

Seattle Transportation Levy Oversight Committee (LOC) Meeting

Date/Time: Tuesday, May 5, 5-7pm

Location: In-person at Seattle City Hall Room 370 & Online

Members Present:

- Jack Brand
- Lynda Firey-Oldroyd
- Kaid Ni Ray-Tipton
- Jack Whisner
- Geri Poor
- Zach Burton
- Tyler Vasquez
- Rafi Ronquillo
- Steve Pumphrey
- Lisa Bogardus
- Wes Mills
- Timothy Chang
- Lucy Sloman
- Chase Kitchen
- Councilmember Rob Saka
- Saroja Reddy, City Budget Office Director, delegate
- **Members Absent:** Harrison Jerome, Nafiso Samatar

Guests:

- **SDOT:** David Burgesser, Andy Merkley, Serena Lehman, Meghan Shepard, Katie Olsen, Alex King, Simon Blenski, Kalen Carney, Bill LaBorde, Francisca Stefan, Julia Jannon-Shields, Sara Colling, Rahi Patel
- **Members of the public:** Ryan Packer, Nat Henry, Doug MacDonald

MEETING CALL TO ORDER: 5:00 PM

Welcome; Introductions

- Katie O.: Facilitated roll call for committee members.

Public Comment

- Katie O.: This is a time for any members of the public to give public comments if they wish.
 - Doug McDonald: There's a need for a thorough look at Vision Zero and I support the proposed audit. I provided public comment in writing as well.

Committee Business

- Tyler V.: Called to vote to approve April minutes; minutes have been approved.

Vision Zero, School and Neighborhood Safety Presentation and Q&A

- Katie O. Introduced speakers and presentation.

- Alex K.: Shared some of the ways that these programs are implementing transportation equity.
- David B.: Provided a presentation on the Vision Zero Safety program and how projects are selected and implemented. The program is focused on addressing the most severe collision areas in the city. We have been seeing fewer crashes where we have implemented improvements. We deploy treatments where they are most needed. We have a list of high priority projects that we are planning to deliver during the life of the levy. SDOT has adopted the Safe Systems Approach, which includes 80 specific and measurable actions that are incorporated into our Vision Zero Action Plan. Lowering speeds is a critical factor in reducing the severity of crashes and a focus area of our program. Implementing Leading Pedestrian Intervals (LPIs) can enhance safety at intersections and we have implemented this strategy extensively across the city. We have a high injury network map, citywide speed data, and high collision locations that we are regularly updating to facilitate prioritizing the highest collision areas. We implemented many projects in 2025, including intersection upgrades on Rainier Ave S, the N 130th St Vision Zero project, traffic calming on Furhman Ave E, and many others. In 2026, we are continuing to deliver projects and updating our action plan.
 - Steve P.: How does SDOT achieve speed management?
 - David B.: In 2021, SDOT reposted many of the streets to 25mph, and we have implemented many other tools like traffic calming, speed cushions, and narrowing lanes to facilitate lower speeds.
 - Steve P.: Many of these tools don't stop speeders. Why is the City adverse to use technology to enforce speeding?
 - David B.: We have automated cameras in school zones.
 - Steve P.: What about racing zones?
 - David B.: We are exploring the use of cameras in other areas like racing zones.
 - Jack W.: Have you collected data on the No Turn on Red outcomes? It seems we should apply this where there's a lot of pedestrians like Aurora, but it can slow buses down. Have you asked Metro for this data?
 - David B.: We did engage with Metro closely on Aurora Ave but we didn't ask for that data specifically.
 - Timothy C.: Is there a reason that the City does not just restrict no right turns on red everywhere, and simply installing signs where it is not allowed?
 - David B.: Based on how state law is worded, SDOT still needs a sign at each location designating No Turn on Red.
 - Chase K.: How does SDOT distinguish between leading and trailing indicators as it relates to traffic deaths? Fatal collisions should be treated as an emergency.
 - David B.: It takes several days for traffic collision data to be transmitted from the police to SDOT. We keep track of all the data and trends. We visit all fatal crash locations to assess the conditions. We collect additional data from the King County Medical Examiner. I should have more information, in the coming months, to share about the remedial timing following fatal crashes.
 - Francisa S.: We do use data and technology to implement proactive improvements. That's a key part of our implementation strategy.

