

Draft CM Moore Amendments to CB 120788 – 2024 Transportation Levy

Sponsor: Councilmember Moore

Revisions to Spending Plan and New Recitals

Effect: This amendment would make the following revisions to Attachment A (Spending Breakdown) to CB 120788:

- Rename the New Sidewalks and Alternative Walkways category as New Sidewalks and Sidewalk Alternatives.
- Add an expectation that a minimum of 36 percent of New Sidewalks and Sidewalk Alternatives will be delivered in District 5, 17 percent in District 2, and 22 percent in District 1.
- Add the expectation that sidewalks and sidewalk alternatives will be built within: the 1-mile walkshed of any school (K-12) and/or local transit stop (transit that runs every half an hour).
- Revise the Estimated Investments in the New Sidewalks and Sidewalk Alternatives category as follows:
 - Remove 1st Ave NE: NE 120th St – NE 130th St.
 - Remove Greenwood Ave N: N 112th St to N 117th St.
 - Add the walkshed network around the NE 130th St Light Rail Station.
 - Add 30th Ave NE: NE 127th St to NE 145th St.
 - Add North side of NE 95th St from Lake City Way NE to NE 25th St.
 - Add 3rd Ave NW: NW 145th to NW 125th
 - Add Roosevelt Way N: 1st Ave NE to Aurora
 - Add Sandpoint Way: 125th to 77th
 - Add 24th NE between Lake City Way and Northgate Way
- Revise the Estimated Investments in the Crossing Improvements category as follows:
 - Add N 137th St and Roosevelt Way N
- Add development of a Sidewalk Master Plan to the Durable Infrastructure Solutions category. The Sidewalk Master Plan will include a funding plan for completing the sidewalk network (Tier 1 through Tier 5) by 2044, coordinate and create a workplan for Seattle Department of Transportation and Seattle Public Utilities, and create a plan for implementing transportation impact fees. The Sidewalk Master Plan will be completed by January 2026.

Note: Multiple amendments may amend the same sections, subsections, or attachments. Following Select Committee action on all amendments, Central Staff will reconcile language and renumber and re-letter sections, subsections, and attachments as needed in the amended bill.

- Reduce \$25.5 million for the Neighborhood-Initiated Safety Partnership Program, eliminating the levy program; add \$21 million to District Project Fund.
- Reduce \$9 million for Transit Passenger Safety, eliminating the levy program; reduce \$4 million for Stairways, eliminating the program; add \$17.5 million to Vision Zero.
- Reduce \$20 million for Neighborhood Greenways, eliminating the levy program; add \$10 million for Protected Bike Lanes; add \$5 million for Upgraded Bike Lanes; add \$5 million for Bike Spot Improvements.
- Revise the Estimated Investments of the Aurora Ave N Safety category to include installation of sidewalks and planting street trees.

This amendment would also add three new recitals to the legislation.

Note that this amendment’s revisions are shown in red double underline/strikethrough. This amendment shows the proposed revisions in the draft Chair’s Amendment in blue single underline/strikethrough.

Amend the Pedestrian Safety element of Attachment A (Spending Breakdown) to CB 120788 as follows:

Pedestrian Safety: Build and repair sidewalks, crossings, and curb ramps so people walking and rolling can safely get to where they need to go.		
Category	Estimated Investments	Levy Funding
New Sidewalks <u>and</u> Alternative Walkways Sidewalk Alternatives	Support construction of 280 <u>at least 530-500</u> blocks of new sidewalks <u>and sidewalk alternatives</u> , including: <ul style="list-style-type: none"> • 250-500-250 blocks of new sidewalks and alternative walkways sidewalk alternatives, complete or in construction by 2029 • 30 blocks of new sidewalks located on the frequent transit network • <u>Build new sidewalks and sidewalk alternatives within: the 1-mile walkshed network of any school (K-12) and/or local t transit stop (transit that runs every half an hour)</u> Anticipated initial projects include: <ul style="list-style-type: none"> • 1st Ave NE: NE 120th St – 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 95th St: Sand Point Way NE to 35th Ave NE 	<u>\$63M</u> <u>\$126M</u>

