

TRANSPORTATION LEVY TO MOVE SEATTLE



Welcome!

歡迎

Kính Chào Quý Khách

Bienvenidos 환영합니다!

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TRANSPORTATION LEVY TO MOVE SEATTLE



Today's Agenda

10 – 10:30 AM: Sign in and browse our stations

10:30 – 10:45 AM: Remarks and presentation by
SDOT Director Scott Kubly and staff

10:45 AM – 12 PM: Learn more from SDOT staff

**We want to hear
from you!** Please share your transportation priorities
by completing our short survey before you leave

TRANSPORTATION LEVY TO MOVE SEATTLE



Tonight's Agenda

6 – 6:30 PM: Sign in and browse our stations

6:30 – 6:45 PM: Remarks and presentation by
SDOT Director Scott Kubly and staff

6:45 – 8 PM: Learn more from SDOT staff

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TRANSPORTATION LEVY TO MOVE SEATTLE



Seattle Department of Transportation

Our Mission:

Delivering a first-rate transportation system for Seattle

Our Vision:

A vibrant Seattle with connected people, places and products

Our Transportation System:

Today, Seattle is facing the challenges that come with being one of the fastest-growing major cities in the country. At the same time, global trends are reshaping our transportation needs and the tools available to meet them. We are ready to meet these challenges head on as we progress toward the Seattle of tomorrow.



TRANSPORTATION LEVY TO MOVE SEATTLE



Thank you, Seattle!

In 2006, Seattle voters passed a nine-year, \$365 million levy for transportation maintenance and improvements known as Bridging the Gap (BTG). For the last eight years, the transportation levy has been critical to addressing our maintenance backlog, increasing transit, and improving safety. The Bridging the Gap levy expires at the end of 2015.



MAINTENANCE	
Promised	Accomplished to Date (2014)
Resurface or replace approximately 200 lane-miles of arterial streets	225 lane-miles completed
Rehabilitate or replace 5 bridges	6 bridges completed
Seismically retrofit 5 bridges	7 bridges completed
Rehabilitate 40 stairways	40 stairways completed
Prune 25,000 street trees to prevent safety and security hazards	26,226 trees pruned
Plant 8,000 new street trees	5,569 trees planted
Replace over 50,000 small, faded street and regulatory signs	90,230 signs replaced
Replace street name signs at all 12,300 arterial intersections	11,137 intersections have new street name signs

TRANSIT	
Promised	Accomplished to Date (2014)
Enhance transit and safety improvements on 3 key transit corridors	3 corridors enhanced - Ballard, West Seattle and Aurora
Secure up to 50,000 hours of new Metro Transit service	50,000 new hours secured

MAJOR PROJECTS	
Promised	Accomplished to Date (2014)
King Street Station and Spokane Street Viaduct	Both projects complete
Mercer East Corridor	Complete

PEDESTRIAN/BIKE SAFETY	
Promised	Accomplished to Date (2014)
Build 117 blocks of new sidewalks	107 blocks constructed
Restripe 5,000 crosswalks	5,241 crosswalks restriped
Create "safe routes to schools" near 30 elementary schools	48 Safe Routes to School projects completed
Support implementation of both a Pedestrian and a Bicycle Master Plan	Both plans have been developed and are being implemented
Add 4 miles of new multi-use paths	4 miles completed
Repair or restore 144 blocks of sidewalks	193 blocks repaired
Provide funding for neighborhood-identified street improvements - Neighborhood Street Fund Program (NSF)	30 NSF projects constructed

TRANSPORTATION LEVY TO MOVE SEATTLE



Proposal Overview

“Seattle is one of the fastest growing cities in the country. The Transportation Levy to Move Seattle will invest in the basic safety and maintenance of our transportation system. It will also give us a critically important opportunity to reshape the way our growing population gets around, today and tomorrow.” — **Mayor Ed Murray**

The Transportation Levy to Move Seattle would replace Bridging the Gap, the existing levy that expires at the end of 2015. The \$900 million levy would be paid for through a property tax that would cost the median Seattle home (valued at \$450,000) about \$275 per year, for nine years. The expiring \$365 million Bridging the Gap levy costs the median Seattle home about \$130 per year. The proposed levy would cost the median home an additional \$145 per year.

