

23rd Ave E Vision Zero Project

WELCOME

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



CONTACT

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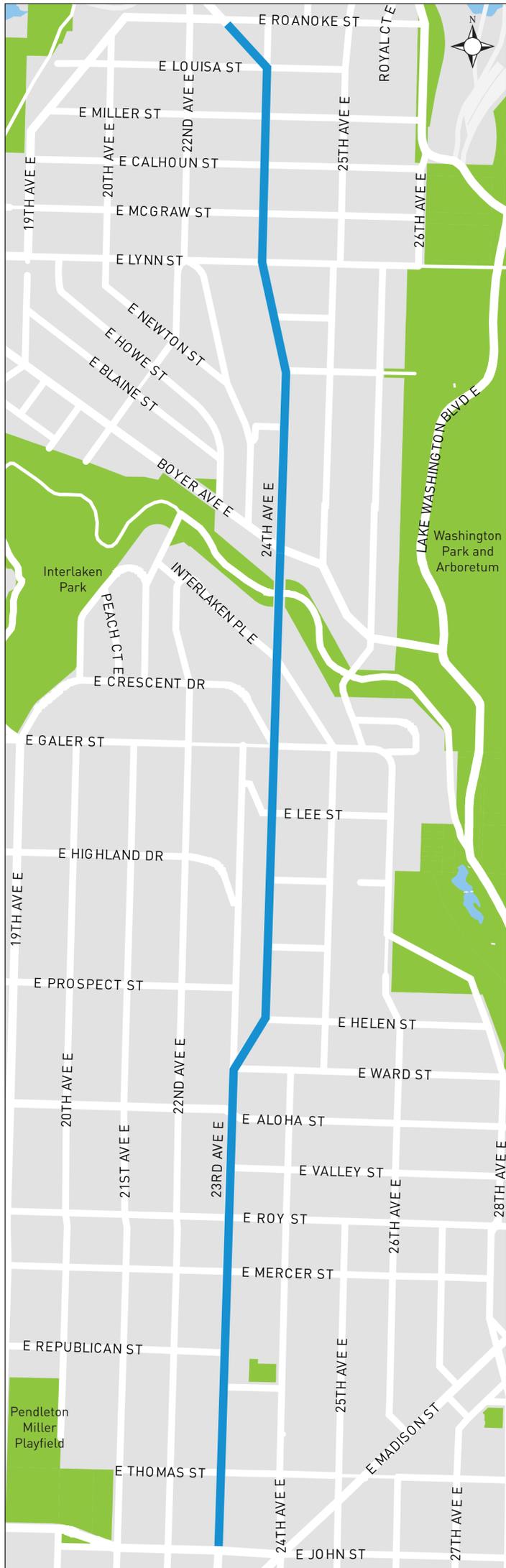
www.seattle.gov/transportation/23rdVisionZero.htm



TRAFFIC DATA

Over 3 years, there have been 130 crashes and 63 injuries to people walking, biking, and driving.

PROJECT AREA



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.

Location	85th Percentile	
	NORTHBOUND	SOUTHBOUND
E Miller St	37 mph	37 mph
E McGraw St	37 mph	35 mph
E Highland St	39 mph	24 mph
E Prospect St	42 mph	39 mph

WHY SPEED MATTERS

HIT BY A VEHICLE TRAVELING AT:

20 MPH

9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

30 MPH

5 out of 10 pedestrians survive

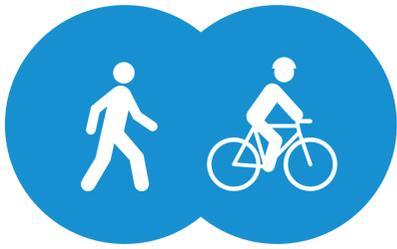
HIT BY A VEHICLE TRAVELING AT:

