

MINUTES

March 17, 2026, 3:30 – 5:30, Seattle City Hall Room 370

SFAB MEMBERS

Stanley Ryter (Chair)
Nigel Barron

Geri Poor
Tyler Blackwell

Marc Hoecker
Giovanni Mottolese

STAFF

Baker Council (SFAB Liaison)	Shelley Miller (SDOT Strategic Advisor 2)
Ben Margetic (SDOT Assoc. Transportation Planner)	Jay Backman (SDOT Assoc. Transportation Planer)
Gabriel Seo (SDOT Urban Design Strategic Advisor)	Jonathan Lewis (SDPT TOC Assistant)
Suranya Rajan (SDOT Project Manager)	Hayden Hulbert (SDOT Associate Civil Engineer)
Esther Chen (SDOT ST3 Equity, Engagement, and Environmental Planning Intern)	Sara Zora (SDOT Corridors Development Teams Lead)
Adrian Verdugo (SDOT Civil Engineer Specialist)	Willow Russell (SDOT ST Engagement and Partnership Advisor)

1. Opening and Roll Call

Chair Stanley Ryter called the meeting to order.

2. Approval of Minutes

Minutes not approved, but ready for April 2026 meeting

3. Announcements and Chair Report

Chair Stanley Ryter notified the board about the passing of our transcriptionist, Diane Helene “Cass” Magnuski. She passed away at the age of 77 in February 2026. She held a BA in journalism from Thomas Edison State College. Her career was a mix of web design, web mastering, digital editing, and reviewing art. Baker Council read a tribute from Chris Eaves who stated, he began to request her services in 2016 when he realized how much discussion was held in the SFAB meetings. She was the first one at the meetings. Lastly, Chris never met her in person, but understood she took care of others around her. Lastly, Chris added the unofficial start of the meeting was to hear her say “I’m recording, and I suggest you do also”, so as a final thought, “say your name and speak clearly”. Cass will be missed.

4. Opening Public Comments

No opening public comments.



5. 4th Ave S Safety Project Briefing

Shelley Miller provided the vision, value/goal, and agenda (Existing Conditions, Timeline, Project Goals, Project Overview, Outreach/Engagement, and Next Step).

- Sara Zora noted the project vicinity and partners, which includes Sound Transit West Seattle Extension. The focus being safety improvement project at 4th and S Walker St and 4th and S Forest St to ensure safe pedestrian crossing, plus construction mitigation when Sound Transit begins their work on these same intersections.
- Existing Conditions: 4th Ave is crucial north-south principal arterial, that is high-speed, high—crash, high-injury corridor (Tier 1 in High Injury Network), plus a major freight route/truck street. This segment has 2 lanes southbound, 3 lanes northbound, center turn lane, and Tier 1 deficient sidewalks.
 - 4th Ave S and S Walker St - dated bus stops serving routes 121 and 132, currently unsignalized intersection, and unmarked crosswalks, with no trees or pedestrian scale lighting
 - 4th Ave S and S Forest St – high local business use (Republic Recycling located one block west), currently unsignalized intersection, and unmarked crosswalks, with no trees or pedestrian scale lighting)
- Schedule – currently hoping to wrap up design in April 2026, and construction begins after FIFA construction moratorium in June 2026 to continue through 2027. Will not do both intersections in tandem.
- Project Goals include the following: Improving safety; maintaining critical access needs for adjacent businesses; enhancing freight reliability, especially for larger trucks (WB-67s and WB-50s, turning on and off 4th Ave S; improving transit travel time and reliability; creating better conditions for people waiting for buses and access to transit
- Scope and Autoturn: 4th Ave S and S Walker St
 - Full signal
 - Marked crosswalks and ADA ramps
 - Curb and bus bulbs
 - Move NB bus stop to north side of S Walker St, update stops
 - Lighting (where feasible)
 - Trees (where feasible)
 - Channelization modifications – no parking in new curb bulb locations and addition of left turn lane at signal
 - Autoturn:
 - Traffic SB 4th Ave S to WB S Walker S - Traffic analysis shows not a lot of trucks going SB and turning right onto Walker through the day, and trucks can make movement along with addition of marked painted island will allow movement to happen safely.
 - Traffic EB S Walker St to SB 4th Ave S – Moved the stop bar back on the NB for 4th Ave S to allow for turning movement