	<ul style="list-style-type: none"> • <u>The walkshed network around the NE 130th St Light Rail Station</u> • <u>30th Ave NE: NE 127th St to NE 145th St</u> • <u>North side of NE 95th St from Lake City Way NE to NE 25th St</u> • <u>Add 3rd Ave NW: NW 145th to NW 125th</u> • <u>Add Roosevelt Way N: 1st Ave NE to Aurora</u> • <u>Add Sandpoint Way: 125th to 77th</u> • <u>Add 24th NE between Lake City Way and Northgate Way</u> <p><u>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.</u></p>	
Sidewalk Safety Repair	<ul style="list-style-type: none"> • Make up to approximately 34,000 spot repairs to sidewalks 	\$19M
Sidewalk and Infrastructure Solutions	<ul style="list-style-type: none"> • Investigate and implement sidewalk and infrastructure repair and funding strategies 	\$5M
ADA Program	<ul style="list-style-type: none"> • 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) 	\$30M
Stairways	<ul style="list-style-type: none"> • Complete up to 9 stairway repairs or expansions 	\$4M
Crossing Improvements	<ul style="list-style-type: none"> • Make improvements at street crossings, including upgraded crosswalks, visibility improvements, pedestrian crossing signals, and more. Initial projects are expected to include: <ul style="list-style-type: none"> ○ 5th Ave NE and NE Banner Way ○ Rainier Ave S and S Henderson St ○ 35th Ave NE ○ 11th Ave E and E Aloha St ○ <u>N 137th and Roosevelt Way N</u> 	\$14M
Levy Funding		<u>\$135M</u> \$193M <u>\$189M</u>
Expected Additional Leverage		\$18M - \$22M

Amend the Good Governance & Equitable Implementation Initiative element of Attachment A (Spending Breakdown) to CB 120788 as follows:

Good Governance & Equitable Implementation Initiative

<u>Program</u>	<u>Estimated Investments</u>	<u>Levy Funding</u>
<u>Oversight Committee Auditing and Professional Services</u>	<u>Provide auditing and professional services support for the Levy Oversight Committee</u>	<u>\$1M</u>
<u>Property Tax Relief Outreach and Education</u>	<u>Support public outreach and education on property tax relief programs</u>	<u>\$1.5M</u>
<u>Durable Infrastructure Solutions</u>	<u>Investigate and implement maintenance, repair and funding strategies for sidewalks, bridges, and roads</u> <u>Develop a Sidewalk Master Plan with funding proposals to complete the sidewalk network (Tier 1 through Tier 5) with new and alternative sidewalks by 2044. The Sidewalk Master Plan will:</u> <ul style="list-style-type: none"> • <u>Engage Seattle Department of Transportation (SDOT) and Seattle Public Utilities (SPU) in coordinating sidewalk and drainage projects.</u> • <u>Develop a workplan and regular reporting schedule for SDOT's and SPU's collaborative work on sidewalk alternatives to reduce sidewalk and drainage costs through use of alternatives such as swales.</u> • <u>Create a plan for implementing transportation impact fees to complete the sidewalk network (Tier 1 through Tier 5) by 2044. Obtain necessary study of impact fees.</u> • <u>Be prepared by January 2026.</u> 	<u>\$5M</u>
<u>Levy Funding</u>		<u>\$7.5M</u>
<u>Expected Additional Leverage</u>		<u>\$0</u>

Amend the Vision Zero, School and Neighborhood Safety element of Attachment A (Spending Breakdown) to CB 120788 as follows:

Vision Zero, School and Neighborhood Safety: Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.		
<u>Category</u>	<u>Estimated Investments</u>	<u>Levy Funding</u>
Vision Zero	Implement: <ul style="list-style-type: none"> • 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 280 intersections 	\$70M <u>\$87.5M</u>

	<ul style="list-style-type: none"> Traffic calming on 50 corridors <p>Anticipated Initial Vision Zero projects on:</p> <ul style="list-style-type: none"> 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 Lakeside Ave S at Lake Washington Blvd N/NE 50th St Other projects as identified in Vision Zero work plans 	
Safe Routes to School	<ul style="list-style-type: none"> Contribute to up to at least 70 projects to improve safety and fund safety education programs at public schools 	\$7M <u>\$14M</u>
Aurora Avenue N Safety	<ul style="list-style-type: none"> Implement safety improvements and phased reconstruction on Aurora Ave N aided by leverage funds <u>Aided by state and federal leverage funds, install sidewalks along Aurora Ave N from N 115th St to N 145th St and implement safety improvements including pedestrian lighting and plant trees along Aurora Ave N.</u> 	\$30M
Neighborhood-Initiated Safety Partnership Program	<ul style="list-style-type: none"> Build up to 16 at least 10 neighborhood-initiated and co-created projects, focusing on community priorities with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access. 	\$41M \$25.5M
District Project Fund	<ul style="list-style-type: none"> Provide funds to address emergent safety concerns and requests 	<u>\$14M</u> \$21M <u>\$42M</u>
Levy Funding		<u>\$162M</u> \$160.5M <u>\$173.5M</u>
Expected Additional Leverage		\$74M-\$90M

