

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 5, 2024 / 5:00 – 7:00 PM

Co-chairs: Geri Poor, Kevin Werner

Location: Video Conference, in-person at City Hall

Members Present: Inga Manskopf, Kevin Werner, Sam Ferrara, Geri Poor (Freight Board), Jessica Nguyen, Alex Bejarán Estévez, Saroja Reddy (City Budget Office), Donna McBain Evans, Tyler Blackwell, Lisa Bogardus, Dennis Gathard, Councilmember Rob Saka, Clara Cantor, Delaney Lind (Pedestrian board), Ashwin Bhumbra (Transit board)

Members Absent: Rachel Ben-Shmuel

Guests: Meghan Shepard, Elsa Tibbits, David Burgesser, Ben Hansen, Francisca Stefan, Margo Iñiguez Dawes, Kris Castleman, Serena Lehman, Kalen Carney, Katie Olsen, Bill LaBorde, Brian Sperry, Andrew Merkley Caryn Walline (all SDOT), Ryan Packer (The Urbanist), Patricia Killam, Doug MacDonald, Susan, Joseph R., Shefali R., Mike Lindblom

MEETING CALL TO ORDER: 5:01 PM

Welcome and roll call

Kevin W.: Conducted roll call for committee members.

Katie O.: Introduced City staff.

Public Comment

Kevin W.: Asked if anyone wanted to give public comment. No public comment.

Agenda item #1: Vision Zero Update

David B.: Provided an [update on the Vision Zero Program](#). Since launching the program in 2015 we have seen an upward trend in serious injuries and fatalities. We have seen many positive results on our vision zero projects. There's more need for widespread treatments like those we have been installing. Driver inattention makes up about one third of crashes. High speeds make up a little over 20% of the crashes. And driving under the influence accounts for about 16% of crashes. More crashes occur at night and there are many other factors that make up the collision trends that we are targeting for treatments. Our recent Top to Bottom review included many recommendations that we are now incorporating into our program delivery. No turn on red signs and leading pedestrian intervals are two treatments we have been implementing across the city. We are developing a 2024-2026 Vision Zero Action Plan that serves as our program implementation roadmap and builds on the Top to Bottom review recommendations. The plan includes 22 strategies and over 80 actions including specific measurable targets and

projects. We are taking a data-informed approach to prioritizing projects and treatments. We use this data to implement responsive treatments and post collision treatments as well as proactive approaches involving treatments and projects to scale up the delivery of treatments that we know are effective. We will be publishing the Vision Zero Action Plan by the middle of April.

Clara C.: Does the Vision Zero dashboard include data or forward-looking plans and forecasts?

David B.: Initially, it will have historical collision trends in addition to information about some of our treatments. In the future, we would like to add project plans.

Donna E.: On the key actions slide, why do you limit traffic calming to non-arterial blocks when a lot of collisions are on arterials.

David B.: We also implement traffic calming on arterials, and we have some projects planned for this year.

Alex B.: You mentioned barriers between modes; is there a plan to implement more projects with barrier type separations?

David B.: In some situations, we will implement those type of modal separations. It really depends on the situation.

Saroja R.: When will we get 2023 collision data? How do you define success in this program?

David B.: We usually have all the data and publish it within the first 3 to 4 months of the new year. The goal is to reduce serious injuries and ultimately eliminate fatalities. We are tracking collision trends and looking for reductions in these types of collisions that result from the strategies and projects we implement.

Geri P.: What strategies do you bring to different parts of the city?

David B.: For freight areas we have strategies for rail crossings or conflicts with other modes. A lot depends on the street type. And we collect a lot of data to determine the existing operations conditions and then we explore various treatment options.

Inga M.: What is a serious injury compared to an injury? We have had lots of deliverables, but they haven't resulted in outcomes. What are the Vision Zero deliverables in 2024 going to accomplish?

