

MINUTES

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

SFAB MEMBERS (QUORUM)

Stanley Ryter (Chair)	Geri Poor	Nicole Callais
Grayson Thompson	Tyler Blackwell	Dan Gatchet
Giovanni Mottolese	Dan McKisson	Marc Hoecker

STAFF

Baker Council (SFAB Liaison)	Cass Magnuski (Transcriptionist)
Ben Margetic (Associate Transportation Planner)	Lisa Harrison (Communications Lead)
Mary Chiu (Capital Projects Coordinator)	Jordan Hoy (Transportation Planner)
Darrell Bulmer (Communications Lead)	Jonathan Frazier (Transportation Planner)
Andrew Natzel (Sr Civil Engineer)	Elizabeth Wooton (Sr Capital Projects Coordinator)

GUESTS

Ryan Baum (Chair of School Traffic Safety Committee (STSC))	Jonathan Frazier (SDOT)
Margaret McCauley (STSC)	Ben Margetic (SDOT)

1. Opening and Roll Call

Chair Stanley Ryter called the meeting to order. Baker Council indicated the attendance was a quorum.

2. Approval of Minutes

Chair Stanley Ryter requested action on December 2025 minutes.. Dan McKisson motioned to accept the SFAB meeting minutes from December 16, 2025, seconded by Grayson Thompson. Motion carried with no opposition.

3. Announcements and Chair Report

Dan McKisson shared two items:

- The Northwest Seaport Alliance (NWSA) has signed an agreement with a group called Brookfield, for Pier 46, to market the terminal. More to come on that as they move forward and look for customers to operate terminal.
- The Coast Guard's Record of Decision for the expansion of the new Coast Guard Base, at Pier 36, has been moved to Friday, April 24, 2026.

4. 14th Ave South Reimagined Project



Chair Ryan Baum of the School Traffic Safety Committee) noted:

- Both committees had previously mentioned working together as both groups are seeking safety improvements for children and freight movement, through modal boards.
- The area being discussed is 14th Ave S, south down from South Park Bridge, down to the city limits.
- Margaret McCauley noted that in terms of existing conditions, 14th Ave serves a bunch of different needs: Commercial needs, healthcare destination, more incoming apartment buildings on east side of 14th Ave S, plus being a major freight route, while simultaneously serving 3 schools.
- Safety concerns include the following:
 - 2 deaths in past year at S. Henderson St and 14th Ave S near where people are waiting for buses.
 - Too dangerous for students to walk across 14th Ave S, so most are bused to schools across that street.
 - Narrow turn lane at 14th Ave and Cloverdale
- Stanley Ryter reiterated concern is about Concord Elementary but noted just wanted more info from SFAB. Jonathan Frazier shared some updates from his Powerpoint, including two other reasons for proposal.
 - Currently in early design phase, seeking external grant funding for full design and construction
 - King County parks is extending Green River Trail from where it ends in Tukwila to Seattle city limits, with goal for City of Seattle to connect with Georgetown to Southpark Trail
- Proposal for 14th Street S between S Cloverdale St and S Henderson St
 - Provide one travel lane in each direction with center turn lane
 - Rebuild east side of the street with multiuse paths
 - Intersection upgrades

SFAB Questions:

- Greg Thompson: Does SODT have some data on amount of freight moving through the area, with a lot of business. Essentially, concern about lane reduction on an already narrow street.
 - Jonathan Frazier: 14th Ave S notes that the street isn't quite truck route status, but close enough, so aiming for that 11-foot width lane for the project. No data on tonnage, but vehicle volumes.
 - Likely, some congestion at peak times. Also need to look at delay to transit vehicles from the freight vehicles, especially near S Cloverdale St.
- Giovanni Mottolese: If evaluated, suggested considering alternatives to make roads narrower like looking at traffic light at intersections
 - Jonathan Frazier: Not likely to add signals, especially since Dallas Ave S intersection added recently. Other options looked at include protected bike lanes or path off the corridor, both w/ major constraints. Speed reductions have helped.
- Dan McKisson: Asked about Signalization at 14th Ave; Advocating for project



