

REFLECTING COMMUNITY PRIORITIES

It is the City's goal that this levy reflects the needs of our communities and improves the day-to-day realities of getting around a growing Seattle. To better understand the public's transportation priorities and receive feedback on the draft levy proposal, SDOT and the Mayor's Office engaged in a citywide outreach effort in March and April 2015.

During the public engagement process, we heard that the people of Seattle view safety, particularly for people walking and biking, as a top priority. We also heard strong support for greater investments in transit reliability and access, improved connections to light rail, and making it safer and more comfortable for people to walk throughout Seattle. Additionally, we heard strong calls for equity and concentrating investments in areas that are underserved. We revised the proposal to reflect these community priorities.

The revised levy proposal submitted to City Council responds to community feedback by increasing funds for neighborhood priority projects, transit investments, and pedestrian safety and mobility. It would fund \$930 million in investments over nine years - \$30 million more than the draft proposal released in March. The additional funding would come from dedicating the increased levy revenue that results from growth in Seattle property values and number of households to transportation. Growth will help pay for the needs caused by growth. The final levy's cost to taxpayers (\$275 annually for the owner of a median value home) would remain the same as proposed earlier.

LEARN MORE ABOUT THE FINAL LEVY PROPOSAL

Visit www.seattle.gov/LevytoMoveSeattle to:

- Sign up for email updates
- Get more details about the levy proposal
- Check out our full public outreach calendar and calendar of City Council hearing dates



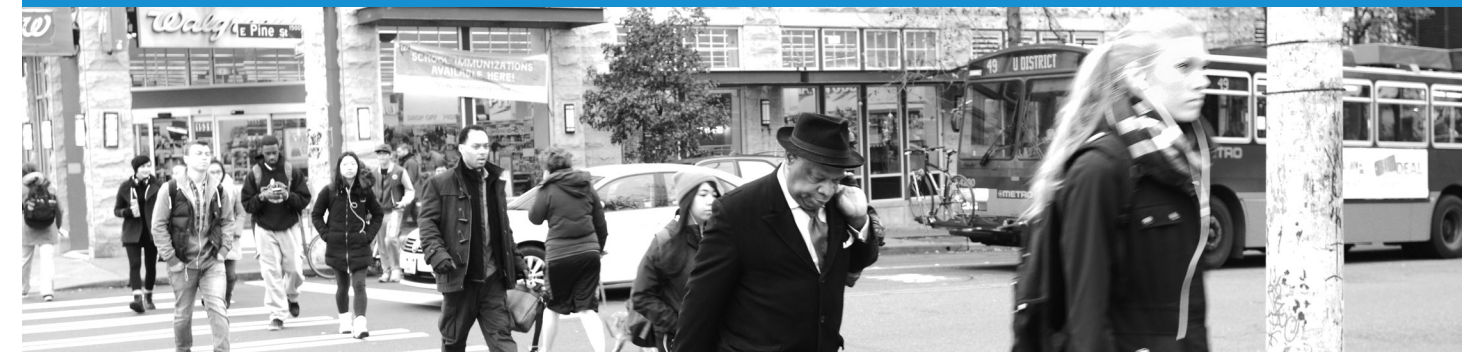
PROPOSED LEVY FUNDING AND COSTS

At the end of 2015, the current 9-year, \$365 million transportation levy (called Bridging the Gap) will expire. The proposed Transportation Levy to Move Seattle would replace Bridging the Gap and continue efforts to maintain a safe and efficient transportation system, while also doing more to invest in the future transportation needs of our city. The proposed levy would last nine years and generate funding for \$930 million in transportation investments.

It would be paid for through a property tax that would cost the owner of a median (\$450,000) Seattle home about \$275 per year. In comparison, the expiring Bridging the Gap levy costs median homeowners about \$130 per year.

In addition to the \$930 million generated over the life of the levy, the City of Seattle estimates these funds can be used to leverage nearly \$2 billion in additional transportation investments.

TRANSPORTATION LEVY TO MOVE SEATTLE



FINAL PROPOSAL – MAY 2015

Our transportation system is critical to our quality of life and economic vitality. Seattle's streets, sidewalks, and bridges move hundreds of thousands of people every day. On top of that, they support freight access, ensuring that goods can get in and around the city so store shelves are stocked and packages make it to your front door. Most importantly, you depend on the system every day, whether you choose to take transit, drive a car, ride a bike, or walk.

For the last eight years, the Bridging the Gap transportation levy has helped address our maintenance backlog, secure transit service, and improve road safety. The current levy expires at the end of 2015. Our aging infrastructure, rapidly growing population, and evolving travel needs require additional investments to ensure safe, reliable, and efficient travel for everyone.

