



Aurora-Licton Springs Home Zone

Steering Committee Meeting
November 29, 2022



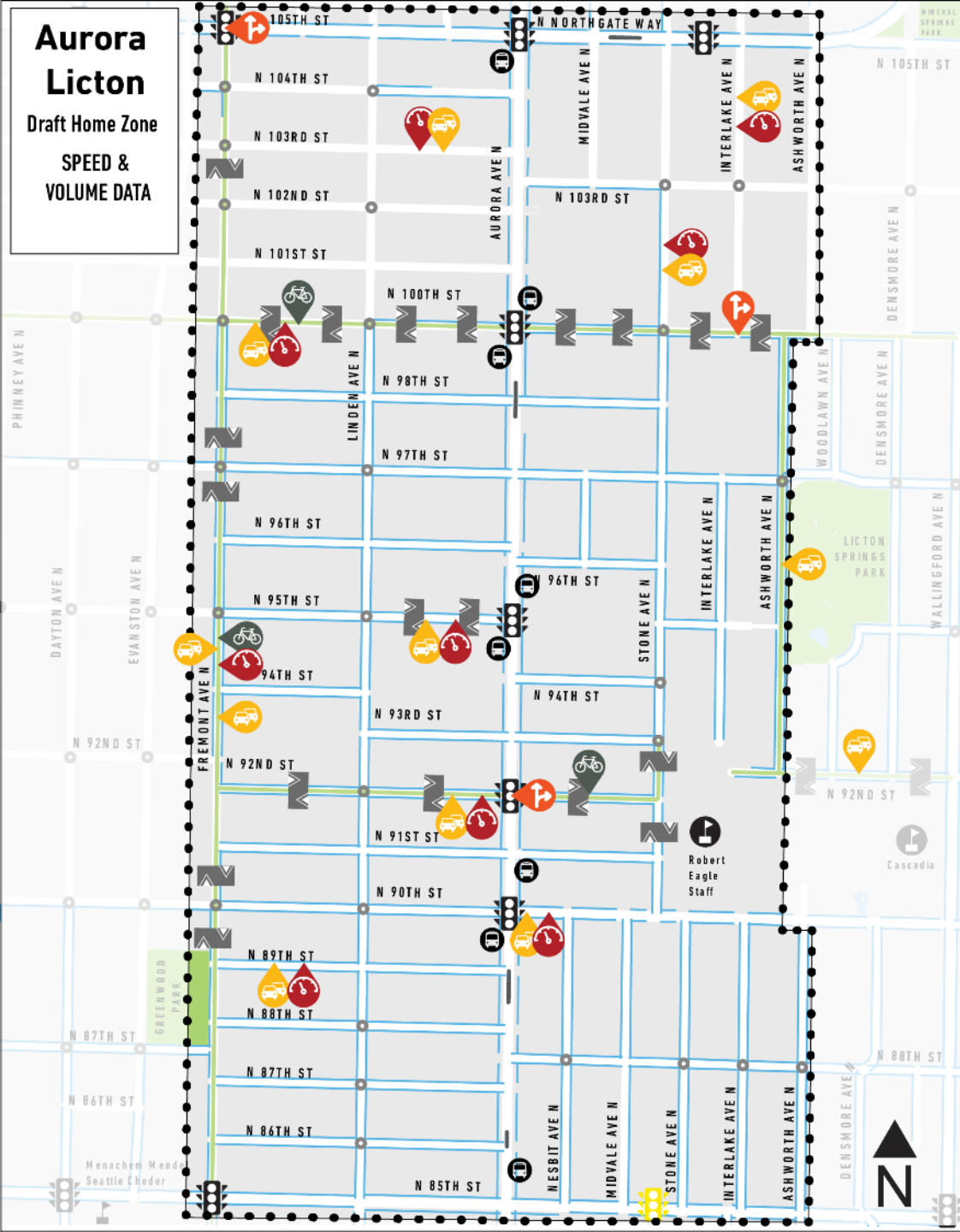
Seattle
Department of
Transportation

Meeting Agenda

1. Seattle Public Utilities Work
2. Speed and Volume Data
3. Potential Treatments



**Aurora
Licton**
Draft Home Zone
SPEED &
VOLUME DATA



Home Zone Boundaries

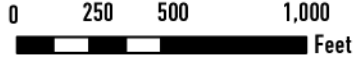
••• Home Zone Boundary

Traffic Data

- Speed Data
- Bicycle Counts
- Traffic Count
- Turning Movement Counts

Existing Conditions

- Sidewalks
- Median Island
- Neighborhood Greenway
- Traffic Circle
- Speed Cushion/Hump
- Pedestrian 1/2 Signal
- Traffic Signal
- Private School
- Public School
- Bus Stop



Speed & Volume Data Collection

Locations where new data was collected:

- Speed and volume data:
 - **103rd St** between Linden Ave and Aurora Ave
 - **Interlake Ave** between 103rd Ave and Northgate Way
 - **95th St** between Linden Ave and Aurora Ave
 - **Stone Ave** between 100th and 103rd St
 - **90th St** between Aurora Ave and Nesbit Ave
 - **89th St** between Fremont Ave and Linden Ave
- Turning Movement Counts:
 - **100th St at Interlake Ave**

