

Levy to Move Seattle

Review & Discussion of Work Plan Assessment Report / Assessment Findings & Next Steps



Seattle Bicycle Advisory Board
Seattle City Hall
May 2, 2018



Seattle
Department of
Transportation

Agenda

1. Background
2. Assessment process
3. Key findings
4. Outreach & next steps

Voter-approved levy package

- Safe Routes
- Maintenance & Repair
- Congestion Relief

Levy	\$930M
Local	\$285M
Leverage	\$564 M
9-year program total:	\$1.77B

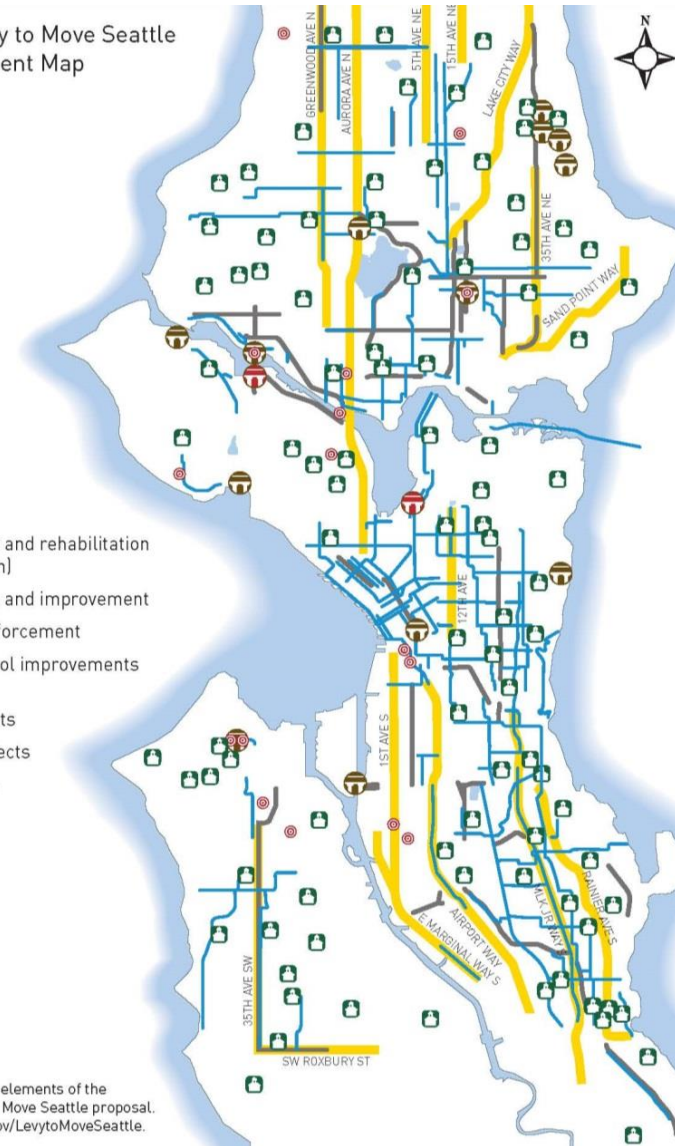
Transportation Levy to Move Seattle
Proposed* Investment Map

LEGEND

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

6.2015

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



Levy to Move Seattle assessment

Delayed project delivery, federal funding uncertainty and direction from the City's new executive team led SDOT to conduct a thorough levy assessment

Assessment included

- Confirming assumptions and levy commitments
- Internal assessment of scope, schedule, cost, and funding assumptions
- Third-party consultant review of program management

