

## July 19, 2022 Meeting - Seattle Freight Advisory Board

**Topics covered included:** Vision Zero 4<sup>th</sup> Avenue South Rapid Response Pilot; Proposed Truck Parking

This meeting was held: July 19, 2022, 9:00-10:30 a.m., via Webex and in the Boards and Commissions Room, City Hall

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

**Public:** Thomas Noyes, Ryan Packer, Claudia Hirschey, Megan Kruse, Ed Pottharst, Gordon Padelford, Lauren Ross, Erin Goodman, Kate, Claudia Hirschey

**Staff:** Allison Schwartz, Chris Gregorich, Jessica Kim, Louisa Miller, Matt Beaulieu, Christopher Eaves, Cass Magnuski

**Attending:** 21

**Jeanne Acutanza:** Good morning. Shall we get started? Great! Thanks, everybody, for visiting with us today. My name is Jeanne Acutanza. I'm the chair on the Seattle Freight Advisory Board. First, we'll do some introductions, and then we'll go back to public comment. And I'll start the introductions with the board.

### INTRODUCTIONS

**Jeanne Acutanza:** Do we have any public comment today? I see Megan. Go ahead, Megan.

**Megan Kruse:** The Seattle Transportation Plan comment period on the scoping documents just ended over the weekend. I submitted a document. We talked

## SFAB 7/19/22 MEETING

SFAB Meeting opening,  
Attendees, Introductions.

### ACTION ITEMS:

- (From May 17<sup>th</sup> SFAB)  
P. 14: share SODO BIA's WSBLE DEIS comments to FAB
- P. 11 Questions from Presentation:
  1. What is the freight community's greatest transportation concern in SODO?
  2. What are the local businesses' greatest concerns in SODO?
- P. 25 Chris Eaves to speak to Erin Goodman for SODO needs
- P. 28 Chris Eaves to speak to Thomas Noyes for presentations

Completed:

Support Letter- 4<sup>th</sup> Ave over Argo

STP Comment Letter (NEPA)

about some of these issues at the last meeting, and Chris, I think, sent them to you. I hope at some point you could review these and give me some feedback. I think that because urban freight is the lifeblood of our economy, and it intersects with so many aspects of City life. Vision Zero, safety, climate change, equity. I was shocked to find that they really don't have a plan, or didn't have scoping for urban freight. That's really serious, because we've got a 20-year plan, and if we don't get that into the plan we're not going to have adequate allocation for bikes, and trucks, and buses. You know, you have to have some balance. I think one of the biggest shocks is that the University of Washington said, in 2018, that by next year, without any population growth, we would have double the amount of urban freight. We know that this plan and the Comprehensive Plan are planning for more density. So, at any rate, I would love to have feedback on this to see if I have missed anything. I would encourage this body to submit something so that they hear from experts. Thank you.

**Jeanne Acutanza:** Any other public comment?

**Warren Aakervik:** I would just like to mention something to Megan. The fact of the matter is that if we don't have any freight, then we don't have any people, right?

**Megan Kruse:** That's right! Anybody who wears clothes, eats food, uses furniture or appliances. I could go on. This came to me because I have lived in a building for nearly 40 years without any -- you really rely on the street. You see things are going away. You don't have a City if things don't function. Freight creates jobs, 62,000 jobs just for urban freight alone, and they're good jobs. So, I think that this body is probably the best advocate for getting that message out. So, I hope that you do that. It's not just a downtown problem. I see it because I'm in an urban area. But with this new density, we're going to be going into neighborhoods, and walkable neighborhoods require supplies. Online shopping already is bringing from business to consumer. I hope you're getting comments in. Thank you for the reminder.

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Public Comment – Megan Kruse

STP doesn't have a plan for urban freight. UW indicated that by end of 2022 there would be double the amount of urban freight, and the STP and Comprehensive Plan both plan to increase urban density.

**Jeanne Acutanza:** Any other public comment? Chris?

**Chris Gregorich:** Thanks, everybody. I just wanted to ask for the freight advisory board to provide a letter of support for a grant that SDOT is applying for. The Bridge Investment Program just released notice of funding opportunity about a month ago. And this is a part of the bipartisan infrastructure law. The Bridge Investment Program provides \$2.44 billion annually over the next five years. And there are two grants, actually, that we're going to apply for this year. One is a planning grant, which is due in about a week and a half, and we're hoping to get a letter of support from the freight advisory board in the near future for that one. It doesn't need to be added with the application, but could be added later. I sent the draft over to Chris Eaves this morning, so if you all want to review that at some point, and change some of the language, please do. The planning grant is, we're going to ask the federal government for \$2.4 million; we're going to provide \$600 million of match for that. So, for a \$3 million planning study of the 4th Avenue South Bridge over the Argo Railyards, and we want to be able to come back in a year or two to be ready for a bigger grant, one of the large bridge program planning grants within the Bridge Investment Program, to try to replace that bridge. But we need to do some planning a first, and work with you all, work with impacted communities, impacted economic interests, and businesses. A lot of businesses out there would be impacted by any closure, or impact to that 4th Avenue bridge. So, we would like to go forward with the planning for that, do the outreach we need to do, do the engagement, and understand how we repair or replace that bridge. So, we're hoping you will provide a letter of support.

The other grant we're going to go for, and I'm meaning to come back to the next meeting and maybe have Matt Donahue to provide a broader overview of these grants we're going for, and these possible projects. We're going to apply for probably \$30 million for our movable bridges for the Ballard, Fremont, University District, and lower Spokane Street Bridge to be able to get parts and procure those more easily, and upgrade the infrastructure on those bridges. We will have more details on that. That's not wholly fleshed out yet, but that grant is not due for another month and a half.

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Chris Gregorich  
Request for letter of support  
for planning study of 4<sup>th</sup> Ave  
over Argo bridge.

Vote taken to provide letter  
with editing by Jeanne

**Jeanne Acutanza:** It's not due right now, right?

**Chris Gregorich:** No. Later in August for that one.

**Jeanne Acutanza:** Okay. Fantastic. I think we will be happy to. If we have the letter sooner, we can get it circulated and back to you.

**Christopher Eaves:** Just a note. Chris did send it over to me the proposed draft. Perhaps later in the meeting, we might take a moment to discuss it and see where we are. Thank you.

**Jeanne Acutanza:** Thanks, Chris, for joining us. Any other announcements from the board or others? Great. Geri?

**Geri Poor:** Hi. Chris mentioned the public testimony, and it's my understanding that the comment period has been extended, so we have, I think, until the 29th to get our letter in.

