

Spend Plan for \$20 VLF Effective in 2021

Focus Area	Objective	2021 Amount	Projected Ongoing Amount	Evaluation Category Focus Informed by Community Engagement			Project Examples
				Equity Potential	Increase Safety and Reduce Risk	Proactive Asset Mgmt./Maintenance	
Safe Streets	Make investments and improvements to the streets and communities experiencing the bulk of Seattle’s serious crashes.	\$1,125,000	\$2,000,000 (28%)	Our approach to Vision Zero infrastructure investments is grounded in equity. We use data to determine our focus areas – streets and intersections with the most fatal and serious injury crashes. These locations often overlap with communities of color and vulnerable populations. Data show that Black people represent 12% of traffic fatalities but make up only 7% of the population.	While 2020 brought significant changes in the frequency and ways people traveled Seattle streets, people were still injured and killed, and our fatality trend is not on the right path. These funds will support action for safe streets.	Vision Zero’s comprehensive approach to safety has contributed to crash reductions, and this approach includes investments in maintaining our aging infrastructure and the transportation network.	<ul style="list-style-type: none"> • Vision Zero: working to end traffic deaths and serious injuries, focused on high-crash corridors
Safe Sidewalks	Make investments and improvements to help Seattle become the most walkable and accessible city in the nation.	\$1,025,000	\$2,050,000 (28%)	The sidewalk repair prioritization framework uses many factors, including race and social justice objectives, to help determine the best value to the community. The Move Seattle Levy targets remarking crosswalks every four years.	Improving accessibility for all pedestrians, including older adults and people with disabilities, is a key strategy. We want Seattle to be more walkable and accessible for people of all ages and abilities.	The 2017 citywide sidewalk condition assessment informed a proactive approach to our existing repair and maintenance program. With this data and beacon replacement locations we can	<ul style="list-style-type: none"> • Sidewalk repairs around SDOT Street trees • Maintenance of solar-powered rapid flashing beacons and conversion of old, overhead crossing beacons to

						<p>assess which repairs would provide the highest value improvements in safety and mobility at the lowest cost. With a goal to proactively remark crosswalks every four years, SDOT maintains these critical features to increase pedestrian safety and visibility.</p>	<p>rapid flashing beacons.</p> <ul style="list-style-type: none"> • Re-striping marked crosswalks • New ADA curb ramps
Strong Bridges & Structures	<p>Make proactive investments and reduce the maintenance backlog, extending the service life of bridges, and maintaining safe travel for all modes.</p>	\$850,000	\$1,700,000 (24%)	<p>All SDOT capital projects undergo a Racial Equity Analysis early in the planning phase. This includes recommendations on how projects can address existing RSJI issues and identify opportunities to improve RSJI implementation. We analyze project and infrastructure investments across the City to evaluate gaps in community needs. This process ensures that underserved communities are receiving capital investments fairly and equitably.</p>	<p>Making capital improvements to transportation infrastructure ensures these assets remain safe and available to the traveling public.</p>	<p>The City of Seattle owns, inspects, maintains, and/or operates 317 bridges. The average age of bridges in Seattle is 63 years old, which indicates that most of Seattle’s bridges are approaching or have already exceeded their design life.</p>	<ul style="list-style-type: none"> • Major maintenance and rehab program for bridges, areaways and retaining walls

<p>Active Transportation Maintenance</p>	<p>Make investments and improvements to maintain on-street and off-street bicycle facilities to promote safe, active transportation and reduced carbon emissions from vehicles.</p>	<p>\$350,000</p>	<p>\$700,000 (10%)</p>	<p>16% of Seattle households do not have a motor vehicle. Maintaining all ages and abilities bicycle infrastructure in parts of the city with lower car ownership will provide additional transportation choices for people. Additionally, using a bike instead of a motor vehicle for short trips will reduce travel emissions, reducing pollution for communities who already experience greater health, public safety, and economic disparities.</p>	<p>Policies that increase the number of people walking and biking appear to be an effective route to improving the safety of all roadway users. Greater safety for all road users may result from reaching a threshold of bicyclist volumes that compels motorists to drive more carefully.</p>	<p>SDOT's maintenance and operations program does not currently provide sufficient funding to prevent the decline of asset condition across all asset classes - including pavement, sidewalks and bike facilities. This fund source could address the addition of bike facilities that have continued to put additional pressure on SDOT's existing budget and level of service delivery.</p>	<ul style="list-style-type: none"> • Re-painting bicycle lanes • Installing and replacing protective barriers between vehicles and cyclists • Bicycle signal improvements • Bicycle facility street sweeping
<p>Planning Ahead</p>	<p>Plan for a future transportation system that addresses our values and goals for equity, safety, and sustainability.</p>	<p>\$250,000</p>	<p>\$500,000 (7%)</p>	<p>Work with the Transportation Equity Workgroup (TEW) in our planning efforts to ensure alignment between the Transportation Equity Framework and SDOT's capital and programmatic investment needs and priorities.</p>	<p>Planning efforts will identify opportunities to redesign streets and make other investments that improve the safety of our transportation system.</p>	<p>Long-range transportation plans will address asset management/ maintenance investment needs and identify future capital asset needs to address system mobility for people who walk, bike, roll, ride transit, and drive vehicles.</p>	<ul style="list-style-type: none"> • Develop a citywide integrated transportation plan that nests updated modal plan elements under the umbrella of a single document

Reserve	Set aside a small amount of revenues to ensure fund availability for commitments if revenues decline.	\$ -	\$250,000 (3%)	-	-	-	-		<ul style="list-style-type: none"> • Dedicate a small amount of remaining funds for a strategic reserve – a standard best practice in the industry. • Will serve as a Revenue Stabilization reserve, building up to a target of 15% of annual revenue over 5 years to ensure program funding in the event of a future revenue decline.
		\$3,600,000	\$7,200,000						

The annual revenue is an estimate and is likely to fluctuate. Allocations will follow the percentages listed.