

# Levy to Move Seattle Oversight Committee Meeting Minutes

[Levy Oversight Committee bylaws – adopted April 2017](#)

**Date/Time:** Tuesday April 2, 2019 / 5:30 – 7:30 PM

**Co-chairs:** Betty Spieth-Croll, Ron Posthuma

**Location:** Seattle Municipal Tower, Room 4050/4060

**Members Present:** Lucas Simons (for Alex Rouse); Ron Posthuma; Betty Spieth-Croll; Patrick Taylor; Todd Biesold; David Seater; Joseph Laubach; Lisa Bogardus; Hester Serebrin; Councilmember Mike O'Brien

**Members Absent:** Brian Estes; Rachel Ben-Shmuel; Nick Paranjpye; Ben Noble;

**Guests:** Sam Zimbabwe; Lorelei Williams; Rachel McCaffrey; Monica Dewald; Jim Curtin; Jeff Lundstrom  
Nick Makhani; Terry Martin

**MEETING CALL TO ORDER: 5:30 PM**

## Introduction and Approval of Meeting Minutes

Ron welcomed the group. The Committee approved the March meeting minutes.

## Public comment

Gordon gave public comment and noted he would like to continue to find new sources of revenue to build out walking and biking projects.

## 2018 Annual Report

Rachel introduced the 2018 Annual Report and noted it was on the agenda to discuss the report format and organization and to then discuss the performance and metrics shown in the report.

Rachel discussed performance metrics and said the group previously put a hold on the conversation so they should re-visit to see what story telling or measurements the group would now like to see.

Betty expressed year after year the committee is looking for consistent formatting and would like to see it consistent from each year from this point forward. Sam responded that the format for annual and quarterly reporting should remain consistent (with the quarterly report paired down) and the organization will be the same allowing viewers to find information easier. Sam mentioned the year-end report should not be a surprise because we will have quarterly reporting going out building up to it.

Nick introduced the 2018 financial summary in the annual report. The 2018 spending totaled 166M, and the department is in a good upward spending pattern for the remainder of the Levy.

Ron asked if the project should always have a little bit of cushion between spending authority and actuals. Nick responded that the report shows what is planned to spend, but this question is related to the project budget side where the dollars in the bank should be higher than what you intend to spend. Lorelei responded and said we are walking a careful line to make sure we ask for what we need and trying to closely budget what we will spend. Our goal is to be right on, so we don't need to take steps to change the budget later. Nick said the team will come to the committee meeting next month and share the project and program budgets, the spend plan will be slightly different than the budget.

## Performance Measures Discussion

Betty introduced performance measures and asked the group what they can do that's possibly new. She commented the group needs to find a better way to describe the measures besides just the widgets because people voted for this money believing it will make their lives better and widgets sometimes don't tell the full story.

Sam expressed that the reporting could be put into three buckets of measurements – levy outputs (widgets), levy outcomes, system outcomes, which are all things that can be measured. Sam invited Terry Martin to the table to present. Terry is involved in most of the data work in what SDOT measures and how SDOT measures it. Terry then explained the details of the three different buckets of measurements:

1. Levy outputs (widgets): The SDOT dashboard measures this way and the annual report measures this way. The thought behind the widgets is that most of them are in the original legislation and we're tracking what we accomplish of these items each year.
2. Levy outcomes: Possibilities include doing project before and after speeding studies, which could be a corridor project like on Nickerson. This would measure speeding, bike collisions, and vehicle collisions. This measurement would need to be measured up front and accurately from the beginning and could be done on a quarterly basis. For levy large works, the effect on arterial pavement in the city can be measured as well as how many travelers are on each road and how the roads are improving, which is a metric already being measured. The measurement is done by a math calculation for improvement on pavement based on use. The last suggestion is using localized customer satisfaction surveys to determine how satisfied customers are with the finished projects.
3. System wide outcomes: These would be larger and more comprehensive measurements with many different factors to consider (as an example, the Vision Zero program has many different variables of what contributes to fatalities so it's not a straight forward measurement). Another possibility could be congestion reports, which measures for different modes of transportation to show how they are influencing congestion in the City. The last suggestion is customer satisfaction surveys such as satisfaction on transit, safety, and safe routes to school projects. Customer satisfaction surveys help to answer what the perception is of the people using these transportation systems.

