



City of Seattle

Transportation Levy Proposal

Mayor Bruce Harrell

May 2024



Transportation Levies in Seattle

- ✓ For the last 18 years, Seattle voters have supported transportation levies that make improvements to our streets, sidewalks, bridges, and traffic signals.
- ✓ The Levy to Move Seattle, which expires at the end of 2024, represents roughly 30% of the Seattle Department of Transportation's budget for core services and new projects.
- ✓ The levy described in this document is proposed for \$1.45 billion over 8 years, reflecting the safety, maintenance, and modernization needs of our transportation infrastructure and community input.
- ✓ The 9-year, \$930 million Levy to Move Seattle passed in 2015 costs the owner of a median-priced Seattle property (valued at \$804,000) about \$23 per month.
- ✓ The proposed levy would cost the median-value Seattle homeowner about \$39 per month, approximately \$16 more per month than the current levy.
- ✓ This levy would pave roads, repair bridges, build sidewalks and safer streets, improve connections to light rail stations and transit, and build safe walking, rolling, and biking routes.

WHAT THE LEVY WOULD COST

Levies are paid for by Seattle property owners. Under the expiring Levy to Move Seattle, the median assessed value Seattle homeowner pays about \$23 per month.

This levy proposal would increase monthly costs by about:



per month
for a \$1M
home



per month
for an
\$804,000*
median-
value home



per month
for a
\$500,000
home

**2024 median home assessed value per King County Tax Assessor*

Seattle transportation levies have helped pay for:



345

Blocks of
sidewalks



442

Crossing
improvements



261

Safe Routes to
School projects



3,019

Curb ramp
upgrades



57

New
signals



332

Transit spot
improvements



509

Lane miles
of paving



4,378

Bike
spaces



57

Miles of neighborhood
greenways



197

Miles of
bike lanes



23

Bridge
reinforcements











9,335

Trees
planted

Transportation Levy Proposal

The Mayor's proposal calls for an 8-year, \$1.45 billion levy to renew the current levy expiring this year. The following pages describe our areas of investment, including specific activities and outputs, as well as some initial proposed projects.

-  Implement safety projects on 12 or more corridors that have the highest number of crashes.
-  Repave at least 15 of our busiest streets, improving them for people to walk, roll, bike, and take the bus.
-  Start a preventative bridge maintenance program for the City's 134 bridges.
-  Support construction of 280 blocks of new sidewalks.
-  Complete access projects to 3 Link light rail stations to make it easier to walk, bike, roll, or take the bus.
-  Improve lighting and walking and biking connections to public schools and light rail stations.
-  Repair 34,000 urgent sidewalk defects and replace sidewalks.
-  Build 16 neighborhood-initiated and co-created safety projects.



Safe
Seattle



One
Seattle

Reliable
Seattle



Repave and reconstruct 38% of the busiest blocks where streets are in poor condition.



Upgrade mechanical systems to keep moveable Ship Canal bridges working reliably.



Remark up to 3,600 crosswalks and refresh pavement markings on at least 2,100 miles of roadway.



Contribute to 10,000 new accessible curb ramps.



Upgrade 30% of existing protected bike lanes with better barriers.



Improve the bike network by increasing protection, enhancing maintenance, and closing gaps.



Install head-start pedestrian walk signals at 280 intersections.



Create or expand 5 or more neighborhood greenways connecting to schools.



Update signal timing on 40 corridors.



Improve up to 4 streets with high ridership bus routes with a focus in equity priority areas.



Work with partner agencies to create or improve east-west transit corridors providing access to Link light rail stations.



Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance “pinch points” affecting multiple routes.



Partner with community to install electric vehicle charging options and low-pollution neighborhoods.



Install 10 new traffic signals that improve flow and safety for people and goods.



Expand tree canopy cover and tree species diversity.



Improve public spaces and pedestrian lighting so people can walk, play, and enjoy outdoor activities safely.



Invest in maintenance, lighting, wayfinding, and activation to support Downtown revitalization.



Repair 20% of Major Truck Streets in poor condition.

Public Engagement & Feedback

Citywide engagement in April 2024 provided an opportunity for the community to review the draft Transportation Levy Proposal and share feedback on the initial projects and programs.

The Mayor and SDOT engaged with thousands of people online and in person through the following activities:



9

Tabling events and
850+ conversations



13,500+

Online hub
page views



1,950+

Community
questionnaires



4

Mayor's roundtables with
60+ organizations



13

SDOT Director
stakeholder meetings



5

Presentations to
Seattle advisory boards



2M

Impressions through
multi-cultural media and
digital campaign



120+

Print, radio, and television
media mentions



1

Mayor's special
community event

The outreach team made a special effort to engage people and populations that have been underrepresented in past transportation planning and funding efforts. All core materials, including the levy proposal summary, online engagement hub, community questionnaire, and SDOT's draft levy proposal web page, were provided in 9 languages. Community Liaisons from the Department of Neighborhoods supported in-language engagement.



Public Engagement Summary

- ✓ People recognized that a good transportation system is important to our quality of life, Seattle's economy, and the ability to safely and reliably move around our neighborhoods, the city, and the region.
- ✓ There was general support for and recognition of the need to fund transportation using levies, although some people expressed concern about increasing property taxes.
- ✓ People expressed strong support for the levy proposal's focus on safety, connectivity, and reliability and for maintaining and modernizing our transportation system, especially bridges, sidewalks, and the most heavily used streets.
- ✓ There was broad support for investments that provide additional ways to get around without a car, including routes that are safer and easier; better connections to buses and light rail; safe paths for walking, rolling, and biking; and better crosswalks and sidewalks.
- ✓ Establishing a more equitable and safer transportation system that works for everyone, whether they're walking, rolling, biking, or taking the bus, was a high priority. People focused on the need to repair and replace sidewalks, create streets with good lighting and clear crosswalks, and ensure public transit is safe and well connected to all neighborhoods.
- ✓ People also noted the importance of transparency and accountability in managing taxpayer funds and encouraged regular reporting on levy progress and expenditures.