**Jeanne Acutanza:** Is that right?

**Chris Gregorich:** Yes.

**Geri Poor:** The Seattle Transportation comment period was extended last Friday. So, I'm glad we have more time, and I hope we will submit a letter.

**Jeanne Acutanza:** Amen. Any other announcements? I think with that, we'll do approval of the minutes. I hope folks have had a chance to look at them. An awful lot of 'unintelligibles.'

**Christopher Eaves:** One of the things we're learning in our hybrid meetings is how we can better work on our microphones. This is ongoing. For us right now,

what I hoped to do is to draw us in close. if we can, speak up in the meeting room. All of the others have mics.

**Jeanne Acutanza:** All right. Can we delay the minutes approval? Why don't we do that. But we do have a quorum today. Take a look at the minutes that you received and provide any feedback on those. The first topic is Vision Zero on the 4th Avenue South Rapid Response Pilot. That's Jess Kim and Louisa Miller. The floor is yours.

### **VISION ZERO 4TH AVENUE SOUTH RAPID RESPONSE PILOT**

**Jessica Kim:** Thank you so much. Let me share my screen.

Hi, everyone. I've come to you today to present our proposal for safety improvements on 4th Avenue South in SODO. My name is Jess Kim. I recently joined the Vision Zero team as a transportation planner just over two months ago now. Before this, I was a design engineer in our Capital Projects Division for about four years. For our visually-impaired audience, I'll describe what I look like. I am an Asian person with black hair, bangs, and I'm undercut. I'm wearing a pink shirt, and behind me is my fleet of bikes in my office. I'll do my best to describe the images in this presentation, and I'll try to give texts, which you all will receive later.

I'm presenting today with support from my teammate, Louisa Miller, who helped to put this presentation together, along with other members of the Vision Zero team. Allison Goodman, who you heard from earlier, will help facilitate in the chat. Thanks so much for having us today.

This slide summarizes the Seattle Department of Transportation's values as an entire City department. Vision Zero goals align directly with these values, where our team develops projects that improve safety for all road users. Here is an outline of what we will be covering today. It's a terse outline, but it has the information. So, first, we'll lay out the context around Vision Zero and what it is.

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Vision Zero 4<sup>th</sup> Ave S Rapid Response Pilot Presentation

And then we'll look at the current state of safety in SODO more broadly. And then, we'll hone in on 4th Avenue South to introduce the project's purpose and needs. And then, we'll cover some of the access needs and the project expense. And then, I'll go over the proposed concepts that we have, and wrap it up with a timeline and a Q&A at the end.

This is an image looking north at the stadium with the speed limit posted at 30 MPH on 4th Avenue South. So, what is vision Zero? You may be familiar with this Vision Zero goal, which is to end traffic deaths and serious injuries on City streets by the year 2030. I want to emphasize the principles that are foundational to achieving our Vision Zero goals. And they are that traffic deaths and injuries are preventable. Humans make mistakes. We are imperfect, and we're vulnerable and fragile. We can't succeed in achieving our Vision Zero goals by focusing on any individual behavior, but rather planning and designing a safe system holistically. And currently, we are not making progress towards meeting our vision Zero goals citywide, and especially in Council District 2. Since Vision Zero was launched in 2015, 178 people have been killed in a crash. 178. And one third of these deaths, 66 people, occurred in Council District 2, which encompasses SODO, southeast Seattle, which is home to many black, indigenous, and other communities of color. In 2021 last year, 60 percent of traffic fatalities were in District 2. **This is also a place that has historically been under-invested, and we're seeing the consequences of this under-investment in the number of fatalities and serious injury collisions that occur.** In the map that's shown, each one of the icons represents a fatal collision, but it doesn't convey the devastating impact on real people; on families, on loved ones, and entire communities who keep experiencing the loss of life due to fatal collisions that could have been prevented.

So, let's zoom in on SODO and talk about the current state of roadway safety there. This map shows a high-injury network where the darker lines mean that there is a higher rate of fatal and serious injury collisions. And the lighter orange lines mean that there is a lower rate of fatal and serious injury collisions. As you can see, these SODO streets are in the top two darker tiers where rates of fatal

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### Vision Zero defined

1/3 of deaths (66 people) in Council District 2 since 2015.

In 2020 60% of fatalities in District 2.

(bolded for emphasis-CE)

and serious injury collisions are the highest. Citywide, traffic fatalities are trending upwards, especially in Council District 2, which SODO is a part of. Achieving Vision Zero will require making design changes that reduce vehicle speeds and enhance safety for everyone in all modes of travel, especially the most vulnerable travelers.

What do we mean by vulnerable travelers? Who are they? They are people outside the vehicle most exposed to injury and harm, who are not protected by vehicles, and therefore, we see them over-represented in fatal crash data. And as a reminder, at any point of travel, we are all vulnerable travelers. So, we're focused on SODO to make near term quick road improvements that we can iterate on in partnership with the community, who are freight stakeholders, business owners, people who travel to and from SODO to get to their jobs, their homes, to support businesses and to access essential human services in this area.

Honing in on our project area of 4th Avenue South, over the past two and a half years, there have been seven fatalities that have occurred within a quarter mile radius of the intersection of 4th and Holgate. These traffic deaths account for approximately 10 percent of all City fatalities in the same two and a half year period. Just looking at this year alone, three of the 14 fatalities to date have occurred in SODO. On January 4, Antonio Fialgo was killed while biking. And on February 16, Thomas Sharp was killed while driving. And most recently, Gan Hao Li was killed while biking on the sidewalk on 4th Avenue South.

On this slide, you see a photo of Gan Hao Li. On the left, you see a map of serious injury collisions, with a circle showing that it's a quarter-mile radius on 4th and Holgate.

**Geri Poor:** Could you speak to the icons.

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Vulnerable travelers – those not protected by vehicles

**Jessica Kim:** Yes. The red icons, and hopefully they're not too small, with bikes in them or a person walking. And then, there are orange icons with people walking, and bicycle, and also vehicles.

**Geri Poor:** And do vehicles represent either a bus or a truck or a car? Is that true?

**Jessica Kim:** Yes, that's correct.

**Louisa Miller:** I'll just jump in. In the red are fatalities, and the orange signify serious injury collisions.

**Geri Poor:** And in all cases, do we assume that it's a collision between the mode that's depicted and a vehicle?

**Jessica Kim:** The icon depicts the mode of travel of the person who was killed. So, if there was a person driving a vehicle, there would be a vehicle depicted. If it was a person riding a bike that was killed, it would be a bicycle that was depicted.

