

“Bridging the Gap” Phase 1
City of Seattle 2006 Transportation Initiative

Highlights

- **Seattle will:**
 - **Pave city streets – tripling investment in arterial maintenance**
 - **Reduce projected transportation maintenance backlog by 50% by 2015**
 - **Increase pedestrian & bike safety – quadrupling investment in pedestrian programs**
 - **Repair/seismically upgrade bridges**
 - **Build sidewalks to parks & schools**
 - **Build bike trails**
 - **Improve transit**
 - **Improve freight delivery**
- **9-year program generates about \$545 million between 2007 & 2015:**
 - **Voter-approved levy lid lift raises \$365 million**
Levy rate escalates by 1% annually (effectively lowering property taxes by 18% over initial proposal)
 - **New Council-approved commercial parking tax raises \$128 million**
 - **New Council-approved business transportation tax raises \$52 million**
- **Accountability added – voters will decide whether to renew property tax levy**

Where the Money Goes

(2008*)

- **\$21.2 million for Paving City Streets**
- **\$6.3 million for Bridges & Structures**
- **\$4.2 million for Signs, Signals & Safety**
- **\$2.7 million for Sidewalks, Trails, Walkways & Stairways**
- **\$7.5 million for Transit, Freight & Pedestrian Corridors**
- **\$8.5 million for Pedestrians, Bikes & Safety**
- **\$1.1 million for Trees & Landscaping**

Total: \$51.5 million

**First full year property tax, commercial parking tax & business transportation tax are collected*

Bridging the Gap

	Phase 1	Total Plan
Duration	9 years	20 years
Revenues		
<ul style="list-style-type: none"> • Property Tax Revenues 	\$365 million	\$1.1 billion
<ul style="list-style-type: none"> • Commercial Parking Tax Revenues 	\$128 million	\$401 million
<ul style="list-style-type: none"> • Business Transportation Tax Revenues 	\$52 million	\$133 million
Total Revenues	\$545 million	\$1.6 billion

Transportation Improvements

<ul style="list-style-type: none"> • Arterial Paving 	360 lane miles	1,000 lane miles
<ul style="list-style-type: none"> • Bridge Rehabilitation 	5 Bridges	13 Bridges
<ul style="list-style-type: none"> • Bridge Seismic Repair 	3-5 Bridges	11 Bridges
<ul style="list-style-type: none"> • School Zone Pedestrian Improvements 	36 Schools	100 Schools
<ul style="list-style-type: none"> • Trees Planted 	7,200	16,000
<ul style="list-style-type: none"> • Transit Hours 	45,000/year	45,000/year
<ul style="list-style-type: none"> • Pedestrian countdown signals installed 	558	1,600
<ul style="list-style-type: none"> • Neighborhood Projects 	180	400



What the “Bridging the Gap” Package Buys

\$21.2 million for Paving City Streets

- Resurfaces, restores or replaces up to 40 lane-miles (average 25.3 lane-miles) of arterial streets per year. After 9 years, reduces the City’s arterial street maintenance backlog by 50%.

\$6.3 million for Bridges & Structures

Rehabilitates/replaces 3-5 bridges over 9 years, such as:

- E. Duwamish Waterway Bridge
- 15th NE & NE 105th St. Bridge
- NE 45th Viaduct
- Jose Rizal (bridge connecting 12th Ave. to Beacon Hill)
- Airport over Argo
- E Marginal Way @ Horton
- Also funds 70 additional structural repairs each year

Seismically retrofits 5 bridges over 9 years, such as:

- Ballard Bascule Bridge
- Fauntleroy Expressway
- Albro over Airport Way
- Structures above railroad tracks between Pioneer Square & International District, some combination of:
 - 4th Ave S, Jackson St to Airport Way
 - 2nd Ave Extension
 - Jackson St., 4th to 5th Ave
 - Airport Way, 4th Ave to 5th Ave

