

TRANSPORTATION LEVY TO MOVE SEATTLE



PROPOSED LEVY INVESTMENTS BY COUNCIL DISTRICT

Council District 4

June 2015

District 4: Project Spotlight – Market/45th Street Corridor

By way of Metro's Route 44, over 6,000 people take transit on the Market/45th St corridor every day. It's one of the city's primary east-west corridors, connecting Ballard to the U-District and beyond. It's also one of the most chronically congested routes. The levy proposes funding bus signal priority, bus stop upgrades, and would also look at ways to improve safety and comfort for people walking and biking.

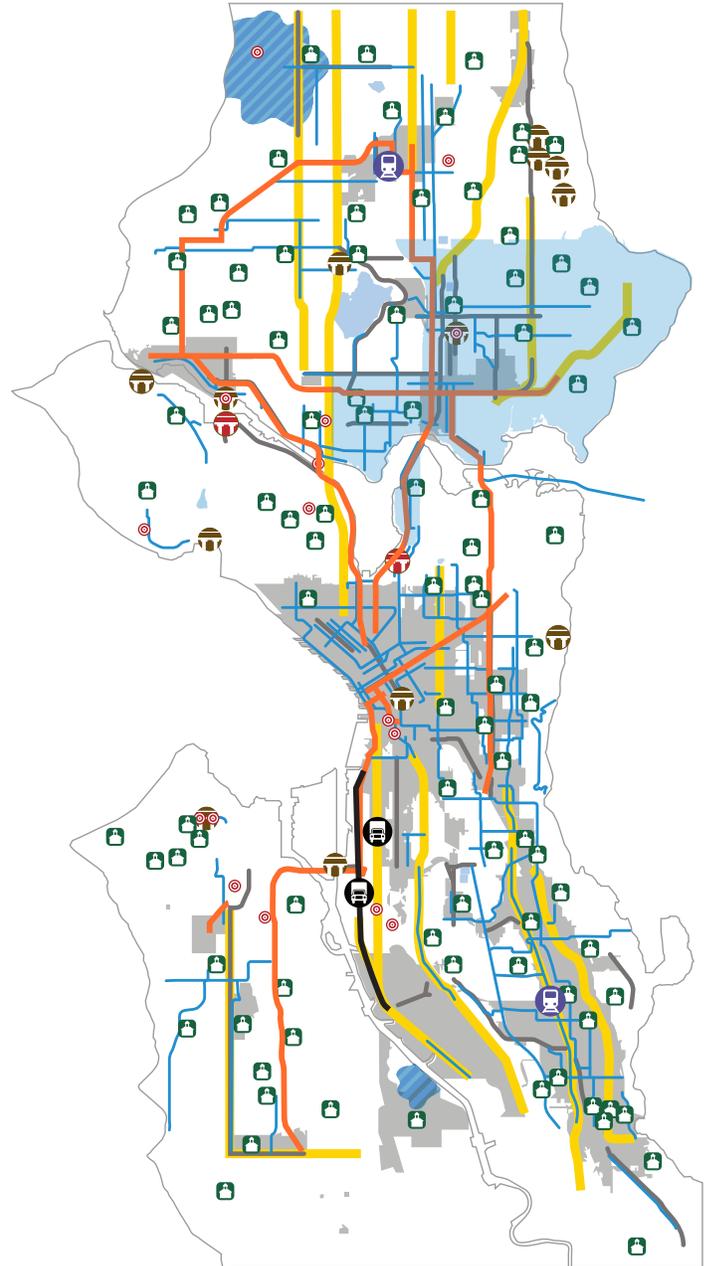
In addition to the Market/45th St corridor project, the levy would also fund transit reliability, walking, and biking improvements along the 23rd Avenue corridor and the Roosevelt to Downtown corridor. Together, these investments would improve access to the University of Washington (as well as other neighborhood businesses, services, and amenities) for thousands of students, staff, and area residents.

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.

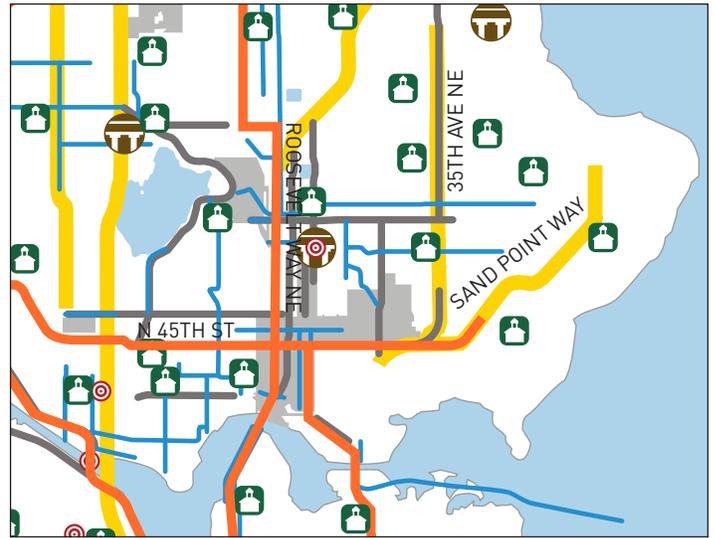
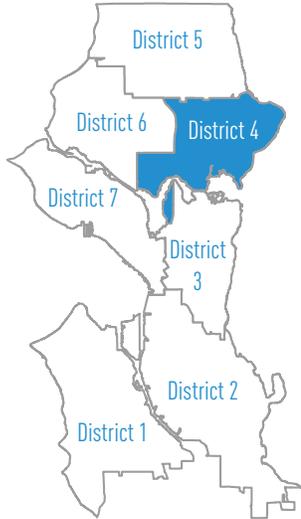
It also proposes funding smaller, more local projects like curb ramps, intersection safety improvements, and sidewalk repair so you can get around your neighborhood safely and comfortably. Together, the proposed investments aim to take care of today's basic needs while also investing in the future, to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

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| 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

- Cowen Park Bridge
- N 41st St Ped Bridge

Transit & Multimodal Corridor

- Roosevelt/Eastlake
- 23rd Ave
- Market/45th

- NE 45th Pl
- NE Pacific St
- Roosevelt Way NE
- University Way NE

Neighborhood Greenway (in the vicinity of)

- 1st Ave NE
- Melrose Ave E
- N 36th St
- NE 47th St
- NE 60th St
- NE 68th St
- 20th Ave NE
- N 42nd St

Safe Routes to School

- Bryant
- Laurelhurst
- Lowell APP at Lincoln
- McDonald
- John Stanford International School
- Thornton Creek
- View Ridge
- TOPS at Seward
- Eckstein
- Hamilton International
- Roosevelt
- Sand Point

Paving

- Green Lake Way N
- N 50th St
- NE 50th St
- Stone Way N
- Market/45th
- 35th Ave NE
- Lake City Way
- 11th Ave NE
- 12th Ave NE
- 15th Ave NE
- 25th Ave NE
- Cowen Pl NE
- Eastlake Ave NE
- N 40th St
- NE 40th Pl

Safety Corridor

- Aurora Ave N
- Lake City Way
- 35th Ave NE
- Sand Point Way

Bike Lane

- Banner Way NE
- Brooklyn Ave N

Multi Use Trail

- Montlake Bridge Crossing

Protected Bike Lane

- E Green Lake Way N
- N 50th St
- Eastlake Ave E
- 15th Ave NE
- 35th Ave NE
- N 34th 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.