

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, March 7, 2023 / 5:00 – 7:00 PM

Co-chairs: Inga Manskopf, Kevin Werner

Location: Video Conference, in-person at City Hall

Members Present:, Inga Manskopf, Kevin Werner, Dennis Gathard, Jessica Nguyen, Geri Poor (Freight Board), Councilmember Alex Pedersen (City Council), Steven Sawyer (Transportation Equity Workgroup), Chris Miller (Transit Board), Quinn Kelly (Bike Board), Natasha Riveron (Pedestrian Board), Saroja Reddy (City Budget Office)

Members Absent: Sam Ferrara, Rachel Ben-Shmuel, Lisa Bogardus

Guests: Greg Spotts, Jon Layzer, Wes Ducey, Kit Loo, Dusty Rasmussen, Eleen Trang, Kris Castleman, Serena Lehman, Kalen Carney, Margo Iniguez Dawes, Katie Olsen, Caryn Walline, Brian Sperry, Francisca Stefan (all SDOT), Aaron Blumenthal (City Budget Office)

MEETING CALL TO ORDER: 5:02PM

Welcome and roll call

Ing M.: Conducted roll call for committee members.

Public Comment

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

Kathleen Johnson: Asking the City to fulfill the Levy commitments for bridge work related the future West Seattle Link Light rail projects. We are asking SDOT to coordinate construction impacts on these bridge projects with Sound Transit.

Agenda item #1: Vision Zero Top-to-Bottom Review

Greg S.: Introduced the background and team that developed the [Vision Zero Program Top-to-Bottom review](#). We explored actions that we can further take to continually improve safety. My top priority is to incorporate safety into all projects and programs.

Francisca S.: Safety is linked to SDOT's other values such as sustainability, equity, and livability. As we move forward, we will be guiding SDOT's work using a Safe Systems Approach. We do this work because we care about the lives affected. This review was initiated because we want to identify why serious injuries have been on the rise. Other cities are in this situation as well. We understand the urgency of this work and want the community's feedback as we move ahead with these new strategies. The action plan will incorporate the findings of this report, which is

being shared with the public. We have been hearing from the community on our effectiveness of reducing the speed limit on the city streets over the last few years.

Jon L.: The Safe Systems Approach is used by many local agencies around the world and starts with guiding principles. There are several elements of collisions that are not directly related to street design and operations. We recently received a \$25.6M grant for safer street projects that are 90% located in underserved areas of the city. The key review recommendations include: incorporating the Safe Systems Approach into every project and program, iterative and ongoing improvements, and accelerate planning for broader systemwide implementation of proven interventions.

Francisca S.: We have prioritized five key momentum-building actions, such as prohibiting right turns on red, accelerate leading pedestrian interval installations, partnering with Sound Transit to implement a series of improvements on Martin Luther King Jr. Way S to enhance safety, engaging the public on automated enforcement to address equity concerns, and elevating the City Traffic Engineer to a new Chief Safety Officer role to align authority with accountability. I want to note that we are continuing to deliver safety corridor projects, above and beyond the goal identified in the Levy ordinance.

Kevin W.: Have you looked at the recommendations and how that may affect the future fatality numbers?

Jon L.: We have good measures of what helps reduce speeds and conflicts but we don't have a way of correlating an improvement with the number of future collisions because there is more than one risk factor involved in collisions, like human behavior, and real-world conditions at the time of a collision.

Dennis G.: How can you use statistics to develop these recommendations but you can't predict the outcomes?

Francisca S.: Before and after studies help us evaluate the performance of investments.

Jon L.: Our use of statistics is not only reactive. We also do some predictive modeling to identify higher-risk areas and identify strategies that address those risks.

Quinn K.: Have the automated enforcement projections been shared with the public? Has SDOT considered income-based fines for citations to address equity concerns?