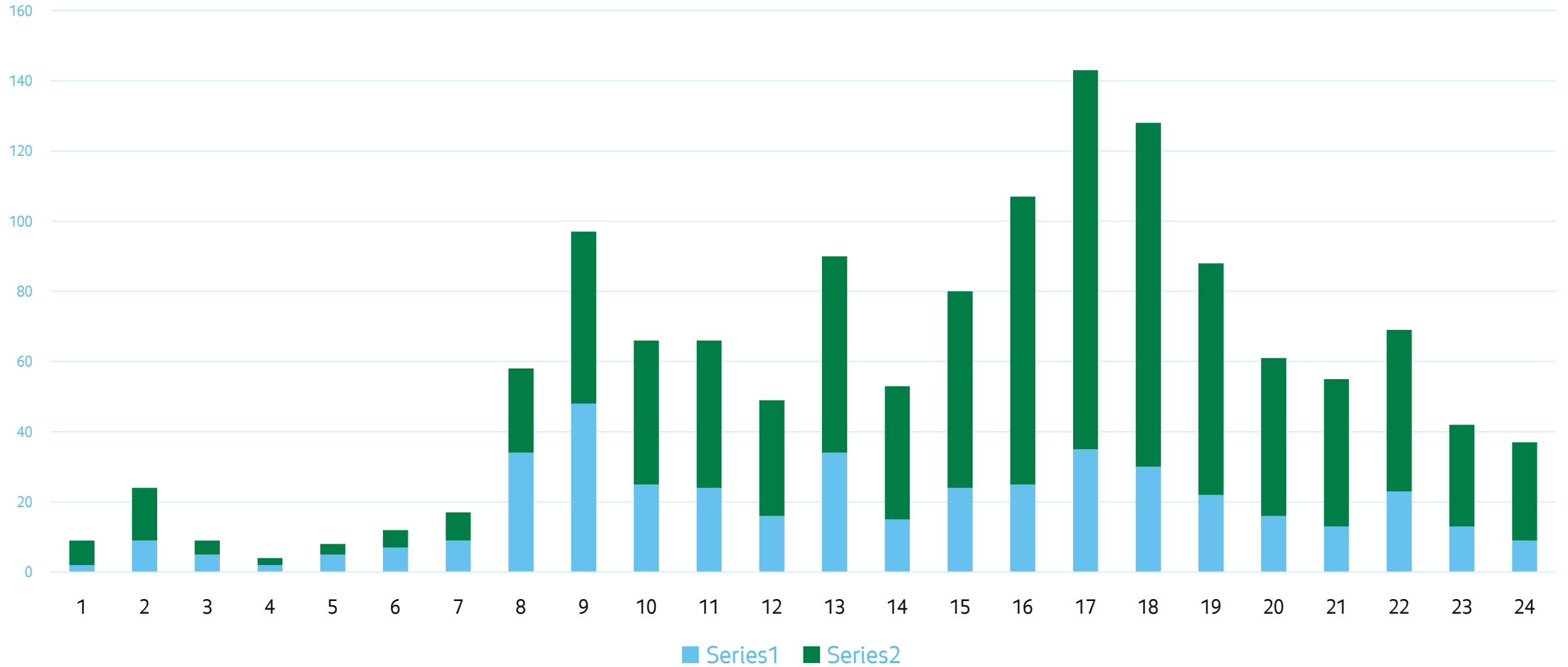
Initial Speed & Volume Data: All Locations

Street	Location	50th Percentile	85th Percentile	% over 25 mph	% over 35 mph	ADT	AWDT	AM Peak	PM Peak	Date
Fremont Ave	south of N 94th St	15.3	18.8	0.2%	0.0%	351	360	27	38	Apr-22
N 92nd St	west of Aurora Ave N	17.9	21.9	5.0%	0.0%	179	191	15	20	Apr-22
N 100th St	east of Fremont Ave	18.6	22.7	5.4%	0.1%	371	383	31	37	Apr-22
N 103rd St	btwn Linden Ave & Aurora Ave	21.5	26.3	20.5%	0.4%	1388	1456	77	132	Nov-22
Interlake Ave	btwn 103rd Ave and Northgate Way	20.6	25.06	19.7%	0.4%	889	938	61	70	Nov-22
N 95th St	btwn Linden Ave & Aurora Ave	17.9	21.7	3.4%	0.1%	1748	1800	105	164	Nov-22
Stone Ave	Btwn 100th and 103rd St	22.5	26.5	23.2%	0.7%	597	663	79	113	Nov-22
N 90th St	btwn Aurora Ave & Nesbit Ave	17.7	21.7	3.7%	0.1%	6202	6685	422	572	Nov-22
N 89th St	btwn Fremond Ave & Linden Ave	18.2	21.6	3.7%	0.0%	597	663	49	68	Nov-22