To accomplish this, Mayor Ed Murray introduced Move Seattle — his ten-year transportation vision that integrates our long-term plans for walking, biking, transit, and freight and sets forth a holistic approach for meeting Seattle's needs today and tomorrow. A key element to making this vision a reality is a new transportation levy to replace the expiring one. The Transportation Levy to Move Seattle aims to take care of the basics, maintaining our streets, bridges, and sidewalks, while also investing in the future with improvements that give us more travel choices to move more people in and around Seattle.

In March and April 2015, the Mayor and SDOT reached out to communities across Seattle to get input on the draft proposal. In response to community feedback, we have revised the proposal before submitting it to the Seattle City Council in May. During City Council consideration of the proposal, SDOT will continue to engage the community and gather input. The City will need to submit a final levy proposal to King County by early August for it to be placed on the ballot in November 2015.

Learn more about the revised proposal at www.seattle.gov/LevytoMoveSeattle.



Seattle is one of the fastest growing cities in the country. The Transportation Levy to Move Seattle will invest in the basic safety and maintenance of our transportation system. It will also give us a critically important opportunity to reshape the way our growing population gets around, today and tomorrow.

—Mayor Edward Murray



TAKING CARE OF THE BASICS

With safety as our highest priority, the levy will fund seismic improvements and ongoing repairs and maintenance of our transportation infrastructure. Keeping on top of day-to-day maintenance needs today will save us money tomorrow.

A SAFE CITY

Keep Seattle travelers safe by working to eliminate serious and fatal crashes and seismically reinforcing vulnerable bridges

\$320 million over 9 years to:

Vision Zero - Implement a program to eliminate serious and fatal crashes on Seattle streets

- Complete 12-15 corridor safety projects, improving safety for all travelers on high-crash streets
- Move Seattle for Kids - complete 9-12 Safe Routes to School projects each year providing safety education, and improving walking and biking safety at every public school in Seattle, with additional investment at schools in areas with the most barriers to children walking
- Increase crosswalk repainting frequency to a four-year or better cycle, with greater frequency in high traffic areas, to ensure every crosswalk is clearly marked

Protect our most vulnerable travelers – people walking and biking

- Build over 50 miles of new protected bike lanes and 60 miles of greenways. When added to work already underway to implement the Bicycle Master Plan, this completes half of the Bicycle Master Plan network, keeping us on track for full implementation.
- 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
- Complete the Burke-Gilman Trail Missing Link in Ballard

Keep our bridges safe

- Eliminate the backlog of needed bridge spot repairs
- Seismically reinforce 16 vulnerable bridges
- Replace Seattle's last timber vehicle bridge (on Fairview Avenue), which connects the city's two largest job centers
- Plan and design high priority bridge replacements to begin construction after 2024
- Make safety repairs for people biking and walking on the Ballard Bridge



AN AFFORDABLE CITY

Invest in maintenance today to avoid increased expense for Seattle residents later and provide alternatives to car ownership, including more affordable travel options

\$250 million over 9 years

Maintain and modernize 250 lane-miles of our busiest streets

- Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods
- Repave 65 targeted locations every year, totaling an average of 7-8 arterial lane-miles per year, with a repair and maintenance program run by City crews

Provide tools to help people get around without the expense of owning a car

- Work with businesses to improve employee access to transit passes, bike share and car share memberships
- Work with residents, landlords, and developers of new buildings to ensure access to transit, car share, bike share, and other travel options

BUILDING FOR THE FUTURE

As Seattle grows, our transportation system must grow and evolve, too. The proposed levy prioritizes the development of an interconnected system providing easy-to-use, reliable, and affordable travel options for everyone.

AN INTERCONNECTED CITY

Provide an easy-to-use, reliable transportation system that gives travelers the options they want when they want them

\$260 million over 9 years

Modernize outdated streets to give people convenient and affordable travel options

- Complete 7 RapidRide Plus, frequent and reliable transit corridor projects, redesigning major streets to improve transit reliability and enhance connectivity and safety for all travelers, including those walking, biking, driving, and moving goods
- Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations
- 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
- Complete the Fauntleroy Boulevard Southwest project

Improve connections to light rail

- Provide funding for a new Link light rail station at Graham Street in southeast Seattle
- Fund a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate
- Implement the Accessible Mount Baker Phase I project, and other pedestrian and bicycle improvements to light rail stations

Make it easier to walk and bike in Seattle

- Build over 150 new blocks of sidewalks, filling in 75% of the sidewalk gaps on priority transit corridors citywide
- Make residential streets without sidewalks safer and more comfortable for walking, including through drainage partnerships with Seattle Public Utilities in the flood-prone Broadview neighborhood
- Install 1,500 new bicycle parking spots citywide

A VIBRANT CITY

Invest in streets and sidewalks that hum with economic and social activity

\$100 million over 9 years

Improve mobility for freight and delivery vehicles

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

Invest in neighborhood priority projects

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

Take care of our urban forest and improve drainage in flood-prone communities

- Replace every tree removed due to disease or safety with two new trees
- 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
- Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park