- SB 4th Ave S to EB S Walker St and NB 4th Ave S to WB S Walker St – Two trucks at the signalized intersection can make the movements going NB or SB at the same time
- Scope and Autoturn: 4th Ave S and S Forest St
 - Full signal
 - Marked crosswalks and ADA ramps
 - Curb bulbs
 - Lighting (where feasible)
 - Trees (where feasible)
 - Channelization modifications – No parking in new curb bulb locations and addition of left turn lane at signal
 - Autoturn:
 - Traffic SB 4th Ave S to WB S Forest St – Trucks can make movement, on furthest west lane, along with extension of marked painted island will allow movement to happen safely and space for vehicle stopped S. Forest St
 - Traffic EB S Forest St to SB 4th Ave S – Moved the stop bar back on the NB for 4th Ave S to allow for turning movement
 - SB 4th Ave S to EB S Forest St and NB 4th Ave S to WB S Forest St – Two trucks at the signalized intersection can make the movements going NB or SB at the same time
- Outreach and Engagement
 - Completed door-to-door outreach along the corridor
 - Briefed businesses most affected by the changes as well as other key groups
 - Working with adjacent businesses to refine designs (critical access needs; truck turning movements/curb radii)
- Next Steps
 - Outreach – continue engaging businesses with complex access needs; share project info with SDOT modal boards/other interested groups
 - Design - further refine considering adjacent business needs; finalized by Q2 2026

SFAB Questions

- **Tyler Blackwell:** North of Walker intersection in the NB direction, there is currently a FAB lane. Are there plans to extend it south to Walker with a bus bulb extension?
 - **Sara Zora (SDOT):** Not with this project for the intersections.
- **Tyler Blackwell:** With the 30% design you were originally able to take lefts from Walker and Forest on to 4th Ave, if you're looking EB. Did we remove left hand turns from east from Walker and Forest onto 4th Ave S in either direction NB or SB on to 4th Ave?
 - **Shelley Miller (SDOT):** No, there just isn't a dedicated lane there. You can still make a left



- **Marc Hoecker:** Noticed on the elevation image the 20-foot lanes. So can you park on 4th Ave. continue engaging businesses with complex access needs; share project info with SDOT modal boards/other interested groups?
 - **Sara Zora (SDOT):** Currently, there are wide outside lanes on both west and east sides. So technically can park there but will be removing the flex lane parking lane to add in the bulbs. But anywhere north or south of the curb/bus bulbs you be able to park.
- **Marc Hoecker:** Will it be properly marked and designated as parking?
 - **Sara Zora (SDOT):** Yes. Currently is today and only have some “No Park” signs in some locations. Technically you are allowed to park on most of 4th Ave S without paying for parking.
- **Marc Hoecker:** You mentioned Sound Transit and I haven’t seen the designs for West Seattle, but are they planning on running it down 4th Ave. How are they going to get that project complete, since you mentioned Sound Transit.
 - **Sara Zora (SDOT):** In my head, I’m coming from West Seattle Bridge, and it will be coming over in an elevated structure along the West Seattle Bridge. It will remain elevated, basically coming to the east side of 4th Ave S at SODO bus way where the buses are currently. The coming down at grade around Forest St on the east of 4th Ave S within that SODO Busway, then staying at grade till it hits tunnel near S Massachusetts St to match up with a possible 2nd transit tunnel, not sure.
- **Marc Hoecker:** But the idea is that 4th Ave will be part of the corridor to connect West Seattle to the system?
 - **Sara Zora (SDOT):** It will be over the corridor. So, where the buses are currently will have to come out of SODO Busway to make room for the light rail.
 - **Saranya Rajan (SDOT Project Manager for West Seattle Extension):** Everything was covered by Sara
- **Geri Poor:** Question about the turning radii on slides 21 and 22, also about feedback from businesses like the recycling businesses, and third question was loss of truck parking spaces. Wondering if an overnight parking study was done here? This is a WB-50, did you do WB-67s too?
 - **Adrian Verdugo (SDOT):** Yes, we simulated the WB 67 making the turn. With the volume of traffic at S Walker St, we worked with internal freight group and got approval that we just needed to meet WB-50 expectations with turns. WB-67 can make turns, just takes a little effort. It is doable, but happens so infrequently at S Walker S, that it wasn’t high on our analysis. Whereas, at S

Forest St it is absolute must to have WB-67 make the turn without blocking the through lane, so that is what we designed.