Safe City:	\$350 M
Affordable City:	\$275 M
Interconnected City:	\$170 M
Vibrant City:	\$105 M
9-year total:	\$900 M

Annual cost to median home: **\$275**

In addition to the \$900 million generated over the life of the levy, the City of Seattle estimates these funds can be used to leverage nearly \$2 billion in additional transportation investments.

The Transportation Levy to Move Seattle supports the Move Seattle vision.

It is a draft proposal that will:

- Take care of the basics by filling potholes, paving streets, and improving road safety
- Invest in our transportation system to keep pace with our growing city
- Improve safety and mobility for all travelers – people walking, biking, driving cars, moving freight, and taking transit
- Contribute to an integrated and connected system that is easy-to-use, affordable, and convenient

The levy will contribute to building:

A Safe City: Keep Seattle travelers safe by working to eliminate serious and fatal crashes and seismically reinforcing vulnerable bridges.

An Affordable City: Provide high-quality and low-cost transportation options that allow people to spend their money on things other than transportation. Invest in smart maintenance today to avoid increased expense for our residents later.

An Interconnected City: Provide an easy-to-use, reliable transportation system that gives travelers the options they want when they want them.

A Vibrant City: Invest in streets and sidewalks that hum with economic and social activity.

TRANSPORTATION LEVY TO MOVE SEATTLE



Bridging the Gap and The Levy to Move Seattle Comparison

Category	Bridging the Gap (BTG)	Levy to Move Seattle
Paving	200 miles	250 miles
Seismic bridge retrofit	5	16
Rehab/replace bridges	5	2
Plan and design new bridges	Not a BTG commitment	10
Repair sidewalks	144 blocks	225 blocks
New sidewalks	117 blocks	100 + blocks in South Park and Broadview
Crossing improvements and curb ramps	Fund and implement Pedestrian Master Plan	750 intersections
Stairway rehabilitation	40-50	45
Crosswalks (remarking)	5,000	12,000
Low-cost pedestrian improvements	Not a BTG commitment	50-100 blocks
Safe Routes to School	30 schools	81-108 (100% of Seattle public schools)
Safety corridors	Not a BTG commitment 3	12-15
Multi-use paths	4 miles	Burke Gilman — 1.5 miles
Bike lanes	Fund and implement Bicycle Master Plan	50 miles of protected bike lanes 60 miles of greenways
Bike accessibility (parking)	Not a BTG commitment	1,500 spaces
Freight spot improvements	\$0	\$13.5 M
New trees	8,000	2,700
Trees pruned	258,000	27,700
Optimize signals	0	45 corridors
Multimodal corridors	0	7-10
Transit corridors	3	7
Access to transit	1 (King St Station, commercial parking tax funded)	2 (Graham St Station, Northgate ped/bike bridge)
Neighborhood Street Fund	30 completed	20-35 projects
Comprehensive drainage coordination	0	2 neighborhoods (South Park and Broadview)

An Interconnected City

Provide an easy-to-use, reliable transportation system that gives travelers the options they want when they want them

PROPOSAL

Invest \$170 million to:

Modernize outdated streets to give people convenient and affordable travel options (\$110 million)

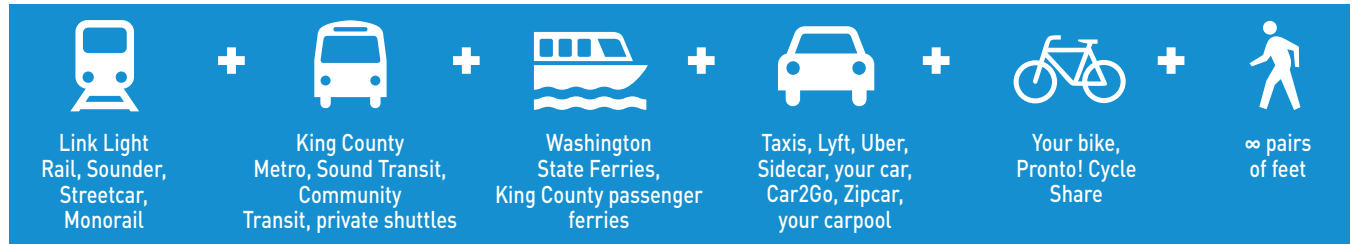
- Complete 7-10 multimodal corridor projects, redesigning major streets to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit
- Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations
- Optimize traffic signal timing on 5 corridors throughout the city each year to improve traffic flow and serve people in cars and trucks, on bicycles, transit, and foot
- Create 7 new high-quality bus rapid transit corridors