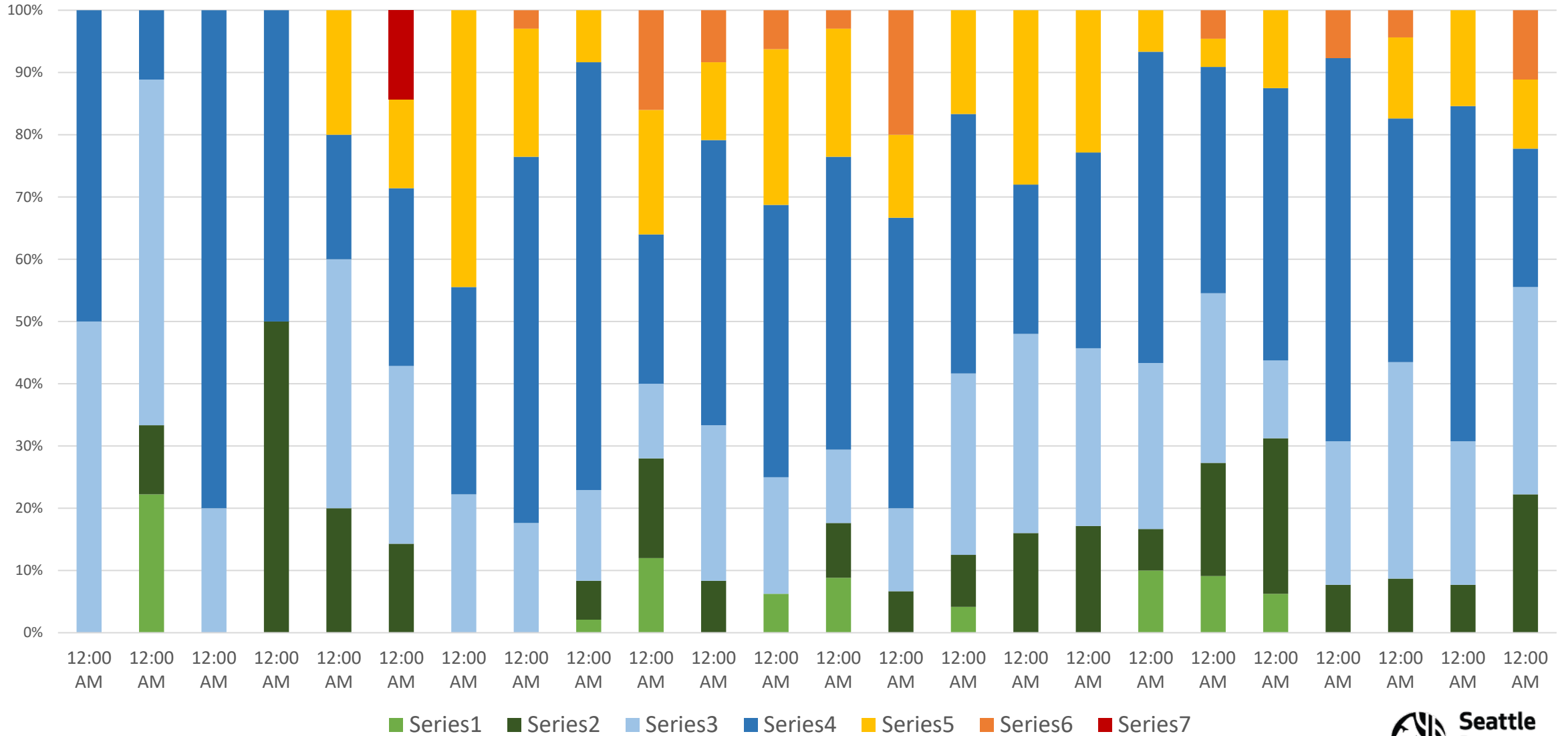
Sidewalks on at least one side

No Sidewalks

Volumes: 103rd St, between Linden Ave and Aurora Ave



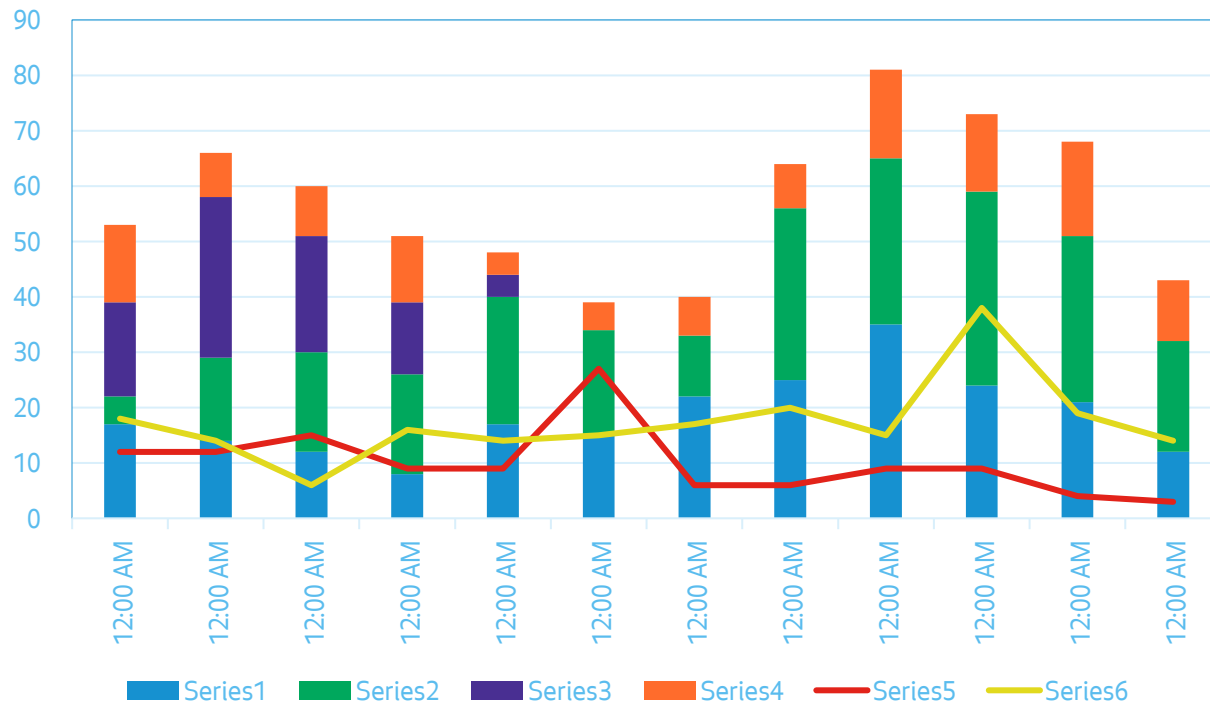
Speeds: 103rd St, between Linden Ave and Aurora Ave



