

## Levy to Move Seattle Oversight Committee Meeting

[Levy Oversight Committee bylaws – adopted April 2017](#)

[Move Seattle Levy legislation, approved June 29, 2015](#)

**Date/Time:** Tuesday, June 7, 2022 / 5:00 – 7:00 PM

**Co-chairs:** Inga Manskopf, Samuel Ferrara

**Location:** Video Conference

**Members present on the phone:** Samuel Ferrara, Inga Manskopf, Councilmember (CM) Alex Pedersen, Joseph Laubach, Saroja Reddy (City Budget Office), Diane Walsh (Bike Board), Maria Sumner (Ped Board), Rachel Ben-Shmuel, Geri Poor (Freight Board), Emily Percival (Transit Board)

**Members Absent:** Vicky Clarke, Dennis Gathard, Lisa Bogardus, Kevin Werner

**Guests:** Chris Eaves, Megan Hoyt, Kalen Carney, Katie Olsen, Francisca Stefan, Eleen Trang, Serena Lehman, Brian Sperry (all SDOT), Glenn Schwantes, Brian, Asher

**MEETING CALL TO ORDER:** 5:07 PM

### Welcome and roll call

Sam F: Conducted a roll call for committee members and an overview of the agenda. Katie O introduced SDOT staff.

### Public Comment:

Sam F: Asked if anyone wanted to give public comment.

No public comment.

### Agenda item #1: Freight Program

Chris E: Provided an [overview of the Freight Program](#), which is one of the four modal programs. In the next four years we are going to move to a single Seattle Transportation Plan with all modes contained. The Freight Master Plan was approved in 2016. The Levy Freight Program includes the East Marginal Way project, S Lander Street project and the Freight Spot Improvement program. The completed S Lander Overpass project significantly reduces carbon emissions that occurred prior to the construction of the new overpass. Over the course of the Levy, through 2021, we have completed 34 freight spot improvement projects. Project improvements have included changing the curb radii at intersections to enhance freight access and safety, replacing overhead signs, and improving railroad crossings.

Inga M: Do you see opportunities and challenges with the unified Transportation Plan and improvement in areas where people work?

Chris E: One of the opportunities is finding win-win multiple mode benefits within projects and programs. It can be challenging to get multiple modes to work in tandem, at times, and move projects forward. A lot of input has come directly from neighborhoods and I hope we can talk about SODO, Ballard Interbay and Duwamish, and other neighborhoods and include locations and bring them the benefits of a unified transportation system.

Joe L: I thought I read Seattle was considering allowing limited freight to access transit lanes. Is that something being looked at and are there opportunities there?

Chris E: Yes and yes. We are talking about freight lane policy and exploring freight within transit lanes in specific limited locations (possibly Westlake Ave or 15th Ave W). We are considering a pilot project. It would always be considered a transit lane with opportunity for freight at times.

Joe L: Are there other cities doing this and has it been successful?

Chris E: London has a freight/transit segment to help get through pinch points. Similarly, New York city is doing this on a transit corridor as a pilot.

Inga M: What would you like to see funded?

Chris E: Emphasizing maintenance as a equity item. Aside from the 65 projects in the Freight Master Plan, I would emphasize Harbor Island for improvements.

Sam F: It seems there's a need for more freight improvements?

Chris E: Yes, our curb space management group sets the loading zones and locations and part of the Urban Freight Lab. This work helps them better allocate curb space and understand freight goods movements and access needs for deliveries.

## **Agenda item #2: East Marginal Way Program**

Megan H: Shared an [update on the East Marginal Way Program](#). The corridor planning started in 2015. We now funding to construct the North Segment (S Atlantic St to Spokane St), which has a project estimate of \$70M. The Central Segment is from S Spokane to S Alaska. The South Segment is from Diagonal Ave S to S Michigan St. The North Segment project will improve freight mobility, enhance separation between people walking and biking and freight vehicles, reconstructs pavement, constructs weigh stations, signal improvements, and other spot improvements. We hope to start North Segment construction late this year or early in 2023 and take approximately two years to complete. We are at 60% design on the Central Segment and we will continue design after the North Segment is advertised for construction. We do not have funding to construct the Central Segment, which is estimated to cost \$10.6M. We do not have design or construction funding for the South Segment, estimated to cost \$3M.

Joe L: Is the PBL going to go from Spokane St to the Coast Guard Station?

Mega H: It will go all the way to Atlantic and connect to the Port side trail.

Joe L: What can we do to get the \$10M to build the Central Segment?

CM Pedersen: We'll have to look at everything in the context of the full \$700M SDOT budget. We don't have money to fix bridges, and other needs.

Megan H: It is a project that we could build in parts so if we are successful getting any grants we could potentially move ahead with those elements.

Chris E: I just want to note that much of Megan's work has relied on many different agencies to support the various modes we are accommodating in this corridor.

Inga M: What are some things that have been successful or challenging and what are you looking forward to?

Megan H: This has been such a complicated corridor. We had to make some tricky decisions on the protected bike lane location and other issues. Conducting a lot of small focus groups early in the project was very helpful. We have learned a lot about working with the railroads.

Inga M: Are you feeling good about getting more funding?

Megan H: Yes, based on the number of users of the corridor, I am hopeful.

Sam F: What was the original levy goal intent?

Megan H: Some of the original goal setting happened before my involvement in the project. My understanding was that we had to do a lot of outreach early on to determine to specific corridor needs.

### **Agenda item #3: Committee business**

#### *Subcommittee and modal board reports – Inga M*

Maria Sumner (Pedestrian board): Last month we had two presentations, one on an education program to slower speeds in the city and every intersection is a legal crossing, and Allison Schwartz came and presented on the Vision Zero program and the safe systems approach.

Diane Walsh (Bike board): I missed the last meeting but they had a presentation about the freight and transit policy and traffic camera enforcement. We are looking to fill six positions by September.

Emily Percival (Transit Board): Last month we heard about the transit performance policy compared to time gained for transit and build out performance policy to take into account travel time per mile, and headway consistency. We also heard about the Seattle Transit measure annual report.

Geri Poor (Freight board) - The freight board is ready to engage on the Seattle Transportation Plan.

#### *Meeting minutes for approval – Sam F*

Sam F: Any comments on the May minutes? I motion to approve the May minutes.

Inga M: I second the motion.

Sam F: The May minutes are approved.

Joe L: If we return to in-person meetings, should we move the meeting to 5:30 start time?

Inga M: We could raise this at the next meeting.

Adjourn: 6:36 PM

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