

TRANSPORTATION LEVY TO MOVE SEATTLE



PROPOSED LEVY INVESTMENTS BY COUNCIL DISTRICT

Council District 3

June 2015

District 3: Project Spotlight – 23rd Avenue Complete Corridor

23rd Avenue is a major north-south corridor that carries thousands of people a day, including over 6,000 people riding transit. These are residents of District 3, as well as people from across the city and region looking to connect to places like the University of Washington, State Route 520, I-90, and many neighborhoods in between. Construction to improve sidewalks, transit operations, and safety for all travelers is currently underway. The proposed levy would provide additional funding to complete the project.

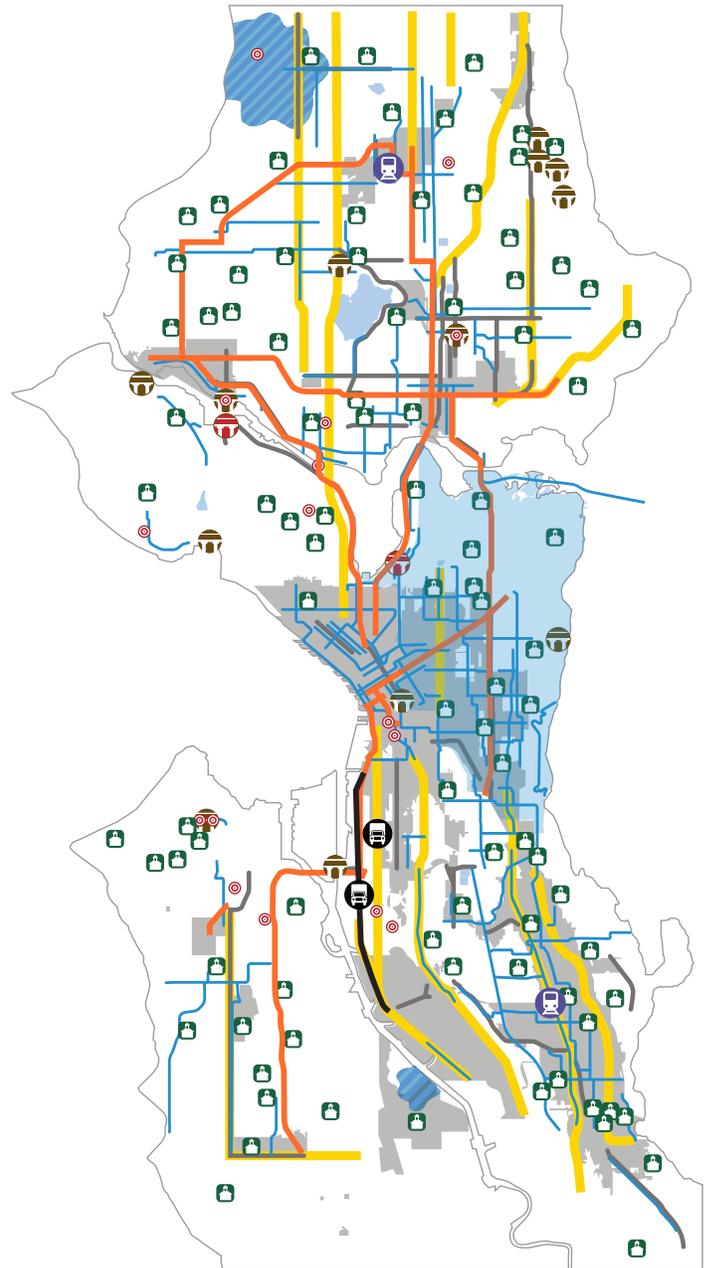
The 23rd Avenue corridor project also includes construction of a parallel neighborhood greenway, residential streets that are safer and calmer for people of all ages and abilities to walk and ride bikes. We've put in speed humps, signs, markings, and other small changes that will add up to a big benefit for the neighborhood. The levy proposes to fund an additional 17 neighborhood greenways in District 3, building on the 23rd Ave project and contributing to a connected network for the neighborhood and city.

Meeting Citywide and Neighborhood Needs

The proposed Levy to Move Seattle addresses citywide transportation needs – improving corridors that connect neighborhoods, increasing access to our regional light rail system, building a safer, more connected bike network, ensuring goods can get in and around the city, and paving major streets that serve the most people and goods.