**Geri Poor:** Okay. So, we wouldn't know if there's, for example, a train crossing, that it might have been a train?

**Louisa Miller:** If it was a train that hit a person walking, you would see a person as the icon.

**Geri Poor:** Yes. I'm just clarifying. Thank you.

**Louisa Miller:** It doesn't show what opposing mode might have killed the person. It's just representing the person who died, and what mode they were using.

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Iconography on map in presentation defined

**Jessica Kim:** Thanks for the question. The rate of fatal and serious injury collisions are stark in SODO, as shown and as I relayed earlier. Other areas of Seattle that have similar roadway features to SODO also see high rates of fatal and serious injury collisions, like on Aurora Avenue. There's a chart on the slide here that outlines key roadway features that contribute to having an environment that makes speeding easy and presents challenges to people walking and rolling. I'll just touch on a few of the points pertaining to the roadway, and then continue on with the features that pertain to pedestrians and bike a little later in the presentation.

The majority of fatal collisions occur on multi-lane roads. As mentioned, most of SODO arterials have at least four to five lanes of travel and are in the top two tiers of the high injury network. In addition to this, the absence of a tree canopy also makes for a visually open space that contributes to speeding. These wide open large multi-lane roads encourage high speeds, and we know that speeding is the leading cause of fatal and serious injuries. This is not an exhaustive list by any means of the roadway features in SODO.

I'm going to take a quick pause to mute my other work so it's not distracting me. So, in addition to the roadway features, I want to take a moment to highlight the significance of speed. Speed is the critical factor in the frequency and severity of crashes. With increasing speeds and increasingly larger vehicles being manufactured comes more severe crashes. Survivability for pedestrians who are struck dramatically increases with higher vehicle speeds. The map on the left shows current speed limits, and on the right are actual speeds we see on the roadway. You can see a color legend where light green conflates to 25 MPH; greenish-blue line is 30 MPH; and blue is 35 MPH; and orange is 40 MPH. These are current speed limits.

**Jeanne Acutanza:** I just have a quick question. The real time speed data, what is the source and range of that, and when was it updated. Is it over months and months, or is it one clip in time, or at the peak hour?

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Noted absence of tree canopy

Speeding is leading cause of fatal and serious injuries

Current speeds noted on map

Jeanne Acutanza: What is speed data from?

**Louisa Miller:** I can respond to that. So, that's new Iteris Data that we collected for the entire month of June, 2022, and it shows the 85th percentile speed, so the average speed that 85 percent of drivers are traveling.

**Jeanne Acutanza:** Okay. Right. Thanks.

**Jessica Kim:** So, we can see that south of Spokane, most people driving on East Marginal Way and on Airport Way are driving at 40 MPH or above, in the real time speed data map. And then, north of Spokane, most drivers travel at between 30 and 40 MPH. Lowering speed limits will save lives. You may have noticed that recently, there was a Vision Zero communications campaign that went out and installed billboards across the City, and there's one down by Costco, as well. Just wanted to give our team a little shout out there. So, this brings us to why we're here today.

Our project on 4th Avenue South is an attempt at rapidly responding to traffic fatality in an area that we know is on a high injury network. It's not the only measure we need to improve safety in SODO overall, but it's a start. Our vision for this project is to implement cost-effective, easily movable and removable materials to expedite critical safety improvements and support modal needs on 4th Avenue South. Our purpose is to slow down vehicle speeds, reduce conflict points, encourage predictable movements, reduce harm and preventing death and injury. Although this project focuses on 4th Avenue South, **the Vision Zero team is looking at SODO more broadly to implement safety measures through an iterative network approach.** We are aware of the need to collaborate and coordinate with other projects in the area, like the Georgetown and downtown bike facilities, the incoming Sound Transit station, which is very far out, and other transit shifts that may happen before that. There's a freight/transit lane policy that's underway and other projects. As I provide background and context to this project, please keep in mind that I'm also inviting you to provide feedback on the concepts and input for this work going forward.

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Louisa Miller – Iteris Data for all of June 2022 shows 85<sup>th</sup> percentile speed.

Project is an attempt to respond rapidly to a traffic fatality.

(bolded for emphasis-CE)

So let's talk about the modal needs of the SODO neighborhood. As mentioned by someone earlier, SODO is the economic engine of this bustling commercial center of Seattle, and also an area where 10 percent of traffic fatalities occurred over the last two and a half years. I pose these questions on the slide to the board, knowing how important freight access is in this area, and as an invitation to share your thoughts with us. Nobody wants to see collisions leading to death or life-altering injuries. We will get there together.

**What is the freight community's greatest transportation concern in SODO?**

You don't have to answer that now. **What are the local businesses' greatest concerns in SODO?** Again, you don't have to answer that now. We do know that as we develop this project, we'll need to conduct analyses to support our proposed designs. But I want to reiterate that we want to better understand the freight needs here, knowing that access is crucial, and that this is a mixed commercial area.

**Jeanne Acutanza:** There are folks who want to comment. Should we do it at the end of this conversation?

**Jessica Kim:** We only have half an hour in our time slot, so we'll get your feedback and comments.

The map that we see on this slide is taken from the Freight Master Plan, which you all may be familiar with. It shows the legend corresponding to the lines on the map where we see that there is a concentration of freight in SODO. Not only is SODO for freight, it is also where major transit connections happen. At 4th and Holgate, there are two bus stops that serve the King County bus routes 131, 132, in both the north and south directions. There is also the SODO busway and light rail station just east of 4th Avenue. And together these transit services operate like a hub, but the environment does not feel like an intentionally connected use of space. On a site walk just last week, I and others on the site walk observed people walking with groceries. And one person with a child in tow, who both ran across the street in what is already a very short pedestrian light crossing to catch

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Questions from  
Presentation:  
(bolded for emphasis- CE)

What is the freight  
community's greatest  
transportation concern in  
SODO?

What are the local  
businesses' greatest  
concerns in SODO?

