

# Seattle Transportation Levy 2025 Annual Report



**Seattle**  
Department of  
Transportation



**SEATTLE**  
TRANSPORTATION  
LEVY

# Dear Seattle,

As a longtime transportation advocate, I'm so proud to share the 2025 Seattle Transportation Levy Annual Report, which highlights the progress we've made toward building a city where everyone can move around safely and efficiently, no matter where they live or how they travel.

In 2025, we made meaningful progress across the city - improving crossings, sidewalks, transit access, and bike lanes, while prioritizing historically underinvested neighborhoods. We've worked closely with communities to ensure these projects meet local needs and create opportunities for everyone to thrive. And we've advanced efforts to make Seattle greener and more sustainable, laying the groundwork for a healthier future.

Some of these are major projects, and some are the kinds of smaller changes that can transform a street or intersection from dangerous to welcoming. What all of these projects have in common is that they show what we can accomplish when we lay out a vision and work together to make that vision real.

We remain on track to deliver on our commitments to voters. We're grateful to our new Levy Oversight Committee for working diligently to ensure we're meeting promises to voters, and we are looking ahead to establishing our Transportation Funding Task Force to help us plan for future investments.

This is your city. Thanks to your investment in the Transportation Levy, we are making Seattle a great place to live, work, and raise a family.

Warm regards,  
Katie B. Wilson  
Mayor of Seattle



# Dear Seattle,

I am pleased to present the 2025 Seattle Transportation Levy Annual Report, a comprehensive summary of the progress we've made together toward fulfilling the commitments of the Seattle Transportation Levy. This report, alongside the Seattle Transportation Levy Dashboard, demonstrates work made possible with your investment through these levy dollars.

The eight-year Levy is a cornerstone of our efforts to achieve the goals outlined in the Seattle Transportation Plan (STP): safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization. Through investments across 11 program categories, we are working toward our shared vision of Seattle as an equitable, vibrant, and diverse city where everyone can move around safely.

In 2025, we made significant progress across the Levy portfolio, meeting or exceeding planned milestones for most programs. From delivering safer routes to school and repairing thousands of potholes to advancing major transit and bike infrastructure projects, these achievements reflect our commitment to improving the daily lives of Seattle residents. Highlights include completing 30 Safe Routes to School projects, repairing over 17,000 potholes, and upgrading over four miles of protected bike lanes. We also made strides in equity by co-creating projects with communities in historically underinvested

neighborhoods and hosting neighborhood "walkshops" to plan sidewalks and walkways in equity-priority areas.

This year, we also took steps to strengthen accountability and governance. We established a new Levy Oversight Committee (LOC) to ensure transparency and representation, with a focus on equity in its recruitment process. Additionally, we began work to form a Transportation Funding Task Force to explore long-term solutions for maintaining and improving our city's infrastructure.

As we look ahead, we remain steadfast in our mission to build a transportation system that reflects the values of our city. The progress we've made in 2025 is a testament to what we can achieve when we work together toward a common goal. Thank you for your continued support and partnership as we create a Seattle that is safer and more connected for everyone.

Sincerely,  
Angela Brady, P.E.  
Acting Director  
Seattle Department  
of Transportation





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# Vision and Goals

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.





### **EQUITY**

In Seattle we address transportation-related inequities



### **SUSTAINABILITY**

Seattle's clean travel options help us fight climate change



### **SAFETY**

In Seattle, everyone feels safe traveling and there are no serious injury or fatal crashes



### **LIVABILITY**

Seattle streets are inviting places to gather, linger, and play



### **MAINTENANCE & MODERNIZATION**

Seattle streets, sidewalks, bike lanes, and bridges are well-maintained and ready for the future



### **MOBILITY & ECONOMIC VITALITY**

Seattle provides reliable and affordable travel options that support economic vitality and help people and goods get where they need to go



# About the Seattle Transportation Levy

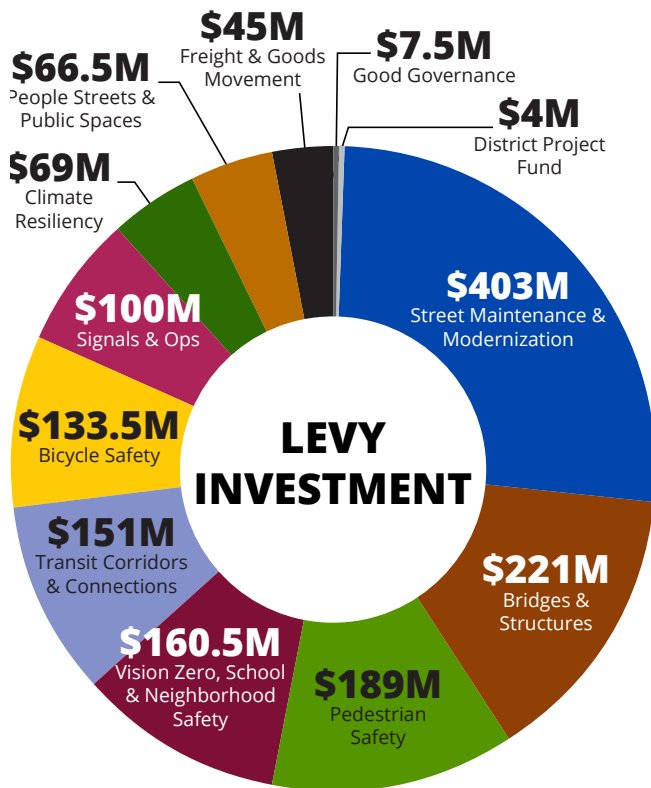


Chart shows life-of-Levy allocations for each Levy program: Maintenance and Modernization \$403M, Bridges and Structures \$221M, Pedestrian Safety \$189M, Vision Zero, School, and Neighborhood Safety \$160.5M, Transit Corridors and Connections \$151M, Bicycle Safety \$133.5M, Signals and Operations \$100M, Climate Resiliency \$69M, People Streets and Public Spaces \$66.5M, Freight and Goods Movement \$45M, Good Governance \$7.5M, and District Project Fund \$4M.

Seattle voters approved the eight-year \$1.55 billion Transportation Levy in 2024. This Levy provides funding to maintain and modernize the City's transportation infrastructure by building sidewalks, paving streets, repairing bridges, and improving transit connections. These investments support the goals outlined in the Seattle

Transportation Plan, a 20-year vision for the future of our transportation system:

- Safety
- Equity
- Sustainability
- Mobility and Economic Vitality
- Livability
- Maintenance and Modernization

## CATEGORIES

The Transportation Levy is organized into 11 categories, which include specific projects and programs and flexibility to address future needs. These program areas are shown in the pie chart on this page.

## COMMITMENTS TO VOTERS

We at the Seattle Department of Transportation (SDOT) are committed to meeting commitments outlined to voters in the Seattle Transportation Levy legislation, [Attachment A](#). For detailed information on progress towards each of these commitments, please review the [Seattle Transportation Levy Dashboard](#).

## TRANSPORTATION LEVY OVERSIGHT COMMITTEE

The Transportation Levy Oversight Committee helps keep Seattle moving by overseeing how Seattle Transportation Levy funds are spent. Their role is to monitor budgets, track progress on projects, and make sure the funds are used as promised to Seattle voters. They work with the Mayor's Office, City Council, and Seattle Department of Transportation (SDOT) staff to ensure transparency and accountability.

# Centering Equity in the Seattle Transportation Levy

We at the Seattle Department of Transportation consider and center equity across infrastructure projects in many ways, including where we build our projects, who is building our projects, and how we engage community during design and construction.

First launched in 2022 under the Levy to Move Seattle, the Levy Equity Workplan supports those efforts by identifying business practices that improve the equitable implementation and distribution of our Levy investments. Its objective is to ensure investments are made where they are needed most and to account for historic underinvestment in certain neighborhoods and populations.

## IMPLEMENTING TRANSPORTATION EQUITY

To translate equity goals into action, we use data, community input, and equity-centered business practices across the department. We prioritize outreach to women- and minority-owned businesses for Levy contracts and purchases. When deciding where investments are needed, we examine neighborhood characteristics where people live and work, including the needs of truck drivers and workers in Manufacturing and Industrial Centers (MICs). The Seattle Transportation Levy uses the City's Racial and Social Equity (RSE) Index to assess factors such as age, income, racial disparities, and health disparities so we can tailor transportation solutions to local challenges.

Levy projects and programs are opportunities to invest in various types of equity.

- **Geographic distribution of investments:** Ensuring improvements are prioritized in areas of greatest need/historical disinvestment, not just equal distribution citywide
- **Contracting equity:** Use of Women- and Minority-Owned Businesses
- **Workforce equity:** Priority Hire, a City of Seattle program that prioritizes hiring residents of economically distressed areas of Seattle and King County for large construction projects
- **Community engagement:** Project selection, design, and construction
- **Construction impacts and mitigations:** Helping ensure impacts don't disproportionately impact disinvested communities

## TRANSPORTATION EQUITY FRAMEWORK

This work is guided by SDOT's [Transportation Equity Framework \(TEF\)](#), our roadmap to collaboratively create an equitable transportation system. Codeveloped with the [Transportation Equity Workgroup](#), the TEF emphasizes community engagement and accountability. The TEF Implementation Plan is a dynamic 2022–2028 plan with 200+ equity-focused actions that informed the Levy's development and continues to shape project and program implementation. Updates on our progress are tracked on our [TEF Monitoring Dashboard](#).



Levy-funded projects and programs support numerous TEF Tactics. Tactics are highlighted throughout the document showcasing just some of the ways the Levy is advancing equity. These tactics include but are not limited to:

- **11.2** - Annually resource (funding and staff) public art projects to support BIPOC communities; institutionalize this effort as a permanent program.
- **19.4** - Focus maintenance resources in communities and neighborhoods currently underserved by government that have significant maintenance needs; use findings from the racial equity assessment.
- **37.4** - Identify and allocate funds to new or existing programs to address pedestrian safety concerns that are reflected from community data collection.
- **40.1** - Emphasize and incorporate pedestrian safety into the street character and design process; ensure staff are trained and educated on how to do this.
- **40.2** - Identify locations for new or upgraded pedestrian crossing opportunities to support access to transit.

Transportation equity is underscored by two fundamental elements: Community Engagement and Decision-making, Transparency and Accountability. Building community trust and relationships is key to establishing transportation equity. Authentic and intentional community engagement and decisionmaking must be done with transparency and accountability to assess impact and determine whether historic inequities are being shifted. Eight equity strategy drivers are identified as key components of transportation equity:

- Safety
- Mobility and Transportation Options
- Transit Access
- Infrastructure, Planning and Maintenance
- Land Use, Housing and Displacement
- Economic Development
- Transportation Justice

# Making Progress on Seattle Transportation Plan Goals

The Seattle Transportation Levy empowers the City of Seattle to make progress on goals outlined in the Seattle Transportation Plan – a 20-year vision for the future of transportation in Seattle. Below, we list each STP goal and research-backed evidence as to how the types of investments made through the Levy support each goal.



**Equity:** In Seattle, we address transportation-related inequities.

- We use an equity lens to guide Levy-funded projects and programs. Multi-modal investments in transit access, bike lanes, and sidewalks provide affordable and accessible travel options, increasing access to jobs and opportunities ([FHWA, 2016](#)).
- Pavement and sidewalk spot improvements can promote mobility and economic opportunities for populations including people with disabilities and older adults ([Boakye and Okte, 2024](#)).
- Freight investments can improve the health of those impacted by goods movement and can support freight workers, many of whom are BIPOC ([FMSIB, 2024](#)).



**Safety:** In Seattle, everyone feels safe traveling and there are no serious injuries or fatal crashes.

- Levy investments allow us to implement proven, research-backed strategies to reduce roadway fatalities and serious injuries. Tools like speed management, leading pedestrian intervals, and roadway reconfiguration are effective in reducing crashes and improving safety ([FHWA Proven Safety Countermeasures, 2026](#)).
- Pavement markings and optimized traffic signals enhance safety and contribute to reduced crashes ([FHWA, 2026](#); [ITE](#); [USDOT, 2026](#)).
- Bike lanes and sidewalks mitigate conflicts between pedestrians, cyclists, and vehicles, which reduces crash risks ([FHWA, 2026](#); [Abou-Senna, Radwan, & Mohamed, 2022](#)).



## Maintenance and Modernization: Seattle streets, sidewalks, bike lanes, and bridges are well-maintained and ready for the future.

- Maintaining infrastructure, including streets, sidewalks, bridges, and traffic signals is an important component of what the Levy funds and is key to achieving our safety, mobility, and reliability goals (FHWA; Proctor et al, 2023).
- Well-maintained sidewalks and bike lanes contribute to safety, comfort, and accessibility, which can increase walking, biking, and transit use (Chang et al, 2022; Huber, 2013).
- Less reliance on vehicle trips can also lower maintenance by reducing wear and damage to streets linked with vehicle use (Proctor et al, 2023).
- The right paving and street maintenance scheduled at the proper can reduce overall costs while preserving asset performance over the long-term (Giustozzi et al, 2012).



