing lane widths

Dusty Rasmussen  
Discrepancy between design and slides – lanes will be 11' at median

Geri Poor  
SFAB is interested in the details.  
Also Curb radii and sight lines  
Design deviations?

Don Brubeck- note from Chat

Streets Illustrated does not include the FMP design standards appendix. SDOT should add it.

**Dusty Rasmussen:** Sure, Geri. Thanks for that. Regarding our design deviation reports for the design, Marilyn Yim, I think you could probably touch on whether we have done something. By and large, I don't believe that we're doing anything substandard, more along the lines of repaving a roadway while we're going to be replacing the existing curb ramps with ADA accessible curb ramps. The radii are not changing on the curbs for the truck movements are to be accommodated for the right in and right out. And then Andrew and our team did some evaluation of the trees, specifically where the visibility concerns are, and so we're going to follow our standards with regard to at least 20 feet back from crosswalks to keep that sight distance in line with our standards. So, to answer those questions, we are basically trying to be within our standards along the corridor and using that as a basis of our design.

**Dan Kelly:** Thank you. Any more comments or questions from the board?

**Marilyn Yim:** Would you like a related comment, Geri? (unintelligible)

**Jules Posadas:** There is a question regarding design plans. The 100 percent design plan is on our web page. So, if anyone wants to refer to it, look on the web page under Materials. And it also has the graphics that we've shown.

**Dan Kelly:** Great. Thank you. Stanley Ryter, do you still have a question?

**Stanley Ryter:** Yes. Just one longer-term question. Does the City have a time and place for how they're going to squeeze in the Ballard Bridge. Is it ten years, twenty years, fifty more years, one hundred more years. What are the internal discussions?

**Dusty Rasmussen:** I think I'm going to tag Meghan Shepard on this one. She might have a little bit better insight than any of us. Meghan, if you are still on the call?

**Meghan Shepard:** I mentioned earlier how there are several efforts that are underway right now within the City. And one that we're working on is called the Bridge Strategic Asset Management Plan, which is maybe something that we would like to talk about in the future. It takes a life cycle analysis approach of helping us to come up with

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Dusty Rasmussen  
Radii not changing  
Sight lines – standard of 20'  
back from crosswalk  
Trying to be within  
standards along the corridor

Stanley Ryter:  
What is timeline for Ballard  
Bridge?

Meghan Shepard  
Bridge Strategic Asset  
Management Plan effort is  
underway. Is a lifecycle  
analysis. Hope to have  
answer re: Ballard Bridge by  
end of year

a proactive instead of a reactive way to conduct the kinds of maintenance on our bridge that would be best targeted to preserve the life of those assets over time. Part of what the life cycle cost analysis helps us to do also is to look at the bridge candidates that are reaching the end of their lives. So, looking at which bridges that are going to be the closest to the ends of their service lives is a part of that effort. And that is underway right now. Once we have completed it, which will be at the end of this year or early next year, we will be in a better position to talk about the Ballard Bridge within the context of the 120-plus bridges that are within the inventory, and what it means in terms of replacement. Sorry, that was a lot of internal asset management words, but happy to come back and talk about that more, as well.

**Dan Kelly:** Cass Magnuski, I just want to make sure again -- there was some cut out and we want to make sure that you were able to hear and record that.

**Cass Magnuski:** I am able to hear it, but the camera keeps cutting out. But not the sound.

**Dan Kelly:** Great. Thank you so much. We'll do one last questions. There were some comments submitted to the board prior to the meeting from NSIA, regarding some of the communication after the most recent changes. Can you guys speak to how maybe after those last changes were made and those that were potentially communicated to the stakeholders?

**Jules Posadas:** I can speak a little bit to it. A lot of these design changes were brought about to adjust our Vision Zero goals. A lot of that was based on our community feedback, and to provide more pedestrian safety elements along this part of the corridor. There has been a lot of feedback from organizations and neighbors along the project area to add the additional pedestrian elements, safety elements, for this area. Throughout that process, that's when we went back and looked to make sure what elements that we could do to create these safety elements. Part of that communication with 60 percent design, 90 percent design. is that we're working of these additional pedestrian improvements. It was a lot of work to see what was feasible, what can we do. And then, at that point, when we were ready to see what was feasible, we made that announcement. We reached out to stakeholders that were really pushing and advocating for this, and we made sure to work with our internal team to see what was feasible, and then made that final announcement. Dusty or Marilyn?

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Dan Kelly: Some NSIA questions submitted regarding communications. How were changes made/communicated.

Jules Posadas response

Warren Aakervik from chat

Geri Poor – encouraging people to use planned crossings would be helpful.

