

23RD AVE VISION ZERO PROJECT

OVERVIEW

We are launching this project to enhance safety and mobility on 23rd Ave E and 24th Ave E between E John Street and E Roanoke Street.

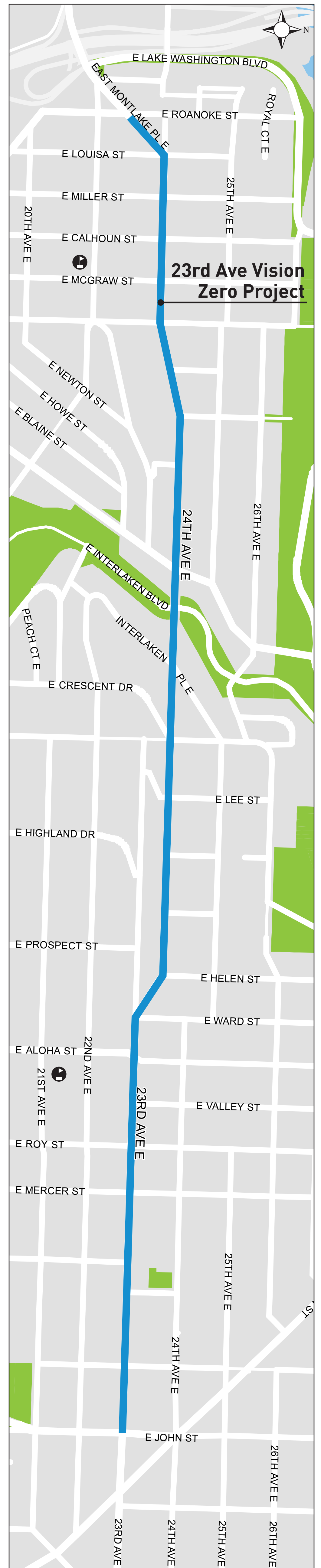
The corridor provides access to State Route 520, the Montlake Bridge crossing into north Seattle, and transit.

WHAT TO EXPECT

Project features may include:

- New pavement or pavement repair
- Traffic calming
- Sidewalk repair and new curb ramps
- Crossing improvements
- New traffic signals
- Transit efficiency elements
- Business access improvements

We welcome your involvement throughout the project! Together, we will determine short- and long-term improvements for the corridor.



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BACKGROUND

Existing Street Design: The 23rd Ave corridor is currently 4 to 5 lanes with peak hour parking restrictions in some locations. There is a significant curve in the road where 23rd Ave meets Turner Way and becomes 24th Ave. A steep hill south of Boyer Ave E contributes to people driving faster than the posted speed limit.

Vehicle Access: Provides access to central Seattle, north Seattle via the Montlake and University Bridges, and State Route 520. Primary emergency response route for Fire and Police.

Transit Access: Major transit street planned for RapidRide with multiple transit routes including Link Light Rail at UW, King County Metro Route 48, and multiple regional routes.

Bicycle Access: Existing routes include the Central Area Neighborhood Greenway and Lake Washington Loop.

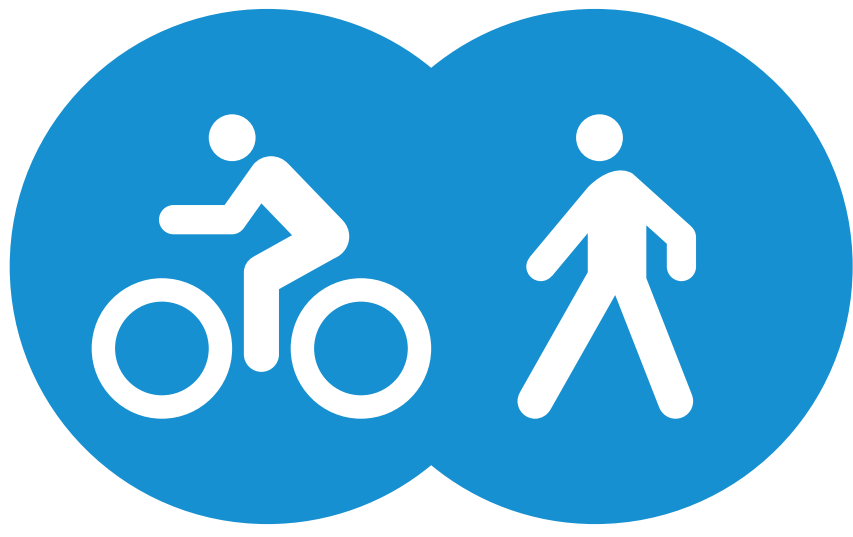
Freight Access: Provides oversize route between north and central Seattle.

Land Use: The corridor passes through single family and multifamily neighborhoods, Montlake Business District, and multiple education facilities.



