

# Aurora-Licton Home Zone

March 26, 2024

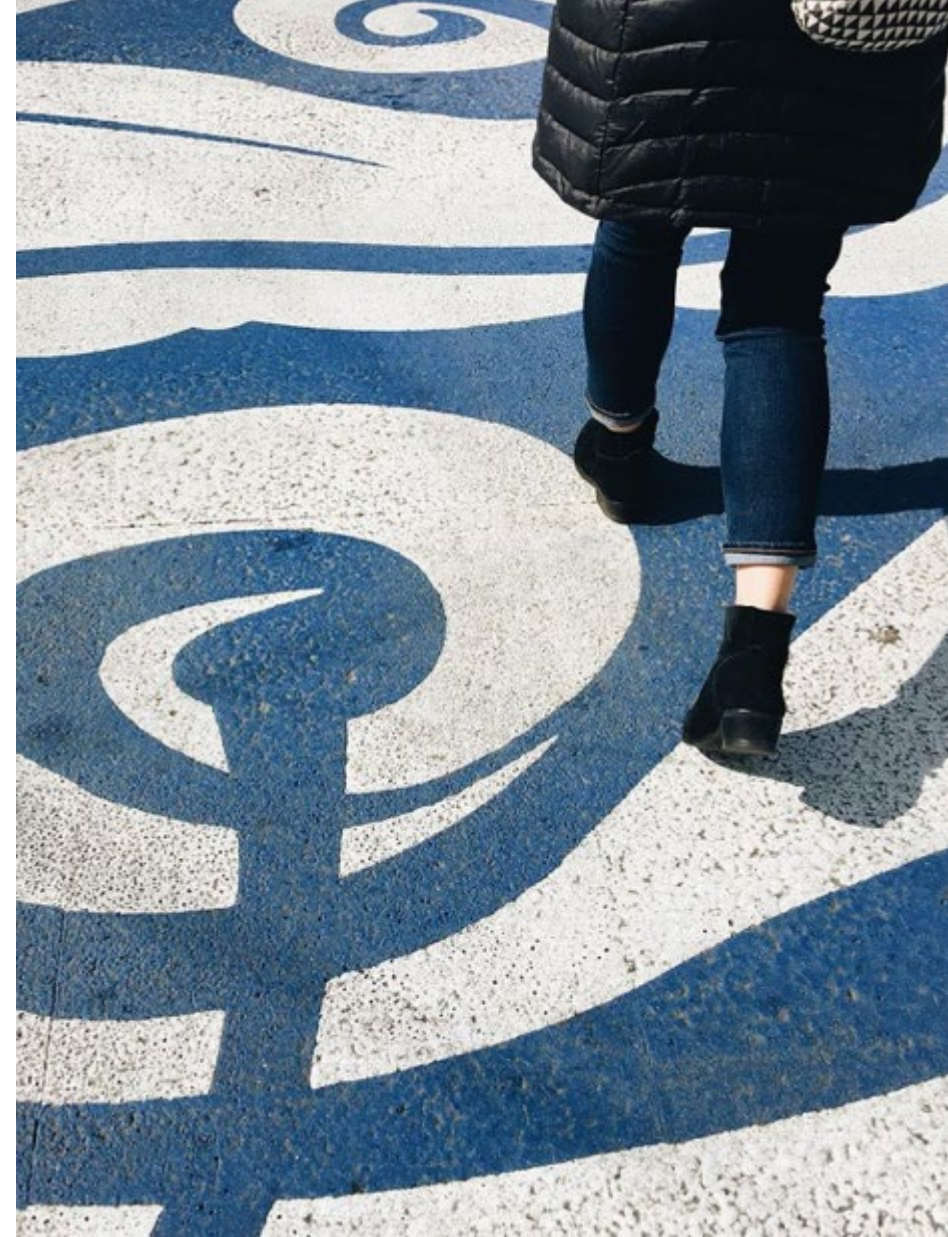
Steering Committee Meeting



**Seattle**  
Department of  
Transportation

# Agenda

- Introductions
- Project Updates + Steering Committee Input
  - N 90<sup>th</sup> St School Zone *Traffic Calming and Ped Improvements*
  - Interlake Ave and N 102<sup>nd</sup> St *Dedicated Ped Spaces*
  - Greenwood Ave at N 95<sup>th</sup> St *Turn Restrictions*
- Survey Results
- Discussion