- **Shelley Miller (SDOT):** And our traffic data from a year ago showed at Spring peak, from 9 am to 1 pm, at that location there was one WB-67.
- **Marc Hoecker:** So that one truck will have to wait until road is clear?
- **Shelley Miller (SDOT):** They will be working with a signal as well.
- **Geri Poor:** So, your group was consulted on WB-67 vs WB-50.
- **Baker Council (SDOT):** Yes, we felt comfortable with what they provided.
- **Geri Poor:** Can we look at Slide 21. I didn't understand. So, we are looking at the green lines? So, we are pulling the curb back so it can accommodate the WB-67.
- **Sara Zora (SDOT):** In order to design for it, yes.
- **Marck Hoecker:** So, does the mean the wheels come back on the curb?
- **Adrian Verdugo (SDOT):** What you are seeing there in corner next to Blue Wave is the existing curve that is out there today. Pull back from that is the 50-foot radius that is needed for the WB-67 to make the turn. So, the darker line is the one that is going to be built.

Marc Hoecker: So, what is there now is what extends out. So, if anything you are making it easier for trucks.

- **Sara Zora (SDOT):** Going through Deviation Committee to get the 50-foot radius instead of typical Streets Illustrated standards so we can get design for the big trucks like dirt haulers. SU-30s are typical size of the trucks that come into Republic Recycling, and they can easily make turns, but we wanted to design for WB-67s because the recyclers can get contracts for dirt hauling and wanted to make sure they can make those turns appropriately with new signal and infrastructure.
- **Marc Hoecker:** WB-67 means what?
- **Adrian Verdugo (SDOT):** WB-67 is just national standard used, so basically semi with a trailer that is an articulated vehicle.
- **Marc Hoecker:** But that would be appropriate for a 50-foot drive in configuration?
- **Adrian Verdugo (SDOT):** Yes.
- **Sara Zora:** Streets Illustrated has WB-50 as the design vehicle, but we wanted to make it WB-67, because we know that they are more frequent when they get the dirt hauler contracts here to be able to make that movement. So that was something talked about with Freight Team as well just to ensure that we're designing for the right vehicle at this location.



- **Marc Hoecker:** Geri brings up important point about truck parking. Nice to make space more obvious for what its purpose is. Truckers use space to lay over their logs. I really like the way you're thinking of pulling this back to make it specific for the longer wheelbase.
 - **Sara Zora:** At signalized intersections you really are not to park within 20 feet of intersection. So, where the curb bulbs are in areas you're not allowed to park anyway.
 - **Marc Hoecker:** If anything, you're making it better for trucks by not having people block where they would need that turning radius.
 - **Shelley Miller:** At S Walker St there are 4 ½ stalls lost for cars, so not a lot of truck parking impact. At S Forest St there are 5 ¾ stalls lost for cars.
 - **Geri Poor:** Appreciate the specific answer. Something to keep in mind as more changes happen on 4th Ave is that parking needs to be accommodated elsewhere. ON this graphic the purple line is the outside extent or center line?
 - **Shelly Miller: Purple is the center line.**
 - **Geri Poor:** Ok. Green shows the tracking. So, this allows the truck to impede into hatched area. For the other intersection on Forest St, you pulled back the NB stop bar. Do you have text that says "No Waiting" or do you find people generally don't go into the hatch.
 - **Sara Zora:** We will assume they will not go into the hatch. If we see that happening after implementation, we may have to do more mitigation to make sure they can give that space when those WB-67s exit. For now, it's just a hatch.
 - **Geri Poor:** So, I think we covered parking and turning radii. So last question is what feedback have you received from some of these businesses. Is there something we should be aware of from a freight mobility standpoint.
 - Willow Russell: We met with Republic Services and Pacific Iron and Metal and they mostly felt comfortable with what we presented. The businesses who have some concern about design are Part Works and Western Neon, regarding the curb bulb being installed on the southeast corner of 4th Ave and Forest. They have trucks going into parking lot running parallel to 4th so we're just working with them to ensure they can get in and out. Also, have made some adjustments to width of Forest, that entrance, because they have deliveries going to Part Works.
 - Geri Poor: Thanks for presentation. As someone noted you were really prepared to address our concerns.
- **Stan Ryter:** There are some different variable channelization. On 4th Ave you have some 10-foot and 11-foot lanes, is there any signage to direct trucks to larger lanes?



