



Reconnect Fremont

Goals

1. Walking, biking, or rolling across Aurora is *safe, convenient, and accessible*.
2. Transit access to downtown Fremont and the Zoo is *irresistibly good*.
3. Generate *momentum* for the Aurora corridor through *action*.

Outcomes

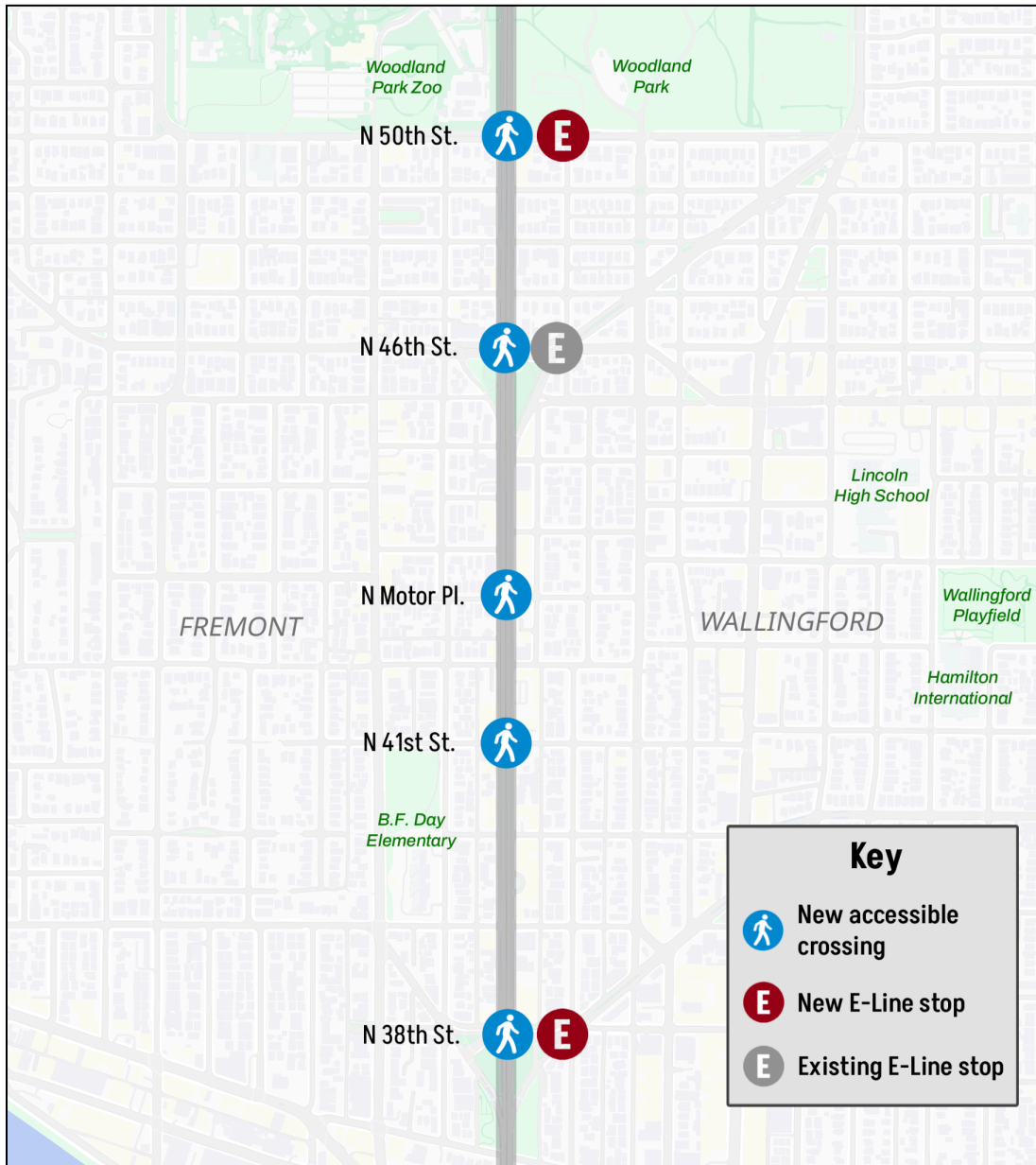
1. A student can bike from BF Day to the Wallingford Playfield on a AAA bike route.
2. A family can visit the Woodland Park Zoo by bus from a transit stop only a few minutes walk from the Zoo entrance.
3. A parent with a stroller can walk a direct route from Fremont Ave to Stone Way in 10 minutes.

The How

1. 5 at-grade signalized crossings
 - a. 38th / 41st / N Motor PI / 46th / 50th
2. 2 E-Line Stops
 - a. 38th / 50th

ARC's Vision

Aurora should no longer be a source of death and serious injury; it should produce safe levels of air pollution and noise pollution; it should promote multimodal access; and it should bring our communities together rather than divide them.



Scan to see Reconnect Fremont webpage.

Aurora Study History

- 1) Aurora has been studied numerous times over the last 3 decades
 - a) [2003](#)
 - b) [2008](#)
 - c) [2021](#) - originally funded from WSDOT pedestrian / bicycle program grant
 - d) Lots of studying, but very little *action*.
- 2) Even when the City has taken action, it hasn't helped this section of Aurora. While speed limits elsewhere along Aurora have been reduced, the speed limit in Fremont remains 40 mph.
- 3) The roadway in Fremont looks the same as it did 90+ years ago despite the increase in density (Aurora is [zoned](#) for 5-7 story buildings in Fremont).

Project Overview

Aurora Ave N/State Route 99 corridor is one of the highest traffic volume streets within the Seattle city limits. This north-south corridor offers one of the busiest bus routes within the Seattle City limits, is critical for freight movement, and offers connections to dense housing, businesses, social services, and employment opportunities. Aurora Avenue has a history of collisions, gaps in pedestrian facilities, inconsistent streetscape design, and accessibility barriers that make travel especially difficult for people with mobility challenges.

The last comprehensive [Route Development Plan](#) for the Aurora Ave N corridor was published in 2003, and while recommendations for near-term improvements were included, few improvements were made. Aurora Ave N has been a longstanding priority for transportation upgrades that improve safety and mobility for all travelers. Among these, there is a strong desire to enhance comfort and access for people walking along the corridor, reduce collisions for all users, and improve the quality of transit service.

