

WELCOME!



MONTLAKE
BUSINESS DISTRICT

Development Plan Community Meeting

JULY 26, 2016

FUNCTION

Revitalization of District

- Support Existing Restaurants and Services
- Increase Outdoor Seating

Increase Pedestrian Safety, Accessibility & Street Crossing

Implement Street Diet Traffic Calming on 24th Ave E

Provide Safe Routes for School Children across 24th Ave E

Provide Wider Sidewalks (Where Feasible)

Replace Street Trees

Improve Street Lighting

Install Signal at E Lynn St

Change Parking Operation Times while Preserving Existing Parking

Provide Litter/Recycle Receptacles, Coordinate with Metro



AESTHETICS

Incorporate Place Making into District: Identity & Branding

Support Historic Character

Integrate Public Art: Wall Murals, Sculptures, Pavement Treatments, Identity Markers

Connect 'Isolated Section' between Montlake Bridge & Business District

Provide Bike and Pedestrian Wayfinding along bike routes and greenways

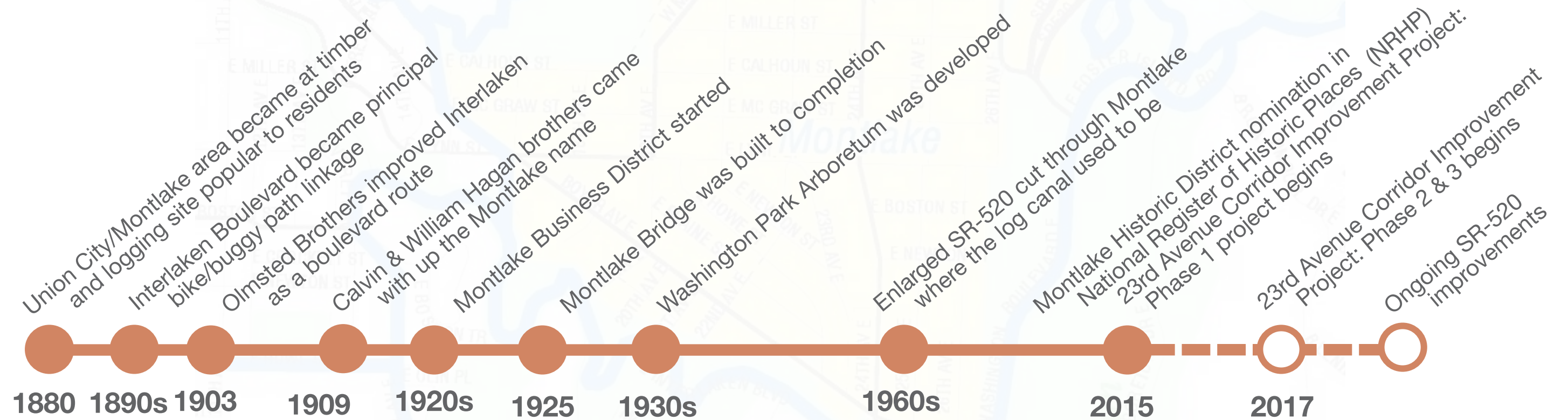
Celebrate Montlake as the Gateway to the Arboretum, University of Washington & Capitol Hill