40 MPH

Only 1 out of 10 pedestrians survives

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



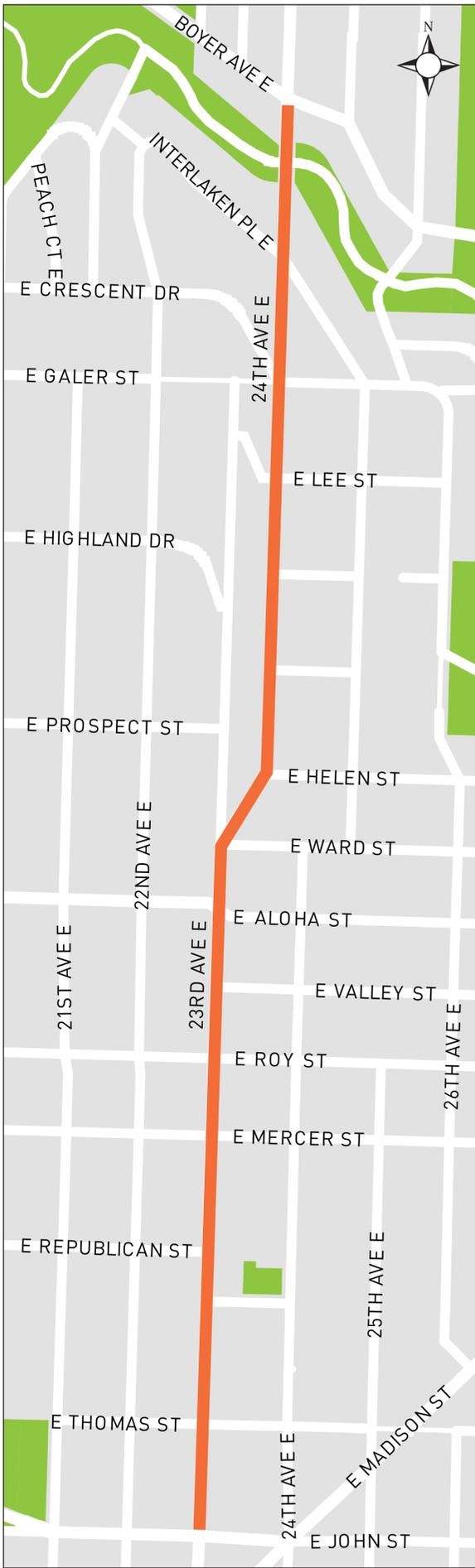
Common themes

- Unpredictable driver behavior
- Traffic congestion
- Lack of parking
- Lack of transit services

What'd we miss? Let us know.

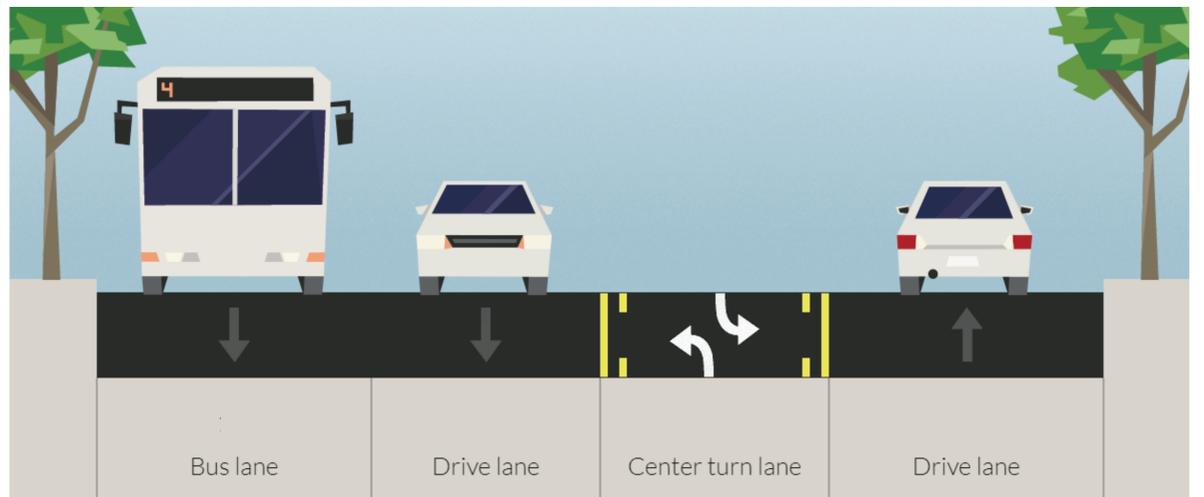


2018 PROPOSAL



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.



Cross section looking north

Benefits

- Reduces speeding; fewer and less severe crashes
- Easier turn movements to businesses and homes
- Supports frequent and reliable bus service