Study says Seattle's deadliest street is Aurora Avenue North

Daily Average	14584.0	84.9	39.1	35.5	49.1	93.1	629.6	2967.9	4642.2	3520.0	1701.9	587.8	162.3	70.7
Average (Mean)	48.8 mph	Minimum 10.0 mph		Maximum 89.5 mph		Pace Range 42.9 - 52.9 mph 34971 vehicles (58.3%)								
Percentile Speeds (mph)	10% 41.3	15% 42.6	50% 48.6	85% 55.7	90% 57.5	Aurora // Bridge Way Speed Profiles								
Speeds Exceeded	25 mph 98.9% (59275)	35 mph 97.9% (58690)	45 mph 73.0% (43764)	55 mph 17.2% (10289)	65 mph 1.6% (944)	75 mph 0.2% (93)	Study Grand Totals							

Injury minimization speed limits

WSDOT Active Transportation Plan

Increase the number of miles of state highway (that are not full limited access) in population centers that have a posted speed of 25mph or less.

90 miles with posted speed of [25 mph](#) or less

1,930 miles

Current Study

Corridor Planning Study

- **Phase 1:** 2022-2024
- **Phase 2:** 2026-2028

almost a decade of
study + design

Vision Zero Near-Term Safety Improvements

- **Package 1:** 2023-2025
- **Package 2:** 2026-2027

Capital Corridor Project (*phased implementation*)

- **Design:** 2028-2030
- **Construction:** 2031+
- **Potential Future Phases** (to be determined)

How are we going to achieve Vision Zero by 2030 if construction doesn't start until 2031?
We need *action*, not more outreach, planning, and studies.

Aurora Ave Program: Schedule Snapshot

Program Activity	2022	2023	2024	2025	2026	2027	2028	2029	2030 & Beyond
Strategic Communications									
SDOT Corridor Planning Study		Phase 1			Phase 2				
KC Metro E Line Study									
SPU Drainage & Sewer Study		Phase 1			Phase 2				
OPCD Community Action Plan					Engagement Vision + Strategies		Policy Implementation		
Near-Term Safety Improvements		Package 1			Package 2		Potential Future Package(s)		
Permitting & WSDOT Approvals									
Capital Project (Phased)							Design		Construction

Funding

In 2022, the Washington State Legislature set aside \$50,000,000 for a demonstration project on Aurora.

The original [intent](#) of the \$50,000,000 for Aurora was to *build it quickly*. To demonstrate what is *possible*. To *reimagine*.

4 years later, there is not even a 10% design. Construction isn't slated to *begin* until 2031.

and cyclists, connects to existing bicycle and transit networks, creates safe walking and bicycling routes to local schools including crosswalks, improves human and environmental health, and supports the surrounding neighborhoods. SDOT must coordinate with the Washington state department of transportation and King county metro in implementing the investments. SDOT must ensure that funds are maximized by limiting the percentage for planning, predesign, design, permitting, and environmental review to 10 percent of the total cost of each project. (c) The legislature intends that all Aurora Avenue North Safety Improvement projects funded in this program be completed by December 31, 2029, and that no funds may be expended for this purpose after this date.

TRANSFERS AND DISTRIBUTIONS

We would like to see crossing improvements + transit stops in Fremont designed and built within two years. This builds *momentum* for the corridor. People begin to believe change is *possible*. People start to *reimagine*.

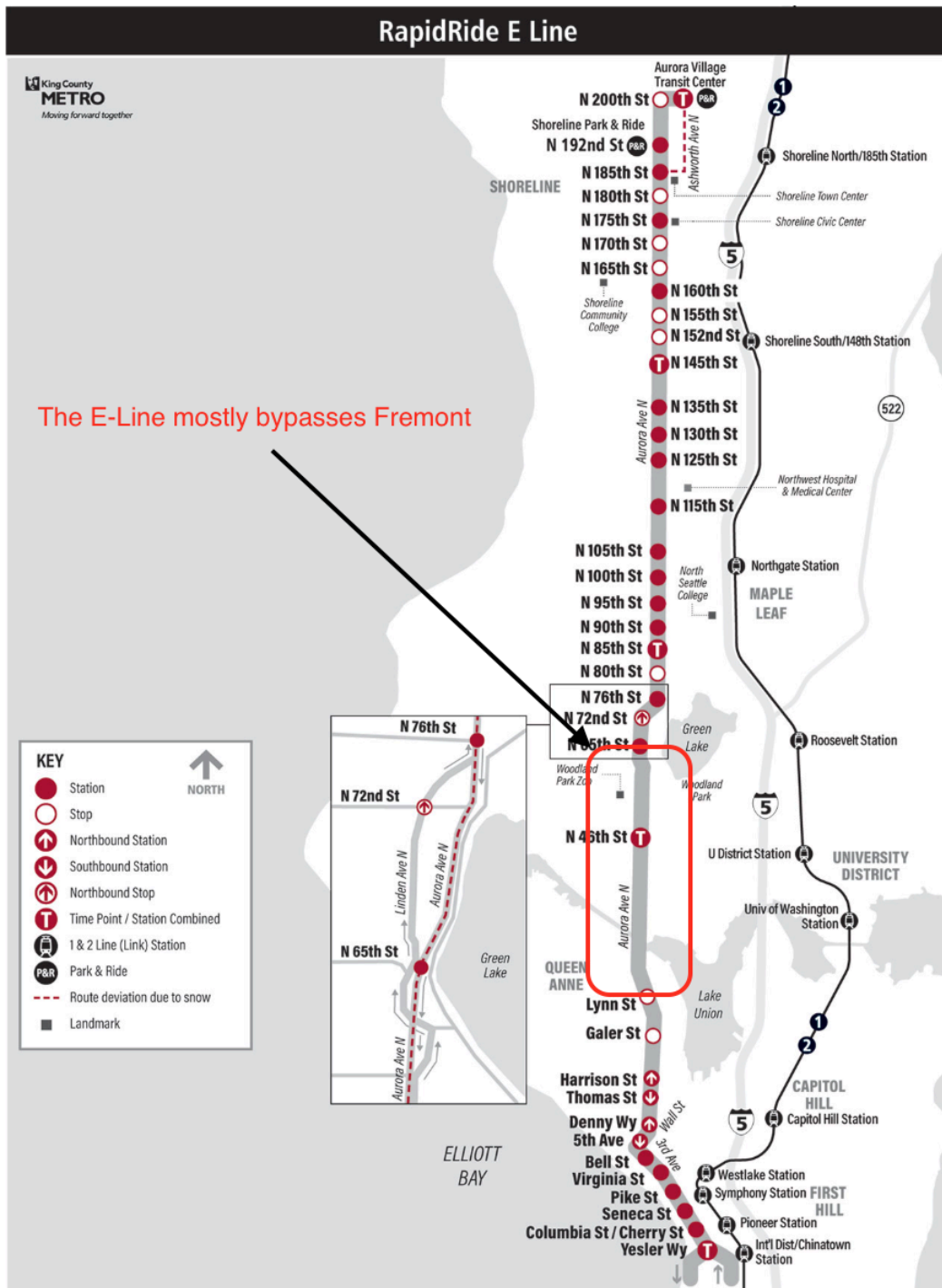
Mayor Wilson's Executive Order (August 2026)

- Expediting community engagement processes. These criteria should take into consideration project type, condition assessments, and other historical and empirical data.
- Streamlining project scopes and partnerships. Consider smaller-scale safety projects to accelerate delivery timelines, including reducing the scale of projects to use only City funding.

