

# Levy to Move Seattle

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



Seattle Pedestrian Advisory Board  
Seattle City Hall  
May 9, 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

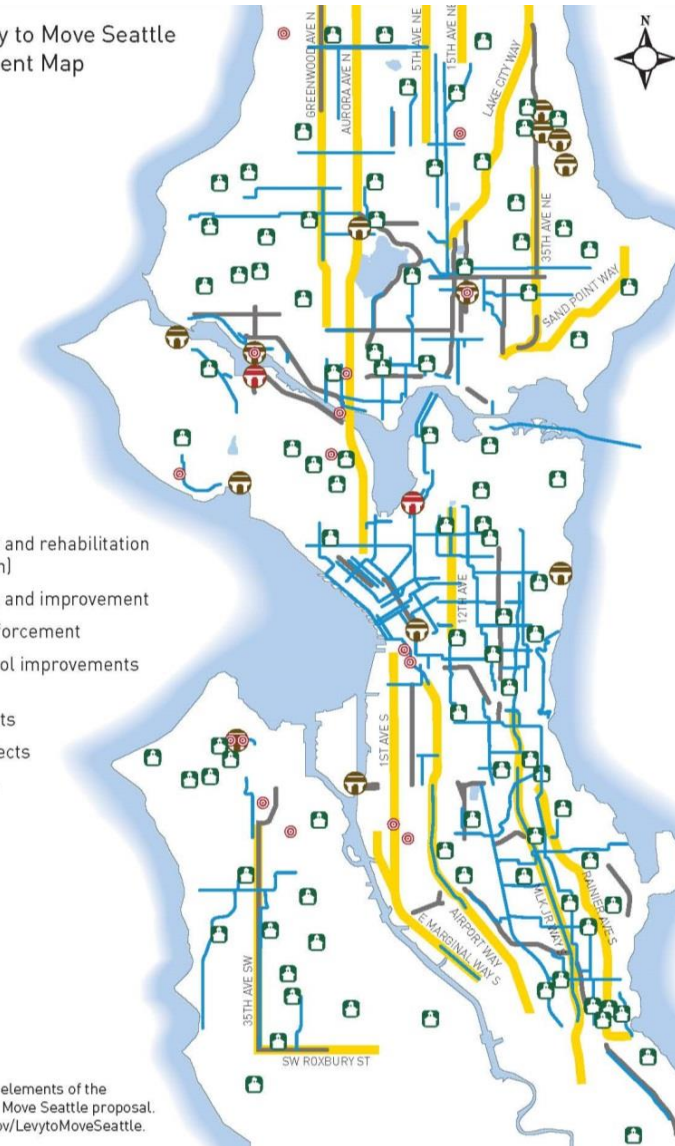
Transportation Levy to Move Seattle  
Proposed\* Investment Map

## 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](http://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

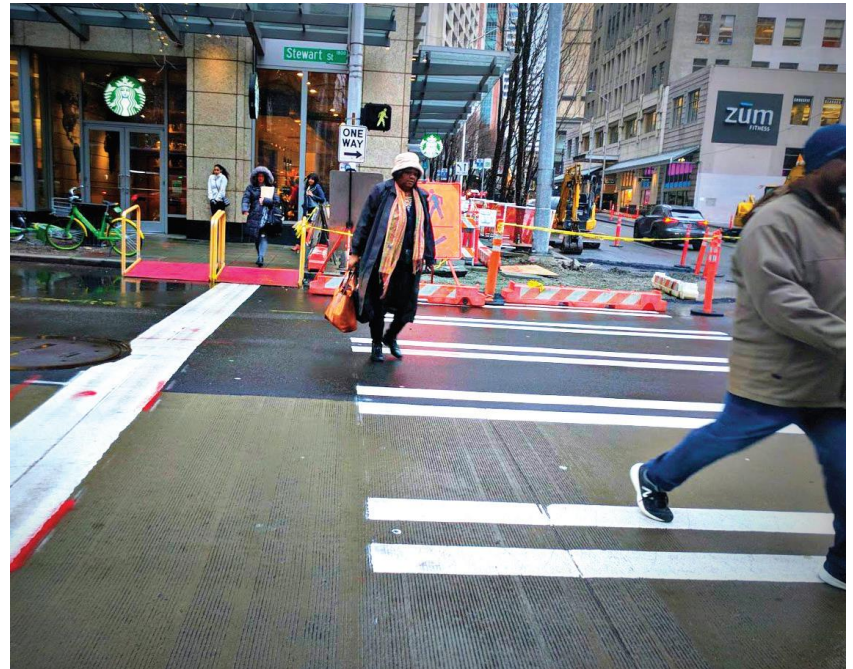


# Key findings

## 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 Broadview 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



# New Sidewalks sub-program

Levy commitment	Findings	Proposed next steps
<p>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.</p>	<p>The cost to complete the level of new sidewalk investment that aligns with this levy sub-program is higher than the original levy budget due to the addition of levy deliverables without adequate funding in 2015.</p>	<p>SDOT will work with Seattle's Pedestrian Advisory Board and pedestrian stakeholders to determine how this deliverable will be measured within available funding, delivering a combination of low-cost and concrete sidewalks throughout the city.</p>

# Sidewalk Safety Repair sub-program

Levy commitment	Findings	Proposed next steps
<p>Repair up to 225 blocks of damaged sidewalks in our urban centers and villages.</p>	<p>SDOT has been counting “one block” as equal to one full block face of a sidewalk, or multiple small repairs totaling a typical block face (i.e. 1,500 square feet). If it continues to be measured this way, the funding allocated to this sub-program will not be adequate.</p> <p>A majority of the sub-program budget is and needs to be allocated towards spot repairs that make sections of sidewalk safer and are a priority for the City. On average, SDOT completes approximately 1,000 spot repairs per year.</p>	<p>SDOT will work with the Levy Oversight Committee to recommend how this deliverable will be measured within available funding, such as measuring spot repairs made on block faces.</p>

# Engagement timeline



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

SDOT to continue delivering projects

# Next steps

May 9	SPAB Meeting	Review findings & data
May 24	Levy Oversight Meeting	Modal board representative provides an update
June 13	SPAB 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](http://www.seattle.gov/LevytoMoveSeattle)

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