Improve connections to light rail (\$27 million)

- Provide funding for a new Link light rail station at Graham Street in southeast Seattle
- Fund a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate
- Build targeted pedestrian and bicycle connections to light rail stations

Make it easier to walk and bike in Seattle (\$33 million)

- Build 100 new blocks of sidewalks, filling in 50% of the sidewalk gaps on priority transit corridors citywide
- Make residential streets without sidewalks safer and more comfortable for walking



Travel options need to be reliable:

A key to building a reliable transportation system is to build a system that is resilient — a system that has enough alternate routes and modes for people that it isn't paralyzed by a construction project, a stadium event, a crash or a bridge opening.

A Safe City

Keep Seattle travelers safe by working to eliminate serious and fatal crashes and seismically reinforcing vulnerable bridges

PROPOSAL

Invest \$350 million to:

Eliminate serious and fatal crashes on Seattle streets (\$100 million)

- Complete 12-15 corridor safety projects, improving safety for all travelers on all of our high-crash streets
- Complete 9-12 Safe Routes to School projects each year along with safety education, improving walking and biking safety at every public school in Seattle
- Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked

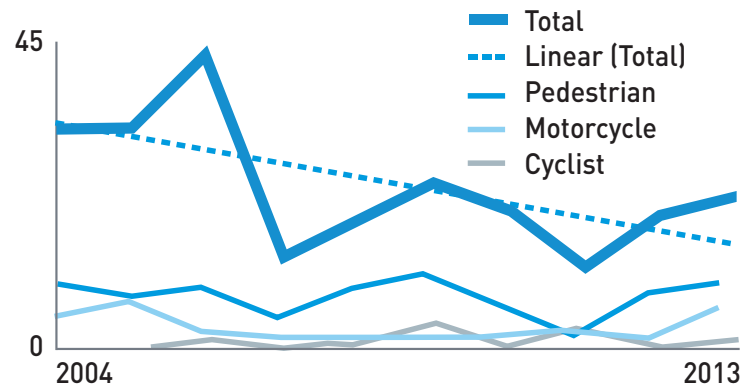
Protect our most vulnerable travelers – people walking and biking (\$110 million)

- Build approximately 50 miles of new protected bike lanes and 60 miles of greenways, completing over half of the Bicycle Master Plan citywide network
- Repair up to 225 blocks of damaged sidewalks in our urban centers and villages
- Make curb ramp and crossing improvements at up to 750 intersections citywide
- Complete the Burke-Gilman Trail Missing Link in Ballard

Keep our bridges safe (\$140 million)

- Eliminate the backlog of needed bridge spot repairs
- Seismically reinforce 16 vulnerable bridges
- Replace Seattle's last timber vehicle bridge (on Fairview Avenue), which connects the city's two largest job centers
- Plan and design high priority bridge replacements to begin construction after 2024

TRAFFIC FATALITIES ON SEATTLE STREETS



Collision rates are declining, even as our population grows. Still, in 2013 there were 23 fatalities on Seattle streets and 177 collisions involving serious injuries or fatalities.



Seattle has some of the safest streets in the nation, but there is still work to do.



An Affordable City

Invest in maintenance today to avoid increased expense for Seattle residents later and provide alternatives to car ownership, including more affordable travel options