## Sustainability: Seattle travel options respond to climate change.

- High-quality pedestrian, bike, and transit networks provide the backbone for a low-carbon transportation system by enabling and encouraging mode shift. By creating public spaces that promote resilient and sustainable transportation design principles, Levy investments support reductions in emissions and air pollution (Litman, 2025; Sukman et al, 2019; Soni and Soni, 2026).
- Street trees sequester carbon, provide shade, and reduce air and noise pollution providing important environmental and health benefits (EnvironmentAmerica; Dongwei et al, 2025).
- Ongoing maintenance of pavement and signals ensures environmental compliance and supports emissions reductions through improved surface and traveling conditions (Rutgers; ITE; TRB; and Zhang, Yin, and Chen, 2013).





### **Livability: Seattle streets are inviting places to gather, linger, and play.**

- Partnering with community to co-create Levy-funded People Streets and Public Spaces helps shape welcoming places where people can linger, walk, play, and connect with others. This can reduce social isolation, strengthen community ties, and build social capital ([Glover et al, 2022](#)).
- Community co-creation can also improve public health and ensure that public spaces reflect the identity of the people who live there, particularly in dense neighborhoods in historically underinvested areas ([Oetken, 2023](#)).
- Investing in safe, well-lit streets and public spaces, as well as slow and low volume streets, improves the daily experience for residents and transit riders. These changes encourage people to spend more time outside and connect with their community, while also increasing physical activity through active transportation ([Abou-Senna et al, 2022](#); [Thompson and Kent, 2013](#)).
- Levy-funded projects make neighborhoods easier and safer to walk in, which supports community well-being, local economic health, and greater independence in getting around ([Singleton, 2018](#); [Soni and Soni, 2026](#)).



### **Mobility & Economic Vitality: Seattle provides reliable and affordable travel options that support economic vitality and help people and goods get where they need to go.**

- The Levy helps expand travel options and support safer smoother travel for people and goods across the city. Redesigning streets can lead to improved safety and boost employment levels, business growth, and property values ([Smart Growth America, 2015](#)).
- Addressing deferred maintenance and investing in Intelligent Transportation Systems (ITS) and coordinated signal timing ensures smoother delivery of goods, reliable commutes, and better access to community services, supporting economic activity ([Cambridge Systematics, Inc., 2011](#); [Hadi, Elefteriadou, and Chen, 2017](#)).
- Combining shared micromobility like bikes and scooters with transit creates multimodal options which can reduce parking and traffic congestion, lower energy use, and increase job and affordable transportation access for underserved communities ([Ju, Martin, and Shaheen, 2024](#)).
- Enhancing walkability through sidewalk maintenance and pedestrian-friendly areas increases pedestrian activity, improves mobility for all users, strengthens community ties, and fosters local economic growth ([Corazza, Di Mascio, & Moretti, 2017](#)).

# Seattle Transportation Levy Categories



## **Vision Zero, School & Neighborhood Safety (\$160.5M)**

Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.



## **Street Maintenance & Modernization (\$403M)**

Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit.



## **Bridges & Structures (\$221M)**

Keep bridges and structures in reliable working condition and prepare for future bridge projects.



## **Transit Corridors & Connections (\$151M)**

Connect people safely to transit hubs, including Link light rail stations and bus stops, and reduce delays on bus routes.



## **Pedestrian Safety (\$189M)**

Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go.



## **Signals & Operations (\$100M)**

Install, maintain, and upgrade existing traffic signals for safe, reliable movement; improve pedestrian and bike accessibility signals; and support traffic operations during large events, incidents, and for trips in and out of the port.



## **Bicycle Safety (\$133.5M)**

Expand Seattle's protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes.



## **People Streets & Public Spaces (\$66.5M)**

Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant neighborhoods and business districts.



## **Climate & Resiliency (\$69M)**

Address climate change directly, reducing air pollution and making sustainable transportation options more available.



## **Freight & Goods Movement (\$45M)**

Make freight improvements to support trucks delivering goods and providing services.



## **Good Governance & Equitable Implementation Initiative (\$7.5M)**

Maintain accountability and transparency for Seattle taxpayers and the public.



## **District Project Fund (\$4M)**

A Council-created program to address neighborhood safety concerns, using levy and non-levy dollars.

# Executive Summary

We are pleased to share the 2025 Seattle Transportation Levy Annual Report, which, alongside the [Seattle Transportation Levy Dashboard](#), summarizes progress made towards Levy commitments to voters in 2025. This progress is made possible thanks to \$77M in investment through the Seattle Transportation Levy.

This eight-year Levy supports the Seattle Transportation Plan (STP) goals through 11 categories. These investments are in support of our vision of Seattle as an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable.

## 2025 LEVY PERFORMANCE THEMES

In 2025, most Levy programs met or exceeded planned milestones as outlined in the [2025 Seattle Transportation Levy Delivery Plan](#), and we are currently on track to fulfill life-of-Levy commitments for all programs, which are outlined in [Attachment A of the Seattle Transportation Levy legislation](#).

Some programs faced delays due to varied challenges such as material procurement, funding constraints, and coordination with other agencies/partners. Certain programs carry higher risks related to delivery timelines and budgets, with recurring challenges similar to those experienced during the Levy to Move Seattle, including scope changes, cost increases, utility conflicts, and railroad coordination.

Despite these challenges, and while still early in Levy delivery, we remain on track to deliver commitments to voters.

## SUMMARY OF KEY ACHIEVEMENTS ACROSS THE LEVY PORTFOLIO IN 2025

### Safety

- Completed 45 leading pedestrian intervals to improve crossing safety at intersections.
- Delivered 30 Safe Routes to School projects, ensuring safer walking, rolling, and biking paths for students.
- Implemented 8 high-collision safety projects, including improvements on E Marginal Way, Roosevelt Way NE, University Way NE, Sylvan Way SW, Rainier Ave S, Harvard Ave E, and 1st Ave S
- Completed the N 130th St Phase 1 Safety Corridor project, which included protected bike lanes, signal upgrades, and a 25 mph speed limit to reduce crashes
- Installed rapid flashing beacons, 41 crossing improvements, and 1268 curb ramps citywide.
- Completed the first phase of the Aurora Ave N Corridor Planning Study and prepared for next phase to further analyze and refine our draft concepts and advance toward a unified design vision.
- Funded 8 new Metro Transit Security Officers to improve safety on busy routes.

## Equity

- Advanced the Transportation Equity Framework (TEF) by implementing intentional community engagement, emphasizing pedestrian safety in street and roadway designs, supporting access to transit for those who rely on it the most, and more.
- Hosted 10 neighborhood “walkshops” to co-create sidewalk and walkway plans with residents in equity-priority areas.
- Focused maintenance and safety resources in historically underinvested neighborhoods, addressing long-standing inequities.
- Co-created projects with community to address local needs including new sidewalks and traffic calming measures, and public art projects that celebrate Seattle’s cultural diversity and history.
- Hosted 5 small business outreach events to share Levy contracting opportunities.

## Maintenance & Modernization

- Repaired 17,276 potholes, with over 90% completed within 72 hours of the request.
- Resurfaced 7.6 lane miles through 65 paving spot improvements.
- Restriped 560 lane-miles and remarked 1,501 crosswalks to enhance visibility and safety.
- Performed 129 preventative maintenance treatments on bridges and advanced design for 17 bridge preservation projects.
- Progressed design for major paving projects, including E Marginal Way S, N 130th St, and Roosevelt Way NE.

## Sustainability

- Planted over 1,100 trees and maintained nearly 3,000 landscaped areas to enhance urban greenery.
- Evaluated 30 existing electric vehicle (EV) charging sites and launched a workgroup to identify new locations for electric vehicle infrastructure.
- Progressed planning for low-pollution neighborhoods (LPNs), including advancing research on low-emissions goods delivery and identifying pilot neighborhoods for future LPN expansion.

## Mobility & Economic Vitality:

- Implemented 52 transit spot improvements, such as bus lane upgrades and more comfortable bus stops.
- Upgraded over 4 miles of protected bike lanes with improved barriers for enhanced safety.
- Completed 120 bicycle spot improvements and installed a new protected bike lane on N 130th St.
- Advanced projects to access Link light rail stations, including N 130th St and S Henderson St.
- Improved freight movement and maintained industrial areas with pavement repairs, parking improvements, and rail crossing fixes.

## Livability

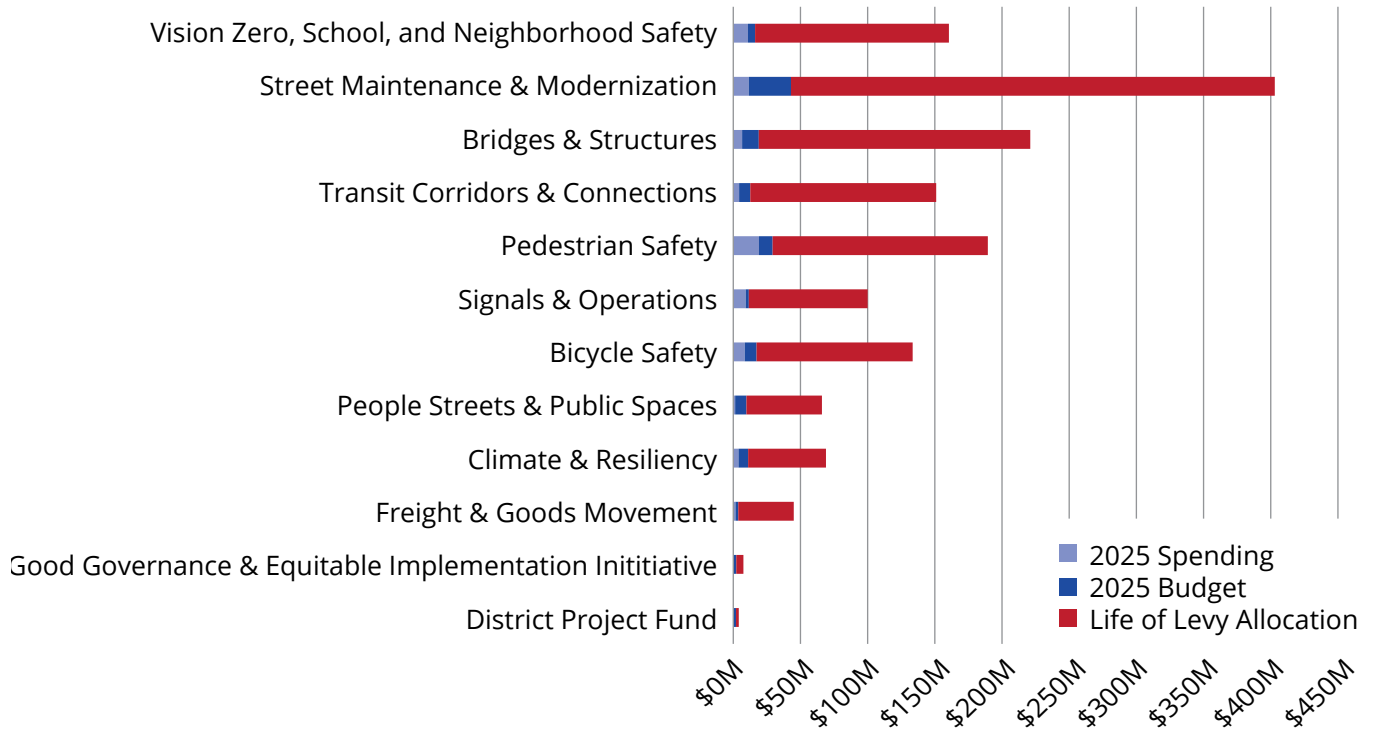
- Enhanced public spaces with lighting, art, and pedestrian-friendly designs, including beginning pre-construction activity on the Fortson Square redesign – an opportunity to improve this small but important public space, creating a welcoming gateway into Pioneer Square.
- Installed new lighting on 3rd Ave as part of downtown activation efforts, improving safety and vibrancy.
- Refreshed striping along Ballard Ave and advanced planning for the Occidental Promenade to create more inviting public spaces.

In 2025, the Levy also invested in good governance by establishing a new Levy Oversight Committee (LOC) to demonstrate accountability to Seattle voters and taxpayers. Recruitment for the LOC emphasized equity, using a process informed in part by the Transportation Equity Workgroup (TEW) and prioritizing representation from equity priority areas. Additionally, planning commenced for property tax exemption outreach to ensure those who qualify know how to take advantage of the exemption.



