

TRANSPORTATION LEVY TO MOVE SEATTLE



PROPOSED LEVY INVESTMENTS BY COUNCIL DISTRICT

Council District 6

June 2015

District 6: Project Spotlights – Market/45th St Corridor and the Ballard Bridge

Over 6,000 people take transit on the Market/45th St corridor every day via Metro's Route 44, and it's a key street for moving and delivering goods. 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.

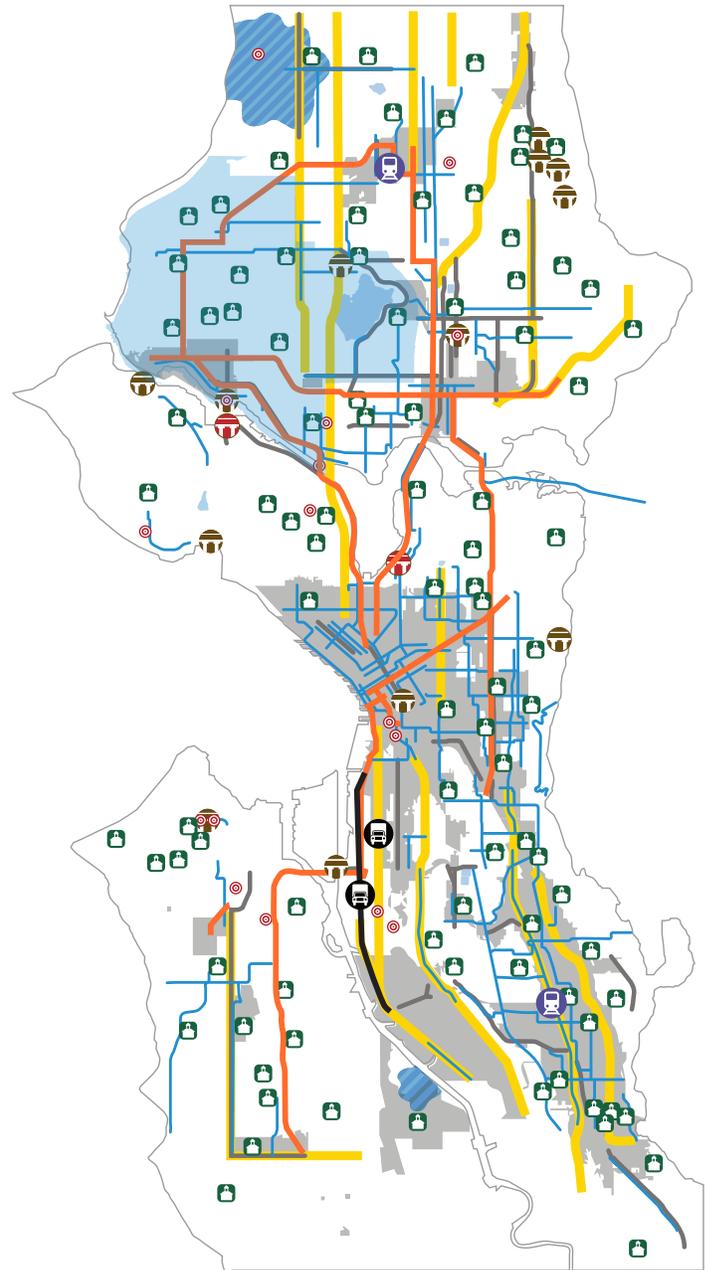
In District 6, the levy would also provide funding to make safety repairs for people walking and biking on the Ballard Bridge. Additionally, the levy proposes funding near-term planning and design work that would gear us up to be ready for major bridge replacement efforts – the Ballard and Magnolia bridges are two nearby pieces of infrastructure that serve this district and people throughout the region.

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.

