



City of Seattle

# 2024 Seattle

# Transportation Levy

August 2024





# 2024 Seattle Transportation Levy Overview

- ✓ For the last 18 years, Seattle voters have supported transportation levies that help to fund the maintenance and improvement of our streets, sidewalks, bridges, and traffic signals.
- ✓ The current levy expires at the end of 2024 and provides about 30% of the Seattle Department of Transportation's (SDOT) budget for core services and new projects.
- ✓ The 2024 Seattle Transportation Levy would fund improvements like paving roads, repairing bridges, planting trees, building sidewalks and crosswalks, making connections to light rail stations and transit, and creating more walking, rolling, and biking routes to places where people live, work, and play.
- ✓ A Levy Oversight Committee of community members will oversee spending of Transportation Levy dollars to ensure accountability and transparency. SDOT will also publish annual workplans and progress reports to show the public how Transportation Levy dollars are spent.

## What the Transportation Levy Would Cost

Levies are paid for by Seattle property owners. Under the expiring transportation levy, the owner of a median tax-assessed value home pays about \$23 per month. The estimated costs for the 2024 Transportation Levy are:



per month  
for a  
**\$1,000,000**  
home



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

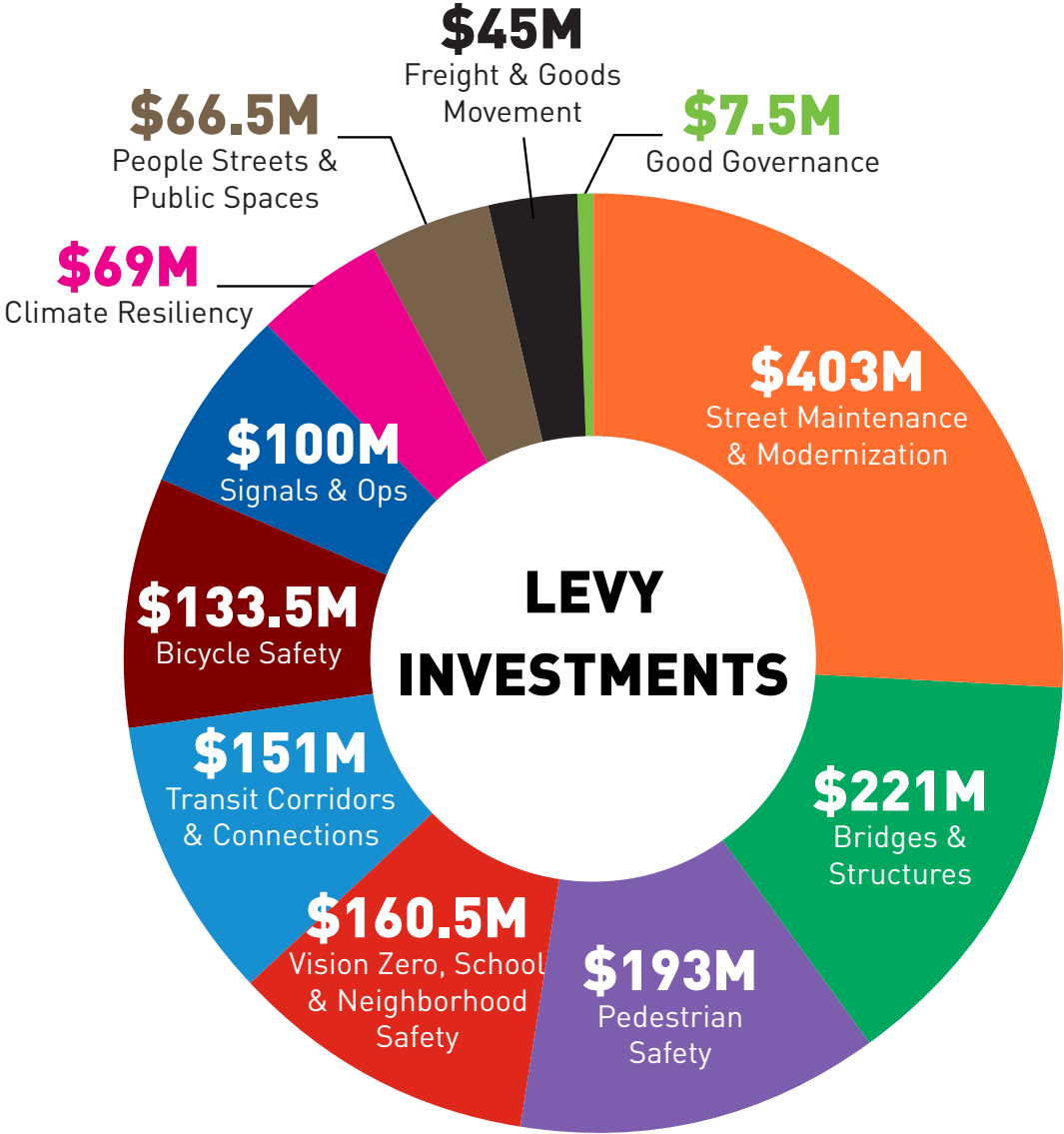


per month  
for a  
**\$500,000**  
home

# Plan for Transportation Levy Spending

The 2024 Seattle Transportation Levy is an 8-year, \$1.55 billion levy to renew the current levy expiring this year.

The Transportation Levy is organized in 11 program areas, which include specific projects and programs and flexibility to address future needs. The following pages describe areas of planned investment by program, including activities, outputs, and specific projects.



# Project Selection

SDOT aims to distribute levy investments equitably, informed by City policies. This document describes the Transportation Levy projects that have been determined, but many more will be identified in the future.

To select projects to be funded by the Transportation Levy, SDOT used guidance from the 20-year Seattle Transportation Plan, a data-driven prioritization process described below, Seattle’s Racial and Social Equity Index and Transportation Equity Framework, and community input. SDOT will use this same guidance to continually identify additional Transportation Levy projects across the 11 program areas.

The factors used in SDOT’s data-driven prioritization process include the following:

- **Established 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, One Seattle Comprehensive Plan, and SDOT’s approach to asset management
- **Number of people who could benefit**, investing where there is demonstrated need to serve a large number of people and modes of travel
- **Geographic distribution**, balancing investments where they are most needed around the city
- **Optimal investment timing** to extend the life of our highest-value transportation assets