\$4.2 million for Signs, Signals & Safety

- Replaces almost all of the City's small, faded street & regulatory signs with new, larger, reflective signs (more than 150,000 signs replaced). Meet federal requirements and replace street-name signs at all arterial intersections by 2012. Restripe all arterials annually. Restripes all 5,000 crosswalks.
- Improves signal preventive maintenance program – will conform to industry standards, 48 intersection beacons at 24 schools will receive routine maintenance; addresses outmoded signal timing; replaces 16 to 20 obsolete signal controllers/cabinets each year; rebuilds 4 to 5 intersections each year.
- Replaces 20,000 feet of aging guardrails.

\$2.7 million for Sidewalks, Trails, Walkways & Stairways

- Repairs/restores 27 blocks of sidewalks per year; maintains trails.
- Rehabilitates six stairways annually

\$7.5 million for Transit, Freight & Pedestrian Corridors

- Generates 45,000 new transit service hours by leveraging King County's "Transit Now" proposal.
- Make transit, pedestrian, bicycle & safety improvements on three key transit corridors in the City, such as:
 - Aurora Avenue N
 - West Seattle Corridor (Fauntleroy, Avalon, Alaska)
 - Ballard Corridor (15th Ave W, Elliott Ave)

Specific improvements and locations will be negotiated with King County Metro to maximize ability to leverage "Transit Now" Service Partnership Program.

Supports the City's share of funding for 4 major projects improving downtown access:

- *South Spokane Street Viaduct.* Widens & rehabilitates this roadway, creating a dedicated transit-only lane, as well as a general-purpose lane, from the structure down to Fourth Avenue into downtown Seattle. Improves freight & transit mobility, especially when the Alaskan Way Viaduct closes.
- *South Lander Street Bridge.* Builds a bridge over the railroad tracks, providing east-west connectivity for commuter & freight traffic in the area, improving travel time between the port & local businesses. Also improves pedestrian access to a proposed nearby light rail station.
- *King Street Station.* Makes investments needed to serve a new generation of train, light rail and bus riders, ensuring the station remains a vital transportation hub and portal to Seattle for the century to come.
- *Two-Way Mercer.* Widens Mercer Street between I-5 and Dexter Avenue North to accommodate three lanes of travel in each direction, parking, sidewalks & a median with left-turn lanes. Valley Street will be narrowed to a two-lane, two-way street.

\$8.5 million for Pedestrians, Bike & Safety

- New "Safe Routes to Schools" program improves routes near elementary schools by installing signs, markings, sidewalks, crosswalks and traffic signals at three to five schools a year. (50% to 75% of the City's elementary schools will be addressed in 9-year program).
- Installs 2-3 new signals each year and improves left-turn (green arrow) at 1-2 high-hazard intersections per year. Addresses an additional 30 locations each year with low-cost safety improvements. Installs 120 pedestrian countdown signal heads at 15 intersections per year.
- Builds and improves 6 blocks of sidewalks and walkways in high pedestrian traffic and/or high-hazard locations each year. Supports development of Pedestrian Master Plan (to be completed in 2007). Implements recommended improvements, which may include signage, pedestrian signals, median islands, crossing improvements, intersection improvements or curb ramps.
- Completes 3.9 miles of trails, such as Burke Gilman, Chief Sealth, or Mountains-to-Sound over 9 years. Provides bike lanes and bike route signing in accordance with the Bicycle Master Plan (to be completed in 2007).
- Provides funding for 20 neighborhood-identified street improvement projects, such as traffic circles, curb bulbs or walkways through the Neighborhood Street Fund program.

\$1.1 million for Trees & Landscaping

- Respond to customer contacts about trees blocking regulatory signs, i.e., stop, yield, etc., and take corrective action within 72 hours.
- Prunes 3,000 trees annually (1,100 for clearance, 1,900 for tree health). Shortens pruning cycle from 19 years to recommended standard of 10 to 12 years. Plants 800 trees per year.
- Improves City landscaping.