Changes to the Mayor's Transportation Levy Proposal

Informed by stakeholder engagement and community feedback, this Transportation Levy Proposal includes an additional \$100M (compared to the April draft proposal).

Vision Zero, School & Neighborhood Safety

- **Neighborhood programs** reorganized and defined.
 - » **Neighborhood-Initiated Safety Partnership Program (\$41M):** Updates the Neighborhood Street Fund, which expires with the current levy. This safety- and equity-focused program will co-create safety projects with community.
 - » **District Project Fund (\$14M):** Adds funds to address emergent neighborhood concerns and requests.

Bridges & Structures

- **\$3M added** to the new Bridge Preventative Maintenance Program to expand bridge preservation focused on optimum treatment cycles.

Transit Corridors & Connections

- **\$23M added** to improve transit reliability and safety.
 - » **Transit Projects (\$20M):** Funds transit-supportive projects and more substantially addresses transit “pinch points” that affect reliability for multiple routes.
 - » **Transit Rider Safety and Security (\$3M):** Invest in strategies to increase safety and security for people riding transit.

Pedestrian Safety

- **\$26M added** to improve walking and rolling, including a commitment to build 250 blocks of new sidewalks or alternative walkways in 4 years.
 - » **New Sidewalks (\$20M):** Funds an additional 30 blocks of sidewalks on transit routes in urban centers.
 - » **Sidewalk and Infrastructure Strategies (\$5M):** Advances strategies to increase sidewalk repair, and establishes a Transportation Funding Task Force.
 - » **Sidewalk Safety Repair (\$1M):** Increases funding to fix cracked and heaved sidewalks.

TRANSPORTATION FUNDING TASK FORCE

Establish a Transportation Funding Task Force to propose funding and policy solutions for sidewalks, bridges, and other transportation infrastructure needs with recommendations by the end of 2026.

Bicycle Safety

- **\$20M added** to expand the bike network, with a focus on South Seattle.

People Streets & Public Spaces

- **\$11M added** to improve public spaces.
 - » **Pedestrian Lighting (\$5M):** Funds additional lighting leading to transit stops and stations.
 - » **Occidental Promenade (\$6M):** Provides funding for additional project development.

Climate & Resiliency

- **\$10M added** to support Seattle City Light's expansion of publicly available electric vehicle chargers through grant matching and more chargers at libraries, community centers, and public facilities.

Project & Program Selection

This levy proposal would fund 10 program areas over the next 8 years, which include specific projects and programs, as well as the flexibility to address future needs.

The 10 program areas include the following:

- ✓ Vision Zero, School & Neighborhood Safety
- ✓ Street Maintenance & Modernization
- ✓ Bridges & Structures
- ✓ Transit Corridors & Connections
- ✓ Pedestrian Safety
- ✓ Bicycle Safety
- ✓ Signals & Operations
- ✓ People Streets & Public Spaces
- ✓ Climate & Resiliency
- ✓ Freight & Goods Movement

Each of the 10 program areas includes a proposed level of funding and program commitments. Because the program areas are different, not all commitments are defined in the same way. Some programs, like Street Maintenance & Modernization, include a smaller number of specific, large, and costly projects; other programs, like Vision Zero, consist of hundreds of smaller but important interventions distributed throughout the city.

SDOT uses a data-driven approach in project selection:

- **Need based on program goals**, for example, focusing pedestrian improvements in areas with higher demand for walking and rolling and near sensitive land uses, informed by the Seattle Transportation Plan and the future Comprehensive Plan
- **Number of people who could benefit**, investing where there is demonstrated need to serve the most people and modes of travel
- **Geographic distribution**, balancing investments around the city
- **Optimal investment timing to extend the life** of our highest-value transportation assets
- **Equity**, with a focus on neighborhoods where the City has historically invested fewer resources
- **Opportunities to co-create** with community or to align with nearby investments
- **Leveraging opportunities** from a grant or partner investment

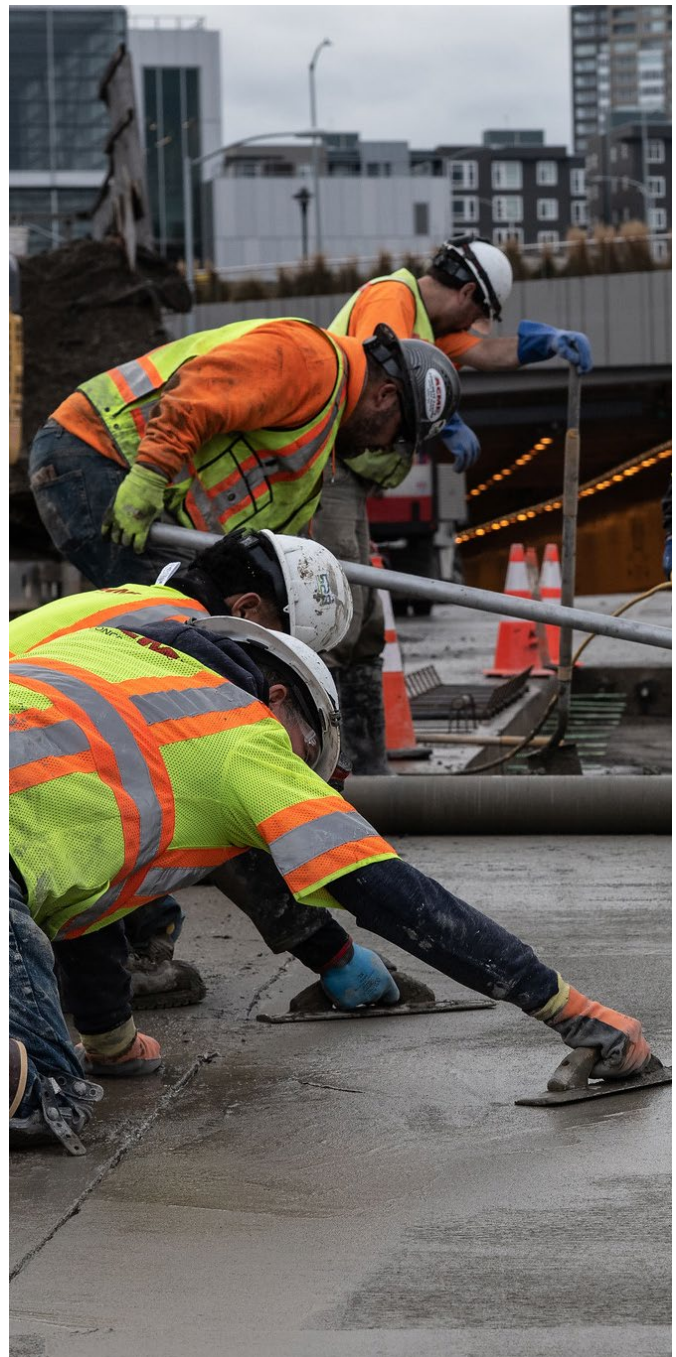
This proposal makes commitments to many large projects, including 15 corridor projects, as well as specific outputs, such as 10 new traffic signals and 5 neighborhood greenways connecting to schools. It also commits to significant maintenance work, such as for bridges, that will be done based on optimum maintenance schedules.