Francisca S.: Yes, that information has been shared with our Transportation Equity Workgroup but I don't know if it has been published. [Later shared link to data on [Vision Zero Resources – Transportation](#)]

Gerri P.: Do you have thoughts on how land use relates to this work?

Francisca.: Yes, we look at specific land use and site conditions to find the tools and strategies that will be effective.

Steven S.: How much of the budget is directed to education where these projects are happening?

Jon L.: We do a lot of work to communicate how and what work we are doing. In terms of Vision Zero in general, we do have educational efforts but we don't have a good understanding of how effective these efforts have been.

Chris M.: For the planned right turn on red implementation, will it be limited to downtown only, and will it be expanded?

Francisca S.: Downtown is a high-volume and high-conflict pedestrian area so we are focusing on downtown initially. We are also looking at urban villages. At this time, we are not limiting where we would implement this strategy in the future.

Agenda item #2: Bridge Replacement Planning and Design Program Overview

Wes D.: Provided an [overview of the Bridge Planning and Design program](#) including the program background, accomplishments, equity considerations, 2023 & 2024 workplan, and future opportunities. The program includes 10 bridges and we have completed five bridge studies to date and several near-term bike and pedestrian improvements on or near bridges including: Ballard Bridge, 1st Ave S, 39th and E. Pine St. and University bridges. The alternative analysis phase helps us identify the bridge rehabilitation or replacement options, conceptual costs and constraints like environmental or right of way issues. We are currently working on the five remaining studies this year and plan to wrap all studies up by the end of 2024.

Councilmember Pedersen.: What is the status of the planning for the northern approach of the University Bridge?

Wes D.: We have replacement concepts and we had a workshop on it this week. I don't know the status of the schedule and funding of the construction phase.

Kevin W.: What would you recommend doing differently for the next levy? How did SDOT decide on these bridges?

Wes D.: Would reiterate thoughts on equity and prioritization. These bridges are approaching the end of their service life, even though we continue to do inspections and maintenance. Therefore, they are high priority bridges to address.

Kevin W.: How do you think about equity for bridges?

Wes D.: One example is the traffic detour impacts to the Duwamish Valley community when the West Seattle Bridge was closed.

Quinn K.: What are your thoughts on the vertical delineation design solutions on bridges for protected bike lanes?

Wed D.: That's a technical design detail that I'm not familiar with.

Geri P.: How is SDOT's thinking about planning for seawalls and other walls?

Wed D.: Planning for those structures are outside of this program.

Agenda item #3: Committee business

Draft 2022 Annual Report Letter from committee

Inga M.: We are going to go through the draft letter and suggested edits by members. Please chime in if you want to add any accomplishments.

Kevin W.: These accomplishments came from SDOT. I think these are great accomplishments and that they are significant. The leverage section notes the promises that were not met due to lack of funding.

Dennis G.: I'd like to express the lack of information that we have available. As a committee, we should be able to dig deeper into the details.

Steven S.: I suggest adding something about education for Vision Zero improvements. I suggest we add something about equity as well.

Inga M.: I move to approve the letter.

Kevin W.: I second the motion.

Inga M.: After a vote, the letter is approved.

Subcommittee and modal board reports

Quinn K.: (Bike Board): Nothing to report.

Natasha R.: (Pedestrian Board): Nothing to report.

Geri P.: (Freight Advisory Board): In our February meeting, we learned about the West Marginal Way protected bike lane project and our next meeting we will hear about Vision Zero.

Chris M.: (Transit Advisory Board): Nothing to report.

Adjourn: 6:42 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 |
|---|---------------|------|---|-----------------------------|
| Quinn: What are your thoughts on the vertical delineation design solutions on bridges for protected bike lanes? | March 7, 2023 | SDOT | Answer: The flexible vertical delineators are necessary on some of the bridges because of the need to be able position the UBIT (under-bridge inspection truck) to allow us to be able to inspect the bridge. | April 4, 2023 (LOC meeting) |
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