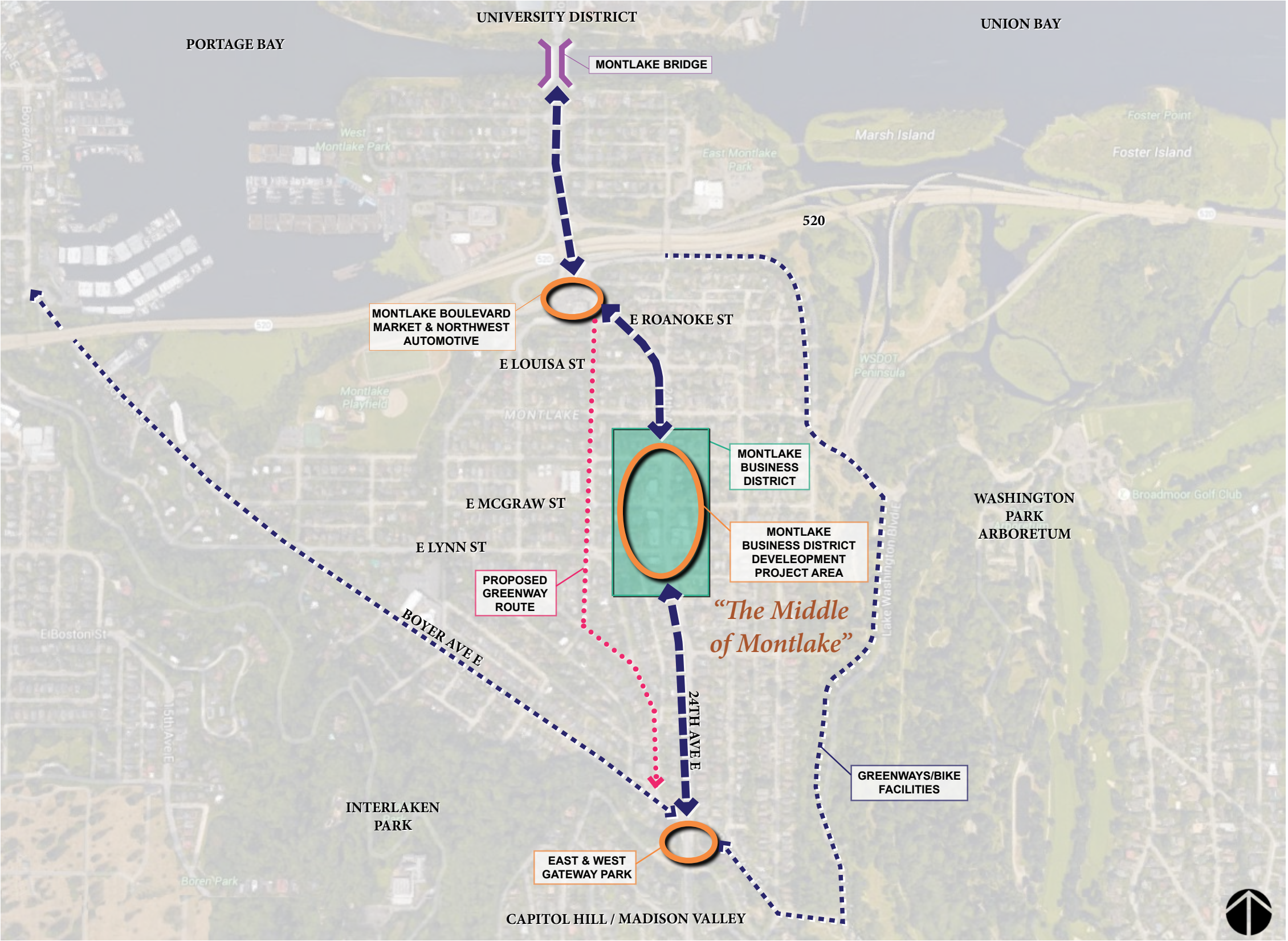
Create Spaces for Parklets

Improve Appearance of Bus Stops



“Montlake: One of Seattle’s Treasures”