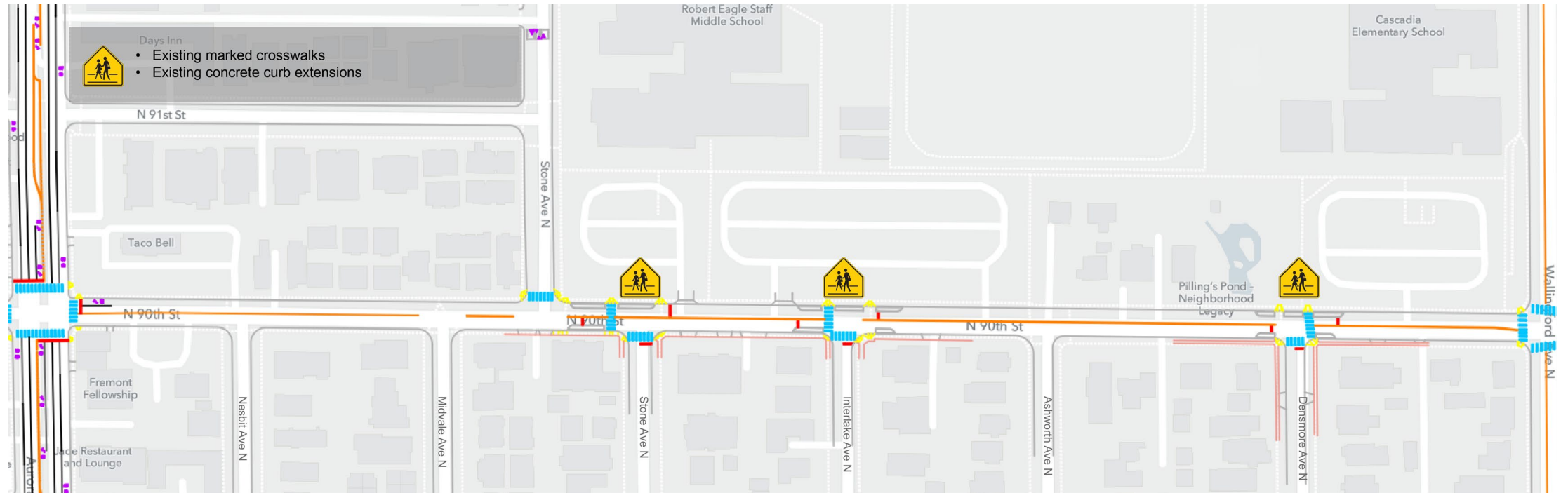
# Introductions

# N 90<sup>th</sup> St School Zone Improvements

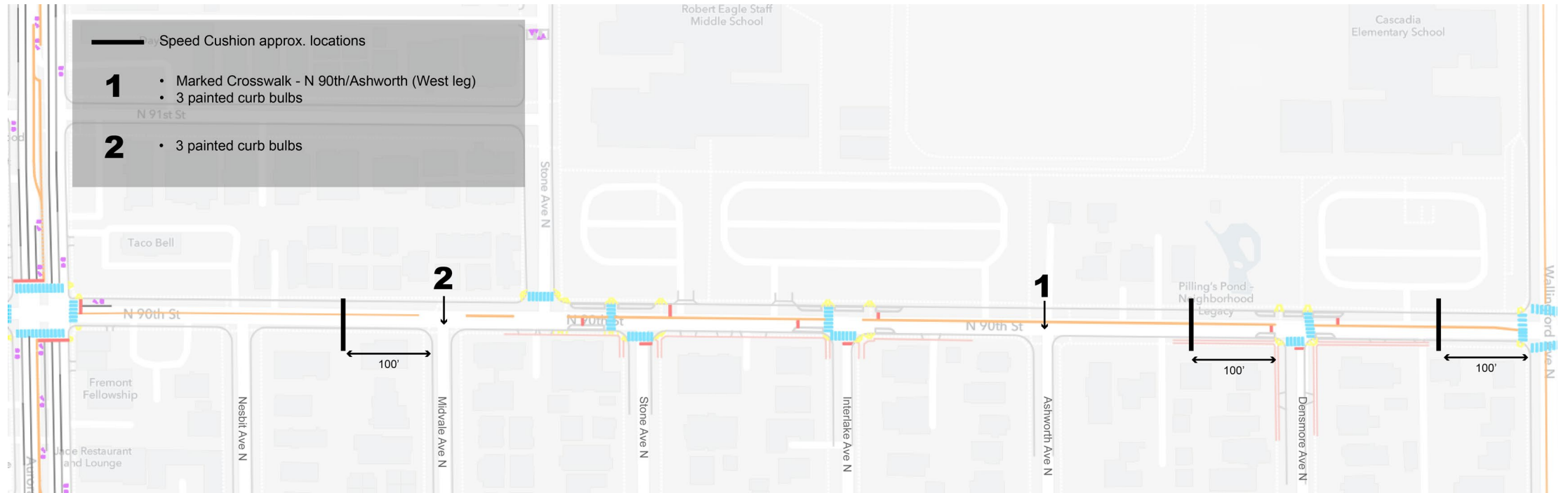
- Construction in 2025
- Funded by SRTS
- Painted curb bulbs, speed cushions, marked crosswalk
- Working with SRTS + Transit and Mobility Teams to address issues at N 90<sup>th</sup> / Wallingford Ave N



# N 90<sup>th</sup> St - Existing



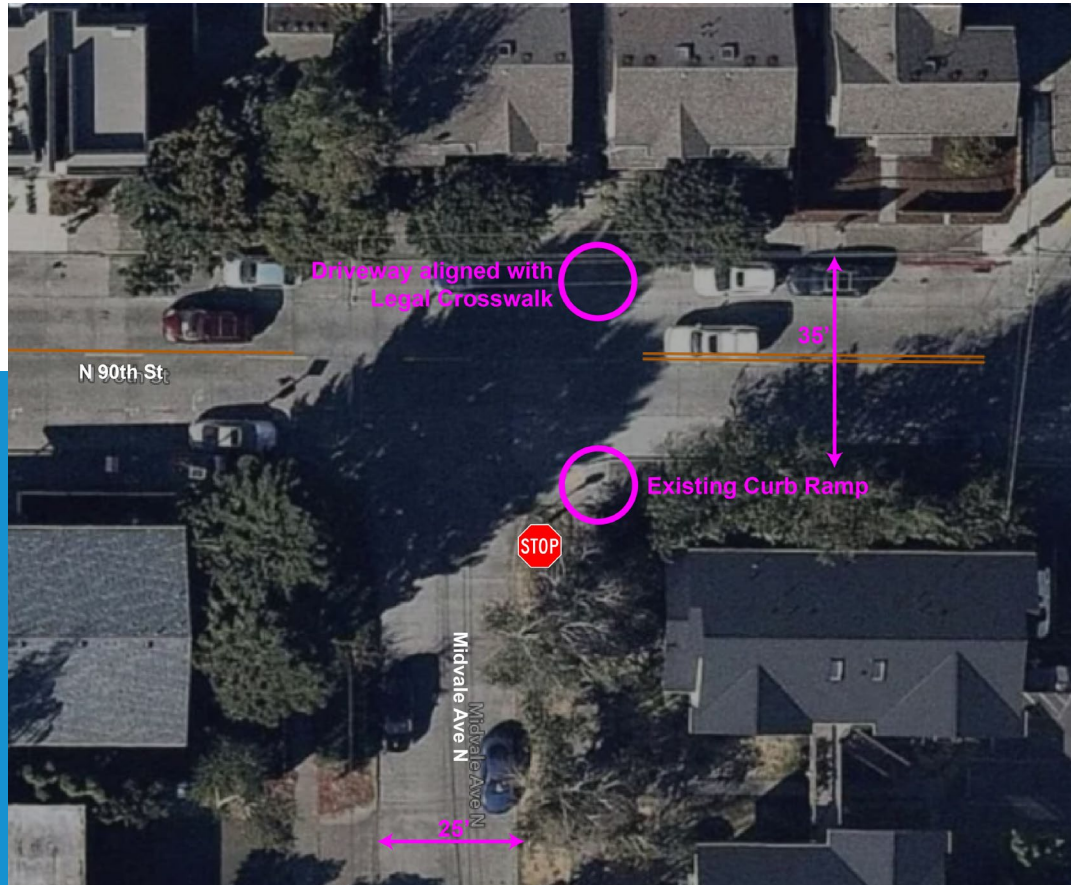
# N 90<sup>th</sup> St - Proposed Improvements