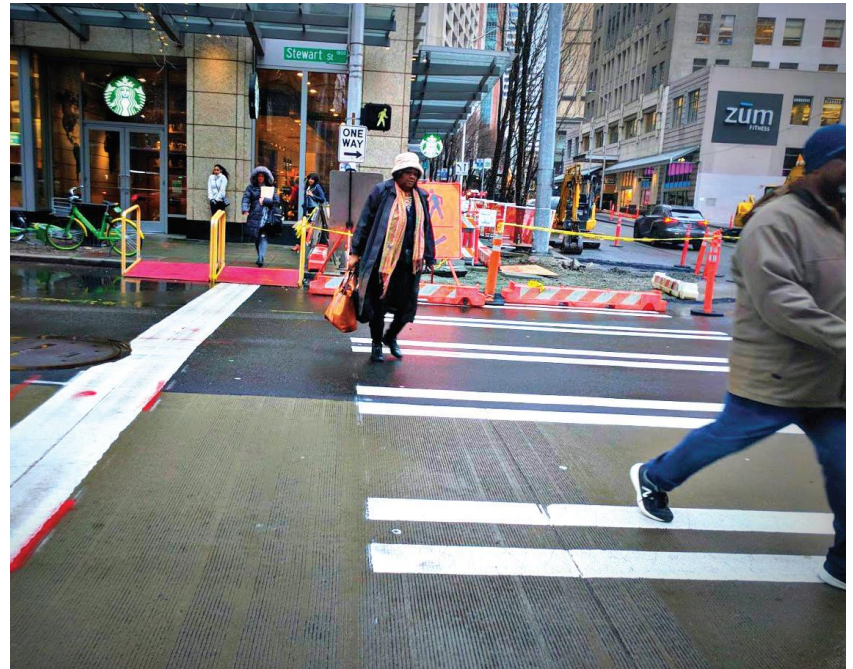


Key findings

1. Parts of the original levy program need further review and adjustment

Main reasons identified in the assessment:

- Rising local construction costs
- Insufficient cost estimates in original levy budget
- Limited federal grant opportunities
- Additional citywide transportation priorities



Key findings (cont.)

2. Program management structure, systems and tools need attention and investment

Identified a need to:

- Streamline/accelerate contracting
- Ensure consistent systems and tools for measuring projects and risk
- Identifying critical resources early



Levy deliverable commitments

A majority of levy sub-programs evaluated achieved measurable success in the first two years towards levy commitments

SAFE ROUTES TO SCHOOL

Vision Zero

- ✓ Complete 12 –15 corridor safety projects on our highest-crash streets
- ✓ Complete Safe Routes to School projects at every public school (approx. 100 schools)
- ✓ Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked. Each crosswalk location repainted and/or replaced.
- ✓ Maintain and improve the City's system of traffic signals, signs, and markings

Pedestrians and Bicyclists

- ✗ Construct approx. 50 miles of PBLs & approx. 60 miles of greenways
- ✗ 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

Neighborhood Projects

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

MAINTENANCE AND REPAIR

Maintain Streets

- ✗ Repave up to 180 lane-miles of arterial streets
- ✗ Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial streets

Bridges and Structures

- ✓ Eliminate the backlog of needed bridge spot repairs
- ✓ Seismically reinforce 16 vulnerable bridges
- ✓ Replace Seattle's last timber vehicle bridge on Fairview Avenue
- ✗ Plan and design high priority bridge replacements to begin construction after 2024
- ✓ Other bridge safety investments, including pedestrian/bicycle improvements, and stairway and structure repair and rehabilitation

Urban Forest and Drainage

- ✓ **Tree Trimming:** 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
- ✓ **Tree Planting:** Replace every tree removed due to disease or safety with two new trees
- ✓ **Drainage Partnership:** Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood

CONGESTION RELIEF

Corridor Mobility

- ✗ **Multimodal Improvements:** Complete 7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke Gilman Trail Missing Link, Fauntleroy Way Southwest Boulevard projects, develop plans and complete improvements to enhance the NE 45th St Corridor for pedestrians and cyclists between 4th Ave NE and Brooklyn Ave NE by the time University Light Rail opens in 2021, and plan corridor improvements for Aurora Ave N
- ✓ **Traffic Signal Timing Improvements:** 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
- ✓ **Intelligent Transportation System Improvements:** Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers
- ✓ **Transit Corridor Improvements:** Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on 7 transit plus corridors including planning for access and egress improvements to the West Seattle peninsula

CONGESTION RELIEF

Light Rail Partnership

- ✓ **Light Rail Connections:** Provide City funding contribution for a new Link Light rail station at Graham Street in southeast Seattle
- ✓ **Northgate Bridge:** Finalize design on this project that will improve connections over I-5 for pedestrians and bicyclists to the future light rail station at Northgate
- ✓ **Light Rail Connections:** Implement early portions of the accessible Mt. Baker project

Pedestrian and Bicycle Improvements

- ✗ **New Sidewalks:** Build 150 new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide with an emphasis on creating accessible routes for those with disabilities and for the elderly
- ✓ **Bicycle and Walking Facilities:** Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadway neighborhood
- ✓ **Bicycle and Walking Facilities:** Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities. Install other biking and walking investments.