- Ryan Baum: It is signalized at 14th Ave S, but future improvements remain for signal and lighting infrastructure, plus a cycling route. STSC is advocating for project but also wants SFAB to be aware because of so much freight interest in the area.
- Margaret McCauley: Heavy concentration of schools.
- Geri Poor: Wondered if large volume of trucks are turning southbound to westbound from 14th Ave S to S Cloverdale St. Secondly, where truck traffic will go instead, especially if refinements to E. Marginal, plus the Reconnect South Park (SR 99) project is looking at alterations and impacts from it. So basically, if the group could zoom out examine the freight impacts from nearby other projects.

No Public Comments

5. Belltown to Seattle Connection Project

Ben Margetic and Andrew Natzel share updates from this project, which is to extend 4th Ave Protected Lane from Vine St to 5th Ave N/Thomas St via Broad St, before 2026 Men's World Cup, to connect Lumen Field, downtown hotels, and Seattle Center.

- Proposal
 - Directional PBLs on Broad between 4th Ave N and Thomas St
 - New micromobility/scooter parking near Seattle Center and along the route
 - Relocated Charter Bus Load Zone
 - Expanded vehicle loading

SFAB Questions:

- Greg Thompson: How many trucks making a right hand turn from 4th Ave to Cedar St
 - Ben Margetic: About four SU right turns during freight peak hours.
- Geri Poor: Will you have to make changes for parking on 4th Ave on to Cedar St
 - Ben Margetic: The parking currently is 8 ft wide but will be 11 ft under proposal. Also, eliminate parking near intersection to accommodate turning movements, which will not eliminate additional parking and loading zones here.
- Stan Ryter/Greg Thompson: Pedestrian insight; Dangers of crossing in area
 - Andrew Natzel: Lots of pedestrian movements here.
 - Ben Margetic: Final design process will be part of final stages of design.
- Geri Poor: Asked various questions about lane widths and turning from proposed Broad St – 3rd Ave – 4th Ave N
 - Ben Margetic: Charter bus parking is moving to other side of street will not impact things negatively. Loading is done mainly from another area
- Greg Thompson: Inquired about what they are taking out two lanes of traffic on 3rd and 4th?
 - Ben Margetic: One reason is because we're going to have 1 westbound lane on Broad pass Space Needle driveway, need to taper things so there's a through lane and one turning off. So there is an opportunity to repurpose.
- Dan McKisson: Traffic numbers are from 9 am – 1 pm.



- Ben Margetic: The general-purpose peak hour volumes is about 300 vehicles using Broad St. There is a SDOT rule of thumb that says 300 is pretty low for general purpose peak hour volumes.
- Geri Poor: Do cyclist and peds go at the same time for diagonal crosswalk on 4th Ave S/ Broad St / John St intersection? What will the signal cycle length be?
 - Andrew Natzel: Yes, bicyclists and pedestrians will go at the same time. 80 or 90 seconds cycle length, depending on time of day, up from 70 seconds now.
- Geri Poor: Asked about clarifying what was said about Thomas St?
 - Ben Margetic: Thomas will not be open to vehicles, with east leg not open to vehicles for some time. In the future it will include a full 6-inch curb and turn into a plaza.

No Public Comments

6. Elliot and Western Paving and Mobility Project

Elisabeth Wooton, Darrel Balmer and Jordan Hoy share goals for maintenance, safety, connectivity/accessibility, freight mobility and building access by pavement improvements on parallel Elliot Ave and Western Ave between W. Thomas St to Bell St.

- Proposal for Elliot Ave and Western Ave between W. Thomas St to Bell St
Base Scope:
 - Pavement restoration (mill and overlay, plus select base repair identified by designer)
 - Striping and signing
 - Curb ramp and signal upgrades as triggered
 - Drainage improvements as required
 Complete Streets Scope:
 - Upgrade existing bike lanes to protected bike lanes (PBLs)
 - Pedestrian crossings enhancements
 - Sidewalk repair
 - Protect and add street trees
 - Vision Zero safety improvements
 - Public realm enhancements (i.e. art, wayfinding)
 - Better bus stops.

