PMP Implementation Plan Update & Move Seattle Levy Assessment

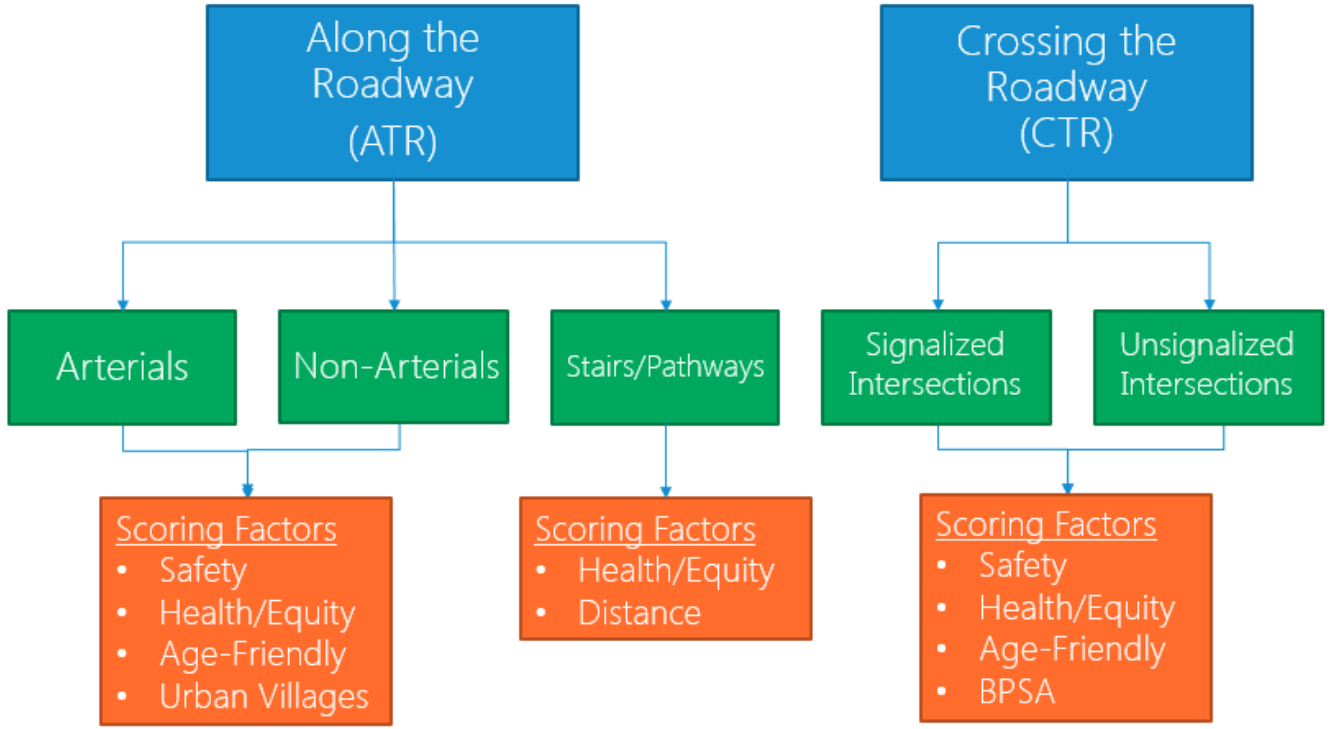
July 11, 2018

Seattle Department of Transportation

City of Seattle

June 2018 Briefing

- PMP background
- Project prioritization process
- Proposed implementation plan updates
- Funding mechanisms report update



PMP Project List & Levy Budget

- 2016-2018
  - Projected to complete **109 blocks (54.5 traditional, 54.5 cost-effective)**
  - Projected to spend **$29.9M**
- 2019-2022
  - Planned to complete **136 additional blocks (79 traditional, 58 cost-effective)**
  - Planned to spend **$37 M**
- 2023-2024
  - Would need **5 additional blocks** to meet levy target
  - Have **~$1M remaining in total budget**