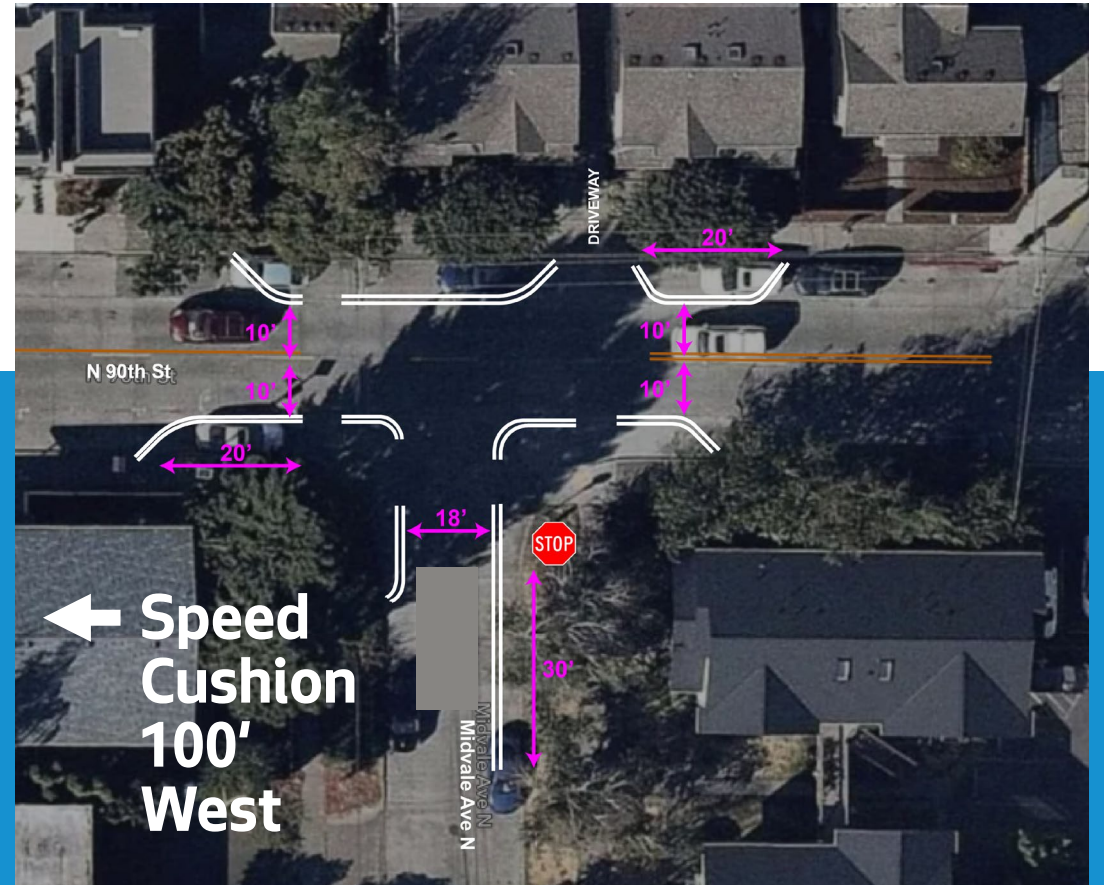


# N 90<sup>th</sup> St at Midvale Ave N

## Existing



## Proposed





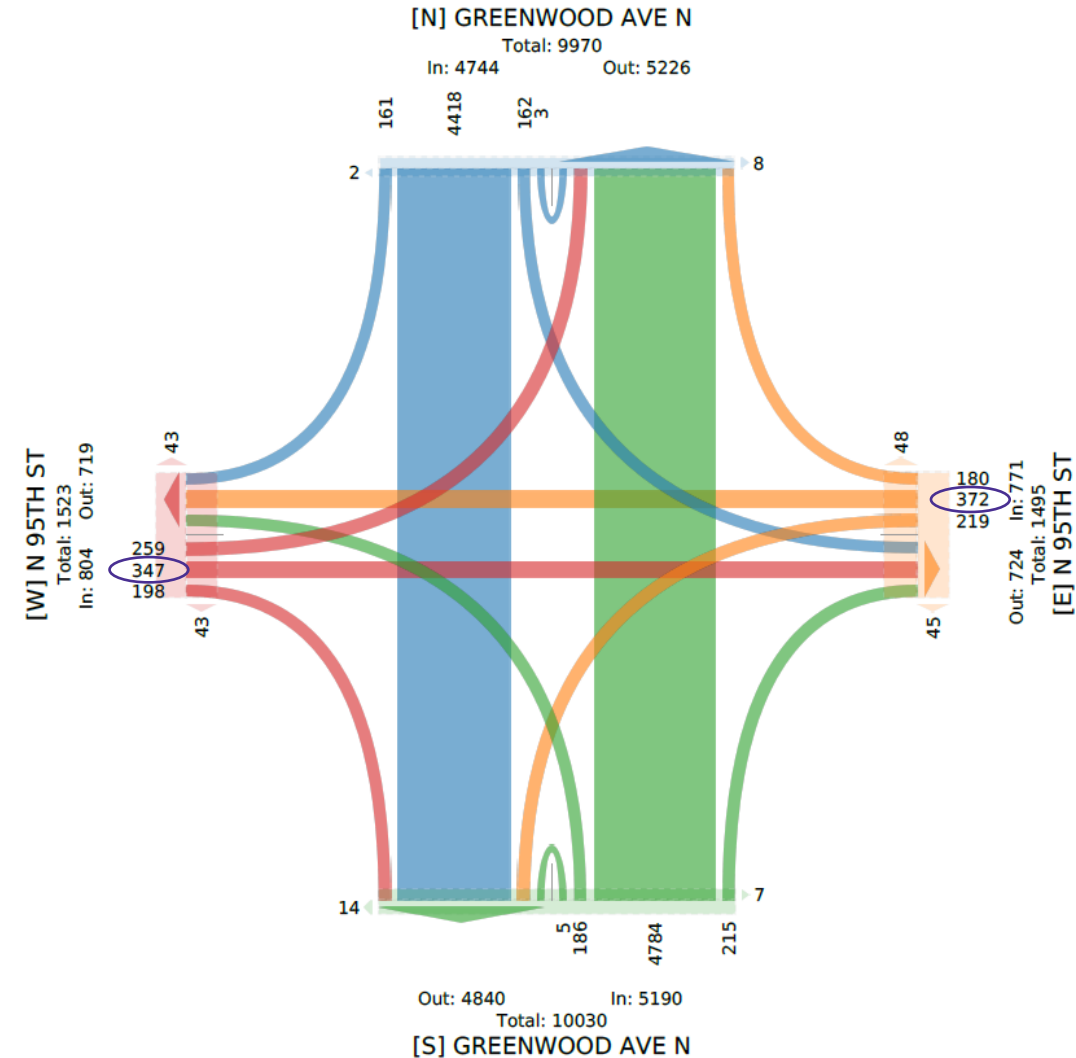


# N 95<sup>th</sup> St

- Community reported cut-through traffic issues

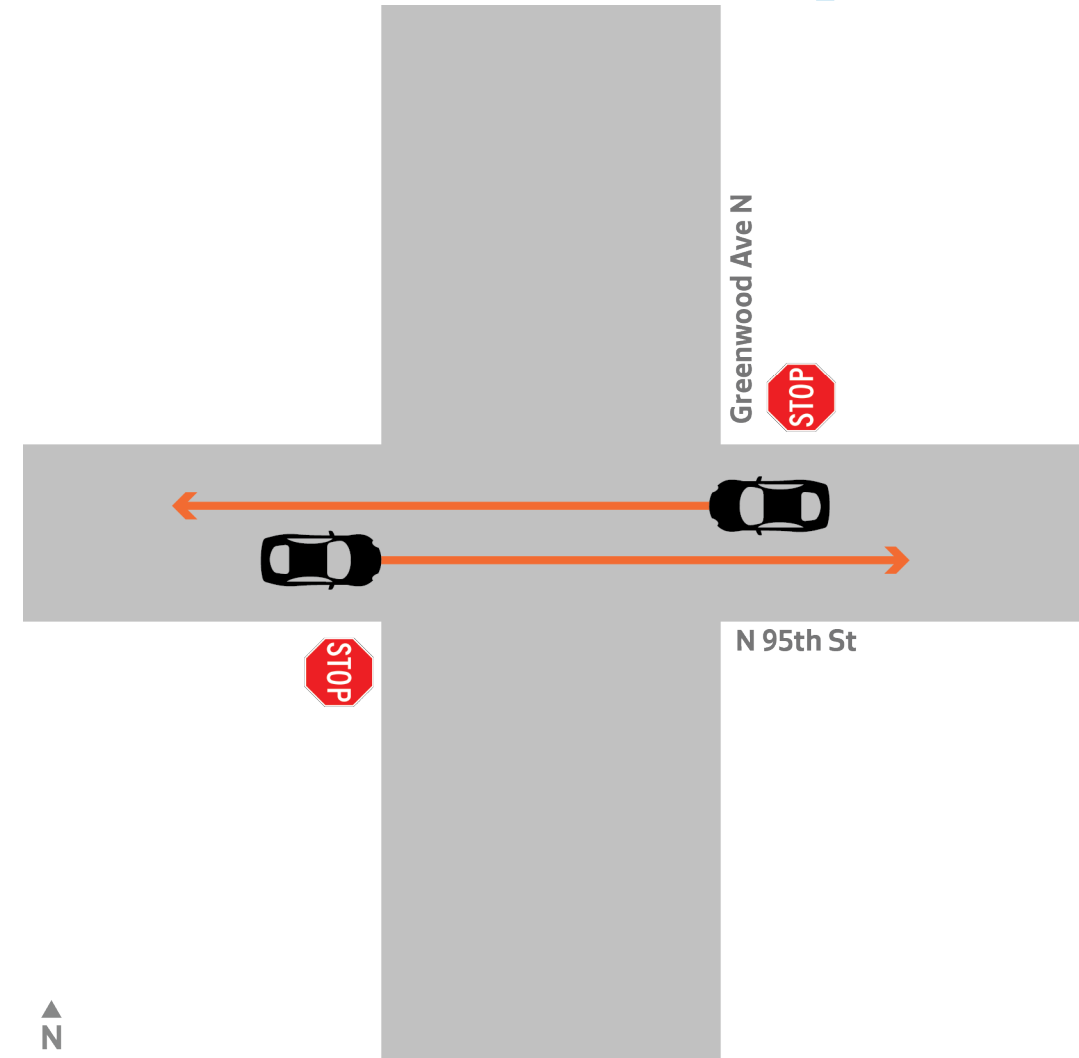
# N 95<sup>th</sup> St at Greenwood Ave N - Traffic Data

- We heard concerns about cut-through traffic on N 95<sup>th</sup> St
- **50%** of the vehicles travelling on N 95<sup>th</sup> are continuing straight on N 95<sup>th</sup>
  - 48% from West
  - 51% from East
- **7%** of vehicles travelling on Greenwood Ave are turning onto N 95<sup>th</sup> St
  - 93% are staying on Greenwood