- **Building Safety Projects Faster.** Accomplishing Vision Zero depends on both near-term safety improvements and longer-term, larger projects along priority corridors on Seattle's High Injury Network, such as Aurora Ave N, Rainier Ave S., S Jackson St., 4th Ave S., and Martin Luther King Jr. Way S. While longer-term work is in process, the Seattle Department of Transportation (SDOT) is directed to add a new, early delivery phase to corridor projects on the High Injury Network focused on implementing coordinated safety improvements early. These changes can impact lane configuration, turning, and parking on Seattle arterials, but SDOT should prioritize safety-first solutions tailored to the type and severity of crashes on the corridor. By January 31, 2027, SDOT should develop internal procedures to streamline this early delivery.

Fremont E-Line : A Transit Desert

The E-Line is the [highest ridership](#) bus line in Washington State. Yet Fremont is a transit desert. There is only *one* stop in between Queen Anne and Green Lake - a stretch > 2.5 miles!



The Better Bus Lanes coalition calls for faster buses throughout the city, because fast buses need great transit streets. The campaign will focus on three of the busiest and most critical streets for transit in Seattle:

- Denny Way
- Aurora Avenue
- Rainier Avenue

The Better Bus Lanes Campaign prioritizes three near-term safety and reliability improvements on these streets for riders:

- Two-way bus lanes on Denny Way from Queen Anne Avenue to Stewart St.
- Make the temporary 24/7 bus lanes on Aurora Avenue permanent, expand safe crossings, and move Seattle towards achieving Vision Zero.
- Expand bus reliability progress on Rainier Avenue in anticipation for RapidRide R around Mount Baker Station while promoting safety for all.

The lack of E-Line access in Fremont has been a problem for over a decade! Fremont is the densest neighborhood the E-Line runs through in North Seattle - this is a huge opportunity to boost ridership and improve transit access to Fremont.

Transit

Transportation

Wallingford

38th Street Needs A RapidRide E Stop

By Doug Trumm April 25, 2016

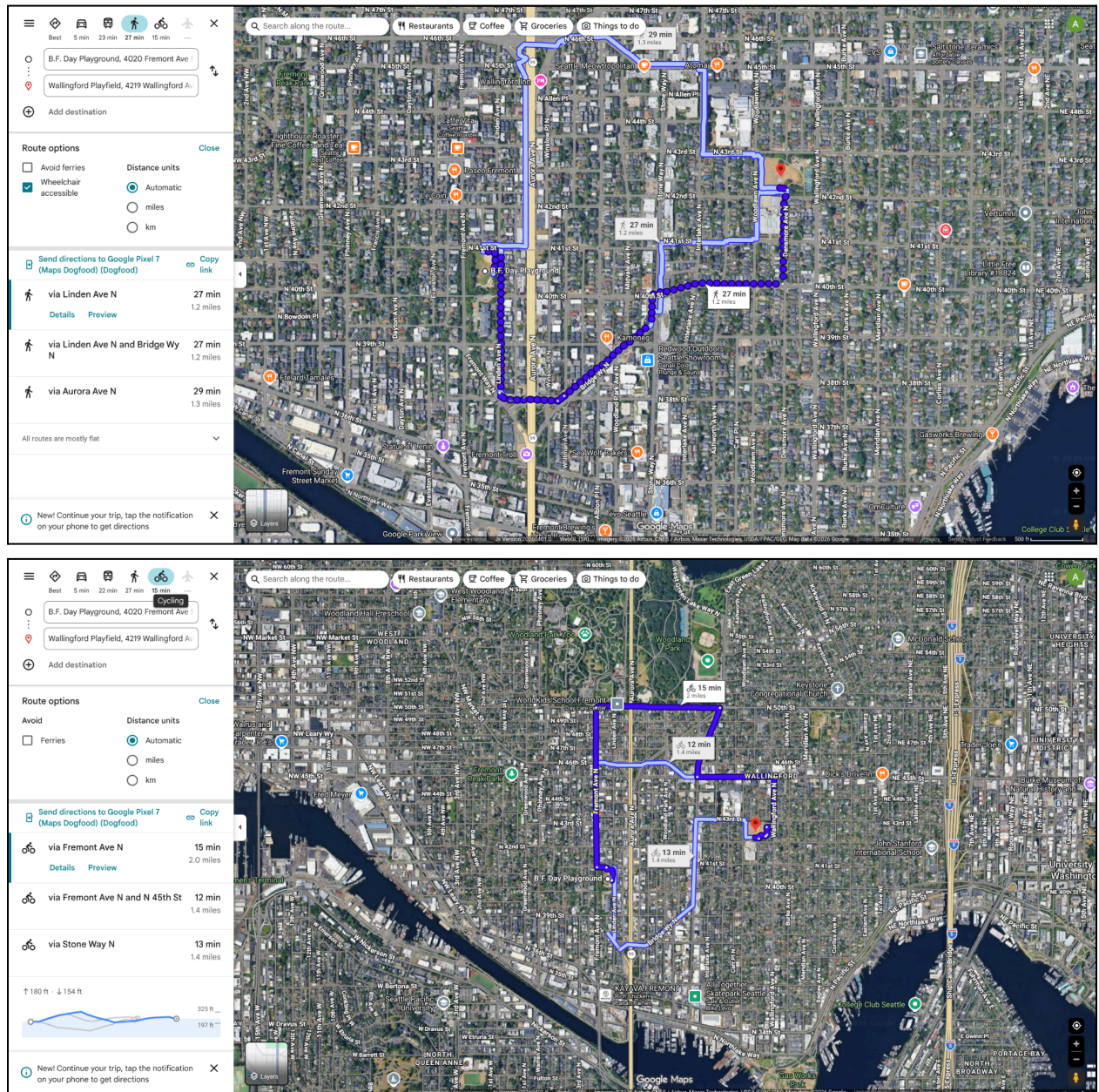
Connecting Fremont to RapidRide E

April 4, 2013 by Bruce Nourish

Aurora is a Physical Barrier: N 41st St.

