

TRANSPORTATION LEVY TO MOVE SEATTLE



PROPOSED LEVY INVESTMENTS BY COUNCIL DISTRICT

Council District 7

June 2015

District 7: Project spotlights – Aurora Ave N Safety Corridor and Planning for Bridge Replacements

Aurora Avenue is a major north-south corridor through the city that sees between 35,000 and 85,000 vehicles per day. Between 2011 and 2014, 1,254 crashes occurred on the corridor (from the Battery St Tunnel to 145th St). The levy would provide funding to make near-term safety improvements that could include redesigning portions of the corridor that begins in District 7 and spans across Districts 4, 5 and 6.

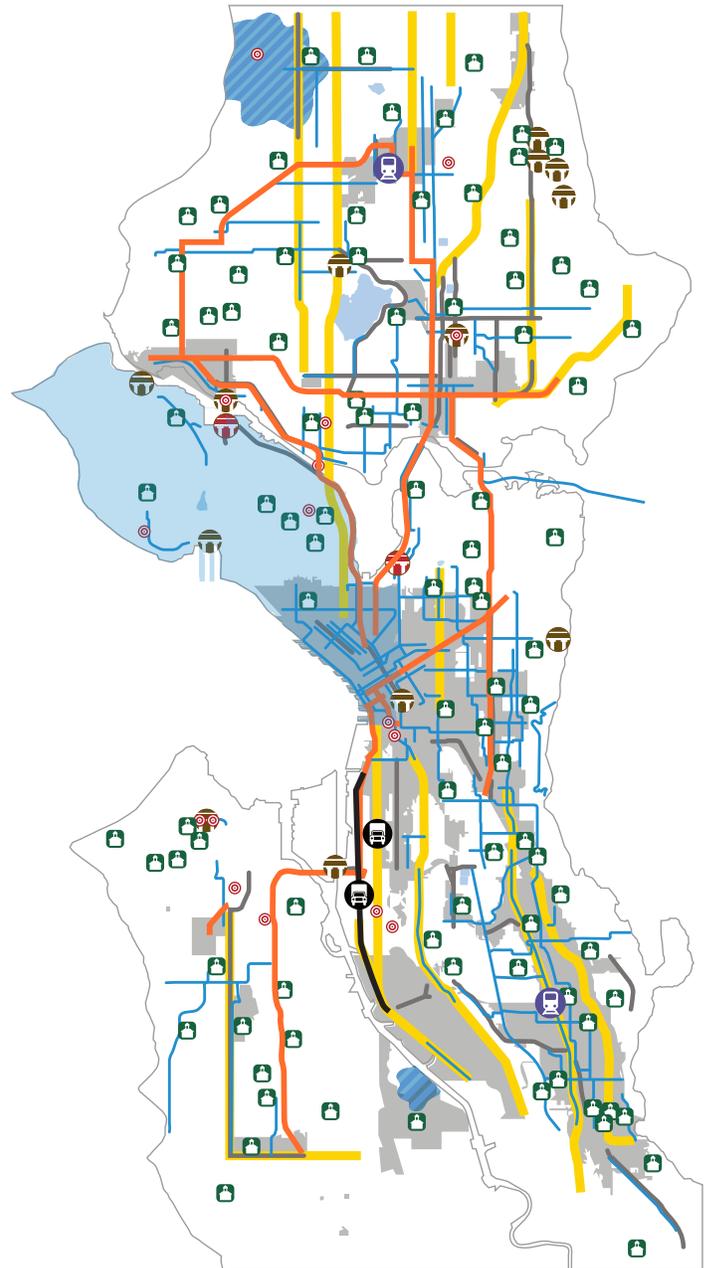
District 7 is also home to the Magnolia and Ballard bridges – key city infrastructure that will eventually need to be replaced. The levy would fund near-term planning and design work that would gear us up to be ready for major bridge replacement efforts. The levy would also fund safety repairs for people walking and biking on the Ballard Bridge.

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.

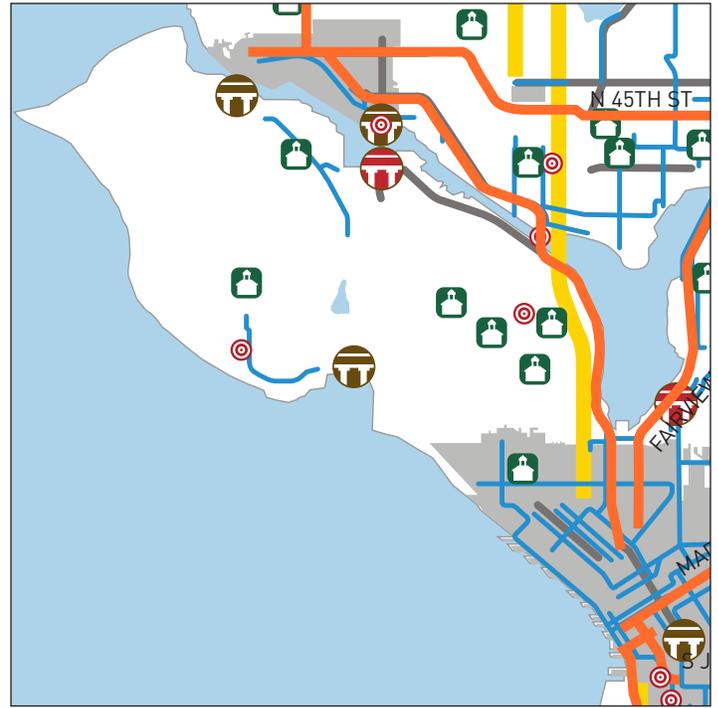
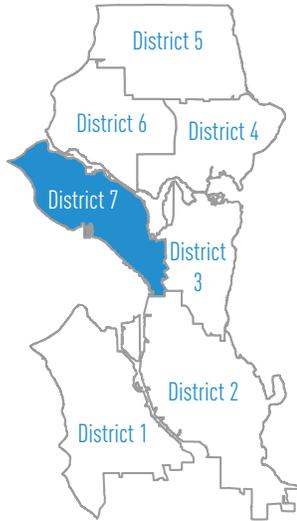
It also proposes funding smaller, more local projects like curb ramps, intersection safety improvements, and sidewalk repair so you can get around your neighborhood safely and comfortably. Together, the proposed investments aim to take care of today's basic needs while also investing in the future, to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

- Magnolia Bridge
- 33rd Ave W over Railroad
- McGraw St Bridge
- W Howe St Bridge

Safe Routes to School

- Frantz Coe
- John Hay
- Lawton
- Queen Anne
- Catharine Blaine
- McClure
- The Center School

Transit & Multimodal Corridor

- Roosevelt/Eastlake
- Route 40 Alignment
- Rainer/Jackson
- Madison

Paving

- 3rd Ave
- 6th Ave
- Nickerson 15th RP
- Nickerson St
- W Nickerson St

Safety Corridor

- Aurora Ave N

Bike Lane

- 4th Ave N
- Battery St
- Yesler Way
- Western Ave

Neighborhood Greenway (in the vicinity of)

- Bell St
- Blanchard St
- Thomas St
- University St

Protected Bike Lane

- 2nd Ave
- 4th or 5th Ave
- Gilman Ave NW
- Magnolia Blvd W
- 7th Ave
- 9th Ave N
- Alaskan Way
- Broad St (2nd to Alaskan Way)
- Queen Anne Ave N (south of Roy St)
- Seneca St
- Stewart St (north of 7th)
- Valley St
- Pike
- Union

*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.