WHAT WE'VE HEARD

Survey results - 85 community members



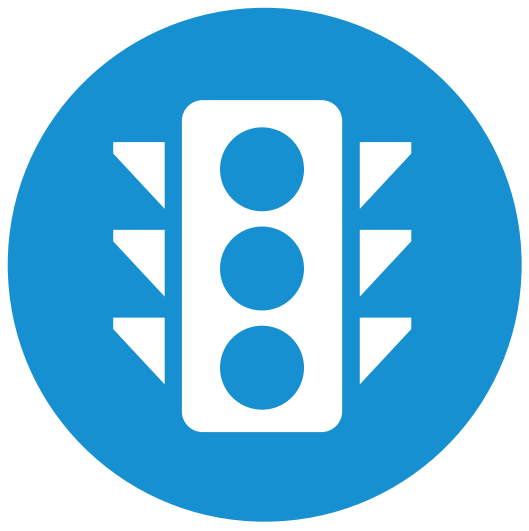
Enhance bicycle and pedestrian safety (42%)

- Enhance existing crossings and install new crosswalks
- Widen sidewalks
- Enhance signal timing
- Install “no right on red” signs at key intersections
- Reduce speeding



Enhance conditions for predictable vehicle movement (31%)

- Install red light cameras
- Install traffic circles and speed humps
- More enforcement



Reduce traffic congestion (23%)

- Install “local traffic only” signs
- Evaluate intersections, including current traffic signal operations to identify improvements



Maintain transit service

- Build safe connections between bus stops and U-link Light Rail Station
- Keep current transit routes



Common Themes

- Unpredictable driver behavior
- Traffic congestion
- Reduce speeding
- Cut-through traffic
- Lack of parking
- Lack of transit services

What'd we miss? Let us know.

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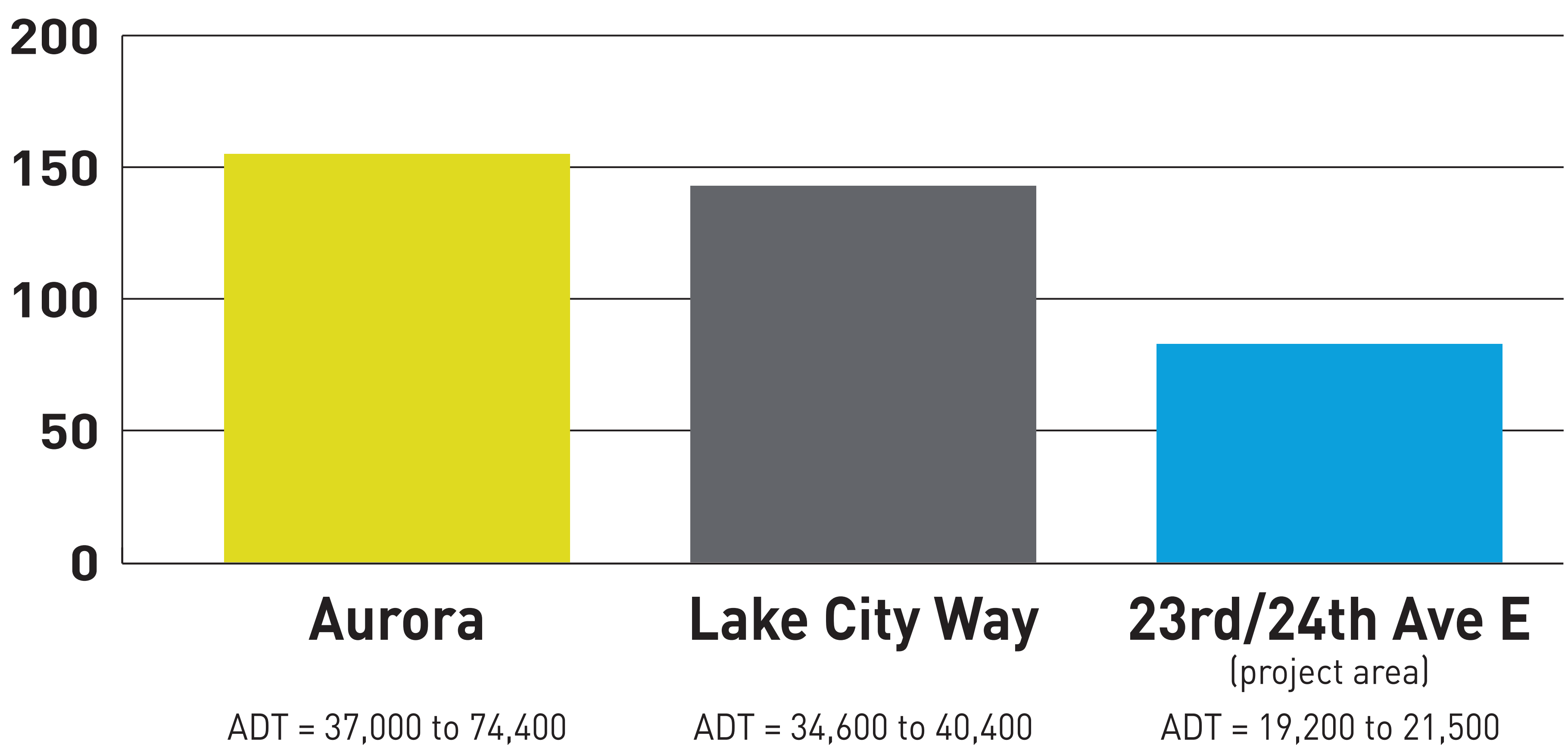
COLLISIONS

