

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, April 5, 2022 / 5:00 – 7:00 PM

Co-chairs: Inga Manskopf, Samuel Ferrara

Location: Video Conference

Members present on the phone: Samuel Ferrara, Inga Manskopf, Kevin Werner, Councilmember (CM) Alex Pedersen, Rachel Ben-Shmuel, Geri Poor (Freight Advisory Board), Emily Percival (Transit Advisory Board), Joseph Laubach, Dennis Gathard, Saroja Reddy (City Budget Office)

Members Absent: Vicky Clarke, Lisa Bogardus, Maimoona Rahim (Bike Advisory Board)

Guests: Kalen Carney, Kris Castleman, Katie Olsen, Francisca Stefan, Ashley Rhead, Eleen Trang, Serena Lehman, CJ Holt, Brian Sperry, Madison Linkenmeyer (all SDOT), Elliot Helmbrecht (Mayor's Office), Aaron Blumenthal (City Budget Office), Ryan Packer (The Urbanist),

MEETING CALL TO ORDER: 5:01 PM

Welcome and roll call

Sam F: Conducted a roll call for committee members and an overview of the agenda.

Public Comment:

Sam F: Asked if anyone wanted to give public comment. No public comment.

Agenda item #1: 2021 Annual Report

Brian S: Provided an [overview of the 2021 Annual Report](#). Brian noted that we completed most of our planned accomplishments except for a few projects in the Vision Zero, AAC and Bridge Seismic programs. These programs have projects scheduled to finish in 2022, pending the concrete strike. In each of the last three years we exceeded \$200M in spending. The new dashboard matches our quarterly reports. In general, the concrete strike has been impacting many project schedules.

Inga M: Can you talk a little more about the channelization when it is complete?

Brian S: The project includes new signal phasing, sidewalks, and ramps to improve pedestrian crossings.

Joe L: After a project is completed, does SDOT revisit the condition of the project and improvements. Noticed that some that wasn't replaced not in great condition. How do we evaluate the project?

Brian S: Typically, after the project is complete there is fine tuning afterwards. In terms of specific poor pavement sections, it is hard to comment/respond not knowing the specific location. Unfortunately, there isn't enough funding to fix everything. There is more need than funding.

Rachel B: What are the kinds of things SDOT can do while the concrete strike is going on?

Brian S: Our teams are working together on how they can advance projects despite the concrete strike.

Francisca S: Some concrete is moving including today at the West Seattle Bridge.

Sam F: Are any non-union drivers delivering concrete to SDOT projects?

Francisca S: Three weeks ago, there was some movement in the negotiations with three of the suppliers and they started some limited deliveries and we have been seeing deliveries to our Madison St and West Seattle Bridge projects.

Kalen C: Provided a financial summary of 2021 ([overview of the 2021 Annual Report](#)). Overall SDOT spent \$216M in 2021. We did have some underspending in 2021 due to grant delays, shifting some construction work into 2022, crew limitations, delays in the grant funded partnership Intelligent Transportation Systems projects.

Inga M: What happens to the underspend or unspent funds at the end of the year?

Kalen C: It carries over into the follow year for projects not yet completed unless there's a budget action to move funds from a different program.

Geri P: We have had success in the Freight Spot Improvements Program and it's nice to highlight those projects as well.

Brian S: Thanks for mentioning that, Geri. Yes, the Freight Spot Improvement Program continues to deliver very important projects to facilitate truck turning, enhance safety, and improve crossings near railroads. I apologize for not mentioning those highlights. They are included in the annual report and dashboard.

Agenda item #2: Safe Routes to School Update

Ashley R: Shared an [update on the Safe Routes to School Program](#). The program's goal is to deliver 9 to 12 projects each year in school areas. There's \$600 to \$800K in levy funding each year plus school zone camera revenue and other local funds. We launched a five-year action plan in 2015. We have awarded over 100 mini grants, delivered driver safety campaigns at schools, and conducted a retrospective racial equity analysis in 2019. This analysis engaged thousands of residents at many events and includes an updated action plan to guide the program work plan beyond 2021. This program delivers improvements such as sidewalks, crossing improvements, signal upgrades, and street trees.