Cost-Effective Walkways

Separated at-grade asphalt walkway

Ashworth Ave N – N 125th St to N 122nd St

NE 135th St – 15th Ave NE to 20th Ave NE

SW 104th St – 35th Ave SW to 36th Ave SW

Cost-Effective Walkways

Painted walkway

8th Ave S – S Southern St to S Sullivan St

NE 110th St – 34th Ave NE to 35th Ave NE

19th Ave NE – NE Brockman Pl to NE 130th Pl

Cost-Effective Walkways

Separated at-grade concrete walkway

Wabash Ave S – S Rose St to S Cloverdale St

16th Ave S – S Dakota St to S Nevada St

Increasing Sidewalk Costs: S Cloverdale St

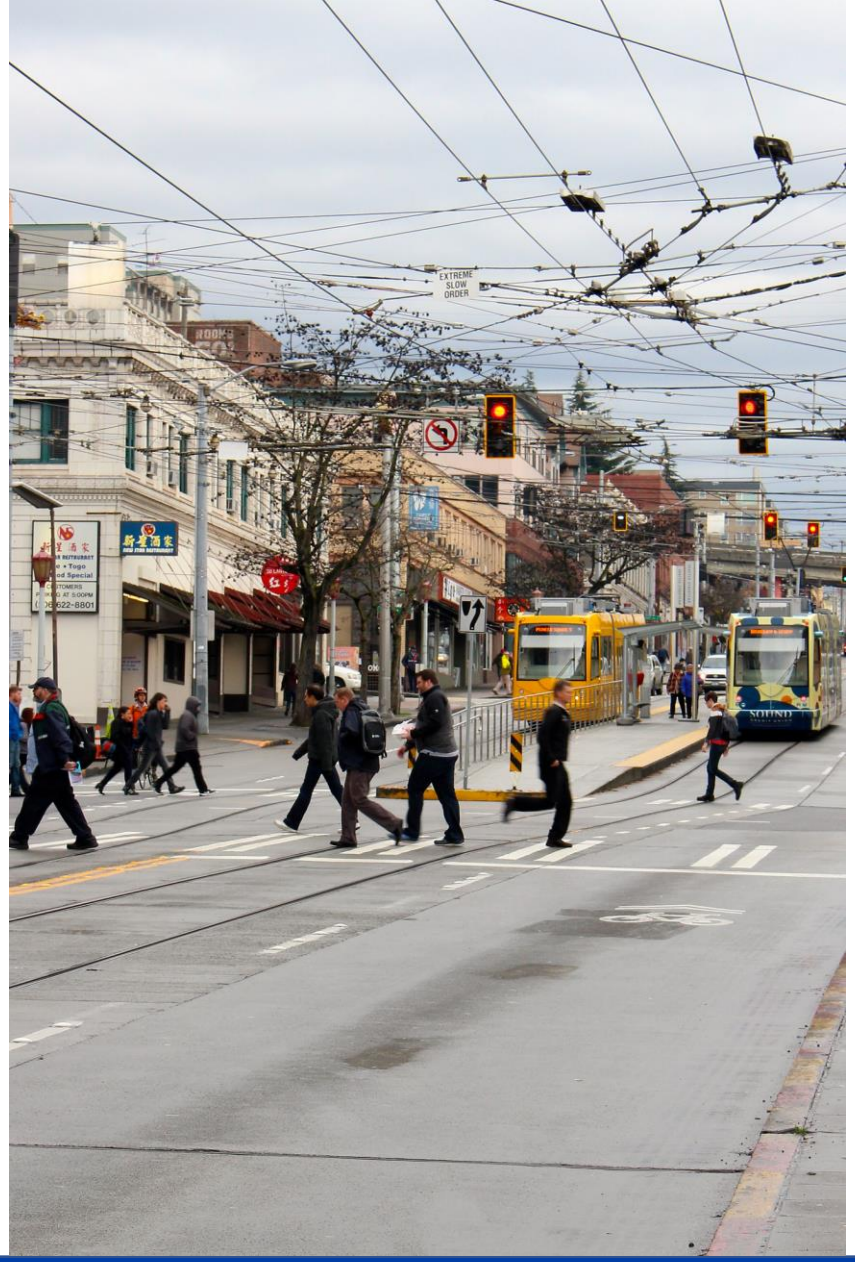
- Connect sidewalks between Beacon Ave S and MLK
- Cost increases from:
  - Retaining walls
  - Temporary construction easements
  - Property owner outreach

Increasing Sidewalk Costs: NE 110th St

- Provide sidewalk to west side of John Rogers ES
- Cost increases from:
  - Steep driveway grades
  - Drainage challenges

Pedestrian Funding Mechanisms Report

- Separate report from implementation plan
- Include in-depth analysis on applicability, barriers, equity, and impact of the 12 funding mechanisms
- Deliver to SPAB by end of 2018



Levy to Move Seattle

Assessment Recommendations

07/11/2018

Seattle Department of Transportation

City of Seattle

Agenda

1. Recommendations Discussion
2. Next steps

Levy Assessment

8 of 31 sub-programs assessed as needing further review or adjustment

SAFE ROUTES TO SCHOOL

Vision Zero

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

Pedestrians and Bicyclists

- Construct approx. 50 miles of PBLs & approx. 60 miles of greenways
- Repair up to 225 blocks of damaged sidewalks in our urban centers and villages
- Make curb ramp and crossing improvements at up to 750 intersections citywide