**Dusty Rasmussen:** Yes. I would say that as of right now, with regard to socializing this new design, we met last week with the Pedestrian Advisory Board. I believe that we will be going to the other boards in the near future. I could be wrong, but I think that's the plan to socialize this a little bit more. How and where we got to where we're at was a little bit unique in the process, and it wasn't necessarily our standard process, but we took it upon ourselves, with direction, to try to see if we could add things to the project to improve that as safety elements. I think there's probably room for improvement. And as we move forward, and it is clear that we should probably work together on making sure that we have our communications channels open and forthright with one another. So, by and large, the notion here is that we're really excited that there is a way to do this project and provide that median crossing. It looks like Warren Aakervik put another question in the chat:

**From Chat:** from Warren Aakervik to everyone: 10:31 AM  
Since the signal crossings are at 51st & 53rd can the median be blocked so crossings will have to be made at signals only?

**Dusty Rasmussen:** That's something we can look at, given that we have the spacing at those signalized crossings. We try not to close crosswalks in urban villages, even if they are at large arterials. There are times of the day when people can cross at those locations, so we will probably take some time to look into the design details, just to make sure that what we have is what we actually want to move forward with. I think Venu Nemani might have some comments on that when he gets back from his vacation. but by and large, yes. Part of this is to just try and reach out and get this to you as soon as we could. Thanks.

**Dan Kelly:** I appreciate those comments. Thanks very much. Chris?

**Christopher Eaves:** Two items. Geri Poor has her hand up. And I would like to note again that public comment will available towards the end of this meeting. I notice that a couple of people have had their hands up, and I ask that those members stay through the meeting so that we can hear your comments. Geri?

**Geri Poor:** Thanks. Just to amplify the question about median crossings, a lot of our design work, and I think the Vision Zero idea is

to recognize that people are human, and they might make mistakes. They might do things that aren't logical. I think the idea of some kind of walk in the streets to prevent people from what we used to call jaywalking is useful, since you are putting in the planned crossings, encouraging people to go to the planned crossing. Thank you.

**Dan Kelly:** Anything else from the board on this topic? Thank you very much for your presentation and your work.

**Christopher Eaves:** The next presentation is the Georgetown to downtown safety project. I believe Ryan Moore and Jonathan Frazier are up.

### **GEORGETOWN TO DOWNTOWN SAFETY PROJECT**

**Jonathan Frazier:** I'm Jonathan Frazier. I'm the project developer on this one. We have also got Ryan Moore. He's the project manager, as well as Ching Chan, who is the outreach lead.

We are behind time. I think the board has seen our mission values and goals before, so I'll start out with some background, and then Ryan Moore will really get into the specifics on design. Our project connecting SODO with downtown has a pretty long history. We've looked at a bunch of different options through here over the years, but the current version of adding a north/south bike route through SODO has its roots back in 2019 when we were going all over the City doing outreach for the Citywide Bicycle Master Plan. And we really heard, no matter where we went, a desire to focus on projects in south Seattle and the Duwamish Valley. So, that's what has led to the MLK and Beacon proceeding, and that led to the Georgetown to South Park project accelerating and getting full funding. So, we see this project as the next connection north of Georgetown and following on from that Georgetown to South Park project. When these two were built, when future projects are built, we've essentially got a complete north/south spine for the entire eastern side of the Duwamish River Valley. There are going to be a couple of short gaps, but essentially, we are talking a nearly continuous bike network between downtown Seattle and Auburn. We want not just for regional travel, but we also want this project to improve access to jobs in SODO, as well as the SODO light rail station. Unfortunately, when this project was getting started last year, a few months before the last time we presented to this board, we have had a string of people who were killed while biking, as well as using scooters in SODO, Harbor Island, and Georgetown. We know that people are biking here today, using

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Georgetown to Downtown  
Safety Project

Jonathan Frazier  
Ryan Moore  
Ching Chan

scooters today, trying to reach their jobs and suffering a disproportionate rate of death and serious injury. We are building this facility, but we recognize that we need to keep freight and transit both moving in SODO. This is true on the large scale, so looking at entire arterial streets, but also on the small scale, making sure that driveways and truck turns are still working. That includes working with businesses like Franz and Platt. They, along with the SODO BIA provided us with a comment letter on Friday providing some more information and videos to help illustrate some of our other discussions.

We are currently between 60 percent and 90 percent, and we're going to continue working with these businesses, other businesses, really all of the project neighbors as we continue with the design process. Here is the project route. It consists of adding new protected bike lanes to Airport Way, South Alaska Street, 6th Avenue South, and the short connector on Forest Street. So, that's a total of right around two miles of new protected bike lanes. Then what we're doing is directing riders onto the existing SODO trail, which would not be changed by this project. And then we have another related project at the very north end of the SODO trail that will help people make it the rest of the way into downtown.

