

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, May 3, 2022 / 5:00 – 7:00 PM

Co-chairs: Inga Manskopf, Samuel Ferrara

Location: Video Conference

Members present on the phone: Samuel Ferrara, Inga Manskopf, Kevin Werner, Councilmember (CM) Alex Pedersen, Joseph Laubach, Saroja Reddy, Lisa Bogardus, Diane Walsh (Bike Advisory Board), Maria Sumner (Pedestrian Advisory Board)

Members Absent: Vicky Clarke, Emily Percival (Transit Advisory Board), Geri Poor (Freight Advisory Board), Dennis Gathard

Guests: Kalen Carney, Kris Castleman, Katie Olsen, Francisca Stefan, Nathalie Salazar, Tom Hewitt, Jinny Green, Eleen Trang, Serena Lehman, Chad Allen, Brian Sperry (all SDOT), Elliot Helmbrecht (Mayor's Office), Aaron Blumenthal (City Budget Office), Ryan Packer (The Urbanist), Asher, Sarajane Siegfriedt

MEETING CALL TO ORDER: 5:01 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.

Sarajane S: SDOT needs to address the issue of lack of sidewalks in 40% of Seattle, especially north of 85th. It seems like we have a 400 year plan and that's not adequate. I ask you put a number in for the goal in the dashboard. It's an ADA issue too. And it's very unsafe. I live in Lake City and when I get off the bus it's dark and it's very dangerous. We should add new sidewalks before fixing existing sidewalks. There's urban villages north of 85th and you can't have a walk shed without sidewalks. This should be addressed in the comprehensive plan.

Agenda item #1: Sidewalk Safety Repair Program

Jinny G: Provided an [overview of the Sidewalk Safety Repair Program \(SSRP\)](#). The program's goal is to make sidewalks safe and accessible. The program delivers full sidewalk replacement and preventative maintenance work like shims and bevels. This program has a levy goal of replacing 225 blocks over the life of the levy and delivering 1,000 spot repairs annually. Through 2021, we have achieved over 163 blocks of replaced sidewalk and over 51,500 sidewalk spot repairs. In

2017, there was a sidewalk assessment on the 2,300 miles of sidewalks in the city and we rated the condition of the sidewalks. We prioritize sidewalk improvements based on safety mobility, impairment and usage. Other factors include leveraging funding opportunities with other capital projects like Vision Zero, ADA Curb Ramp, and Arterial Paving programs.

Inga M: Can you talk a little more about underspending?

Jinny G: I can't speak for the other levy programs. For the sidewalk program, we actually overspent last year. With the VLF funding we are able to plan out more projects. We are projecting that we will spend what we have planned this year as well.

Kevin W: How were the levy goals set in the first place? How does the breakdown of 34,000 sidewalk blocks falls into the condition categories (poor, fair, etc.)

Jinny G: I am not sure how the original sidewalk goals were established for the levy. We are using the sidewalk condition data to help us make decisions on sidewalk repairs. I don't have the percentage of sidewalks that fall into the different condition categories but I can get that information.

Sam F: For asphalt shimming, was that included in the original levy program?

Jinny G: Yes, shim work is considered a spot repair.

Joe L: You mentioned that the number of complaints is a criteria used to determine where to repair sidewalks. How much weight does complaint data have in prioritizing work?

Jinny G: The data comes through the find-it-fix-it program. Then we conduct a site investigation to determine the severity of the issue and incorporate it into the prioritization of other sidewalk repairs needed.

Maria S: How are you categorizing the repair needs when it comes to mobility and other factors?

Jinny G: When we say safety we are talking about several types of observations and their severity, including issues affecting mobility.

Agenda item #2: ADA Program

Tom H: Shared an [update on the ADA Program](#). We deal with ADA compliance, requests, maintenance, reasonable accommodations, new technologies and we work with different partners to determine how we can best provide accessibility improvements. Curb ramps and accessible signals are two of our primary deliverables. We work closely with other program owner's like Jinny on the sidewalk repair program. We provide policy guidance and design reviews as well. The consent decree ends in 2035 and has a goal of 1,250 curb ramps per year except for year one that noted 650 ramps.

Inga M: Can you address the public comment in terms of the ADA compliance issue?

Tom H: The ADA applies to locations where there are existing sidewalks and not locations where no sidewalks exist. I understand the sentiment but it's not an ADA violation if there's not a sidewalk.

Kevin W: You mentioned the consent decree started in 2017. How did the levy and consent decree get started? And can you address implications for the next levy?

Brian S: The levy program focuses on customer service request curb ramps (CSR) and other intersection improvements. The levy budget was used to establish the annual target of 150-200 CSRs. The consent addresses ADA transition plan ramps as well as other accessibility elements.

Agenda item #3: Q1 2022 Report

Katie O: Shared a [summary of the Q1 2022 Levy Report](#). So far in 2021 we have delivered three Safe Routes to School projects at Lincoln High School, MLK Jr. Elementary School and Concord Elementary school. In our bike safety program, we added 3/4 mile of protected bike lane near the new Climate Pledge Arena. In the Neighborhood Street Fund program, we completed the NE 65th Pedestrian Safety enhancements and started construction on the Andover and Dakota Pedestrian Safety improvements. The East Marginal Way project has advanced to 90% design for the North and Central segments. The SW Andover St Pedestrian Bridge seismic retrofit was completed. We also added over 2 miles of intelligent transportation systems improvements on 3rd and 4th Avenues.

Kalen C: In Q1, we spent \$35.4M on the levy portfolio, relative to the Q1 spend plan of \$50.5M. The majority of the spend variance is attributed to the projects that rely on concrete, due to the concrete strike. The Delridge Pedestrian Bridge project was delayed to provide more time to explore different options to a seismic upgrade. The Northgate Bridge mitigation work is still ongoing and there's been some delay in the supply chain for landscaping materials. The New Sidewalks program delivery was impacted by the concrete strike as well.

Sam F: Is SDOT planning to make up the underspend or will it take the year to make it up?

Kalen C: Probably throughout the course of the year we will make up some ground due to the concrete strike.

Inga M: Over the years SDOT has gotten better at spending. Can you tell us why?

Kalen C: Making investments in tools and processes has helped.

Francisca S: Also, this levy is three times larger than the previous levy and we have refined our management approach over the years.

Inga M: I think SDOT has done a good job on the NE 65th St corridor improvements. Data shows safety has improved significantly.

Agenda item #4: Committee business

Transportation Equity Framework Roundtable Report Out— Rachel B

Katie O: The Transportation Equity Framework defines strategies and has a detailed list of manageable tasks.

Subcommittee and modal board reports – Inga M

Maria Sumner (Pedestrian board): In March we had an update on Sidewalk Repair and Emily Burns provided. In April, we heard about the Route 48 transit corridor and the Seattle Transportation Plan update.

Diane Walsh (Bike board): In April we heard about the Seattle Transportation Plan update. There were some concerns from the board about how the bike master plan would be combined in the report. We heard from Simon Blenski about the Alaskan Way Waterfront trail. We have concerns about the current design and the two crossings in the design.

Meeting minutes for approval – Sam F

Inga: Any comments on the April minutes? I motion to approve the April minutes.

Sam F: I second the motion.

Inga M: The April minutes are approved.

Adjourn: 6:50 PM

DRAFT