Neighborhood Projects

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

LEGEND

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

MAINTENANCE AND REPAIR

Maintain Streets

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

Bridges and Structures

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

Urban Forest and Drainage

- ✓ **Tree Trimming:** Add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals and signs
- ✓ **Tree Planting:** Replace every tree removed due to disease or safety with two new trees
- ✓ **Drainage Partnership:** Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood

CONGESTION RELIEF

Corridor Mobility

- **Multimodal Improvements:** Complete 7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke Gilman Trail Missing Link, Fauntleroy Way Southwest Boulevard projects, develop plans and complete improvements to enhance the NE 45th St Corridor for pedestrians and cyclists between 4th Ave NE and Brooklyn Ave NE by the time University Light Rail opens in 2021, and plan corridor improvements for Aurora Ave N
- ✓ **Traffic Signal Timing Improvements:** Optimize traffic signal timing on 5 corridors throughout the city each year to improve traffic flow and serve people in cars and trucks, on bicycles, transit, and foot
- ✓ **Intelligent Transportation System Improvements:** Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers
- ✓ **Transit Corridor Improvements:** Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on 7 transit plus corridors including planning for access and egress improvements to the West Seattle peninsula

CONGESTION RELIEF

Light Rail Partnership

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

Pedestrian and Bicycle Improvements

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

Freight Mobility Improvements

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

Sub-programs under review

- **Modal board focus areas:**
  - New Sidewalks
  - Transit-Plus Multimodal Corridors
  - Bicycle Master Plan
  - Sidewalk Safety Repair
  - Curb Ramps & Crossings

- **Levy Oversight Committee focus areas:**
  - Arterial Major Maintenance
  - Arterial Asphalt & Concrete
  - Bridge Replacement – Planning & Design

New Sidewalks Sub-Program

Levy Commitment	Findings	Key data
Build 150 new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide with an emphasis on creating accessible routes for those with disabilities and for the elderly.	The cost to complete the level of new sidewalk investment that aligns with this levy sub-program is greater than originally anticipated due to the addition of levy deliverables (100 additional blocks) without adequate funding in 2015.	• SDOT has $68M - $69M to deliver the New Sidewalks sub-program. • Current estimates show that after spending $12M in the first two years of the levy, SDOT has $55.6M - $56.6M of remaining funding. • With remaining funding, SDOT can deliver the updated deliverable commitment of 250 blocks of sidewalk through using a combination of traditional and low-cost sidewalks (likely requiring fewer than 150 blocks of traditional sidewalk and more than 100 blocks of low-cost sidewalk) within available funding. • To deliver the updated deliverable levy commitment with exactly 150 blocks of traditional sidewalk and 100 blocks of low-cost sidewalks, estimates show that SDOT would need an additional $8M.

New Sidewalks Sub-Program

Findings

The cost to complete the level of new sidewalk investment that aligns with this levy sub-program is greater than originally anticipated due to the addition of levy deliverables (an additional 100 blocks of low-cost sidewalks) without additional funding allocated in the 2015 levy.

Suggested Recommendation

As highlighted in the 2018 Levy to Move Seattle Assessment Report, SDOT determined that it would be able to meet the original levy commitment to build 150 new blocks of sidewalk by 2025 but that the addition of 100 blocks of low-cost sidewalks to this subprogram deliverable did not include additional funding. Estimates show that SDOT would need an additional $8 million in order to deliver the final levy commitment.

The annual Pedestrian Master Plan Implementation Plan process that began this summer will utilize updated cost estimates for new sidewalks dependent on location, project elements and updated cost estimates. When this process is complete (and after each annual update thereafter), SDOT will have an updated deliverable measurement for future tracking – both a project list and sidewalk block equivalent estimates by type. Any additional changes needed to this deliverable during the levy timeframe will be reflected in future versions of the Pedestrian Master Plan Implementation Plan and tracked accordingly.

We recommend that SDOT work with the Seattle Pedestrian Advisory Board to prioritize new sidewalks within available funding using the Pedestrian Master Plan Implementation Plan process for the remaining six years of the levy, with a goal of providing at least 250 new blocks of sidewalk (a mix of traditional and low-cost). SDOT should seek additional funding as needed in order to reach this goal, and should continue to implement cost-saving designs and projects without compromising safety, partnering with other projects to share costs.

Sidewalk Safety Repair Sub-Program

Levy Commitment	Findings	Key data
Repair up to 225 blocks of damaged sidewalks in our urban centers and villages.	SDOT has been counting “one block” as equal to one full block face of a sidewalk, or multiple small repairs totaling a typical block face (i.e. 1,500 square feet). If it continues to be measured this way, the funding allocated to this subprogram will not be adequate. A majority of the sub-program budget is and needs to be allocated towards spot repairs that make sections of sidewalk safer and are a priority for the city. On average, SDOT completes approximately 1,000 spot repairs per year.	• SDOT has $18M to deliver the Sidewalk Safety Repair sub-program. • Current estimates show that after spending $4M in the first two years of the levy, SDOT has $14M of remaining funding. • SDOT will work with the Seattle Pedestrian Advisory Board to recommend how this deliverable should be measured within available funding.

