Thank you for coming. Please sign in, take a tour, and talk with staff.

**Tell Us What You Think**
We’re here to talk to you about our project and listen to your feedback. Be sure to fill out a comment card before you leave.

**Schedule**

<table>
<thead>
<tr>
<th>PLANNING</th>
<th>DESIGN</th>
<th>CONSTRUCTION</th>
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**PUBLIC INVOLVEMENT**

**CONTACT**
Dawn Schellenberg
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23rdAveCorridor3@seattle.gov

www.seattle.gov/transportation/23rdVisionZero.htm
This project enhances safety in your neighborhood and helps us meet our Vision Zero goal of zero traffic deaths and serious injuries by 2030.

On average, the street carries up to 21,500 daily travelers. Speeding is a well documented issue on this street, particularly between E John St and Boyer Ave E. Most people are driving at speeds higher than the posted speed limit of 30 mph.

### 85th Percentile

<table>
<thead>
<tr>
<th>Location</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>E Miller St</td>
<td>37 mph</td>
<td>37 mph</td>
</tr>
<tr>
<td>E McGraw St</td>
<td>37 mph</td>
<td>35 mph</td>
</tr>
<tr>
<td>E Highland St</td>
<td>39 mph</td>
<td>24 mph</td>
</tr>
<tr>
<td>E Prospect St</td>
<td>42 mph</td>
<td>39 mph</td>
</tr>
</tbody>
</table>

### Why Speed Matters

- **HIT BY A VEHICLE TRAVELING AT:**
  - **20 MPH**
    - 9 out of 10 pedestrians survive
  - **30 MPH**
    - 5 out of 10 pedestrians survive
  - **40 MPH**
    - Only 1 out of 10 pedestrians survive
WHAT WE’VE HEARD

Results from previous public meetings, online survey, WSDOT’s Neighborhood Traffic Management Plan, and coordination with the Montlake Community Council.

Enhance bicycle and pedestrian safety
• Enhance existing crossings and install new crosswalks
• Widen sidewalks
• Enhance signal timing
• Install “no right on red” signs at key intersections
• Reduce speeding
• Consider adding traffic signals at E Lynn St and near Interlaken Pl E
• Support Montlake Business District’s vision

Enhance conditions for predictable vehicle movement
• Install red light cameras
• More enforcement
• Encourage traffic to stay on 23rd/24th Ave E and not cut-through the neighborhood

Reduce traffic congestion
• Install “local traffic only” signs
• Consider how garbage and recycling services will operate

Maintain transit service
• Build safe connections between bus stops and U-link Light Rail Station
• Enhance transit service
• Coordinate with King County Metro

Common themes
• Unpredictable driver behavior
• Traffic congestion
• Lack of parking
• Lack of transit services

What’d we miss? Let us know.
Reduce the number of travel lanes from four to three where traffic speeds are the highest between E John St and Boyer Ave E.

Add a southbound bus only lane to help keep slower buses moving up the hill and reduce backups for people driving.

**Benefits**
- Reduces speeding; fewer and less severe crashes
- Easier turn movements to businesses and homes
- Supports frequent and reliable bus service
Traffic modeling that assumed closure of the Arboretum SR 520 on-ramps, SR 520 construction and a similar number of people driving showed maintaining four travel lanes helps keep people and goods moving. Additional traffic calming will help discourage cut-through traffic. New crossing treatments will help people walking and biking cross the street.

Recommend maintaining four lanes between Boyer Ave E and E Roanoke St. As we get closer to upgrading bus service to RapidRide on 23rd Ave E (currently scheduled to start operating in 2024), we’d like to revisit the neighborhood to discuss going from four to three lanes. In the meantime, the following upgrades along the entire project area are being considered:

- Repair sidewalks and pavement
- Improve existing bus stops
- Upgrade curb ramps
- Install up to 2 new traffic signals

Construction will be coordinated with SR 520 work.

Tell Us What You Think
Fill out a comment card before you leave.

- Where would you like to see crossing improvements?
- We heard neighbors would like new traffic signals on 24th Ave E around Interlaken Pl E and E Lynn St. What do you think?
- What do you think of adding on-street parking in the business district during off-peak hours?
WHAT HAPPENS NEXT?

**Project Timeline**

**October 2017:** Share recommended design and gather public input

**2018:** Reduce the number of travel lanes from four to three between E John St and Boyer Ave E

**2019/2020:** Construction of corridor-wide enhancements

**Stay Informed**

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

Email us with your thoughts at 23rdAveCorridor3@seattle.gov
24TH AVE E TRAFFIC MODELING

We modeled the impact of reducing the number of travel lanes on 24th Ave E

Model assumptions
• Modeled peak hour traffic
• Modeled traffic from Boyer Ave E to E Roanoke St
• Included SR 520 queuing and Arboretum ramp closure

Model results
• 90% increase in queue length extending congestion south of the Montlake Business District
• 30% increase in transit travel times
• 30% increase in general purpose travel times

Study Intersection
Study Road Segment
Bus Stop