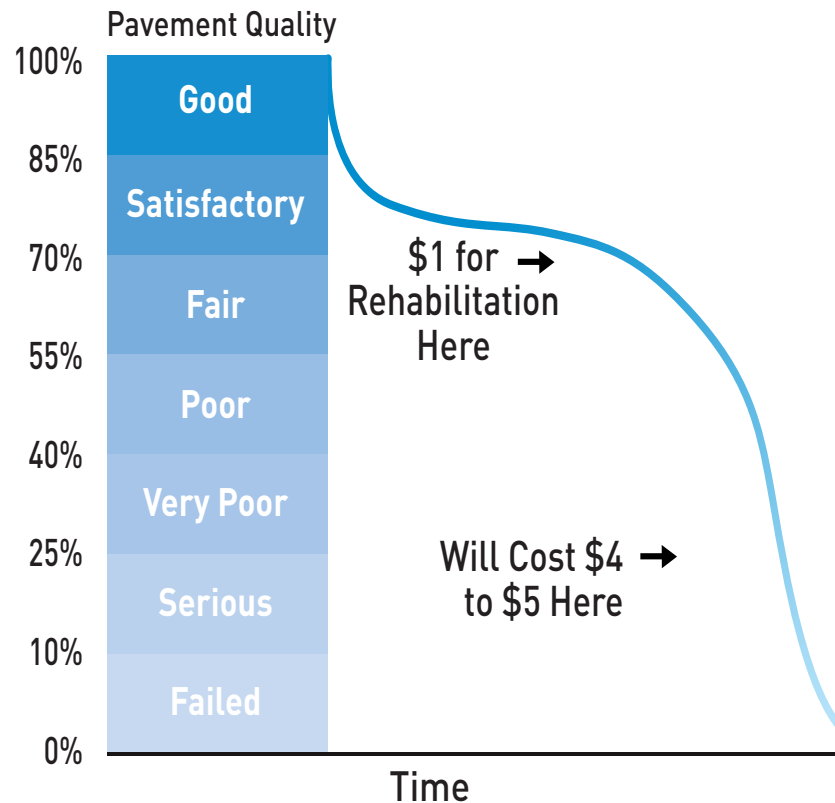
PROPOSAL

Invest \$275 million to:
Maintain and modernize 250 lane-miles of our busiest streets

- Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods
- Repave 65 targeted locations every year, totaling an average of 7-8 arterial lane-miles per year, with a repair and maintenance program run by City crews

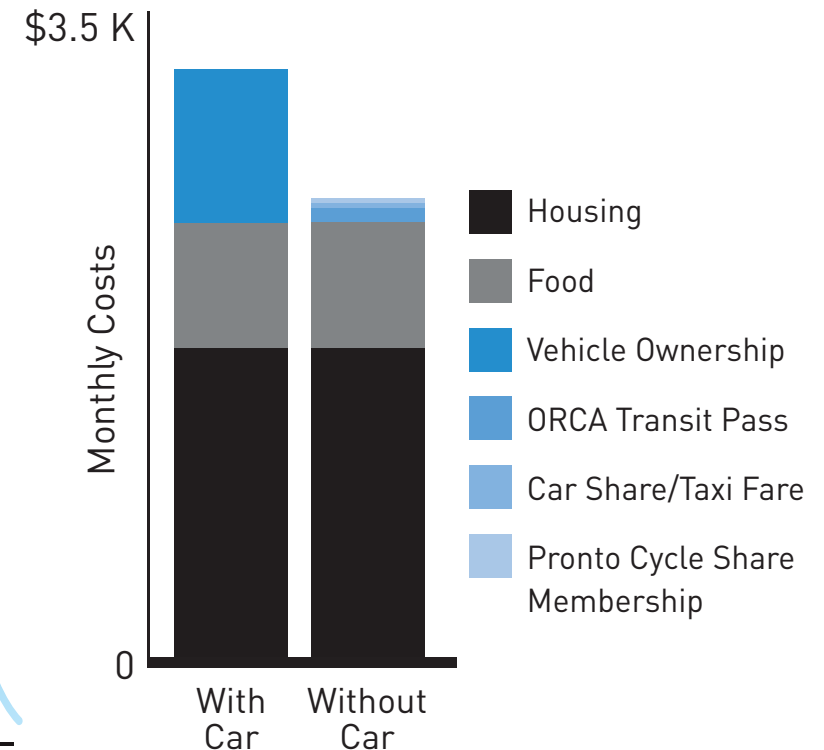
Provide tools to help people get around without the expense of owning a car

- Work with businesses to improve employee access to transit passes, bike share and car share memberships
- Work with residents, landlords, and developers of new buildings to ensure access to transit, car share, bike share, and other travel options



Lowering our costs can lower yours

Keeping our transportation system in a state of good repair will help Seattle stay affordable for future generations by lowering the cost of future maintenance. Routine maintenance, while not always exciting, saves us from or delays major, expensive maintenance projects later. For instance, repaving a street at the critical point before it needs to be rebuilt costs 20% of what it would cost to fully rebuild that same street. Taking care of bridges can extend their lives and keep travelers safe in a seismic event.