For the freight context, in the Freight Master Plan, sixty percent of the route is on major freight streets. This is the portion on Airport Way, and this is the portion on 6th Avenue South, north of Spokane Street. Sixth Avenue, south of Spokane, that's a first/last mile connector. And we also have a couple of blocks that aren't designated in the freight plan. There are going to be some unavoidable impacts to traffic, but the route minimizes these wherever possible, especially compared to alternative routes, such as staying on Airport Way all the way from Georgetown into downtown. Another impact would be where our project is going to remove one side of parking from most of 6th Avenue South. There will be parking on one side pretty much continuously and we are pursuing adding some new dedicated truck parking near the project, as well. As to lane widths, we were able to achieve 11-foot or greater travel lanes for all of the length of the project. Almost all turn lanes are also going to be 11 feet. We've got one block of center turn lane. That will be ten feet on 6th Avenue South. Otherwise, it's going to be a pretty consistent either eleven or eleven and a half feet. And that's the overall background. I can pass it over to Ryan Moore to go over some of these project details.

**Ryan Moore:** Thanks, Jonathan. We will start here to orient where we are currently at. This is existing conditions and lane configuration. The map at the left there is showing us -- we're moving this part of the presentation from Georgetown up to

60% of the route is on Major Truck Streets

Unavoidable impacts to traffic

Pursuing adding dedicated truck parking near the project

One block of center turn lane on 6<sup>th</sup> Ave S

downtown, so each one of these slides will have that little orange circle to show what we're talking about.

I think this is a better overview of what's happening at this intersection of Lucille and Airport Way, at that foot of the Airport Way Bridge. Our two-way bicycle lane or facility will be taking out one of the southbound lanes. We've removed the slip lane from Airport Way onto Lucille for safety reasons. That does require this purple section, which is a mountable curb in order to slow vehicle turns. This came about after the 30 percent design. This was another issue that the Vision Zero team identified for safety reasons. So, this hasn't been included up to this point. This is the current design, though. We will go ahead and have a short one-way bicycle facility on the south side of the intersection until it goes back into the situation as it currently exists.

This is after we've moved north off of Airport Way, turning west onto Alaska. The two-way facility is on the south side of Alaska. There will be an all-way stop, requiring the bikes to stop there before crossing north onto 6th Avenue. The two-way facility on 6th Avenue is then going to be on the east side of the street. The bicycle buffer is that hatched area. The two-lanes of bike facility then the hatched area. That's the buffer.

This is what we were working with, correct?

**Jonathan Frazier:** Yes, that's existing conditions.

**Ryan Moore:** So, we've got the two travel lanes; we've got the two parking lanes. This is the current configuration that we're designing here at 60 percent. We've got a nine-foot parking lane, two eleven-foot travel lanes, and then the buffer bike facility.

This is at Nevada, the next block up. And I did want to point out that we will be taking out parking in order to accommodate the bike facility. It's approximately 600 linear feet. However, we are working on a segment of Industrial Way to the east of 6th, where we think we can add approximately 500 linear feet of designated freight parking. Once we get to Nevada, we'll have another stop sign. And this is where the facility splits from a two-way facility to a one-way on each side of the street.

That continues on until we get to the intersection of 6th and Spokane. We are leaving the slip lane in, the eastbound slip lane, however we'll have a buffer that goes from 6th, transitioning onto the sidewalk, and then that will be signalized. Bicycles and peds will

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One southbound lane removed on Airport Way Bridge over Argo Yards

Mountable curb required to slow vehicle turns per Vision Zero at (Lucille and Airport)

Industrial Way – can add 500 feet of designated truck parking.

6<sup>th</sup> and Spokane – slip lane added (SE corner) and bicycle/ped actuation

go ahead and actuate that signal; freight will stop or cars will stop, and then the bikes will go ahead and cross through the green bike facility and head north on 6th.

**Geri Poor:** Can you show us where you are talking about these things? I got lost at Airport and Lucille, and I'm not spotting the slip lane you were talking about.

**Ryan Moore:** That would continue north on 6th. Jonathan, can you go to the next one, please.

**Jonathan Frazier:** Yes, I can go into this next one. This will introduce you to some of the context that is happening in this area. So, north of Spokane Street, this is where we're overlapping with work that Sound Transit has planned. That's going to be preliminary work that is going to get both the street and the track way ready for Sound Transit construction. And that could start as soon as 2025 or 2026. Our project is going to be done first, but we want to avoid any design conflicts and any rework, so we've been working with them over the spring and summer to make sure that both projects are mutually supportive. It does mean that we're going to be using more interim materials north of Spokane Street. And then the plan would be when the Sound Transit work is happening, they would later come in and be installing concrete barriers that protect both the bike lane as well as the new utility poles. We also are participating in some of the wider SODO station area planning and some of the design coordination that is happening. And this will make sure that the Georgetown to downtown project is going to have a good connection to transit and other future bike routes in SODO. Ryan Moore will show you existing conditions on this part of 6th.