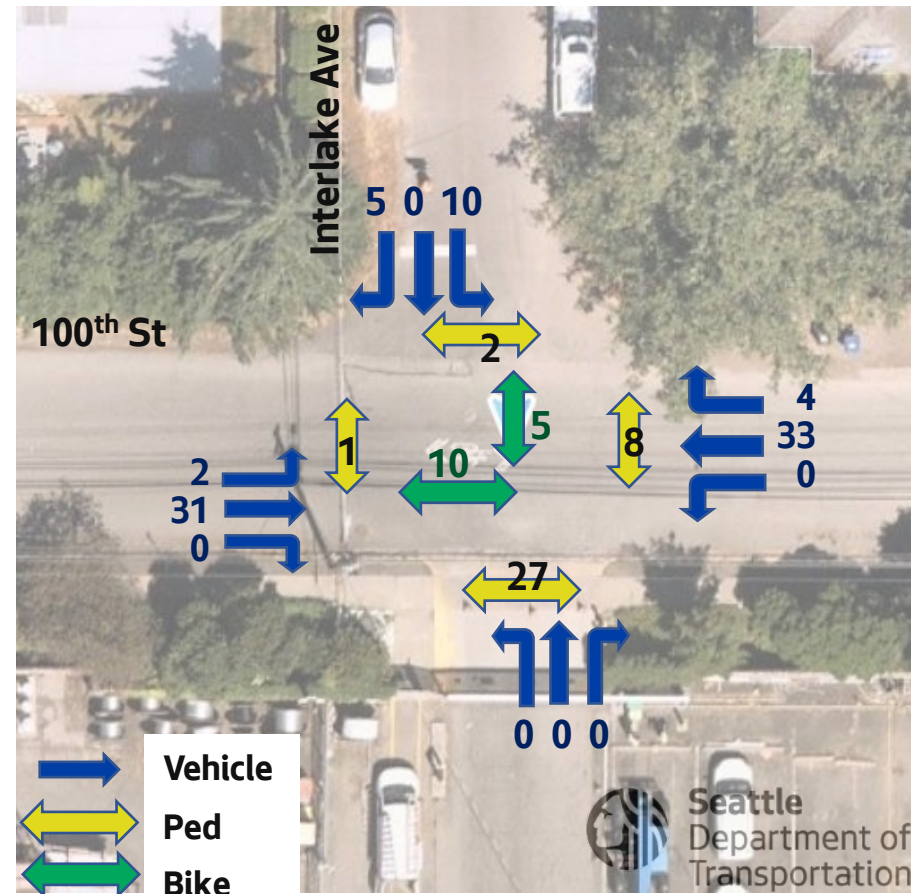
Turning Movement Counts: Interlake Ave & 100th St

(New Data-Nov 2022)

Hourly Breakdown:



Intersection Peak Hour: 3:30pm to 4:30pm

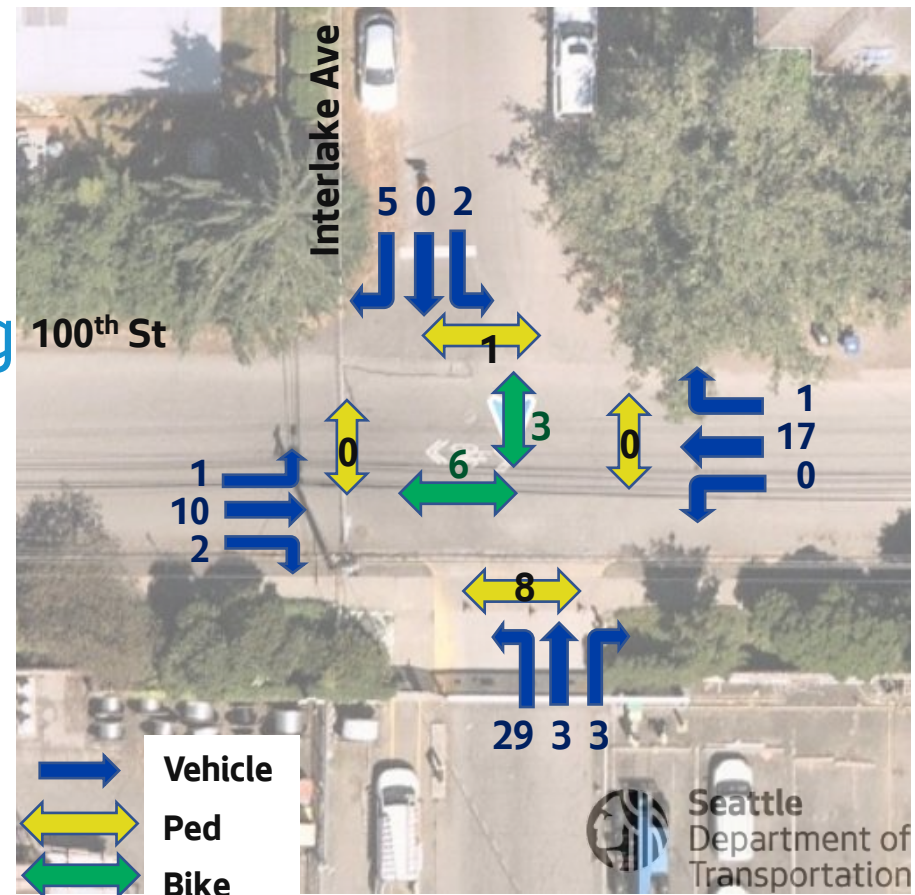


Turning Movement Counts: Interlake Ave & 100th St

(New Data-Nov 2022)