David B.: There's a federal definition for a serious injury. I don't have those thresholds to share with you now. In terms of metrics, we do a lot of before and after studies. We have seen substantial benefits from many of our past treatments and projects. We need more resources to make this happen faster. We use prioritization factors to target the highest need areas.

CM Rob S.: We need to make sure we have equitable enforcement. What kinds of federal funds are available to support the Safe Systems Approach?

David B.: There are several funding opportunities. We recently we awarded a \$25M safe streets grant. We partner with other projects that compete for a wide range of grant opportunities as well.

Kevin W.: If we hadn't made the levy investments how much worse would it have been.

David B.: I can't say as there are so many factors involved. I can say that we have seen reduced collisions as a result of many of our projects and treatments.

Agenda item 2: Arterial Paving Asset Management

Meghan S.: Provided an [update on the Arterial Paving Program Asset Management](#). Pavements are one of our seven highest value asset classes. We have better information than we've ever had, including the Seattle Transportation Plan and the soon to be completed Transportation Asset Management Plan and Bridge Seismic Asset Management Plan. We have 1,548 lane-miles of arterial streets and 2,396 lane miles on non-arterial streets. When we pave a street there are several other elements that we need to address like the type of pavement needed to support the vehicles, people, and bicycles using the street as well as utilities, transit elements, safety treatments, etc. so that it becomes a better and safer street for all users. We have two levy funded programs: Arterial Asphalt and Concrete and Arterial Major Maintenance (paving spot improvements). About 20% of our pavements are in poor condition and need rehabilitation (estimated to cost \$416M) and about 18% are in very poor condition and need reconstruction (estimated to cost \$1.4B). These costs do not include addressing and improving sidewalks, crossings, safety, traffic operations or transit elements. We are considering broad transportation investment needs in the levy renewal, including safer streets, reliable infrastructure, and connected neighborhoods.

Clara C.: What is the thought behind not considering sidewalk costs in these estimates?

Meghan S.: When we are working on a corridor, we do take sidewalk and other costs into consideration.

Ashwin B.: What other elements are you looking at when developing a paving project?

Meghan S.: For each project we have to assess the needs. For example, some streets are transit and may need transit elements or safety elements. Other streets may be in our bicycle master plan and we would explore adding bike facilities.

Sam F.: What is SDOT planning to do about non-arterial pavement conditions?

Meghan S.: As we think about other funding sources that is an asset that we would like to direct more investment.

Kevin W.: Talk us through the funding available vs the need.

Meghan S.: It depends on the asset condition level we are trying to achieve. We have staff exploring this topic as part of the Transportation Asset Management Plan.

Saroja R.: What's the Pavement Condition Index (PCI) range we are trying to achieve?

Meghan S.: That would be a good discussion item for a future meeting.

Agenda item 3: Committee Business

LOC Draft Recommendation and next steps

Committee members discussed the draft letter and potential revisions to their recommendation letter.

Geri P.: I move to approve the letter.

Alex B.: I second the motion.

Kevin W.: If there's no objections the letter is approved.

Subcommittees and modal board reports

Donna E. (Bike board): We had a joint meeting with the pedestrian advisory board, and we received an update on the levy renewal and Seattle Transportation Plan and Route 40 project.

Delaney Lind (Pedestrian board): We had a joint meeting with the Bike advisory board. and we received an update on the levy renewal and Seattle Transportation Plan.

Geri P. (Freight board): We heard about the Seattle Transportation Plan in January and had a levy update in February.

Ashwin B. (Transit board): We also received an update on the levy renewal and Seattle Transportation Plan and Route 40 project.

Meeting Minutes for Approval

CM Rob S.: I motion to approve the February minutes.

Geri P.: I second the motion.

Kevin W.: The February minutes are approved.

Adjourn: 6:48 PM

Action items

Action items below capture pending tasks from this and prior meetings.

Action item	Meeting	Lead	Status	Deadline
Share the data behind the chart on slide 5 .	Nov. 2023	SDOT	Working on request.	ASAP