Freight Mobility Improvements

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

LEGEND

- ✗ Sub-program needs further review and adjustment
- ✓ Sub-program delivery on track

Sub-program findings



Sub-programs were identified during the assessment as needing further review and adjustment

SDOT to seek input from key stakeholders to inform next steps

- Bicycle Master Plan
- New Sidewalks
- Multimodal Improvements

SDOT to develop a proposal and seek input from Levy Oversight Committee

- Sidewalk Safety Repair
- Arterial Major Maintenance
- Arterial Asphalt & Concrete
- Bridge Replacement (Planning & Design)
- Curb Ramps & Crossings

Bicycle Master Plan sub-program

Levy commitment	Findings	Proposed next steps
<p>Build approximately 50 miles of new PBLs and 60 miles of greenways, completing over half of the BMP citywide network.</p>	<p>The cost to meet levy commitments are greater than originally anticipated. Original estimates assumed approximately \$860 thousand as an average per-mile cost for bicycle facilities. While costs vary significantly by location, most PBL and greenway projects are now estimated to cost more than the original figure.</p> <p>The original levy deliverable commitments are not aligned with the BMP, adopted by City Council in 2014.</p>	<p>SDOT will work with the Seattle Bicycle Advisory Board and bicycle stakeholders to prioritize a combination of bicycle facilities (PBLs, greenways, trails, climbing lanes, buffered bike lanes and bike lanes) that are consistent with guidance included in the Bicycle Master Plan and fit within the available funding. SDOT will continue to research and incorporate best practices to implement bicycle facilities for all ages and abilities.</p>

Budget information

Fund source	Original (2015)	Update (2018)
Levy	\$65M	\$65M
Local	\$9M	\$15M
Leverage	\$20M	\$12M – Secured \$12M – Unsecured
Total	\$94M	\$92M - \$104M

Priorities

- Safety
- Connectivity
- Equity
- Ridership
- Livability

BMP Levy Deliverables

BMP Levy Deliverables Built/Planned to Date	Neighborhood Greenways (miles*)	Protected Bike Lanes (miles*)
2016	1.8	2.4
2017	2.2	3.9
2018-2020	30.6	24.9
TOTAL	34.6	31.21

Engagement timeline



Levy Oversight Committee meets regularly to review data, incorporate feedback, and finalize recommendations

SDOT to continue delivering projects

Next steps

May 6	SBAB Meeting	Review findings & data
TBD	SBAB Sub-group meeting	Further review and discussion if needed
May 24	Levy Oversight Meeting	Modal board representative provides an update
June 6	SBAB Meeting	Develop priorities to inform recommendations
June 21	Levy Oversight Meeting	Review draft recommendations
June 28 – July 12	Public Outreach	Online open house & pop-ups
Late July	Levy Oversight Meeting	Share results of public feedback and propose final recommendations

Questions?

www.seattle.gov/LevytoMoveSeattle

www.seattle.gov/transportation



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Priorities

Table 7-2: Prioritization Evaluation Criteria

Theme	Criteria Definition
<p>Improve SAFETY</p>	Addresses location with bicycle collision history and emphasis on vulnerable roadway users
	Enhances bicyclist safety by promoting travel on streets with low motorist speeds and low volumes
	Addresses locations or streets that are associated with greater bicyclist stress and more severe collision potential due to high motor vehicle volumes (ADT) and high speeds
<p>Enhance CONNECTIVITY</p>	Removes a barrier or closes a system gap in the bicycling network
	Makes a connection that will immediately extend the bicycle network
<p>Address EQUITY</p>	Serves populations that are historically underserved, including areas with a higher percentage of minority populations, households below poverty, people under 18, people over 65, and households without access to an automobile
	Provides a health benefit for people in areas with the greatest reported health needs, represented by obesity rates, physical activity rates (self-reported), and diabetes rates
<p>Increase RIDERSHIP</p>	Provides a connection to destination clusters
	Provides a connection to areas with high population density
<p>Enhance LIVABILITY</p>	Reaches the greatest number of riders, but recognizes that all bicycle facilities provide a measurable benefit to at least some bicyclists
	Distribute bicycle facilities across the city so people riding bicycles can reach all destinations

Interbay PBL



2nd Ave PBL



Pine St