- Driveway Peak- Driveway active from 7am to 11am
- 71% of vehicle exiting driveway occur from 7:45-9:45am
- 80% of the exiting driveway volume making a left turn *(to Aurora?)*
- Driveway peak = AM Peak

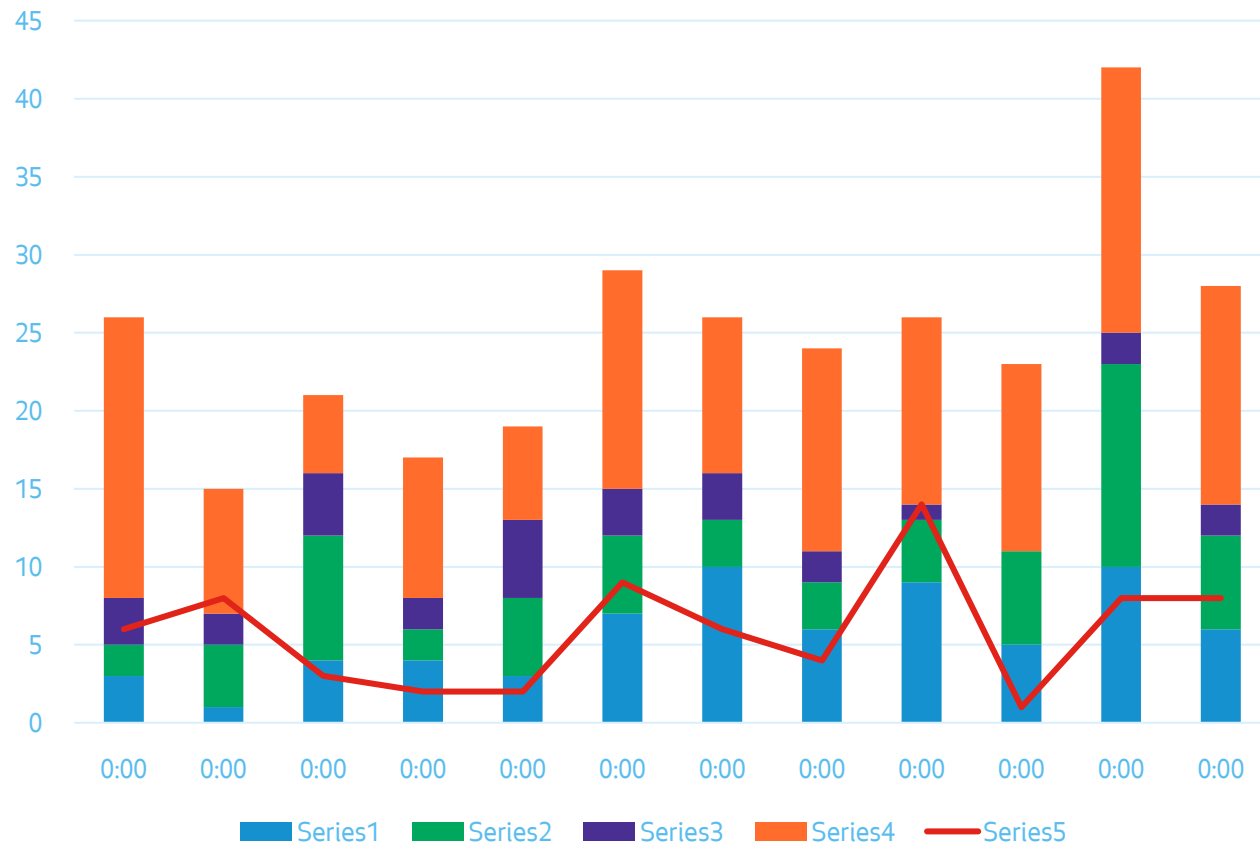
Intersection Peak Hour: 8:45am to 9:45am



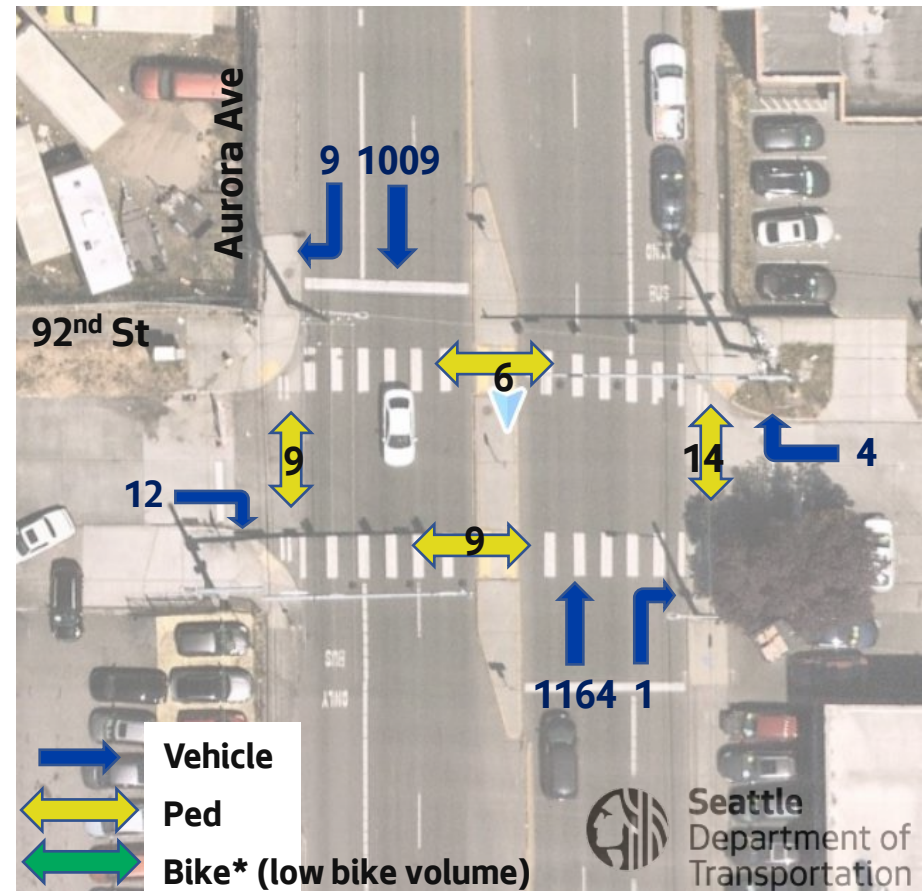
Turning Movement Counts: Aurora Ave N & N 92nd St