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North of Spokane St on 6<sup>th</sup>  
Ave S, project overlaps  
Sound Transit planned work  
estimated to start 2025-  
2026

Plan for concrete barriers  
with ST construction

**Ryan Moore:** This is the current configuration. We're heading north on 6th. We're going to connect to the SODO trail at Forest Street. On 6th, this would be the configuration of our current design. We are looking at maybe reconfiguring the parking lane here to be wider using the additional dimension beyond 11 feet and the two driveway lanes. So, again, we've the bike facility on both sides of the street heading north on Forest. And as Jonathan Frazier mentioned, we have been hearing concerns from Franz and Platt and plan on having further discussions looking at various options for this segment, specifically the connection of the trail to 6th. Currently we've designed in pavement markings to guide pedestrians around the Franz loading dock. There will be a short segment of off-street trail behind this current on-street parking. That would end before Franz's loading dock and then direct bicyclists to a ramp north onto the SODO trail. We're also looking at other options, possibly warning detection devices. We don't have that fully designed yet. We want to have those conversations with Platt and Franz before we continue on that. We have conducted auto-turn analysis for the loading docks. We plan to work with Platt and Franz on reviewing these, as well. And we also want to look at the videos that they shared with us on Friday. We understand that not every truck turns the same way, so we're happy to discuss this further and figure out what could be the right solution.

We're honing in on 90 percent right now. We do have a federal grant for this project Our planning started construction in 2024. That's the primary driver, as we want to get that grant obligated and move forward with construction. We do realize, though, that we do want to make sure that this design is going to work for as many stakeholders as possible. I think that's all I've got on this, Jonathan.

**Jonathan Frazier:** Yes, then I'll finish things out. We talked about the main part of the project. We are linking people into the south end of the SODO trail, but we do have to make sure that people can get to downtown Seattle from the north end of the trail. Right now, that ends at Royal Brougham Way, right at the stadium station and the Greyhound bus terminal. This is definitely a complicated area with a lot of moving parts, street permits, proposed light rail station. So, we are planning on building an interim facility that will make that connection until a permanent link happens, either built to support a potential new light rail station or to support a primary redevelopment. So, we are coordinating with King County, which currently has that road closed. What this project would do would be create existing bike lanes, signage, and build new protected bike lanes in a very short trail segment that would get people from the north end of the SODO trail into the Dearborn Street protected bike lanes. We are still coordinating with

Considering reconfiguring parking (wider)

Bike facility on both sides of 6<sup>th</sup> Ave S

Considering options to connect to trail north of Franz Bakery. Concerns have been voiced.

Autoturns reviewed and videos (Franz) shared.

Moving to 90% now

Have a federal grant.

Planned construction in 2024.

Trail ends at Royal Brougham. Working with King County to connect through currently closed section of road.

our partners and with our permitting staff, so this one is still in active planning, but we hope to have more details to share in the fall. And then on the south end, our projects will end at Airport Way and Lucille Street. It won't link with the Georgetown to South Park trail.

So, there are a few options to make that connection through central Georgetown. There's Airport Way, there a potential rail with trail option, or there is using local streets, which is going to be more challenging, just with the way this street grid works there. But definitely, this is going to be a careful study working with the local business and residential community in Georgetown. There are a lot of stakeholders there, as well. And it is definitely going to be a complex and costly project, so it's one that we are not going to be able to begin until later this year or early next year. We going to be pretty heavy on outreach and planning efforts.

And that wraps it up. We are here to answer your questions. We are a little bit behind time, but Chris, if you could give us time to answer questions, that would be great. [seattle.gov/transportation](http://seattle.gov/transportation) [georgetowntodowntownPBL@seattle.gov](mailto:georgetowntodowntownPBL@seattle.gov) 206-900-8734

**Christopher Eaves:** Geri Poor has her hand up.

**Geri Poor:** Thank you. Could we go back to that Airport/Lucille slide, please? And could you just briefly restate?

**Jonathan Frazier:** Yes, in this area, right now we've got two lanes going north and two lanes going south. What project will we be doing on the north side? We would be eliminating one northbound lane, so that the one lane going north, one going south for through traffic, and then a southbound right turn lane, as well. That's necessary to create space to add the new protected bike lane onto the bridge.

**Geri Poor:** And how does that compare with traffic volumes and that kind of information?

**Jonathan Frazier:** It's likely to create some delay at the Airport and Lucille intersection. I think this is the one area with the project that is likely to incur some travel delay. The volumes through here -- and I can't remember off the top of my head -- but especially this right turn is one that has been pretty important for freight. So, that's kind

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Hope to have more details to share in the fall.

Moving through Georgetown is still being explored.

Geri Poor -  
Airport and Lucille – what are traffic volumes and other information used?

of been the focus of our 30 percent to 60 percent revisions in this area, in making sure that this turn works for WB 67 trucks without them needing to veer into oncoming traffic, or make a very unusual maneuver. we are going to be looking at this truck apron a little bit more, though.

**Geri Poor:** What I heard you say is the southbound right from Airport to Lucille as currently designed works in the interim, but you're going to look at more?

**Jonathan Frazier:** Yes, we did get a comment last week to take a look at that and make sure that that apron is going to be working for trucks.