Aurora is currently a physical barrier dividing Fremont. There are *no* ADA-compliant crossings and a jersey barrier runs down the middle. This results in circuitous routes to get across.

BF Day Playground → Wallingford Playfield

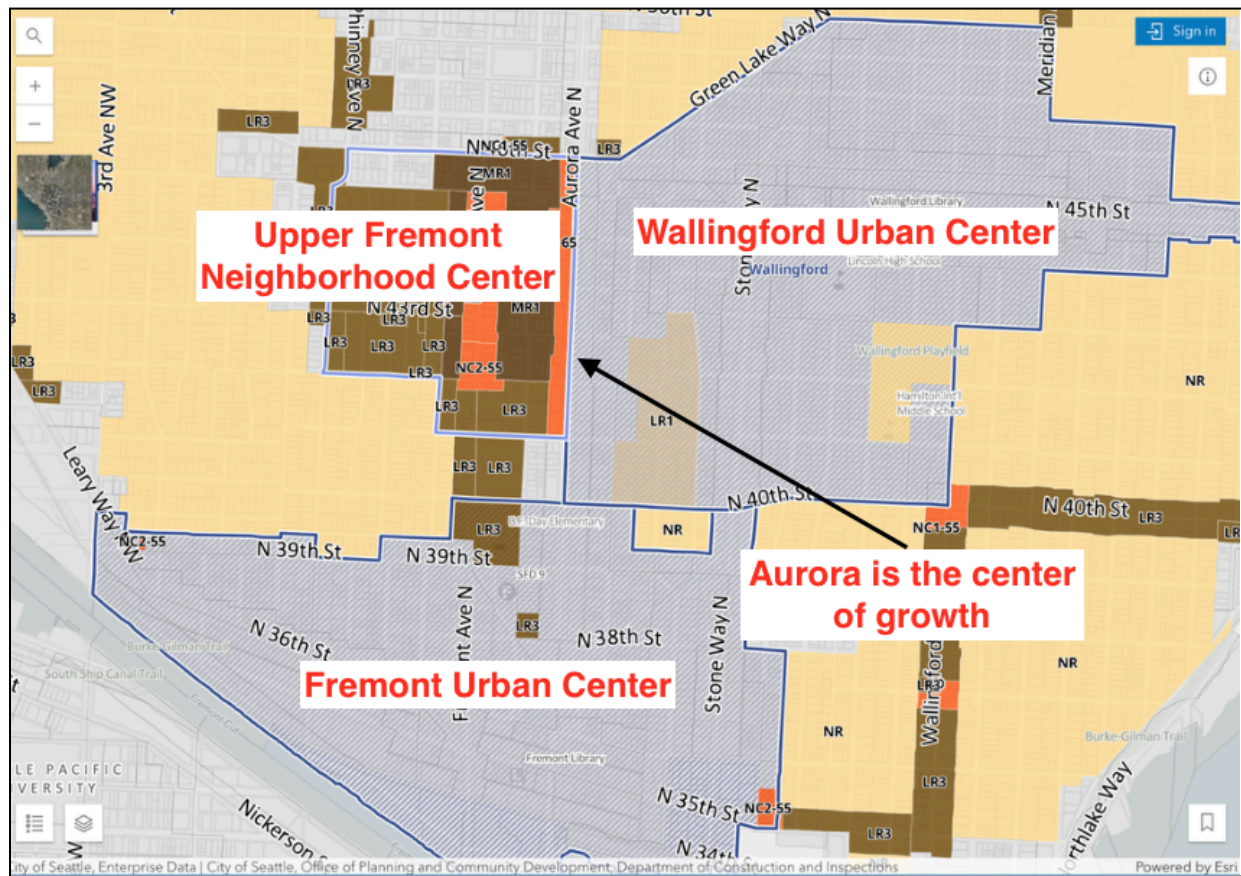


A Century Lost

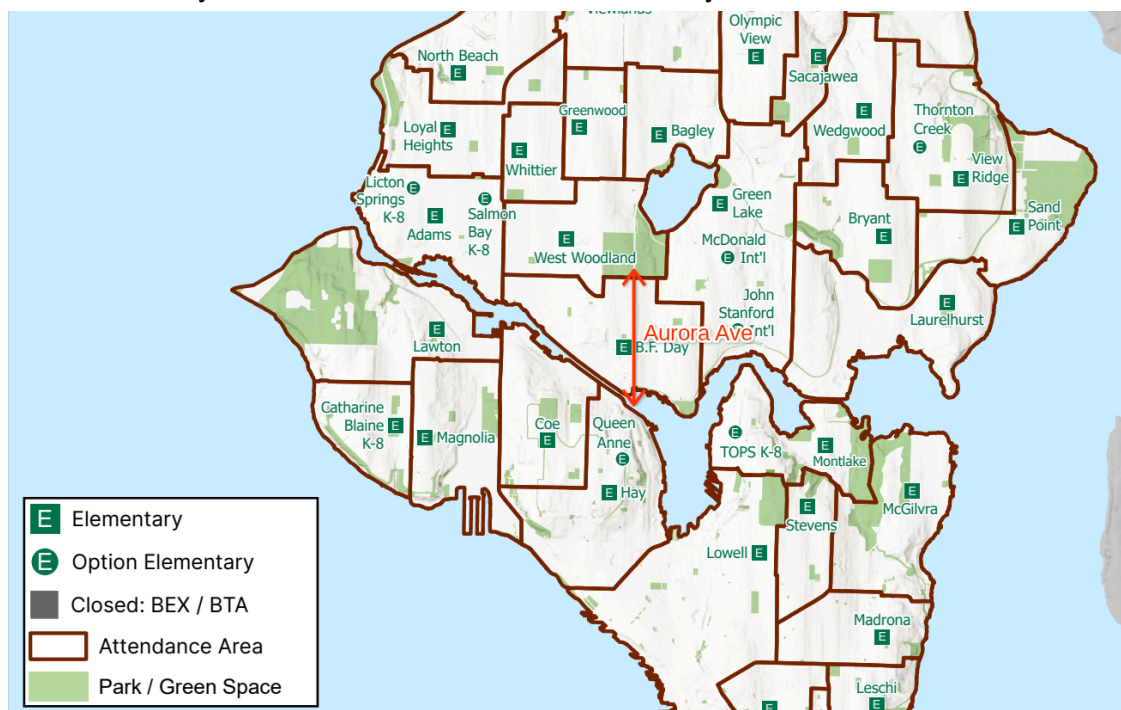
The roadway hasn't changed much in 90+ years.