Vision Zero is our plan to end traffic deaths and serious injuries by 2030. 90% of serious traffic crashes occur on arterial streets like 23rd/24th Ave E. We are committed to enhancing safety for everyone that uses this corridor.

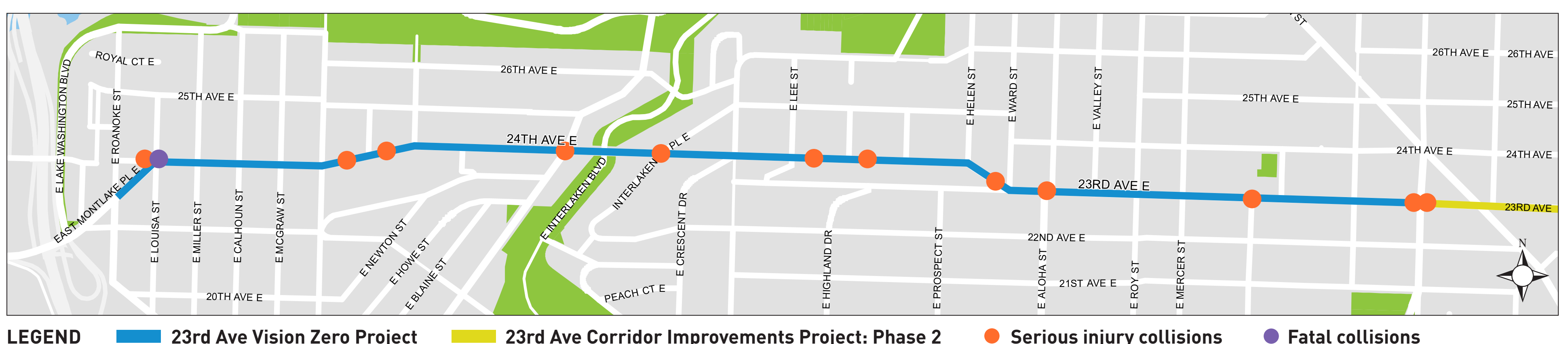
In the last three years, there have been 134 total collisions on this corridor. These crashes caused 63 injuries to drivers, pedestrians, and bicyclists. There has been one fatal collision on this street in the last decade.

Crashes occur less frequently on the 23rd/24th Ave corridor than on other principal arterial streets in Seattle.

Collision types



Collisions in the last 10 years



LEGEND ■ 23rd Ave Vision Zero Project ■ 23rd Ave Corridor Improvements Project: Phase 2 ● Serious injury collisions ● Fatal collisions

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SPEED

Thousands of drivers travel at speeds higher than 40 mph, where the posted speed limit is 30 mph. Speeding occurs frequently on northbound 24th Ave E, on the downhill portion of the street.

The highest speeds were recorded at E Prospect Street where 85% of drivers travel at 42 mph. In the Montlake Business District, most people travel nearly 7 mph over the posted speed limit.

Location	85th Percentile		Average number of high-end speeders (10+ mph over posted speed limit, NB/SB)
	NORTHBOUND	SOUTHBOUND	
E Miller St	37 mph	37 mph	2% / <1%
E McGraw St	37 mph	35 mph	1% / <1%
E Highland St	39 mph	24 mph	2% / <1%
E Prospect St	42 mph	39 mph	5% / 2%



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WHAT HAPPENS NEXT?

Project Timeline

Spring 2017: Share existing conditions and get community feedback on how street is operating today and opportunities/challenges to consider

Summer 2017: Share what we heard to date and suggest possible near-and long-term alternatives

Fall 2017: Share near-term and long-term safety improvements

2018: Construction of short-term safety improvements

2019/2020: Implement corridor-wide improvements

Stay Informed

You can sign up for the project mailing list on our project webpage: www.seattle.gov/transportation/23rd_ave.htm

Email us with your thoughts at 23rdAveCorridor3@seattle.gov

