



City of Seattle

# Transportation Levy Proposal









Mayor Bruce Harrell

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- ✓ 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 proposal is 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 \$866,000) about \$24 per month.
- ✓ The proposed levy would cost the median-value Seattle homeowner about \$41 per month, approximately \$17 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.

# Transportation Levy Proposal

The Mayor's proposal calls for an 8-year, \$1.45 billion levy to renew the current levy expiring this year.

-  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



Reliable  
Seattle







One  
Seattle





The expiring Levy to Move Seattle represents roughly 30% of SDOT's budget for core services and new projects. Learn more about the levy proposal at













[www.seattle.gov/transportation/levy](http://www.seattle.gov/transportation/levy)



-  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.

# 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 \$17 more per month than the expiring Levy to Move Seattle, for a total of \$41 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
<b>Repave arterial streets</b> that carry the most buses, trucks, and cars, and improve infrastructure for people walking, rolling, biking, and taking transit (\$423M)	●	●	●	●		●	●	●
<b>Keep bridges in reliable working condition</b> and prepare for future bridge projects (\$221M)	●	●	●	●				●
<b>Make targeted and community-requested improvements</b> to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities (\$162M)	●	●	●	●		●	●	●
<b>Connect people safely to transit hubs</b> , including Link light rail stations and bus stops, and reduce delays on bus routes (\$145M)	●	●	●	●	●	●	●	
<b>Build and repair sidewalks, crossings, and curb ramps</b> so people walking and rolling can safely get to where they need to go (\$135M)	●	●	●	●	●	●	●	
<b>Expand Seattle's protected bike lane network</b> ; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes (\$114M)	●	●	●	●	●	●	●	
<b>Install new and maintain and upgrade existing traffic signals</b> 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)	●	●	●	●			●	●
<b>Activate public spaces and improve lighting</b> in partnership with business districts and community organizations so people can enjoy unique and vibrant, activated spaces (\$66M)	●	●	●	●	●	●	●	
<b>Address climate change directly</b> , reducing air pollution and making sustainable transportation options more available (\$59M)		●	●	●	●	●		●
<b>Make freight improvements</b> to support trucks delivering goods and providing services (\$25M)	●						●	●