4<sup>th</sup> and Holgate – Routes  
131, 132.  
SODO Busway  
Light Rail east of 4<sup>th</sup> Ave (E-3  
Busway and S Lander St).

this bus. I say that to emphasize that **maintaining transit access and improving the pedestrian environment will be critical for roadway safety.**

As a person walking or using a mobility assistance device, you'll quickly notice that sidewalks drop off at random, and that disconnected sidewalks are in varying conditions. Sometimes there are ADA ramps that are non-compliant or missing altogether. An absence of curbs on some streets in turn allow for the formation of informal driveways and multiple access points, which facilitate unpredictable movements and introduce conflict points. Enhancing the safety, comfort, and access for people walking and rolling will call for sidewalks built out for robust connectivity in the area. And installing pedestrian intervals at signal intersections. These photos on the slide are two examples taken from our Pedestrian Master Plan are quick thorough, and cost-effective walkway solutions. The exact design configurations are site-dependent, but there are areas in SODO that could benefit from these types of formalized walkways. On the photos that you see, the left example is a painted walkway where there's a curb and striping in the road itself, making some space for a walkway next to an existing curb line with no sidewalk. And on the right is a photo of an asphalt path leading up to a bridge, and it's protected on the left side with wheel stop curbs.

There are also people who bike to SODO, too, despite having no separate and comfortable place to do so. These are folks who bike to their jobs, who need to access critical human services, people who live and seek refuge in a right-of-way, and others whose most convenient albeit not the safest path is to bike through SODO. As a person biking, there are no dedicated bike facilities that connect to existing bike routes. There is one bike facility, the SODO trail, which is a good north/south path, but it does not connect to any facilities east or west or beyond the trail. We know that there's a current SDOT project, as I mentioned, the Georgetown and downtown project that will bring much needed bike access to this area. And we will be sure to coordinate with them closely to make sure that our Vision Zero goals work with this project, as well.

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(bolded for emphasis- CE)

Discussion includes sidewalk facilities, pedestrian intervals at signalized intersections, cost-effective walkways

People bike in SODO and need to access critical human services, people who live and seek refuge in the right of way.

Georgetown to Downtown Project – will need to coordinate.

So, finally, let's talk about this project, itself. Here we are on the northern side of SODO. This is a screen shot of Google Maps where a red star indicates South Massachusetts Street. And there's a zoom in section looking at 4th Avenue South with existing conditions. On the left, we have 4th Avenue South, looking north towards downtown. There is a wide open roadway; there are many lanes of travel. We have seven lanes at least, parking and travel lanes. These are wide lanes, as well. The photo on the right is at 4th Avenue looking east toward Massachusetts. You wouldn't know it's a street because people use it as a parking lot. It is used as a parking lot. We've had two fatalities along this stretch of 4th Avenue South.

So that was a lot of background and a lot of context to digest, so I'll just take a moment here to let this graphic visual sink in, and I'll talk this through to orient us in the direction. The street that is oriented horizontally on the page is 4th Avenue South, and perpendicular to that is South Massachusetts Street. The north arrow is pointing toward the left. And there's a lot of text on this page, so we'll just go in little chunks, starting at Massachusetts. We are proposing painted striping and vertical delineation to make it feel more like a driveway, and control the movement of vehicles in a more predictable manner around the striped (unintelligible). To facilitate the narrowing of this street opening, we're also proposing to formalize the parking spots by using back-in angle parking. Moving on to 4th Avenue South, vehicles currently need to cross three to four lanes of traffic to make a right turn movement out of driveways. On the exhibit, it shows that we are proposing a median island that will be striped out with yellow paint and wheel stops using robust posts as a delineator. This median would replace the two-way left turn lane and render all driveway movements right in and right out. We know this movement will be an adjustment to the properties along 4th. We will be sure to reach out to all of the individual businesses regarding this change, and to hear their concerns. We are also coordinating with the Seattle Fire Department to make sure their access and mobility needs are considered. And as far as implementing these changes, we are coordinating internally within SDOT to execute this project as quickly as possible, by utilizing our signs and markings team both in design and operations maintenance staff. I'll talk more

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Concept is

S. Massachusetts St – painted striping, driveway feel. Back-in angle parking, narrowing street opening.

4<sup>th</sup> Ave S – median island with wheel stops and paint to create right-in/right-out movement at driveways.

Will reach out to businesses to hear concerns.

Coordinating internally within SDOT to execute this project as quickly as possible.

about the timeline in a couple of slides, but I'll just take a pause so we can absorb the proposed concepts.

**Geri Poor:** Could you please restate the back-in angle parking?

**Jessica Kim:** The back-in angle parking is to facilitate the narrowing of the street. I can't remember off the top of my head what the right-of-way is on South Massachusetts Street. It's currently being used as parking right now. So, in order to narrow the street, we are proposing back-in angle parking to take up some of the right-of-way width.

**Erin Goodman:** Where that label that says, 'back-in angle parking' on the slide is actually a fairly wide driveway into the parking lot. I don't see that noted. That isn't a full line of back-in angle parking. You have a more than double width access into that parking lot.

**Jessica Kim:** Yes, I believe that parking lot is on the north side of South Massachusetts.

**Erin Goodman:** No, that's the parking lot for the DOC. The building that used to be Grocery Outlet that's now New Standard Building Materials, their parking lot is behind their building and accessible only from South Massachusetts Street.

**Jessica Kim:** Keep in mind that this is just a graphic visual. This is not design, and these are just concepts right now.

**Erin Goodman:** What is your plan for parking on the north side of Massachusetts.

**Jessica Kim:** The parking on the north side of Massachusetts -- our plan currently is to leave it as it is. As we approach maybe 50 feet of the intersection of 4th, we're going to be striping out some extra width that's next to the stop sign that you see.

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Geri Poor and Erin Goodman – questions on parking on S. Mass.

Erin Goodman – would like to work with Jessica Kim to discuss with business owners.

**Erin Goodman:** I have a lot of questions, but I'll wait. But I do want to just really emphasize that when going into a process like this in SODO, we should probably be one of your first calls, since we work with all of these businesses. And we'd be happy to work with you. But I'll save the rest of my questions until after.

**Jessica Kim:** Yes. Thank you so much. I'm not sure who said that...

**Jeanne Acutanza:** That was Erin Goodman, of the SODO BIA. We are at 9:46, and we've given you half an hour so far, and I guarantee we have a lot of questions. So, are you getting close to the end?

**Jessica Kim:** Yes, we are. I appreciate everyone's questions during the presentation. I'm going to wrap up. Thank you so much.

So, to wrap up our proposed concepts, we are also proposing a speed limit reduction on 4th Avenue South. The current speed limit on the left indicate that 4th Avenue South is signed at 30 MPH, and we'll be proposing to reduce the speed limit to 25 MPH. It's not just in SODO that we'd lower speeds. Citywide, we've lowered speeds, starting by changing signs, and observing before and after speeds. So, for this project we will also observe if the structural changes will also help reduce speeding.