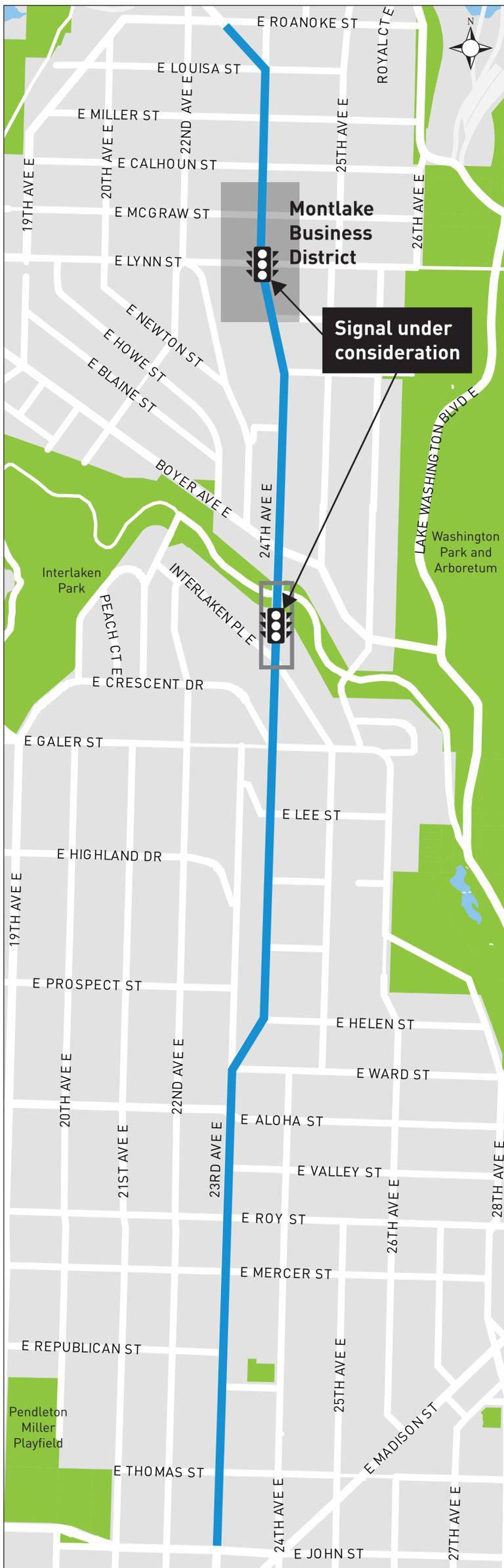
Seattle
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Transportation

VISION
ZERO
SAFER STREETS FOR SEATTLE

The Levy to
MOVE SEATTLE



2019/2020 PROPOSAL



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

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



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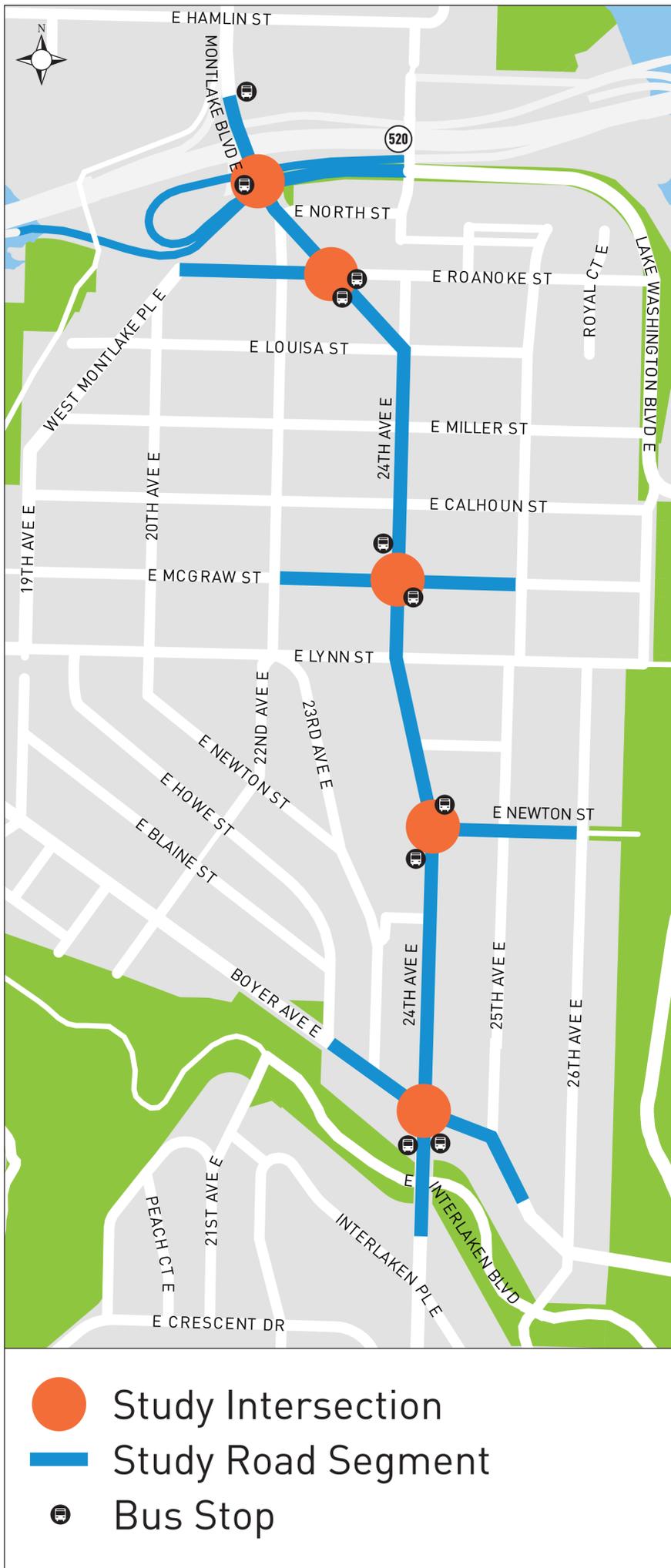
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24TH AVE E TRAFFIC MODELING

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