But the population has grown. Aurora must match the needs of the present, not the past.



Aurora currently bisects the enrollment area of B.F. Day.



School Traffic Safety Committee

The following is a letter sent by the School Traffic Safety Committee on Mar 15, 2024 .

To: Mayor Harrell
City Council

We are writing to express support for a physical restructuring of Aurora Avenue North that will make it safe for students and families to walk and roll to school. The Seattle Department of Transportation recently presented to us on design options for Aurora Avenue North. Please help SDOT take this opportunity to make Aurora part of our vibrant city rather than a barrier within it.

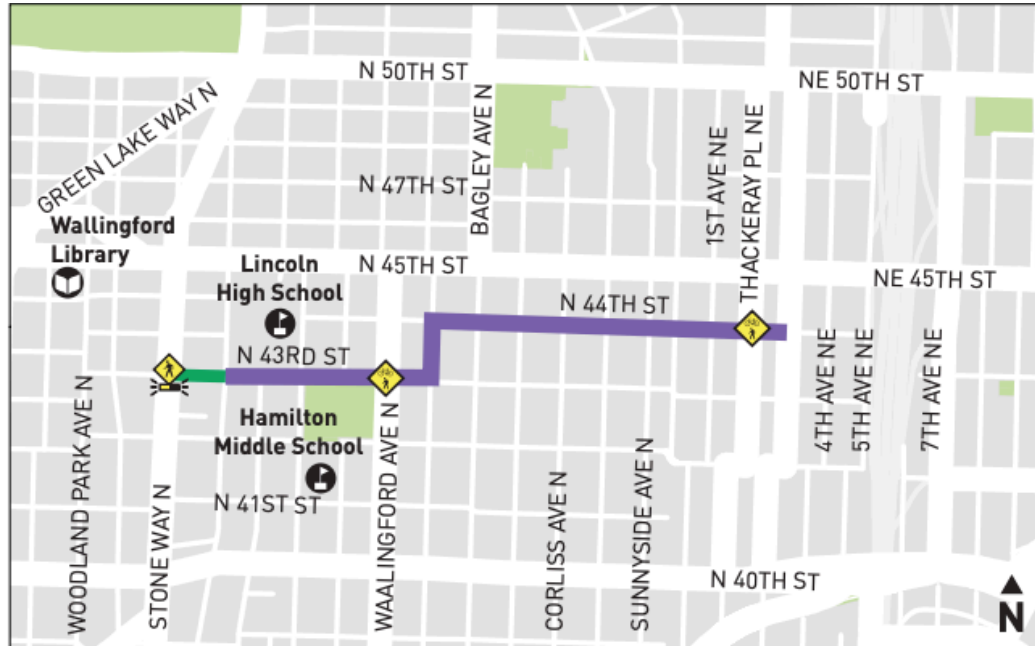
Students at B.F. Day and Daniel Bagley Elementary Schools must cross Aurora Ave N, as must middle schoolers at Hamilton and high school students at Lincoln. Over the last 5 years 22 people trying to go about their days have been killed in traffic collisions on Aurora Ave N. We can and need to make these crossings a non-event in a kindergartener's day, as opposed to a parent's nightmare that requires the whole family to restructure their lives to walk or roll this 200 feet.

While there are multiple opportunities for physical improvements along Aurora that will knit our communities together, we would particularly like to highlight that **41st St N needs an at-grade crossing with a traffic light**. The present configuration is not ADA accessible and families can't get strollers or wheelchairs on the bridge, which itself is not seismically sound. 41st is a major crossing point for B.F. Day students. We've been asked by the B.F. Day principal for solutions and in this case, physical redesign is needed. A safe, pleasant, at grade crossing will re-unite a neighborhood with the happy add-on of making the commercial spaces along Aurora more accessible.

The Seattle School Traffic Safety Committee was created in 1975 to connect the mosaic of entities involved in creating and providing safe routes to school. The Committee includes representatives of public agencies and volunteer community members. This letter is on behalf of the volunteer members. We are grateful for the opportunity to serve.