- **Equity**, with a focus on mobility for all people and an emphasis on those who are most vulnerable
- **Opportunities to co-create** with community or to align with nearby investments
- **Leveraging opportunities** from a grant or partner investment

<b>The Transportation Levy supports the Seattle Transportation Plan Goals:</b>	 Safety	 Mobility & Economic Vitality
	 Equity	 Livability
	 Sustainability	 Maintenance & Modernization

# 1

# Vision Zero, School & Neighborhood Safety

Levy Investment: \$160.5M | Expected Additional Leverage: \$74M – \$90M

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

## Vision Zero (\$70M)

- Implement:
  - » Safety redesign projects on up to 12 corridors on the High Injury Network
  - » Responsive safety projects at up to 40 high-collision locations
  - » Leading pedestrian intervals at up to 280 intersections
  - » Traffic calming on 50 corridors
- Anticipated initial Vision Zero projects on:
  - » 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
  - » Rainier Ave S
  - » Lakeside Ave S at Lake Washington Blvd
  - » N / NE 50th St
  - » Other projects as identified in Vision Zero work plans

## Safe Routes to School (\$14M)

- Contribute to at least 70 projects to improve safety and fund safety education programs at public schools.

## Aurora Avenue N Safety (\$30M)

- Aided by state and federal leverage funds, install sidewalks along Aurora Ave N from N 115th St to N 145th St. Implement safety improvements, including pedestrian lighting, and plant trees along Aurora Ave N.

## Neighborhood-Initiated Safety Partnership Program (\$39.5M)

- 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.

## Neighborhood-Scale Traffic Safety Programs (\$7M)

- 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.

### AURORA AVE IMPROVEMENTS

The Transportation Levy will advance the Aurora Ave N Safety Corridor Project — a crucial effort to envision a new future for this critical transit and freight corridor with a history of fatal and severe injury collisions, gaps in pedestrian facilities, and accessibility barriers — to leverage WSDOT funds.

# 2

# Street Maintenance & Modernization

**Levy Investment: \$403M | Expected Additional Leverage: \$19M – \$24M**

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

## Arterial Roadway Maintenance (\$330M)

- 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:
  - » N 130th St: 1st Ave NW to I-5
  - » Roosevelt Way NE: NE 92nd St to Pinehurst Way NE
  - » E Marginal Way S: 1st Ave S to 16th Ave S
  - » Rainier Ave S: S Walden St to S Jackson St
- Additional corridors that will be evaluated for specific paving extents through a design process include:
  - » 15th Ave NE: Pinehurst Way NE to NE 145th St
  - » Pinehurst Way NE: Roosevelt Way NE to 15th Ave NE
  - » NE 65th St: 2nd Ave NE to 35th Ave NE
  - » NW Market St: 15th Ave NW to 24th Ave NW
  - » 23rd Ave E / 24th Ave E: E John St to Lake Washington Blvd
  - » Elliott Ave / Western Ave: Bell St to Thomas St
  - » James St: 3rd Ave to Broadway
  - » Beacon Ave S to support Route 36 improvements
  - » 35th Ave SW: SW Alaska St to SW Morgan St