What's next? Just to reiterate, to reach our Vision Zero safety goals, these improvements will need to be iterative and collaborative. And as such, we want to make sure we're in alignment with stakeholders in this area by checking in and being open to feedback.

Here is our very rough timeline: The summer of 2022, here we are, although it rained yesterday, so I'm confused. We're going to continue our engagement with this freight advisory board. At a very high level, we've presented to the SODO BIA that there is something coming, so we'll be sure to continue engagement. I'm glad to see some BIA folks in the room today. We will reach out to individual

Proposing a speed limit reduction from 30MPH to 25MPH

Improvements need to be iterative and collaborative

businesses in this area and continue engagement with advocates from Duwamish Valley Safe Streets and Cascade Bicycle Club. I hope we, by the end of summer and mid-fall, we can come and present again to the advisory board to make sure we're all in line. And then in the fall of 2022, I hope to install our improvements here and over the next few months after that, have an observation period.

This is my contact information. Please get in touch, stay in touch. Chris Eaves is also a conduit to reach us, but this is my contact information, if you want to get hold of me directly. [www.seattle.gov/visionzero](http://www.seattle.gov/visionzero) [jessica.kim@seattle.gov](mailto:jessica.kim@seattle.gov)

And from all of us on the Vision Zero team, thank you so much for your time, and for your support in helping SODO to be a safer environment for all.

**Jeanne Acutanza:** So, questions now?

**Jessica Kim:** Yes, if you have time. It's your agenda.

**Jeanne Acutanza:** Are there questions from folks?

**Warren Aakervik:** Okay, well first of all, I'd like to correct a few statements that were made. You talked about a tree canopy creating higher speeds. The problem with a tree canopy in a major truck street, especially on major freight corridors, is the visibility. At truck height, we cannot see when you put trees in front of everything that we can't even see pedestrians sometimes. So, there are sight distances to be thought about when you're talking about tree canopies.

Turning radii. I didn't see anything in the pictures about turning radii from major truck streets to supply materials and stuff to the businesses on the side streets, or wherever they go. And you have to remember that the WB 67 is what the design is, not an SU 30, when you're on a major truck street. In the Complete Streets Ordinance, it says things may be done on major truck streets. So, I caution you to just *carte blanche* make changes on major truck streets.

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Continue engagement with advocates from Duwamish Valley Safe Streets and Cascade Bicycle Club

Hope to present again mid-fall to SFAB and then hope to install over next few months and have observation period.

### Questions:

Warren Aakervik – Tree canopies on major truck streets limit sight distance visibility for truckers. Didn't see turning radii addressed for WB-67

25 MPH speed limit: Isn't it interesting that at 30 MPH, scooters are not allowed to be on the street. But at 25 MPH, we now have scooters on major truck streets that are weaving in and out of the trucks. It's just a matter of time before we show that the design is wrong, and how many people have to die before we get that?

And finally, I'm going to end up with just one piece of information. I've been really frustrated with Vision Zero, because the truth doesn't really get analyzed the way it should. In one year that I took the information, the fatalities on Seattle's streets -- I mean, one fatality is bad. I'm not saying that people have to die, but I just want you to realize, here is just the pedestrian fatalities in 2012. first one: Pedestrian cross street against light and is struck by vehicle. Second one: Vehicle struck pedestrian in crosswalk, crossing against the light. Next one: Vehicle struck pedestrian sitting in the roadway. Next one: Vehicle struck pedestrian not in crosswalk. Next one: Pedestrian crosses street against signal in crosswalk. Next one: Right-turning truck struck pedestrian in crosswalk. I suspect it was a sight distance problem because of the lack of being able to see people in a big truck turning right, being completely blinded to it. Next one: Vehicle struck pole. Next one: Pedestrian struck by light rail train. Surely the light rail train didn't have time to stop, but who knows. And the last one: Vehicle struck pedestrian not in crosswalk. Obviously, if we stop all vehicle movement altogether in the City, there would not be a vehicle that ever struck a pedestrian or bicycle or scooter. But I don't think that's realistic. And then to add insult to injury, last year I started raising questions on Vision Zero, back in around 2015/2016. And all of a sudden, they don't put the reasons for the fatalities anymore. They just say that it was a pedestrian or a bicyclist. And ironically, in 2020 -- and I'm not sure how they categorize these things anymore -- one of the things that they put in their information now is apparently the contributing circumstances for the 2020 collisions did not grant the right-of-way to a vehicle. There were three fatalities, 23 serious injuries, injury collisions 303. It starts to tell a story that we have a lot of people who are not obeying the law. You have to give a vehicle the ability to see and to react. you can't just walk in front of them and expect them to stop. So, I think that some of this is going to have to be training the public to realize that

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At 25MPH scooters are allowed.

Frustration w. Vision Zero because analysis is not as robust.

2012 Fatalities used as examples to show various reasons behind fatalities –

Starts to tell story that a lot of people are not obeying the law

Need to give vehicles time to react.

yes, there is a dangerous area out there, and if we can't put crosswalks in and we can't put signals in, we've got to make sure that the public is protecting itself. I wish Rich and Jill would come back and put all information in, and we start analyzing from the point of what we can do. I don't think it's always just throwing stuff down and making sharp corners, because when you make sharp corners for trucks, on the righthand side, you can't see. So, please let's take a real close look and when we do presentations, I think it will be a lot better to use channelizations that you've got there, to bring up a picture that would have the current status from Google Earth or Zoom or something allows us to see what is in the area, not just a picture where here is the roadway and this is the right way. Thank you.

**Jeanne Acutanza:** Thanks. Geri?

**Geri Poor:** Thank you. I also want to thank you for the presentation. I think obviously that this is a life and death matter. It's really important. I would like to underscore the point Warren made about understanding root causes and making sure that we're bringing the right tools to the table to solve the problems that are out there. I understand that there are different causes for the different accidents, but I think that's an important message we want to leave you with. And then, I also would echo, when you showed us that intersection at 4th and Massachusetts, we would like to understand turning radii and ensure that the trucks using the area can still access. I put a couple of comments in the chat box. I know McMillan-Piper is in this area, but they're around 6th. They have a huge operation there. And if you're only talking to the businesses directly adjacent to 4th and Massachusetts, you might not see them. But I think you should consider that other businesses might be using the intersection to get to their properties. Yes, I have some concerns for that parking about how that would increase friction on the street when the trucks need to get through Massachusetts. We want to make sure they can do that. And the last comment that I have is about your slide 13, where you showed different techniques that can be used to add pedestrian access. And I would hope that you would have time and the opportunity to research best practices in industrial areas, because the pictures on slide 13 look

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The answer isn't always making sharp corners because they limit visibility for large vehicles.