This proposal outlines initial projects that SDOT will deliver across the city. Over the 8-year levy period, we anticipate additional projects in multiple program areas. These will be determined through a combination of factors, including the adopted Seattle Transportation Plan, the data-driven prioritization process, and community input. We aim to distribute levy investments equitably, informed by Seattle's Racial and Social Equity Index and SDOT's Transportation Equity Framework.

TRANSPARENCY AND ONGOING OVERSIGHT

Like the current Levy to Move Seattle, the proposed levy would have an appointed Levy Oversight Committee to ensure transparency and accountability. SDOT prepares an annual work plan and progress report that outlines levy spending and project and program delivery. Specific projects, locations, and accomplishments are highlighted in each annual report and in quarterly progress reports to the committee.

We know that Seattle will change over the course of 8 years. And those changes — which may include evolving land uses and shifting resident needs — will affect transportation demand. This levy proposal is as specific as possible today. The City will need the ability to respond to changes and emerging needs during implementation.



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 (\$162M)

- Deliver Vision Zero improvements in prioritized high-collision areas and safety corridor projects on the High Injury Network, as well as signal, lighting, crossing, and street design treatments (\$70M).
- Improve walking and biking routes to schools, calm and organize traffic circulation around school buildings, and expand safety programs at Seattle Public Schools (\$7M).
- Advance the Aurora Ave N Safety Corridor Project, investing in a critical transit and freight corridor with a history of collisions, gaps in pedestrian facilities, and accessibility barriers, to leverage \$50M in WSDOT funds (\$30M total; \$10M for pedestrian facilities).
- Create a District Project Fund to address emerging safety concerns and requests (\$14M).



THE LEVY WOULD FUND:

- ✓ Safety redesign projects on 12 or more corridors in the High Injury Network
 - ✓ Responsive safety projects at up to 40 high-collision locations
 - ✓ Leading pedestrian intervals (head starts for people crossing) at 280 intersections
 - ✓ Traffic calming treatments on 50 corridors
 - ✓ Contributions toward up to 70 projects and safety education programs at public schools
 - ✓ Up to 16 neighborhood-initiated and co-created safety projects
- Co-create Neighborhood-Initiated Safety Partnership projects — an evolution of the Neighborhood Street Fund program — that could include new sidewalks, crossings, and transit accessibility improvements (\$41M).

Corridors for Initial Vision Zero Safety Projects:

- Aurora Ave N
- N / NE 85th St
- S Othello St
- N 105th St / Holman Rd NW
- Dexter Ave N
- Lake City Way NE
- 4th Ave S
- MLK Jr Way S
- Lakeside Ave S at Lake Washington Blvd
- N / NE 50th St
- Other corridors as identified in annual Vision Zero work plans



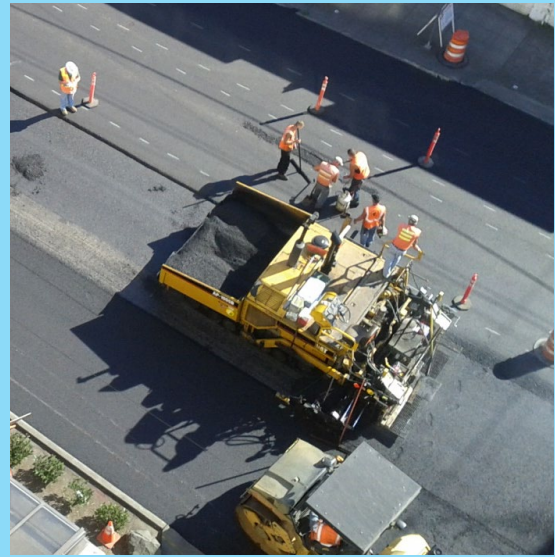
Street Maintenance & Modernization

Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit (\$423M)

- Repave major corridors, representing the most traveled locations where streets are in poor condition, while also making Complete Street improvements that deliver safety, freight, transit, bike, and people street benefits (\$350M).
- Repave and repair pavement on arterial streets, and fill potholes with work delivered by City crews (\$67M).
- Refresh curb and pavement markings (\$6M).

