

## 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, August 2, 2022 / 5:00 – 7:00 PM

**Co-chairs:** Inga Manskopf, Samuel Ferrara

**Location:** Video Conference

**Members present:** Inga Manskopf, Councilmember (CM) Alex Pedersen, Joseph Laubach, Maria Sumner (Pedestrian Advisory Board), Rachel Ben-Shmuel, Geri Poor (Freight Advisory Board), Lisa Bogardus, Steven Sawyer, Jessica Nguyen, Maimoona Rahim (Bike Advisory Board), Kevin Werner, Samuel Ferrara

**Members Absent:** Vicky Clarke, Dennis Gathard, Saroja Reddy (City Budget Office), Emily Percival (Transit Advisory Board)

**Guests:** Marc Spaulding, Dusty Rasmussen, Kris Castleman, Kalen Carney, Katie Olsen, Francisca Stefan, Eleen Trang, Serena Lehman, Brian Sperry (all SDOT), Greg Spotts, Hannah Thoreson (CM Pedersen), Ryan Packer (The Urbanist)

**MEETING CALL TO ORDER:** 5:02 PM

### Welcome and roll call

Inga M.: Conducted a roll call for committee members and an overview of the agenda. Katie O. introduced SDOT staff.

### Public Comment:

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

No public comment.

### New Member Introductions:

Katie O: Introduced Jessica Nguyen and Steven Sawyer. And then Jessica and Steven introduced themselves.

### Agenda item #1: Q2 Report

Serena L: Provided an [overview of the 2022 Q2 Levy Report](#). In the future, we plan to publish the report 45 days after the quarter closes instead of 30 days to give us more time to compile all of the data. After reviewing our accomplishment highlights I'll turn it over to Kalen to share an update on the Q2 finances.

Kalen C: Shared an update on spending in Q2 and the programs that had spending over \$1M. We invested \$45M in levy projects and \$80M year to date in levy dollars. Our Curb Ramps and Crossings programs had \$3.7M in spending. In Q2 we planned to spend \$68.1M and we spent \$44.9M. The concrete strike impacted several projects in early 2022. Currently, there's a lot of demand and a shortage of concrete so delivery (and spending) could be impacted throughout 2022.

Lisa B: Is there other supply chain issues affecting delivery?

Francisca S: We have seen some concrete supply issues. Some of the plants are having some down time. Other shortages are in curing materials and quick Crete which we use to speed up work in intersections and driveways.

Lisa B: Are you also having issue getting contractors?

Francisca S: Not really. There is some labor issues still related to concrete drivers.

Rachel B: Serena, can you project to the end of the year? Are you going to be able to catch up?

Serena L: I don't anticipate we will make up all of this spending by the end of the year.

Lisa B: Are you projecting any specific programs underspending?

Kalen C: A lot of this is across the board, particularly the capital projects. Our O&M programs are pretty close to meeting spend plans. It's a lot of the capital projects that rely heavily on concrete. I think in Q3 and Q4 we will be closer to our planned spend amounts.

Kevin W: Program 7 is overspent in Q2. Should we be concerned about that?

Kalen C: That program caught up from underspending in Q1. I don't anticipate that being an issue at year end.

Inga M: Are there engineering changes that slow cars down?

Brian S: We are installing a lot of 25mph speed limit signs to reduce speeds on arterials. And the corridor specific vision zero safety improvements are tailored to address collision data in the corridors.

Katie O: I want to introduce Greg Spotts, our new SDOT Director.

Greg S: My first day will be Sept 7. I appreciate all that you are doing. I look forward to working with you all in the future.

Rachel B: It's been great working with SDOT staff. They provide the information we request. They are honest about what has not gone as planned. I feel there is a lot of trust between SDOT staff and the LOC.

## **Agenda item #2: Transportation Operations, Traffic Signal Timing Improvements, and ITS Programs**

Dusty R: Shared an [update on the Transportation Operation Programs](#). Our division monitors traffic, respond to incidents, and develop solutions to issues that arise. We have signal operations engineers and we maintain 1,100 signals. We support other levy programs and projects as well to maintain our city's system of traffic signals, signs, and markings. About 75% of

our signals are in fair or poor condition so the levy funding helps fund maintenance of the system. The Intelligent Transportation Systems Program goal is to add 10 more miles of network to enable SDOT to better manage more of the arterial system and respond to incidents and alleviate traffic issues more effectively.