# Financial Data

## 2025 SPENDING AND LIFE OF LEVY ALLOCATION BY CATEGORY

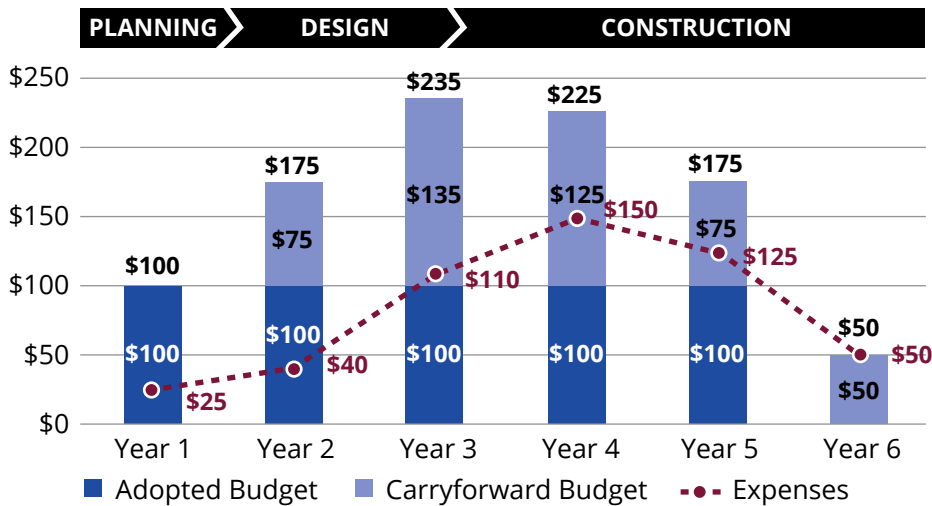


## 2025 SPENDING VS. BUDGET BY LEVY CATEGORY

	2025 Spending	2025 Budget
Vision Zero, School, and Neighborhood Safety	\$10,925,142	\$16,250,129
Street Maintenance & Modernization	\$11,567,196	\$42,982,469
Bridges & Structures	\$6,587,954	\$18,954,446
Transit Corridors & Connections	\$4,327,564	\$12,620,512
Pedestrian Safety	\$19,077,876	\$29,278,469
Signals & Operations	\$9,262,199	\$11,578,214
Bicycle Safety	\$8,548,046	\$17,319,545
People Streets & Public Spaces	\$1,372,936	\$9,773,770
Climate & Resiliency	\$3,894,827	\$11,034,516
Freight & Goods Movement	\$1,665,742	\$3,717,222
Good Governance & Equitable Implementation Initiative	\$686	\$2,237,500
District Project Fund	\$31,618	\$2,038,060
<b>Total</b>	<b>\$77,261,786</b>	<b>\$177,784,852</b>

## THE LIFECYCLE OF LEVY SPENDING

We do not expect spending and budget to match each year.



Total Annual Budget =  
Adopted + Carryforward

In years when expenses are **greater** than adopted budget (Years 3-6), carryforward decreases the following year.

In years when expenses are **less** than adopted budget (Year 1-2), carryforward **increases** the following year.

Example of relationship between adopted/carryforward budget in a single project scenario-Program receives \$500 over 5 years (\$100/year)

We receive funding on a regular schedule, which is approximately \$190M annually in Levy revenues. However, we do not expect to spend this exact amount annually. Program spending varies year-to-year depending on the current phase most projects in the program are in (planning, design, or construction). Carryforward funding remains in the Levy portfolio for use on projects to meet Levy commitments and are only to be used for the project for which they were originally appropriated.

- When many projects are in a planning or design phase, such as now at the start of the levy, we don't expect to spend as much as when projects are in construction. Construction will be a time of highest spending.

- At this early phase of the levy, there are several programs where we will see a larger discrepancy between allocation/budget and spending. These are the programs characterized by projects which typically have multi-year project planning and design phases, such as projects in the Arterial Roadway Maintenance program of Street Maintenance and Modernization, and the Transit Corridors and Connections and Bridges and Structures categories.

- Later on in the life of the Levy, projects with higher risks to schedules, such as contractor-delivered capital projects, vs. operations/maintenance work (sidewalk repairs, bridge repairs, etc.) are more likely to see variation. Larger projects, with lots of different components, have higher risks to schedules. These projects also fall into the same or similar categories: Arterial Roadway Maintenance, Bridges and Structures, and Transit Corridors and Connections, to name a few.
- For these reasons, across the life of the levy, we are more likely to see differences in these program types between how much funding we were allocated and how much we spent in a given year.



# Highlights by Levy Category

## HOW TO READ THE REST OF THIS REPORT

- This report is published annually each Spring.
- The remainder of this report is organized into the 11 categories of the Seattle Transportation Levy. Within each of the 11 categories, we highlight key Levy achievements, including descriptions, photos and quotes from community members where applicable.
- There are many commitments to voters outlined in Attachment A of the Levy legislation. The Appendix of this report contains a table for each Levy category outlining these commitments and 2025 progress. For detailed information on progress towards each of these commitments, please review the [Seattle Transportation Levy Dashboard](#).



# VISION ZERO, SCHOOL & NEIGHBORHOOD SAFETY

**Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.**

## 2025 AT A GLANCE



14

Neighborhood traffic safety improvements



30

Safe Routes to School projects



45

Intersections with leading pedestrian intervals



3

Arterial traffic calming projects on 14th Ave S, 62nd/64th Ave S, and Fuhrman Ave E



8

High-collision safety projects: 1st Ave S & S Spokane St, Aurora Ave N & N Roy St, Rainier Ave S between S Charlestown St and S Andover St, and more.



**Completed**

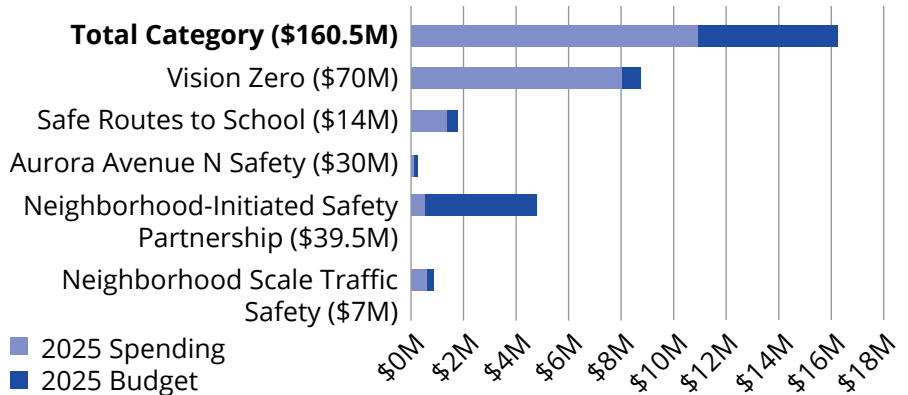
the N 130th St Phase 1 Safety Corridor project

In 2025, our Vision Zero Team delivered safety improvements in high-collision areas, making it safer to walk, bike, scoot, and take transit. Projects included upgrades like flashing beacons, crosswalks, curb ramps, and pedestrian signals. We also trained staff to ensure safety is a priority in every project (**TEF Tactic 40.1**).

Through programs like Safe Routes to School, we worked with communities to identify and build neighborhood safety projects. Initiatives like “walk shops” with residents ensured taxpayer dollars addressed real safety needs and equity priorities (**TEF Tactic 37.4**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)

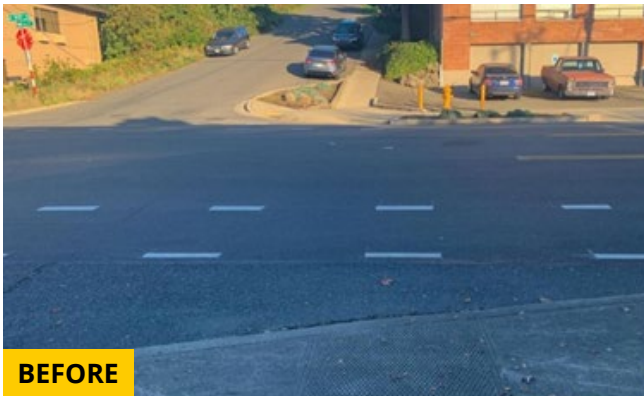


	2025 Budget	2025 Spending
Vision Zero (\$70M)	\$8,735,064	\$8,021,856
Safe Routes to School (\$14M)	\$1,635,309	\$1,654,387
Aurora Avenue N Safety (\$30M)	\$250,000	\$117,613
Neighborhood-Initiated Safety Partnership (\$39.5M)	\$4,776,377	\$524,695
Neighborhood Scale Traffic Safety (\$7M)	\$853,380	\$606,592
<b>Total Category (\$160.5M)</b>	<b>\$16,250,129</b>	<b>\$10,925,142</b>

## HEARING FROM THE COMMUNITY

*“Adding a School Street to our campus has not only improved student safety but also deepened our sense of community and school pride.”*

— Liz Dunn, Principal, Genesee Hill Elementary School



Before and after a project on N Greenwood Ave and N 95th St to make it easier to cross the street and prevent cut-through traffic. This project was developed based on crash data and resident input. This project included new crossings, bike lane markings, a pedestrian crossing median, and more.



# STREET MAINTENANCE AND MODERNIZATION

Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit.

## 2025 AT A GLANCE



7.6

Lane miles of paving spot improvements across 65 locations



17,276

Potholes filled



90%

of potholes filled within 72 hours of request



560

Lane-miles restriped



1501

Crosswalks remarked



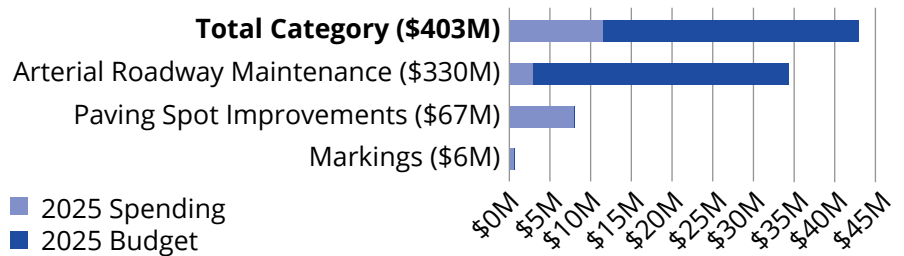
### Progress

on design for paving projects on E Marginal Way S, N 130th St, Pinehurst Way NE, and Roosevelt Way NE

In 2025 we started planning and design on 7 major corridors that will include a combination of roadway reconstruction and preservation. Of these corridors, 6 are located in the highest or second highest equity priority areas and are designed to address community priorities, repair the streets, and improve safety (**TEF Tactic 19.4**). Maintenance efforts for arterials and streets across the city included paving spot improvements, pothole repairs, and refreshed crosswalk and pavement markings.

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Arterial Roadway Maintenance (\$330M)	\$34,413,790	\$2,996,774
Paving Spot Improvements (\$67M)	\$7,872,848	\$7,938,524
Markings (\$6M)	\$695,831	\$631,898
<b>Total Category (\$403M)</b>	<b>\$42,982,469</b>	<b>\$11,567,196</b>



SDOT crews remarking arterial lane-miles.



SDOT crews remarking crosswalks on SW Myrtle St and 16th Ave SW.



Before and after a repaving project on 16th Ave S. We removed damaged concrete panels and patched with full-depth asphalt.





# BRIDGES AND STRUCTURES

**Keep bridges and structures in reliable working condition and prepare for future bridge projects.**

## 2025 AT A GLANCE



129

Bridge preventative maintenance treatments and repairs



### Deck Overlay

on 15th Ave NW/Leary Way Bridge



### Progress

on design for 17 bridge preservation projects



25

Areaway inspections



### Progress

on design for Ballard, Fremont, and University Bridge moveable ship canal bridge electrical/mechanical upgrades



### Progress

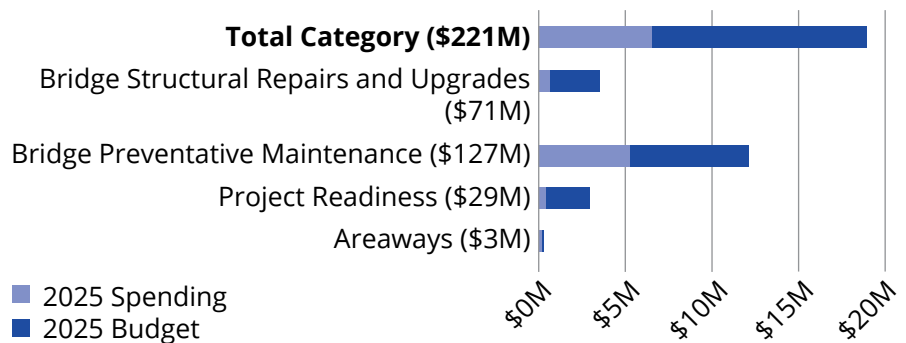
on bridge replacement planning/alternative analysis work for 6 bridges: 1st Ave S Bridge over Argo Railyard, 4th Ave S Bridge over Argo Railyard, Elliott Bay Seawall, NE 45th St Viaduct, Magnolia Bridge, and W Dravus St over Railyard

In 2025 we launched a bridge cleaning program, continued funding for minor repair work on bridges, and started to design major maintenance projects for the Ballard and Magnolia Bridges. We also completed 129 bridge preventative maintenance treatments and repairs to keep our bridges in a state of good repair.