School Connections

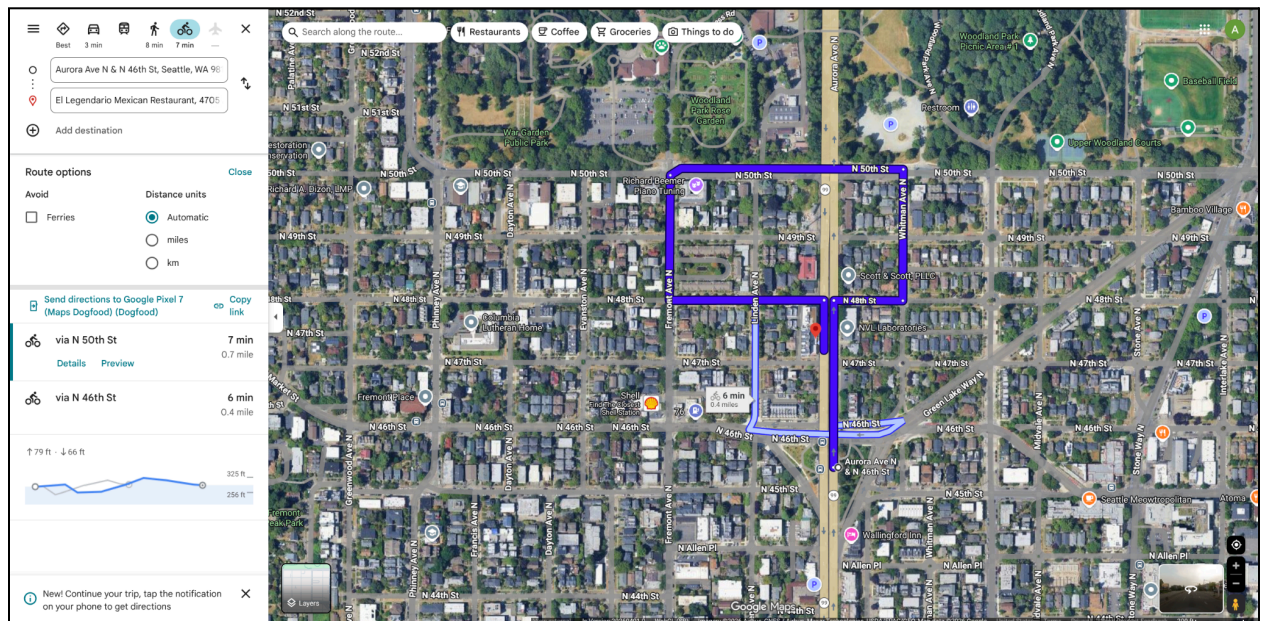
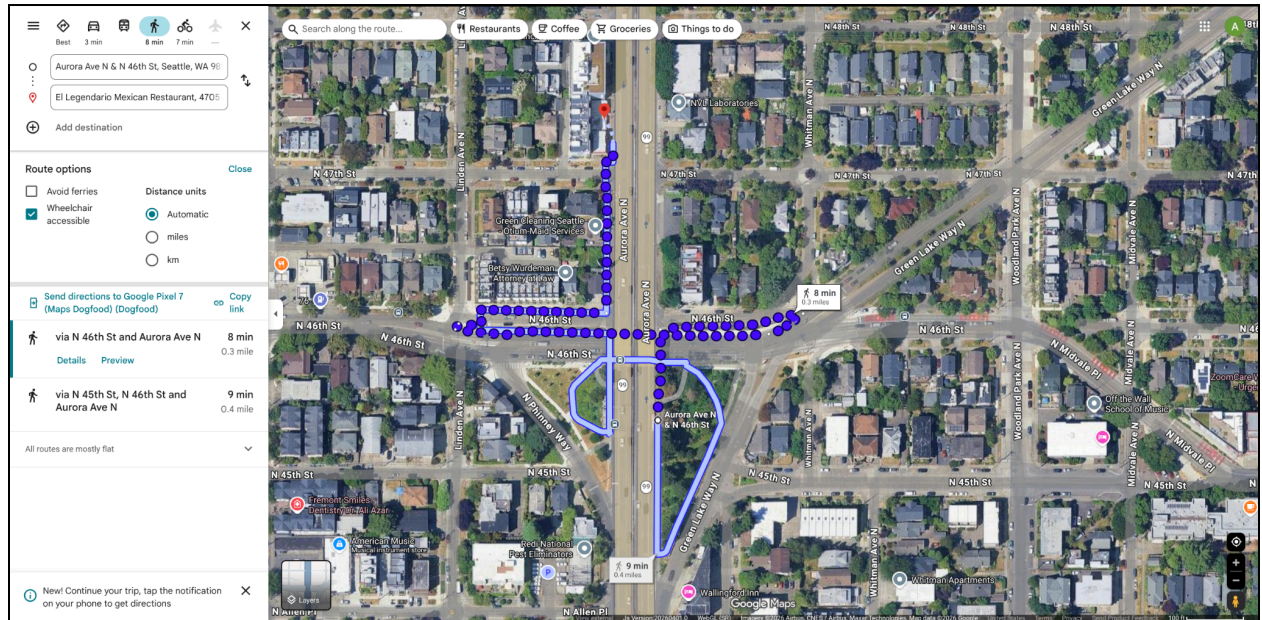
A crossing at N Motor Pl can create a safe bike connection to Hamilton Middle School and Lincoln High School. This would extend the first neighborhood greenway built in Seattle!



Aurora is a Physical Barrier: N 46th St.

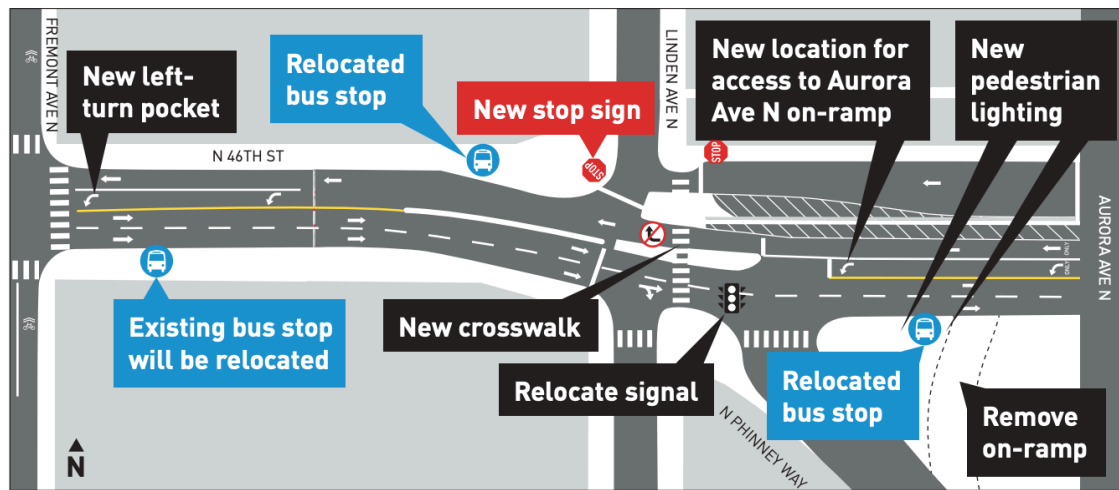
Aurora is currently a physical barrier dividing Fremont. There are *no* ADA-compliant crossings and a jersey barrier runs down the middle. This results in circuitous routes to get across.

N 46th St E-Line Stop → El Legendario



Connections - A Virtuous Cycle

The Route 44 improvements added a crossing of Linden Ave N and N 46th St in 2022.



The [D4 District Project Fund](#) will create a crossing of Woodland Park Ave N / Bridge Way N.

2026 District Project Fund – SDOT Review Form

City Council District 4

Location:	Bridge Way N from N 39th St to Woodland Park Ave N
Project Description:	Enhanced pedestrian crossing

SDOT Contact Information:

Council Liaison: Bill LaBorde, Bill.Laborde@seattle.gov
 Program Owner: Simon Blenski, Simon.Blenski@seattle.gov