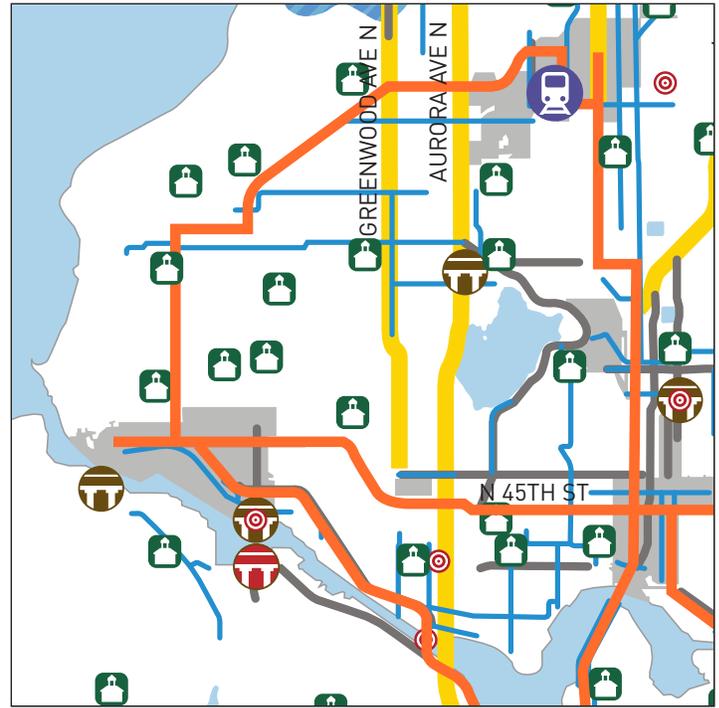
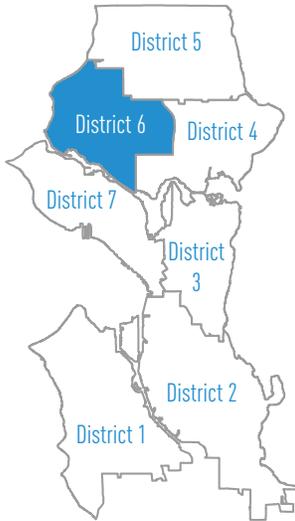
It also proposes funding smaller, more local projects like curb ramps, intersection safety improvements, and sidewalk repair so you can get around your neighborhood safely and comfortably. Together, the proposed investments aim to take care of today's basic needs while also investing in the future, to 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)
-  Bridge replacement and improvement
-  Bridge seismic reinforcement
-  Safe Routes to School improvements and education
-  Light rail access (Northgate Pedestrian and Bicycle Bridge; Graham Street Station)
-  Freight mobility improvements (Lander Street Overpass; East Marginal Way)
-  Street paving projects
-  Corridor safety projects
-  Bicycle Master Plan implementation
-  Transit Plus Multimodal Corridor Projects
-  Pedestrian high priority investment areas
-  Drainage and pedestrian partnerships with Seattle Public Utilities

PROJECTS IN THIS DISTRICT INCLUDE:*

Bridge

- Ballard Bridge
- N 79th St Tunnel
- Fremont Bridge
- Ballard Bridge
- 15th Ave NW/Leary Way

Safe Routes to School

- Adams
- Daniel Bagley
- B.F. Day
- Green Lake
- Greenwood
- Loyal Heights
- North Beach
- Whittier
- Salmon Bay
- Whitman
- Ballard
- West Woodland

Transit & Multimodal Corridor

- Route 40 Alignment
- Market/45th
- BG Missing Link

Paving

- Green Lake Way N
- N 50th St
- NE 50th St
- Stone Way N
- 15th Ave NW
- East Green Lake Dr N
- East Green Lake Way
- Fremont Ave N
- Fremont Pl N
- Green Lake Dr N
- Leary Way NW
- N 36th St
- N 80th St
- NE 65th St
- NE 80th St
- NW 36th St
- NW Leary Way
- NW Market St

Safety Corridor

- Aurora Ave N
- Greenwood/Phinney

Bike Lane

- Weedin Pl NE

Neighborhood Greenway (in the vicinity of)

- 1st Ave NE
- N 77th St
- NW 83rd St
- Phinney Ave N (south of N 43rd St)
- NW 90th St
- N 100th St
- E Green Lake Way N
- N 50th St
- Fremont Ave N (north of Woodland Park)

Protected Bike Lane

- Fremont Ave N/Phinney Ave N/Greenwood Ave N
- NE 65th St (east of Ravenna to 20th Ave NE)

*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.