Increasing transportation options to help make Seattle more affordable

Seattle is growing by leaps and bounds, and with this growth come thousands of well-paying jobs. At the same time, our city is becoming increasingly unaffordable for many. The average Seattle household spends 17% of its budget on transportation. For many households, most of this portion goes to car ownership, which is expensive. By providing good travel options, car ownership can become an option, not a necessity.

A Vibrant City

Invest in streets and sidewalks that hum with economic and social activity

PROPOSAL

Invest \$105 million to:

Improve mobility for freight and delivery vehicles (\$44 million)

- Provide local money to design and build the Lander Street Overpass
- Build the East Marginal Way corridor, a key route in Seattle's Heavy Haul Network
- Fund a targeted spot improvement program to help freight movement

Invest in neighborhood priority projects (\$23 million)

- Complete 20-35 neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods

Take care of our urban forest and improve drainage in flood-prone communities (\$38 million)

- Replace every tree removed due to disease or safety with two new trees
- Add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals and signs
- Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park and Broadview neighborhoods

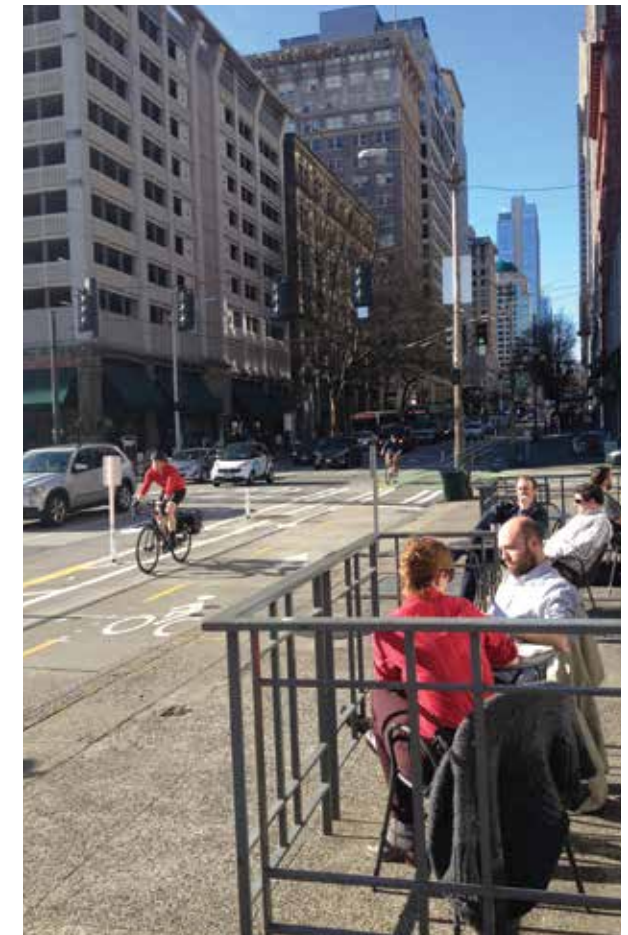


We need to make sure goods can move into, out of, and around our city efficiently, so store shelves are stocked and packages make it to your front door.



Streets and sidewalks are places to be, not just places to pass through.

Streets and sidewalks make up 27% of Seattle land area. As we grow as a city, more of our neighbors will depend on these streets and sidewalks as vibrant social spaces to meet friends, shop, exercise and live their lives. Pleasant streets and sidewalks are the backbone of a city's livability.