SDOT Project Summary

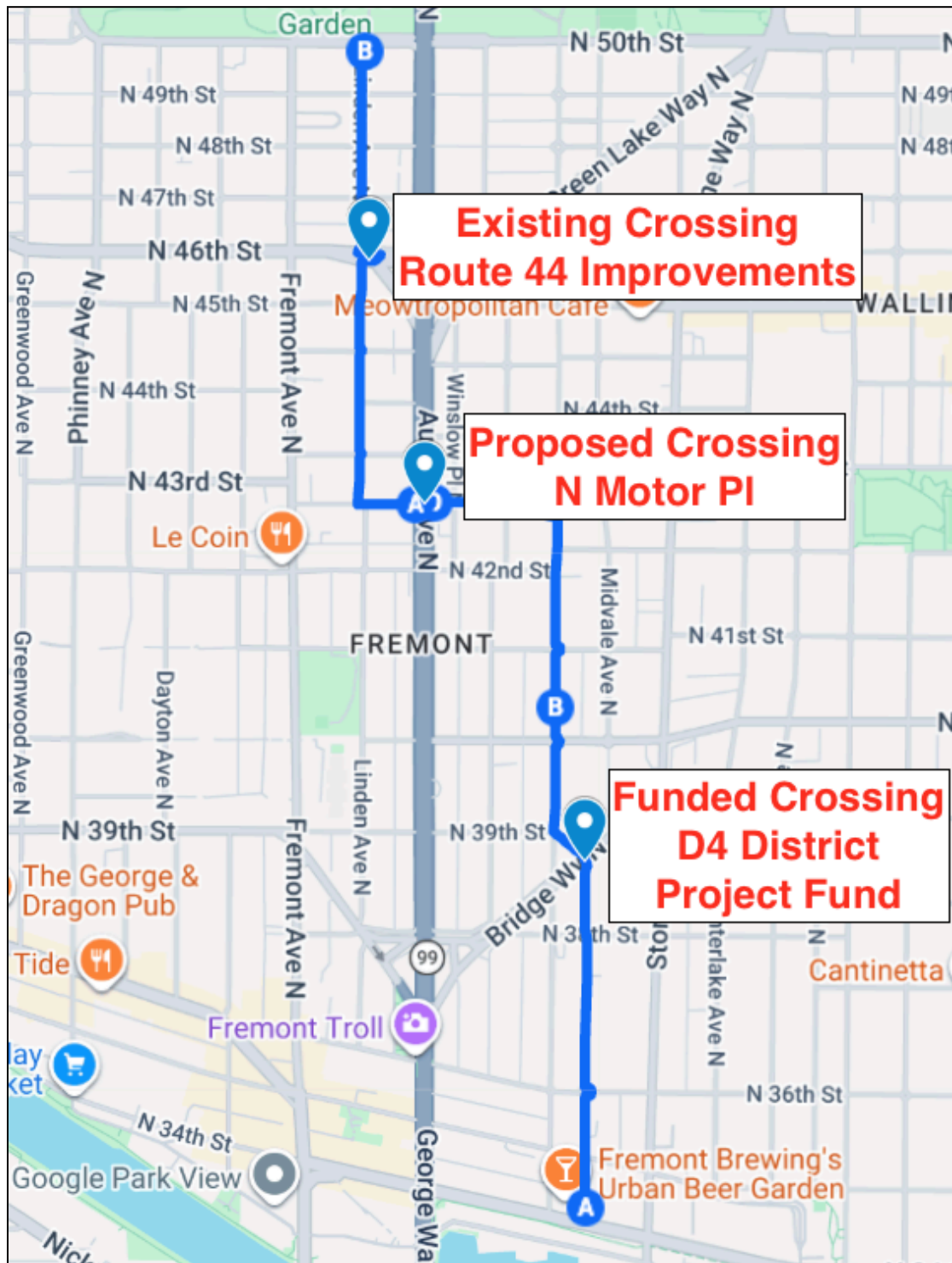
Review Date: 5/1/2026

SDOT Review:

- ☐ Recommended as proposed
- ☒ Recommended with options
- ☐ Not recommend at this time

Total Project Cost: \$694,000 to \$821,000

There is currently no all-ages-and-abilities bike route from Fremont to Green Lake. But with a crossing of N Motor PI and the (funded) crossing of Bridge Way N, that route is within reach. A child can ride from the Burke to the bears!

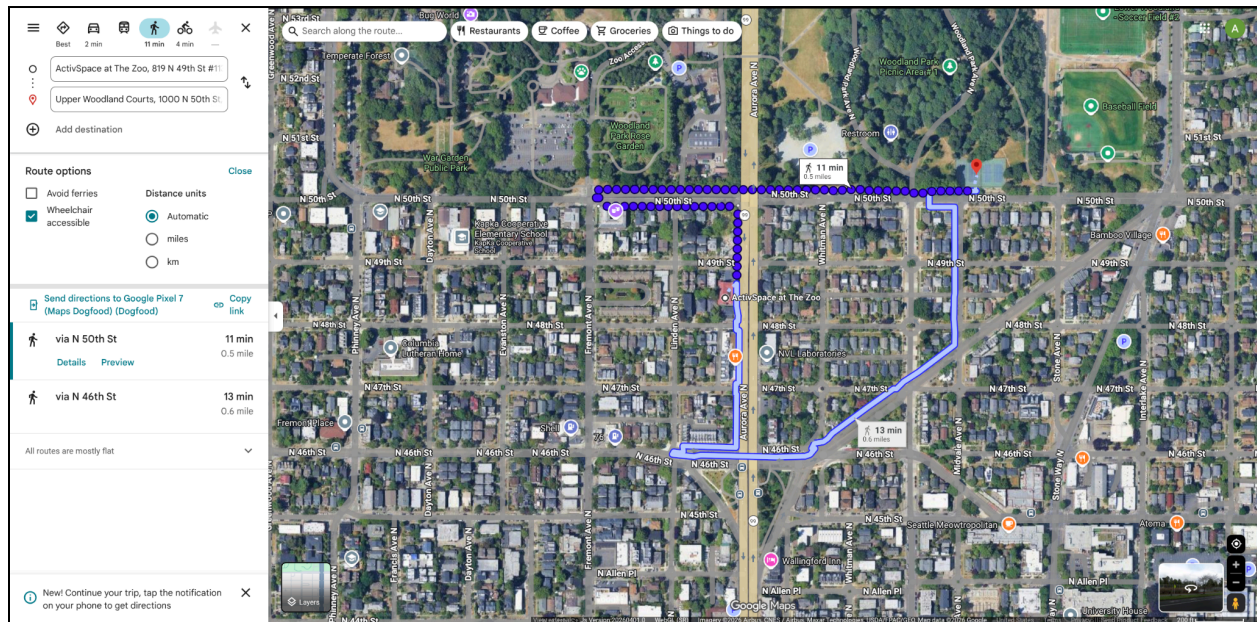


We have the beginnings of the network effect starting to show in Fremont! A virtuous cycle.

Aurora is a Physical Barrier: N 50th St.

Aurora is currently a physical barrier dividing Fremont. There are *no* ADA-compliant crossings and a jersey barrier runs down the middle. This results in circuitous routes to get across.

ActivSpace → Woodland Park Tennis Courts



The following is a portion of a letter from Oct 13, 2021 sent by neighbors near Woodland Park.

