**Levy to Move Seattle Oversight Committee Meeting Minutes**

**Date/Time:** Thursday, March 23, 2017 / 5:30 – 7:30 PM **Co-chairs:** Betty Spieth-Croll **Recorder:** Elliot Helmbrecht **Location:** City Hall, L280

**Minutes Distribution List:** See Attachment A

**Members Present:** Laurie Torres, Brian Estes, Nick Paranjpye, Pat Cohn, Joe Laubach, Alex Krieg, Rachel Ben-Shmuel, Phyllis Porter, Betty Spieth-Croll, Shefali Ranganathan, Ron Posthuma

**Members Absent:** Paul Muldoon, Mike O’Brien, Ben Noble

**Guests:** Karen Melanson (SDOT), Kevin Lo (SDOT), Christine Patterson (SDOT), Genesee Adkins (SDOT), Andrew Glass Hastings (SDOT), Maria Koengeter (SDOT), Brian Dougherty (SDOT), Jim Curtin (SDOT), Kiersten Grove (Mayor’s Office), Jasmine Marwaha (Councilmember O’Brien’s Office)

**MEETING CALL TO ORDER: 5:30 PM**

**INTRODUCTIONS**

**CO-CHAIR REPORT**

Betty Spieth-Croll:

* Betty Spieth-Croll recommended Shefali Ranganathan to fill the vacant co-chair position left open by Elizabeth Kiker, and thanked all who expressed interest in serving in this capacity. The Oversight Committee unanimously agreed to the recommendation with a voice vote. Shefali will serve as co-chair through 2018. Betty’s term as co-chair expires at the end of 2017.
* The Mayor has nominated Katie Garrow and Blake Trask to fill the two vacancies on the committee. They are scheduled to appear before the Transportation Committee on 4/4 and will likely be appointed by Full Council on 4/10.

**PUBLIC COMMENT**

1. John Lisko – Sidewalks on 24th Ave SW Between Thistle and Trenton (comments below included in full from the letter sent to Oversight Committee liaison, as requested)

*I am here today in hopes of getting 24th Ave SW between Thistle and Trenton streets somehow recognized for sidewalks. I will stay through Brain Dougherty’s presentation.*

*I have lived on 24th Ave SW for 25 years, raising two kids in the house. It is a bus route, King County Metro #22. It is less than 3 blocks from Sealth High School and Denny Middle School. It is an alternative route used by traffic to get from Delridge to Westwood Shopping Center. The street is often flooded; two households have at times used sand bags.*

*In 25 years my neighbors and I have*

*1. Signed a petition seeking sidewalks*

*2. Attended community forums sponsored by City Council members and SDOT representatives. These meetings resulted in*

*-24th ave SW being paved over,*

*-25th Ave SW getting sidewalks (which is a dead end between two sets of condominiums)*

*-and two sets of ineffective speed bumps.*

*3. Voted for the levy that would support 107 new sidewalks*

*On February 2nd, 2016 I e-mailed Elliot Helmbrecht seeking an update on how to get 24th Ave SW on the list of 107 new sidewalks.*

*On October 8th, I met April Mills at the Delridge Projects workshop. She encouraged me to fill out a Flooding / Sewer Backup information sheet. I e-mailed that to Justin Twenter.*

*Justin responded that he would forward my concerns to SDOT.*

*On December 6th, I got a response from David Allen from SDOT explaining the complexities and limitations the city has with the needs on streets throughout the city*

*My understanding is the city is going to put a side walk in perpendicular to Trenton that would connect 25th Ave SW. This proposed sidewalk lies between an apartment building and an empty lot. Currently it is just a path neighbors take because there are no sidewalks on 24th Ave SW.*

*After 25 years of asking, what more can my neighbors and I do to get the city’s attention on the needed sidewalks for 24th Ave SW, between Thistle and Trenton?*

*I look forward to Brain’s update.*

1. Zach Lubarsky – concerned about Madison BRT bike lane rollbacks

*Zach is concerned about the Madison BRT bike lanes delayed and being removed from the design of the RapidRide corridor. He encouraged the committee to look at this project hard and get updates from SDOT about the design of this corridor. He mentioned the 2nd Ave protected bike lane as a project and money well-allocated.*

1. Mark Foltz – Madison BRT safety

*Mark is very concerned that the current design for Madison BRT creates safety issues and barriers for people who want to travel the Madison corridor or access BRT by bike. Isolated sections of all ages and abilities facilities are not connecting. The city should look at creating a multimodal transportation solution, extending PBL on union to Broadway. He stated that there are real safety concerns on this corridor. He stressed that design issues need to be addressed, for example, there are no protection on Spring St for bikes. Mark mentioned he helped volunteer to pass Move Seattle and believes current Madison BRT falls short of its intent.*

