

Seattle Transportation Levy Oversight Committee (LOC) Meeting

Date/Time: Tuesday, June 2, 5-7pm

Location: In-person at Seattle City Hall Room 370 & Online

Members Present:

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

Guests:

- **SDOT:** Elisabeth Wooton, Cailin Henley, Serena Lehman, Brian Dougherty, Meghan Shepard, Alex King, Kalen Carney, Stephan, Francisca, Brian Sperry, Christa Dumpys
- **Members of the public:** Tina Bueche

MEETING CALL TO ORDER: 5:03 PM

Welcome; Introductions

- Tyler V.: Facilitated roll call for committee members.

Public Comment

- Tyler V.: This is a time for any members of the public to give public comments if they wish.
 - None

Committee Business

Meeting Minutes

- Tyler V.: Called a vote to approve May minutes; minutes have been approved.

Modal Board Report-outs

- Geri P. (Freight Board): We recently lost the SDOT Freight team lead and new hires are in place.

- Zach B. (Transit Board): The proposed Seattle Transit Measure will have a .3% tax rate for 10 years.
- Chase K.: Tyler and Harrison and others have asked the SDOT team to have presentations focus on strategic questions that they need feedback on. Welcome to take the committee's feedback on that approach.
 - Zach B.: Public feedback is that we should advance vision zero program delivery faster to achieve the goal within the next 3 years. And we are having an audit this Fall. We could create a subcommittee and write a letter to share with the full committee.
 - Saroja R.: I ask that if the committee recommends moving a program forward that we understand what the trade-offs are.
 - Jack W.: I agree with Saroja's remarks, and we need to look backward and forward. Some non-labeled vision zero projects improve the safety of the network. Maybe a side conversation with SDOT staff is a good next step.
 - Lynda F-T.: We need a conversation about the role of enforcement in addition to engineering. There continues to be incredibly reckless driving.
 - Tyler V.: Made a motion to form a subcommittee and the committee voted to approve creation of this subcommittee.

2026 Q1 Update

- Serena L.: Provided an update on the Levy Dashboard and the posting of 2026 Q1 accomplishment data and shared highlights of many of the completed projects.
- Kalen C.: Shared financial highlights that included the amount of spending for each program in Q1 and a comparison of actual spending vs. allocation as well as expected spending trends looking forward for several key program areas like Vision Zero, New Sidewalks, Safe Routes to School and others.

Program Presentations

Aurora Ave N Safety

- Elisabeth W.: Provided an update on the Aurora Ave N project that included the progress through Q1 2026, a financial summary, schedule, completing the draft corridor Phase 1 planning concepts, a preview of Phase 2 work and look ahead. It's a top safety priority for the city and a very high use transit corridor. Pedestrian crossings are limited and in many areas north of Green Lake, there are no sidewalks or drainage facilities. The project has a lot of funding sources, including: Washington State Department of Transportation (WSDOT), \$30M in Levy funding, local funding, federal grants, Seattle Public Utilities, and King County Partnership funding, and others. Design is expected to start in 2028 and take several years to complete. Construction could start as early as 2031.
 - Jack W.: Has Seattle attempted to change the State Legislation to shift the Move Ahead Washington money north where there's no sidewalks? Maybe SPU can contribute funds from rate payer revenue. There's regular congestion north of the deep bore tunnel. Significant traffic diverts to Aurora from southbound I-5. I heard

the sidewalk next to Lowes was built too far east and may need to be shifted for a BAT lane. Seattle could suggest to WSDOT variable tolling and reallocation of the I-5 reversible lanes.

- Elisabeth W.: Related to budget constraints, we need to get through this next phase of planning to better understand the project costs and the potential sequencing options. Regarding the Move Ahead Washington funding, subsequent State budgets don't include that original language that stipulated the exact limits for investment of the Move Ahead Washington funding. It is our understanding that the original intent language has since expired.
- Lucy S.: What are the traffic volumes on Aurora relative to the number of lanes?
- Elisabeth W.: As a policy, SDOT looks at lane reduction when there's less than 25,000 vehicles on an average weekday. South of Green Lake it's about 45,000 to 55,000 per day and north of Green Lake it's about 25,000 to 30,000 per day. All the draft concepts south of Green Lake maintain two general-purposes lanes in both directions. North of Green Lake, where volumes are closer to that threshold, we are considering concepts that reduce the number of general-purpose lanes.
- Geri P.: Asked about truck volumes on Aurora Ave and how the concepts will accommodate trucks making turns onto side streets.
- Elisabeth W.: We have collected truck data and our intent is to develop designs that facilitate truck movements in line with SDOT policy.
- Zach B.: Why is maintaining vehicle capacity even an option being considered? Most people driving on Aurora are on short trips and not using it as a highway.
- Elisabeth W.: We haven't done enough analysis yet to take it off to table. There's a lot to be balance, like maintaining freight mobility, transit, pedestrians, etc. We have learned that most trips on Aurora Ave are local trips, meaning people are not driving end to end. As a result, if capacity is reduced on Aurora Ave, people driving will likely divert to other local streets. This next phase of planning will look at potential impacts on parallel streets and how we might manage additional traffic there.
- Kaid T.: The Seattle Transportation Plan (STP) lists Aurora as a potential light rail corridor. How does the STP inform the concepts?
- Elisabeth W.: A dedicated bus lane, whether side-running or center-running, preserves the space for potential future light rail on the corridor.

New Sidewalks

- Brian D.: Provided an update on the New Sidewalks Program that included the program's accelerated delivery goals compared, sidewalk project prioritization approach, walkshops, the different types of projects (traditional sidewalks at \$800k to \$1.5M per block and neighborhood walkways at \$200k-\$350K per block) and many of the specific locations where sidewalks are planned. Walkshops helped identify neighborhood priorities on access, safety, pedestrian facilities, and more. Even with accelerated sidewalk delivery, it will take 300 years to build a sidewalk on every block that is missing one now.
 - Jack W.: Please check that you are providing in-lane transit stops and bus bulbs.
 - Lucy S.: Would you build a neighborhood walkway without a wheel stop or curbed edge?

- Brian D.: Yes, we have done that if it's signed no parking.
- Lucy S.: I think wheel stops are necessary for safety.
- Chase K: How do you review previous projects where people park over pedestrian spaces? Also, building 28 blocks in the first year will not get us to 250 blocks in the first 4 years.
- Brian D.: There are instances where we go back and work towards improving the function of an existing pedestrian facility, but we don't have a specific program for that work. The first year of the levy was getting contracts in place and hiring staff, buying asphalt pavers, and implementing the systems so that we can ramp up over the 4 years to build 250 blocks in 4 years.

Adjourn: 7:01 PM

Action items

Action items below capture tasks from previous meetings and status.

Action	Responsibility	Status