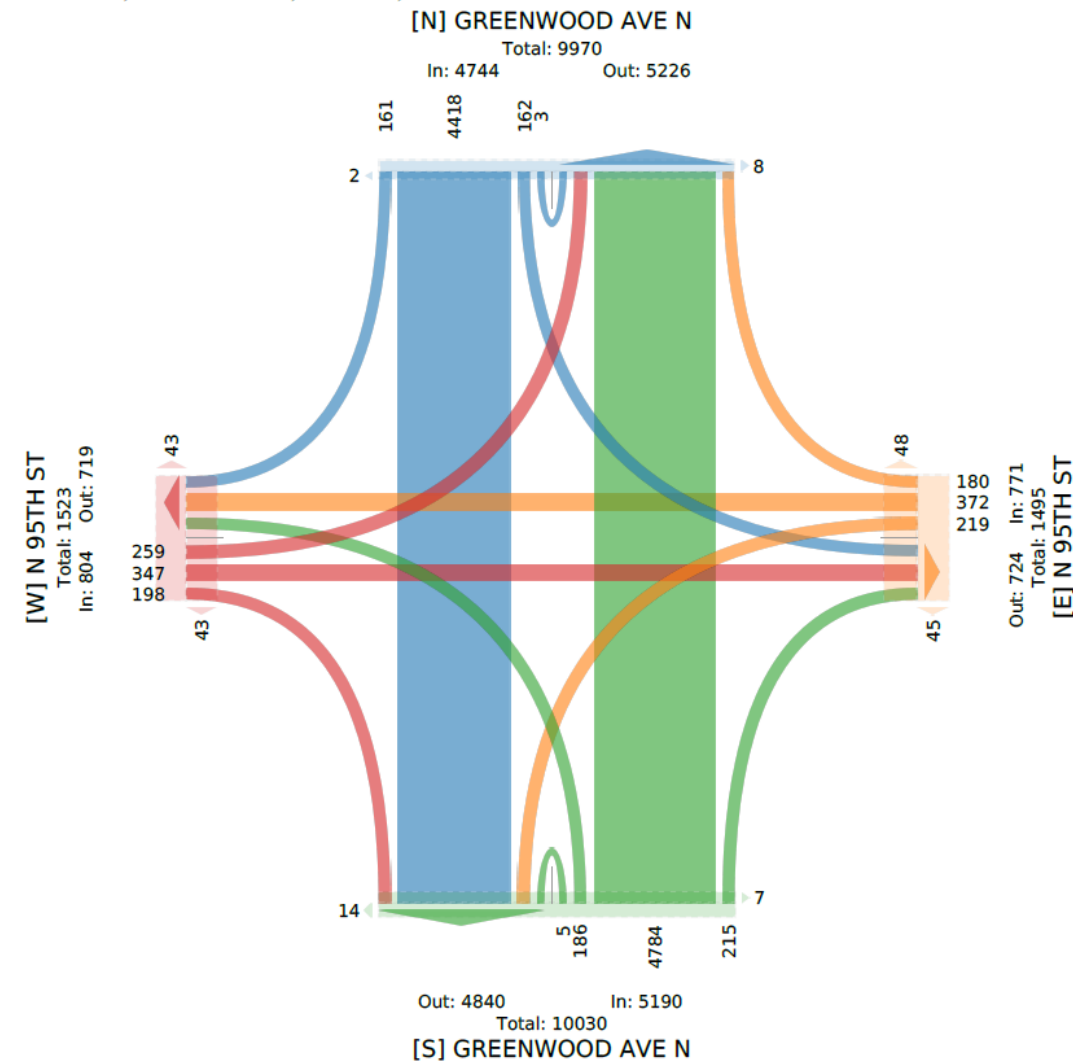
# N 95<sup>th</sup> St at Greenwood Ave N - Crash History

- Vehicles travelling straight on N 95<sup>th</sup> were the primary cause of **6 out of 8** crashes here since 2021
  - 8 crashes reported since 2021 (*none involving people walking or biking*)
    - 5 injury crashes
      - 5/5 caused by people driving straight on N 95<sup>th</sup>
    - 3 property damage crashes
      - 1/3 caused by people driving straight on N 95<sup>th</sup>



# N 95<sup>th</sup> at Greenwood Ave N - Next Steps

- Develop a concept that:
  - Reduces traffic volumes on N 95<sup>th</sup> St without shifting volume to parallel streets
  - Addresses the recurring crash pattern at the intersection
  - Improves safety for people crossing at this intersection
    - N 100<sup>th</sup> St - traffic signal with full median diverter (Neighborhood Greenway crossing)
    - N 97<sup>th</sup> St - pedestrian half signal, T intersection
    - **N 95<sup>th</sup> St - no enhanced pedestrian crossing treatments**
    - N 92<sup>nd</sup> St - no enhanced pedestrian crossing treatments
    - N 90<sup>th</sup> St - traffic signal



# Pause for Questions and Feedback

- What solutions should we consider?
- Are there additional observations about this intersection that we should keep in mind as we move forward?