Criteria Used to Select Street Maintenance & Modernization Projects:

- **Underlying Pavement Condition:** areas in poor and very poor condition requiring reconstruction, as well as opportunities to conduct preventative maintenance paving
- **Street Volumes:** streets that serve the most vehicles, particularly buses and freight vehicles
- **Safety:** streets on the High Injury Network



THE LEVY WOULD FUND:

- ✓ 80% of reported potholes filled within 72 hours
- ✓ Paving on 38% of the busiest blocks where streets are in poor condition
- ✓ Repairs for approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets
- ✓ Paving on approximately 15 corridors, with improvements for all modes
- ✓ Remarking up to 3,600 crosswalks and refreshing pavement markings on at least 2,100 miles of roadway

- **Seattle Transportation Plan:** opportunities to improve multimodal benefits for all travelers
- **Leverage and Partnerships:** grant funding or agency partnership opportunities



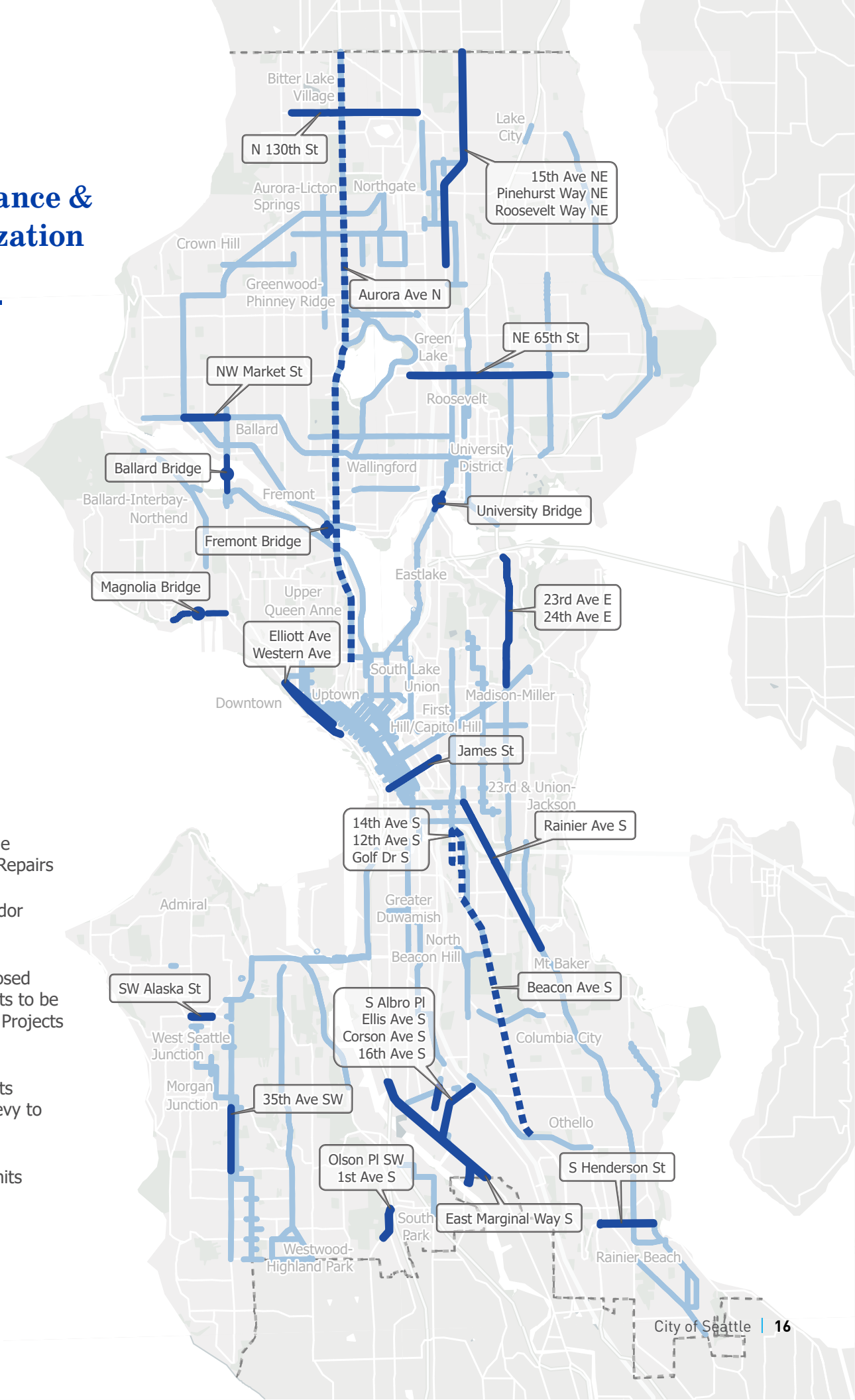
Street Maintenance & Modernization Projects:

These projects are not yet designed. The descriptions below illustrate potential improvements.

- **N 130th St: 1st Ave NW to I-5** — Paving with a safety redesign to better connect people to the future 130th St Station. Includes protected bike lanes, crossing improvements, trees, sidewalk reconstruction, and transit priority.
- **15th Ave NE / Pinehurst Way NE / Roosevelt Way NE: NE 92nd St to NE 145th St** — Paving with redesign for safer speeds, including upgraded and expanded protected bike lanes and bus stops, pedestrian lighting, sidewalks, and crossings.
- **NE 65th St: 2nd Ave NE to 35th Ave NE** — Paving with upgraded protected bike lanes, bus stops, and accessible connections to Roosevelt Station. Includes sidewalk repairs, crossing improvements, extended protected bike lanes, and trees.
- **NW Market St: 15th Ave NW to 24th Ave NW** — Street reconstruction to make existing street designs safer for all travelers and upgrade sidewalks, crossings, and bike connections.
- **23rd Ave E / 24th Ave E: E John St to E Lake Washington Blvd** — Reconstruction and paving, including a corridor safety analysis, additional transit investment, and crossing improvements, sidewalk repair, and neighborhood greenway upgrades.
- **Elliott Ave & Western Ave: Bell St to Thomas St** — Paving with upgraded bike lanes, sidewalk repair, and safety upgrades.
- **James St: 3rd Ave to Broadway** — Street reconstruction to support high-volume traffic and bus service. Includes upgrades to sidewalks and traffic signals, pedestrian safety redesigns, and landscaping and trees.
- **Rainier Ave S: S Walden St to S Jackson St** — Street reconstruction and paving to support RapidRide R Line. Includes bus lanes, improved crossings, sidewalk expansion and repair, trees, pedestrian lighting, safety updates, better access to the Judkins Park Station, and evaluation of protected bike lanes.
- **Beacon Ave S: 14th Ave S to 39th Ave S and 12th Ave S & 14th Ave S: Jose Rizal Bridge to Beacon Ave S** — Street redesign for more reliable Route 36 service and to extend protected bike lanes and trails. Includes paving, sidewalk repairs, and crossing improvements to improve safety and accessibility.
- **35th Ave SW: SW Morgan St to SW Holden St** — Street reconstruction with a corridor safety analysis and evaluation of transit improvements. Includes sidewalk repair, crossing improvements, and evaluation of bike routes.
- **S Albro Pl, Corson Ave S, & Ellis Ave S: East Marginal Way S to I-5** — Pavement preservation project with improved crossings, sidewalk repair, and an enhanced pedestrian environment. Includes evaluation for safety and transit improvements.
- **E Marginal Way S: 1st Ave S to 16th Ave S** — Leverages grant funding to restore pavement, evaluate safety improvements, and make sidewalk repairs and small upgrades to transit.
- **Olson Pl SW / 1st Ave S: 2nd Ave SW to SW Cloverdale St** — Street reconstruction with a widened sidewalk or trail and treatments to keep vehicles from skidding on wet pavement.
- **S Henderson St: MLK Jr Way S to Seward Park Ave S** — Street reconstruction to support RapidRide R Line and better connect Rainier Beach Station with the community, schools, and Be'er Sheva Park. Includes protected bike lanes, crossing improvements, and sidewalk repair, as well as elements from the Recreating Henderson Street plan.