**Geri Poor:** Because of tilting?

**Jonathan Frazier:** Yes.

**Geri Poor:** Okay. So, I heard you say that this is approaching 100 percent design, but there are these trouble spots?

**Ryan Moore:** No, it's approaching 90 percent design.

**Geri Poor:** Okay. And in an intersection like this, are you thinking it might -- would you describe this as 30 percent or 60 percent, or...?

**Jonathan Frazier:** I'm not sure what you mean.

**Geri Poor:** Well, it doesn't feel like it's 90 percent all the way through to the bike lane that you have determined work above that.

**Jonathan Frazier:** I think we still have the 90 percent comment round. I'm not expecting any major changes for that one. I think this location that you pointed out is the only one that I'm aware of, going into that 90 percent that is likely to change.

**Ryan Moore:** Do you mean just the graphics?

**Geri Poor:** I'm just concerned that there are some major comments, and the timing and the pressure from the grants -- I would hate for it to move forward with the concerns that are currently out there.

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Reviewing apron because of potential for tilting

Geri Poor – approaching 90% design but trouble spots -

Jonathan Frazier – still have 90% comment round but don't expect major changes

**Ryan Moore:** We haven't seen specific concerns about this, though, right Jonathan? I don't remember anything that we've logged so far or changed.

**Jonathan Frazier:** Yes. Just the one comment last week.

**Geri Poor:** I look forward to seeing how that's revolved. And I will yield to other people on the board.

**Dan Gatchet:** I'm going to jump in. Geri, I agree with you. What we've seen on the Airport Way section does not look right. I think that is a horrible idea. There are two lanes northbound; two lanes southbound all the way down Airport Way. It's a major freight corridor. I think what I'm hearing is that you are skinny-ing it down to one lane northbound and two south, if I've got that right. But if you're taking away truck lanes, I don't know how you can ask us to support that.

**Jonathan Frazier:** Yes. Early on in the project, when we were looking at routing options, we do know there needs to be a north/south bike connection through SODO. So, what we did in the planning phase was to look at either staying on Airport the entire way, or taking 6th Avenue, but because there's no bridge over 6th Avenue, this is the one segment of Airport Way that is pretty much unavoidable. There are only so many ways to get across the UP Argo Yard, so in this location, we do need to take those lanes from Airport Way, and then once the project reaches Alaska Street, then it is able to turn off on Alaska and then go n 6th Avenue. That part of 6th Avenue is very low speed, very low traffic, and so we would see parking impacts there, rather than the traffic and travel time impacts if this project were to stay on Airport Way.

**Dan Gatchet:** As you well know, there's a lot of traffic, parking and vehicle traffic on Airport Way. Not a lot of pedestrian traffic. You've got sidewalks on both sides. If you are asking us to support you on taking away the truck lanes or all-purpose travel lanes to make room for a bike path, I don't know how you're going to get much support from the freight industry.

**Jonathan Frazier:** Yes. Are you talking about mixing the sidewalk with the bike lane?

**Dan Gatchet:** I used to walk down there, and I wonder about people who walk on Airport Way. It's not a very high-volume of pedestrians walking. Bicyclists, maybe a

Dan Gatchet

Hear major truck street losing lanes don't know how you can ask us to support that

Jonathan Frazier – only so many ways to cross Argo Yard

6<sup>th</sup> Ave is low speed low traffic and focus is on parking impacts

little bit more. So, talking a pedestrian walkway and converting it into a bike lane, that's fine. But you're not taking out an all-purpose travel lane.

**Dusty Rasmussen:** Hey, Jonathan. I can give a little bit more clarity to this specific intersection and what the team was doing when they were modeling the operations. Basically, as Jonathan has stated, there aren't a lot of alternatives to create a bike lane to and from and through this area. And the decision was made that Airport Way is the one that would make the most sense, given our constraints on 4th Avenue and 1st Avenue South over the Argo Yard area. The way that we are planning to operate this intersection -- it doesn't really show it here -- is that we want to make sure that we do have this bike in facility in place, that the trucks which are heavy load using this route, I think there are over 400 vehicles turning right southbound. Using the lane that almost already operates as though it is a right-turn only lane. So, rechannelizing that lane to have people able to go right, and that movement will be separated from the bikes so that it will be no conflict between pedestrians crossing and the vehicles turning right there. Coming northbound, even right now the center left-turn lane has an interesting geometry, as I think you guys are aware, where there's a four-section signal head for a protected and permitted left turn. The notion here would be that we have a protected only left turn phase, and then a single through lane going through. From an operational perspective, it does have impacts. But the impacts weren't so significant that we could move forward from what we modeled out here. And given the constraints that Jonathan Frazier talked about, that's kind of where we're at with it. Once you get through that intersection, you going to have a single lane going northbound, but you're really only having a single lane of traffic that is more or less, typically going northbound anyway, from the left turn from Lucille, and then from the curb lane on Airport Way northbound. So, from that perspective, we are still able to maintain pretty good connectivity and operations through the intersection while providing this new bike crossing, where we're really limited on where we could get across that Argo Yard. And yes, I understand your concerns. But, with the impact to freight here, I think we all know that we are trying to minimize that as much as possible. Of all of the alternatives to complete this, this was the least impactful that we could find.