SFAB Questions:

- Geri Poor: Feels like they are incredibly well used especially during weekdays and seasonality.
 - Elisabeth Wooton: Generally average weekday peak hour volumes are 10% of the average daily volumes. Agrees that this is a good idea to look at summer seasonality.
- Stan Ryter: Schedule seemed a little long to perform work, so what are the constraints
 - Elisabeth Wooton: SPU is under consent decree to deliver work underground with a new pipe under Elliot Ave, so it is practical to wait for them.
- Dan McKisson: Does your team do alternatives analysis? Who has the final say? What if the street was just paved without any improvements.
 - Elisabeth Wooton: SPU is under consent decree to deliver work underground with a new pipe under Elliot Ave, will wait for them to complete their work. The person who



has the final say is a combination of consensus from leadership. No delta available for the cost for just paving and other improvements just yet, but will share when available

- Greg Thompson: What is the “modernization” aspect of this project?
 - Elisabeth Wooton: Maintenance is arterial asphalt and concrete program, but “modernization” part is to add on the Complete Streets element improvements.
- Geri Poor: After working on Alaskan Way Safety Project and now with Elliot Bay Safety project underway, wants consideration of how couplet works with Alaskan Way, especially during construction and cruise season. We have learned that reduced lanes on Alaskan Way really constrain movement. So happy to work with SDOT on this aspect.
 - Elisabeth Wooton: Acknowledged.
- Dan McKisson: Wants to know if buses and cruise ship provisioning trucks are using SR 99?
 - Andrew Natzel: Noted
 - Elisabeth Wooton: Very helpful.

Elisabeth Wooton noted all this information was very helpful and her team would return with some things to respond to related to designs and concepts.

No Public Comments

7. Assign Project Liaisons for 2026 SFAB Workplan

Baker Council presented and noted the table for the Excel Work Plan, requesting everyone put their names next to the project they want to update the board about, as a lead.

- Greg Thompson: Inquired about a previous meeting where Geri Poor said she was requesting someone else take her place on the Levy Oversight Committee
 - Baker Council: Added a column for “Levy Oversight Committee”

No Public Comments

8. Various Information Only Items

Baker Council presented and noted the table for Document Review, which included the following:

- 2026 Regional Transportation Plan (Puget Regional Sound Council (PSRC)) survey link
- 2026 Washington Freight System Plan (Washington DOT) survey link
- Follow-up on an email request, regarding a table sent out to SFAB for their top 4 out of 7 project recommendations for the 1st phase of 2027 – 32 National Highway Freight Program grant, which SDOT staff pushing the following 4 projects to PSRC staff based on scheduling and funding availability:
 - Harbor Island Renaissance
 - Argo Railyard Access
 - 1st St and Olson
 - Ballard Bridge

No Public Comments

9. February 2026 Agenda

Baker Council presented the following potential agenda items for February 2026 meeting:

- Sound Industrial Alliance update by their Director Daniel Lokic
- Industrial Maintenance Spot Improvements, in the Duwamish area, using Freight Spot Improvement funding of \$500K presentation by himself or team member Erin Harris
- Levy Delivery Plan for boards presentation by Katie Olsen
- 2026 Washington Freight System Plan presentation by Jason Beloso
- South Spokane Multimodal Improvement presentation

Dan McKisson wanted some clarity, based on ReConnect South Park presentation several weeks ago, which indicated it was not the most livable area because of pollution, in contrast to today's information about 14th Ave South Reimagined Project that would feature new housing. Ultimately, he wanted to understand these two contrasting ideas regarding housing and livability. Greg Thompson added that this idea relates to ocean rise, noting that National Oceanic Atmospheric Administration has determined some of South Park will be underwater by 2050. So, what do you do with those residents, impacts on freight movement and all the industry. Greg Thompson said it's the same area that was flooded.

No Public Comments

10. Adjournment

Chair Stanley Ryter requested motion to close meeting. Giovanni Mottoleese motioned to close meeting, seconded by Tyler Blackwell. Motion passed.