Sidewalk Safety Repair Sub-Program

Findings

SDOT has been counting “one block” as equal to one full block face of a sidewalk, or multiple small repairs totaling the area of a typical block face (i.e. 1,500 square feet). If repairs continue to be measured this way, the funding allocated to this subprogram will not be adequate to deliver the levy commitment of repairing 225 blocks of damaged sidewalks in our urban centers and villages. A majority of the sub-program budget is, and needs to be, allocated towards spot repairs that make sections of sidewalk safer and are a priority for the city. On average, SDOT completes approximately 1,000 spot repairs per year.

Suggested Recommendation

The Levy to Move Seattle Assessment found that the way SDOT had been measuring this deliverable did not align with the way sidewalk safety repairs are completed and that the funding allocated to this sub-program would not be adequate to meet the deliverable of repairing 225 blocks of damaged sidewalks if it continues to be measured this way.

Sidewalk repairs are not replaced as full blocks, but rather delivered via "make safe" repairs done on a spot-repair basis and are a priority for the city. Significant portions of the program budget (approximately half) go towards curb repairs, shims, bevels, and other costs that do not specifically produce levy deliverables as it is currently measured. A recent Sidewalk Condition Assessment completed in 2017 (after the Levy to Move Seattle passed) noted 156,000 observations of uplifts, cracks, settlement, vegetation and obstructions on sidewalks throughout the city. There is a tremendous need for sidewalk repair.

We recommend adjusting the levy deliverable to measure sidewalk safety “make safe” repairs as possible within available funding over the nine-year levy, including curb repairs, shims, bevels, and other sidewalk safety repairs. In addition, we recommend working with the Seattle Pedestrian Advisory Board to set an annual and 9-year deliverable target to deliver as many sidewalk safety repairs as possible within available funding. This could include a target amount of spot repairs, block locations, or both. These repairs should be prioritized following a methodology similar to that in the Pedestrian Master Plan Implementation Plan rather than through a complaint driven process, using the results of the Sidewalk Condition Assessment to identify locations in need of repair.

Curb Ramps & Crossings Sub-Program

Levy Commitment	Findings	Key data
Make curb ramp and crossing improvements at up to 750 intersections citywide creating accessible routes for those with disabilities and for the elderly.	The cost to improve intersections is greater than originally anticipated. This increase reflects a rise in the cost for curb ramps, and that most intersections require multiple curb ramps as compared to other lower-cost improvements such as curb bulbs and/or pedestrian push buttons. At the current average rate of four curb ramps per intersection, this subprogram is underfunded.	• SDOT has $64 – $65M to deliver the Curb Ramps & Crossings sub-program. • Current estimates show that after spending $10M in the first two years of the levy, SDOT has $54M - $55M of remaining funding. • SDOT recommends implementing strategies to reduce the cost of designing and constructing curb ramps; and measuring crossing improvements funded by the Pedestrian Safety program to deliver this sub-program within available funding.

Curb Ramps & Crossings Sub-Program

Findings

The levy committed to providing improvements at 750 intersections citywide, and the cost to improve intersections is greater than originally anticipated. This increase reflects a rise in the cost for curb ramps, and that most intersections require multiple curb ramps rather than other lower-cost improvements such as curb bulbs and/or pedestrian push buttons. At the current average rate of four curb ramps per intersection, this subprogram is underfunded.

Suggested Recommendation

The cost to improve intersections is greater than originally anticipated; this is because the cost for curb ramps has increased, and most intersections require multiple curb ramps as compared to other lower cost improvements (i.e. curb bulbs and pedestrian signal push buttons).

There is some flexibility with scoping and the level of investment in intersection crossing improvement projects. SDOT can implement strategies for reducing the cost of designing and constructing curb ramps and intersection improvements to deliver this sub-program with the funds available. Additionally, another levy-funded program, Pedestrian Safety (Crossing Improvements), constructs improvements at intersections citywide.

We recommend implementing strategies to reduce the cost of designing and constructing curb ramps, and including crossing improvements funded by the Pedestrian Safety program to deliver the original levy commitment of 750 improved intersections citywide within available funding.

What We Heard

- **July**: Modal boards finalize recommendations
- **August 2**: LOC finalizes all sub-program recommendations
- **August 23**: LOC meeting and SDOT recommendations
- **September:** Public outreach/council process
- **October:** SDOT finalizes recommendations

Questions?

www.seattle.gov/LevytoMoveSeattle

www.seattle.gov/transportation