**From Chat:** from Don Brubeck to everyone: 11:00 AM

I would like to reiterate concerns for GT-DT route at S Forest St and on 6th Ave S at S Nevada. Stop signs won't make it safe for bike riders to make a diagonal crossing. That will be an unexpected bike movement for vehicle drivers who will expect to stop and start in parallel with bike riders in bike lane. A half signal with bike/ped phase is

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Dusty Rasmussen  
Over 400 vehicles turning  
right southbound

Lane operates as right-turn  
only lane (SB Airport at  
Lucille)

Don Brubeck Comment in  
Chat

Half-signal needed at S  
Nevada St to avoid  
simultaneous starts w.  
vehicles and bicycles

needed for safety and will result in fewer stop-starts for drivers at S Nevada. An alternative route is needed to avoid

**Dan Kelly:** We appreciate your comments. Chris Eaves, is there anyone else online.

**Christopher Eaves:** I am not seeing board member questions.

**Dan Kelly:** Okay. Is there any other comment or question regarding this presentation?

**Stanley Ryter:** I'm concerned about north and south not connecting to anything. you are creating a protected bike lane, which is supposed to increase demand in some ways, but then you get people to the end and there's nowhere to go. So, we're concerned about that. I also share the thoughts that Dan Gatchet had here, about this intersection, and bicycling along Airport Way in general. It's hard for us because we can't see the maps, the planning context. It just leaves a lot more questions.

**Jonathan Frazier:** I'll clarify on one of the extensions. So, the north side, we are hoping to get that built by SDOT crews next year. So, that would be pretty much the same timing as the rest of this project. So, that north end connection we are aiming to have done at the same time as this. It's the south end connection through central Georgetown that's going to take a longer look at potential routes and whether we stay on Airport, which would have pretty big impacts to traffic and parking, but provide really good access to the businesses. Or if we look at something a little bit more out of the box, like going down 8th Avenue and running near the Union Pacific Railroad tracks, which has also quite a bit of complexity. That one is just going to take more time and a lot more funding, which at this point, with the Levy to Move Seattle ending next year, we don't have the support of a lot of new projects.

**From Chat:** from Don Brubeck to everyone: 11:10 AM  
At S Lucille and Airport Way S, consider the bike movements traveling east-west on Lucille from Beacon Hill to Georgetown Playfield and the bike route north to 4th S or 1st S. How will west-bound bike riders negotiate that intersection?

**Geri Poor:** To the chair, I would like to make three quick comments. I know we're approaching the end of our time. A comment about this intersection at Lucille and Airport Way, and the loss of lanes, is as many of us know the importance of Airport

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**Stanley Ryter:**

Concerned that there is no connectivity. Share Dan Gatchet's concerns – hard to support because we can't see maps or planning context.

Jonathan Frazier – Hoping to make north side connection in 2024. South connection takes on more time.

Don Brubeck from Chat  
Question of WB bike riders navigating Airport/Lucille

Way when there is an accident on I-5, or some kind of congestion on I-5. One of our important speaking points in the freight community is resiliency and redundancy and protecting routes, that kind of thing. Dusty, I really appreciate the commentary you added into how you were considering design, but I hope in addition to the 400 right turning vehicles per day you are also able to factor in where vehicles go when another route is closed or unavailable?

The second thing I wanted to comment on is with regard to Forest. I don't know how you started the alternatives analysis phase of the project, and whether there is another potential street to go east/west on instead of Forest? Because it seems like that is a critical thing. I appreciate the involvement of the property owners there to work with you to find a solution. But I wonder if another street is possible to make that connection.

And then the third and final comments: I wanted to speak to was the parking. And you said the loss of about 600 feet of parking might be replaced with parking on Industrial, about 500 feet. And I know that is an area that has been considered for some of the special parking signage. I don't know if that is the same area. I know that there is an area on Industrial that could be signed for overnight drayage parking. And that is important to the drayage community. Is that the same area that has been talked about that would be considered for unique signing?

**Jonathan Frazier:** A few quick responses. On Industrial Way, we are looking at between Airport Way and 6th. And we are looking at having that be designated for overnight truck parking. So, that would be the designation. I think there would still be a couple of load zones in that area where there are currently load zones, or if there has been an express need for it. As to Forest Street, that is the current end of the SODO trail. What we're trying to do is improve that one block between where the SODO trail is sending people now, and 6th Avenue. So, we're trying to improve that access. There is some potential to extend the SODO trail to Spokane Street. That would create a new southern terminus of the SODO trail, but that could not happen before a decade. We are working with Sound Transit on it, but we don't think that it could be built until their construction is complete.

