

## June 21, 2022 Meeting - Seattle Freight Advisory Board

**Topics covered included:** Chief Equity Officer Adiam Emery

This meeting was held: June 21, 2022, 9:00-11:00 a.m., via Webex and in the Boards and Commissions Room, City Hall

**Board Members:** Jeanne Acutanza, Warren Aakervik

**Public:** Thomas Noyes, Ryan Packer, Rachael Ludwick, Claudia Hirschey, Tino Jonga, Megan Kruse, Ed Pottharst, Eileen Trang, Marilyn Yim, Gordon Padelford, Eugene Wasserman, Elizabeth Guzy, Tom Lang, James Le, Christine Alar, Brian Lovell, Candace Goodrich

**Staff:** Adiam Emery, Christopher Eaves, Cass Magnuski

**Attending:** 22 (All via Webex)

**Christopher Eaves:** It is 9:05 and we are getting started. We are not a quorum at this moment, so board decisions that comes with that will be taken up later. I would, however, advise getting started as quick as we can to give Ms. Emery all of the time that she should have.

**Jeanne Acutanza:** Absolutely. I'm for that. Thanks, Chris. I am Jeanne Acutanza, and I am the chair of the Seattle Freight Advisory Board at the moment. We will introduce ourselves.

### INTRODUCTIONS

**Jeanne Acutanza:** Thank you, everybody. Any public comment right now?

### PUBLIC COMMENT

**Megan Kruse:** Yes. Thanks. I'm here because I'd like to talk about the status of the Seattle Transportation Plan (STP). They have just released their EIS scoping document,

## SFAB 6/21/22 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.
- P.

Public Comment:  
Megan Kruse – Seattle  
Transportation Plan has  
released EIS scoping  
document. Asking SFAB to  
include comments on goods  
movements into buildings  
and design both off and on  
street.

and last week held a meeting with members of the Boards and Commissions of Seattle, talking about input. I didn't see anybody from SDOT there, but maybe I just didn't recognize anybody. My concern is that in its current iteration, the STP is really about the movement of people and not goods. and as we increase density and build more housing, this is really essential. People generate freight. We are not right now even counting the number of trucks and ride-share vehicles on our streets. So, I would hope that the transportation board and the freight board could inject some of that into the plan and comment on it. I think, specifically, we want toad trucks and ride-share vehicles as a mode, because if we can't count them, we don't know how to deal with them. And this impact the Comprehensive Plan, which is about to follow. They need to know what kind of allotment for curb space and off-street parking will be injected into buildings. This is a blueprint for the next 20 years, and I think it's our chance to get it right. And I hope that this board will help make that happen. Thanks.

**Jeanne Acutanza:** Great comment. Chris, can you find out if it is appropriate for us to provide comments to this document.

**Christopher Eaves:** I believe it is, yes.

**Jeanne Acutanza:** So, let's take a look at that. Geri Poor and I have been talking about that, too.

**Megan Kruse:** Yes, the Seattle Planning Commission has been doing it. I think anybody can do this.

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

**Gordon Padelford:** My name is Gordon Padelford, and I am the executive director at Seattle Neighborhood Greenways. We are the walking and biking nonprofit in Seattle. I just wanted to say hi, and extend an offer to work together, because I think there are some really important opportunities around making safe streets that work for everyone, especially in industrial areas. I really think we can find solutions that keep people safe and keep trucks and goods moving, especially with innovative solutions like freight lanes. I would love to chat with you all at some point, and I will put my email in the chat. Thanks! [gordon@seattlegreenways.org](mailto:gordon@seattlegreenways.org)

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Chris Eaves – confirms for Jeanne that SFAB comment is appropriate

Public Comment Continued  
Gordon Padleford  
[gordon@seattlegreenways.org](mailto:gordon@seattlegreenways.org)  
Walk/Bike nonprofit in Seattle.

Introduction and hope to work together – especially in industrial areas

(From chat: Would love to chat more about safety in industrial areas and how we can keep people safe and goods moving. [gordon@seattlegreenways.org](mailto:gordon@seattlegreenways.org))

**Jeanne Acutanza:** Thanks for the public comment. anyone else for public comment? Any other announcements? (unintelligible)

**Warren Aakervik:** Well, we're still working on trying to figure out how we're going to get big trucks and trailers in between 54th and Market between 24th and 26th. And at this particular time, parking is still allowed and it seems to create a major problem with trucks and trailers in, passing each other. And there is no solution for getting in and out of 24th, Shilshole, and Market Street, and/or 26th, for getting in and out of the industrial maritime businesses in the shoreline. So, they're still working on it but it's a big problem safety-wise. I'm surprised the Fire Department and the Emergency Services haven't identified it yet, but we're still working on it, so hopefully, we will find something before it closes down.

**Jeanne Acutanza:** Thanks, Warren. Chris, did you mention anything about the board?

**Christopher Eaves:** I apologize (unintelligible)... We have six potential members who have interviewed and are now being scheduled for interviews at Council. I believe Rachael Ludwick has either been contacted or will be contacted. We've got two other applications. Rachael?

**Rachael Ludwick:** Yes, I had an interview with some people at the Mayor's Office the other day.

**Christopher Eaves:** Excellent! That's what we've been hoping for months. Thank you. We have applications and are hoping for a few more.

**Jeanne Acutanza:** Thank you, Chris. Without further ado, I'll introduce Adiam Emery, chief equity officer for the Mayor's Office.

### **ADIAM EMERY, CHIEF EQUITY OFFICERS, MAYOR'S OFFICE**

**Adiam Emery:** Thank you, and good morning. I want to just start my statement by thanking the board members for your time that you volunteer, and your expertise that

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### Announcements

Warren Aakervik – proposed development is impacting ingress/egress on 24<sup>th</sup>, Shilshole, 26<sup>th</sup>, and Market

Chris Eaves – Second interviews from Council are occurring

Rachel Ludwick – was interviewed

### Discussion

Adiam Emery, Chief Equity Officer, Mayor's Office

you bring as we shape the transportation network ballistically to serve all in a safe manner, and as we increase connectivity. So, I want to start off by acknowledging that it is very lovely to see Gordon and others participating and fostering that environment that we want to foster. The transportation network needs to serve all. I want to start my statement by stating Vision Zero is a high priority for the Mayor. We're trending in the wrong way. And we need to uplift our vulnerable users, centering on pedestrians and people who are biking and rolling, as well, as we shape outcomes for the transportation network as we continue to partner an appropriate right-of-way. I also want to acknowledge transit being a priority, but also goods movement is a critical path for the Mayor, as well, as we think about our economic stability and making sure that we're serving the freight community, which I would like to emphasize. On the principle arterials for freight and transit. And they do have the same characteristics, so making sure that they have appropriate lane widths, turning movements for trucks and freight as appropriate classified arterials is very important, which contributes to the benefit of the Vision Zero. It also kind of reduces the conflict as we protect our vulnerable users from turning vehicles and so forth. So, I urge you, Megan. Thank you for lifting STP. I urge you to bring in freight issues and needs in those spaces to make sure that we're capturing them, and making sure that we're understanding the challenges for freight as they navigate the network.

I love hearing Warren. Warren has taught me a lot in my past experience at SDOT, because he daylight the challenges that truck drivers face as they navigate the network. And it all falls into making sure that we have standards and criteria that are supporting of those freight movements. I talked about lane width and turning movements. Those are things that he continuously keeps bringing up.

So, we don't need to compromise in those things because at the end of it, it falls into a Vision Zero issue if we compromise. So, the package I think we can appropriately all movement, all modes as we target our environmental justice, which is reduction of GHG and shifting modes. That doesn't mean that we need to cut corners for freight and transit. We can appropriately address those issues collectively. I urge you to continue to daylight the challenges that freight faces. The curb space is also important, using it for parking. What does freight need in curb space? Moving goods and supporting businesses. So, rethinking that aspect is something that we would like to explore further.

So those are the high level statements that I have. I can take a few questions.