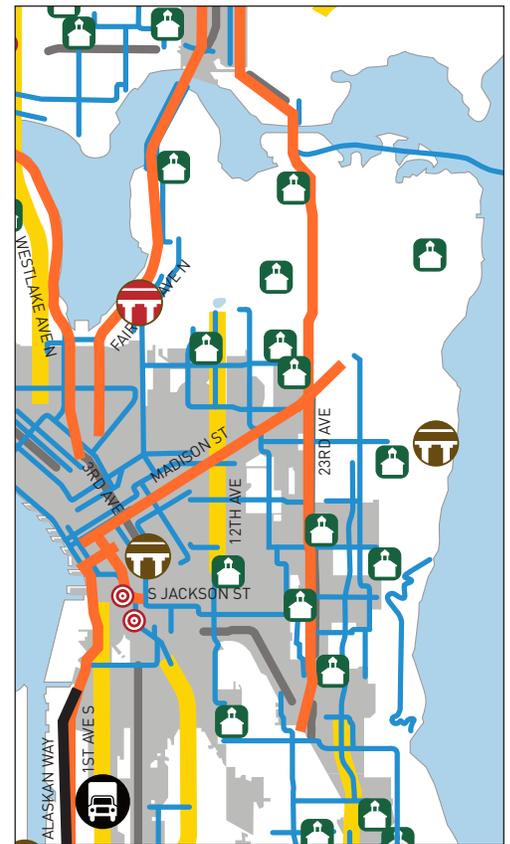
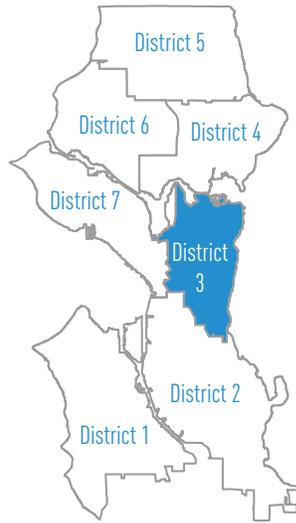
It also proposes funding smaller, more local projects like curb ramps, intersection safety improvements, and sidewalk repair so you can get around your neighborhood safely and comfortably. Together, the proposed investments aim to take care of today's basic needs while also investing in the future, to serve a growing Seattle.

To help ensure Seattle is accessible for all, we use equity as one of several criteria to guide what investments to make, and where. We use data to determine what areas of the city have the highest needs.



The Levy to Move Seattle is designed to meet both neighborhood and citywide needs. Here are some of the proposed investments for your Council district, keeping in mind that streets and sidewalks cross neighborhood boundaries.

More information about the Levy to Move Seattle at www.seattle.gov/LevytoMoveSeattle



LEGEND

- | | | |
|--|--|--|
|  Bridge replacement and rehabilitation (planning and design) |  Light rail access (Northgate Pedestrian and Bicycle Bridge; Graham Street Station) |  Bicycle Master Plan implementation |
|  Bridge replacement and improvement |  Freight mobility improvements (Lander Street Overpass; East Marginal Way) |  Transit Plus Multimodal Corridor Projects |
|  Bridge seismic reinforcement |  Street paving projects |  Pedestrian high priority investment areas |
|  Safe Routes to School improvements and education |  Corridor safety projects |  Drainage and pedestrian partnerships with Seattle Public Utilities |

PROJECTS IN THIS DISTRICT INCLUDE:*

Bridge

- Fairview Bridge
- Admiral Way Bridge North
- 39th and E Pine St Bridge

Safe Routes to School

- Bailey Gatzert
- Leschi
- Lowell
- Thurgood Marshall
- McGilvra
- Stevens
- Madrona
- Washington
- Garfield
- Nova
- Montlake
- Seattle World School

Transit & Multimodal Corridor

- Roosevelt/Eastlake
- Rainer/Jackson
- Madison
- 23rd Ave

Paving

- S Dearborn
- 23rd Ave
- 23rd Ave E
- Rainier Ave S

Safety Corridor

- 12th Ave/12th Ave E

Bike Lane

- S Jackson St

Multi Use Trail

- Eastlake
- 520

Neighborhood Greenway (in the vicinity of)

- Melrose Ave E
- University St
- S Weller St
- 21st Ave S
- S Hill St
- Rainier Ave S Parallel Greenway
- E Alder St
- E Columbia St
- E Denny Way
- E Pine St
- E Republican St
- Marion St (east of I-5)
- 29th Ave

Protected Bike Lane

- Eastlake Ave E
- Pike
- Union
- 12th Ave S
- Rainer Ave S
- Yesler Way
- ML King Jr Way S
- Broadway E
- E Union St
- S Jackson St

*Specific locations for pedestrian improvements such as curb ramps and new sidewalks have not been identified. Specific locations for neighborhood greenways and protected bike lanes may vary based on public input and technical analysis.