

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, December 6, 2022 / 5:00 – 7:00 PM

Co-chairs: Inga Manskopf, Sam Ferrara

Location: Video Conference, in-person at City Hall

Members Present: Sam Ferrara, Inga Manskopf, Kevin Werner, Dennis Gathard, Jessica Nguyen, Joe Laubach, Geri Poor, Alex Pedersen (City Council), Rachel Ben-Shmuel, Chris Miller (Transit Board), Quinn Kelly (Bike Board), Saroja Reddy (City Budget Office)

Members Absent: Lisa Bogardus, Steven Sawyer, Maria Sumner

Guests: Kris Castleman, Serena Lehman, Kalen Carney, Jonathan Dong, Maria Koengeter, Katie Olsen, Brian Sperry, Francisca Stefan, David Burgesser, Katie Bell Sata, Margo Dawes (all SDOT), Ryan Packer (The Urbanist), Edwin Cante, Steven Otter

MEETING CALL TO ORDER: 5:03PM

Welcome and roll call

Inga M.: Conducted a roll call for committee members.

Public Comment

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

No public comment.

Agenda item #1: New Sidewalks and Crossing Improvements Program

David B. and Katie S.: Shared an [update on the New Sidewalk and Crossing Improvements program](#). The New Sidewalks program has about \$45M in Levy funding and \$43M in other local funding sources. We have been averaging construction of about 31 blocks of new sidewalks each year. The scale of projects has an impact on how many blocks we can deliver each year. We have been conducting a racial equity analysis to determine how to best prioritize resources and better understand the needs of communities. We are on track to achieve 250 blocks of new sidewalks (mixture of traditional concrete and cost-effective walkways) over the life of the Levy.

Geri P.: I hope when you think about the Freight Advisory board that you could include us.

Kevin W.: Can you put into perspective the total # of blocks and how were those numbers established? Can you elaborate on the goals you would use instead of blocks?

David B.: We have 45,000 blocks in the city and about 11,000 blocks are missing sidewalks. Each year we prepare an implementation plan that lays out the prioritization for planned work.

Kevin W.: I'd love to hear more about what you think the metrics would be for the next Levy.

Joe L.: The city is going more towards the cost-effective sidewalks. Are they as safe as traditional sidewalks?

David B.: It's not something that can be easily measured. Often collisions happen when crossing the street. We don't have that many along the roadway type pedestrian collisions.

Sam F.: Are there barriers besides cost?

David B.: Yes, but we look to how we can provide the best facility. Sometimes it is a cost-effective walkway.

Inga M.: Were the new sidewalk projects equitably distributed?

David B.: That's not something we have now but we do include equity as criteria in prioritizing projects.

Inga M.: Can you speak to how we can deliver more?

Katie Bell S.: Now that the West Seattle Bridge has reopened, we have more crew capacity and we have worked through the backlog from the concrete strike.

Inga M.: Can you talk about the situation of community members striping crosswalks?

Francisca S.: We were working on that specific crosswalk, and we are working on a project on how to improve that crosswalk.

Dennis G.: What's the ratio of cost between crew and contractor delivered work?

David B.: The most cost-effective projects are developed for crew delivery. Typically, they are about 25% of the cost of a contractor delivered project.

Agenda item #2: Transit Spot Improvement Program

Maria K. and Jonathan D.: Shared an [update on the Transit Spot Improvement program](#). This program was started in 2010 to align capital investments with Metro service as transit expanded in Seattle. The goal is to complete at least 20 spot improvements each year. We can leverage levy funding with partner agencies. We consider equity as we prioritize work to make transit safe, affordable and reliable. The program goals are to reduce travel delay and increase reliability

for buses as well as improving safety and the passenger experience. Some example projects include bus only lanes (red), transit queue jumps, and transit signal priority.

Inga M.: It seems that cars don't know what to do between 66th and 65th? What do you attribute exceeding your goals each year to?

Jonathan D.: That project is not yet completed. The lane markings and signage still need to be installed and that should help with the any confusion. We have funding from other sources like METRO and the Seattle Transit Measure and we partner with other Levy programs too.

Chris M.: Can you speak to the installation at 15th Ave and E Harrison St and the difference between design options?

Jonathan D.: We needed to extend the zone by installing a concrete curb bulb but the sidewalk was not in good condition and concrete would have been very costly. We looked at a bus platform instead to avoid rebuilding the sidewalk (due to cost).

Kevin W.: Do these projects benefit other transit agencies?

Jonathan D.: The program was originally created as a partnership with Metro. A lot of these projects benefit the transit agencies while at the same time help city transit riders and helps to address congestion. The other transit agencies provide grant funding towards many of these spot improvements, often projects are 90% reimbursed by these transit agencies.

Agenda item #3: Q3 Report

Serena L.: and Kalen C.: Shared the [highlights of the 2022 Q3 Levy Report](#). We completed work on Sand Point Way, including new sidewalks, curb bulbs, crossings, as well as traffic signals. We have completed new protected bike lanes, and Neighborhood Street Fund projects. We completed two seismic retrofit designs. We have continued construction on three transit corridors (Routes 44, 7 and the G Line).

Inga M.: Why the Q3 spend variance?

Kalen C.: The concrete strike and West Seattle Bridge affected our variances significantly.

Agenda item #4: Delridge Pedestrian Bridge

Wes D.: Shared an [update on the Delridge Pedestrian Bridge project](#). Working with the community and exploring factors about usage, condition, and feasibility of other crossing treatments, we learned that more than 90% of respondents wanted to keep the structure. We are moving ahead with seismic retrofit design in 2023.

Agenda item #5: Committee business

LOC position elections

Inga M.: We will have the Vice Chair and Co-Chair positions open. I'd like to nominate Kevin for Co-Chair for next year.

Sam F.: I second the motion.

Kevin W.: I accept the nomination. We also have an open Secretary position.

Inga M.: All in favor of electing Kevin? Unanimous. Alright, Kevin will be the new Co-Chair.

Subcommittee and modal board reports

Geri P. (Freight Advisory Board): This Thursday we have our winter meeting and the SDOT Director will brief us.

Chris M. (Transit Advisory Board): We published a letter in support of some City budget initiatives. Our next board meeting will be at the end of December.

Meeting minutes for approval

Inga M.: Any changes to the October minutes? I move we approve the October minutes.

Sam F. I second the motion.

Inga M.: The October minutes are approved.

Rachel B.: I propose we approve the November minutes.

Sam F. I second the motion.

Inga M.: The November minutes are approved.

Adjourn: 7:00 PM