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Adiam Emery (Key words and points from discussion)

Transit and Freight – similar needs/characteristics

Vision Zero

STP

Lane width, Turning movements

Don't need to compromise

GHG reduction

Moving goods and supporting businesses

**Jeanne Acutanza:** I have one. It's great to hear about Vision Zero. following the federal (unintelligible) national road systems and looking at the redundancy and minimizing and the impacts and alternatives (unintelligible).

**Adiam Emery:** Absolutely. thank you, Jeannie. Yes. I am working closely with SDOT in identifying using that system that they laid out for us, and also rethinking the tools that we have and the approach that we have. We've been in this for quite some time. So, rethinking to say how are those tools going to help in advancing this; what is the actual problem? Speed is the actual problem. So we rolled out policy to reduce speed on 95 percent or even more on our arterials. Now we think about compliance and so forth. We are exploring whether there is any appetite in Olympia to use automatic enforcement for speed, putting in accountability and so forth. So, we're really looking at our Vision Zero program to figure out what are the tweaks. What has worked, that we can advance? What are the tools that we can bring in? There will be a program that will be laid out to take advantage of the techniques that are working, look for more opportunities, continue to advance to pivot the trend that's going in the wrong direction into the right direction so we can meet our objectives.

**Jeanne Acutanza:** Gun violence will take 100 people a day out in this country. Unfortunately, the United States has 100 fatalities a day (unintelligible)....

**Adiam Emery:** Yes, I look forward to further partnership as we shape the Vision Zero trend into the right direction.

**Warren Aakervik:** I think that one of the things that Vision Zero really needs to look at is when we put modes in compromise, especially when people don't understand that the big trucks can't see them, trucks are only there for one reason and that is to serve the public. They're not out there just to drive around and take up space. And when they cannot visually make contact with people and people think they can, we have a conflict that we don't understand. Hopefully, we can start to get some kind of an identification of what drivers really can see. We talked about doing the Truck Rodeo or something like that. But I think Vision Zero would change a lot if the other modes understood what can't be seen in certain arenas. And also, now that we've got 25 miles an hour on a lot of these streets, which is a Vision Zero aim, it puts all of the scooters out there among all of the people from the cruise terminals that are inviting scooters out from all of the

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Adiam Emery, Q/A

Jeanne Acutanza –  
National Roadway Safety  
Strategy noted (links below).

[National Roadway Safety  
Strategy | US Department of  
Transportation](#)

[What is a Safe System  
Approach? | US Department  
of Transportation](#)

Warren Aakervik  
Modal conflict from lack of  
visibility is an issue.

Truck Rodeo could help

Also 25MPH speeds allows  
electric scooters onto  
arterial lanes. Need to  
protect ability of freight to  
move peoples' goods to  
them.

neighborhoods on major truck streets. It just makes it more difficult to see them. I hope that through the Seattle Transportation Plan and other things, we protect the ability of freight to move the public's goods for their needs and not compromise and make more Vision Zero problems.

**Adiam Emery:** Absolutely, yes. I continue to learn from you, Warren, and absolutely education is a big piece of it, awareness, making sure that we're designing the network appropriately with our facilities, such as protected bike lanes, bus lanes, freight lane policies coming up, too. So those are the type of things I think STP can center. But also, a cross-pollination between advisory boards is what I would also recommend and suggest, having interaction with the pedestrian advisory board, the bicycle advisory board, the transit advisory board. My vision will be to pull you all together as we shape the STP, because that is how it is used in the right-of-way. We're all in the same space. Advisory boards are like delivering things in a silo maybe, but having some sort of cross-pollination thought process is what is going to get us there. Acknowledgement, awareness of the challenges that we all face from each mode, banding those together would be really good.

**Jeanne Acutanza:** Last year, we talked with the Port of Seattle about Warren's idea, and that kind of fell through because of Covid. But we talked about doing something cooperatively with the Port. Washington Traffic Safety Commission was interested. And if we can get the vehicle safety educational discussion again, I think along the line we'll be needing it. I think we were all ready to partner. So, whatever it takes to get that moving forward (unintelligible).

**Adiam Emery:** Anything I can do to help advance those things, too, Jeanne, just let me know through Chris Eaves. But since Chris is also a powerhouse here, I can advance those things.

**Jeanne Acutanza:** Any other thoughts or comments or questions?

**Christopher Eaves:** Adiam, it's lovely to see you again.

**Adiam Emery:** Lovely to see you!

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Adiam Emery, Q/A

Adiam Emery  
Education and cross  
pollination between  
advisory boards.

Jeanne Acutanza  
Rodeo fell through in 2021  
because of Covid, so that  
would be good to get  
moving.

**Christopher Eaves:** I just noted that last week, the **Office of Sustainability and Environment, SDOT, Seattle City Light, Western Washington Clean Cities Coalition, the African Chamber of Commerce, and Duwamish River Cleanup Coalition did meet with the goal of advancing a truck electrification project.** It is at its beginning stages, and like many other cities across the nation, we are feeling our way through to understand what it would take to bring currently expensive equipment in in such a way that we can distribute this technology to the drayage truck drivers who are the ones who do a great deal of essential work in our City for import/export, and getting goods to market. So, I'm highlighting that among the other things that are done with freight. With many participants, we are learning better how to coordinate as we move forward, and to take a look at (unintelligible),

**Adiam Emery:** Absolutely. Thank you for mentioning that, Chris. That's an amazing project that is underway. I look forward to having charging stations for electric trucks. This is definitely directing us in the right direction, as we think about our environmental justice and that 66 percent of greenhouse emission gas that we need to reduce as part of this equation. Great project that's underway. I look forward to continuing to lead it from the Mayor's Office perspective.

**Jeanne Acutanza:** Any other comments for Adiam? (unintelligible)

**Adiam Emery:** Thank you. See you later.

**Jeanne Acutanza:** Next on the agenda is the Aurora corridor. Can we go to that, Chris?

**Christopher Eaves:** I believe so. We have Marilyn Yim and Ed Pottharst in, and they're going to give us a bit of information which does coincide with some requests that we had had in March. I will note that they came to us. We did not specifically ask at this time. So, thank you for bringing this information.

#### **AURORA CORRIDOR PLANNING STUDY**

**Jeanne Acutanza:** Welcome. The floor is yours.

#### SFAB 6/21/22 MEETING

Chris Eaves – noted meeting to advance drayage truck electrification. Groups noted in transcript.

Aurora Corridor Planning Study

**Ed Pottharst:** Okay. Good morning, everybody. Good to see you all. And Eugene and Warren, good to see you again. My name is Ed Pottharst, and I'm here from the Seattle Department of Transportation along with my colleague, Marilyn Yim. We're going to be talking briefly about the Aurora corridor planning that we are just about to embark upon. So, I'm going to share my screen. Let me know when you can see it.

We have been planning a study of the entire Aurora corridor, from the tunnel portal all the way up to 45th Street, and that's about a 7.5-mile long corridor. They (unintelligible)...including equity, safety, mobility ... (unintelligible). These are a vital piece of the regional transportation network. It's also a major truck street, very important for freight, through traffic, and also in terms of delivering freight, particularly (unintelligible) ... along the corridor, and east/west connections across the corridor, north of (unintelligible). The corridor is a high collision one. We've documented this through an extensive data analysis. We applied to WSDOT for a grant to get funding to look at ways to improve pedestrian and bicycle safety, and transit connections along the Aurora corridor. With that, we \$2.2 million study, \$1.5 million coming from WSDOT and \$500,000 coming from SDOT. We also are using this planning study not only to identify potential safety and other improvements, but also to do some long-range planning within the corridor. I kind of think of the corridor as an eco-system with pedestrians, bicyclists, drivers, neighborhoods adjoining the corridor (unintelligible)....