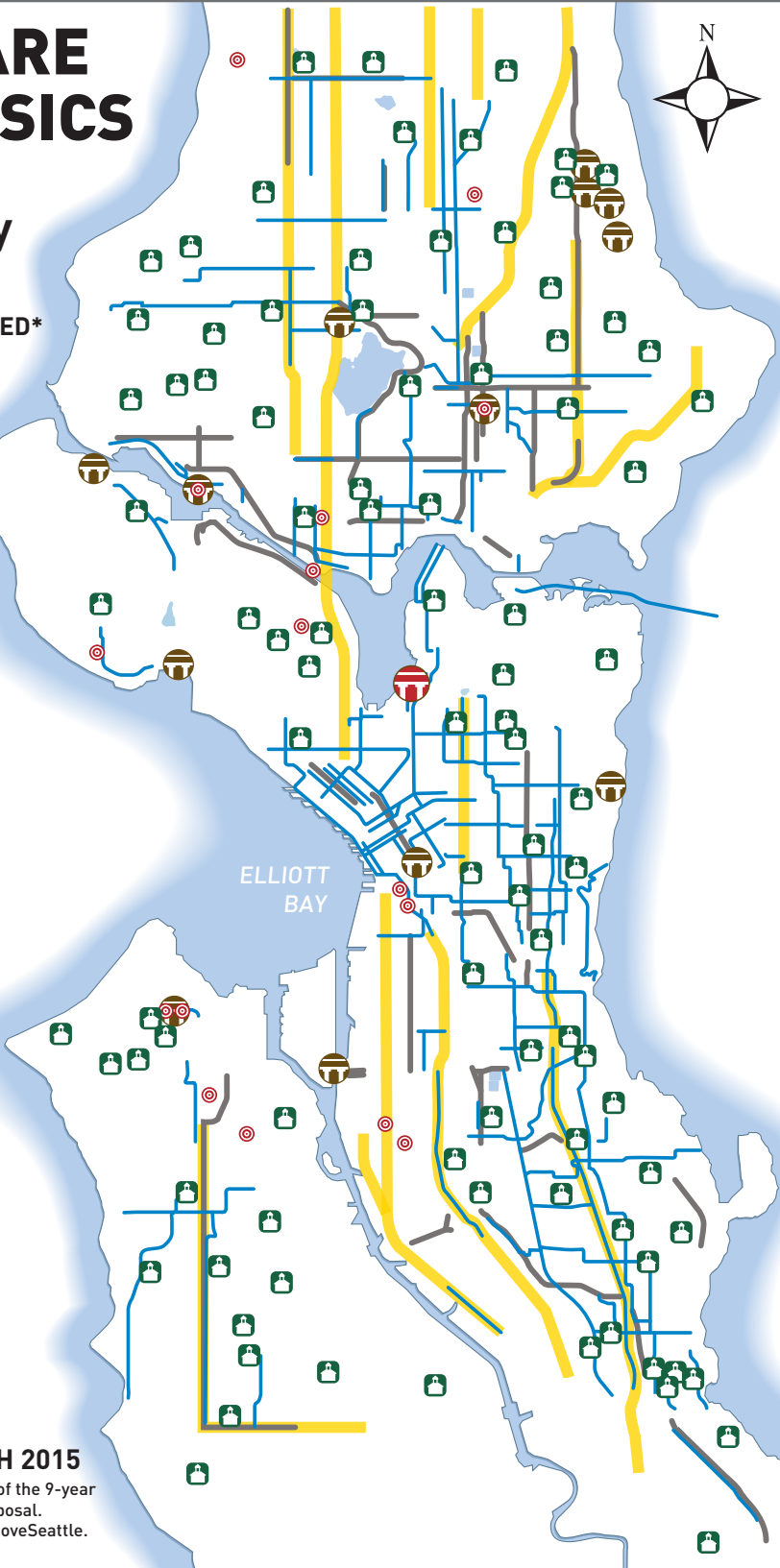
TAKING CARE OF THE BASICS

A Safe And Affordable City

TRANSPORTATION LEVY TO MOVE SEATTLE PROPOSED*
INVESTMENT MAP

LEGEND

-  Bridge replacement and rehabilitation (planning and design)
-  Fairview Avenue Bridge Replacement
-  Bridge seismic reinforcement
-  Safe Routes to School improvements and education
-  Street paving projects
-  Corridor safety projects
-  Bicycle Master Plan implementation



DRAFT PROPOSAL MARCH 2015

*This map shows some of the elements of the 9-year Transportation Levy to Move Seattle proposal. Learn more at www.seattle.gov/LevytoMoveSeattle.