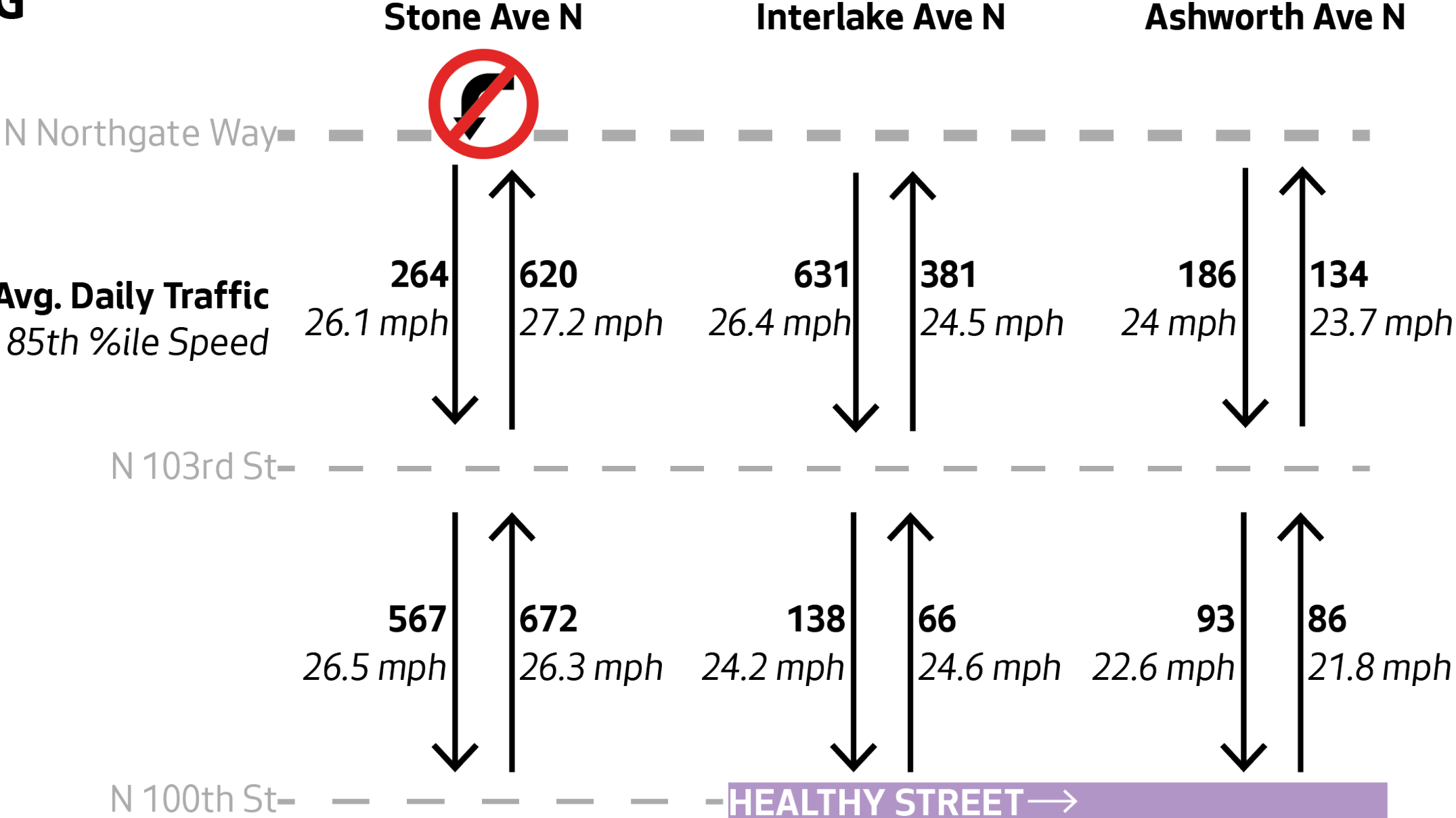


# N 102<sup>nd</sup> St and Interlake Ave

- Need for safe and comfortable places for people walking
- Issues with speeding
- Working with Pedestrian Program to identify funding opportunities