Street Maintenance & Modernization Projects

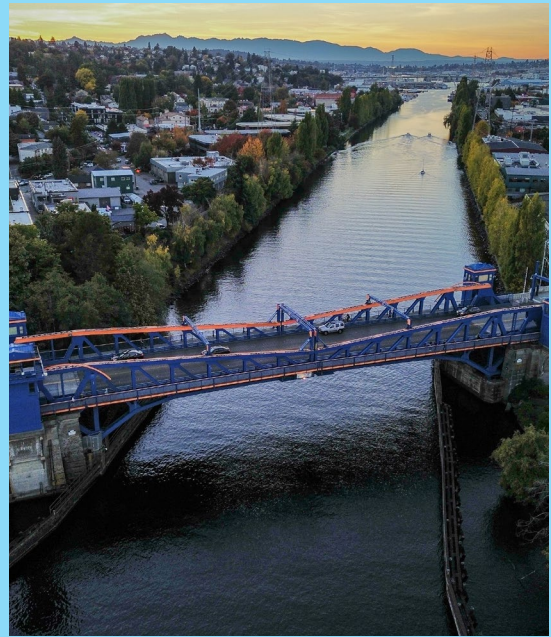
- Proposed Bridge Upgrades and Repairs
- Proposed Corridor Projects
- Extent of Proposed Corridor Projects to be Determined as Projects are Developed
- Corridor Projects Delivered by Levy to Move Seattle
- Seattle City Limits



Bridges & Structures

Keep bridges in reliable working condition and prepare for future bridge projects (\$221M)

- Start a preventative maintenance program for the City's bridges with optimum preservation-focused treatment schedules for deck and joint replacement, bridge cleaning and painting, and spot repair (\$127M).
- Advance design of structures to seek funding partnerships for replacement (\$20M).
- Upgrade electrical and mechanical systems on moveable Ship Canal bridges to modernize their operations, and make structural repairs on the Ballard Bridge and Magnolia Bridge (\$71M).
- Work with private properties to collect data, monitor, and improve areaways, the underground spaces between the sidewalk and building basements (\$3M).



THE LEVY WOULD FUND:

- ✓ Upgraded electrical and mechanical systems on 3 moveable Ship Canal bridges
- ✓ Preventative maintenance program for the City's 134 bridges on optimal treatment schedules
- ✓ Preparing 6 structures to seek funding partnerships for replacement

Bridge Capital Projects:

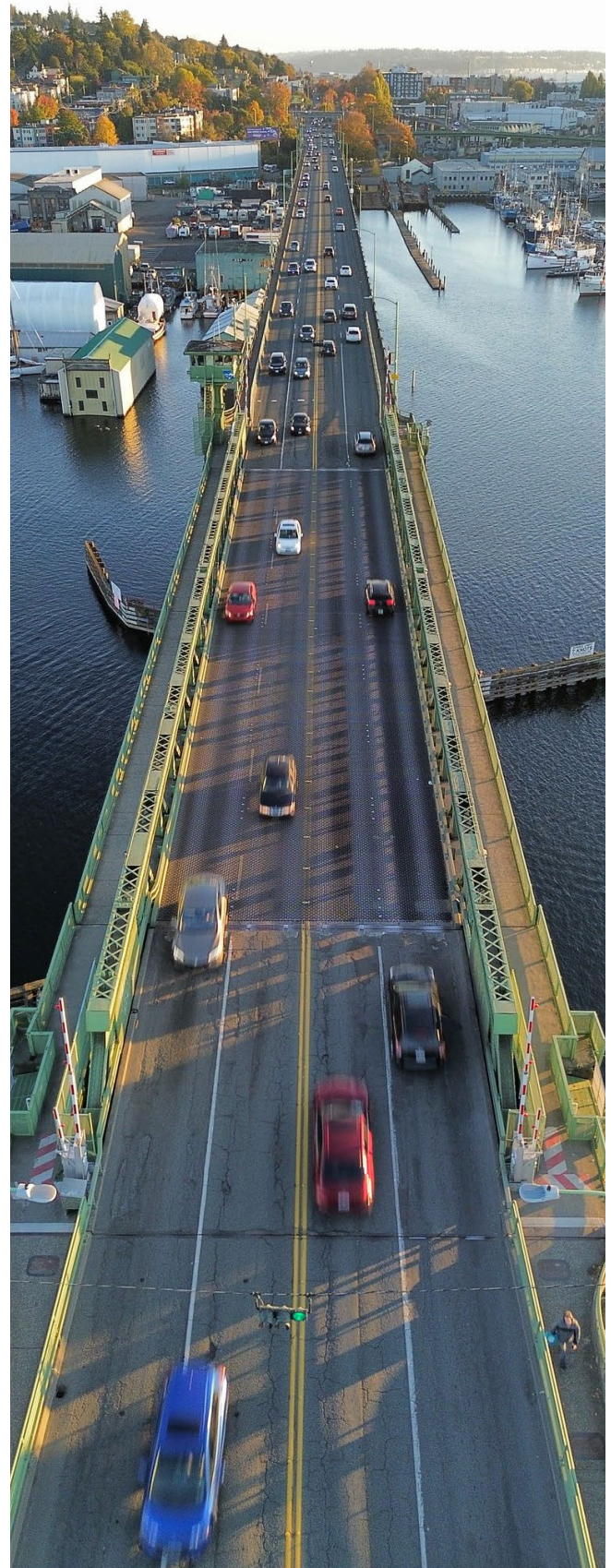
- Ballard Bridge Structural Repairs
- Ballard Bridge Mechanical & Electrical Upgrade
- Fremont Bridge Mechanical & Electrical Upgrade
- University Bridge Mechanical & Electrical Upgrade
- Magnolia Bridge Structural Repairs