- **Sara Zora:** Currently, we don't have signage to direct trucks to larger lanes, but we wanted to, like in the NB direction the outside lane is 11 feet and lane next to outside lane is 11 feet which allows buses and trucks to drive side by side. Then the 3rd lane in NB direction is 10 feet, so do hope that allows trucks and buses to drive next to each other. The side balance side we have two 11-foot lanes next to each as well that trucks and buses can drive safely to each other
- **Stan Ryter:** Also, on cross streets seems like some 11' lanes and a lot of landscaping. I don't know if 11' is final standard or if you can squeeze a 12' in one less foot of landscaping is something to consider there.
- **Sara Zora:** We have one 11' lane at Walker, but on Forest wanted to keep lane width wider because we know we are going to have even more trucks moving on the east side with 12' lanes and 18' lanes and 9' of our buffer hatch working, so wider in standard.
- **Stan Ryter:** The crosswalks are good. You're putting in signalized intersection there?
- **Sara Zora:** Both intersections two new signals.
- **Stan Ryter:** When you mentioned improved travel times that is because of bulb and bus not having to go. Is that the impetus of improved travel time.
- **Sara Zora:** For transit we're really looking at in-lane bus stops for improved transit time, which is why we have the bus lanes taking over the flex lanes parking area so they can just stop in-lane and continue. Right now, it is a weird situation, because we have the 20' lane, so some cars and trucks do we go next to bus and the bus feels like it needs a signal to come out, even though lane widths are just so huge just not clearly delineated. So, this will delineate the travel lanes a lot better. From the freight standpoint we think because the intersections are being signalized, especially at Republic Recycling where we have a lot of input/output having traffic stop to make right turn /left turn out will make it more predictable, as well as NB to WB at Forest will be a lot more predictable like we have during Lander overpass construction with our temp signal. We just heard that it was really beneficial to Republic Recycling in that regard. So, we think that the reliability and predictability does make travel more smoother for all travelers.
- **Stan Ryter:** The Level of Service is usually good on 4th Ave?
- **Sara Zora:** The Level of Service is quite fast. The speed limit is 30 mph. Back in 2023 when we did speed studies. The 85th percentile was 38 miles per hour and that is a little bit too high for our arterials from the safety standpoint, not what we are aiming. So, we think that would also help with predictability. At the two

intersections we are putting in ITS so that now more of the signals along 4th will be working together. Right now, they do not have that obviously because no signal here. Adding it to Stacy and Walker, so soon all of the intersections along 4th will have ITS in a more efficient way as well.

- **Stan Ryter:** Any other comments?
- **Sara Zora:** We can come back anytime for updates on design. Also, wanted to start and stop construction before Sound Transit started anything to help with construction mitigation as well for some of these major turning movements in this area.
- **Stan Ryter:** It sounds like you coordinated this project with their plans so don't have to redo anything later.
- **Sara Zora:** Sure hope so. Still a lot of moving parts on that side of the partnership. Pretty confident this will help with the mobility, especially during and after construction.
- **Unknown:** So, if there are still moving parts why the impetus to still do it now. Why these intersection when there are additional intersections unsignalized.
- **Sara Zora:** There are a few other intersections unsignalized. The Walker intersection was incredibly important because of transit safety and people needed to cross streets when they get on and off. Forest intersection we really wanted to do before Sound Transit started construction because we heard from our experience that Lander overpass construction, that temporary signal was very important to having that predictable mobility. So, we do feel it's very necessary to get it done before Sound Transit starts their construction.
- **Unknown:** You said it was a high injury corridor, 11 people in 5 years. Are we to assume at these intersections we are solving for that?
- **Sara Zora:** I would have to get you a little more detail on the exact locations. I do know at Royal Rd, Holgate and Lander where we have more of our pedestrian crossings in 2023, that is where 60% of vehicles with pedestrian crashes occurred. Our Vision Zero team has focused more on Walker, because more crashes there. Forest not so many, but definitely part of predictability for all of the users around there was important to us.
- **Willow Russell:** Geri, I focus on sharing feedback we heard about freight movement, let me know I'm happy to send a summary.
- **Geri Poor:** If you have a report would love to get it.

No Public Comments

6. Leary Way NW and NW 46th St Traffic Signal



Jay Backman provided information on elements of the agenda (Project Background, Concept Design, Standards and Street Types, Deviation Proposal, and Truck Routing).

