

# Transit Advisory Board Meeting Minutes

## Joint meeting with the Seattle Pedestrian Advisory Board

**Date:** August 13, 2025

**Time:** 6pm – 8pm

**Notetaker:** Carolyn Birkenfeld

### TAB Member Attendance

Member	Present (X)
Priya Balan	
Deborah Barnard	X
Ashwin Bhumbla	X
Zach Burton	X
Shirley Chu	
Dana Coppernoll-Houston	X
Katie Freeman	X
Dexter Jenkins	X
Art Kuniyuki	X
Sandro Pani	X
Kyler Parris	X
Carolyn Tillinger	

### Public Comment

None

### Presentations

#### Aurora Ave Corridor Study Update

*Elisabeth Wooton (SDOT), Christa Dumpys (SDOT)*

Presentation

- A status update of the Aurora Ave Corridor Study project

Discussion

- Zach (TAB): Bus lanes on Aurora Ave will be converted to 24/7 for Revive I-5. Will this be a permanent installation?
  - The lanes will be in place throughout Revive I-5 construction and we will assess the impacts to consider their continuation.
- Zach (TAB): Is it possible to decommission 99 as a state highway? If we want Aurora to be truly multi-modal, it shouldn't be a highway.
  - This is a great point. We don't know a lot about this process but can look more into its history and similar examples on Rainier.
- Dexter (TAB): Do we know exactly how much more efficient center running bus lanes are compared to other bus lane design options?
  - We need to do more analysis to understand the alternatives better.
- Kelsey (SPAB): Is there a threshold for the amount of traffic that causes mode shift toward transit? (Also is supportive of decommissioning Aurora as a highway)
  - We did do an early analysis of mode shift in the first phase of the study. It looked at origin-destination data to see how many people started their trip in the walkshed of the corridor. It doesn't account for everything, but it did show that in segments north of Green Lake, we can expect up to 10% of trips could shift to transit. We will look into this further in the next phase of the study.
- Kelsey (SPAB): Can right turn restrictions be implemented in more locations?
  - Right turn on red restrictions have been implemented everywhere it can be, as aligned with our policy
  - The only reason we wouldn't do right turn restrictions is if it negatively impacts transit operations.
- Dana (TAB): SDOT's vision states an intention to support safe transportation. This project has transformative potential to elevate road safety and it is our chance to do something. If we want to create safety for all road users, we need to be bold about putting the needs of non-car users front and foremost. This is not just for the Seattle of now, it is for the Seattle of the future.
  - Thank you for the comments.
- Wes (SPAB): South of Green Lake has more right of way but we are proposing doing less with it. Is there a way to get more of that capacity for non-car users, such as TAB lanes?
  - Thank you for the comments.
- Sandro (TAB): Would we lose funding for SR99 from the state if it is decommissioned? Could the City consider creating a task force to streamline permitting (the ST3 City Team is doing for light rail expansion), to help speed up permitting and coordinate with WSDOT?

- Thank you for the comments.
- Kyler (TAB): Wanted to share how transformative the G Line project and its center running bus lanes are. Can we learn from the success of that project? Center running bus lanes make transit feel more legitimate, faster, and more reliable. There will be so many more people living in this area in the future, especially if we make it a place where people want to live. Let's think about this as a road passing through neighborhoods rather than a state highway where we need to maximize throughput.
  - Thank you for the comments.

## **TAB/SPAB Aurora Ave Next Steps**

- Could consider emailing the presenters to thank them for their time and share our feedback in written form
- Could write a letter to go into more detail about our feedback
- Ashwin (TAB): we need a perspective switch – we are actually increasing capacity by making it easier/faster to take transit and use other modes, instead of saying we are reducing capacity when taking away GP lanes. The CCRF specifically calls out a need for mode shift
- Could reach out to the bike board to ask their perspective on this
- Form subcommittees on the TAB and SPAB to develop a letter and bring it back to the full board for a vote

Subcommittee:	Aurora Ave Subcommittee
Members:	Zach, Ashwin, Dana (TAB) Was, Stevie Rae, Delaney (SPAB)

## **TAB/SPAB Collaboration Discussion**

Topics for potential future collaboration:

- Seattle Transportation Plan Implementation Plan
  - Tracking the current STP-IP and future ones
- STM Renewal
  - Would be great to have support from all boards on the measure renewal
  - Could be a good topics for a 4-way joint modal board meeting
- Would like to have an annual joint meeting between the TAB and SPAB
- Revive I-5 and FIFA
  - Treat it as an opportunity to have a shared voice on feedback
- Low Pollution Neighborhoods Program

- Rainier Ave

**Meeting Adjourned**

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