**Dan Kelly:** Geri, are there any more comments that you have?

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Geri Poor – 3 comments

Airport acts as resiliency/redundancy for freight routes including I-5

Forest St – Is there another street available to make the connection

Parking – loss of 600 feet on 6<sup>th</sup> Ave S and addition of 500' on Industrial Way S. Is that the same area ID'd for overnight drayage parking

Jonathan

Considering parking on Industrial between Airport Way and 6<sup>th</sup> Ave S Forest St is current end of SODO trail.

Working with ST to extend SODO trail but don't think it will be built until after their construction (10 years est)

**Geri Poor:** Not to engage in a dialog, but I wondered if Jonathan Frazier might also consider an east/west connector further north at Spokane, if feasible.

**Jonathan Frazier:** Yes. We're looking at Lander a little bit, but that's one that will be also lost very quickly with Sound Transit construction.

**Christopher Eaves:** This is Chris. I'd like to recognize that we are over time. There are people who have been waiting to make some public comment.

**Dan Kelly:** Just one more comment. We appreciate the presentation, and I think we've heard loud and clear from the stakeholders on there. They are interested in being engaged here. I'm hearing from SDOT that that engagement will happen, so we appreciate that. Unless there are any more comments on this topic, we will move to public comment. I think we have representatives still here for that. I would ask people to keep your comments and discussions short. I'd like to keep them to two minutes, if possible. So, Chris, go ahead and get us started on that.

## **PUBLIC COMMENT**

**Christopher Eaves:** Okay. I have been watching the Chat. There are people with comments. Working backwards, Don Brubeck, you have made some comments. Would you like to speak to them?

**Don Brubeck:** Thanks. I put my comments in the chat. I want to just reiterate, because it still looks like it needs attention when turning into South Forest Street, if Sound Transit has to rebuild something that is built now, that is their concern, and the City of Seattle. Let them pay for it. At South Nevada, I see that you have stop signs. I don't think that works for safety for a bike rider and a vehicle driver who arrive at a stop sign simultaneously, and both of them happen to obey the law, which is not a given on a street like that, and stop, they're going to pull up at the same time. The vehicle driver is going to expect the bike rider to keep going straight. And that would lead to an angle collision. I think you need a half signal. If you put in a half signal, it's going to result in pure (unintelligible). Instead of every vehicle having to stop at a stop sign, it will only be the vehicle who happen to be there at the same time and a bike rider triggers the signal. It's going to be worth the money for safety and for efficiency. I rider pretty frequently down Lucille, down the winding viaduct to Airport Way South and continue

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Jonathan Frazier - Looking at Lander as a possibility.

Dan Kelly – Appreciate presentation and have heard from stakeholders that engagement is desired.

Closing Public Comment

Don Brubeck  
Relating to GT-DT Safety project at...  
S Forest St  
S Nevada St  
Alt route S Lucille St

along Georgetown trying to get back to West Seattle, and I think you should study bike movements on that route. It looks awkward, but it may not be. So, thank you.

**Dan Kelly:** Appreciate your comments, Don. Anyone else, Chris?

**Christopher Eaves:** Yes, Next is Eugene Wasserman. We have a couple of minutes for you.

**Eugene Wasserman:** Referring back to the presentation that you had in the beginning, we worked with the 15th Avenue people for the last year and a half on the paving project, to come out to businesses and talk about the impact to their work. I thought we had a good relationship until I found out that they had proposed a whole different project on a truck street without talking to us. They have not invited us in to talk to them; they just want our comments. This presentation today was different than what our traffic consultant found on their web page. They had ten and a half foot lanes on the web page and in spots, eleven. So, this is all very confusing. We were told that this was a 100 percent design. Clearly, our comments and stuff -- nobody was really interested in them. This is a whole project that is already done. It was pretty clear from the (unintelligible) that it was done. If this continues, how can you expect my group and other people on the social group to support a transportation levy. It is not the way you have done business in the past. It has changed over the last several years. And we'd like to see it go back to where it was and come and talk to us. You don't have to do what we want, but you do have to engage with us, because we know what we're talking about. We are disappointed. It sounds like the other project is the same way. So, that's my message. I will give some comments on 15th, but it doesn't seem like we matter much one way or the other.

**Warren Aakervik:** First of all, I'd like to make sure that the board realizes that heavy haul is 21,000 lbs. axle, which is what the Port has been asking for. And to remind you, the Metro buses are running around empty, the articulating buses, with a back axle empty, it's 24,000 lbs. So, it's not that you're asking for (unintelligible). But more importantly, on this Airport to Lucile, the southbound movement, that truck is going to have to pull ahead far enough to be able to get around that truck climbing curb, which is going to mean pulling out into the intersection. And, the moment they start turning, they have lost all sight of everything on the right-hand side, so that they will be in harm's way. If you're going to do that kind of a design, you have to stop pedestrians and bicyclists from going across that street with a signal to make sure that the trucks

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Eugene Wasserman  
Regarding  
15<sup>th</sup> Ave NW

Discussion with  
stakeholders

Change to plans

Reversion to last design

Warren Aakervik  
Regarding  
Heavy Haul Trucks  
(21,000lbs./axle)  
Buses (24,000lbs./axle)