(Data from Apr 2022)

- Graph accounts for NB/SB turning right into 92nd St and 92nd St turning right out



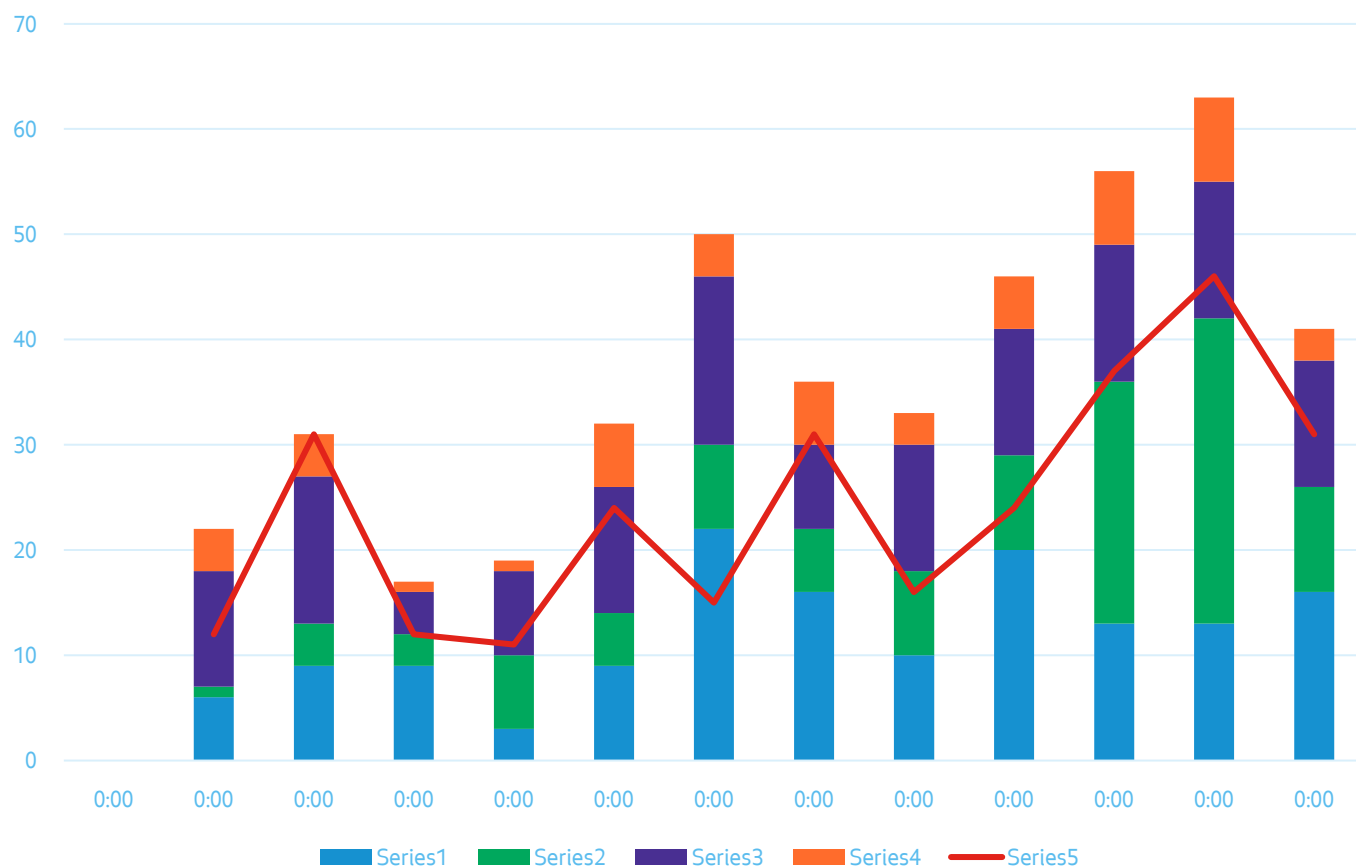
Intersection Peak Hour: 5:00pm to 6:00pm



