



Memo

Date: November 2, 2020

To: Move Seattle Levy Oversight Committee

From: Jim Curtin, Project Development Division Director

Subject: Bicycle Safety Levy Deliverables and Stay Healthy Streets

Purpose: SDOT seeks to revise the Bicycle Safety Levy program deliverables to include permanent Stay Healthy Streets. This change will include 20 miles of deliverables as of October 2020 and defers 2.56 miles of Neighborhood Greenway deliverables in the Bicycle Master Plan Implementation Plan from "funded through construction" to "funded through design/plan."

Action Needed: Approve use of Move Seattle Levy Funds and add Stay Healthy Streets deliverable to ongoing Levy reporting for the Bicycle Safety Program.

Background

In response to the COVID-19 pandemic SDOT has installed 26 miles of temporary Stay Healthy Streets across Seattle. No Move Seattle Levy funding has been used on these temporary installations. However, Stay Healthy Streets have achieved the goal of increased use by people walking and biking that Neighborhood Greenways originally envisioned. Through closing streets and limiting vehicle use to "local access only" Seattle has increased the use of Neighborhood Greenway by people with a assistive mobility devices while expanding the age range of people using the street (increasing numbers of both children and seniors have been observed using the street). Data has been gathered on all Stay Healthy Streets and compared to prior use data where available. Complete sets of turning movement counts were available at 5 locations (before Neighborhood Greenway, after Neighborhood Greenway and after Stay Healthy Street) to compare the impact of the number of people walking and biking gained by each improvement. **Stay Healthy Streets have increased walking by 357% and biking by 111% compared to the unimproved condition.** This is a substantial improvement over Neighborhood Greenway alone which had the impact of increasing walking by 164% and biking 37% over the unimproved condition.

Mayor Durkan has announced that 20 miles of Stay Healthy Streets are to be made permanent. This upgrade in Stay Healthy Streets to more durable materials will improve safety on Stay Healthy Streets and support a community driven process that was not possible during the initial COVID-19 emergency response. Stay Healthy Streets will support the City of Seattle active transportation goals through dramatic increases in neighborhood based walking and biking. Ultimately connections to trails, protected bike lanes and transit opportunities can help achieve active transportation goals to shift commute mode share when people begin returning to traditional offices. Further, all future Neighborhood Greenway projects will include the opportunity to implement a Stay Healthy Street building a seamless integration between these programs.

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Deliverable Adjustments

This memo proposes to adjust the Bicycle Safety Program Levy deliverables to incorporate 20 miles of permanent Stay Healthy Streets. The Neighborhood Greenway program implementation plan was evaluated to determine which projects which projects could be shifted from “funded through construction” to “funded through design/plan”. Prioritization of projects to remain “funded through construction” included: projects in active construction or with 100% designs complete, and projects planned in areas with the highest equity needs.

The following projects, totaling 2.56 miles of Neighborhood Greenway, will be shifted from “funded through construction” to “funded through design/plan.”

Neighborhood Greenway	Current Status	Recommendation
Thomas Street (5 th to Dexter)	Co-located with the separate Thomas Street Redefined project this status change would only impact the portion of project funding from the BMP-GW program. Current scope is beyond the safety and mobility priorities of the BMP.	The South Lake Union to Seattle Center neighborhoods have other significant public and private investments over the life of the Move Seattle Levy. This location does not score highly for additional investments based on citywide equity needs.
Thomas Street (Dexter to Eastlake)	The BMP Implementation plan identified this connection as a high need for partnership funding and grants. However, recent grant applications were not successful and scope is beyond BMP-GW funds available.	
Central Ridge Phase 2	The Neighborhood Greenway designs are complete to the 30% milestone with partnered locations advancing design.	Continue construction of partnered crossing improvements, including E Madison St (Rapid Ride G) and E Union St (Paving/PBL), while pausing other Neighborhood Greenway elements.
Lincoln High School Connection	The Neighborhood Greenway designs are complete to the 30% milestone. The Stone Way N crossing improvement was removed from the current paving project. The PMP crossing improvement of N 45 th St is paused.	This project should be re-evaluated for SRTS funding after completion of the partnered crossing improvements.

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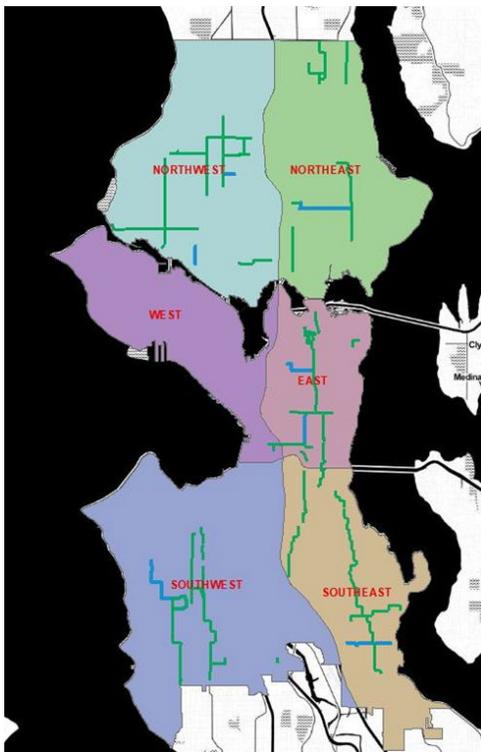
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Equity

Stay Healthy Streets will address equity through inclusive engagement and direct listening sessions with historically underserved populations. The feedback that we have received so far indicates that not all the Stay Healthy Streets implemented in response to the COVID-19 pandemic are perceived as improving safety for BIPOC communities. Therefore, we are considering all existing Neighborhood Greenways as eligible for upgrade to Stay Healthy Streets including those currently under construction. Further, neighborhoods heavily impacted by COVID-19, the West Seattle Bridge closure, with high density housing and low access to public open space will be prioritized for potentially installing a new Neighborhood Greenway and Stay Healthy Street with the same project. Selection of the 20 miles of permanent Stay Healthy Streets will be done through this outreach process conducted in each sector of Seattle. Distribution of the permanent 20 miles is expected to approximately replicate the distribution of the existing/in construction Neighborhood Greenway network.



City Sector	2020 NGW Network (miles)	2020 NGW Network (% Total)	Corresponding SHS Distribution (miles)	COVID-19 SHS (miles)
Central	9.7	18.7%	3.7	2.5
NE	7.8	15.0%	3.0	3.3
NW	11.8	22.7%	4.5	6.0
SE	11.4	22.0%	4.4	8.4
SW	11.2	21.6%	4.3	5.2
Grand Total	51.9	100.0%	20.0	25.4