Would like to see aerials overlaid with channelization

Geri Poor –  
Underscore point about understanding root causes to ensure we're solving problems that are out there.

Concerns about increased friction on the street (S. Mass.) when trucks need to get through.

When discussing various techniques to add ped access, hope you have time/opportunity to research best practices in industrial areas -images look to be non-industrial

to be non-industrial. So, I think that there are a lot of cities which are looking at Vision Zero projects including industrial areas. Thank you.

**Jeanne Acutanza:** Thanks, Geri. And I think that Erin Goodman has her hand up.

**Erin Goodman:** I guess my first question has to do with enforcement. I live in the Rainier Valley, and we've seen a significant amount of changes, which I'm not going to say I'm for or against. They're still to be determined if they work. But what I've seen is a significant amount of really crazy behavior: People using bus-only lanes for passing, and crazy stuff. So, if you're talking about making these changes, I think that without making a plan for enforcement at the same time, you're going to encourage risky and scary behavior, specifically with that right turn only to go northbound, because what you're doing is you can't get anywhere until you get to Royal Brougham. And if trucks go past Royal Brougham, they're in the exclusion zone. And so you're creating a situation where people are potentially going to do things that they shouldn't and that are dangerous. And so, without having the conversation with the businesses to understand what that -- because you have to go all the way to Royal Brougham. Without enforcement, none of these projects are going to work to be safe. The stuff I'm seeing on Rainier Avenue in the last two months is terrifying. So, that's one concern.

The other concern is that SODO is suffering from failed infrastructure. SODO BIA submitted a grant to SDOT, I think in 2019, to do sidewalks along Holgate. And I think we were number four on that because it was a choice, a people's choice thing, and I think you took the top three projects. We had been working with Metro on safety improvements on Holgate prior to Covid. I think that we need to look at the whole SODO holistically and look at trying to fix the entire process, rather than this spot check, which as Geri mentioned, may not actually prevent any of the fatalities in this area. I really want to make sure that we're doing that in-depth research. We're going to send you an invitation to come to our transportation committee, but this is the first that I'm hearing of this. We are engaged with these businesses. We understand the traffic patterns. We're on that

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Erin Goodman –  
Question about enforcement. If talking about making these changes, you should also plan for enforcement at the same time.

Noting that right turns for trucks leads to truck exclusion zone, so w/o a conversation w. businesses, we won't understand what impact that makes.

SODO is suffering from failed infrastructure.

Sidewalks on Holgate  
Worked w. Metro on safety improvements. Need to look at SODO holistically and try to fix the entire area.

Will send invite to come to transportation committee.

street every single day. And I think it's important that we look at all of SODO, not just one section.

**Jeanne Acutanza:** Thanks, I just have a couple of comments. The notes about canopy. These are also over-legal. Tree canopy can get in the way of oversized loads. We need to be very cautious of that. We have heard folks from other industrial centers say the oversized canopy of trees have hindered their ability to see. Anything over-legal hinders the ability for the properties to develop whatever their industrial uses that are there today. Just keep that in mind. And then, anything you provide, it would be very, very helpful to us to see dimensions. Our board thinks in terms of street widths and size. For big trucks, size matters to us. And we want to think about the heavy haul and truck network in terms of the widths that we need to get into and out of these places. So we need all of the dimensions for turning radii and such.

And then the last thing, or two more things. 85th percentile speeds, it's so interesting what that was. Numbers the City has provided for a long time, 85th percentile was this magic number where you set the speeds. Granted, I'm sure, Allison, you weren't thinking about how to justify lowering the speeds when for a long time, the 85th percentile was what we used.

As far a timeline, i think we're really interested in this, Jess. So, give us some time to absorb and sort those comments. Dimensions would really help us by giving us the context with a little more precision. So, dimensions. More detail. Thanks.

Any other comments or questions? Allison?

**Allison Schwartz:** Thanks. I just wanted to jump in real quick and say thank you for everybody's comments and questions and thoughts. As the program coordinator of Vision Zero, I would be happy to have further discussion on the approach that we're taking and have been taking as a City, an approach that we're moving toward. Just touching on some of the comments from Warren, and

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Jeanne Acutanza-  
Canopy can also impact  
over-legal load movements.

Would be helpful to see  
dimensions – SFAB thinks in  
terms of street widths and  
size. Want to think of the  
heavy-haul and truck  
networks in terms of how to  
get in/out of areas.

85% speed was where you  
set the speed of a facility.

Interested in timeline.  
Would like dimensions.

Allison Schwartz –  
What to discuss further the  
change from  
Education/Enforcement/  
Engineering to Safe Systems  
Approach.

form Geri around understanding the root causes of the crashes, and working to address those. I think we're kind of in this transitional state where for a long time, transportation safety, and traffic safety was looking at the three 'E's' of Education, Enforcement, and Engineering. And now, at the national level, the conversation has really been highlighted and focused on the safe system approach that was just touched on briefly at the beginning of the presentation. And it might be useful to have a forward conversation on that, if interested. I also wanted to say, Erin, I appreciated your comments on looking more holistically across SODO. That is definitely our plan. We are looking to start somewhere, and this is a little bit of that somewhere and that something. We just mentioned this area, and you all know because you live and breathe it, has been under-invested in. Most, if not all, of the arterial streets in SODO really pop out in our high injury network map. We are definitely looking holistically at what could be done here. We want to do that in partnership with you. I hope that came across clearly through Jess' presentation. We see this as a start and look forward to engaging much more with you all, and with Erin of the SODO BIA and those individual businesses. so, thank you very much.

**Jeanne Acutanza:** And, Allison, thank you. Your comments regarding our last meeting on safe systems, and I embrace safe systems, and I think many of us here do as well. You also go back to the video where Erin presented a really good presentation on SODO and some of the transportation challenges. Really beat up streets, and lack of anything on the issue. And your comment on under-investment was pretty well taken. These are some of the things that we'd be real interested in. Thanks for your time. The summer is fine for the timeline, when we have time to review. It's already mid-summer, so if you're going to have more on this in the fall, we'd like to at least have some time to take a look at things that were mentioned, and develop a little more detail. Thanks for the presentation.