Another topic for our planning study is to identify spot locations for improvement. We need to get a 90 percent design by the end of the planning study at the end of 2023, and then implement those spot improvements shortly thereafter. The planning study will also include \$50 million appropriation that we received from the Washington State Legislature. So this planning will help inform the best use of the \$50 million to make improvements along the corridor. We are coordinating with King County Metro (unintelligible) along the corridor. There are a couple (unintelligible).... Metro is looking at ways to improve Line E as well as extend it. (unintelligible)

To help guide us in creating this, we will include on our team SDOT, WSDOT, King County Metro, Seattle Public Utilities because of the drainage issues along the corridor, and different issues that we need to address. Other key agencies could include the Seattle Office of Planning and Community Development because of (unintelligible)... and then further north we have the Bitter Lake/Broadview area, and we want to make sure to coordinate with City planning.... (unintelligible)

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### Aurora Corridor Planning Study

7.5 Mile corridor – vital regional network element and major truck street. Also a high-collision corridor \$2.2M planning study (WSDOT and SDOT)

Want to ID spot locations for improvement

Will inform \$15M funds from WSDOT



As you all know, the corridor has many challenges. These include (unintelligible) both in terms of blocking the corridor and crossing the corridor safely. In many places, there are sidewalks that are missing or in poor shape. In addition, there is a high incidence of (unintelligible), with motor vehicles that (unintelligible) the pedestrians and so forth. (unintelligible) ... signal crossing at the far north of this corridor. Another challenge is right-of-way. Is there any (unintelligible) 105 or 110 feet from the pavement. We also have inadequate drainage along the corridor and there are some cases where it's difficult -- well, we have a couple of places where we have older catchments and where we don't have at grade or separate crossings for people.

This corridor is one of the (unintelligible). As you can see, one of five of all traffic fatalities in Seattle have occurred along Aurora. We have about five years worth of data. (unintelligible) This is not the first time we've tried to assess improvements on Aurora Avenue. There were efforts back in 2003. The challenge that we had at that time was (unintelligible) along the corridor. I think there was a concern for the inability to make left turns. There were other concerns that we had to work through at that time. (unintelligible) ... outcomes from that effort. Back in 2019 we did some additional spot improvements. A signal was added at North 95th Street, as well.

We have \$2 million for the planning study which comes out in 2023. (unintelligible) ...between 2024 and 2029. This is a very tight timeframe, knowing how much time and effort it takes to design a series of improvements in the corridor. And also the Legislature specified that that money be used between North 90th and 105th Streets in the corridor. This is a little bit of a challenge to us because the corridor is much longer, and the corridor, especially further up north is maybe in greater need of safety improvements. So we may be (unintelligible)... Even the dollars we have are only part of the total amount of money that we'll need before we address (unintelligible). Additional funding (unintelligible) ... implementation and construction and improvement along the corridor. this is a very quick timeline. (unintelligible) Phase 2 this summer through a lot of outreach and engagement. Our presentation this morning is part of that outreach. We're making presentations to all of the modal boards. This summer, we are going to be doing a lot of in-person outreach. (unintelligible) People can come and look at alternatives. We will prepare alternative cross-sections for the corridor. And I'd like to take a moment here to just to clarify that there was a Seattle Times newspaper article a few weeks ago about this planning study on the corridor. Just to clarify, those cross-

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### Aurora Corridor Planning Study

Multiple challenges from width to drainage.

Previous assessment in 2003

Some work in 2019

Planning study completion in 2023

Outreach and engagement occurs over the summer.

sections were not from SDOT. They were created by a community group called the Imagine Coalition. which is a community group that is very interested in the corridor. It was their work, not ours, and we have not yet prepared cross-sections. When we do, we will definitely be sharing them with you and asking you for your input on those cross-sections.

We know that there are other projects around the corridor that we need to coordinate with, that would include the northbound business access and transit lanes that we are hoping to install southward. There is also currently (unintelligible) ... SDOT is right now working on implementing some improvement to the green space. And also, we are planning to do a seismic retrofit of the overpass at North 43rd Street, and that's another project that we need to be coordinating with.

It's really important that we hear from all of you in the freight community on the corridor. We want to make sure you know how we can keep in touch with you and how you can give us input. We will have a mailing list that we would like you to sign up for some time within the next couple of weeks. That's a way to spread the word. We will be having a survey coming out soon. Later this fall, we will be having a series of design alternatives to get your thoughts on that. I would just like to close by saying that Marilyn Yim and I are really excited about working on this, and working with all of you (unintelligible) ... clear lines of sight, predictable travel times, and also predictable pedestrian behavior. I think a key goal is to ask Planning to design pedestrian-related space improvement and to ask how can we make pedestrian behavior more predictable, which will help make space for everybody. I think with that, we will close. I wonder if Marilyn Yim would like to add anything?

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**Marilyn Yim:** You hit on all of the points, Ed. We're just getting started. This is kind of like our ramp up to beginning our public engagement process, so we're going to advisory boards first, and then we will be more present among the larger community. We wanted to come to you and let you know what we're doing and to invite you to participate, because this is really an important part of the overall functionality of this corridor. So, we look forward to working with you.

**Jeanne Acutanza:** Thanks, Marilyn and Ed. Do we have some questions? Looks like Warren has his hand up.

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### Aurora Corridor Planning Study

Recognize other projects need to be coordinated with this planning study

Want freight community input –

[Aurora Ave N Safety Planning Study - Transportation | seattle.gov](#)

Key goal is to design for predictable pedestrian behavior

Q/A begins

**Warren Aakervik:** Actually, I have two questions. The first one is who in your planning group is well-versed and educated in freight mobility? Who do you consult with?

**Marilyn Yim:** We don't have any consultants on board yet. We are going to be going out and doing an RFP to get consultants on board. So, right now we're working with folks within SDOT right now. Chris Eaves is the number one person in SDOT who has been working with us and giving us background. We're also making connections in the community, too. Freight delivery, and there's freight movement to Aurora, but there's also freight movement through Aurora, and so that's why we need to have the broader reach.

**Warren Aakervik:** Yes, and that's what my concern is, the connections to the crossings of major truck streets, how it turns, and how it gets there. And the other things is, you list the amount of fatalities on Aurora. Where is the actual data, or where is the actual explanation of exactly what happened on each one of these. Is it available in some form, or do you have to go in and look at each fatality to try to figure out where it is? Because, a lot of stuff that I have been looking at over the years is actually not the fault necessarily of the vehicle, but it's the fault of somebody else who thought the vehicle was going to miss them. I know that there are a lot of problems on Aurora, and I'm not trying to minimize that. But I do want to make sure that we recognize that the solution we're going to try to use will solve the problem, and look at the real problem. I think it really requires an analysis and identification in each one of those fatalities to try to determine what you're trying to fix, because if you don't know what you're trying to fix, you can't fix it.

**Marilyn Yim:** I totally agree with you, there, Warren. So, Ed and I have got a team of people. We've been collecting the data and looking for errors in the data. We both personally have been rolling our sleeves up, and doing exactly what you're talking about. We have been reading individual police reports, looking at the collision diagrams and the narratives to see what has happened. So, just internally where we're tracking that data, we've been tracking those key details that do help tell the story of what has happened there to better point to what the solutions should be. And you kind of hinted at something we have seen coming through in the data that is that there have been some things that I have been saying might be anecdotes, but we're actually seeing in the data that there is some pedestrian behavior that isn't necessarily predictable or rational. Let's put it that way, I guess. And so, that's not all of the collisions, but there is a subset of collisions where that happens. And so we are taking note of that, and considering that. It's hard as

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### Aurora Corridor Planning Study Q/A

Warren Aakervik – are consultants educated in freight mobility?  
Would like to understand fatality data and causes

Marilyn Yim – consultants are not on board.  
Agree collision analysis is necessary.

- Notes that some behavior is not predictable.

a driver, and I'm sure as a truck driver, too, when you're trying to make safe decisions and so forth, if there is somebody who is doing something that is really not rational or predictable. We're thinking as engineers, what do we do with that. What can we do to give you the best chance to have enough time to respond and hopefully avoid a collision. That's part of it, right? We also have people who are completely rational who just need safe crossings.

