

## 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, September 7, 2021 / 5:00 – 7:00 PM

**Co-chairs:** Rachel Ben-Shmuel, Samuel Ferrara

**Location:** Video Conference

**Members present on the phone:** Joseph Laubach, Samuel Ferrara, Patrick Taylor, Vicky Clarke, Inga Manskopf, Jennifer Lehman, Kevin Werner, Hester Serebrin, Councilmember (CM) Alex Pedersen

**Members Absent:** Ron Posthuma, Rachel Ben-Shmuel, Jen Malley-Crawford, Dennis Gathard, Ben Noble (City Budget Office), Lisa Bogardus

**Guests:** Chris Gregorich, Kris Castleman, Katie Olsen, Matt Gemberling, Jim Curtin, Brian Sperry, Allison Schwartz (all SDOT), Elliot Helmbrecht (Mayor's Office), Aaron Blumenthal (City Budget Office), Ryan Packer (The Urbanist), Shana K, Noel Miller, Silvie Reynolds, Erik Bluestein, Hillary Santini, Thomas Allen, Mike Hendrix, Joshua Swidler, Marilyn, Jake

**MEETING CALL TO ORDER:** 5:06 PM

### Welcome and roll call

Sam F: Conducted a roll call for committee members and an overview of the agenda. Chris Gregorich introduced City staff.

### Public Comment:

**Note: October 2021 Meeting Minutes state as follows:**

*Meeting minutes for approval (September 7, 2021) – Sam Ferrara*

*Sam F: Let's have SDOT revise the September minutes to reflect that the Green Lake Way project is not Levy-funded.*

*Per these minutes, it is noted that the Green Lake Way project below is not Levy-funded.*

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

Hillary Santini: I request that Green Lake Way North be opened immediately. The closure has not been transparent. This was not included in the Stay Healthy Streets. Closing this road has deactivated the area.

Silvie Reynolds: I agree with all Hillary's points. I see a lot of projects that were paused. The LOC letter advocates for completing existing projects before completing new ones. I'm confused about what I'm reading and why this project is happening.

Erik Bluestein: I also advocate for opening the road immediately. It seems this is all happening behind closed doors and the residents in the neighborhood are involved. I am concerned that bike facilities are more used by young white wealthy men and that doesn't seem equitable nor consistent with the city's BIPOC goals.

Joshua Swidler: I am supporting the requests to reopen Green Lake Way ASAP. This closure is only serving to cause massive back ups at 50th and Stone Way, increasing EMS response times, and making parking a nightmare for the folks who live in the area. In addition, I have seen at most 3 people at a time actually using this road. And I am there at least six times per week (mornings, evenings, afternoons and all peak hours). There is no benefit to keeping this street closed. This is all very disappointing.

Shana K: My comments were about the equity of Green Lake Way N project. I would like to advocate for it to open immediately, while in the design phase. We have received a lot of concern from small businesses, families, and people with mobility differences, which is opposite of the equity and inclusivity goals. I am also concerned that the funding for other projects in South Seattle have been shifted to the North, where there are many bike lanes.

Thomas Allen: I live at Green Lake at the NW terminus of the paving project. I am a cyclist of 50 years. I join others call to open Green Lake Way immediately. There are problems on the new two way system. Dong Ho Chang admitted these unresolved issues at the crossing at East Green Lake Drive North. I often see near misses when cyclists are coming westbound around the north end of the lake. It's safer the way it was.

### **Agenda item #1: Presentation on Vision Zero**

Allison S: Provided an [update on the Vision Zero program](#). The program was launched six years ago. 155 people have died and over 1,000 serious injuries have occurred since then. Our team reads every serious collision report. It's important too center our focus on the lives lost and those injured. Street design matters and we can advance our goals of safety, racial equity, and climate action goals. In a normal year we see 12,000 crashes, 20 traffic deaths, and 160 serious injury crashes. In 2020, total crashes declined but deaths went up. We see about 40,000 traffic deaths each year in the United States. For decades streets have been designed to move cars quickly. Speed, impairment, distraction, and failure to yield are consistent human behaviors we see in crashes. We are focused on creating better design and operations to address these behaviors so a mistake doesn't end in a serious injury or death.