CONTEXT PHOTOS



Montlake Cut



Neighborhood Street



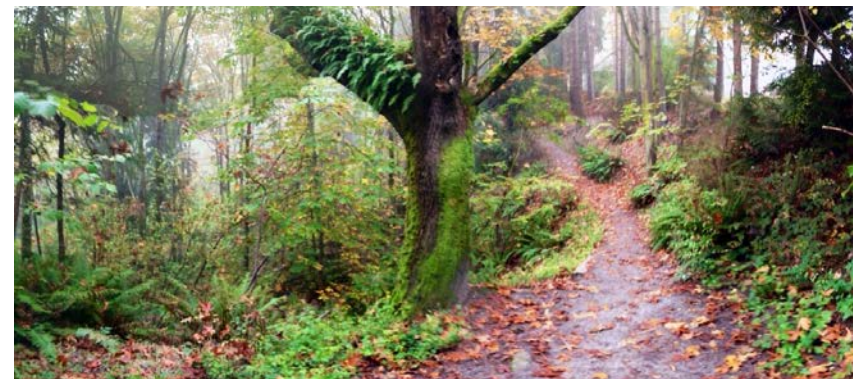
Future Neighborhood Greenway Route



Montlake Bridge



Montlake Boulevard Market



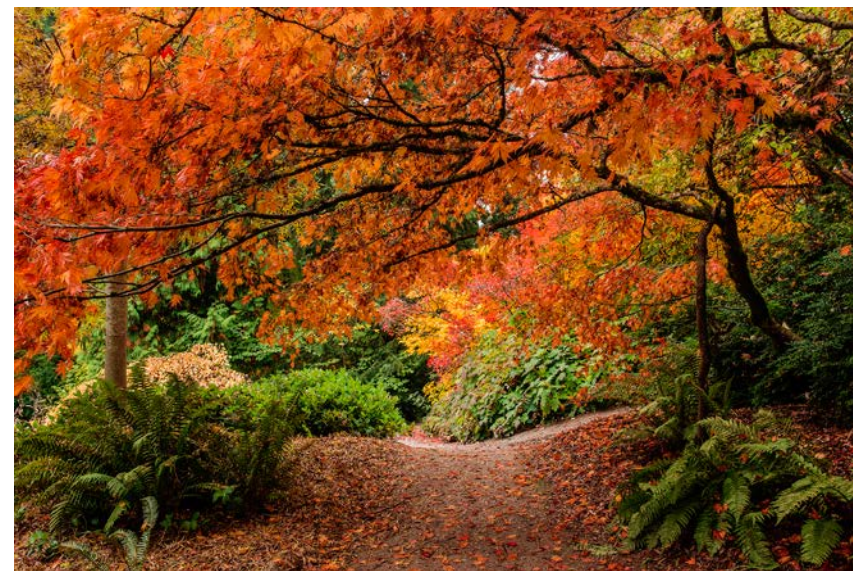
Interlaken Park



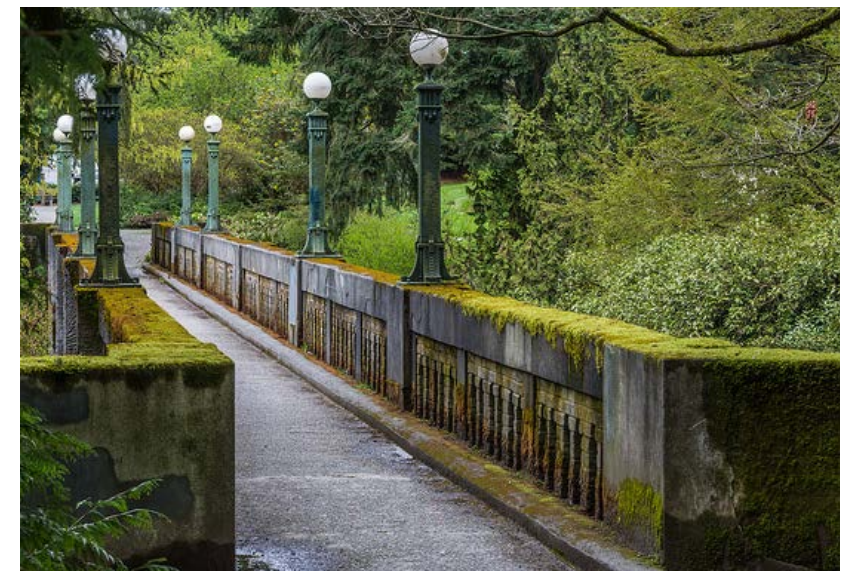
West and East Gateway Park



Neighborhood Street



Washington Park Arboretum



Washington Park Arboretum



CORRIDOR PHOTOS



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23RD CORRIDOR IMPROVEMENT PROJECT









Improving safety and mobility

Safe streets that keep people and goods moving are a top priority for SDOT. 23rd Avenue today is marked by potholes and narrow lanes and sidewalks. This creates a poor environment for the many vehicles, transit users, bike riders and pedestrians who use the corridor daily.