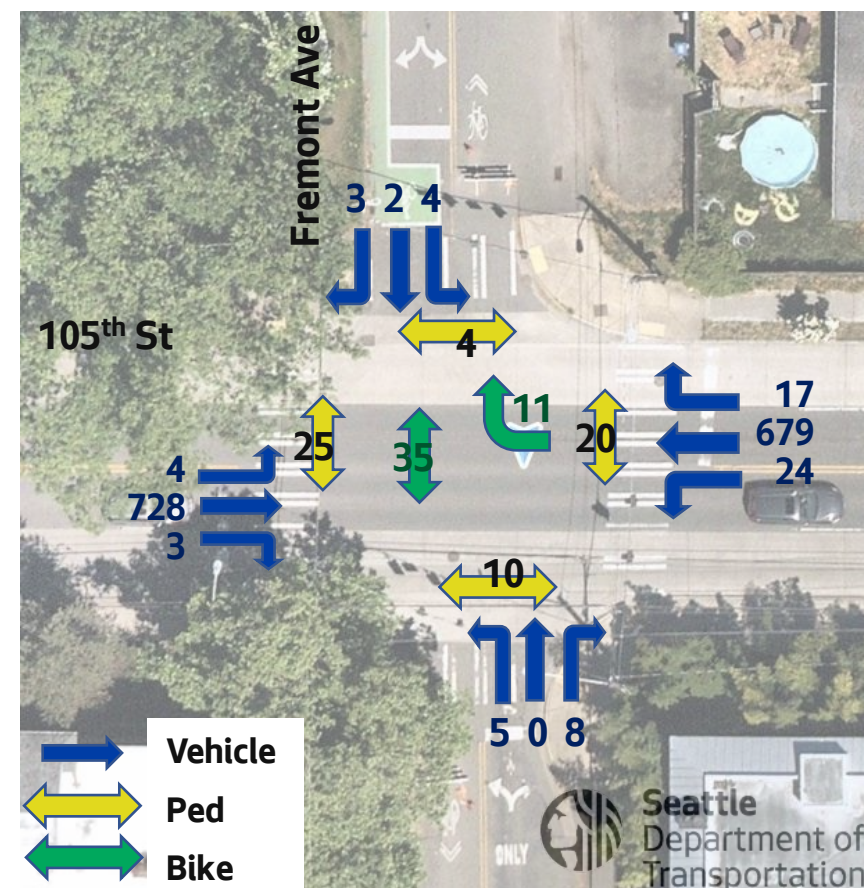
Turning Movement Counts: Fremont Ave N & 105th St

(Data from Apr 2022)

- Westbound and Eastbound only accounts for volumes turning right or left into Fremont Ave N



Intersection Peak Hour: 4:45pm to 5:45pm



Discussion of Treatments

- What sorts of treatments is the neighborhood interested in including as part of the Aurora-Licton Home Zone?
- What are key locations where we should consider these different treatments?



Home Zone Boundaries

- • • Home Zone Boundary

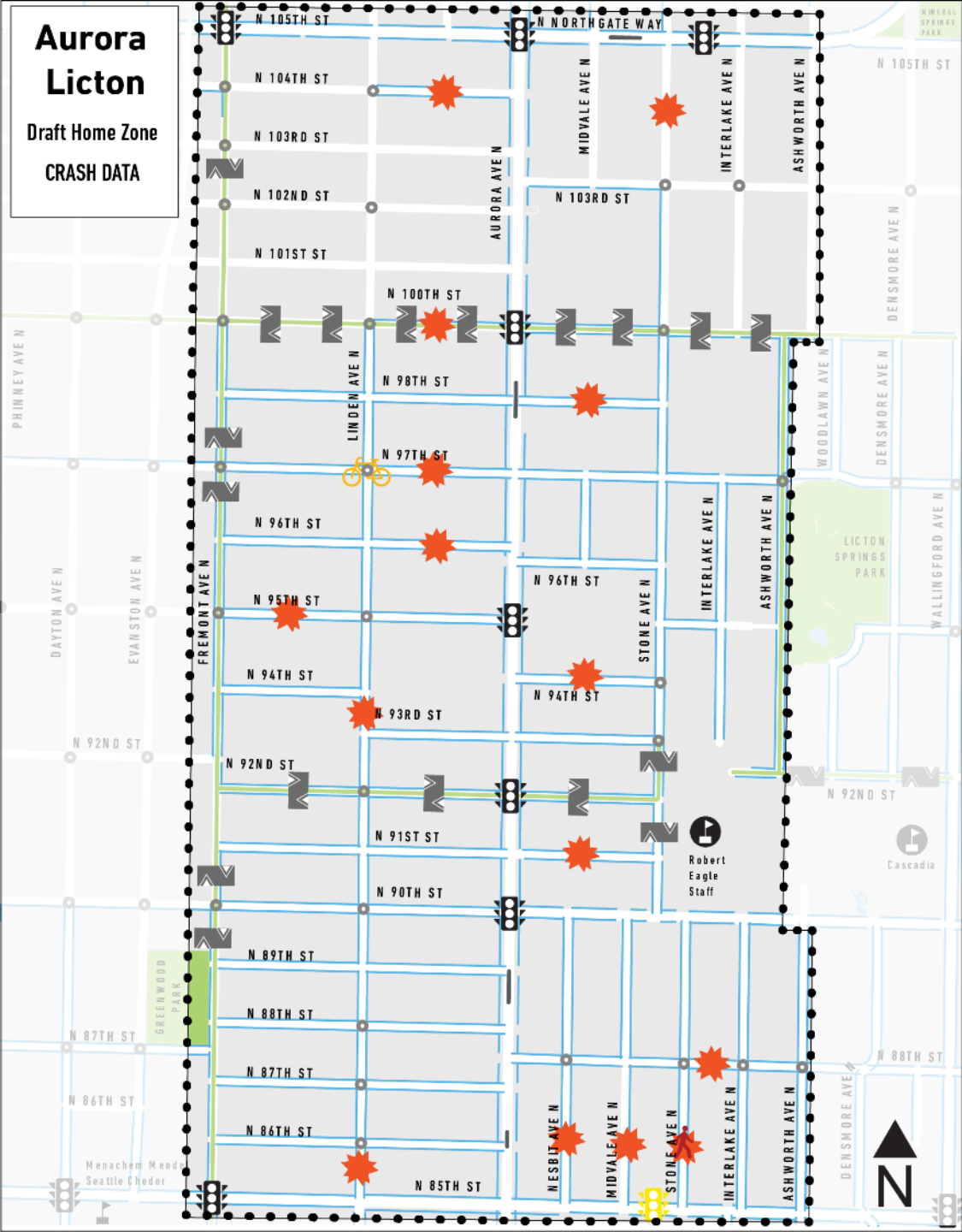
Crashes (past 3 years)*

- Two or more total crashes
- Bike crashes
- Pedestrian crashes

*Data Source: SPD recorded by Traffic Records; Evaluation period: 9/17/19-9/17/22; Does not include 'Property Damage Only Collisions'