BRIDGE SEISMIC RETROFIT PROJECTS

Fremont Bridge Bascule	Ballard Bridge Bascule
15th Ave NE/NE 105th	1st Ave S Viaduct/Argo Mainspan
4th Ave S/Argo Mainspan	Delridge Way Pedestrian Bridge
Cowen Park Bridge	McGraw Street Bridge
W Howe Street Bridge	8th Ave NW Near NW 133rd St
Admiral Way – North Bridge	Admiral Way – South Bridge
N 41st pedestrian Bridge/Aurora Ave N	15th Ave NW/Leary Way
SW Andover Pedestrian Bridge/Fautleroy	4th Ave S – Main to Airport Way

BRIDGE REPLACEMENT PROJECTS

Fairview Avenue Bridge Replacement

PLANNING AND DESIGN for BRIDGE REPLACEMENTS

Vehicular Bridges

Cowen Park Bridge Rehabilitation	2nd Avenue Extension
Admiral Way Bridge, North Replacement	Thornton Creek Bridge Replacement
Magnolia Bridge Replacement	Ballard Bridge Replacement

Pedestrian & Bicycle Bridges

E Duwamish Waterway North Bridge Replacement	39th and E Pine St Bridge
33rd Ave W over Railroad	North 71st Street Tunnel

CORRIDOR SAFETY PROJECTS

Rainier Ave S	Sand Point Way
35th Ave SW	E Marginal Way
SW Roxbury St	Airport Way
Greenwood/Phinney	35th Ave NE
1st Ave/1st Ave S	15th Ave NE
12th Ave/12th Ave E	MLK Jr. Way S
Aurora Ave N	5th Ave NE
Lake City Way	

BUILDING FOR THE FUTURE

An Interconnected and Vibrant City

TRANSPORTATION LEVY TO MOVE SEATTLE PROPOSED*
INVESTMENT MAP

LEGEND



Light rail access
(Northgate Pedestrian and Bicycle Bridge; Graham Street Station)



Freight mobility improvements
(Lander Street Overpass; East Marginal Way)

Bus rapid transit corridor

Multimodal corridor capital projects

Pedestrian high priority investment areas

Drainage and pedestrian partnerships with Seattle Public Utilities



DRAFT PROPOSAL MARCH 2015

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Multimodal Corridor Projects

23rd Avenue Corridor Improvements

East Marginal Way Corridor Improvements

Madison Street Bus Rapid Transit Complete Street

Market/45th Transit Improvement Project

Roosevelt to Downtown Complete Street

3rd Avenue Corridor Improvements

Lander Street Grade Separation/Railroad Crossing

Rainier Avenue to Jackson Street Complete Street

Ballard to Downtown Enhanced Transit Corridor

Delridge Complete Street

Yesler/Jefferson Complete Streets

Lander Street Grade Separation/Railroad Crossing

Rainier Avenue to Jackson Street Complete Street

Ballard to Downtown Enhanced Transit Corridor

Delridge Complete Street

Yesler/Jefferson Complete Streets

Light Rail Access Investments

Northgate Pedestrian and Bike Bridge

Graham Street Station

Bus Rapid Transit Corridor Projects

Rainier Avenue/Jackson Street

23rd Avenue

Delridge Way

Market Street/45th Street

Route 40 alignment

Madison Street

Roosevelt to Downtown corridor

TRANSPORTATION LEVY TO MOVE SEATTLE



Get Involved

Together, we can make sure that our transportation system is more effective, reliable, and accessible for everyone. We want to hear from you. There are a few ways to get involved:

Take our survey: Please take a moment to share your transportation priorities.

Learn more: www.seattle.gov/LevyToMoveSeattle

Stay engaged:

March	April	May	June	July	August
<p>March 18: Mayor Announces Transportation Levy to Move Seattle</p>	<p>Public engagement period</p>	<p>Incorporate public feedback</p>	<p>Mayor submits proposal to City Council</p>	<p>Possible City Council Action</p>	<p>Proposal to King County</p>