Project Readiness Structures:

- Elliott Bay Seawall Phase II (north segment)
- 1st Ave S Bridge over Argo Railyard
- 4th Ave S Bridge over Argo Railyard
- W Dravus St over Railyard
- NE 45th St Viaduct Central Span
- Magnolia Bridge Replacement Alternatives Cost Estimate Updates

Initial Preventative Bridge Maintenance Program Projects (2025-2026):

- Schmitz Park Bridge
- S Albro Pl / Airport Way S
- Yesler Way / 5th Ave S
- Lakeside Ave S / Colman Park
- NE 45th St Viaduct
- Roosevelt Way NE / NE Campus Pkwy Seismic Retrofit
- 15th Ave NE / Thornton Creek
- Phinney Ave N / N 57th St
- S Main St over Railroad Seismic Retrofit
- W Emerson St Viaduct



Transit Corridors & Connections

Connect people safely to transit hubs, including Link light rail stations and bus stops, and reduce delays on bus routes (\$145M)

- Implement projects citywide to improve bus reliability, access, and safety with a focus on transit performance “pinch points” that improve and benefit multiple routes and the rider experience (\$27M).
- Invest in strategies to increase transit rider safety and security (\$3M).
- Make transit improvements on streets with high-ridership bus routes with a focus on equity priority areas, improve access to Link light rail stations, and advance key partnership connections to future Link light rail stations (\$115M).

Initial Transit Performance Projects:

- SW Oregon St between 44th Ave SW and California Ave SW, along routes 50 and 128
- MLK Jr Way S between S Myrtle St and S Othello St, along Route 106
- E Jefferson St between 9th Ave and 12th Ave, along routes 3 and 4
- W Nickerson St between 3rd Ave W and 4th Ave N, along routes 31 and 32



THE LEVY WOULD FUND:

- ✓ Improvements on up to 4 streets with high-ridership bus routes in equity priority areas
- ✓ Up to 3 access projects to Link light rail stations, with improved sidewalks, crossings, bike lanes, and/or lighting
- ✓ Up to 5 key connections to future Link light rail stations
- ✓ 160 projects to improve bus reliability, safety, and access with a focus on transit performance “pinch points”

High-Ridership Bus Projects:

- Beacon Ave S
- Denny Way / Olive Way
- Rainier Ave S
- RapidRide R Line – Rainier Valley Partnership
- Aurora Ave N Corridor Safety Improvements (funded via Vision Zero, School & Neighborhood Safety)

Access to Link Light Rail Projects:

- N 130th St
- S Henderson St
- Judkins Park Station Connections

Advance Partnership Connections to Future Link Stations:*

- NE 145th St
- SW Alaska St
- 4th Ave S
- S Graham St
- South Lake Union East-West Transit Connections

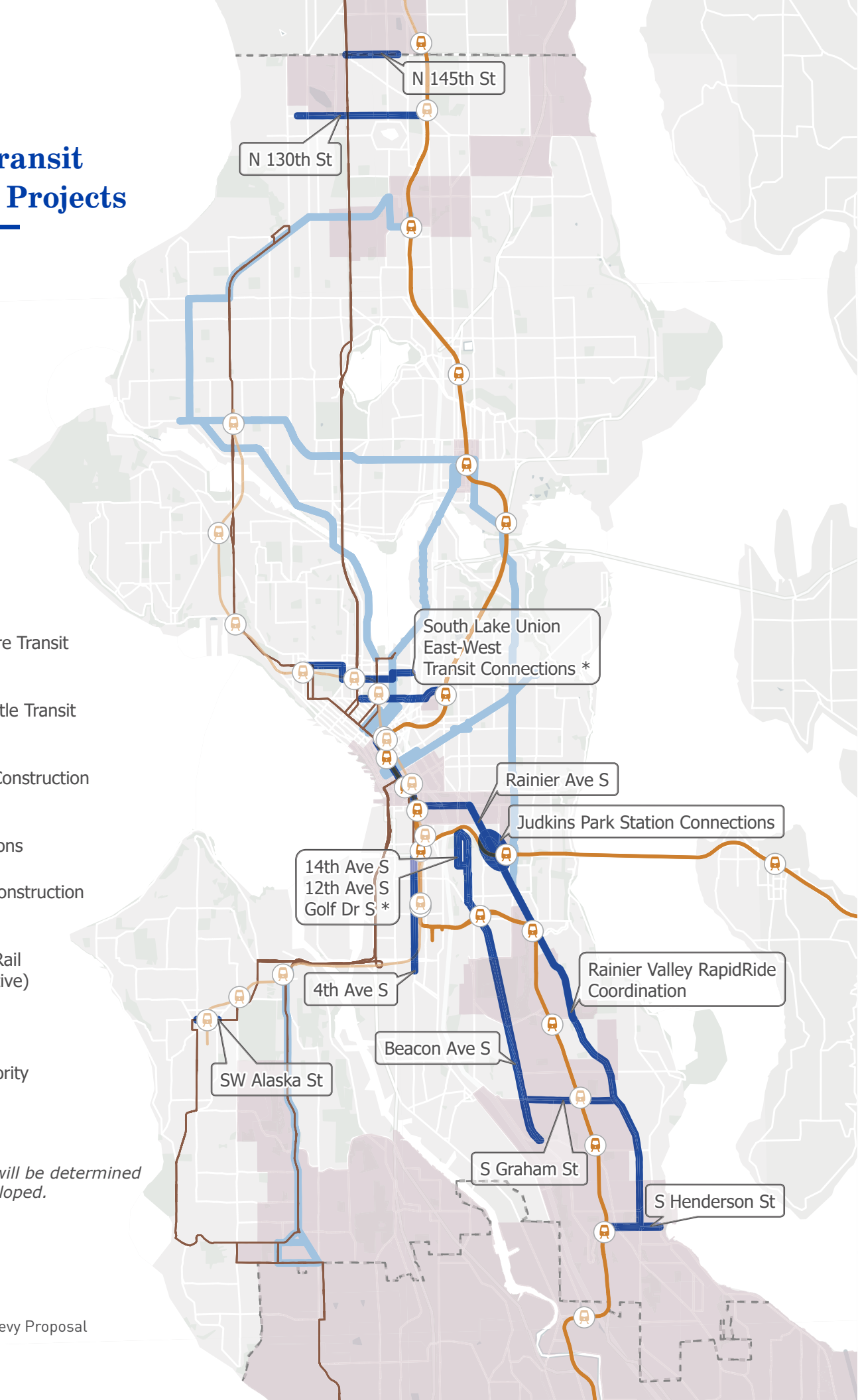
**These projects are dependent on partner agency schedules. Levy funds are intended to advance design, enhance partners' investments, and/or be used to secure grants and leverage funds.*