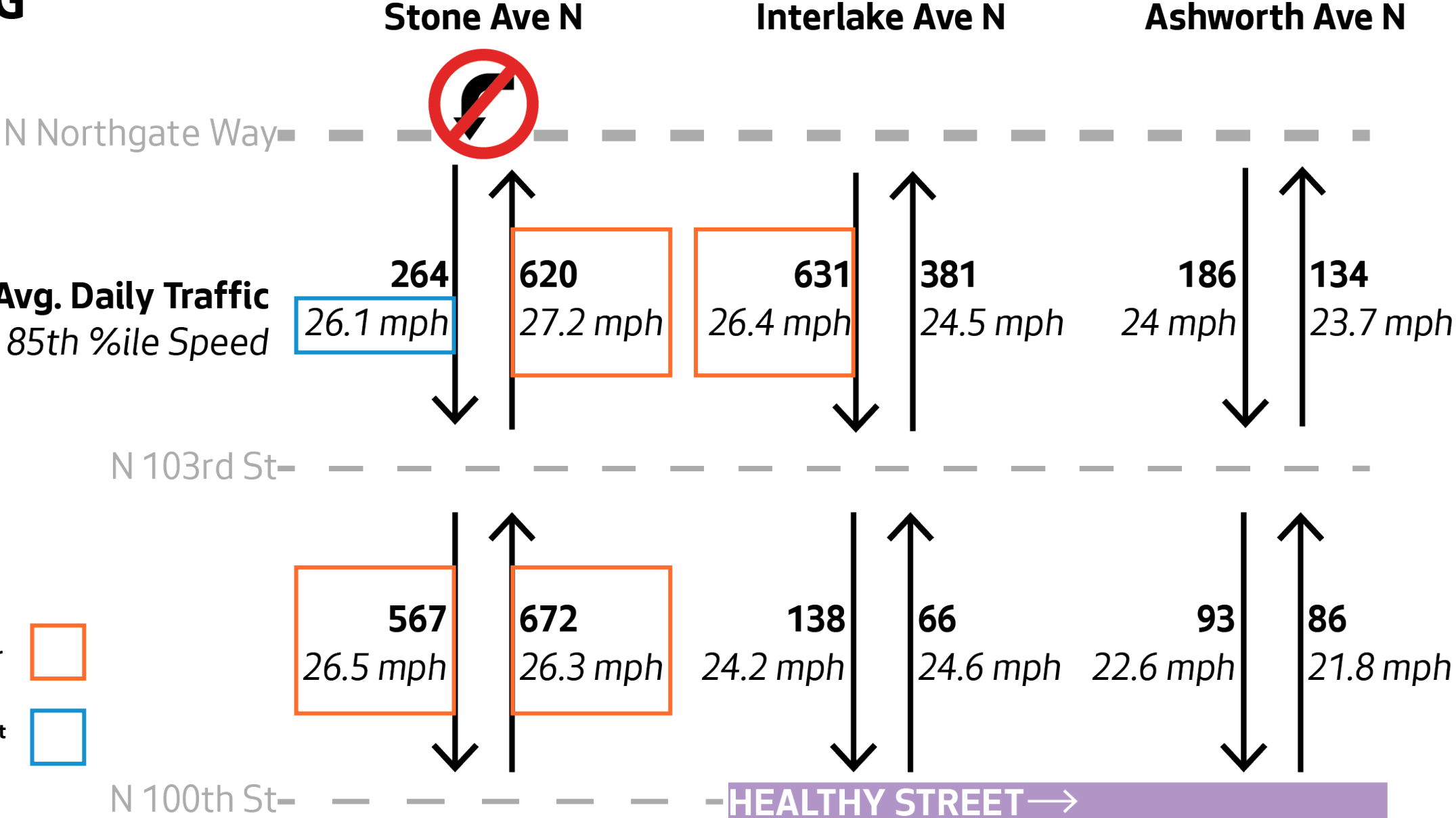
# EXISTING



HEALTHY STREET →



# EXISTING

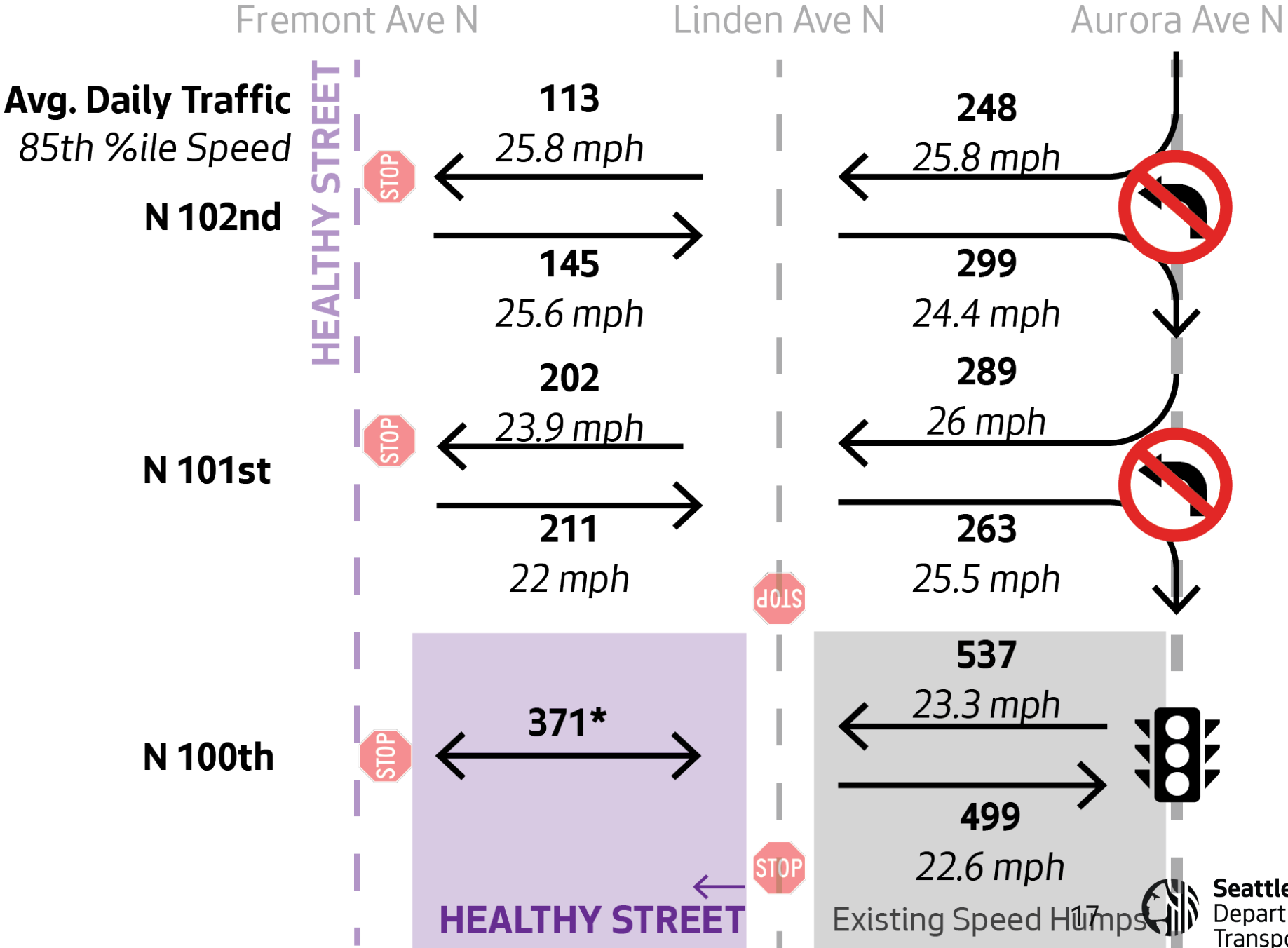


500+ vehicles per day  
AND speed 5+ mph over  
limit

Speed 5+ mph over limit

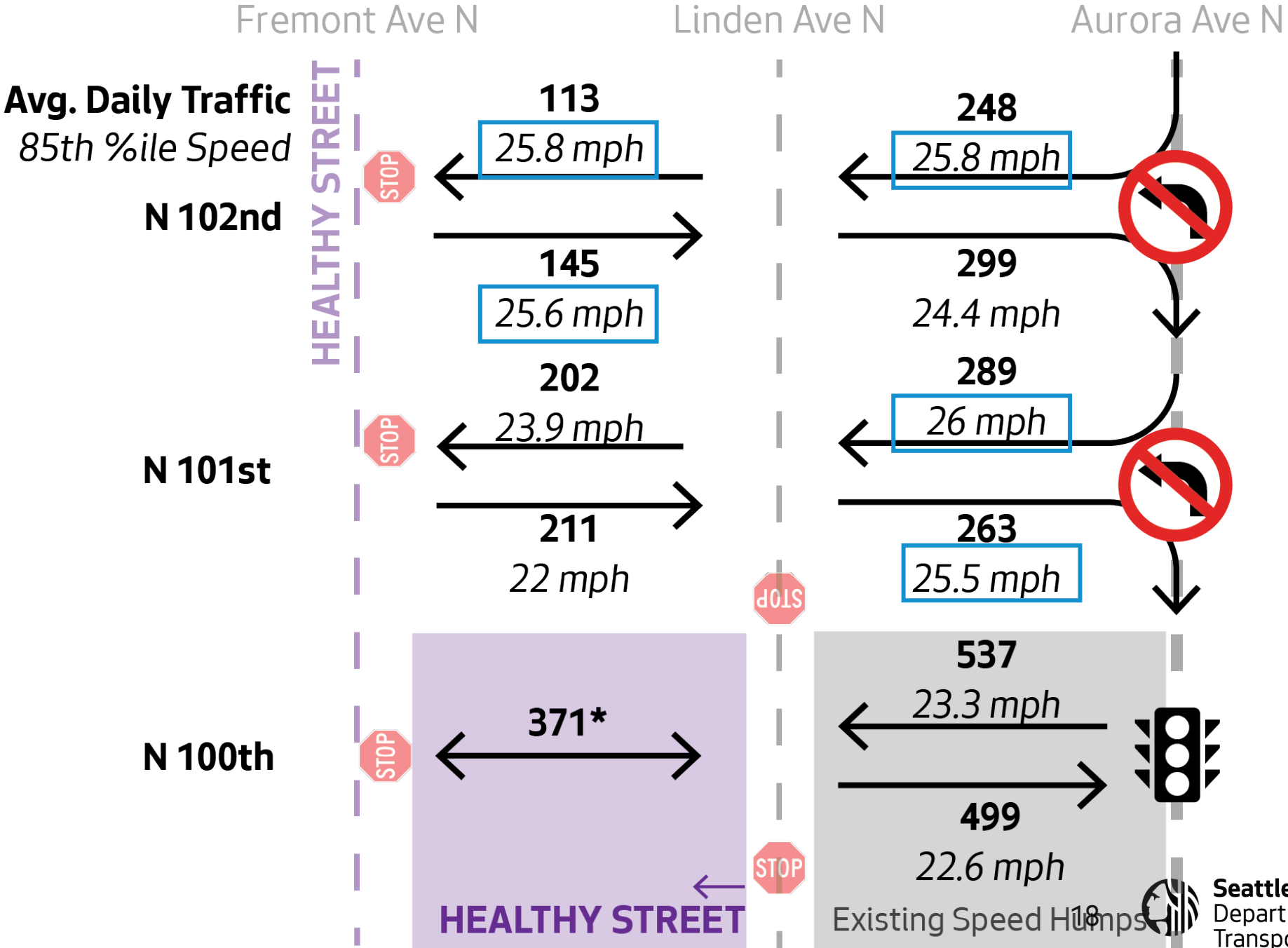


# EXISTING



N ↑  
\*Measured in 2022

# EXISTING



Speed 5+ mph over limit



\*Measured in 2022



Seattle Department of Transportation



# N 102<sup>nd</sup> St and Interlake Ave - Next Steps

- Develop a concept that:
  - Improves safety and comfort for people walking on N 102<sup>nd</sup> St and Interlake Ave
  - Reduces vehicle speeds on surrounding streets with speeds 5+ mph over the speed limit

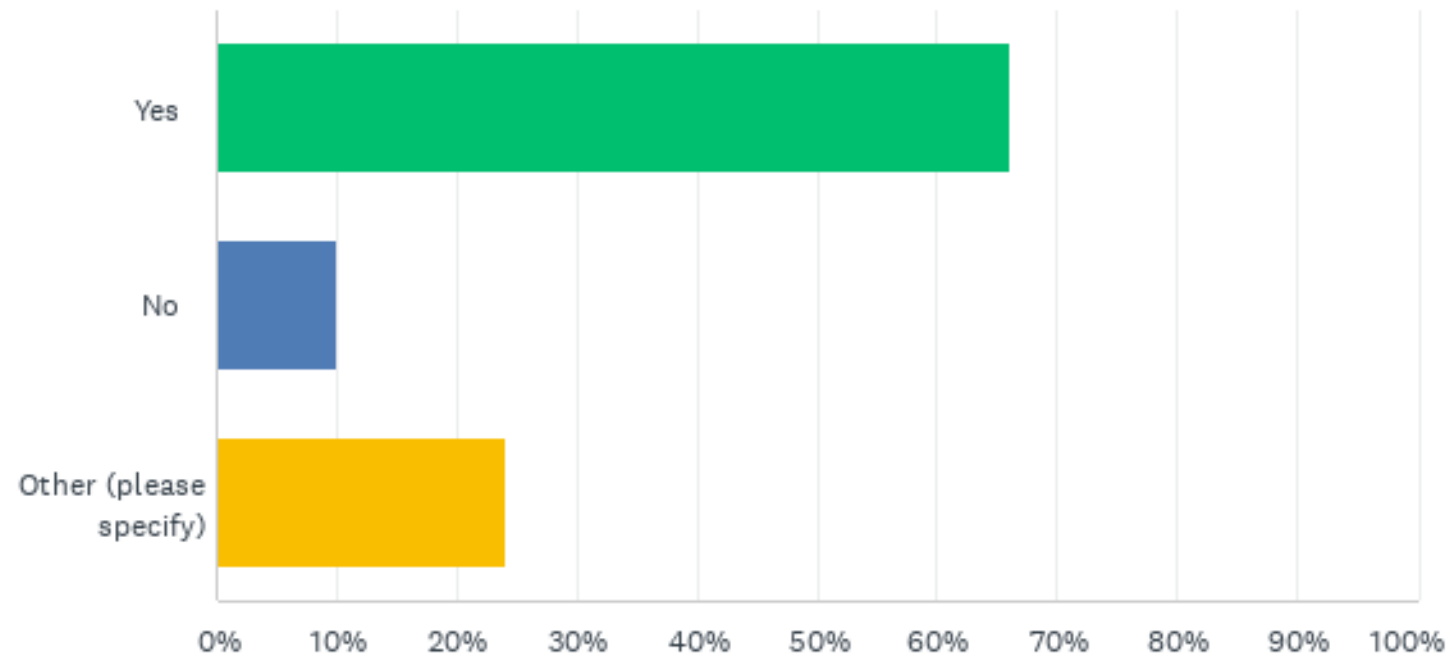
# Pause for Questions and Feedback

- What solutions should we consider?
- Are there additional observations about these project areas that we should keep in mind as we move forward?

# Community Survey

- 52 responses

# Do you believe these improvements will improve ease of movement and quality of life in Aurora-Licton?



# Open Ended Comments: Is there something you'd like to see added or removed from the plan?

## Add

- Traffic calming on N 103<sup>rd</sup> St (x4)
- More traffic calming
- Turn restrictions to N 95<sup>th</sup> St (x2)
- More trees (x2)
- Traffic calming at 95<sup>th</sup> and Fremont
- Speed humps on N 90<sup>th</sup> St between Wallingford and Aurora