- **Project Background:** Leary Way and NW 46th St identified a 2025 High Collision Location. We have five buckets (mid-block, signalized, unsignalized, pedestrian, and bicycle locations). This intersection identified as current unsignalized location that had repeat traffic collision patterns from 2025 data. Fundamentally, a long stretch Leary Way there is no traffic signals (west is main commercial corridor of Ballard until traffic signal; east is residential). Traffic signal at 11th Ave and 8th Ave, but long segment with no traffic signal and lots of desire lines for people to get east and west across Leary Way at 47th, 46th, and 45th. Recently, there have been a lot of development near 15th Ave west of Leary, so there is a lot of activity here. So did a traffic signal analysis and got assigned warrant memo for a new traffic signal at intersection to address collision trend, improve overall circulation, pedestrian activity and crossing safety here and reduce collisions that we are seeing.
- **Concept Design:** Currently working on 30% design just to clarify what is being proposed. Today want to talk about opportunity to tighten up corners and 46th St and improve pedestrian crossing opportunities here. You'll see that the northwest and southeast corner have this acute angle with limited ROW. So, proposing to tighten up those radii. This is primary designed for passenger vehicles, with allowable SU-30s vehicles, but goal here is to reduce speeds and shorten the crossing distance for pedestrians. That very high-level concept for the traffic signal here.
- **Standards and Street Types:**
 - There is guidance in the Streets Illustrated about low volume streets where you can assume vehicles might use more of the width of the receiving lanes and some allowances for when we can discuss alternative vehicles rather than standard radii or standard box truck for design vehicle.
 - **Street Types and Network:** Leary Way is designated as a Major Truck Street. There is a note from Freight Team that some discrepancy between maps but given the context of the zoning west of Leary Way, can assume will be designated as a truck route. Just need to get clarified in mapping. So will continue to assume 46th west of Leary Way will be used with trucks. On the east side of Leary Way can see it is a non-designated, not arterial or designated as a Major Truck Street, just neighborhood. There are businesses along 46th between Leary Way and 8th, but that is not a Major Truck Street.
- **Deviation Proposal:** Trying to tighten up the two radii of the NW and SE corners. Quite a few reasons for that.
 - Reduces turning speeds
 - Reduces pedestrian crossing distance
 - Increases space at corner for pedestrians
 - One, on northwest and southeast corners, pedestrians have to go into private ROW to get around corners, so being able to tighten those up a little bit improves the pedestrian crossing as well as giving more space
 - Provides more space to locate signal poles and equipment (particularly at SE corner given overhead constraints)
- **Truck Routing:** Alternate Routing for Trucks



- Alternate for SB Right Turn
 - EB trucks on Leary Way NW can either turn right on 11th Ave NW or on 9th Ave NW
 - 9th Ave NW is a more gradual turn and likely already being used by trucks – can work with freight team to add to freight network update
- Alternate for NB Right Turn
 - North – WB trucks on Leary Way NW can turn right on 8th Ave which is a more gradual curve.

SFAB Questions:

- Jay Blackman has two asks from presentation, since the concept design would still allow passenger vehicles to make turns and even work on allowable movements with smaller trucks to turn from inside lane or work on stoplight set back for allowable movements. But overall, not going to be designing for an SU-30 to be turning from inside lane into the receiving lane on NW 46th St to really tighten up those curb radii:
 - Confirm design and allowable vehicle selection for establishing northwest and southeast corner design
 - Confirm alternate truck routes are acceptable
- **Geri Poor:** How do the truckers know in the new design that they shouldn't try and make that turn because they would be going into alternate lanes?
 - **Jay Blackman:** As part of design what we're talking about is what kind of signage we can add along Leary Way to help truckers understand to maybe turn on 11th Ave or maybe 9th Ave just so that is communicated clearly. We wouldn't add truck route signage for 8th Ave is not a truck route, but we can work with outreach for trying to determine who's making these turning movements. I've already started contacting some of the commercial businesses immediately adjacent to this intersection as it's likely that those are the people that would be making those movements to understand is it the immediate commercial businesses that are using these turns and can we talk with them about these alternative routes. And then for the more official routes can we add truck signing as part of the project.
 - **Geri Poor:** That sounds important.
- **Nigel Barron:** I just want to clarify that 46th west of Leary is absolutely a truck route and it is an oversized truck route. I know that I personally received goods down 46th from Leary that have had pilot cars and in front and back.
 - **Jay Blackman:** I was a little surprised to not see it on both truck maps and that's why I brought it up to our freight team and we're talking about making sure that it gets clarified in any map updates.
 - **Nigel Barron:** So, you were saying, but you're designing for an SU40 turn from Leary on to 4th St going north to west. Is that what you were saying? So, if I'm coming north on Leary Way and taking a left on 46th St here.
 - **Jay Blackman:** That design will be a SU-40, yes.
 - **Nigel Barron:** Is that what a cement truck is?

