

## 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, October 11, 2022 / 5:00 – 7:00 PM

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

**Location:** Video Conference, in-person at Seattle Municipal Tower, Room 3832

**Members present:** Inga Manskopf, Sam Ferrara, Lisa Bogardus, Dennis Gathard, Joe Laubach, Jessica Nguyen, Kevin Werner, Geraldine Poor, Stephen Sawyer, Saroja Reddy (City Budget Office), Hannah Thoreson (Councilmember Pedersen delegate), Chris Grgich (Maria Sumner, SPAB delegate)

**Members absent:** Rachel Ben-Shmuel, Maria Sumner, Councilmember Alex Pedersen (City Council)

**Guests:** Ryan Packer (The Urbanist), Rachel Schaeffer (Cascade Bicycle Club), Joy Okazaki (Kubota Garden), Elliot Helmbrecht (Mayor's Office), Katie Olsen, Francisca Stefan, Kris Castleman, Serena Lehman, Kalen Carney, Jim Curtin, Summer Jawson, Hallie O'Brien (all SDOT)

**MEETING CALL TO ORDER:** 5:03PM

### Welcome and roll call

Inga M. Conducted a roll call for committee members and an overview of the agenda.

### Public Comment:

Inga M: Asked if anyone wanted to give public comment.

Rachel Shaeffer – Policy Manager for Cascade Bicycle Club: Interested in additional money being invested in Levy bike programs during the next two years, specifically safer routes connecting Georgetown to Downtown.

Joy Okazaki – President of Kubota Garden: Spoke in support of the Neighborhood Street Fund project, 55th Ave S Sidewalk Installation. Explained that the entrance off of 55th Ave S lacks sidewalk infrastructure, and a previously applied-for grant was denied.

## **Agenda item #1: 2023-2024 SDOT Proposed Budget & Levy Portfolio Status Update**

Serena Lehman, Kalen Carney and Jim Curtin presented the [Levy Portfolio Status Update & 2023-2024 SDOT Proposed Budget](#).

### **Status Update and Proposed Budget Presentation - Serena L. and Kalen C.**

Gerri P.: Can you say more about the LOC role in overseeing TNC revenues in the past?

Elliot H.: The role of the LOC in TNC revenue oversight was not in the original scope of LOC oversight and added just a few years ago. The LOC membership at the time was a little uncertain about this new role for them. With TNC revenues quickly dropping shortly after due to COVID-19 impacts, this oversight role was not necessary. TNC revenues will now be monitored and accountable to Council through the standard budget oversight process.

Joe L.: Fauntleroy Way SW project is very important to the community; is the project still possible to complete?

Elliot H.: The design started could be utilized if/when funding becomes available. The Fauntleroy project, however, is not included in this Proposed Budget.

Inga M.: Levy has underspent due to capacity; will underspend continue to be an issue? Didn't hear a mention any specific Vision Zero new money, but looking forward to hearing about the Georgetown to Downtown bike project.

Serena L.: Competing priorities among non-Levy SDOT projects have presented challenges for crew and staff availability. We remain committed to finishing strong during the final years of the Levy to deliver on commitments.

### **Bike Safety Presentation Section – Jim C.**

Sam F.: Can you explain an upgraded Neighborhood Greenway (NGW)?

Jim C.: These have more robust measures such as more crosswalks, rapid flashing beacons (RFB); healthy streets will have street closure signs to discourage drivers from taking that route.

Joe L.: Does a bike lane with white flexposts count as a protected bike lane (PBL)? How often should we expect them to be replaced or repaired if broken? Do you have to submit through Find It Fix It app?

Jim C.: Yes, but as you may have seen around the city, we are testing other separation barriers as well. We do have a maintenance program, but people can also submit through Find It Fix It and we encourage users to do so. We know the posts themselves can be a hazard when they get knocked down.

Gerri P.: Appreciate the investments being made in bike programs, and want to encourage unique design solutions in manufacturing and industrial areas.

Jim C.: Want to make sure we are putting bike facilities in places where people will use them, such as getting to/from events and attractions, and making improvements that allow users to feel comfortable using the streets.

Chris G.: Is there any consideration given to quality versus length? If we are not building bike facilities to a high enough quality that bikers aren't seeing safety, I have concerns we are going too fast and not being diligent.

Jim C.: We would like to go out with most robust barrier we can provide. We are in the position right now to get as much mileage as possible, so we will be putting in the real estate now and we can improve upon it later. We would like to move away from using posts.