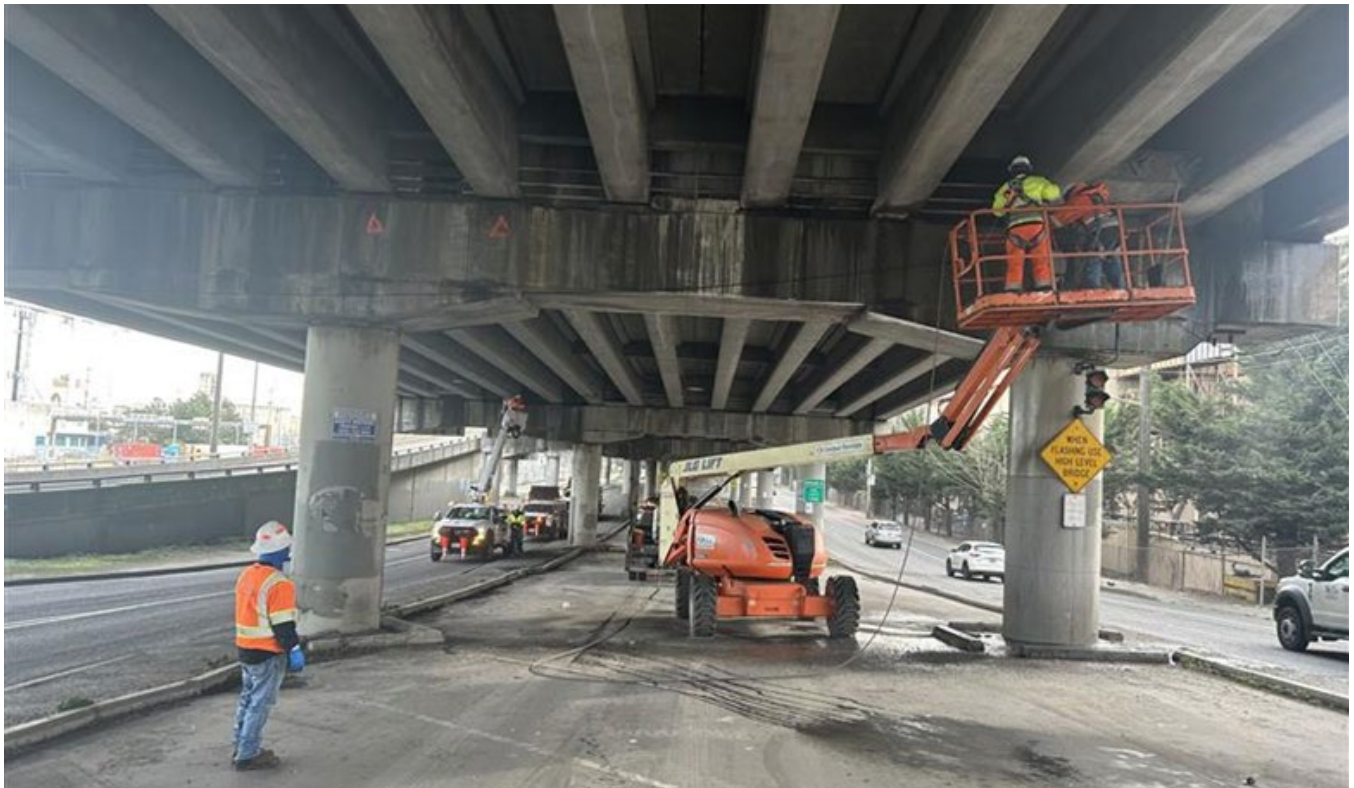
The Levy supports an expanded commitment to a proactive bridge preservation strategy guided by established inspection schedules and preventive maintenance cycles. These investments support equitable access by improving reliability, extending the life of critical infrastructure, and reducing the likelihood of sudden closures (**TEF Tactic 19.4**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Bridge Structural Repairs and Upgrades (\$71M)	\$3,550,000	\$682,007
Bridge Preventative Maintenance (\$127M)	\$12,102,384	\$5,259,454
Project Readiness (\$20M)	\$2,975,000	\$438,081
Areaways (\$3M)	\$327,062	\$208,412
<b>Total Category (\$221M)</b>	<b>\$18,954,446</b>	<b>\$6,587,954</b>



Bridge cleaning on Fauntleroy Expressway.



Performing electrical preventative maintenance on the Ballard Bridge.



Bridge cleaning on a bridge on S Lucile St.



# TRANSIT CORRIDORS AND CONNECTIONS

**Connect people safely to transit hubs, including Link light rail stations and bus stops, and reduce delays on bus routes.**

## 2025 AT A GLANCE



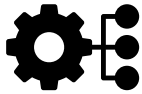
52

Transit spot improvements



8

New Transit Security Officers funded at King County Metro for the year



### Progress

on planning for transit or Link light rail access projects on N 130th St, Beacon Ave S, 4th Ave S, Rainier Ave S, and in South Lake Union



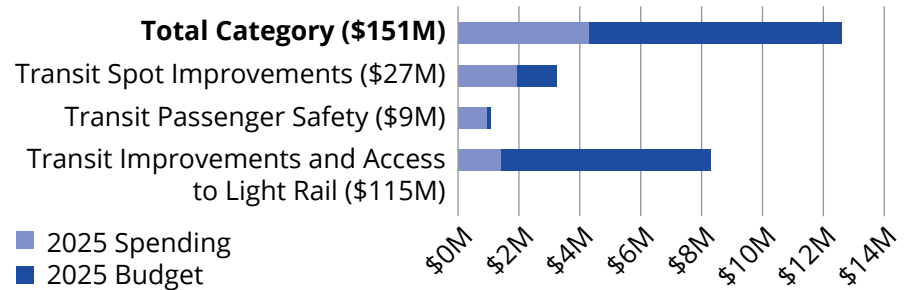
### Community engagement

for Graham St Station Area access planning

In 2025 we continued designing and planning projects to build and enhance access to current and future Link Light Rail stations. All four transit corridors named in the Levy are currently in the design phase, and planning for Link light rail access projects progressed (TEF Tactic 40.2). We continue to engage with partners and community as we look at future light rail connections. The Transit Spot Improvement program made improvements to bus stop benches, shelters, and sidewalks, added roadway safety measures, and supported the 24-hour expansion of bus-lanes on Aurora Avenue N.

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Transit Spot Improvements (\$27M)	\$3,250,967	\$1,949,258
Transit Passenger Safety (\$9M)	\$1,082,107	\$976,810
Transit Improvements and Access to Light Rail (\$115M)	\$8,287,438	\$1,401,496
<b>Total Category (\$151M)</b>	<b>\$12,620,512</b>	<b>\$4,327,564</b>

## HEARING FROM THE COMMUNITY

*"I'm so excited about the 24/7 bus lanes!! Thank you for implementing such a wonderful change for bus reliability. I live right off Aurora and ride the E line frequently, so I'm delighted with the changes."*

*"As a frequent E Line rider, I'm excited for the upgrade to 24/7 bus lanes on Aurora. Hopefully this will mean fewer people accidentally parking in the bus lanes during rush hour and negatively impacting the E Line's reliability. I hope these upgrades will remain even after the I-5 construction is over. Thanks for thinking of us transit riders, especially on such a busy route."*

*"I just wanted to say that this was long overdue. Thank you to whoever is working to get this done!"*

—Aurora Ave N neighbors



New posts to restrict northbound right turns from Westlake to Denny Way and prevent cars from using the bus-only lane.



Improvements along Aurora Avenue N in partnership with King County Metro, including expanded 24/7 bus lanes from downtown Seattle to N 145th St, the city's northern limits.



Photos of community outreach related to the Graham St Link Light Rail Station Area access planning. Photo credit: OPCD, Jessica Ramirez of OPCD, and Ian Dapiaonen of OPCD.





# PEDESTRIAN SAFETY

**Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go.**

## 2025 AT A GLANCE



29

Blocks of new sidewalks and walkways



20,934

Sidewalk spot repairs



173

Customer-service requested curb ramps



2

Repaired or expanded stairways



41

Crossing improvements



10

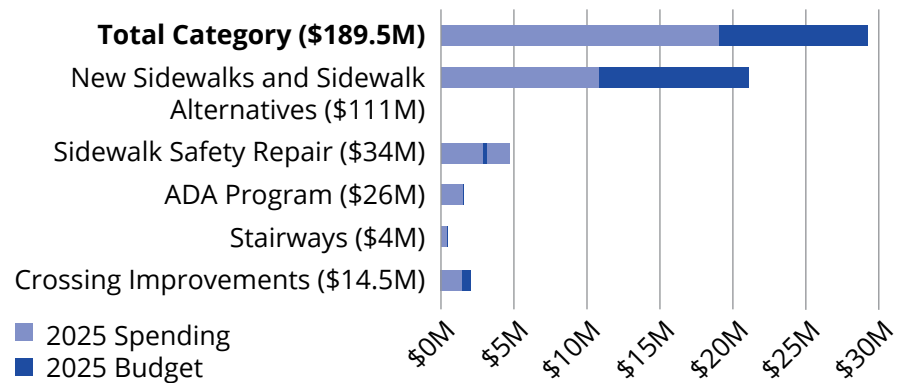
Community walks hosted to identify new sidewalk needs

In 2025 we made improvements to crosswalks and intersections all over Seattle with a focus on areas prioritized in the Seattle Transportation Plan. This included new pavement markings and signs, sidewalk spot repairs, accessible curb ramps, flashing beacons, new traffic signals, and more. We also built 37 blocks of new sidewalks and sidewalk alternatives near schools and transit across the city (**TEF Tactic 45.6**).

We also hosted 10 neighborhood “walkshops” with residents to co-create sidewalk and walkway plans across Seattle, including identifying potential projects for the Neighborhood-Initiated Safety Partnership Program (**TEF Tactic 37.4**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
New Sidewalks and Sidewalk Alternatives (\$111M)	\$21,047,059	\$10,827,533
Sidewalk Safety Repair (\$34M)	\$4,185,620	\$4,801,958
ADA Program (\$26M)	\$1,540,698	\$1,540,642
Stairways (\$4M)	\$469,783	\$469,734
Crossing Improvements (\$14.5M)	\$2,035,309	\$1,438,009
<b>Total Category (\$189.5M)</b>	<b>\$29,278,469</b>	<b>\$19,077,876</b>

## HEARING FROM THE COMMUNITY

*"We are over the moon! The speed bumps, the chicane, the sidewalks... these are such huge and meaningful improvements to our street. All the work was executed to such a high standard, and we are totally delighted. Please pass our thanks on to everyone involved and add the commendation of their Mount Baker neighbors to any sorts of performance records they have - we really are delighted and it's nicer than we ever thought it would be. We appreciate you so much: THANK YOU!"*

— South Seattle neighbor speaking to the new sidewalk and safety improvements on 37th Ave S



New mid-block crosswalk on NW 46th St, which was the result of a customer service request for this high-volume area.



New walkway on Corliss Ave N between N 117th and N 120th streets near James Baldwin Elementary School.



Repaired stairway on S Brandon St.



Community walkshop in South Seattle.



# SIGNALS AND OPERATIONS

Install, maintain, and upgrade traffic signals for safe, reliable movement; improve pedestrian and bike accessibility signals; and support traffic operations during large events, incidents, and for trips in and out of the port.

## 2025 AT A GLANCE



5

Corridor sections with signal timing adjustments



### Intelligent Transportation System

upgrades in Downtown and along I-5 to support Revive I-5 and World Cup



### Advanced

work to upgrade technology on 80th and 85th and MLK



1

New traffic signal at NW 51st St & 15th Ave NW



3,002

Signs replaced



3

Signals with major maintenance performed



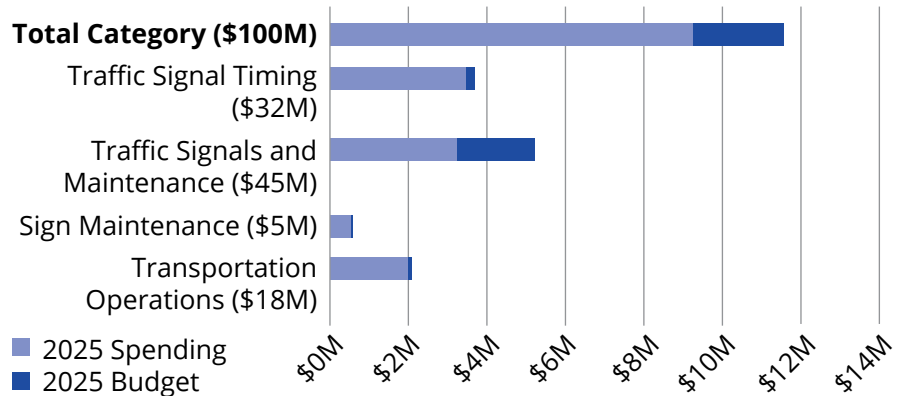
7,254

Customer responses through our Customer Care Team

As a part of our Signals program, in 2025 we designed and constructed new traffic and pedestrian signals and completed preventative and major signal maintenance and sign replacement at crossings citywide (TEF Tactic 40.2). These locations were determined by many factors, including meeting standard operating and safety requirements, requests from the public, and funding availability. We also use the City's Racial and Social Equity Index to prioritize signal and sign maintenance in locations in high equity priority areas (TEF Tactic 19.4).