- **Jay Blackman:** That is approximately that size.
- **Nigel Barron:** Well, what about the permanent oversized loads?
- **Jay Blackman:** I wasn't aware there are permanent oversized loads. I was aware it was part of the truck route.
- **Nigel Barron:** I personally have had permanent oversize loads that were 100 feet.
- **Jay Blackman:** What we can do is run more left turn movement analysis and set back the stop line as needed to make sure that NB left turn can make that movement. Essentially, we are not changing the geometry for that NB left turn for what it is today. You'll see in image on the left here that there's a two way center turn lane and then two approaching EB lanes on NW 46th St. All of that is essentially saying the same. We'll have a designated NB left turn lane and make sure that we establish the stop bar on that west lane to ensure vehicles can make that NB left turn, but that NB left turn should be changing conditions from what it is today.
- **Nigel Barron:** Ok. Because we have a lot of businesses on Shilshone, you've got Post office, Salmon Bay Sand and Gravel, shipyards, all of them receiving oversize loads.
- **Jay Blackman:** We're not bringing the curb line for that west leg of NW 46th St closer to the centerline of Leary Way over NW 46th, just tightening up the radius itself. So, it will be impacting the SB right turn and the NB right turn.
- **Geri Poor:** Could you finish that thought with regards to the with the EB to SB. If you're saying there are oversize loads coming in, I would just like to hear you say it is not an acute term.
- **Jay Blackman:** EB to SB is not an acute turn giving the angle of the intersection. We actually have a catch basin at that corner that is leading us to have a turning radius of 30%, that is existing radius that is out there today.
- **Stan Ryter:** It's an interesting problem because the road runs diagonally there. I think your ultimate truck route is probably acceptable but probably needs signage to direct people. Sometimes you are riding along and realize you should have at previous intersections, and you take next street and that's where you get into trouble. Those are my 2 cents.
- **Jay Blackman:** I think giving the volumes that we are seeing now, I think most people are wanting to make these turns, especially that SB right turn, but we can certainly add signage to help clarify that, especially those not as familiar with the area.
- **Geri Poor:** That seems reasonable.
- **Stan Ryter:** Thank you Jay. Seems like its safety oriented to get trucks in right place and pedestrians in a different place.

No Public Comments

7. Streets Illustrated Update



Gabriel Seo noted that he's currently working on several efforts, including Streets Illustrated as we plan for this year. He also shares the vision, value and goals. He noted what the agenda (Introduction; Streets Illustrated Overview; Update Approach; Discussion and Next Steps) will entail.

- Introduction
 - We are here to share
 - Streets Illustrated overview
 - Streets Illustrated update approach
 - We are here to listen
 - SPAB topics of interest
- Streets Illustrated: What Is It
 - What Is It
 - Our guide on how we design, build and manage the right-of-way
 - An online resource that provides design guidance and standards and processes
 - Adopted though a Joint Directors Rule (SDOT and SDCI)
 - Who Uses It
 - City Staff
 - Design Consultants
 - Contractors/Developers
 - Advocacy Groups
 - Community Members
 - Street Type Standards
 - Movement Priority (y-axis) and Land Use/Place (x-axis) to show the higher the movement priority and intensity matches with a particular type of land use like more downtown, urban village, and industrial access as street types. Likewise for less intense land use. Not to be confused with street classification, Street Types provide snapshot and design standards of how we can create the design and design elements in the street.
 - Design Standards
 - Sidewalks; traffic calming; street trees; accessibility; intersections; clearances; drainage; street and pedestrian lighting; freight; transit; bicycle
 - Recent Project Examples of Where Streets Illustrated Was Applied With Improvements in ROW. Cuts across many topics.
 - 3rd Ave S and S Main St – able to bulb out for narrow bus stops, and not as much room for transit riders; providing more room, lighting and safer operations for bus
 - Thomas St: 5th Ave N to Thomas Project – intersection that created fully protected bike lane and pedestrian crossing, through lane for Dexter, and restrictions on turning movement to Thomas to reduce volume on Thomas St
 - East Marginal Way Corridor Project – providing much safer operations for freight, bike and pedestrians by being able to provide separated bike lane along with improvement for freight infrastructure