Initial Transit Corridor Projects

- Proposed Signature Transit Corridor Projects
- Levy to Move Seattle Transit Corridor Projects
- Existing & Under Construction Link Stations
- Planned Link Stations
- Existing / Under Construction Link Light Rail
- Future Link Light Rail (preferred alternative)
- Existing RapidRide
- Highest Equity Priority
- Seattle City Limits

* Specific paving areas will be determined as the projects are developed.





Pedestrian Safety

Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go (\$135M)

- Double the pace of new sidewalk construction, using both traditional and alternative walkways, for 4 years (\$63M).
- Fix buckled and damaged sidewalks (\$19M).
- Repair or expand stairways to connect our hilly neighborhoods (\$4M).
- Build new curb ramps and facilities that ensure our neighbors with disabilities and families with strollers can travel easily (\$30M).
- Make crosswalk, visibility, and other improvements at street crossings (\$14M).
- Advance strategies to increase sidewalk repair, and establish a Transportation Funding Task Force to explore and implement sidewalk and infrastructure repair and funding strategies (\$5M).



THE LEVY WOULD FUND:

- ✓ Support for construction of 280 blocks of new sidewalks and alternative walkways, with 250 blocks built or in construction by 2029 and 30 blocks on the frequent transit network
- ✓ Contributions to 10,000 new accessible curb ramps
- ✓ 34,000 spot repairs on damaged sidewalks
- ✓ 9 stairway repairs or expansions

Initial Locations for New Sidewalks:

- 1st Ave NE: NE 120th St to NE 130th St
- SW Brandon St: 26th Ave SW to 30th Ave SW
- NE Ravenna Blvd: 12th Ave NE to Brooklyn Ave NE
- Renton Ave S: 35th Ave S to S Dawson St
- Greenwood Ave N: N 112th St to N 117th St
- Gilman Ave W: W Manor Pl to 28th Ave W
- NE 95th St: Sand Point Way NE to 35th Ave NE

Initial Locations for Intersection Projects:

- 5th Ave NE / NE Banner Way
- Rainier Ave S / S Henderson St
- 35th Ave NE
- 11th Ave E / E Aloha St



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 (\$114M)

- Build protected bike lanes with a focus on closing gaps in the all ages and abilities bicycle network (\$68M).
- Create bicycle connections for all ages and abilities with neighborhood greenways on residential streets, focusing on K-8 public schools (\$20M).
- Make safety improvements to the existing bike network (\$10M).
- Maintain and improve existing bike lanes with regular sweeping and barrier repair (\$8M).
- Upgrade existing bike lanes with improved barriers or buffer areas (\$8M).

Initial Projects:

- N 130th St Multimodal Improvements
- S Henderson St Multimodal Improvements
- Beacon Ave S Middle and Southern Segments
- Highland Park Way SW
- Georgetown - Cleveland High School Connection via S Albion Pl and Swift Ave S
- Chief Sealth Trail: S Myrtle St to S Webster St



THE LEVY WOULD FUND:

- ✓ Connections for gaps in the bike network
- ✓ New and upgraded bikeways in equity priority areas
- ✓ 5 new neighborhood greenways
- ✓ 30% of existing protected bike lanes upgraded with improved barriers or buffer areas
- ✓ Sweeping of protected bike lanes 1 to 3 times per month

Early Project Development:

- 14th Ave S: S Director St to South Park Bridge at Dallas Ave S
- E Roanoke St: Boylston Ave E to Eastlake Ave E in collaboration with WSDOT
- 10th Ave E: Broadway to E Roanoke St (E Miller St to E Roanoke St in collaboration with WSDOT)
- Georgetown Connections Study
- NE 47th St Bike & Pedestrian Bridge Study

Signals & Operations

Install new and maintain and upgrade existing traffic signals for safe, reliable movement; improve pedestrian and bike accessibility; and support traffic operations during large events and for trips in and out of the port (\$100M)

- Improve traffic signal timing and add intelligent transportation system (ITS) improvements to help all travelers move more reliably around the city (\$32M).
- Install new and maintain existing traffic signals to improve traffic flow, modernize our system with accessible pedestrian and bike signals, and make our intersections safer for people walking, biking, rolling, and driving (\$45M).
- Maintain signs to make it easy for people to find their way (\$5M).
- Ensure traffic flows smoothly and support quick responses to incidents with 24/7 staffing of Seattle's Transportation Operations Center (\$18M).