- Address traffic volumes and speeding on N 103<sup>rd</sup> St
- Reduce entrances to neighborhood from Aurora
- Extend improvements West of Fremont Ave
- Raised crosswalks
- Chicanes at neighborhood entrances
- Pedestrianized streets with no vehicle access
- Traffic calming on Linden Ave

## Remove

- All traffic closures and diverters
- Diverter at 90<sup>th</sup> and Linden



# Open Ended Comments: Is there something you'd like to see added or removed from the plan?

## Add

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- More traffic calming
- **Turn restrictions to N 95<sup>th</sup> St (x2)**
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- Traffic calming at 95<sup>th</sup> and Fremont
- **Speed humps on N 90<sup>th</sup> St between Wallingford and Aurora**
- Address traffic volumes and speeding on N 103<sup>rd</sup> St
- **Reduce entrances to neighborhood from Aurora**
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- Raised crosswalks
- Chicanes at neighborhood entrances
- Pedestrianized streets with no vehicle access
- Traffic calming on Linden Ave

**Being addressed through existing projects**

**Add feedback as part of long-term Aurora Project Possibility for future Home Zone**

# Questions?

## Stay in touch:



[HomeZone@seattle.gov](mailto:HomeZone@seattle.gov)



425.473.2754



[www.seattle.gov/transportation/home-zone](http://www.seattle.gov/transportation/home-zone)