## FINANCIAL SUMMARY

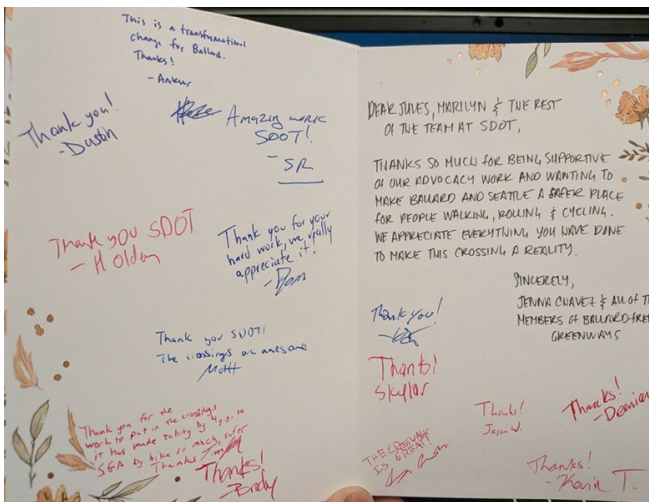
### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Traffic Signal Timing (\$32M)	\$3,696,067	\$3,483,776
Traffic Signals and Maintenance (\$45M)	\$5,204,187	\$3,236,532
Sign Maintenance (\$5M)	\$597,690	\$554,359
Transportation Operations (\$18M)	\$2,080,270	\$1,987,532
<b>Total Category (\$100M)</b>	<b>\$11,578,214</b>	<b>\$9,262,199</b>

## HEARING FROM THE COMMUNITY

"Thanks so much for being supportive of our advocacy work and wanting to make Ballard and Seattle a safer place for people walking, rolling, and cycling. We appreciate everything you have done to make this crossing a reality."



New traffic signal at NW 51st St and 15th Ave NW, creating a new connection across 15th Ave NW for people walking, biking, and rolling to & from Ballard's Brewery District and its historic downtown.



Signage on Aurora Ave N in support of new bus lanes and transit signal priority.



# BICYCLE SAFETY

**Expand Seattle’s protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes.**

## 2025 AT A GLANCE



2

Neighborhood Greenways projects



365

Post repairs on protected bike lanes



**Bike lane**

sweeping throughout Seattle



8

Existing protected bike lanes upgraded, totaling over 4 miles



7

Bicycle spot improvements



116

New bicycle parking spaces



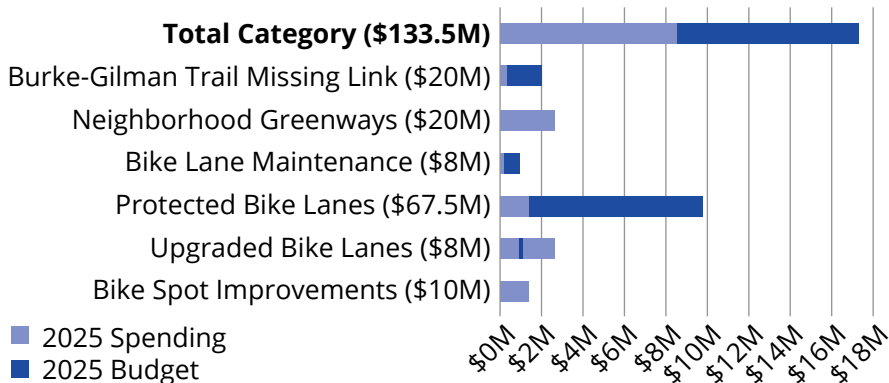
**New**

protected bike lanes on N 130th St

In 2025 we invested in over 4 miles of protected bike lane upgrades with more durable concrete buffer treatments that help people who bike, as well as people walking on the sidewalks, feel a greater separation from vehicular traffic. We added over 100 new bike parking spaces and completed new neighborhood greenways to improve and support bicycle connections. Levy dollars launched the bike lane sweeping program, allowing us to sweep all the bike lanes throughout the city at a regular cadence. We hosted regular touchpoints with community and leadership through open houses, workshops, and in-person events (**TEF Tactic 19.7**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Burke-Gilman Trail Missing Link (\$20M)	\$2,000,000	\$336,838
Neighborhood Greenways (\$20M)	\$2,430,256	\$2,613,833
Bike Lane Maintenance (\$8M)	\$975,291	\$215,020
Protected Bike Lanes (\$67.5M)	\$9,757,419	\$1,403,986
Upgraded Bike Lanes (\$8M)	\$987,481	\$2,613,590
Bike Spot Improvements (\$10M)	\$1,169,099	\$1,364,779
<b>Total Category (\$133.5M)</b>	<b>\$17,319,545</b>	<b>\$8,548,046</b>



In Little Brook Park Plaza, we installed benches & picnic tables on this unique street plaza so people can socialize, linger, and enjoy public life on their street.



Georgetown Healthy Street and Neighborhood Greenway, which includes elements for safety and traffic calming such as speed humps, Healthy Street signs, concrete sign bases, concrete planters, and painted curb bulbs with flexible posts at intersections. The Healthy Street will be connected to a larger network of Healthy Streets and Neighborhood Greenways.

Along NE Campus Parkway, a new type of bike lane barrier made of upcycled tires. Nearby, there is a new asphalt median to separate riders from traffic.



Sweeping and maintaining the city's bike lanes.



SDOT crews installing new better bike lane barriers on E Yesler Way.



# PEOPLE STREETS AND PUBLIC SPACES

Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant neighborhoods and business districts.

## 2025 AT A GLANCE



### New lighting

on 3rd Ave as part of Downtown Activation work and activating downtown's public spaces



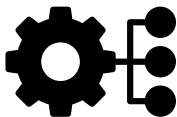
### Refreshed

striping along Ballard Ave people street



### Pre-construction

for Fortson Square Redesign



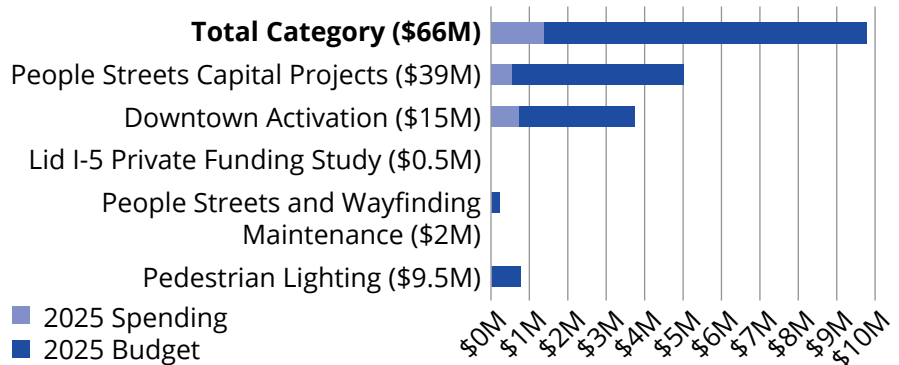
### Planning and design

of near-term investments for Occidental Promenade

In 2025, in advance of the 2026 FIFA World Cup, our Downtown Activation Program integrated public art and lighting investments along 3rd Ave and at other key locations (**TEF Tactic 11.2**). Planning and design were underway for multiple People Streets projects, plus a community engagement approach for project identification, and development of an investment strategy to integrate pedestrian lighting into capital projects on transit corridors (**TEF Tactic 45.1**). An early example was providing support for the Chinatown-International District & Little Saigon Pedestrian Lighting Project.

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
People Streets Capital Projects (\$39M)	\$5,022,077	\$551,865
Downtown Activation (\$15M)	\$3,750,000	\$756,327
Lid I-5 Private Funding Study (\$0.5M)	\$-	\$-
People Streets and Wayfinding Maintenance (\$2M)	\$233,615	\$30,788
Pedestrian Lighting (\$9.5M)	\$768,078	\$33,955
<b>Total Category (\$66M)</b>	<b>\$9,773,770</b>	<b>\$1,372,936</b>

## HEARING FROM THE COMMUNITY

*“The activation at First & Pike breathed life into our community, bridging the gap between the local experience and the visitor’s journey. There was a certain magic in seeing friends and neighbors meet in the plaza for live music under the summer sun. While our hotel guests loved the constant buzz of activity, it was often the simple beauty of the fresh flowers that they mentioned most. This plaza has established a genuine sense of belonging that resonates with locals and temporary guests alike.”*

— **Employee, The State Hotel,  
Columbia Hospitality**

*“The First and Pike Plaza has quickly become a beloved meeting spot for downtown residents and helped make our neighborhood feel more like a home.”*

— **Downtown resident**

*“The Spark Block was born from a simple dream — to illuminate Third Avenue with art and light, and to show our city what is possible. I am incredibly proud of the collaboration and dedication it took to bring that vision to life. Special recognition goes to Joel Miller (SDOT), Robbie Frankel (Metro), and Nick Ferderer (Basecamp) — our small but mighty team that helped make it happen. What started on Third Avenue has since sparked similar moments of beauty at 3rd & Pine, 1st & Pike, Capitol Hill, and Chinatown/International District. This is what community partnership looks like.”*

— **Sabrina Villanueva  
(Property owner representative  
& neighborhood block captain)**



1st and Pike Plaza.



Lights have brightened 3rd Ave and enhanced a crucial downtown corridor. The lighting complements new public art, including 36 additional murals throughout the downtown area.



# CLIMATE & RESILIENCY

**Address climate change directly, reducing air pollution and making sustainable transportation options more available.**

## 2025 AT A GLANCE



**~31**

Existing curbside EV charging sites evaluated to understand usage



**Launched**

interdepartmental workgroup with Seattle City Light, Seattle Parks and Recreation, and Seattle Public Libraries to identify sites for new EV charging



**355**

Trees planted as part of this program, for a total of about 1,100 across Seattle through other SDOT projects



**2,957**

Areas of landscaping maintained



**Planning**

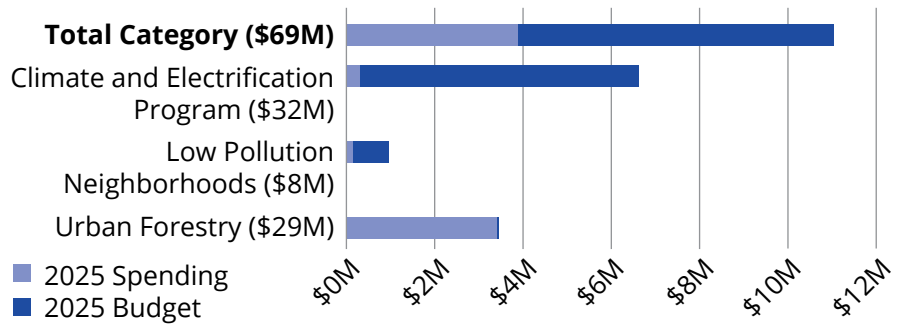
for Low-Pollution Neighborhoods work

In 2025 we made progress towards selecting three Low Pollution Neighborhoods (LPNs) that will focus on cleaner transportation options—like walking, biking, and public transit—and place-based emissions reductions. We also launched interdepartmental efforts to evaluate and consider sites for the expansion of Electric Vehicle chargers at parks, community centers, and libraries, prioritizing our underserved areas (**TEF Tactic 36.2**).

Our Urban Forestry team leveraged citywide street tree data, canopy assessment data and street tree planting studies to inform strategic neighborhood-focused tree maintenance and planting over 1,100 street trees in 2025 (**TEF Tactic 56.4**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Climate and Electrification Program (\$32M)	\$6,625,000	\$310,225
Low Pollution Neighborhoods (\$8M)	\$959,035	\$158,975
Urban Forestry (\$29M)	\$3,450,481	\$3,425,627
<b>Total Category (\$69M)</b>	<b>\$11,034,516</b>	<b>\$3,894,827</b>



Planting trees on S Weller St and Rainier Ave S.



Existing curbside electric vehicle chargers.