Initial ITS Projects:

- SODO Smart Mobility Project, focusing on event management, safety, and freight operations
- Downtown Smart Mobility Project, improving sensors and communications to make travel better for everyone



THE LEVY WOULD FUND:

- ✓ 40 corridor signal timing adjustment projects
- ✓ 4 Intelligent Transportation System pilot projects
- ✓ 24/7 service in the Transportation Operations Center
- ✓ Major maintenance projects on 40 traffic signals
- ✓ At least 10 new modernized traffic signals for increased intersection safety
- ✓ Traffic signal preventative maintenance
- ✓ Over 5,500 replacement signs
- ✓ Accessible pedestrian signals at 50 crossings

People Streets & Public Spaces

Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant, activated spaces (\$66M)

- Co-design, build, and maintain projects with business districts and community organizations, including street redesigns, seating, wayfinding, activation, and lighting at transit plazas (\$39M).
- Expand Downtown Seattle activation with investments in near-term maintenance and placemaking projects, construction coordination, and a longer-term vision for 3rd Ave (\$15M).
- Maintain existing activation projects and the citywide wayfinding system (\$2M).
- Install pedestrian lighting leading to transit stops (\$10M).



THE LEVY WOULD FUND:

- ✓ 8 large People Streets projects
- ✓ Dozens of spot improvements and pilot projects, with a focus in equity priority areas
- ✓ 8 projects to declutter sidewalks, improve landscaping and lighting, and add street furniture, art, activation, and pedestrian wayfinding

Initial People Streets & Public Spaces Projects:

- Downtown Activation and 3rd Ave Early Improvements
- S Henderson St
- Chinatown/International District Alleys Transformation and Activation
- NE 42nd St Green Street Improvements
- Capitol Hill-Central District E Union St Revival Corridor
- Occidental Promenade

Climate & Resiliency

Address climate change directly, reducing air pollution and making sustainable transportation options more available (\$59M)

- Support partnerships that help electrify our transportation system, encourage e-bike programs, promote mode shift and transportation emissions reduction, and improve electric vehicle charging options in neighborhoods (\$22M).
- Launch strategies for low-pollution neighborhoods, including low-emissions goods delivery in areas most impacted by climate change and pollution (\$8M).
- Plant and maintain trees and expand tree species diversity in neighborhoods that historically have had less investment in tree planting and care (\$29M).



THE LEVY WOULD FUND:

- ✓ Partnerships with up to 3 neighborhoods on low-pollution pilot projects
- ✓ Partnership with Seattle City Light to install electric vehicle charging stations at libraries, community centers, and community facilities
- ✓ Investments that reduce emissions and encourage mode shift to more sustainable travel options
- ✓ Expanded tree canopy cover and tree species diversity
- ✓ 3-to-1 tree replacement, per the Mayor's One Seattle Tree Plan Executive Order

Freight & Goods Movement

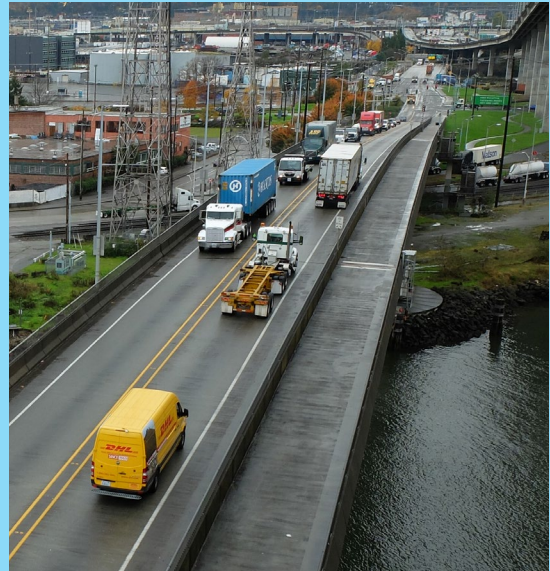
Make freight improvements to support trucks delivering goods and providing services (\$25M)

- Make investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking (\$17M).
- Pave streets that carry the heaviest truck traffic in partnership with the Port of Seattle and alignment with the Heavy Haul Network Agreement (\$8M).

Anticipated Projects:

Partnership paving projects with the Port of Seattle are expected to be determined in 2025 and could include:

- Harbor Island Operations and Maintenance Projects
- East Marginal Way Central Segment











THE LEVY WOULD FUND:

- ✓ Repairs on 20% of Major Truck Streets in poor condition
- ✓ 32 spot improvements to freight corridors

Investments at a Glance

This levy proposal reflects the safety and maintenance needs of our transportation infrastructure. The \$1.45 billion, 8-year proposal would cost a Seattle homeowner with a median-price home about \$16 more per month than the expiring Levy to Move Seattle, for a total of \$39 per month. It would fund investments in every neighborhood and business district to help build a safe, reliable, and connected Seattle.

The proposed levy would benefit Seattle in many ways:								
	Safety	People Walking and Rolling	People Biking	Transit Riders	Climate	Neighborhoods	Downtown	Freight
Repave arterial streets that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit (\$423M)	●	●	●	●		●	●	●
Keep bridges in reliable working condition and prepare for future bridge projects (\$221M)	●	●	●	●				●
Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities (\$162M)	●	●	●	●		●	●	●
Connect people safely to transit hubs , including Link light rail stations and bus stops, and reduce delays on bus routes (\$145M)	●	●	●	●	●	●	●	
Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go (\$135M)	●	●	●	●	●	●	●	
Expand Seattle's protected bike lane network ; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes (\$114M)	●	●	●	●	●	●	●	
Install new and maintain and upgrade existing traffic signals for safe, reliable movement; improve pedestrian and bike accessibility; and support traffic operations during large events and for trips in and out of the port (\$100M)	●	●	●	●			●	●
Activate public spaces and improve lighting in partnership with business districts and community organizations so people can enjoy unique and vibrant, activated spaces (\$66M)	●	●	●	●	●	●	●	
Address climate change directly , reducing air pollution and making sustainable transportation options more available (\$59M)		●	●	●	●	●		●
Make freight improvements to support trucks delivering goods and providing services (\$25M)	●						●	●



City of Seattle

May 2024