Sam F: What are your thoughts for implementing this program in a future levy?

Ashley R: We are so successful in meeting our levy deliverable commitments each year because we have other fund sources like school zone camera funds and our projects are very scalable.

These two elements give us a lot of flexibility in how we deliver the program. In addition, we have some great tools, and that helps us address the various needs of the communities as well.

Kevin W: You have accomplished a lot with not a lot of resources so nice work. How do you partner with other programs?

Ashley R: We are always coordinating with other programs that promote walking, biking and safety like the Vision Zero, New Sidewalks and Bicycle Safety programs. We also coordinate with the paving program and have partnered when there is a paving project near a school zone.

Inga M: Do you know the factors that determine if people will walk or bike to school?

Ashley R: The quality of the environment makes a big difference as to whether people will walk or bike to school. We are planning to conduct another survey on these factors.

Rachel B: This is a great update and I would like you to come back more often and share updates.

Ashley R: At the Wing Luke school, we are doing a design competition for a path that would lead kids from the school. And there are many other interesting elements to this project.

Agenda item #3: Cost Effective Asset Management - Pedestrian Bridge Case Studies

Francisca S: Shared an [update on the Bridge Seismic Program](#) and two pedestrian bridges and how SDOT might proceed managing these two assets. In the Fall of 2020, we had completed the bridge concept design reports for all 16 bridges. At that time, we chose to defer 5 bridges due to their cost. We are at 30% design on the Aurora pedestrian bridge and this project is estimated to cost about \$2M. The Delridge seismic project is estimated to cost \$4M to \$5M. Some considerations for grade separating a roadway from pedestrian crossing includes vehicle speeds, collision history, traffic and pedestrian crossing volumes, and other factors. Aurora has 58,000 vehicles on it daily. About 515 people cross the bridge daily. Delridge carries 20,000 vehicles a day and we have about 50 people crossing the bridge and 80 people crossing the road daily. We are considering removing the Delridge pedestrian bridge and investing in at-grade crossing improvements, and other improvements to the neighborhood like placemaking. We have had some discussion with the community and have conducted a survey in the community. We heard a lot of people like the bridge, and many have construction fatigue. We plan to continue to engage with the community and further explore the cost and scope for this project. On the Aurora bridge we plan to move ahead with design of the seismic improvements.

Sam F: We need to prioritize the funding we have since it's limited as well as safety. At what point would we install a new Delridge bridge?

Francisca S: That is a consideration and at some point it doesn't make sense for a new bridge due to the low crossing volumes.

Rachel B: Why is the bridge there when you have more pedestrians use the at-grade crossing? What could you do instead of retrofitting the bridge? That seems promising to me.

Sam F: I agree that usage is an important consideration and I agree with Rachel's thoughts.

Sam F: Can this be resolved later?

Francisca S: Should there be a seismic event and the City hadn't done the seismic upgrade but had identified the need, that could be an issue. I would have hesitation about delaying it too long.

Sam F: I think we all would encourage more community outreach.

Joe L: Do pedestrians decrease vehicle speeds?

Francisca S: That's a great question and I know there are many factors that affect vehicle speeds. I'm not sure how pedestrians affect speeds.

Agenda item #4: Committee business

Subcommittee and modal board reports – Inga M

Emily WP (Transit board): In March, we heard West Seattle Ballard Link Extension EIS. We looked at it from a transit perspective. Many alternatives that disrupted transit least during construction are the least desired for transit connections.

Geri P (Freight board): We had a presentation on the Seattle Transportation Plan. And I hope we'll be able to continue prioritizing freight spot improvements.

Meeting minutes for approval – Sam F

Sam F: Any comments on the March minutes? I move to approve the March minutes.

Inga M: I second the motion.

Sam F: The March minutes are approved.

Adjourn: 6:48 PM