1. Janine Blaeloch – Lake City Greenways – Sidewalk project in lake City on 30th Ave NE

*Janine started with how dangerous it is to walk in this neighborhood because of the lack of sidewalks. While she is very grateful for the 2017 sidewalk project from 130th – 137th will leave two blocks without sidewalks (138th to 140th), nearby Little Brook. Janine wanted to alert the oversight committee to the importance of sidewalks in this neighborhood. The two blocks missing would be Tier 1 priorities for later in the levy. She stressed that this was one of the highest need areas of the city and we need to provide equity and dignity to this neighborhood.*

**PRESENTATIONS**

2016 Update and Finance Overview

*Presenters: Elliot Helmbrecht and Karen Melanson, SDOT*

* Elliot and Karen referenced the “2016 Accomplishments” document distributed to the committee
* Targets were set at the beginning of 2016 and tracked throughout the year. SDOT divisions met 33 out of the 35 goals we set as a department, oftentimes exceeding many of them. It was important to start the recently passed Levy to Move Seattle on a strong note, and SDOT crews and contractors worked diligently to meet their deliverables.
* Two programs of which SDOT did not meet or exceed in the accomplishment goals in 2016 were lane miles of protected bike lane (PBL) and neighborhood greenway installations. For PBLs – bike lane installations were briefly put on hold in 2016 while SDOT worked with the Seattle Bike Advisory Board on updating the Bicycle Master Plan Implementation Plan to provide better connectivity in the network and provide a more transparent process. Plans are now moving forward and SDOT expects to deliver 4.75 miles of protected bike lanes in 2017. For Greenways – SDOT completed both projects anticipated for 2016 but one project that we estimated to be 1.2 miles in length before installation resulted in a completed project measuring 1.0 mile. SDOT is planning to deliver 9.6 miles of neighborhood greenways in 2017.
* The remaining pages detail our 2016 levy spending and adopted 2017 budget. The format is reflective of the Oversight Committee recommendation to specifically track Levy to Move Seattle spending, in addition to overall SDOT spending on levy programs because of the large variety of fund sources that projects often utilize.
* SDOT presented to the Oversight Committee in 2016 and provided them with the information that the Department intended to spend approximately $50M of levy funds in 2016. SDOT almost hit that mark exactly by spending $49.6M. This represents 60% of the revised Move Seattle budget of $82M. Being that this was the first year of a 9-year levy, we anticipate spending to increase and hit a peak in 2019 as more projects that we started designing in 2016 (design costs being a small percentage of overall projects costs) begin their construction stages.
* SDOT was still spending BTG carry-forward money in many of the Move Seattle categories in 2016.

**Oversight Committee (OC):** At what point are you setting 2018 numbers? This is a point where the committee can provide some input on, as well as, get more of an understanding for the future.

**Karen Melanson (KM):** SDOT is currently working on 2018 budget projections and can update the committee on the progress at a future meeting.

**KM:** A large portion of levy funds is already obligated on large projects.

**OC:** What portion is obligated?

**KM:** SDOT is working on a tool that will track obligated funds and is running QA/QC on the numbers to make sure they are accurate.

**OC:** Ped/bike was one of the lowest rates of spending in 2016. It could potentially be helpful to get the breakdown of whether it was mostly ped, mostly bike, etc.

**OC:** Further breakdown of project spending would be helpful. The LMS legislation requires spending detail as described in Attachment A of the legislation. It would be helpful to have 2016 results reported in that manner.

**OC:** Some appreciate the projects budgets represented as they are now. The Move Seattle levy was about not looking at projects in a silo, but rather how they all work together.

**OC:** What is SDOT’s best takeaway from 2016?

**KM:** Proud of first year that the department had, getting to $50M was a tremendous effort.

New Sidewalk Program Update

*Presenter: Brian Dougherty, SDOT*

* Prior to BTG, very little dedicated funding source for new sidewalks. BTG was first dedicated funding source.
* In 2009 the first Pedestrian Master Plan (PMP) was developed.
* The updated PMP to be adopted in 2017 will focus on access to transit stops, schools and equity.
* The community response to the updated PMP has been about 90% positive.
* The Mayor and City Council wanted more sidewalks delivered early in the levy.
* In 2017, SDOT plans to construct 50 new blocks of sidewalk (Reminder: 45,000 blocks in the city are currently lacking sidewalks).
* Prioritization of new sidewalks is based off of the updated PMP, called the Priority Investment Network (PIN).
* An equity lens is reflected in the 2017/18 map, looking at a lot of projects in the north end and SE Seattle.

**OC:** Asked the details about the radius when determining access to schools.

**Brian Dougherty (BD):** SRTS radius is 1 miles for ES and 2 miles for HS.

**BD:** All new sidewalks are accessible to the extent possible. Curb ramps and other ADA requirements are always included. Geography is usually the toughest factor in Seattle.