# FREIGHT AND GOODS MOVEMENT

**Make freight improvements to support trucks delivering goods and providing services.**

## 2025 AT A GLANCE



Freight spot improvements including improvements at the following at-grade rail crossings: Corson Ave S, Diagonal Ave S/ Colorado Ave S/S Oregon St, S Hanford St, S Atlantic St, S Spokane St, and SW Spokane St

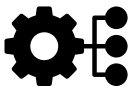


### Progressed

design to improve 5 grade crossings along E Marginal Way S



Additional improvements for freight movement



### Progressed

on planning Holgate Rail Crossing Elimination Study



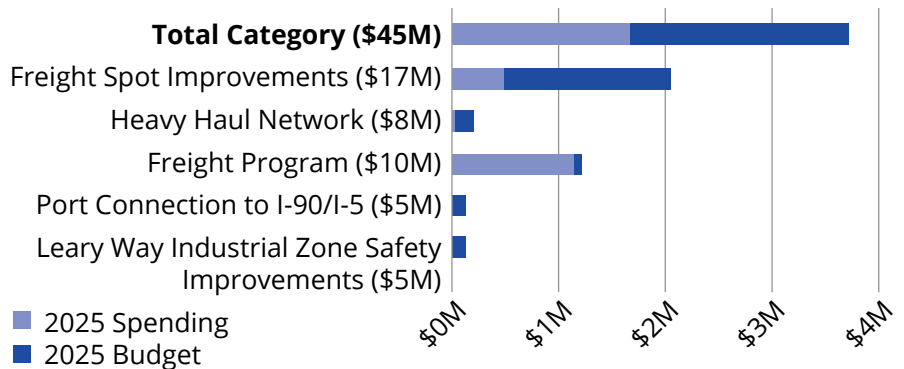
### Progressed

work with the Urban Freight Lab and continued data collection on Freight and Bus (FAB) - Only Lane on Route 40

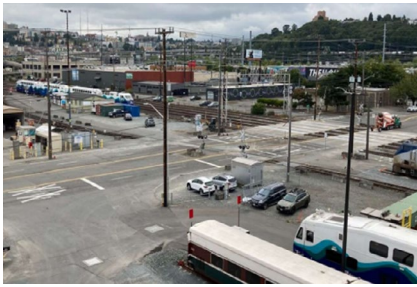
In 2025 our Freight Program started planning for future freight improvement projects focusing on how we can improve and maintain our manufacturing industrial centers (MICs). Maintenance efforts included improving pavement on non-arterials, parking, channelization, and rail crossing repairs, all of which help preserve access to businesses in industrial areas. In-progress studies such as the Heavy Haul Network Pavement Analysis and our Industrial Non-Arterial Pavement Repair Initiative will support future decision-making on how and where we repair our roadways to support safety and access of our workers and businesses in our MICs (**TEF Tactic 19.4**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Freight Spot Improvements (\$17M)	\$2,048,109	\$491,199
Heavy Haul Network (\$8M)	\$200,000	\$26,381
Freight Program (\$10M)	\$1,219,112	\$1,145,662
Port Connection to I-90/I-5 (\$5M)	\$125,000	\$1,250
Leary Way Industrial Zone Safety Improvements (\$5M)	\$125,000	\$1,250
<b>Total Category (\$45M)</b>	<b>\$3,717,222</b>	<b>\$1,665,742</b>



S Holgate St, the site of a study to find ways to make this crossing safer and more efficient for everyone—drivers, pedestrians, cyclists, and businesses.



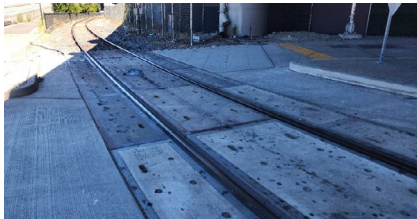
**BEFORE**



Repaired crossing surface at S Hanford St



**AFTER**



Repaired crossing surface at S Atlantic St

Before and after sinkhole repair at Diagonal Ave S/Colorado Ave S/ S Oregon St.



On Ohio Ave S between S Hudson St and S Alaska St, parking was restricting lane operations to multiple businesses, forcing vehicles to use private property to allow two-way traffic to pass (before, top photo). We installed signs and parking restrictions to identify the public right of way and limit trespass onto private property. The work on Ohio Ave S also helped reactivate an existing sidewalk. We completed similar work on 3rd Ave S between S Stacy St and S Walker St, improving roadway use and reactivating sidewalk along the west side of the street.



# GOOD GOVERNANCE AND EQUITABLE IMPLEMENTATION INITIATIVE

**Maintain accountability and transparency for Seattle taxpayers and the public.**

## 2025 AT A GLANCE



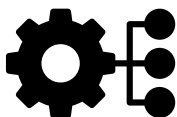
### Recruited for and established

new Levy Oversight Committee



### Began

efforts to develop a Transportation Funding Task Force, including selecting a consultant



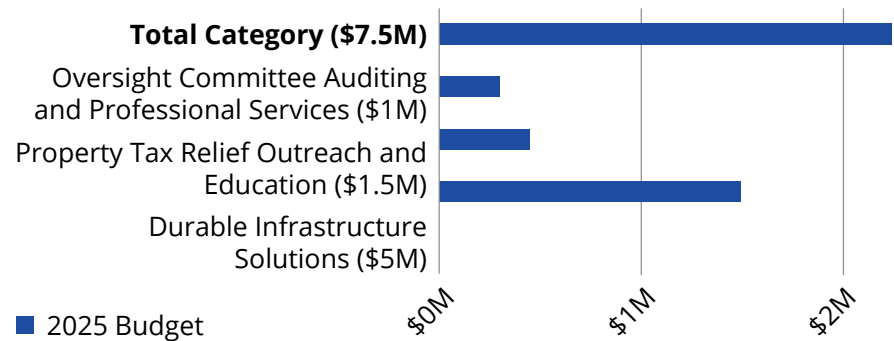
### Began

planning for Property Tax Exemption Outreach

Recruitment for our new Levy Oversight Committee (LOC) included online outreach via our blog, newsletters, social media, direct outreach to community-based organizations, auditing/financial associations, and other partner communication channels such as via City Councilmembers and the Transportation Equity Workgroup (TEW). We also partnered with the TEW to gather input on equitable approaches for selection of the LOC. We piloted a new process by scoring all applications using a rubric, and interview panels for many candidates included TEW member participation (**TEF Tactic 26.2**).

## FINANCIAL SUMMARY

### 2025 Program Allocation and Spending (Life-of-Levy allocations in parentheses)



	2025 Budget	2025 Spending
Oversight Committee Auditing and Professional Services (\$1M)	\$298,333	\$686
Property Tax Relief Outreach and Education (\$1.5M)	\$447,500	\$-
Durable Infrastructure Solutions (\$5M)	\$1,491,667	\$-
<b>Total Category (\$7.5M)</b>	<b>\$2,237,500</b>	<b>\$686</b>

## HEARING FROM THE COMMUNITY

*“On behalf of the Levy Oversight Committee, we are grateful to Seattle voters for their landmark \$1.55 billion investment in our streets — a powerful statement of intent to invest in safe, accessible transportation for every Seattleite, in every neighborhood. This investment ensures that the work of building an equitable, multimodal transportation system will continue for the life of this levy. As an advisory committee, we look forward to partnering closely with SDOT to meet the voters’ commitment to a transportation system that works for all people, all modes, and all neighborhoods across our city.”*

— Levy Oversight Committee co-chairs



# Appendix: Cumulative Estimated Levy Investments and 2025 Progress by Levy Category

VISION ZERO, SCHOOL, AND NEIGHBORHOOD SAFETY		
Program	Cumulative Estimated Levy Investments	2025 Progress
Vision Zero	(1.1) Safety redesign projects on up to 12 corridors on the High Injury Network  Anticipated initial Vision Zero projects on: <ul style="list-style-type: none"> <li>• Aurora Ave N</li> <li>• N/NE 85th St</li> <li>• S Othello St</li> <li>• N 105th St/Holman Rd NW</li> <li>• Dexter Ave N</li> <li>• Lake City Way NE</li> <li>• 4th Ave S</li> <li>• MLK Jr Way S</li> <li>• Rainier Ave S</li> <li>• Lakeside Ave S at Lake Washington Blvd</li> <li>• N/NE 50th St</li> <li>• Other projects as identified in Vision Zero work plans</li> </ul>	<b>(1.1) VISION ZERO CORRIDOR PROJECTS ON HIGH INJURY NETWORKS</b>  1 completed: N 130th St Safety Corridor Project
	(1.2) Responsive safety projects at up to 40 high-collision locations	<b>(1.2) HIGH-COLLISION SAFETY PROJECTS</b>  8 completed: Aurora Ave N, E Marginal Way, Roosevelt Way NE, University Way NE, Sylvan Way SW, Rainier Ave S, Harvard Ave E, and 1st Ave S
	(1.3) Leading pedestrian intervals at 280 intersections	<b>(1.3) INTERSECTIONS WITH LEADING PEDESTRIAN INTERVALS (LPI)</b>  45 completed
	(1.4) Traffic calming on 50 corridors	<b>(1.4) TRAFFIC CALMING PROJECTS</b>  3 completed: Furhman Ave E, 62nd Ave S/64th Ave S, and 14th Ave S
Safe Routes to School	(1.5) Contribute to up to 70 projects to improve safety and fund safety education programs at public schools	<b>(1.5) SAFE ROUTES TO SCHOOLS PROJECTS</b>  30 completed

Continued on next page

**VISION ZERO, SCHOOL, AND NEIGHBORHOOD SAFETY**

Program	Cumulative Estimated Levy Investments	2025 Progress
<p><b>Aurora Avenue N Safety</b></p>	<p>(1.6) Aided by state and federal leverage funds, install sidewalks along Aurora Ave N from N 115th St to N 145th St and implement safety improvements including pedestrian lighting and plant trees along Aurora Ave N</p>	<p><b>(1.6) AURORA AVE N SAFETY PROJECT</b></p> <ul style="list-style-type: none"> <li>Completed Phase 1 of the Corridor Planning Study and <u>published our findings</u>.</li> <li>Executed an agreement with WSDOT Local Programs support Phase 2 of the Corridor Planning Study</li> <li>Advanced planning by completing consultant contract negotiations, developing base map for preliminary design, collecting additional traffic counts, and continuing agency partner coordination</li> </ul>
<p><b>Neighborhood-Initiated Safety Partnership Program</b></p>	<p>(1.7) Build at least 10 neighborhood-initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access</p>	<p><b>(1.7) NEIGHBORHOOD INITIATED SAFETY PARTNERSHIP PROGRAM</b></p> <p>Completed neighborhood walks and selected projects for 2026-2027 delivery community priorities</p>
<p><b>Neighborhood Scale Traffic Safety Programs</b></p>	<p>(1.8) Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access.</p>	<p><b>(1.8) NEIGHBORHOOD SCALE TRAFFIC SAFETY IMPROVEMENTS</b></p> <p>14 projects completed</p>

**STREET MAINTENANCE AND MODERNIZATION**

Program	Cumulative Estimated Levy Investments	2025 Progress
<p><b>Arterial Roadway Maintenance</b></p>	<p>(2.1) Repave approximately 15 major corridors. This will include a combination of roadway reconstruction and preservation projects. Initial projects are anticipated to include portions of the following:</p> <ul style="list-style-type: none"> <li>• N 130th St: 1st Ave NW to I-5</li> <li>• Roosevelt Way NE: NE 92nd St to Pinehurst Way NE</li> <li>• Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE</li> <li>• E Marginal Way S: 1st Ave S to 16th Ave S</li> <li>• Elliott Ave/Western Ave: Bell St to Thomas St</li> <li>• Rainier Ave S: S Walden St to S Jackson St</li> <li>• S Henderson St: MLK Jr Way S to Seward Park Ave S</li> </ul> <p>Additional corridors that will be evaluated for specific paving extents through a design process include:</p> <ul style="list-style-type: none"> <li>• 15th Ave NE: Pinehurst Way NE to NE 145th St</li> <li>• NE 65th St: 2nd Ave NE to 35th Ave NE</li> <li>• NW Market St: 15th Ave NW to 24th Ave NW</li> <li>• 23rd Ave E/24th Ave E: E John St to Lake Washington Blvd</li> <li>• James St: 3rd Ave to Broadway</li> <li>• Beacon Ave S to support Route 36 improvements</li> <li>• 35 Ave SW: SW Alaska St to SW Morgan St</li> <li>• S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5</li> <li>• Olson Pl SW/1st Ave S: 2nd Ave SW to SW Cloverdale St</li> <li>• Fautleroy Way SW: 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements</li> </ul>	<p><b>(2.1) MAJOR CORRIDORS REPAVED</b></p> <p>Made progress on design for corridors:</p> <ul style="list-style-type: none"> <li>• N 130th St: 1st Ave NW to I-5</li> <li>• Roosevelt Way NE: NE 92nd St to Pinehurst Way NE</li> <li>• Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE</li> <li>• E Marginal Way S: 1st Ave S to 16th Ave S</li> </ul>

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**STREET MAINTENANCE AND MODERNIZATION**

Program	Cumulative Estimated Levy Investments	2025 Progress
<p align="center"><b>Paving Spot Improvements</b></p>	<p>(2.2) Repair approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets</p>	<p><b>(2.2) SPOT IMPROVEMENTS</b></p> <p>65 spot improvements totaling about 7.6 lane-miles</p>
	<p>(2.3) Fill 80% of reported potholes within 72 hours</p>	<p><b>(2.2) POTHOLES</b></p> <p>17,276 potholes filled, over 90% in 72 hours</p>
<p align="center"><b>Markings</b></p>	<p>(2.4) Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway</p>	<p><b>(2.4) CROSSWALKS REMARKED/ PAVEMENT MARKINGS REFRESHED</b></p> <ul style="list-style-type: none"> <li>• 560 lane-miles restriped</li> <li>• 1501 crosswalks remarked</li> </ul>