- » S Albro Pl, Corson Ave S, and Ellis Ave S: E Marginal Way S to I-5
- » Olson Pl SW / 1st Ave S: 2nd Ave SW to SW Cloverdale St
- » S Henderson St: MLK Jr Way S to Seward Park Ave S
- » Fauntleroy Way SW: 35th Ave SW to SW Alaska St, to keep roadway functional during light rail construction by making street repairs and spot improvements

## Paving Spot Improvements (\$67M)

- Repair approximately 400 locations, totaling about 50 lane-miles of pavement on arterial streets.
- Fill 80% of reported potholes within 72 hours.

## Markings (\$6M)

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

### SDOT PAVING PROGRAMS

SDOT's paving programs deliver a wide range of projects, including small pothole repairs, several blocks of pavement panel replacement or repair, asphalt mill and overlay work, and pavement reconstruction with street redesign on longer corridors. SDOT plans for both reactive and proactive repairs.

# 3 Bridges & Structures

**Levy Investment: \$221M | Expected Additional Leverage: \$45M – \$55M**

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

### Bridge Structural Repairs and Upgrades (\$71M)

- Upgrade electrical and mechanical systems on moveable Ship Canal Bridges:
  - » Ballard Bridge
  - » Fremont Bridge
  - » University Bridge
- 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

### Bridge Preventative Maintenance (\$127M)

- 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.

### Project Readiness (\$20M)

- Advance 6 structures in preparation to seek funding partnerships for future replacement:
  - » 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

### Areaways (\$3M)

- Improve data collection, strengthen public-private partnerships, pursue grants, and advance repairs.





# 4

## Transit Corridors & Connections

**Levy Investment: \$151M | Expected Additional Leverage: \$143M – \$175M**

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

### Transit Improvements and Access to Light Rail (\$115M)

- Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including:
  - » Rainier Ave S
  - » Beacon Ave S
  - » Aurora Ave N (also funded in Vision Zero, School & Neighborhood Safety)
  - » Denny Way / Olive Way
- Build access projects to Link light rail stations, such as enhanced bus stops, sidewalks, crossings, bike lanes, and/or lighting:
  - » N 130th St
  - » S Henderson St
  - » Judkins Park Station Connections
- Advance key connections to future Link light rail stations in coordination with partner agencies:
  - » NE 145th St
  - » SW Alaska St
  - » 4th Ave S
  - » S Graham St
  - » East-West South Lake Union Transit Connections
- Make access improvements to Sound Transit 3 light rail stations and future Sound Transit system expansion.
- Support community-based planning and improvements around the future S Graham St light rail station and Chinatown/International District light rail station.

### Transit Spot Improvements (\$27M)

- Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance “pinch points” affecting multiple routes, such as:
  - » SW Oregon St between 44th Ave SW and California Ave SW along Route 50 and Route 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 Route 3 and Route 4
  - » W Nickerson St between 3rd Ave W and 4th Ave N along Route 31 and Route 32

### Transit Passenger Safety (\$9M)

- 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.

### FUNDING PARTNERSHIPS

SDOT will invest an additional \$20 million, beyond street reconstruction funding, to support and enhance neighborhood connections on and around Rainier Ave S during and after RapidRide R Line construction. Across the Transit Corridors and Connections program, partnerships with Metro and Sound Transit are essential to deliver Transportation Levy investments.



# 5 Pedestrian Safety

Levy Investment: \$193M | Expected Additional Leverage: \$18M – \$22M

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

## New Sidewalks and Sidewalk Alternatives (\$111M)

- Support construction of at least 350 blocks of new sidewalks, including:
  - » 320 blocks of new sidewalks and sidewalk alternatives, with 250 of these blocks complete or in construction by 2029
  - » 30 blocks of new sidewalks located on the frequent transit network, separate from sidewalks delivered as part of the Aurora Ave N Safety Corridor Project
  - » Build any new sidewalks and sidewalk alternatives within the 1-mile walkshed of a school (K-12) and/or local transit stop (transit that runs every 30 minutes)
- Anticipated initial projects include:
  - » 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 130th St Light Rail Station walkshed
  - » 30th Ave NE: complete missing sections from NE 127th St to NE 145th St
- 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.