- Rapid Ride H Line Deldridge Way SW – example of Urban Center Connector Street Type, where we have bus lanes on curbside lane, inner general-purpose lane, sidewalks, landscape strip, and center median for Rapid Ride H Line
- Greenwood Raised Community Crosswalk – shows how raised sidewalk could be done if community wishes to advance and express their identity
- Update Approach: Why Update Streets Illustrated
 - Why Update Streets Illustrated
 - Seattle Transportation Plan was updated a few years ago with new modal elements and networks
 - Updated Design Guidance (PROWAG final rules, NACTO design guidance)
 - New State Legislation (WA Bill 5595 Shared Streets)
 - New and Emerging Mobility (micromobility, EV, AV, etc)
 - Update Approach
 - Rolling Basis – update on annual rolling basis
 - Prioritize – prioritize topics to advance next year
 - Develop – develop content with Subject Matter Experts (SMEs)/Consultants
 - Engage – engage with stakeholders (including Modal Advisory Boards) for input
 - Adopt – adopt update content through Director’s Rule
 - 2026 Priority Topics
 - Safety (Vision Zero) – traffic calming, daylighting intersections, No Turn on Red (NOTR), Leading Pedestrian Interval (LPI), Pedestrian Crossing, etc
 - Accessibility (ADA) – curb ramps, Tactile Walking Surface Indicators (TWSI), Accessible Pedestrian Signal (APS)
 - People Streets Public Spaces – design guidance elements

SFAB Questions

- Gabriel Seo has two questions for SFAB from presentation. This is introduction, so don’t have to have exhaustive list now, but as SFAB finds new information or needs, communicate with Baker Council to capture those items, if not 2026 then future years.
 - What are SFAB’s topics of interest?
 - Are there any specific Streets Illustrated design standards and guidance that you feel are missing or need an update
- **Geri Poor:** The need to protect truck movements wherever they are located. In many cases these arterials are going to be sharing the road with other people. In Manufacturing Industrial Centers (MIC) it is most critical that truck movements continue to be functional and may need to bring different safety techniques to projects in the MICs than used in other places. Can’t just apply a cookie cutter safety improvement at a MIC intersection that you do in a neighborhood and think that is what you were getting at with the matrix concept (x-axis and y-axis). Should be an overlay for the MIC. Wasn’t on board in 2018, but a lot of pushback from freight community and that would identify concerns.
 - **Gabriel Seo:** Jay Blackman illustrated quite well on this approach, about where there are pedestrian needs, those considerations of truck movement auto-turn analysis for



specific needs will definitely have to be incorporated into a project. These are just providing additional tools for some of the new and emerging elements but fully take on concerns in terms of making sure that economics are important, and freight community is important part of that. Also, will have Freight Team review SMEs and definitely part of the conversation as the content is developed and others in SDOT.

- **Stan Ryter:** Would like to second what Geri says. Looking at the x/y axis matrix. Nothing in Seattle is theoretical, very much built before there were any standards. So, this matrix is starting point but would also be nice to have an example of each of the 12 Street Type Standards. Shouldn't be a policy, just a starting point, because when we see these projects come before the Freight Board, we will probably get chuckled. Does like the overlay idea in the MICs from Geri
 - **Gabriel Seo:** Will definitely take that on board.
- **Tyler Blackwell:** Thank you Gabriel for presentation. One priority we see in the MICs is striving for design standards for both bikes moving through area and freight. We are seeing the emerging E-cargo, lot of tension and lot of businesses it feels like death by a thousand cuts. There might be more efficient design, like the Lander St Overpass, where they narrowed it, but able to put bikes and peds in a shared use mode separated corridor so it doesn't effect freight operations. Taking that approach in the MICs instead of bikes vs trucks in these conversations, but more a collaborative approach would go along way in rooms and presentations. Showing that there is collaboration and design standards that work for both.
 - **Gabriel Seo:** Great comment. A lot of that comes down to the design and planning process. Streets Illustrated does provide the framework for what kind of combination of elements can come together. So really important as an "and" instead of an "or" proposition, which will help us get to the best outcome for a wide audience as possible.

No Public Comments

8. Seattle Transportation Plan Performance Report: Project Overview

Jonathan Lewis provided an overview of Seattle Transportation Plan Performance Report, with objectives being Transparency, Accountability, Equity and Excellence. Plan is organized around core goals (Safety, Equity, Sustainability, Mobility and Economic Vitality, Livability, and Maintenance and Modernization).