**Warren Aakervik:** We, as truck drivers, are not necessarily worried about ourselves. We are worried about the people who put themselves in an unsafe situation and don't realize that we can't avoid them or see them or anything else. I keep on going back to that because it is a major issue. And with all of the Vision Zero stuff I see was avoidable because somebody took an advantage that they thought was safe and it isn't. I think we need to work on Vision Zero to make sure that we're accomplishing what we need to accomplish.

**Marilyn Yim:** Yes. We are getting into the details to be able to see what the right response should be. But you know there are some people out there who are just trying to cross, and there isn't really an obvious, definable, definitely not a signalized crossing for a good stretch. 135th to 145th, there is no signals. I'm sure if you're out there very often, you will see people who are doing the best that they can. They are crossing midway, stopped at a left turn lane and waiting for traffic to clear on the other side. Those are people who just are trying to cross where they can, and it's not the most ideal situation. So, we are addressing that, as well. That's probably going to be the more primary thing.

**Warren Aakervik:** Thank you.

**Jeanne Acutanza:** I'm going to harp on the (unintelligible) again. Some of the collisions are also from the lack of sidewalks and things like that, or not a safe crosswalk, or (unintelligible). I would just say that the safe systems approach where we are looking at redundancies and reducing harm through education, and federal funding. But I think the work you are doing is very great, and I want to find out how this becomes better. Any other questions?

**Eugene Wasserman:** I was involved in the last two efforts on Aurora that you mentioned. I thought the safety thing was a good effort, so the PSRC can't improve upon

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### Aurora Corridor Planning Study

**Warren Aakervik**  
Truck drivers are more worried about people who put themselves in an unsafe situation

**Marilyn Yim** – agree we need to help people be more predictable

**Jeanne Acutanza**  
Going to bring up the Safe Systems Approach which includes redundancies

**Eugene Wasserman**  
Notes 2003 project was stopped due to drainage not being included

that. One thing that you said about the 2003 project, while the business community had issues, the project was stopped because SDOT never did a drainage plan. So, it was stopped at the hearing examiner after a lot of expense by the business community, and that was sheer incompetence by SDOT. They were told many times by SPU about the drainage. I know it's not really important, but it wasn't just because of objections, it was by incompetence. And that's why the project got totally dropped. The City had to return a substantial amount of money to the PSRC, like \$1.5 million. Just some information. I don't expect you to do anything.

**Marilyn Yim:** That is really important, and actually it has been interesting to hear how often storm water has been brought up to us, just in the few public contacts that we've been making. I think we are aware that storm water is a huge, huge issue. As mentioned, SPU is going to be one of our key top interagency teams that we're working with. We started with them. We also are recognizing this as an opportunity for them to engage in a really potentially large framework of improvements.

**Eugene Wasserman:** It probably is over a \$100 million project now to fix the drains in that area. There was also an attempt by Scott Kubly when he was SDOT director after Murray got elected. To look at that corridor also, we had about a six-month (unintelligible), and it got dropped over the drainage issues. So, there was one more attempt, but it's probably not in the records. One of the people with SDOT we used to work with made many presentations and it went nowhere, over the same issue. So that's a very expensive thing to fix. \$50 million is a drop in the bucket on it. And SPU doesn't have the money.

**Marilyn Yim:** We're aware of the scale of the issue, for sure. I think there's a real sense that this has been a long time coming. And the longer that we wait, the more expensive it gets. So, yes, we are definitely preparing for something very big. SPU is, too. I think that they are approaching it at a similar scale as we are. So, that's encouraging.

**Eugene Wasserman:** Okay.

**Christopher Eaves:** I have a couple of items, noting the *Seattle Times* article from a couple of months back, while it was going to start showing interest in multiple venues, and I also heard that there is going to be both web site with a survey opening up in the next couple of weeks. If windows open up, you could just send me a quick note on the

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### Aurora Corridor Planning Study

**Marilyn Yim**  
Drainage has been brought up several times now. SPU will be a key partner.

**Eugene Wasserman**  
Possibly a \$100M project for drainage.

**Chris Eaves**  
Noting Seattle Times article and asking for clarification on outreach timing.

**Ed Pottharst** – will go through next year. Starting now and will be several phases.

effect on the freight board so they can spread that around. And one last item: You're saying the timing for outreach is starting now, and you're moving through 2023?

**Ed Pottharst:** Yes. Yes. The outreach will go through next year, for sure. We're starting that now. There will be several phases. The first phase is going to be very intensive, in-person outreach, walking up and down the corridor, visiting people at the traffic stops. And then in the fall, there will be (unintelligible)...preliminary alternatives. Then we'll take that input into preliminarily preferred alternatives and put that out to the public some time in 2024. We will continue throughout all of that time through the end of 2023.

**Warren Aakervik:** Do either of you know if the storm water is separated out of the combined sewer? Or is it all part of the same sewer system and there's not separation?

**Marilyn Yim:** I think it's combined, and at places, there isn't very much.

**Warren Aakervik:** Okay, if there's a 30-million gallon tank going down to Gasworks Park from Ballard, does that change the perspective of what will happen with storm water in the combined sewer system?

**Marilyn Yim:** I'm not sure about that without more detail looking from Green Lake north. But what do you want to say, Ed?

**Ed Pottharst:** My understanding is that (unintelligible) Ship Canal project that brings us more further south, Queen Anne, Magnolia, Ballard. (unintelligible) .... There are sections (unintelligible), Bitter Lake, as well. It's rather complex.

**Marilyn Yim:** Generally, 85th to the north is the area insufficiency.

**Warren Aakervik:** Okay, thank you.

**Jeanne Acutanza:** One of the words I read in the State's (unintelligible) was access management. (unintelligible)

**Ed Pottharst:** Absolutely. That is our intention. We've been talking a lot about that.

**Jeanne Acutanza:** Access management is a mishmash.

## SFAB 6/21/22 MEETING

### Aurora Corridor Planning Study

Warren Aakervik  
Is storm water in a combined sewer?

Some areas combined

Area of insufficiency is north of N 85<sup>th</sup> St

Jeanne Acutanza  
Access management will be critical

**Christopher Eaves:** I just want to note that there are two hands up, but I'm not sure who had their hand up first.

**Jeanne Acutanza:** Claudia has had her hand up for a little while.

**Claudia Hirschey:** I was just observing through all of the comments that it's going to be very important to have a comprehensive problem definition for this study. Otherwise, we're compiling huge amounts of information, huge amounts of stakeholders. And the solutions become kind of random, and a particular stakeholder could feel that they're not being listened to. If they're not there at the table, from an equity point of view, we still need to acknowledge what the problems are for all stakeholders. We've got the crash analysis, traffic, transit, drainage, other issues. I've seen SDOT studies recently that haven't documented the problem definition with existing conditions, so I'm just hearing that it's going to be very, very important to have that foundation as you move forward with the public interest and competing dollars.

**Ed Pottharst:** Yes, I'd probably agree with that. We plan to be very careful in our scope with the consultant. (unintelligible)

**Jeanne Acutanza:** The other thing I was going to say is when you have issues and challenges defined, it asks you your purpose in these statements (unintelligible)

**Marilyn Yim:** I think it will really get more rolling once we have the project defined and scoped out. Once we know what we're doing, then that's when we'll go through and pick out the appropriate environmental permitting or documental level will be.

**Jeanne Acutanza:** Any other questions from the board? Thank you so much, and we will move on to our next topic, the transit lane policy on Rainier Avenue.

### **TRANSIT LANE POLICY, RAINIER AVENUE**

**Christopher Eaves:** We were putting together a couple of changes at the last minute. Christine is supposed to be on, so I want to give her a couple of minutes. She will be talking about transit lane locations, if I'm not mistaken. In the interim, while we're holding, I wanted to touch on a topic that did come up a couple of times, which is the STP

## SFAB 6/21/22 MEETING

### Aurora Corridor Planning Study

Claudia Hirschey  
Will need comprehensive problem definition for this study.