Inga M: Can you explain signal optimization?

Dusty R: We collect data on corridor operations and we assess how to adjust signal timing to work in conjunction with other intersections to facilitate transit and pedestrian access and movements in a corridor.

Inga M: What are you doing on Rainier Ave?

Dusty R: The big optimization we are working on now has to do with the rechannelization we did through Columbia City in 2015. With the new optimization we are trying to give pedestrians higher priority. There's a number of spot improvements like curb bulbs to slow traffic down and adding new bus lanes. We are also timing the signals for slower speeds.

Joe L: How quickly can you adjust signal timing where speed limit signs have been changed to the 25 mph signs?

Dusty R: We are actively working to align the signal timing with the new speed limit signs as quickly as we can.

Joe L: Where cyclists can use the 24/7 bus lanes, are cyclist supposed to follow bus signals when in the bus lane? If so we will need an education campaign.

Dusty R: If you are a bus and at red signal, and it's clear, it's legal for the bus to proceed but not a cyclist.

Rachel B: Will you continue to install accessible pedestrian signals?

Dusty R: Yes, we plan to continue these upgrades.

Sam F: How do you know if something is not working properly?

Dusty R: We receive about 3,000 signal notifications from the public so we use this information to help prioritize our signal maintenance work.

Kevin W: Does the City have a sense of the overall need to get the signal system in good condition?

Dusty R: We are working on an old system. Our signal assets are worth \$400M so you are talking at least \$300M in funding to upgrade the signal system but this doesn't address accessibility related work.

Kevin W: Some of the corridors are very short like Rainier and Jackson. Does it help to optimize them?

Dusty R: These are very complicated intersections so our work ends up involving the optimization of the surrounding signals as well.

### **Agenda item #3: Markings Program**

Marc S: Shared an [update on the Markings Program](#). During the previous levy, we were restriping 500 crosswalks per year and 560 miles of arterial each year. In the Move Seattle Levy, we have reduced the cost of arterial restriping and are delivering about 1,500 crosswalks per year.

Sam F: How often do crosswalks need to be remarked?

Marc S: It depends on the location. Our transit routes need to be remarked more frequently.

Kevin W: Is the state of the program where you want to be?

Marc S: We are in the process of acquiring two more thermal applicators. And I think we are in a good place and have the best technology equipment to advance this program.

Kevin W: It seems the green bike markings wear out fast?

Marc S: Until this year we did not have a bike facility maintenance program. The Vehicle License Fee has provided some funding for this work. However, it's focused mainly on safety issues and the highest deteriorated areas.

### **Committee business**

Inga M: Shared Section 9 of the Move Seattle Levy, which includes a clause for the LOC making recommendation in 2024 for a future levy and a proposed timeline for developing recommendations to the council and mayor by March 2024.

Kevin W: I think it would be helpful to get input from folks involved in the Bridging the Gap Levy.

Rachel B: I like the approach and timeline.

### *Reflection about SDOT Program-level presentations*

Inga M: I'd like to get a sense of the presentations we want to get updates on, specifically programs we heard about previously? Will these presentations provide us with the information we need to be able to make the recommendations to the Mayor and Council?

Rachel B: If there are programs we have not heard from, I think we should hear from them.

Geri P: I would like to hear from Vision Zero again and possibly landscape trees too.

Inga M: Let's discuss this more at a future meeting.

### *Subcommittee and modal board reports – Inga M*

Pedestrian board: We heard about the Aurora Corridor planning study. We are taking a field trip in the September meeting. And we are concerned about the pedestrian fatalities.

Maimoona R (Bike board): We had a presentation about the new pilot to replace current PBLs with better PBLs and we commented on the options. And we are working on a letter about the RapidRide J Line to keep the PBLs. We are expecting a lot of new bike board members in September.

Geri Poor (Freight board) - At our July meeting, we voted to support the City grant application for federal bridge grants (i.e. Bridge over Argo yard on 4th Ave S). We heard about the Vision Zero rapid response project and proposed truck parking in industrial areas.

*Meeting minutes for approval – Sam F*

Inga M: Any comments on the June minutes?

Rachel B: I move to approve.

Joe L: I second the motion.

Inga M: The June minutes are approved.

Inga M: Any comments on the February minutes?

Rachel B: I move to approve.

Sam F: I second the motion.

Inga M: The February minutes are approved.

**Adjourn: 7:05 PM**