We are asking for help with the following:

1. Adding a **lighted crosswalk at N50th/Aurora** would provide a safe crossing across a relatively flat surface area, which would be ideal for residents in wheelchairs or with strollers. This intersection would certainly be easier to navigate than the underpass at N46th with it's maze of crosswalks. The light may help to slow traffic through the neighborhood increasing pedestrian safety on Aurora and at numerous Linden intersections. The crosswalk would also reconnect the North Fremont and Wallingford neighborhoods to pedestrian travel.
2. Adding an **E-Line bus stop at N50th/Aurora** would provide more convenient and safer transit access for both DESC and the immediate neighborhoods, especially for anyone travelling at night or during off-peak hours. The N46th E-Line station is in an isolated area accessible by steep stairs or long, inclined ramps after crossing a number of crosswalks. Disabled residents would not have these obstacles to contend with at N50th.

Letters of Support

July 1, 2026



Statement of Support of the Aurora Reimagined Coalition

Woodland Park Zoo is pleased to express support for the Aurora Reimagined Coalition and its vision for improved community connectivity, transportation safety, and accessibility along Aurora Avenue.

We share an interest in improving pedestrian and transit connections to help reduce pressure on neighborhood parking, support local livability, and encourage zoo guests to choose transportation options that are accessible and environmentally friendly.

As the zoo embarks on our Long Range Facilities Plan for the next 20 years, we welcome collaborative efforts to identify improvements such as additional bus stops, safer crossings, and at-grade signalized crossings where appropriate.

We appreciate the coalition's efforts to bring community members, stakeholders, and public partners together around a shared commitment to safer and more accessible transportation options. We were honored to be included in the Reconnecting Fremont Walk on April 11, 2026, and appreciated the opportunity to engage with key stakeholders about the transportation needs of zoo guests and the livability priorities of our neighbors.

We are encouraged by Aurora Reimagined Coalition's work to advance a safer, more connected community, and look forward to collaborating with the coalition and community partners to create safe, convenient, and accessible transportation options in the area around the zoo.

Sincerely,

A handwritten signature in black ink, appearing to read "Rebecca Whitham".

Rebecca Whitham
Woodland Park Zoo
Chief Engagement Officer

Friends of Lower Woodland Park supports Reconnect Fremont and the efforts to improve transit access and pedestrian connectivity - particularly in the Woodland Park area near Aurora Ave and N 50th St.

Seattle Public Schools is planning to develop a playfield for Lincoln High School at the gravel lot at N 50th St and Aurora Ave N. Lincoln High School Students use public buses to get to school and practice and many are located in Queen Anne, for which the E-Line is a key connection.

An E-Line stop that is paired with an at-grade crossing at Aurora Ave and N 50th St will be critical for safety, accessibility, and student transportation needs when a field is added at the gravel lot location.

Thank you for your consideration.

Sincerely,

Friends of Lower Woodland Park
Eric, Hans, Jenny, Jon, and Mike on behalf of
<https://actionnetwork.org/petitions/lwp>

Transformative(?)

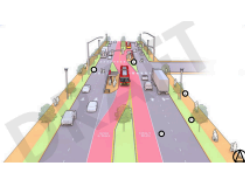
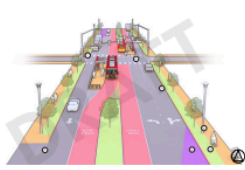
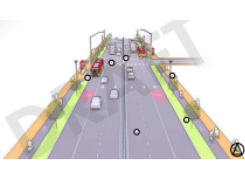
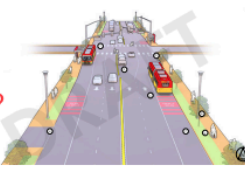
The next phase of the Aurora Ave N Corridor Planning Study will begin in 2025 and last roughly two years. The key goals of this effort will be:

Establish a transformative design vision for Aurora Ave N: Complete more detailed design and analysis to establish the future design vision of Aurora Ave N that enhances safety, mobility, and accessibility for all travelers but especially the most vulnerable street users.

Build on momentum and gain support: Address the needs of residents, businesses, and agency stakeholders to the greatest extent possible through continued equitable and robust engagement.

Set ourselves up for future success: Develop an implementation plan, environmental permitting strategy, and preliminary designs and cost estimates to support a smooth transition into a phased capital project.

The current *decade-long study* doesn't even *consider* removing lanes south of Green Lake. How can we spend a *decade* and not even *consider* the option most aligned with our [climate](#) and [Vision Zero](#) goals?

	Segments 1 and 2 (106' street width)	Segments 3, 4, and 5 (90' street width)
WALKABLE BOULEVARD		
Provides wide sidewalks and safer crossings to improve pedestrian comfort, increase accessibility, and create opportunities for street activation (e.g. sidewalk cafes, street furniture) with curbside bus lanes in each direction.		
CENTER-RUNNING BUS LANE		
Includes center-running bus only lanes to provide the highest level of transit service and limit conflict between buses and other vehicular traffic.		
BIKE CONNECTION		
Installs protected bike lanes in both directions to improve access and safety for people biking with curbside bus lanes in each direction.		
MAINTAIN VEHICLE CAPACITY		
Maintains two general-purpose travel lanes with curbside bus lanes in each direction (only applies north of Green Lake).	Not applicable. All ideas in Segments 1 & 2 maintain two general-purpose travel lanes in each direction.	

Is this "transformative"?

The Ask

1. 5 at-grade signalized crossings
 - a. 38th / 41st / N Motor PI / 46th / 50th
2. 2 E-Line Stops
 - a. 38th / 50th
3. Implemented by May 2028

Endorsed By



WHY THIS MATTERS:	WHAT THE COMMUNITY IS SAYING:
Transportation & environmental decisions shape daily life, how safe it feels to cross the street, how clean the air is, how much households pay, & how prepared neighborhoods are for climate impacts. Across conversations, people were clear: we are facing urgent challenges, & the city must act faster & with better coordination. Core Principles We Heard: - Climate & safety are emergency issues, not long-term abstractions - Equity requires investing first where harm & risk are greatest - People want action, not endless process - Connected systems change behavior better than piecemeal fixes - Clear communication builds trust during disruption & construction	"People want clear information about climate risk & meaningful action focused on the biggest sources of pollution. Accountability matters." "Safety should not depend on where you live. Building complete, connected networks all at once is more effective than scattered projects." "The current process is frustrating & slow. Over-studying issues drains public trust & momentum." "Climate & transportation transitions must not unfairly burden low-income households or ratepayers. Safety & infrastructure standards should be equal across the city."