Ed Pottharst – Plan to be careful in scope with consultant

### Transit Lane Policy, Ranier Avenue

transportation plan. Ms. Kruse did note that there are opportunities for input. I will say that I have been tasked with providing what information and background the freight group has, to give the STP consultant leads in policy and planning. So, we are working together, and for better or worse, we've given them a heck of a lot of data from the Urban Freight Lab, from parking and curbside studies, and from documents showing the work that has been done since the start of the Freight Master Plan. So, we are providing information where able. I see James Le. James, how are you doing?

**James Le:** I'm great. How are you doing, Chris?

**Christopher Eaves:** Just great. Are we holding for Christine on this? There she is! Hi, Christine!

**Christine Alar:** Hi. I have not been on meetings on Webex, so I don't know where the video or mute button is. Okay. I see it. Hi, everyone!

**Christopher Eaves:** We've just finished our last presentation. We were touching base on SDOT. Both have been providing us perspectives on transit lane policies. So, please take it away and give us what you have.

**Christine Alar:** I think Briana Lovell will be presenting different information. So, Briana will mostly be talking about the transit lane policy. She is the transit and service strategy manager. I supposed I should let her introduce herself, but since I already have the camera on.... And I will be presenting with James Le specifically on the Covid recovery transit lanes. And those are at three locations around the City, but I had heard back from Chris that there is a specific interest in Rainier Avenue South. So, I'm not sure if it would make sense, Briana, for you to go first, or do you want me to just continue on with the Covid recovery lane topic now? And then, you can cover the policy later.

**Briana Lovell:** Go ahead.

**Christine Alar:** Okay. I will just launch in. So, I'm Christine Alar. I work in transit services strategy at SDOT. This was a project that began last spring and sort of just launched into this idea, as far as Covid recovery work we could do, taking the time to really evaluate where we could see the benefit of transit lanes throughout the City at a time when there are not huge traffic volumes and we're not just responding to big

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Transit Lane Policy, Rainier Avenue

Christine Alar – Discussion on Covid Recovery Transit Lanes



backups and checkpoints. As an overview of this presentation, I'll give the background and some of the history with the planning and implementation. And then James Le will go into the details about the three corridors that we have selected. And I will be mindful of the time, because I want to leave at least half of the time for Briana to go into the transit lane policies. James also.

The program background: It began, as I mentioned, as looking at opportunities to do work on corridors that already maybe had been identified for needing a transit lane, and the program had not moved forward. So, that's how we did the site selection for this. Looking around, there are a lot of projects that had called for a transit lane, and maybe it just didn't happen, or maybe it wasn't the right time. And we have the capacity at this point to move forward with those projects. The goal of this implementation was identifying locations that had already done some work. Some initial planning effort had been done into the transit lanes on these corridors. So we weren't just completely starting from scratch. It was not a new idea. We were hoping to capitalize on the work that had been done and be able to implement that somewhat quickly. However, I will say that we began this planning process in spring of 2021 with the optimistic idea that, at least in the Aurora corridor and 15th Avenue where we could expand the existing bus lane hours. We would be able to move quickly, but there are always challenges. And we have seen quite a few with this project. The good news is a portion of the Rainier Avenue site will actually be starting in July. So, that's exciting. As far as funding goes, this is the Seattle Transit Measure, which is basically the extension of STBD, the Seattle Transit Benefit District, and so we're focusing that on money for implementing transit improvements basically capital projects that help transit operate better. This has been a collaborative effort. Seattle Transit Measure funding sits in T&M, but we have definitely included and worked closely with the other divisions at SDOT, so James Le is the project manager. He is in project development. We also have our engineers from TOD working on this. So, it's a detailed effort in collaboration that have a lot of meetings in work groups, and we have a consultant now on board for outreach and it's moving forward.

I will turn it over to James Le now to give some detailed information about each of the three corridors that we have chosen.

**James Le:** Thank you, Christine. The goal of this project was to add a northbound bus-only lane from Alaska to I-90. We had some traffic analysis, and that showed that we could separate this project out into two phases. Phase 1 will be adding a northbound

## SFAB 6/21/22 MEETING

### Discussion on Covid Recovery Transit Lanes

Goal was to ID and support transit routes that maintained high ridership during Covid.

Portion of Rainier Ave corridor will be advancing with collaboration of SDOT divisions.

[Bus only lanes being added to Rainier Ave S. to increase reliability and save time – Metro Matters \(kingcountymetro.blog\)](#)

James Le

Goal on Rainier is to add northbound Bus-only lane from Alaska to I-90. Phase 1 is NB from Alaska to Walden as well as a SB from Oregon to Edmonds.

BAT lane from Alaska to Walden, and a southbound BAT lane from Oregon to Edmonds to get the southbound buses through the Alaska intersection and come up to the existing partial southbound BAT lane at Edmonds. Phase 2 will require more infrastructure work. For example, a new traffic signal is needed at South Grant Street. So, for Phase 2, we are planning to install this project on the weekend of July 8th through the 10th. The work is weather-dependent, and we will be doing some signage and striping work. We have already done some outreach letting people know that this phase of the project will be happening. For Phase 2, this work will be between Walden and I-90, and that includes some new traffic signals at Rainier and (unintelligible). This is also where we would see the most benefit to transit travel times. We are planning to launch this project to the public in July and August, and we anticipate this project taking construction some time in 2023 and 2024. And that phase 2 project will be contracted/delivered.

The next project at Elliott and 15th: this project goes approximately from Mercer to just south of the Ballard Bridge. We did a parking study late last year, and that informed us that we can expand the curb lane hours to peak hour in both directions. Currently, the curb lanes are restricted to buses only in the morning peak. The curb lane is restricted to buses only in the southbound direction. In the evening peak, the curb lane is restricted to buses only in the northbound direction. So, we will be doing some broader outreach, especially with the local businesses and people who travel along this corridor, starting this summer before moving forward. We plan implementation for some time this year after the outreach is completed.

And then, for E-Line, Aurora Avenue North: This project is between the north part of the Aurora Tunnel all the way to south of the Aurora Bridge. We will be adding a northbound BAT lane between Prospect and (unintelligible) Street. We have been going back and forth with WSDOT to address their concerns, but we are finally moving forward. The project will anticipate minimal impact to general purpose traffic. And we plan to implement this project either this year or next year.

That is all I have. Let's open it up to questions.

**Warren Aakervik:** When you, in these analyses, what is the lane widths. I don't see any channelization in your numbers there. But when you reduce the curb lane, which is usually wider for a bus, it may require 132 inches, the second lane, which you call the middle lane gets narrowed down and the center lane gets narrowed down. So, when big

## SFAB 6/21/22 MEETING

Discussion on Covid  
Recovery Transit Lanes

Phase 2 requires more  
infrastructure which will  
launch in 2023 with  
completion in 2024

Next Project  
Elliott and 15<sup>th</sup> from Mercer  
to s/o Ballard Bridge

Third Project is E-Line  
Aurora Ave N from North  
Aurora Tunnel to south of  
Aurora Bridge. This involves  
negotiations and agreement  
with WSDOT but plan to  
implement by 2023

Q/A

Warren Aakervik  
How are lane widths being  
considered?

trucks go by, there's not enough room for them to go on a one-lane street any time there's a bus involved. So, what's happening to that center lane widths, when you view these compromises or changes to move transit/ Are you planning for each transit lane to be allowing larger trucks to use that corridor?

**Christine Alar:** These corridors had already been evaluated for bus-only lanes. A lot of that work had already been established. For instance, 15th Avenue already has a bus lane, so we would just be expanding the hours. And then, for Aurora Avenue North, we're not changing any of the channelization. The lane widths are all staying the same. Effectively, on Aurora Avenue North, the bus stops all operate as in-lane stops. There is no parking on that corridor. This is south of the bridge between basically south of the bridge to downtown. There is already a bus lane in the southbound direction, so we're looking to install one in the northbound direction, as well. So, there would be no channelization change on that corridor. And then, in Rainier Avenue South, it's a process of looking at each segment, really, and no channelization has been a big discussion point with engineering, especially through intersections. I don't know, James, did you want to give a little bit more of the details from some of the modeling that came out?