- Lynda F.: I offer these suggestions: (1) Make sure the data you have is legitimate. We have noticed it does not match data we have on Rainier Ave S at times. (2) Collaborate much more with SPD on traffic enforcement. (3) Hold a safety summit with key partners like SPD.
- Jack W.: At 9th Ave, how will you handle the Route 2 intersection?
- David B.: We have done some channelization work and some signal work there as well.
- Jack B.: As more bus-only lanes are going in on Rainier Ave, drivers start to use these as passing/speeding lanes when no buses are present. Are Vision Zero staff involved in mitigation for this?
- David B.: We are partnering with the Rapid Ride project team and we are looking into how to improve that issue.
- Rafi R.: Is there a standard duration for LPIs? I notice areas that older adults use may benefit from longer lead times.
- Andy M.: The timing for LPIs is typically a 3 to 4 second leading interval for pedestrians to get out into the crosswalk before the light turns green. We can implement longer phases like 7 seconds with specific equipment.
- Geri P.: Can you speak to how you approach freight areas with transit, bikes and scooters sharing the right of way?
- David B.: It does get more challenging with more overlapping uses. We try to be a little more creative in these areas.
- Timothy C.: It's important to evaluate the projects after they are completed like the Beacon Hill project. Can you share an example of a post-project completion evaluation within the past few years?
- David B.: We typically wait about three years post-project completion to see meaningful shifts in crash volumes. We have seen some significant shifts in speed reduction. We will have more data to share soon.
- Sara C.: Provided a presentation on the Safe Routes to School program and how projects are selected and implemented, including geographic equity, safety, engagement, opportunity, and where students live. We are planning to implement at least 70 projects over the life of the levy. This program supports healthier kids and communities through improved street designs and community support. Our data shows consistent increases in students walking and biking to school. We partner with the Vision Zero program and we have seen a 20% reduction in speeds after implementing speed reduction measures. The Sand Point Elementary school is an intersection crossing improvement project we delivered last year. The Maple Elementary school project includes a street closure to enhance safety and provide more space for students.
 - Rafi R.: Are levy dollars used for bike racks?
 - Sara C.: Yes, we have installed some bike racks with levy dollars.
 - Member: Does this program extend to local colleges?
 - Sara C.: In this program, we focus on K through 12. Free use transit has been a big benefit for students. However, there are major investments outside SDOT's work that support access to higher education like the Northgate Pedestrian Bridge to North Seattle College.

- Geri P.: What percentage of funding is levy funding?
- Sara C.: We get a majority of funding from the automated enforcement program and some from the levy. We sometimes receive state grants too.
- Simon B. and Julia J.-S.: Provided a presentation on the Neighborhood Initiated Safety Partnership (NISP) program. We plan to build at least 10 projects during the life of the levy. This could include improvements on safety, mobility, crosswalks, sidewalks and transit access. We have selected 19 projects across 12 neighborhoods that we plan to build by the end of 2027. And we are identifying about 10 more projects to build over the next few years. Most projects are smaller spot improvements and can be built by SDOT crews. We work closely with communities and other city partners to help identify community priorities, address equity and safety issues, and improve livability.
 - Tyler V.: What is the difference between the work you will be doing and the standard public engagement team's work?
 - Julia J.: Public engagement is mostly term-limited and project-based, focused on projects like on our Capital Projects. This is other engagement that is more widespread across an entire community and that extends beyond the completion of a single project.
 - Jack B.: Do you expect to expand beyond the neighborhood areas selected now and when?
 - Simon B.: Yes, we plan to expand to other neighborhoods over the next few years.
- Rahi P.: Provided a presentation on the Neighborhood Scale Traffic Safety program. This could include improvements on safety, mobility, crosswalks, sidewalks and transit access on non-arterial streets. We have started traffic calming projects in Alki, Rainier, Bitter Lake, and Northgate. Our Home Zones projects are focused on neighborhood circulation to facilitate comfortable walking and biking. Our data shows lower speeds after traffic calming devices have been implemented. In 2026, we have several more spot improvement and home zone projects that we are delivering, including Beacon Hill, Dearborn, and Little Brook. Rahi also proposed a life of levy target of 58 projects, both large and small, completed under this program, and asked for reflections from the group.
 - Rafi R.: How do you identify potential project areas?
 - Rahi P.: When we hear a community has concerns, we can discuss both traffic calming and home zone options with the community to determine the best approach.
 - Lucy S.: For a life of levy target, I think it makes the most sense to separate it into one target for Home Zones and one target for Neighborhood Traffic Calming projects.
 - Meghan S.: Thank you! That is the exact kind of feedback we are looking for. We will circle back with next steps.
- Meghan S.: Announced the launch of recruitment for the Transportation Funding Task Force and introduced Alex King as the interim LOC liaison through end of 2026.

Adjourn: 7:05 PM

Action items

Action items below capture tasks from previous meetings and status.

Action	Responsibility	Status