## Sidewalk Safety Repair (\$34M)

- Make approximately 34,000 spot repairs to sidewalks.

## Americans with Disabilities Act (ADA) Program (\$30M)

- 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).

## Stairways (\$4M)

- Complete up to 9 stairway repairs or expansions.

## Crossing Improvements (\$14M)

- Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals, and more. Initial projects are expected to include:
  - » 5th Ave NE and NE Banner Way
  - » Rainier Ave S and S Henderson St
  - » 35th Ave NE
  - » 11th Ave E and E Aloha St
  - » N 137th St and Roosevelt Way N



# 6 Signals & Operations

**Levy Investment: \$100M**

**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.**

### Traffic Signal Timing (\$32M)

- Complete 40 corridor signal timing adjustment projects.
- Implement up to 4 Intelligent Transportation System projects.

### Traffic Signals and Maintenance (\$45M)

- Design and install traffic signals at up to 10 locations.
- Complete major maintenance on 40 traffic signals.
- Add accessible pedestrian signals for at least 50 crossings.
- Conduct preventative maintenance at traffic signals.

### Sign Maintenance (\$5M)

- Replace at least 5,500 signs.

### Transportation Operations (\$18M)

- Research and respond to approximately 24,000 constituent operational complaints and questions.
- Maintain 24/7 service in the Transportation Operations Center.



# 7 Bicycle Safety

Levy Investment: \$133.5M | Expected Additional Leverage: \$24M – \$30M

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

## Protected Bike Lanes (\$67.5M)

- Add concrete-protected bike lanes as part of paving projects, closing gaps in the all-ages-and-abilities bicycle network with a focus on improving bicycle connections throughout South Seattle. Initial projects include segments along the following corridors:
  - » N 130 St
  - » S Henderson St
  - » Beacon Ave S (middle and southern segments)
  - » Highland Park Way SW
  - » Cleveland High School / Swift Ave S protected bike lane and Georgetown / S Albro Pl connection
  - » Chief Sealth Trail: S Myrtle St to S Webster St
  - » 12th Ave / 12th Ave S: E Madison St to Jose Rizal Bridge
- Install a protected bike lane project in West Seattle to be named in honor of Steve Hulsman.

## Upgraded Bike Lanes (\$8M)

- Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas.

## Bike Spot Improvements (\$10M)

- Make safety improvements to existing bike lanes, trails, and neighborhood greenways.

## Burke-Gilman Trail Missing Link (\$20M)

- Support design and construction to complete the Burke-Gilman Trail Missing Link along NW Market St and Leary Way NW.

## Neighborhood Greenways (\$20M)

- 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. An initial project is the NW 6th Ave Neighborhood Greenway, connecting from NW 58th St to the Carkeek Park Bike Lane.

## Maintenance (\$8M)

- Maintain existing protected bike lanes with regular sweeping and barrier repair.

## PROJECTS AND PARTNERSHIPS

As part of the Transportation Levy, SDOT expects to develop additional protected bike lane projects. This could include plans for protected lanes on streets like 14th Ave S, as well as E Roanoke St and 10th Ave E in collaboration with WSDOT. SDOT will continue to pursue grant funding to maximize the amount of bicycle infrastructure that can be built as part of the Transportation Levy.



# 8 People Streets & Public Spaces

**Levy Investment: \$66.5M | Expected Additional Leverage: \$14M – \$17M**

**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.**

### People Streets Capital Projects (\$39M)

- 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:
  - » S Henderson St
  - » Occidental Promenade
  - » Chinatown/International District Alley Activation
  - » E Union St Revival Corridor
  - » NE 42nd St Green Street Improvements
  - » Additional projects identified with business districts and community organizations

### Downtown Activation (\$15M)

- Invest in near-term maintenance and placemaking improvements, construction coordination, and advancement of a longer-term vision for 3rd Ave.

### Lid I-5 Private Funding Study (\$0.5M)

- 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 Link light rail station.

### People Streets and Wayfinding Maintenance (\$2M)

- Provide maintenance for existing activation projects and the citywide wayfinding system.

### Pedestrian Lighting (\$10M)

- Install pedestrian lighting leading to transit stops.





# 9 Climate & Resiliency

Levy Investment: \$69M | Expected Additional Leverage: \$14M – \$19M

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

## Climate and Electrification Program (\$32M)

- Support Seattle City Light’s expansion of electric vehicle charging stations to libraries, community centers, and parks.
- Support partnerships and pursue grants that help electrify the transportation system.