Amend the Transit Corridors and Connections element of Attachment A (Spending Breakdown) to CB 120788 as follows:

Transit Corridors and Connections: Connect people safely to transit hubs, including Link light rail stations and bus stops; and reduce delays on bus routes.		
Category	Estimated Investments	Levy Funding
Transit Spot Improvements	<ul style="list-style-type: none"> • Implement 160 projects citywide to improve bus reliability, access, equity, and safety with a focus on performance pinch points affecting multiple routes, such as: <ul style="list-style-type: none"> ○ SW Oregon St between 44th Ave SW and California Ave SW along routes 50 and 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 routes 3 and 4 ○ W Nickerson St between 3rd Ave W and 4th Ave N along routes 31 and 32 	\$27M
Transit Passenger Safety	• Invest in strategies that increase transit rider safety and security, including transit and public safety personnel services	\$3M \$9M
Transit Improvements and Access to Light Rail	<ul style="list-style-type: none"> • Make transit improvements on streets with high-ridership bus routes with a focus in equity priority areas, including: <ul style="list-style-type: none"> ○ Rainier Ave S ○ Beacon Ave S ○ Aurora Ave N (funded via Vision Zero, School and 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: <ul style="list-style-type: none"> ○ N 130th St ○ S Henderson St ○ Judkins Park Station Connections • Advance key connections to future Link light rail stations in coordination with partner agencies: <ul style="list-style-type: none"> ○ NE 145th St ○ SW Alaska St ○ 4th Ave S ○ S Graham St ○ East-West South Lake Union Transit Connections 	\$115M
Levy Funding		\$145M \$151M \$142M

Expected Additional Leverage	\$143M - \$175M
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Amend the Bicycle Safety element of Attachment A (Spending Breakdown) to CB 120788 as follows:

Bicycle Safety: Expand Seattle’s protected bike lane network; connect schools to bike lanes, paths, and neighborhood greenways; and maintain and upgrade existing bike lanes		
Category	Estimated Investments	Levy Funding
Neighborhood Greenways	● 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	\$20M
Bike Lane Maintenance	<ul style="list-style-type: none"> Maintain existing protected bike lanes with regular sweeping and barrier repair 	\$8M
Protected Bike Lanes	<ul style="list-style-type: none"> Add concrete-protected bike lanes as part of paving projects, closing gaps in all ages and abilities bicycle network. Initial projects include segments along the following corridors: <ul style="list-style-type: none"> 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 	\$68M \$78M
Upgraded Bike Lanes	<ul style="list-style-type: none"> Upgrade 30% of existing protected bike lanes with improved barriers or buffer areas 	\$8M \$13M
Bike Spot Improvements	<ul style="list-style-type: none"> Make safety improvements to existing bike lanes, trails and neighborhood greenways 	\$10M \$15M
Levy Funding		\$114M
Expected Additional Leverage		\$24M - \$30M

Add three recitals as follows:

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WHEREAS, these disproportionate impacts have resulted in measurably less access to educational and work opportunities for communities of color as well; and

WHEREAS, a quality pedestrian network is at the core of an equitable and accessible transportation system, and sidewalks are the building blocks of an effective pedestrian network; and

WHEREAS, pedestrian mobility is an equity issue, and Seattle’s built environment reflects inequity in the pedestrian network; and

WHEREAS, when the area from N 85th St to N 145th St was incorporated into Seattle in 1954, new sidewalks were promised, but significant gaps remain with 36% of Seattle’s missing sidewalks in North Seattle; and

WHEREAS, in 2018, the City convened a Transportation Equity Workgroup consisting of community members most impacted by transportation inequities that, in 2021, issued a Transportation Equity Framework to build on the City’s 2004 Race and Social Justice Initiative with a guide for Seattle Department of Transportation (SDOT) decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system; and

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