Dear Move All Seattle Sustainably:

Thank you for reaching out to Mayor Jenny Durkan to outline your priorities for transit and transportation investments in the proposed 2019-2020 biennium budget. We know that to meet the demands of our growing city, address climate change, and ensure Seattle is a city of the future, we must continue to invest in and support our shared transit and transportation goals.

To support Seattle’s our transportation and transit goals, Mayor Durkan is proposing a $609 million budget at the Seattle Department of Transportation, an additional $128.3 million above 2018 levels in transit and transportation. We value the opportunity to provide additional granular details on the Mayor’s proposed $609 million budget at the Seattle Department of Transportation (SDOT) that were not emphasized in the package that was submitted to the City Council.

As the Mayor Office’s developed the transportation budget we asked SDOT to focus on four key elements that align closely with the high-level priorities you presented:

- Keeping people and goods moving safely and efficiently during the ‘Period of Maximum Constraint’;
- Delivering on promises we made to voters;
- Delivering on basic services; and,
- Enhancing and accelerating Sound Transit 3.

Below are some relevant highlights and additional details about the proposed budget in each category:

**Keeping people and goods moving safely and efficiently during the ‘Period of Maximum Constraint’**

- **Congestion Pricing:** The proposed budget includes $1 million to continue the City’s congestion pricing study. In addition to that funding, the City has been awarded a grant by Bloomberg Philanthropies that will provide additional in-kind professional services to accelerate this study.
- **Seattle Transportation Benefit District (STBD) Capital Improvements:** The proposed budget includes $9 million of STBD funding made possible by the material change we passed through the City Council this summer for transit capital investments. These investments include:
  - One Center City Near Term Action Plan;
  - Speed and reliability improvements in the following locations: Howell/Yale/9th Route 3 and 4, South Lake Union, Ballard Bridge, and 15th Ave W; and
  - Transit and multimodal corridor spot improvement work ahead of the larger RapidRide projects on Rainier Ave, Route 44, Route 40, and 24th Ave E.

**Delivering on promises we made to voters**

- **Sustained Capacity in STBD for Low-Income Program:** The proposed budget includes $1 million per year of unprogrammed STBD funding for our low-income programs. This was made possible
by the material change we passed through the City Council this summer. This funding is a reallocation of the previous high school ORCA program that is now its own separate funding category. SDOT is currently modeling options for these funds, and we welcome a dialogue about these soon.

- **Additional Funding for Move Seattle Deliverables:** The Mayor’s proposed budget includes over $17 million in additional funding for Move Seattle deliverables. The majority of these additions are focused on providing safety and mobility improvements for our most vulnerable users:
  - Curb ramps = $5 million
  - New sidewalks = $2.8 million
  - Greenways = $1.4 million
  - Northgate Bridge and Cycle Track = $1.1 million
  - Pedestrian Lighting = $550,000

We feel very strongly that since these priorities were approved by voters, no funding should be removed or reallocated from any of the Move Seattle programs.

**Delivering on basic services**

- **Additional Funding for Critical Maintenance Programs:** The proposed budget includes funding for critical maintenance projects for all users. The maintenance projects break down as follows:
  - An additional $4.1 million in sidewalk repair;
  - $2 million in major arterial maintenance programs to resurface arterials and greenways as well as install curb ramps; and
  - $1.5 million in bridge and seawall maintenance for our critical structures.

**Enhancing and accelerating Sound Transit 3**

- **Additional funding to accelerate West Seattle and Ballard Link Extensions (WSBLE):** The proposed budget includes $2.3 million to support early planning and permitting of the West Seattle to Ballard Link Extension. This includes support for Sound Transit to conduct community outreach and support for identifying a locally preferred alternative, maximizing efficiency of project delivery, and accelerating the implementation of the project.
- **Accelerating Graham Street Station:** The Mayor’s proposed budget includes $275,000 for early planning to accelerate the construction of this much needed in-fill station.

With this information as the foundation for our conversation, below are responses to your project and program-related priorities:

**Prioritize people walking at intersections:**
The installation of adaptive signal controls was unanimously mandated on Mercer Street by the Seattle City Council through 2015 Green Sheet 108-1-A-3. The Seattle Department of Transportation (SDOT) documented the process of implementing and operating this new technology, and has been providing updates on different strategies for signal timing. These updates include a road map to better align adaptive signaling with our shared comprehensive transportation policy goals. One significant step was installing data collection devices that allow SDOT to monitor pedestrian delay at key intersections. Furthermore, adaptive signals provide a significant benefit to weight priority and coordinate any individual lane (including transit and bicycle lanes) and Transit Signal Priority (TSP) in ways that far outpace traditional signal timing.
However, we do not feel this is enough. As part of the adaptive signaling roadmap, SDOT is working with our vendor, Siemens, on a research and development project that will be the first installation in the country to integrate pedestrian volumes into an adaptive signal algorithm. This landmark technology uses passive pedestrian detection to estimate the number of pedestrians waiting for a signal and rebalance signal timing to account for that demand. The funding for this work is part of the Advanced Transportation and Congestion Management Technologies grant that the City Council unanimously approved in March.