## BRIDGES AND STRUCTURES

Program	Cumulative Estimated Levy Investments	2025 Progress
<b>Bridge Structural Repairs and Upgrades</b>	(3.1) Upgrade electrical and mechanical systems on moveable Ship Canal Bridges: Ballard Bridge, Fremont Bridge, University Bridge	<p><b>(3.1) MOVEABLE SHIP CANAL BRIDGE ELECTRICAL/MECHANICAL UPGRADES</b></p> <p>Progress on design for upgrades on:</p> <ul style="list-style-type: none"> <li>• Ballard Bridge</li> <li>• Fremont Bridge</li> <li>• University Bridge</li> </ul>
	(3.2) Make structural repairs on: Ballard Bridge, including potential pedestrian improvements Magnolia Bridge, including potential type/size/location studies for replacement, seismic improvements, and/or improving emergency access to Magnolia	<p><b>(3.2) BRIDGE STRUCTURAL REPAIRS</b></p> <p>Progress on contracting for structural repairs on:</p> <ul style="list-style-type: none"> <li>• Ballard Bridge</li> <li>• Magnolia Bridge</li> </ul>
<b>Bridge Preventative Maintenance</b>	(3.3) Implement preventative maintenance for the City's 134 bridges, making optimum preservation-focused treatment schedules for deck and joint replacement, bridge cleaning and painting, and spot repairs	<p><b>(3.3) BRIDGE PREVENTATIVE MAINTENANCE</b></p> <p>Progress on design for:</p> <ul style="list-style-type: none"> <li>• 4th Ave S Over Argo</li> <li>• 129 bridge preventative maintenance treatments and repairs</li> </ul>
<b>Project Readiness</b>	(3.4) Advance 6 structures in preparation to seek funding partnerships for future replacement: <ul style="list-style-type: none"> <li>• Elliott Bay Seawall Phase II (north segment)</li> <li>• 1st Ave S Bridge over Argo Railyard</li> <li>• 4th Ave S Bridge over Argo Railyard</li> <li>• W Dravus Street over Railyard</li> <li>• NE 45th St Viaduct Central Span</li> <li>• Magnolia Bridge Replacement Alternatives Cost Estimate updates</li> </ul>	<p><b>(3.4) ADVANCE STRUCTURES IN PREPARATION FOR FUNDING PARTNERSHIPS</b></p> <p>Progress on bridge replacement planning/alternative analysis work for all 6 bridges identified in Attachment A of the Transportation Levy (shown in the column to the left)</p>
<b>Areaways</b>	(3.5) Improve data collection, strengthen public-private partnerships, pursue grants, and advance repairs	<p><b>(3.5) AREAWAYS</b></p> <p>25 areaway inspections</p>

**TRANSIT CORRIDORS AND CONNECTIONS**

Program	Cumulative Estimated Levy Investments	2025 Progress
<p><b>Transit Spot Improvements</b></p>	<p>(4.1) Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance pinch points affecting multiple routes, such as:</p> <ul style="list-style-type: none"> <li>✓ SW Oregon St between 44th Ave SW and California Ave SW along routes 50 and 128 (2025)</li> <li>• MLK Jr Way S between S Myrtle St and S Othello St along Route 106</li> <li>• E Jefferson St between 9th Ave and 12th Ave along routes 3 and 4</li> <li>• W Nickerson St between 3rd Ave W and 4th Ave N along routes 31 and 32</li> </ul>	<p><b>(4.1) TRANSIT SPOT IMPROVEMENTS</b></p> <p>52 transit spot improvements, including one on SW Oregon St</p>
<p><b>Transit Passenger Safety</b></p>	<p>(4.2) Invest in strategies that increase transit rider safety and security, including transit and public safety personnel services in coordination with King County Metro, Sound Transit, and/or other transit agencies</p>	<p><b>(4.2) TRANSIT PASSENGER SAFETY</b></p> <ul style="list-style-type: none"> <li>• Funded 8 Transit Security Officers (TSOs) – four in transit zones in downtown Seattle and four riding buses on select routes.</li> <li>• The focus is on the busy transit corridors, 3rd Ave and S Jackson St, specifically evening through early morning hours.</li> </ul>

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**TRANSIT CORRIDORS AND CONNECTIONS**

Program	Cumulative Estimated Levy Investments	2025 Progress
<p><b>Transit Improvements and Access to Light Rail</b></p>	<p>(4.3) Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including:</p> <ul style="list-style-type: none"> <li>• Rainier Ave S</li> <li>• Beacon Ave S</li> <li>• Aurora Ave N</li> <li>• Denny Way/Olive Way</li> </ul>	<p><b>(4.3) TRANSIT IMPROVEMENTS ON STREETS WITH HIGH RIDERSHIP ROUTES</b></p> <p>Progress on planning / design on improvements for:</p> <ul style="list-style-type: none"> <li>• Rainier Ave S – S Walden to S Jackson St</li> <li>• Rapid Ride R</li> <li>• Beacon Ave</li> <li>• Denny Way/Olive Way</li> </ul>
	<p>(4.4) Build access projects to Link light rail stations such as enhanced bus stops, sidewalks, crossings, bike lanes, and/or lighting:</p> <ul style="list-style-type: none"> <li>• N 130th St</li> <li>• S Henderson St</li> <li>• Judkins Park Station Connections</li> </ul>	<p><b>(4.4) ACCESS PROJECTS TO LINK LIGHT RAIL STATIONS</b></p> <p>Progress on two projects:</p> <ul style="list-style-type: none"> <li>• N 130th St - Bitter Lake to Haller Lake Mobility Improvements: Advanced consultant procurement process</li> <li>• S Henderson St: Progressed project scope development</li> </ul>
	<p>(4.5) Advance key connections to future Link light rail stations in coordination with partner agencies:</p> <ul style="list-style-type: none"> <li>• NE 145th St</li> <li>• SW Alaska St</li> <li>• 4th Ave S</li> <li>• S Graham St (Corridor)</li> <li>• East-West South Lake Union Transit Connections</li> </ul> <p>Make access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion.</p> <p>Support community-based planning and improvements around the future Graham light rail station and Chinatown/ International District (CID) light rail station.</p>	<p><b>(4.5) ADVANCE KEY CONNECTIONS TO FUTURE LINK LIGHT RAIL STATIONS</b></p> <p>Future light rail connection partnerships</p> <ul style="list-style-type: none"> <li>• N/NE 145th St Partnership: Worked with City of Shoreline as lead for this project</li> <li>• 4th Ave S: Progress on design</li> <li>• South Lake Union East-West corridors: Progress on planning and design</li> </ul> <p>Sound Transit 3 station and future expansion access improvements</p> <ul style="list-style-type: none"> <li>• South Lake Union East-West corridors: Planning and design progress</li> </ul> <p>Community-based station planning and improvements</p> <ul style="list-style-type: none"> <li>• Graham St Station: Completed Phase 1 community engagement</li> <li>• CID/South Downtown Hub: Held public open house to identify ways to improve public spaces, including around planned Link stations.</li> </ul>

**PEDESTRIAN SAFETY**

Program	Cumulative Estimated Levy Investments	2026 Estimated Levy Investments
<p align="center"><b>New Sidewalks and Sidewalk Alternatives</b></p>	<p>(5.1) Support construction of at least 350 blocks of new sidewalks, including:</p> <ul style="list-style-type: none"> <li>• 320 blocks of new sidewalks and sidewalk alternatives, with 250 of these blocks complete or in construction by 2029</li> <li>• 30 blocks of new sidewalks located on the frequent transit network, separate from sidewalks delivered as part of the Aurora Avenue N Safety project</li> <li>• Build any new sidewalks and sidewalk alternatives within the 1-mile walkshed network of any school (K- 12) and/or local transit stop (transit that runs every half an hour)</li> </ul> <p>Anticipated initial projects include:</p> <ul style="list-style-type: none"> <li>• 1st Ave NE: NE 120th St – NE 130th St</li> <li>• SW Brandon St: 26th Ave SW to 30th Ave SW</li> <li>✓ NE Ravenna Blvd: 12th Ave NE to Brooklyn Ave NE (2025)</li> <li>• Renton Ave S: 35th Ave S to S Dawson St</li> <li>• Greenwood Ave N: N 112th St to N 117th St</li> <li>• Gilman Ave W: W Manor Pl to 28th Ave W</li> <li>• NE 130th St Light Rail Station walkshed</li> <li>• 30th Ave NE: complete missing sections between NE 127th St to NE 145th St</li> </ul>	<p><b>(5.1) SIDEWALK CONSTRUCTION</b></p> <p>29.5 blocks of new sidewalks completed including on NE Ravenna Blvd</p> <ul style="list-style-type: none"> <li>• 22 blocks within 1-mile walkshed of schools</li> <li>• 2.25 blocks of new sidewalks by schools/transit</li> </ul> <p>To identify future new sidewalks, completed 10 walkshops in these neighborhoods: Pinehurst, Northgate, North Delridge, Highland Park, South Delridge, Hillman City, South Park, Little Brook, Cedar Park, and Arbor Heights</p>
	<p>(5.2) A minimum of 36% of new sidewalks and sidewalk alternatives delivered by this program will be in District 5. A minimum of 17% will be in District 2. A minimum of 22% will be in District 1.</p>	<p><b>(5.2) Track geographic distribution of new sidewalks and sidewalk alternatives over the life of the Levy.</b></p> <p>TO-DATE:</p> <ul style="list-style-type: none"> <li>• District 1 sidewalk blocks: 4 (14%)</li> <li>• District 2 sidewalk blocks: 4 (14%)</li> <li>• District 4 sidewalk blocks: 1 (3%)</li> <li>• District 5 sidewalk blocks: 20.5 (69%)</li> </ul>
<p align="center"><b>Sidewalk Safety Repair</b></p>	<p>(5.3) Make up to approximately 34,000 spot repairs to sidewalks</p>	<p><b>(5.3) SIDEWALK SAFETY REPAIR</b></p> <p>20,934 sidewalk spot repairs</p>

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PEDESTRIAN SAFETY		
Program	Cumulative Estimated Levy Investments	2026 Estimated Levy Investments
<b>ADA Program</b>	(5.4) Contribute to building 10,000 new ADA-accessible curb ramps citywide (combines with other funds and projects to reach 1,250 annual ramps required by Consent Decree)	<b>(5.4) CURB RAMP CONSTRUCTION</b> 173 new curb ramps built under this program with Levy funding; 1,268 total curb ramps delivered by other Citywide programs and projects
<b>Stairways</b>	(5.5) Complete up to 9 stairway replacements or expansions	<b>(5.5) STAIRWAY REPAIRS/EXPANSIONS</b> 2 stairways repaired/expanded
<b>Crossing Improvements</b>	(5.6) Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals, and more. Initial projects are expected to include: <ul style="list-style-type: none"> <li>• 5th Ave NE and NE Banner Way</li> <li>• Rainier Ave S and S Henderson St</li> <li>• 35th Ave NE</li> <li>• 11th Ave E and E Aloha St</li> <li>• N 137 St and Roosevelt Way N</li> </ul>	<b>(5.6) CROSSING IMPROVEMENTS</b> 41 crossing improvements including on Rainier Ave S and Beacon Ave S

SIGNALS AND OPERATIONS		
Program	Cumulative Estimated Levy Investments	2025 Progress
Traffic Signal Timing	(6.1) Complete 40 corridor signal timing adjustment projects	<b>(6.1) SIGNAL TIMING ADJUSTMENT PROJECTS</b> 5 corridor signal timing adjustment projects
	(6.2) Implement up to 4 Intelligent Transportation System projects	<b>(6.2) ITS PROJECTS</b> Progress on ITS projects including: <ul style="list-style-type: none"> <li>• Planning and design on 80th and 85th ITS Improvements</li> <li>• Piloting new central traffic signal system in U-District</li> <li>• Phase 1 and 2 of Downtown Modernization (work in downtown and in preparation for FIFA/Revive I-5)</li> <li>• Construction of SMART Phase 1 MLK/Sound Transit</li> <li>• South Seattle: Purchased new devices to update and improve communications systems</li> </ul>
Traffic Signals and Maintenance	(6.3) Design and install traffic signals at up to 10 locations	<b>(6.3) NEW TRAFFIC SIGNALS</b> 1 new traffic signal completed
	(6.4) Complete major maintenance on 40 traffic signals	<b>(6.4) SIGNAL MAJOR MAINTENANCE</b> Major maintenance completed on 5 traffic signals
	(6.5) Add accessible pedestrian signals for at least 50 crossings	<b>(6.5) ACCESSIBLE PEDESTRIAN SIGNALS (APS)</b> Completed new APSs at 10 intersections  NOTE: In addition to what is listed above, other projects like major corridor projects construct new signals and install accessible pedestrian signals.
	(6.6) Conduct preventative maintenance at traffic signals	<b>(6.6) SIGNAL PREVENTATIVE MAINTENANCE</b> Preventative maintenance completed at 600 traffic signals
Sign Maintenance	(6.7) Replace at least 5,500 signs	<b>(6.7) SIGN REPLACEMENT</b> Replaced 3,002 signs

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SIGNALS AND OPERATIONS		
Program	Cumulative Estimated Levy Investments	2025 Progress
Transportation Operations	(6.8) Research and respond to approximately 24,000 constituent operational complaints and questions	<b>(6.8) CONSTITUENT OPERATIONAL COMPLAINT/QUESTION RESPONSES</b> Responded to 7,254 operational complaints/ questions as part of this program
	(6.9) Maintain 24/7 service in the Transportation Operations Center	<b>(6.9) TRANSPORTATION OPERATIONS CENTER SERVICE</b> Maintained 24/7 service in the Transportation Operations Center