Hester S: I want to thank Allison. She has been doing amazing work. I want to figure out how this fits into remaining levy work.

Kevin W: How do autonomous vehicles (AV) fit into Vision Zero?

Allison S: We are tracking the progress of this new technology and our focus on street design and lower speeds should facilitate adoption of AVs.

Patrick T: Where should future levy funds be directed to make Vision Zero happen?

Allison S: We need to pursue the high injury network of streets and implement more proactive smaller scale improvements. It's going to take a comprehensive approach to achieve the goal.

Joe L: The slide of behaviors are all enforcement issues. Can we look at more automated enforcement that could be applied more fairly?

Allison S: That's a great question. It is a tool that we have and will likely keep using. We have to think through what the unintended consequences are and we are doing a racial equity analysis on this now. We really want to exhaust our engineering before adding more automated enforcement.

Vicky C: We are talking about a system wide shift. Yet the current levy has a Vision Zero program. How is Vision Zero integrated across the department?

Allison S: We are not the only program doing safety work. Through our Complete Streets process we identify and address modal plans and safety issues to incorporate safety into most of our projects.

Inga M: How many pedestrian fatalities this year so far?

Allison S: 12 people walking and 3 people biking

### **Agenda item #2: Q2 report update**

Katie O, Matt G, and Brian S: Provided an [update on the Q2 report](#). The update included highlights of Q2 accomplishments such as more than 2,000 crosswalks repainted, over 5,500 sidewalk spot repairs, 19 paving and 12 transit spot improvements, and construction starting on many projects including: SW Barton St Pedestrian Safety Enhancements in Delridge, Greenway Safe Connections in North Seattle, and School Crossing Enhancements & Little Brook Sidewalks.

Jennifer L: I think the target for 2021 should be updated to reflect the 2020 deficiencies.

Vicky C: While the levy reset happened in 2018, I don't think we should state "exceeded goal" if it doesn't relate to the goal established in the original levy.

Sam F: I like the online dashboard.

### **Agenda item #3: Levy portfolio update and fall budget review**

Matt G and Brian S: Provided an [update on the Levy Portfolio](#). SDOT is moving ahead with identifying projects that could be added to the work plan to increase deliverables in five programs to ensure as much progress is made toward the original Levy ordinance goals as feasible given funding and other constraints.

CM Petersen: We should consider adding seismic bridge work.

Vicky C: How is this additional work funded?

Matt G: Through variety of sources such as project savings, unanticipated grant awards, and other sources as well.

Joe L: The Fauntleroy project was at 100% design. I understand that the Sound Transit schedule affects the timing of the project.

Jennifer L: There was a proviso for the Vehicle License Fee for the \$100M bonding projects and I'd like a copy of that report.

**Agenda item #4: Committee business**

*Subcommittee and modal boards reports - Inga Manskopf*

Kevin W: Nothing from finance subcommittee.

Patrick T: I was not at the last bike board meeting. This will be my last levy committee meeting.

Jen L: We had an advocacy agency for the unhoused give the board a briefing. We are supposed to receive a Pedestrian Master Plan update soon too.

*Meeting minutes for approval (August 3, 2021) – Sam Ferrara*

Sam F: I move that we approve the August minutes.

Inga M: Seconded the motion.

Sam F: The August minutes are approved.

Sam F: Chris G can respond to any questions or comments about the Greenlake Way N project that was commented on at the beginning of the meeting.

**Adjourn: 7:04 PM**

**Action items**

Action items below capture tasks from previous meetings. Completed items will remain on action item tracker for one additional set of meeting minutes to capture "complete" status and will then be removed.

Action item	Meeting	Lead	Status	Deadline
Look into the language "to minimize harm" used in the draft principles of success	June 1, 2021	Elliot H		
Follow up on public comment about NSF project #2019-160	June 1, 2021	Kristen S, Chris G		
Follow up on public comment about Green Lake Way project	Sept 7, 2021	Chris G		