Existing Conditions

- Sidewalks
- Median Island
- Neighborhood Greenway
- Traffic Circle
- Speed Cushion/Hump
- Pedestrian 1/2 Signal
- Traffic Signal
- Private School
- Public School



Next Steps

- Collect remaining speed volume data
 - Stone Ave and Interlake Ave
- Develop draft Home Zone proposal to get feedback from Steering Committee in January



Examples: Potential Home Zone Treatments



Alternative Walkway, Georgetown



Speed Humps, Highland Park

Examples: Potential Home Zone Treatments



Dedicated Pedestrian Space, NE 90th St



Partial Street Closure / Diverter

Examples: Potential Home Zone Treatments



Examples: Potential Home Zone Treatments



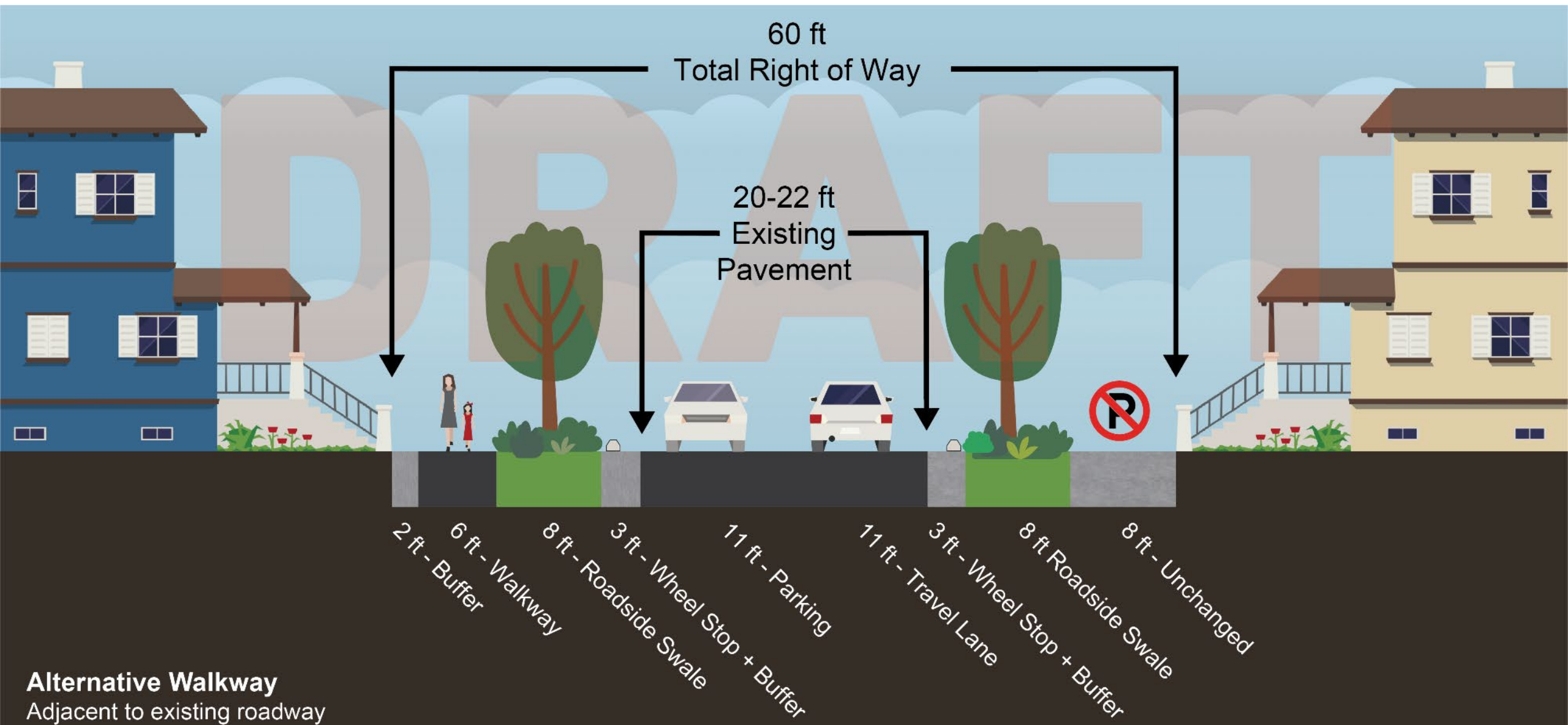
Alternative Walkways

There are approximately 11,000 blocks in the City of Seattle without sidewalks.

- Traditional concrete sidewalks and curbs cost about \$400,000 per 330 ft (one blockface)
- Alternative walkways, using asphalt and plantings cost about \$150,000 per 330 ft (one blockface)
- Dedicated pedestrian spaces, using wheel stops and markings cost about \$25,000 per 330 ft (one blockface)
- Dedicated pedestrian space can also provide traffic calming
- When there are existing sidewalks but no curbs, SDOT can install wheel stops and plantings



Proposed Design: Alternative Walkway



Alternative Walkway
Adjacent to existing roadway

Proposed Design: Dedicated Pedestrian Space