Joe asked how SDOT gets data and statistics on people walking. Terry responded that the department doesn't get specifics on people walking but gets information once a quarter by staff manually counting specific locations. The department has quarterly data beginning in January of 2011.

Patrick expressed an interest in seeing safety numbers for vision zero and safety corridors. Patrick notes it is important to spend money to reduce collisions and fatalities, but measurements should be in place to tell if it is working and to be able to do follow up with the community. Lorelei added it's important to know the quality of money spent, even if a project is not completed. If we performed measurements it would be a good way to show the quality of how the money was spent on improvements.

Betty asked how Sam envisions the reporting tracking. Sam responds that the before and after tracking will take time (as an example the safety studies typically take up to three years to collect the data) so the widgets are more of an immediate result. Sam mentions building annual performance reporting into the

annual report would be ideal to make sure the plan is heading in the right direction, although it's not something that could be done quarterly.

Betty commented on the significance of reporting on safety. Jim Curtin responded that maintenance and safety are inseparable. Jim noted from safety perspective it would be interesting to do a before and after study to see exactly what happens when dollars are invested into maintenance. Lorelei comments that this should continue to be an ongoing discussion and SDOT should come back to a meeting with some examples on safety reporting.

Patrick mentioned qualitative reporting is important instead of just numbers and calculations done on computers. Terry responds that as the levy is improving sidewalks and building sidewalks, people in wheelchairs being able to get around the City by curb ramps is an example of a potential for qualitative data measurement and an untold story.

Lisa commented that she lives on Eastlake and has heard concerns on bike lanes and parking. Businesses feel they are negatively impacted if they lose parking even though walkability is increased, but how do we address those issues. Sam responds that before and after measurements could be done for businesses, but it might be hard to nail down the reporting due to many different factors that go into retail business success. Lorelei suggested picking one isolated project and selecting one aspect to try it out. Sam suggested a deep dive on measurements and that this topic be put on a future meeting agenda and SDOT can come back with some proposals.

### **Bike Master Plan 2019 Implementation Plan Briefing**

Sam introduced the BMP and said the plan was finalized last Friday, the project team met with council earlier today, and the team will present to the bike board tomorrow night. This is a fiscal plan and will be funded by more than the levy, but the team identified what amount is funded through construction and what amount is funded through design.

Jim Curtin and Monica DeWald introduced themselves and noted the presentation will show progress, equity, risk, how we prioritize work, outreach, and review the contents of the plan.

- Progress: The data shows more people are riding bikes, 12% increase in riders over 2017.
- Prioritizing: Safety, conductivity, equity, ridership, livability. The team looks for leveraging opportunities, balances things geographically, and connects with transit. Funding is also a huge part of prioritization; The team works within the budget and often makes tough decisions along with partners at SPAB Bike Board. Monica said we've needed to prioritize based on miles and funding so not all of SPAB's priorities were able to move forward. Lorelei said an edit to be made on the final is that SPAB did not cut projects, they prioritized but projects were ultimately cut due to funding.
- Equity: A partnership was developed with UW Evans school to deep dive on outreach strategies. The team is also looking at how other cities are bringing in more diverse voices so we can capture that. Community engagement is something to expand upon in the BMP and talk to stakeholders early on during the planning phase to help shape the BMP. Multiple community outreach events are happening in April and the team is presenting to SPAB in May.

David asked where the 21M dollars went because the presentation said 63M on 9-year levy reset plan. Lorelei responded that the comparison is between the 9-year implementation plan to 6-year implementation plan.

Patrick asked what miles are funded through construction. Monica responded there are some that haven't been determined funded through constructions and the miles are still to be determined. Sam commented that there has been no change in the levy funding going to towards this program. A conservative approach was taken to include in the workplan only what was funded through construction.