**Christopher Eaves:** Thank you very much for the presentation. We are considering that there is also a request on the table from Chris Gregorich to look at and provide a letter of support. And we propose to have that before the next

## SFAB 7/19/22 MEETING

Appreciated comments from Erin about holistic view across SODO.

Most if not all arterial streets pop out in high injury network map.

Definitely looking to partner and do more.

Jeanne Acutanza  
Embracing Safe Systems  
Underscore comment on under-investment

Discussion about Chris Gregorich's request for letter of support.

meeting. May I ask for a minute or two to look at it and see if we can come to a conclusion on this?

**Jeanne Acutanza:** That would be great!

**Christopher Eaves:** Appreciate that. I'm bringing up the letter, just so we can see this. And I apologize for bringing up a business moment. This should probably take only five minutes. And then, we can hopefully assign someone to do a polish, given the information that's in here, so we can hand it back to Chris.

**Jeanne Acutanza:** This was due August 9th, the date on the side.

**Christopher Eaves:** I don't know the exact date, but it is before our next meeting.

**Warren Aakervik:** So, this is for \$2 million?

**Jeanne Acutanza:** And this is a study?

**Warren Aakervik:** How much would that mean for freight?

**Christopher Eaves:** There is nothing planned to come out of the freight budget for this study. I'll scroll down a little bit, and effectively, that is the end of the letter. We want to give people a little time to review.

**Jeanne Acutanza:** I always wonder why all of the letters sound alike.

**Christopher Eaves:** I agree, but I'm going to just pop in here. I think that the concept of this letter would be workable, that if we can agree that information is used here, and that we provide perhaps a different perspective on that, and assign someone to it, then we can have this agreed to in a public meeting, and be able to get this to Chris. That's my reason to ask now, so that we have this assigned to someone and have the board okay with that.

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\$2 million for study

No cost to Freight Spot Improvement Program

**Jeanne Acutanza:** The only thing I would mention is that we always state what the freight board is when we send these letters to Washington, DC. People don't know what the freight board is. Just that concept like you have highlighted there. I think there's a basic paragraph that we use on most of our letters, that we are appointed by Council and Mayor, overseeing blah, blah, blah. The other thing I would say is I didn't see very much about the importance of -- we always make a statement about how important the industrial uses are to the economy of the region. If there is some way to state that.

**Warren Aakervik:** Obviously, because this is between docks, the railyards, and all of those things in between, when we try to fit and accommodate other boats, these major truck corridors move safely. Obviously, it takes a lot of money. I agree with Jeanne, that we need to make sure we identify the importance to the national economy of what Seattle does at this point.

**Christopher Eaves:** So, board members joining remotely, Geri and Mike, do you have any thoughts on this?

**Jeanne Acutanza:** I think Geri already commented.

**Christopher Eaves:** That's right, she did. So, Mike, do you have any thoughts?

**Mike Elliott:** Well, I want the letter read. And I think Jeanne made the point as to pointing out exactly who the freight advisory board is. And Warren's comment that he just made about money, that it costs more to do these types of things. And nobody wants anyone hurt or injured in freight corridors, but the docks, the trucking, the railyards, all that -- that's where I spent my career, moving freight to and from -- and we want to keep people safe. At the same time, we need to move freight and commerce. So, that's my comment. And I think that once we're finished with this, I want to have another separate comment regarding two months ago when Erin Goodman was here. I want to see where we're at on her requests at that time. Thank you.

**Christopher Eaves:** Okay, so what I have heard is that on this letter we would want to add what the freight board is; introduce the importance of the industrial to our and the national economy. Knowing how dependent Seattle is on freight and drayage, and movement, and that it is taking extra money to accommodate all modes on the industrial areas. If we can add those to the letter, can we get a concurrence on the letter's form, then we can finalize that.

**Jeanne Acutanza:** There are three of us now.

**Christopher Eaves:** It is quorum at this point.

**Jeanne Acutanza:** Fantastic. Okay, do I have a motion?

**Warren Aakervik:** I so move.

**Mike Elliott:** I second the motion.

**Jeanne Acutanza:** Okay, all in favor? Any opposed? Perfect. Thank you.

**Christopher Eaves:** I appreciate that, and it coordinates with our next agenda item, which is a quick presentation on proposed truck parking.

**Jeanne Acutanza:** Before we leave, and I see that Allison left already, but I mentioned something about this rodeo. It sounds like Allison is interested in this notion of safety education. And I am a proponent of that to better increase the understanding of safety in these areas. We talked about it in the past. Can we just ask Allison? She seemed interested that we promote the truck rodeo with her?

**Christopher Eaves:** Yes. And I apologize. Mike, you had a second question, and forgot.

Motion carries to write letter of support.

**Mike Elliott:** Well, I don't want to get out of line or out of order in terms of what we're doing here, but I wasn't here last month, but the month before, Erin Goodman made some real direct requests as to things in SODO that were needed in terms of drainage, and street work, and potholes, and such. And I just wondered, did we get a letter to SDOT? Did we get in communication with the right people there to see if we can get some action on her requests? I think they were very valid, and timely.

**Christopher Eaves:** I did make requests to pothole managers, and they lack specific locations. I am unsure what outcomes may have occurred at this point in time. And I recall that there was also a large area that had drainage needs, and I know that has not been addressed. And I have to try and find the right people both at SDOT and SPU associated with that.

**Mike Elliott:** All right. She mentioned that during a sporting event, with tailgating and that type of thing, and the need for -- with people out there, there are no restrooms or anything else. So, I'd like to piece those out and separate out the issues, and get them to the right people at SDOT so that they're in the hopper, so to speak, and we can get some work done down there. That area, I think, has been an under-focused area by SDOT over the years. And having worked there myself for 20 years, it's time. Let's get some of these basic things done. **I think Erin Goodman and her group know what needs to be done, and let's try to support some of those things, which may help in some of these other areas that we were hearing about today. Thank you.**

## PROPOSED TRUCK PARKING

**Christopher Eaves:** Excellent. Thank you. I will probably need to speak again with Erin and see how we may be able to forward these things. And again, more actively. So, Erin, let's catch up outside of this meeting.

**Erin Goodman:** Okay, Chris. You have my number.

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Mike Elliott – notes Erin Goodman's presentation (May 2022) and need to put attention to drainage, street work, potholes. Do we need a letter?

Chris Eaves - Need specific locations for potholes

Mike Elliott – notes Tailgating and that the area is under focused by SDOT for years.

Chris Eaves – Will speak with Erin Goodman to see how to forward these items.