Inga M.: Thank you for the work you have done. What is the timeline and cost for the Downtown to Georgetown project?

Jim C.: We are just getting started on the planning work. Next year will be design and construction in 2024. We will pull data and report back to you on budget/cost.

Inga M.: Which greenways will you be converting into permanent Stay Healthy Streets (SHS)?

Jim C.: Ultimately we want to convert 20 miles into permanent Healthy Streets. We are looking all over town, prioritizing Beacon Hill, 1st Ave NW in Greenwood, and Bell St downtown. Moving forward we want to have a good mix of new NGWs/SHS, and work in permanent SHS conversions. Temporary signage does function, but need to make it less movable and more permanent.

Inga M.: The Georgetown to Downtown project could have impact on Vision Zero (VZ); could you talk about how VZ is integrated into bike projects?

Jim C.: We have seen serious collisions in SODO. We need to build bike facilities to connect the network and major destinations, work centers, and light rail. Without question, SODO looms large in the minds of SDOT staff. Director Spotts is doing a top to bottom review of VZ. We will leave no stone unturned. Teams are always thinking about the safety of all users on the streets, and not ignoring any experience of other users (drivers, freight vehicle drivers). We are also looking at signal phasing, i.e. APS (accessible pedestrian signals), LPIs (leading pedestrian intervals), sidewalks, and design of roadway.

Inga M.: General comment...with the cutting of bike programs in 2018, there is a lot of concern in the community such as, "Why would I vote for a Levy that can't deliver on bike promises?" If

SDOT could better communicate what was happening now to make up for that, that would go a long way towards persuading voters.

**Portfolio Status Update: Paving Program/Bridge Seismic Presentation – Serena L.**

Dennis G.: I do not see additional investment in the presentation in bridge seismic projects. Is there an accounting for where the money being added to other programs is coming from? I would like a tabulation of how that money has been spent over time in the bridge seismic program.

Serena L.: Discussed the allocation of Levy funding within the three categories of the Levy: Safe Routes, Maintenance & Repair, and Congestion Relief.

Katie O.: Shared link to [2021 Annual Report](#) with recent annual financial data for all Levy programs.

**Levy Next Steps – Serena L.**

Inga M.: Moving forward in communication, I recommend we better define things like bike safety; it's not transparent about what bike facilities have been constructed when bike lanes, NGWs, etc. are lumped together. For example, what does it mean to have these different bike facilities, X miles of PBLs, X miles of Greenways, etc.? Also, tie it to goals of Vision Zero: if we have put in X bike lanes we have seen less deaths.

Inga M.: Is Council going to make changes to the budget?

Hannah T.: This week Council Central Staff will deliver their read on the Mayor's proposed budget and transportation will be covered on Thursday, so tune in there.

Inga M.: We had lots of presentations about things that have not gone well, but not many about things that have. Looking at the green on the table in the presentation, and the dashboard, there is a lot to be happy about with this Levy.

**Agenda item #2: Committee business**

*Neighborhood Street Fund*

Sam F.: Remember to review the Neighborhood Street Fund packet. There are 17 projects to review, and the pre-meeting poll is due shortly.

*Subcommittee and modal board reports*

**Freight Advisory Board** (Geri P.) – Didn't have a September meeting. Welcoming Director Spotts next month.

**Pedestrian Advisory Board** (Chris G.) – Got new members on board. Recently walked the Aurora Ave corridor with SDOT to look at conditions and needs.

**Transit Advisory Board** – No member present for update.

**Bicycle Advisory Board** – No member present for update.

*Meeting minutes for approval*

Sam F.: Approval of minutes from September meeting

Joe L.: Called out a typo to fix.

Sam F.: Minutes approved with correction to typo.

*Other Committee Business*

Katie O.: Mentioned Bridge Seismic program meeting with Dennis G./Alex P./Elliot H./SDOT

Joe L.: I was wondering if it would be easier for people to attend in person if we move the meeting start time to 5:30?

Inga M.: What are the group's general thoughts on attending remotely vs. in person?

Geraldine P.: Can make it downtown if majority support. Would suggest moving to 5:30 if majority support. Appreciate working remote.

Lisa B.: Can come downtown. Starting at 5:30 would likely push meetings past 7pm.

Kevin W.: Online meetings increase participation. Worth trial and error to see what works most effectively.

Joe L.: Let majority decide what works best.

Katie O.: I will put together a poll on the topic for LOC members.

Inga M.: For December, let's try to commit to come in person. But if not, participate virtually.

**Adjourn: 6:41 PM**