**James Le:** Specifically regarding which project, Rainier?

**Christine Alar:** Yes. With Rainier Phase 1, that was pretty straight-forward. I don't know the channelization. There's not a huge difference there. But you can go into some of the details with that, if you could, please?

**James Le:** Yes. When we did the modeling, it showed that Rainier is a very high-volume street. So we did some outreach on how people shift the most to help with the capacity on that street, especially when you make transit a little bit more attractive. We'll be doing some campaigns and outreach during the summer to get informed with that.

**Warren Aakervik:** Well, the question is when you change lanes and use the **Christine Alar:** Y, the truck can't use it. How do you intend to handle that, or do you intend to? We talked about transit and freight lanes.

**Christine Alar:** Yes. I guess what I was saying is that on these three particular corridors, it hasn't been an issue. At this point, we are able to maintain the lane widths. And Rainier Phase 2, the second part for 2023 that James was talking about, that's still

## SFAB 6/21/22 MEETING

### Discussion on Covid Recovery Transit Lanes

Christine Alar – Corridors previously evaluated. 15<sup>th</sup> and Aurora have bus lanes but hours will be expanding. Rainier – Looking at each segment.

[Transit Lanes - Transportation | seattle.gov](#)

Christine Alar  
At this point we are maintaining lane widths.

Rainier Phase 2 is still in planning and engineering phase.

in the planning and engineering phase. So, they will be looking at that. And we have worked closely with the folks who are developing the freight lane policy, and so looking at opportunities to where we can have joint use of freight lanes. It's just making sure that the safety of folks who use the lane, but then maintaining lanes if it's on a corridor where large trucks come through, maintaining lane widths that they would be able to use, as well.

**Warren Aakervik:** Yes, the big thing is about safety. In a lot of cases, with a big truck, when you're turning corners and stuff and you have to try to figure out the (unintelligible), but when the lane shifts and turns in a slight change from maybe 30 degree or 40-degree changes, then the override in the back of the truck goes in the adjacent lane into the oncoming lane. I keep on asking the same and keep on reducing the width of the lanes, and when you've got nine foot six ten-foot mirrors width and you're passing somebody with a ten-foot rear width, and you've got a car alongside of you, something has to give. And usually, people don't recognize that. So, narrowing lanes means being really a one-lane roadway where you think there's two. I challenge you to actually look at lane widths and make sure that we're doing the minimum lane widths for major truck streets, which is required under law. At least in the Street Illustrated and in some cases.

**Christine Alar:** Yes, definitely. Thank you for the reminder to keep freight access at the top of the list. I know that we have a lot more work to be done on the Phase 2 corridor on Rainier, so we will keep that in mind. I appreciate that. Thank you.

**Christopher Eaves:** We have two hands up, and I think Ryan Packer was the first with his hand up.

**Ryan Packer:** Thank you. What can you tell us about Rainier Avenue Phase 3. Metro's 2022 speed reliability report identified the segment between Jackson and Massachusetts as the Tier One spot improvement without the southern portions mentioned. I'm wondering if you could tell us something about extending that bus lane to Jackson?

**Christine Alar:** That is not in the scope of the work for this project. I know that it was mentioned in their report as Tier One, and we reached that through a couple of folks within SDOT maybe working on that, and they did as far as spot improvements and other transit improvements. but right now, I don't have any information as far as the

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### Discussion on Covid Recovery Transit Lanes

#### Warren Aakervik

Large vehicles need to be considered when designing for roads with curves. A 30-40 degree curve needs a wider lane so the truck can stay in its lane.

Ryan Packer – Question about Metro 2022 report identifying Rainier between Jackson and Massachusetts as Tier I spot improvement.

Christine Alar – Not planned with this project but reaching out to Metro

timeline when that would happen. And it's not going to be part of what we implement in the 2023/2024 timeframe. Did you have anything to add to that, James?

**James Le:** I don't. I would also say that we are reaching out to Metro, as that is part of their work, and we will get the response back to you on that one.

**Eugene Wasserman:** My name is Eugene Wasserman, and I'm president of the Seattle Industrial Association. Two of your projects are our favorites that we use. So, I'm really disappointed that it has taken this long to find out about it. You should have talked to us much earlier. This is typical of SDOT ignoring trade interests. So, I'd like to have a meeting with you and Warren. Some of my people discussed this. One of your (unintelligible)... a 500-person industrial site. I'm not sure they're very happy about it. I'd like to see a justification for changing the time, rather than it's just something for you guys to do, because that street runs well off peak in those directions, we think. So, I would like to see that you could prove me wrong on that. We're also (unintelligible) the Route 40 for the same reason. We don't want to see transit lanes, which are federally funded, used to obscure our freight routes. Bus ridership is down 50 percent from three years ago. so, we don't see why you have this need to expand those lanes at this time. From what we're hearing, the problem with bus ridership is not the speed, but the people on the bus causing trouble for other people. So, we don't understand the whole emphasis by the City on this. If you could send me your email, through Chris, we would be glad to set up a meeting to discuss this.

**Christine Alar:** Sure. We would be happy to meet with you and talk a little bit more....

**Eugene Wasserman:** And I hope when you plan transit lanes near industrial areas that you consult with us. See what we have to say and get some suggestions. We think that would work better.

**Christine Alar:** Okay. Yes, I apologize for that. I thought that was covered earlier, but we will definitely....

**Eugene Wasserman:** No, it wasn't covered earlier. For us, this was the reason the previous work had gotten removed. You didn't consult enough with neighborhoods. Hopefully, the new director will follow Mayor Harrell's directive on that. It's hard to do that, but we'll probably have our consultants sorting that now, and talk to you about this. I

## SFAB 6/21/22 MEETING

### Discussion on Covid Recovery Transit Lanes

**Eugene Wasserman**  
Would like to meet to discuss these projects and Route 40. Ridership is down 50% from 3 years ago. Concerned that transit lanes are obscuring freight routes.

need to be honest. We work at home. We don't see a tremendous amount of need to put a lot of emphasis on transit when in reality there are sidewalks and a lot of bridges that need repair. So, we will be talking about this in the future.

**Christine Alar:** All right. We appreciate your input. Was there a specific question that you had?

**Eugene Wasserman:** No, I don't. This was before your time, not with us, actually. With other people along that area. And there are businesses that use that parking, not everywhere, but some places. You have to justify, even if it's ten businesses, how much actual minutes you're picking up. That's pretty fundamental, where you would be restricting parking for the people. I don't know. You could be perfectly right and it's the right thing to do. I just don't know.

**Christine Alar:** We do have a specific outreach company, a consultant that is working with the SDOT comms to reach out to all of the businesses along the corridors on both of these projects--well all three of the projects, really. But they have done some initial outreach. Sorry, not even initial, but initial outreach and then a survey of folks along that 15th Avenue at Elliott corridor, and we'll be working on some upcoming specific outreach towards people with concerns. Especially adjacent to loading zones and things like that. So, that is in the works right now, being led by our SDOT comms.

**Eugene Wasserman:** Okay. I look forward to talking about it.

**Jeanne Acutanza:** And do we have some time for Briana? Welcome, Briana.

**Briana Lovell:** I'm here to speak to some work we've been doing on a policy effort that I think we'll get into, along with the questions that were being asked on the projects we talked about with the Covid recovery lanes. I'm Briana Lovell, and I'm manager of the transit service and strategy team at SDOT. And we have been working with folks from different groups within the agency on a transit performance policy effort. The main purpose today is to deliver an update on the work we've done so far, and to hear your feedback and answer any questions. I'll talk a little bit about the background of this project, why it's important, which I think gets into that recent discussion on why we think transit performance continues to be an important SDOT goal; how the policy is applied; and then next steps and any questions.