## Low Pollution Neighborhoods (\$8M)

- Partner with at least 3 neighborhoods on low pollution pilot projects, which could include low-emissions goods delivery in areas most impacted by climate change.

## Urban Forestry (\$29M)

- Plant and maintain trees, meeting the Mayor’s Executive Order for 3 to 1 tree replacement.
- Expand tree species diversity in areas that historically have had less investment in tree planting and care.
- Support maintenance and plant establishment for landscape elements of Waterfront Seattle, including Pioneer Square connections and the Pike/Pine Corridor, in coordination with Seattle Center.



## SEATTLE CITY LIGHT PARTNERSHIP

SDOT’s work to address climate change through the Transportation Levy relies on a strong partnership with Seattle City Light to install electric vehicle charging stations at libraries, community centers, and other neighborhood facilities. SDOT will maximize Transportation Levy funding by strategically pursuing grants and additional partnership funding to further invest in addressing climate change.

# 10 Freight & Goods Movement

Levy Investment: \$45M | Expected Additional Leverage: \$12M – \$15M

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

### Freight Spot Improvements (\$17M)

- Make at least 32 investments to support the freight network, including adjustments to improve truck movement, intersection upgrades, and additional truck parking.

### Heavy Haul Network (\$8M)

- 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.

### Freight Program (\$10M)

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

### Port Connection to I-90/I-5 (\$5M)

- Implement spot or corridor improvements connecting Port of Seattle facilities through SODO to Interstate 90 and/or Interstate 5.

### Leary Way Industrial Zone Safety Improvements (\$5M)

- 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 State Route 99.





# 11

# Good Governance & Equitable Implementation Initiative

**Levy Investment: \$7.5M**

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

## Oversight Committee Auditing and Professional Services (\$1M)

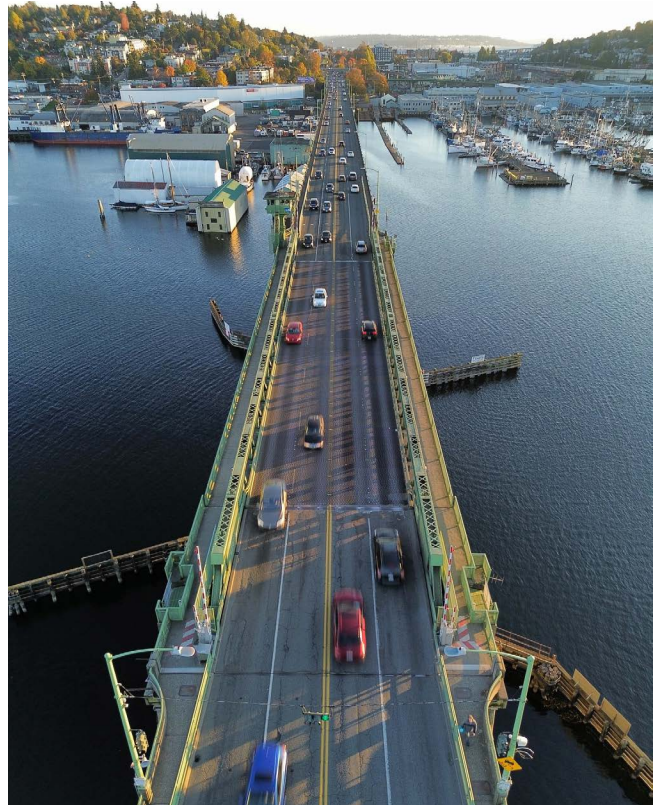
- Provide auditing and professional services support for the Levy Oversight Committee.

## Property Tax Relief Outreach and Education (\$1.5M)

- Support public outreach and education on property tax relief programs.

## Durable Infrastructure Solutions (\$5M)

- By January 1, 2029, investigate and propose a comprehensive long-range strategy to:
  - » Achieve and maintain a Federal Highway Administration (FHWA) rating of “Good” for at least 30% of vehicle bridges and a rating of “Fair” for at least 60% of vehicle bridges
  - » Achieve and maintain an average Pavement Condition Index of 80 for arterial streets
  - » Complete the missing sidewalk network, Tier 1 through Tier 5
  - » Investigate Transportation Impact Fees as a funding strategy for meeting sidewalk, bridge, and pavement needs and make recommendations for a Transportation Impact Fee proposal



## TRANSPORTATION FUNDING TASK FORCE

SDOT will establish a Transportation Funding Task Force to propose funding and policy solutions for sidewalks, paving, bridges, and other transportation infrastructure needs with recommendations due in 2027.



**City of Seattle**

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