- Seattle Transportation Plan was adopted in 2024, after a 2 ½ year process, based around the core goals. It does two main things: What does department need to advance these goals and secondly looked at all the different roles that the streets are performing including the truck network and thought about it all together.
 - When City Council adopted plan they did a biannual performance report, which does three things:
 - Status of performance measures relative to established STP baselines
 - Analysis of several metrics evaluating performance by demographics and/or geography using the City's Race and Social Equity Index (RSEI), so SDOT can pivot as needed to meet equity goals over the next 20 years



- Status of the delivery of large capital projects (81 projects) that advance the STP
- Freight Specific Measures
 - Number of Fatal and serious injury crashes involving trucks or rail
 - Percent of Major Truck Street network operating reliably
 - Percent of fleet vehicles that are zero emissions
 - Percent of Major Truck Streets with fair or better pavement conditions
- Analysis of Metrics for Race and Social Equity (RSE) Inde
 - Identifies high equity priority areas based on census tracts where disadvantaged/priority populations make up a large share of residents
 - Used by City of Seattle to inform design and prioritization of programs and investments
- Status of the Delivery of Large Capital Projects
 - 81 projects
- What to Expect
 - Build on and compliment the STP Implementation Outlook
 - Connect the Performance Measures to work across SDOT
 - Submit to City Council in 2026
 - Engagement with Boards and Commission
 - Leverage the report to identify opportunities

SFAB Question

- Jonathan Lewis has two questions for SFAB from presentation. future years.
 - What does STP accountability look like to you?
 - Any thoughts or ideas for our follow up meeting and report review?
- **Tyler Blackwell:** How often is the RSE updated?
 - **Jonathan Lewis:** Not sure but will circle back
- **Geri Poor:** The TBD for the baseline in the performance measures for Major Truck Street reliability and percent of fleet vehicles that are zero emissions?
 - **Jonathan Lewis:** The TBD for Major Truck Street does have a baseline. However, vehicles that are zero emissions have not quite been updated as they work to find a data source
 - **Geri Poor:** Have you been able to find data for zero fatalities and serious injury
 - **Jonathan Lewis:** Will have information in the summer.
 - **Tyler Blackwell:** Council directed Performance Measure work be done every 2 years, is it looking back for two-year period or just previous year.
 - **Jonthan Lewis:** Not clear, but I think we want to do is track the data that we can share and showing that kind of trend line. Mayor is asking us to include 5-year targets, so we'll set up some interim checks to see if it still tracks.
 - **Stanley Ryter:** Some of these things are not going to fix themselves, so it comes down to project implementation, funding, delivery, and streamlining some of that process to make the projects. Also, to have the right amount of community and stakeholder input but cut through all that and just deliver it.
- **Geri Poor:** Two quick comments. Back in January of 2024, we talked about the Level



of Stress for freight as a Performance Measure that could be measured. Like today we have a bunch of turning radii, where a street would be accommodating freight movement but not designed for it, so putting a lot of pressure on driver to be smart and wait on the wait moment in traffic where he could make the move, since not designed for that. I know ultimately this Level of Stress was not included but thought it should be raised again. Radcliffe Dacanay (SDOT) said at the time to consider it for a broad study of measures and metrics. Second question was asked for corrections to the freight map that is in the Performance Measure document, such as still showing the old SR 99 instead of the new one.

- **Jonathan Lewis:** Will make those changes.
- **Stan Ryter:** In the future as you develop metrics and report back, would be good to hear back.
- **Jonathan Lewis:** Will work with Baker to get on one of your summer agendas.

No Public Comments

9. Information Items

Baker Council shared some information item

- FMSIB Inland Intermodal Feasibility Study
- Lower Duwamish Waterway Middle Reach Community Impacts Survey
- Northwest Seaport Alliance Celebration and Press Conference
 - Geri Poor clarified that the T5 improvement was not on the reefer plug, but the gate complex has moved farther north which means more queuing space on the terminal, so a two-part celebration. Anyway, who has had issues with congestion on Lower Spokane Street will be improved by that project.
- East Marginal Way Corridor Improvements – North

No Public Comments

10. Term Limits

Baker Council shared information about term limits, which are due on May 31st. 4 members, whose 2 consecutive two-year terms

- 4 members two consecutive 2-year terms are up on May 31st, who are Stan Ryter, Dan Gatchet, Dan McKisson, and Nigel Barron. Members can apply for a different board or re-apply in two years for SFAB.
- 2 members have completed one 2-year term, that could be reappointed, who are Nicole Callais and Marc Hoecker. Nicole is no longer interested.
- For those who will have to leave the position, staff is requesting if you are able to stay on the board until a replacement is found, but if not we understand.
- Also, know of any others that may be interested to let Baker know, so he can put them in a pre-interview meeting.



11. April 2026 Agenda Term Limits

Noted that a World Cup speaker would be considered. Based off Work Plan we can generate items.

12. Adjournment

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