Right turn lack of visibility  
for trucks

have the right-of-way. otherwise, Vision Zero just becomes a joke, and there will be a lot of injury and probably dead people. Remember, a truck cannot see. ***A WB 67 cannot see on the right-hand side, once they initiate the turn until they get to a 90-degree corner and look back to the side of the truck. Let's protect our pedestrians and our bicyclists wherever we can.***

**Dan Kelly:** Great message. Thank you, Warren.

**From Chat:** from Christine Wolf, NWSA to everyone: 11:18 AM  
Industrial way is already heavily used for overnight truck parking today. How many new spaces would actually be created? What are the sight lines for the right turn at Lucille? also have concerns regarding roll-over potential, and the actual impacts on freight mobility.

**From Chat:** From Chat: from Christine Wolf, NWSA to everyone: 11:19 AM  
we have not seen 30 or 60 percent until very recently, so there was no chance to comment...

**Tyler Blackwell:** I will be brief. I want to thank the teams presenting for SDOT today. I wanted to echo some of the comments that have been presented here today. Not only did SDOT leave out the SODO BIA, but business operations between 30 percent and 60 percent design --- some of these business operations have hundreds of trucks that move up and down 6th Avenue South. Additionally, 30 percent, 60 percent design was not submitted online as is suggested or required. Sixty percent design was only posted as I'm aware, last night. Additionally, you failed to present any data, quantitative designs to the public or environmental documentation to support a categorical exclusion for NEPA or SEPA for this project. Please be more transparent. I look forward to engaging and working with you all in the future. Thank you.

**Dan Kelly:** Appreciate your comments. We have one more?

**Christine Wolf:** Thank you. I think most of the comments that I wanted to make have already been made. Normally, as a partner agency with SDOT, we would get to see this design document ahead of time and would be able to comment. I would just echo what Tyler Blackwell was just saying. Thirty percent was just posted recently, and 60 percent last night. So, we have actually not had a chance to engage. So, I just hope and would like to encourage the project team to take the time that it takes to work with

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Note: Bold/italics added for emphasis

Christine Wolf – from Chat  
Regarding GT-DT Safety Project

Industrial Way already heavily used for truck parking what is net gain? What are sight lines for right turn at Lucille

30,60% plans were not seen until recently so no chance to comment.

Tyler Blackwell  
Regarding GT-DT Safety Project, posting, public input, and transparency.

Christine Wolf  
Regarding Engagement of partner agencies.  
Have had no chance to engage at 60%

all of the stakeholders, including partner agencies like the Seaport Alliance and the Port to actually work some of those design drawings and share the details on some of the technical analysis. Thank you, Dusty Rasmussen, very, very much for noting the analysis that was done, because as I stated earlier, that's one of the concerns that we have. But it does seem like the conversation with the public is one without a solid and analytical basis to the extent that the analysis can actually be shared and discussed. I think that would also go a long way towards making sure that everybody understands the decision processes and their place in those decision processes. Again, thank you for being willing to talk and being open today. As somebody in the Peanut Gallery who used to actually sit at the table, I really appreciate that very much.

**Dan Kelly:** Thank you, Christine, for your comments. Is there any more?

**Christopher Eaves:** Geri, your hand is up. Is that legacy?

**Geri Poor:** Yes, it is. I'm having a lot of trouble managing on two things. Sorry about that.

**Dan Kelly:** No problem. If it's appropriate, we'll go ahead and close the public comment portion of the meeting. Before we move on to the September agenda, I will open it to the board if there are any more public comments that they have. Geri, go ahead.

**Geri Poor:** What a meaty meeting! No further comment.

**Dan Gatchet:** I just want to tell SDOT that your presentations are great. I look forward to working with you. I don't know all of the ins and outs about this, but you guys have spent a lot of time on it, and presenting for the first time on this Airport Way - I would sure like to learn more so I understand where you guys are coming from with the bike community. So, I look forward to working with you.

## **SEPTEMBER AGENDA**

**Christopher Eaves:** For expediency, I'm going to go to the September agenda. We are tentative for a Seattle Transportation Plan update. And I would like to take one moment to also mention that Christine Wolf is going to be taking time away. I want to thank her for a very long and fruitful collaboration. Thank you.

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Christine Wolf - continued  
Although analysis was done, the conversation with the public is without a solid analytical basis – please share to the extent it can be shared.

Dan Gatchet  
Presentations look great – would like to learn more about Airport Way and interaction with bike community

**Dan Kelly:** Thank you. As typical, we thank all of the folks at SDOT for their presentation, for their work. And thanks, everybody for sitting through this long meeting. I appreciate that. Unless there is objection, I will move to adjourn the meeting. Without objection, we are adjourned.

## **ADJOURNMENT**

### SFAB 08/15/23 MEETING

September agenda to include Seattle Transportation Plan presentation.

Thank you, Christine Wolf for long and fruitful collaboration. Good luck in future endeavors.

Adjournment.