**OC:** What is the ratio of low-cost vs affordable sidewalks planned for 2017/18?

**BD:** Not sure of exact ratio, but as a general rule: arterials will see traditional sidewalks and non-arterial (neighborhood streets) will see low-cost versions.

**BD:** SDOT is working with SPU to look at sidewalk projects in 24th Ave SW (the area the commenter mentioned)

**BD:** New report highlights the good results of speed zone safety cameras in school zones. SDOT is very deliberate in where these locations are selected.

**OC:** What is breakdown of school cameras, es vs hs?

**BD:** Most are in elementary school zones, but not all.

RapidRide Expansion Plan Program

*Presenter: Maria Koengeter, SDOT*

* The expansion plan program is an opportunity to layer plans from the City and County Metro Connects plan
* Every corridor will go through its own planning process
* Common Seattle RapidRide characteristics will include: dedicated bus lanes, enhanced bus stops, off-board fare collection, specialized buses, smart signal technology, and improved access to the corridors for bicyclists and pedestrians
* Each corridor has its own planning, design, and construction phase to be completed by 2025
* The corridors are all partially funded by the Levy, but also includes local partnerships with King County and Sound Transit, competitive grants, and federal funding opportunities
* RapidRide H (Delridge) and G (Madison) are currently undergoing outreach

**OC:** Can an update be provided on the Madison BRT plans in regards to the public comment about protected bike lanes?

**Maria Koengeter (MK):** Two options were looked at during the planning process for Madison BRT, decision to invest in greenways vs. PBLs were all discussed in reference to BMP. Both a greenway and PBL were included in the LPA passed by Council in 2016.

**OC:** The Seattle Transit Advisory Board (TAB) has been consulted on this project. TAB wanted a good facility on a parallel street and also recognizes the financial pressure facing this corridor.

**OC:** What is the status of federal funding?

**MK:** This is a $300M program, but only $63 is levy-funded, $60M small starts grant still needed. This future is uncertain

**OC:** Does the federal landscape change SDOT planning?

**MK:** It could. This program is designed to include federal funding. Changes to federal funding may also mean we could face more competition for other grants.

**MK:** Madison is the largest corridor project with a $120M budget. Senator Murray’s office is asking for input on her requests.

**OC:** What will taking buses out of tunnel have on DT transit?

**Andrew Glass Hastings:** SDOT is looking (with One Center City) at making 3rd Ave better for transit.

**OC:** Questions about phasing for short-term and longer-term Accessible Mt. Baker (AMB) project.

**MK:** Timing of RapidRide corridor with AMB project is being coordinated. SDOT is working on this plan to look at delivery and funding strategy so that they are phased correctly with less impact on surrounding area.

Vision Zero

*Presenter: Jim Curtin*

* Vision Zero started in Sweden.
* Our streets are very narrow in Seattle compared to other cities making Seattle one of the safest cities – but there is more work to be done.
* One of the biggest issues we have is distracted driving, up 280% since 2011.
* Key piece of Vision Zero is engineering.
* Vision Zero is impacting other large capital projects and they are planning accordingly.
* Looking at speeds in urban environments based on various factors. Used 50th percentile on Rainier and speeds are down.
* Bicycle and Pedestrian Safety Analysis – an innovative way to think about the system. Report posted at [seattle.gov/visionzero](http://seattle.gov/visionzero)

**OC:** How are serious injuries trending?

**Jim Curtin (JC):** Fatal and serious injury rates continue to decline as population grows but crashes from inattention have gone up. This is likely both due to a chance in recording and human behavior.

**OC:** SDOT is doing ground breaking work reaching out to other sources to include this data. Seattle is extremely proactive. Not all cities do this.

**NEW BUSINESS**

Future meeting topic ideas:

* Performance measurement – outcome vs. output
* “Roles and responsibilities” document
* Neighborhood Street Fund project updates and selection review
* Delridge RapidRide line and a possible mechanism to look at the design of future RapidRide corridors, including outreach summary for projects

**MEETING ADJOURNMENT: 7:35 PM**

**ATTACHMENT A**

Meeting Minutes Distribution List:

Edward Murray, Mayor – City of Seattle

Kiersten Grove - Office of the Mayor

Kevin Shively – Office of the Mayor

Ben Noble, Director – City Budget Office

Saroja Reddy – City Budget Office

City Councilmember Mike O’Brien, Sustainability & Transportation Committee Chair

City Councilmember Rob Johnson, Sustainability & Transportation Committee Vice-Chair

City Councilmember Kshama Sawant, Sustainability & Transportation Committee Member

City Councilmember Lisa Herbold, Sustainability & Transportation Committee Alternate

Scott Kubly, Director - SDOT

Karen Melanson, Deputy Director Finance & Administration - SDOT

Meeting Presenters

Oversight Committee Members

Individual Meeting Attendees (if information given)