## SFAB 6/21/22 MEETING

### Discussion on Covid Recovery Transit Lanes

Transit Lane Policy  
Briana Lovell- Manager of  
Transit Service and Strategy  
at SDOT

Just a reminder of SDOT's mission and goals and our core values around equity, safety, mobility, sustainability, livability, and excellence. As part of advancing those goals, the agency has set some bold targets in terms of Vision Zero to end traffic deaths and serious injuries on City streets by 2030. For equity, to eliminate racial disparities and achieve racial equity. And for climate change, to have 90 percent of personal trips be zero emissions by 2030. We have a lot of work that we need to do in order to meet these goals. This is showing the progress that would be needed to meet our climate goals. We would need to be seeing reductions to emissions for personal trips. For Vision Zero, we're also seeing some troubling trends around fatalities and injuries, especially for people walking. Why this is important, why transit performance is important, and how it connects to those values, transit is a very low carbon mode of travel and also a very safe mode of travel. And by making transit operate more effectively, we can attract more riders to transit. We can also save time for people who are already on the bus. And I think it's really important to note that -- there is some context around Covid, and while ridership is down, we have had the chance to learn a little bit more about the people who have continued to ride through the pandemic.

The policy effort itself, the goal is -- which I think will help object-specific discussions like the one we just had to be a little more consistent and clear about what our agency's priorities for transit performance are, and what kinds of standards we are trying to achieve; understanding where we see performance needs; and then also having some standard evaluation metrics for when we are considering projects. **How we determine whether they move forward or not. And then implementing projects consistently in terms of when do we use red paint, and when do we have an all-day lane versus a peak hour lane; how do we collect high quality before and after information** and that type of thing.

We had a community working group that met for three sessions that was very focused on folks who had applied to be part of the SDOT Transportation Equity Work Group, and we heard a lot about the need to provide equitable transportation options and make transit easier to access and to use. We heard that there are incentives in education that could be helpful in making transit a more viable transportation option, just improving congestion and offering people alternatives to congestion has a potential for overall health benefits; that roads can feel safer if there are more people taking transit, although

## SFAB 6/21/22 MEETING

### Transit Lane Policy

Establishing the agencies priorities and implementing projects consistently

There are equitable access considerations

there are still concerns about safety on our City streets, and also just that transit offers a unique experience to the user.

So, the policy itself has a set of performance standards. There's the project evaluation component for how we apply the policy system-wide, and then there's the ongoing completion of the policy. In terms of performance standards, we are looking at identifying the (unintelligible) of different street segments, mostly based on the volume of buses as well as the volume of bus passengers. We're really saying that in places where there is a lot of transit and where there are a lot of transit riders, those segments are really important from a performance standpoint. So, we want transit to operate consistently and reliably and offer good travel times for users where there's a lot of transit. In places where there's less transit service, we have slightly lower standards in terms of performance, although we still want service to be something that passengers can rely on. We would not expect it to perform in the same way as the high priority areas.

I'll touch on the metrics that we're using as part of this, like I said, for prioritization. We're really looking at just the number of trips per day and the maximum passenger load, which gives a sense of whether there are a lot of people riding. I do want to underscore that although transit ridership is lower now than it was before Covid, we have seen year over year increases since March 2020, and we're continuing to see growth going into the summer. And I think while there is some uncertainty about where ridership recovery will ultimately land, we are continuing to see high ridership, and I think there's no doubt that transit will continue to be a really important part of our transportation system, and a priority for SDOT. In terms of performance, we have a couple of metrics looking at what are we hoping for transit to achieve, and what type of experience can we offer customers consistently. So, we're looking at travel time reference ratio, which is just really saying that we don't want the slowest trip on transit to be twice as long as the fastest trip, or three times as long. We want a trip on Route 7 to be roughly the same travel time throughout the day. And again, the standard does vary a little bit according to the priority, but especially for places where there's a lot of transit service, we really want those travel times to be consistent. We're also looking at just raw travel time per mile, and saying that we do want buses to be able to move with some efficacy, particularly where buses are carrying a lot of people. And then, we are still looking at headway, which is spacing between buses, and trying to see if using a metric like that would add value.

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### Transit Lane Policy

Policy has a set of performance standards

Metrics include  
Number of trips per day  
Max passenger load

Noting – year over year increases since 2020

Hoping to improve customer experience

Travel time reference ratio (time comparison to another mode)

Consistent travel time



So, when we apply just the basic prioritization, this map is showing what are high priority areas for transit, and this is also showing where we have existing transit lanes. This is a draft output, and it doesn't reflect any particular -- that we've identified that there's actually a need to do something differently there. This is just really showing where there is a lot of transit service, and where there are a lot of people riding transit.

In terms of the implementation part of the policy, we will be regularly updating that type of graphic/chart that I've shown, and we'll also be looking at performance compared to the standard. We haven't done that piece yet, but we plan to do that regularly and use that to inform where we see the potential for improvements that might be beneficial. We will be standardizing how we document project decision-making. And also, as I said earlier, standardizing some of the implementation, just making sure we have really good guidance as different people and different consultants work on different projects, and making sure we have some guidance around public outreach, considering ways to support transit priority projects and transit lane projects. In some cases, it would be giving people a chance to ride for free and try to service. Consistent project design, and then, also doing a much more regular before and after studies, and also using that information to inform how we understand the impact of these projects as we do them.

In terms of what's next, I have been doing presentations to all of the modal boards. We have taken this information to SDOT's internal Complete Streets steering committee. And then, we'll be working to actually finalize the draft of the policy, and then apply it to some key studies. There is a lot of work around integrating this with the Seattle Transportation Plan, and I do think there is also an opportunity to coordinate this policy with the freight lane policy effort that SDOT is working on. And I think there are opportunities for there to be a win-win, so to speak, where there are transit lanes that we think might work well for transit and also for freight to utilize. And I think that that will probably, as I understand it, be an upcoming topic. Maybe you've received some information on that in the past, but we still have a little more work to do internally, figuring out how these two policies can work well together.

And that is all I have. I'm open to questions and comments.

**Warren Aakervik:** In the transit-only, one of the things I've noticed you emphasize is rolling bikes and scooters and stuff. Now that we're requiring all scooters to be on the roadways that are 25 MPH or less, and the freight lanes are becoming that, is there a

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### Transit Lane Policy

#### Implementation

Will review performance and look for improvements such as standardizing the implementation and project design

#### Next steps

Presentation to other modal boards

Taken to Complete Streets Steering Committee

Possible Freight and Bus lane discussions

#### Q/A

Warren Aakervik

How do we manage scooters and other rollers in transit lanes?

way to protect the rollers from being in the transit lane, or are we going to continue watching the transit being stopped by rollers who are in the transit lane?

**Briana Lovell:** That is an interesting question. I think that SDOT's default policy is that certainly cyclists are allowed in transit lanes. **I think as an agency, and we certainly hear this from the bike community and the rollers, as well. They don't prefer to be in transit lanes. I think there's a pretty strong preference to offer alternative pathways. And so, one of the things that we really need to do as part of the Seattle Transportation Plan is to sift through where there are specific streets where we haven't provided an alternative, and where there's either an existing transit lane or a desired transit lane.** I think we will likely continue to allow shared use, although we might need to do some analysis of the safety data and make sure that it's something that we can continue to do from a safety perspective. But ultimately, I don't think that anyone's preferred scenario is to have a lot of bikes or scooters in the transit lanes. And particularly not if the lane is also being shared with freight.

**Warren Aakervik:** And the second question I have is now that ST3 is going to be out to Northgate and out to Lynnwood and stuff, are we going to reduce the amount of large buses, the articulate buses? **We in the freight corridor -- a single axle is allowed 18,000 pounds, and some of the Metro articulating buses are over 30,000 pounds on the back axle when loaded with passengers. I believe they should be running with that because I believe in transit, and want it to move quickly and easily, which works well for everybody. But with the extra weight and stuff, that's why we're seeing so much degrading of the roadways.** One that opens up, because there's going to be a change in transit, to not duplicate routes that are serving (unintelligible) by ST3.