Given this critical project for future and current adaptive signals and our current abilities to both monitor and mitigate pedestrian times, we would advise against adding a proviso that could impact further planned implementation of this advanced technology on Denny Way or future adaptive signaling or RapidRide projects.

**Fixing Rainier Ave:**
Earlier this year, Mayor Durkan and SDOT worked with community to expedite safety enhancements to Rainier Avenue South. Phase 2 of the Vision Zero Corridor Project on Rainier is planned to begin construction in Fall 2019.

There are currently two components of the Accessible Mt. Baker project. The first uses secured funding of $4M (from the Bike Master Plan & Pedestrian Master Plan) to implement pedestrian and bicycle improvements in the area. SDOT is also doing early design work for a project at the Accessible Mt. Baker station, along with traffic modeling to further develop a recommendation. Current funding will get the design to 30 percent. Once SDOT has a cost estimate, this will inform the funding strategy.

**Missing Link of Burke-Gilman Trail:**
Given the current appeal of the project, we have decided to divide it into two phases. Phase 1 includes Market and 54th St (0.4 miles), and construction is planned for Q1 2019-Q4 2019. Phase 2 includes Shilshole and 45th (1.0 miles) and construction is planned for Q3 2019-Q3 2020 barring any legal delays.

**Delridge Way multimodal corridor project:**
The Delridge Way multimodal corridor project is scoped to include the following:
- A southbound protected bike lane between Juneau St and Cambridge St;
- Greenway connections and improvements for northbound and southbound routing along Juneau St; and
- Pedestrian amenities to access station stops including arterial crossing treatments and ADA updates.

**Eastlake Ave protected bike lanes:**
The RapidRide Roosevelt project includes protected bike lanes on Eastlake Ave which serve a critical connection for bicyclists and will provide added safety measures for all users. We will continue to work with the community on the addition of these protected bike lanes.

**3rd Ave bus only lanes through Belltown:**
We are evaluating the performance of the 3rd Avenue transit improvements; this performance report is expected by December 2019. In addition, King County Metro will be implementing all-door boarding on 3rd Avenue in March 2019. We would like to understand how these changes are impacting transit performance on 3rd Avenue before taking further action. Pending review, we may consider options for extending transit priority further into Belltown.
1st Ave transit lanes:
The Center City Connector project is still being evaluated. The timeline for this evaluation did not align with the annual budget process.

Build the Basic Bike Network:
We continue to work on the design and implementation of the Basic Bike Network as outlined in the One Center City Near Term Action Plan. We are currently on schedule to meet the deadlines requested in Resolution 31826.

Connect to the new arena:
The arena master use permit condition and the North Downtown Mobility Action Plan include the following bicycle projects to improve connections to the redeveloped arena at Seattle Center:

- Protected bicycle lanes on the 1st Ave N/Queen Anne Ave N couplet;
- Protected bicycle lane (PBL) connection along Broad St and 1st Ave connecting the project above with the 2nd Ave PBL;
- Bicycle connection from Belltown to East Seattle Center along Vine St and Taylor Ave;
- Thomas St Greenway;
- Connection from the Thomas Street Overpass to Seattle Center;
- Crossing improvements along Thomas St in South Lake Union; and
- Bicycle wayfinding throughout North Downtown.

Engage communities:
Since the adoption of Resolution 31773, we have been working to put in place the foundational steps before convening the Transportation Equity Committee which is expected to convene in early 2019. This includes:

- Hiring staff to coordinate the process for convening a Transportation Equity Committee;
- Developing a recruitment and engagement strategy for selecting the Transportation Equity Committee members;
- Hiring a facilitation consultant to support staff and engagement activities for the Transportation Equity Committee; and
- Establishing an Interdepartmental Transportation Equity Team to assess and define internal equity goals and strategies and support the development of a Transportation Equity Agenda.

We thank you again for your support and engagement on critical transportation issues in the city. If you have further questions, please do not hesitate to follow up with me directly.

Sincerely,

Ahmed Darrat
Transportation Policy Advisor