Patrick expressed a concern that 2020-2021 is project delivery rich, but in the out years it doesn't look like projects are happening. Jim responded that the goal is to spend and build sooner rather than later. By doing it this way, cost savings can be re-allocated later, or the team could partner on other projects and look for grant opportunities.

Ron asked for information on how much it would cost to finish the 13 miles of bike lanes. Jim will get that information back to him.

Joe asked if the 50 miles of bike facility construction is the sum of bike lanes greenways and trails. Jim and Monica responded yes, that's correct. Joe asked if that will be only be 73 miles for the levy at the end of the 9 years and noted that number is considerably shorter than levy commitment, it would only be 73 out of 110 miles. Sam responded that the discussion during the reset had the goal of being realistic and transparent, while realizing there were challenges with achieving. With the reset the goal was not changed to remain transparent.

Lisa asked the difference in what was originally estimated for cost per mile of bike lane compared to what is estimated and achievable now. Jim responded that it depends on how projects are delivered (as an example, choosing a low-cost facility that still accomplishes the project goals) and the team is evaluating how to bring costs down on every project.

Sam commented if the committee or the bike board wants to have time to meet again, SDOT will extend the timeline for the Levy Oversight Committee if needed.

Joe asked the committee to consider weighing in on the issue of being short on the mileage. He said if there's a project that is only going to make it to 60% but we have others that are unfunded, we should be able to weigh in on that.

David, Joe, Patrick, and Ron formed a subcommittee to discuss the committee's comments following the presentation at SBAB on April 3.

### **Co-Chair report**

Betty commented the committee did interviews for the vacant council-appointed position and had a great candidate pool and great interviewees. Four people were interviewed and two were forwarded on.

### **Modal Board Representatives Report-Out**

Patrick expressed concerns that a pattern has emerged on projects being delayed or cancelled and is seeing a difference between implementation plan and what is moving forward. Patrick asked if the issue is money or political will for making hard choices and expressed the board has little faith they are getting the full story.

Todd shared the freight advisory’s goal is to ensure the safe and efficient movement of goods around the City. The biggest push is for loading in and out and for trucks to deliver.

**Committee business**

Betty encouraged new board members to read the legislation. Rachel will add a link into the meeting agenda.

Betty mentioned there has been no update on mayor appointee.

**Action items**

Action items below capture action items from previous meetings, beginning with the February 2018 meeting. Complete items will remain on action item tracker for one additional meeting minutes to capture “complete” status and then be removed.

Action item	Meeting	Lead	Status	Deadline
BMP Implementation Plan response subcommittee	April 2, 2019	LOC	Joe, Patrick, David, and Ron to form subcommittee to review and further discuss BMP Implementation Plan and potential LOC response	May 7
Cost to finish the 13 miles of bike lanes that aren’t currently fully funded	April 2, 2019	SDOT	Projects funded through design with no known major risks, total estimated cost to build is \$6.4M-\$9.4M. Projects funded through design with known risks, total estimated cost to build is \$4.0M.	Complete
Add LOC legislation link to the minutes and retreat to a meeting agenda to discuss	April 2, 2019	SDOT	Rachel to add link and schedule on agenda	Complete
Continue metrics reporting discussion	April 2, 2019	SDOT	Added to September agenda	Complete
Provide more detailed update on Burke-Gilman Trail	March 5, 2019	SDOT	In progress	May 7
Consider briefing on congestion pricing	March 5, 2019	Rachel	Re-address for month with extra time on the agenda	Tracking
Request for bike project list to be clear about which projects will be counted in the levy BMP deliverable commitment of 110 miles vs. which projects may be in other subprograms (i.e. Northgate Bicycle/Pedestrian Bridge)	Aug. 23, 2018	SDOT	Reflected in the 2019-2024 BMP Implementation Plan	Complete
Develop guiding principles for the next levy	June 7, 2018	LOC	Tracking	TBD; LOC to determine

Action item	Meeting	Lead	Status	Deadline
Keep committee informed on Fautleroy progress	May 24, 2018	SDOT	Rachel to keep the committee updated as the Mayor and Councilmember Herbold continue community process to identify near-term safety improvements	Tracking

MEETING ADJOURNMENT: 7:30 PM