**Briana Lovell:** Definitely, with each ST3 expansion, King County Metro has been doing a lot of work to try to reduce duplication and to reorient service to those stations. We also definitely have a lot of concerns about the weight of Metro's buses, just from a paving perspective, because it has such an impact on roadway conditions, and ultimately, we at SDOT are the ones that are left to manage roads that have had a lot of impact from public bus usage. So, we are definitely working with Metro to try to make sure we understand how those pathways are changing in the future, and where there will be continued transit service or even more transit service, that we are planning to meet our paving needs. And then also looking at places where there might be less transit

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Briana Lovell  
SDOT default policy is cyclists are allowed in transit lanes. As an agency we hear they don't prefer to be there.

Warren Aakervik

Notes bus weight is degrading roadways

Can metro be required to use smaller buses

Briana  
Working with Metro to understand routes

Don't believe there is a mechanism to require smaller buses

service going forward, and having the chance to assess what are other ways of using that right-of-way, if some is being made available.

**Warren Aakervik:** So, if transit is not being utilized, could they conceivably require Metro to use smaller buses?

**Briana Lovell:** We can't. I don't believe we have any mechanism to require that. It is difficult because ridership can change very quickly. But we definitely are continuing to talk to Metro about their fleet, and how we can work together on that.

**Warren Aakervik:** Thank you.

**Jeanne Acutanza:** Any other thoughts or comments or questions? Thomas?

**Thomas Noyes:** Actually, it's not a question. I just wanted to address Warren's question about ST3. Metro transit is in the process of working with Sound Transit, looking at how routes can be laid out to reduce overlapping routes.

**Christopher Eaves:** I'm writing that down. Thank you, Thomas.

**Briana Lovell:** And we have been supporting that effort, too. One thing that comes to mind that you all might be interested in when the time is right is that my team has been working at downtown Seattle, specifically, and looking at corridors where transit volumes are increasing. I'm seeing the same in the future, whereas volumes decreasing or even going completely away. We're still doing some of that analysis, but it definitely connects to especially how some of the regional services will be changing in the future with a lot less service from Snohomish County, for example, coming into downtown.

**Eugene Wasserman:** I know this is early for this, but how do you intend to integrate the whole work from home network and how their work schedules have dominated downtown Seattle, with your analysis? We've found that buses run only at about 50 percent of what they were three years ago. Do you have research on this? I'm just curious, because I know it's relatively new. Seems to be a private, corporate, government move that people are not going to work five days a week anymore. They're going to work two or three days a week downtown, those that do go to work. How do you approach that?

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Thomas Noyes – Answer to Warren's question of overlapping routes.

Briana Lovell  
Connections to regional routes also being considered.

Eugene Wasserman  
How does work from home play into this?

**Briana Lovell:** Well, it's definitely a very interesting development. And I think that, first of all, I would say that I think there's a lot of reasons to continue to care a lot about the people that are riding. We saw through Covid those riders that continued to use transit during a pandemic, I think we can assume that they have very few transportation alternatives. And part of our mission at SDOT, and part of why we care about transit service is to make sure that everyone has transportation options, and to make sure that those options are affordable and accessible, and get people where they need to go. It doesn't necessarily, i think form an equity perspective, it's just important to remember how much we care about the people that are continuing to ride. Like I said, we certainly are monitoring ridership. I will say that we aren't the transit agency setting service levels and things like that. So, that will be up to King County Metro, in terms of how they do or don't make changes to the service network. But like I said, we are continuing to see year over year ridership recovery, and where that may even off, we don't know. But we also have these goals related to climate where we are really hoping for people to start making more trips on transit than they're making in personal vehicles now. And that's not just commute trips, but that's trips to the store and trips to see friends. Ultimately, there is a lot of trip making right now that people aren't making in cars. That isn't about commuting. So, I think there's a lot of uncertainty. We definitely are monitoring the data, and we'll have to see over time how that shifts.

**Jeanne Acutanza:** It will probably increase now, with the cost of fuel.

**Eugene Wasserman:** Just a quick thought from my perspective: At least on trips, it's better to try to work from home than take the bus to work downtown. Buses do pollute some, but less than a vehicle, but it's much better for all of us if people work from home than if they go on a bus or drive to the bus to get downtown.

**Jeanne Acutanza:** There are lots of reasons to try to come together. I'm going back to my office and I'm going to work with my team. You don't get that kind of environment. There are reasons to stay home and there are lots of reasons to collaborate in person. That's just my opinion. Claudia, you had your hand up?

**Claudia Hirschey:** Yes, I'll just make it quick. On the community input slide, i was very surprised that personal safety while on transit wasn't on that list, because I'm hearing a lot about it from among friends and families. In particular in my friends category, people

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Briana Lovell

Goal is for everyone to have transit options. We monitor ridership, but King Co. Metro determines service

There is still a lot of uncertainty.

who were regular transit riders are very, very uncomfortable on it now. And then, with regard to equity and reinvesting in a post-Covid world, I think as a transportation industry we don't know yet what we're doing in terms of good, solid data methodologies about equity. We tend to assume that because it's transit, it's therefore adding to the problem. And I think there's a whole range of issues where we're not taking a critical look at equity with transit projects as they're implemented. There's always someone who benefits and someone who is impacted. There are differences in where we place our investments around the City, as you noted. There are those who are transit-dependent, and those who can just say, "I don't feel like going in to the office today. I'm not taking the bus." We really need to up our game in using real data and being very critical about how we throw around the term 'equity' in transit. Anyway, just an observation about what I think is fascinating as we jump into this post-Covid world, and have so much conversation about it.

**Briana Lovell:** Thanks, Claudia.

**Warren Aakervik:** Claudia, you reminded me on the equity issue. Not everybody works downtown. We have two major industrial areas. One is in the north end; one is in the south end. And a lot of those people depend on transit, and they should be able to get to those jobs. And that becomes a very strong part of the equity situation. Getting people to the industrial jobs, the manufacturing jobs, the maritime jobs is an important part of that equation.

**Jeanne Acutanza:** Yes, what we heard last time, there have been some experiments and seen that modeled. They really want to see those. We want to keep good paying jobs in the City. We are out of time. Briana, thank you so much for your presentation.

**Briana Lovell:** Thank you so much for your feedback. I think we'll plan to come back maybe when we have the policy all drafted, and maybe have a little more analysis to share.

**Christopher Eaves:** Wonderful. I'm going to close this up with about 30 seconds of putting Thomas on the spot to say what various presentations you will have for us.

**Thomas Noyes:** Sure. Thomas Noyes, WSDOT. Chris and I have been working on, in particular the Washington funding package. So, I'm trying to work on the presentation on

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Claudia Hirschey  
Surprised personal safety wasn't noted on the list.  
Anecdotally safety/security is a concern.

What is methodology for equity considering some have flexibility to work from home and some done.

Warren Aakervik  
Two industrial areas – a lot depend on transit and should be able to get to these jobs.

Chris Eaves – asking about WSDOT presentations  
Thomas Noyes – working to provide updates for July/August. (As of 7/15, likely August/September)

July 19. And also, there is a multi-phase (unintelligible) issue underway. There are three pieces to this. There is early planning, environmental survey, setting the stage, public outreach. My understanding is (unintelligible)...bridge all the way to Milepost 277 ... (unintelligible)... I think there are 50-some outreach engagement pieces to hear from the stakeholder partners on I-5. They'll have some issues. It's at the concept stage (unintelligible).

The second piece of this is an immediate, initial data analysis piece (unintelligible)... seismic upgrades of I-5 from (unintelligible)...

What would it take to bring all the structures on I-5 on this section (unintelligible)... If there's a 1,000-year event, how do we keep the corridor open? (unintelligible)...

What happened when a fish truck flipped over on 99 a number of years ago, or the tanker truck downtown? What happens when I-5 is closed down (unintelligible)... to deal with emergencies. So, that (unintelligible)... By October (unintelligible)...

**Christopher Eaves:** So, we are over time, and very much thank you all for hanging on. I'm going to close it down with the hopeful Thomas Noyes Day in the next couple of months. Thank you for your time!

## **ADJOURNMENT**

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Adjourn