

Seattle Transportation Levy Oversight Committee (LOC) Meeting

Date/Time: Tuesday, July 7, 5-7pm

Location: In-person Site Tour of Aurora Ave N Between N 130th St and N 145th St

Members Present:

- Jack Brand
- Timothy Chang
- Lynda Firey-Oldroyd
- Harrison Jerome
- Chase Kitchen
- Steve Pumphrey
- Kaid Ni Ray-Tipton
- Nafiso Samatar
- Lucy Sloman
- Tyler Vasquez
- Jack Whisner
- Rafi Ronquillo
- Pedestrian Advisory Board
- Geri Poor
- Zach Burton
- Saroja Reddy, City Budget Office Director, delegate
- **Members Absent:** Lisa Bogardus, Wes Mills

Guests:

- **SDOT:** Elisabeth Wooton, Christa Dumpy, MariLyn Yim, Jim Curtin, Meghan Shepard, Alex King,
- **SPU:** Dave LaClergue
- **Members of the public:** Louis Spanias

MEETING CALL TO ORDER: 5:03 PM

Gather & Introduction

- Staff Provided welcome and introduction to the Aurora Ave N corridor work.
 - Aurora Ave N is one of Seattle's busiest streets, connecting residents to homes, jobs, and essential services.
 - SDOT has coordinated with state, county, and city partners since 2022 on planned improvements along the corridor.
 - The Aurora Ave N Safety Program is one of the largest and most complex projects in the 2024 Transportation Levy; requires careful phasing, funding alignment, and construction timing.
 - Other levy programs are supporting near-term safety improvements, including signal timing, crosswalk upgrades, and traffic calming.

- SDOT introduced project team members and SPU partners participating in the site visit.

Location 1 – Aurora Ave N & N 145th St

- Staff shared differences between the City of Shoreline and City of Seattle segments of SR 99, including variations in pedestrian, drainage, and roadway infrastructure.
 - Topics covered included right-of-way constraints, crosswalk spacing, lighting, sidewalks, shoulders, and roadway configuration north vs. south of the city line.
- Staff reviewed levy commitments for the corridor, including planned sidewalks, pedestrian lighting, and tree planting between N 115th and N 145th.
- Funding considerations discussed, including differences in state vs. federal funding allocations to the Lickon Springs segment (N 90–105) and drainage-related technical challenges.
- Rafi R.: What is the update on the Aurora Ave N Community Advisory Group
 - Have 19 committee members who have accepted, first meeting is next week
- Tyler V.: How did Shoreline fund their work on Aurora?
 - Also funded using multiple sources including State, Seattle City Light, and Local dollars.
- Nafiso S.: Are there bike lanes anywhere along Aurora?
 - No, there are no bike lanes in the Shoreline Segment of Aurora, they have the Shoreline Interurban Bike Trail which runs north south.
 - For Seattle, having bike lanes on Aurora was not in the STP but we have heard from community that this is of interest which it is included in the draft concepts for the corridor.
- Timothy C.: Can you speak to vehicle volume?
 - Vehicle volume drops farther north along the corridor. You see the biggest drop once you move north of Green Lake.

Location 2 – Aurora Ave N (N 135th St to N 130th St) (30 mins)

- Staff reviewed several levy-funded improvements occurring along the segment, including new signals, median island treatments, and hardened centerlines intended to reduce turning conflicts and crash patterns.
 - New pedestrian signal at N 143rd St.
 - Planned lighting upgrades between N 141st–143rd.
 - New signal construction underway at N 137th St (future Neighborhood Greenway crossing).
- Discussed corridor conditions contributing to safety concerns, such as continuous two-way left-turn lanes and frequent long driveways causing unpredictable vehicle movements.
- Staff explained constraints around temporary walkway options due to arterial standards, ADA requirements, and WSDOT restrictions.
- SPU provided an overview of stormwater and drainage conditions affecting project phasing.
 - Two and a half miles of Aurora do not have pipe storm drains so we see fairly significant flooding problems along the corridor
 - Climate change is expected to make existing problems worse over time.
 - Working alongside SDOT for this project is mutually beneficial for both departments

- Levy dollars are not being used for SPU work; SPU is paying for design and management of their work, and future cost-sharing agreements will be set up with SDOT once construction begins
- Staff reviewed levy-funded Vision Zero and Major Street Maintenance & Modernization (MSMM) efforts near N 130th St.
 - Staff noted phased delivery, including earlier Vision Zero work to address immediate safety concerns.
- Highlighted three related projects along N 130th St:
 - N 130th Vision Zero Safety Corridor (completed 2025).
 - NE 130th/125th Mobility & Safety Project (in progress).
 - N 130th Bitter Lake–Haller Lake Mobility Improvements (construction expected 2028).
 - Project elements include protected bike lanes, sidewalk repair, ADA curb ramps, street trees, upgraded bus stops, full street reconstruction, and bus-priority features.

Adjourn: 7:02 PM

Action items

Action items below capture tasks from previous meetings and status.

Action	Responsibility	Status