After analyzing travel data in the area and soliciting community input, SDOT has decided to change 23rd Avenue between approximately E John Street and S Norman Street to three lanes – one lane in each direction plus a center-turn lane. On streets with fewer than 25,000 vehicles per day, changing a street from four lanes to three can have many benefits, including:

- Reducing collisions
- Reducing speeding
- Allowing vehicles to turn without blocking traffic
- Managing drivers cutting in and out of travel lanes
- Creating space for wider sidewalks
- Making streets easier to cross
- Easing travel for large vehicles (e.g. buses)

Project improvements vary by phase and include:

- | | |
|---|--|
|  New pavement |  Traffic signal improvements |
|  Sidewalk improvements |  Public art |
|  Lighting improvements |  Adjacent neighborhood greenway |
|  Increased transit reliability |  Water main replacement |

PHASING SCHEDULE

Phase 1: S Jackson St to E John St: June 2015 – early 2017 (approximately 20 months)

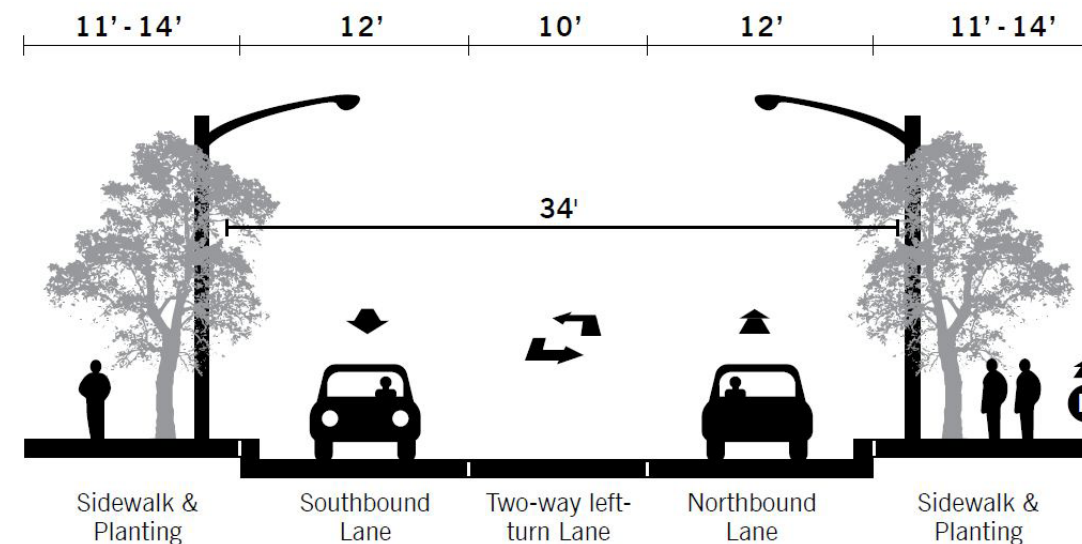
Zone A - S Jackson St to E Cherry St: June 2015 – spring 2016; major activities completed; crews will finish several final items after Zone B is reopened to two-way traffic

Zone B - E Cherry St to E Union St: Nov. 30, 2015 – summer 2016; current detour

Zone C - E Union St to E John St: June 1, 2016 – early 2017; current detour (2-month overlap of the detour in zones B and C before Zone B is reopened to two-way traffic)

Phase 2: S Jackson St to Rainier Ave S- construction starts in 2017 (pending additional funding)

Phase 3: E Roanoke St to E John St – To be determined



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CORRIDOR “LOOK & FEEL” EXAMPLES



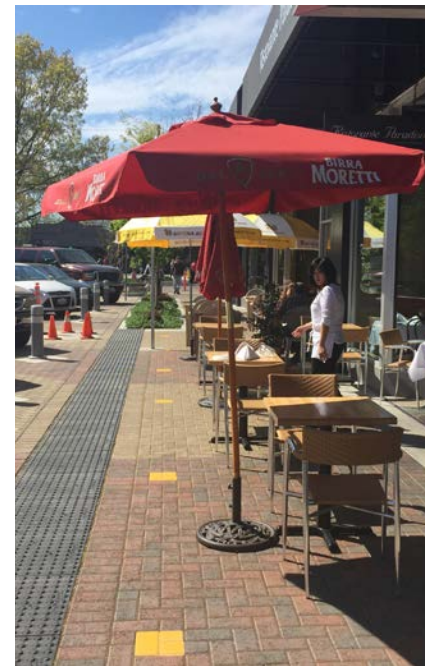
bench



custom metal plaque markers



wall murals



sidewalk cafes



wall murals



decorative sidewalk pavement



bike racks



trash receptacle



decorative utility lids



historic plaques



public art sculptures



4x6 tree grate



brick pavers



custom metal banners



historic clock



landscaped center median



decorative colored crosswalk pavement



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