Chris Eaves  
Proposed Truck Parking -

**Christopher Eaves:** Yes. So, what I wanted to do, and I'm switching into our 9:45 item. I'm only going to take a couple of minutes. Right now, at Council, which may have already been completed, SDOT is proposing to the transportation board legislation creating truck-only parking, which we hope to use in the industrial areas and in very close locations.

**Jeanne Acutanza:** You say truck tractors, but cabs as well?

**Christopher Eaves:** Yes. the big main thing is the tractor. What we're trying to do is find places where the trucks can park, and that means the tractor, the cab. A positive place for them to park to help limit or encourage people to park there, versus perhaps in neighborhoods, such as Georgetown and South Park. This is a discussion that has gone on for quite a while. Port, Seaport, and SDOT have been working together to try and establish new parking spaces. Of the locations that you can barely see here, two are on Harbor Island. All of these are in public right-of-way. One is on Industrial, which is south and is at an angle. And the final one is west of Colorado in an area that is public right-of-way, and used to be in operation for BNSF north entrance. They no longer need or use it, so we're trying to repurpose it. So, in letting you know this and the legislation details, the important part is we are trying to establish it by time, so that it's overnight truck parking, and then available for other parking during the day. This legislation, as I said, has been presented in front of the transportation board of Council. It is not yet in front of Council, so comments can be made. This is information on the legislation details, and I don't get too much into detail, other than to say that we have talked to the Georgetown and South Park neighborhoods. The Georgetown meeting was last Monday; the South Park meeting was yesterday. And what we're trying to do is provide context on how we can in long term, begin to encourage truck parking outside of residential neighborhoods, even if they are close to industrial areas. So, this is FYI a bit of information on what we've been trying to do with Port, Seaport, and SDOT, as we get into what we need to do in industrial areas. I'm showing you only two slides of a larger set of slides. Again, this is information on what we're trying to do to better manage our right-of-way in the industrial areas. Do you have comments or thoughts?

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Proposed Truck Parking Legislation would set locations for overnight truck cab (tractor) parking. The goal is to reduce truck parking in neighborhoods such as Georgetown and South Park.

Legislation is being presented to Council's Transportation Committee today (7-19-2022)

Had public listening sessions w. Georgetown and South Park residents.

Goal is also to better manage our right of way in industrial areas.

**Jeanne Acutanza:** Is there funding for some of those, or any funding from (unintelligible)?

**Christopher Eaves:** Right now, since it's all public right-of-way, we don't need funding beyond paint and signs. Reconnect West Seattle is funding this work and the meetings.

**Jeanne Acutanza:** Okay. Any questions, comments?

**Warren Aakervik:** Because it's public, do we have to accommodate anything to other modes of transportation? For everything else we do, we seem to have to create spaces for the other modes and pedestrians. Because it's big trucks, my concern is that people going into those areas may not realize the hazards that are involved, especially when we're talking about the rodeo. The rodeo is fine, but the more I look, the more I find out that nobody really has addressed what a driver has to do. Obviously, you just park where you're safe. Because we're going on City property, we don't have to accommodate all of the modes of transportation through it.

**Christopher Eaves:** We have been careful about where we're placing our parking, or proposing this parking. In many cases, it is generally a location for some parking but we are formalizing it. I see Thomas with his hand up.

**Thomas Noyes:** Thank you very much, Chris, and everyone. Just FYI, and I just sent you a note, Chris. I think WSDOT is going to be really interested in this, and I want to talk to you offline, Chris, because I think our Rail, Freight and Port Division of the Freight Office has done a statewide truck parking study, and they've done more work. I'm not up to speed on it, but I think they're definitely going to want to coordinate with you and understand what's going on in cross-fertilization of efforts, resources, and ideas. Just wanted to throw that out there. Thank you.

## SFAB 7/19/22 MEETING

Reconnect West Seattle is funding the meetings and paint/signage.

Warren Aakervik – Do we have to accommodate other modes

Note truck rodeo

Chris Eaves – Been careful about placing parking – generally formalizing truck parking.

Thomas Noyes – WSDOT will be interested and may want to coordinate.

**Christopher Eaves:** Absolutely. Thank you very much, Thomas. We will get together. This is something that is going to take a bit of effort, so it is important to understand our curbside management people helped to put together the legislation. Reconnect West Seattle has been supporting this as part of their work. Our communications people have done an excellent job. I have blatantly taken somebody else's work and presented it to you. Danielle Freeman is the one. So, nothing happens in a vacuum, and there are a lot of people who have done some really great work to get us to the point where we are benefitting our residents and others.

**Jeanne Acutanza:** And you've done the outreach to the local businesses?

**Christopher Eaves:** Yes.

**Jeanne Acutanza:** Fantastic.

**Christopher Eaves:** At this point in time, I recognize we're pretty much later than we thought, so I'm going to speak to the August agenda for only a moment.

## **AUGUST AGENDA**

**Christopher Eaves:** OPCD would like to come in next month in August to talk about the Comprehensive Plan. I think that will be our third presentation. We will certainly allow some time for questions and answers. There is the industrial management strategy, which is also ongoing. There is the Seattle Transportation Plan. And there is the Comprehensive Plan. Thomas, did have something?

**Thomas Noyes:** I just want to tell you again really quickly, and Chris, we can talk offline. I know WSDOT is up, hopefully, for giving several briefings to the freight board. First and foremost, the Move Ahead Washington package. I'm just back from vacation of 12 days, so I'm still not in touch with our communications folks. I think they have a big presentation on that. It isn't ready yet. It might be ready by the August meeting, although it sounds like the Comprehensive Plan

## SFAB 7/19/22 MEETING

Jeanne Acutanza – outreach to local businesses?

Chris Eaves – yes.

### August Agenda

Office of Planning and Community Development (OPCD) would like to come next month regarding the Comprehensive Plan

Thomas Noyes – want to talk offline to coordinate discussions.

might fill the whole agenda. I don't know. But let's talk. And also, I-5 planning study work we're doing, maybe either August or September. So I just wanted to put that out there. Again, let's talk offline. And likewise, Jeanne, if you want to get in touch with me, feel free to reach out. Thank you.

**Jeanne Acutanza:** Thanks. We might have time in the next meeting. We are ready to adjourn.

**Warren Aakervik:** I move that we adjourn.

**Jeanne Acutanza:** Thanks. And I second that. Okay, Chris and all, thank you. Folks in the audience, thanks for attending.

**ADJOURNMENT**

SFAB 7/19/22 MEETING

Adjournment