BICYCLE SAFETY		
Program	Cumulative Estimated Levy Investments	2025 Progress
<b>Complete the Burke-Gilman Trail Missing Link</b>	(7.1) Support design and construct completing the Burke-Gilman Trail Missing Link along NW Market St and Leary Way NW	<p><b>(7.1) BURKE-GILMAN TRAIL MISSING LINK</b></p> <p>Approaching 60% design milestone on new alternative plan; working to resolve outreach-driven design alternatives</p>
<b>Neighborhood Greenways</b>	(7.2) Create bicycle connections for all ages and abilities with at least 5 new neighborhood greenways on residential streets with a focus on K-8 public schools and south Seattle connections. Initial projects include NW 6th Ave from NW 58th St to Carkeek Park.	<p><b>(7.2) NEIGHBORHOOD GREENWAYS</b></p> <p>Completed 2 new Neighborhood Greenways</p> <ul style="list-style-type: none"> <li>• Georgetown Loop Healthy Street &amp; Neighborhood Greenway</li> <li>• Little Brook Healthy Street Plaza</li> </ul>
<b>Bike Lane Maintenance</b>	(7.3) Maintain existing protected bike lanes with regular sweeping and barrier repair	<p><b>(7.3) BIKE LANE MAINTENANCE</b></p> <ul style="list-style-type: none"> <li>• Citywide bike lane sweeping</li> <li>• 365 post repairs</li> </ul>
<b>Protected Bike Lanes</b>	<p>(7.4) Add concrete-protected bike lanes as part of paving projects, closing gaps in all ages and abilities bicycle network with a focus on improving bicycle connections throughout South Seattle. Initial projects include segments along the following corridors:</p> <ul style="list-style-type: none"> <li>• N 130 St</li> <li>• Beacon Ave S (Middle and Southern segments)</li> <li>• S Henderson St</li> <li>• Highland Park Way SW</li> <li>• Cleveland High School Swift Ave S protected bike lane and Georgetown S Albro Pl Connection</li> <li>• Chief Sealth Trail: S Myrtle St to S Webster St</li> <li>• 12th Ave/12th Ave S: E Madison St to Jose Rizal Bridge</li> <li>• Protected Bike Lane Project in West Seattle to be named in honor of Steve Hulsman</li> </ul>	<p><b>(7.4) NEW PROTECTED BIKE LANES (PBLs)</b></p> <ul style="list-style-type: none"> <li>• Completed new protected bike lanes on N 130th St between Stone Ave N and 1st Ave NE (Phase one of the longer corridor project from Greenwood to I-5)</li> <li>• Progressed on design on S Henderson St protected bike lane</li> <li>• Progressed on design on Beacon Ave S Middle and Southern segments</li> <li>• Progressed on design on Highland Park Way SW protected bike lane</li> </ul>
<b>Upgraded Bike Lanes</b>	(7.5) Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas	<p><b>(7.5) PROTECTED BIKE LANE UPGRADES</b></p> <ul style="list-style-type: none"> <li>• Upgraded 4.1 miles of protected bike lanes</li> <li>• Total miles needed in order to upgrade 30% of existing protected bike lanes: 22</li> </ul>
<b>Bike Spot Improvements</b>	(7.6) Make safety improvements to existing bike lanes, trails and neighborhood greenways	<p><b>(7.6) BIKE SPOT IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>• 7 bike spot improvements</li> <li>• 116 new bike parking spaces</li> </ul>

PEOPLE STREETS AND PUBLIC SPACES		
Program	Cumulative Estimated Levy Investments	2025 Progress
<b>People Streets Capital Projects</b>	<p>(8.1) Design, implement, and co-create People Street Projects to activate business districts and community spaces, with a focus on high equity priority areas. Improvements could include redesigned streets, seating, wayfinding, lighting, and activation. Anticipated initial projects include:</p> <ul style="list-style-type: none"> <li>• S Henderson St</li> <li>• Occidental Promenade</li> <li>• Chinatown/International District Alley Activation</li> <li>• E Union St Revival Corridor</li> <li>• NE 42nd St Green Street Improvements</li> </ul> <p>Additional projects identified with business districts and community organizations</p>	<p><b>(8.1) PEOPLE STREETS PROJECTS</b></p> <p>Progress on several projects:</p> <ul style="list-style-type: none"> <li>• Fortson Square Redesign: Construction started</li> <li>• Occidental Promenade near-term improvements and street concept plan: Engaged stakeholders through meetings, a public open house, and online survey</li> </ul>
<b>Downtown Activation</b>	<p>(8.2) Invest in near-term maintenance and placemaking improvements, construction coordination, and advancement of a longer-term vision for 3rd Ave</p>	<p><b>(8.2) 3RD AVE REVITALIZATION PLANNING AND SEED FUNDS – CONSTRUCTION</b></p> <ul style="list-style-type: none"> <li>• Several improvements on 3rd Ave including new lighting, bike corrals and racks, with plans to install flower baskets and artwork underway.</li> <li>• Activated Downtown’s public spaces including the 1st and Pike Plaza, McGraw Square, the Taylor Pickleball Courts, and the CID.</li> </ul>
<b>Lid I-5 Private Funding Study</b>	<p>(8.3) Explore the feasibility of private funding strategies for lidding Interstate 5 between NE 45th St and NE 65th St and around the NE 130th St Light Rail Station</p>	<p><b>(8.3) LID I-5 STUDIES</b></p> <ul style="list-style-type: none"> <li>• Made progress on initial planning efforts with partners including Office of Planning and Community Development and the U-District Partnership</li> </ul>

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PEOPLE STREETS AND PUBLIC SPACES		
Program	Cumulative Estimated Levy Investments	2025 Progress
<b>People Streets and Wayfinding Maintenance</b>	(8.4) Provide maintenance for existing activation projects and citywide wayfinding system	<b>(8.4) PEOPLE STREET PROJECTS AND WAYFINDING MAINTENANCE</b>
		Refreshed striping along Ballard Ave people street
<b>Pedestrian Lighting</b>	(8.5) Install pedestrian lighting leading to transit stops	<b>(8.5) PEDESTRIAN LIGHTING</b>
		Developed an investment approach for pedestrian lighting Levy funding to integrate pedestrian lighting into capital projects at or near transit facilities and to advance lighting in community-identified areas of need.

CLIMATE & RESILIENCY		
Program	Cumulative Estimated Levy Investments	2025 Progress
<b>Climate and Electrification Program</b>	(9.1) Support Seattle City Light's expansion of electric vehicle (EV) charging stations to libraries, community centers and parks	<b>(9.1) (9.2) ELECTRIFICATION</b> <ul style="list-style-type: none"> <li>• Approximately 31 existing curbside EV charging sites evaluated to understand usage</li> <li>• Launched interdepartmental workgroup with Seattle City Light, Seattle Parks and Recreation, and Seattle Public Libraries to identify sites for new EV charging</li> </ul>
	(9.2) Support partnerships and pursue grants that help electrify the transportation system	
<b>Low-Pollution Neighborhoods</b>	(9.3) Partner with at least 3 neighborhoods on low-pollution pilot projects, which could include low-emissions goods delivery in areas most burdened by pollution	<b>(9.3) LOW-POLLUTION NEIGHBORHOODS</b>
		<ul style="list-style-type: none"> <li>• Made progress on planning work for low-pollution neighborhoods (LPNs) including finalizing negotiations with consultant team supporting this program</li> <li>• Conducted analysis to inform pilot area selection and candidates for future LPN expansion, and advanced existing conditions analysis in coordination with subject matter experts at SDOT, SCL, SPU, OPCD, and OSE</li> <li>• Advanced research with the Urban Freight Lab on low-emissions goods delivery and freight electrification strategies</li> </ul>

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**CLIMATE & RESILIENCY**

Program	Cumulative Estimated Levy Investments	2025 Progress
Urban Forestry	(9.4) Plant and maintain trees, meeting the Mayor’s Executive Order for 3 to 1 tree replacement	<p><b>(9.4) DEVELOP EXPANDED TREE PROGRAM</b></p> <ul style="list-style-type: none"> <li>Planted 355 trees as part of this program for a total of over 1,100 citywide; 198 removed</li> <li>Trimmed 4,222 trees</li> <li>Maintained 2,957 areas of landscaping</li> <li>Removed 660 tree or vegetation obstructions</li> </ul>
	(9.5) Expand tree species diversity in areas that historically have had less investment in tree planting and care	<p><b>(9.5)</b></p> <ul style="list-style-type: none"> <li>Focused the majority of our tree plantings in higher priority equity areas which have lower canopy</li> <li>Introduced new species that are selected for drought resistance (climate adaptability) and pest resiliency</li> <li>Increased focus on planting native trees, evergreens, and conifers</li> </ul>
	(9.6) Support maintenance and plant establishment for landscape elements of the Central Waterfront Project, including Pioneer Square connections, and Pike/ Pine Corridor in coordination with Seattle Center	<p><b>(9.6)</b></p> <ul style="list-style-type: none"> <li>Maintained SDOT-assigned landscapes, trees, and irrigation</li> <li>We have an agreement in place with Seattle Center to maintain some of the SDOT maintained landscapes in 2026 and will continue to work closely with Seattle Center</li> </ul>

## FREIGHT & GOODS MOVEMENT

Program	Cumulative Estimated Levy Investments	2025 Progress
<b>Freight Spot Improvements</b>	(10.1) Make at least 32 investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking	<p><b>(10.1) FREIGHT SPOT IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>6 freight spot improvements</li> <li>Planning progress on Holgate Rail Crossing Elimination Study</li> </ul>
<b>Heavy Haul Network</b>	(10.2) In partnership with the Port of Seattle and alignment with the Heavy Haul Network agreement, identify and pave streets that carry the heaviest truck traffic	<p><b>(10.2) HEAVY HAUL NETWORK INVESTMENTS</b></p> <p>Made progress on pavement analysis of Heavy Haul Network</p>
<b>Freight Program</b>	(10.3) Freight improvements to support trucks delivering goods and providing services	<p><b>(10.3) FREIGHT IMPROVEMENT PROJECTS</b></p> <p>Launched this new program by hiring new staff, coordinating with stakeholders for UW Urban Freight Lab and the Freight &amp; Bus Lane Pilot, the SODO BIA and the Sound Industrial Alliance, and coordinating with railroad partners for rail crossing improvements and asset management</p>
<b>Port Connection to I-90/I-5</b>	(10.4) Implement spot or corridor improvements connecting Port of Seattle facilities through SODO to Interstate 90 and/or Interstate 5	<p><b>(10.4) PORT SPOT/CORRIDOR IMPROVEMENT PROJECT(S)</b></p> <p>Worked progressed on the Holgate Rail Crossing Elimination Study which will inform the location identification for future projects</p>
<b>Leary Way Industrial Zone Safety Improvements</b>	(10.5) Implement spot or corridor improvements connecting Maritime, Manufacturing and Logistics (MML) Zones within the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) to Interstate 5 and/or SR99	<p><b>(10.5) LEARY WAY SPOT/CORRIDOR IMPROVEMENTS</b></p> <p>Started developing modal needs and goals along the corridor</p>

**GOOD GOVERNANCE AND EQUITABLE IMPLEMENTATION**

Program	Cumulative Estimated Levy Investments	2025 Progress
<p><b>Oversight Committee Auditing and Professional Services</b></p>	<p>(11.1) Provide auditing and professional services support for the Levy Oversight Committee</p>	<p><b>(11.1) RESPOND TO REQUESTS FROM THE NEW LOC FOR AUDITING AND PROFESSIONAL SERVICES SUPPORT.</b></p> <ul style="list-style-type: none"> <li>Recruited for and established new Levy Oversight Committee</li> <li>Facilitator supported LOC in developing Responsibilities, Policies, and Procedures document</li> </ul>
<p><b>Property Tax Relief Outreach and Education</b></p>	<p>(11.2) Support public outreach and education on property tax relief programs</p>	<p><b>(11.2) PROPERTY TAX EXEMPTION OUTREACH</b></p> <p>Began planning for Property Tax Exemption Outreach with City of Seattle and King County partner agencies</p>
<p><b>Durable Infrastructure Solutions</b></p>	<p>(11.3) By January 1, 2029, investigate and propose a comprehensive long-range strategy to:</p> <ul style="list-style-type: none"> <li>Achieve and maintain an FHWA rating of Good for at least 30% of vehicle bridges and a rating of Fair for at least 60% of vehicle bridges;</li> <li>Achieve and maintain an average Pavement Condition Index of 80 for arterial streets; and</li> <li>Complete the missing sidewalk network Tier 1 through Tier 5.</li> </ul> <p>Investigate Transportation Impact Fees as a funding strategy for meeting sidewalk, bridge, and pavement needs and make recommendations for a Transportation Impact Fee proposal.</p>	<p><b>(11.3) Per Resolution 32145, convene a Transportation Funding Task Force to evaluate and recommend potential policy changes and funding strategies that will improve and maintain the City's transportation infrastructure, with a particular focus on bridges, pavement condition, and sidewalks.</b></p> <p>Began efforts to develop Transportation Funding Task Force, including selecting a consultant</p>

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