

Seattle Department of Transportation  
 PO Box 34996  
 Seattle, WA 98124

## 23rd Avenue Corridor Improvements Project

### Central Area Neighborhood Greenway Project

#### Join us at our February open house!

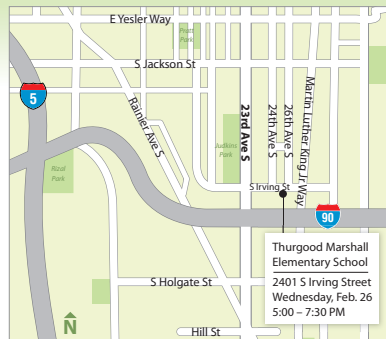
**Wednesday, February 26, 2014**

5:00 – 7:30 p.m.

Thurgood Marshall Elementary School  
 2401 S Irving Street  
 Seattle, WA 98144

**Construction starts fall 2014!**

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#### For more information

[www.seattle.gov/transportation/23rd\\_ave.htm](http://www.seattle.gov/transportation/23rd_ave.htm)

[www.seattle.gov/transportation/centralgreenway.htm](http://www.seattle.gov/transportation/centralgreenway.htm)

23rdAveCorridor@Seattle.gov

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 (206) 684-7963

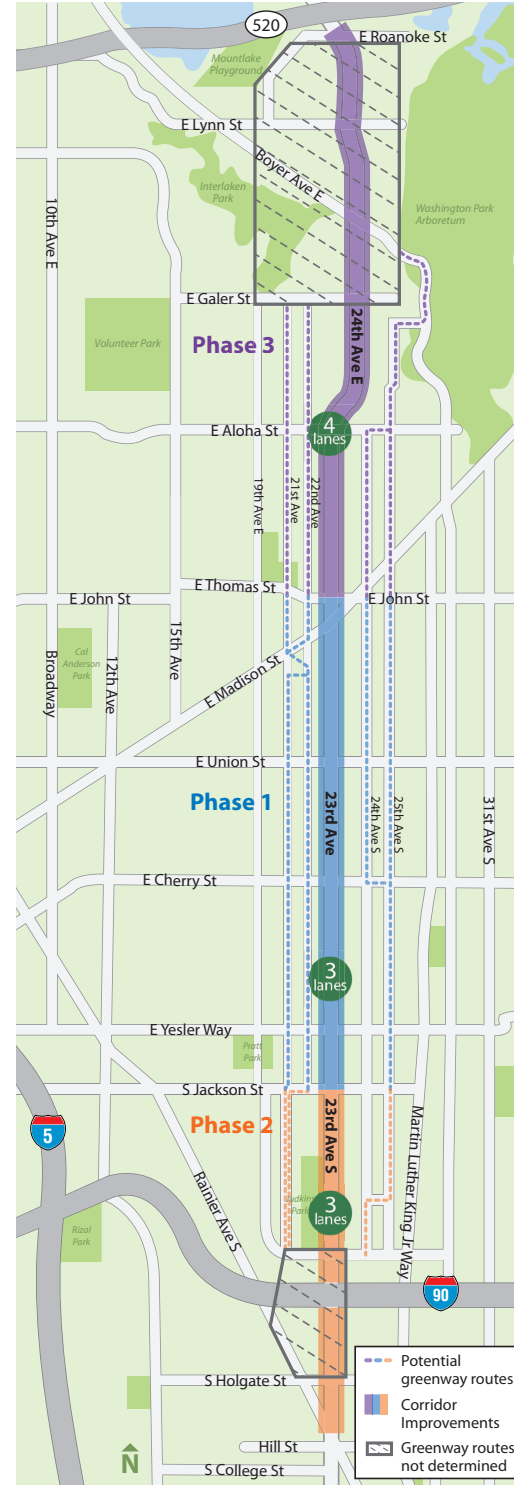
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## 23rd Avenue Corridor Improvements Project

Winter 2014



Beginning in fall 2014, the Seattle Department of Transportation (SDOT) plans to begin constructing corridor improvements on 23rd Avenue as well as implementing a neighborhood greenway in the area. Investing in these important projects in the Central Area means improving safety for drivers, pedestrians and bike riders – plus faster and more reliable transit through the corridor.



### Improving safety and mobility

Safe streets that keep people and goods moving are a top priority for SDOT. Today's condition of 23rd Avenue 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 redesign 23rd Avenue between E John Street and Rainier Avenue S to three lanes – one lane in each direction plus a center-turn lane. On streets with fewer than 25,000 vehicles per day, redesigning 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 for each phase:

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

# 23rd Avenue Corridor Improvements Project

## Our goal: Safer streets

Seattle's streets are getting safer. Crashes are steadily decreasing. The decline is good news, but even one crash is too many. With the goal of eliminating traffic fatalities and serious injuries by 2030, we are being proactive and redesigning our streets to make them safer and more complete for all users.

## Our approach: Complete streets

Designing Complete Streets that create and maintain safety and mobility for everyone is a design goal for all SDOT projects. We use a Complete Streets checklist to collect and analyze data to inform decisions about changes to street designs. Learn more at [www.seattle.gov/transportation/completestreets.htm](http://www.seattle.gov/transportation/completestreets.htm).

## Our decision: Redesigning parts of 23rd Avenue

After reviewing the data for the 23rd Avenue corridor and soliciting community input, we will redesign 23rd Avenue between E John Street and Rainier Avenue S to three lanes – one lane in each direction plus a center-turn lane. 23rd Avenue between E Roanoke Street and E John Street will remain in the four-lane configuration.

## What key factors did SDOT consider when redesigning 23rd Avenue?

**Street location:** 23rd Avenue is a principal arterial between SR 520 and Interstate 90, connecting people to businesses, educational institutions and residences in the Central Area and beyond.

**Traffic volume:** Approximately 13,400 – 20,000 vehicles use 23rd each day. For roadways with fewer than 25,000 vehicles a day, reconfiguring the roadway can provide several benefits.

**Traffic speed and travel times:** Today the average speed of traffic is 38 miles per hour (MPH). The posted speed limit in most of the corridor is 30 MPH. Travel times vary by time of day and direction of travel. Traffic experts looked at how making the street two lanes with a center-turn lane would change travel times.

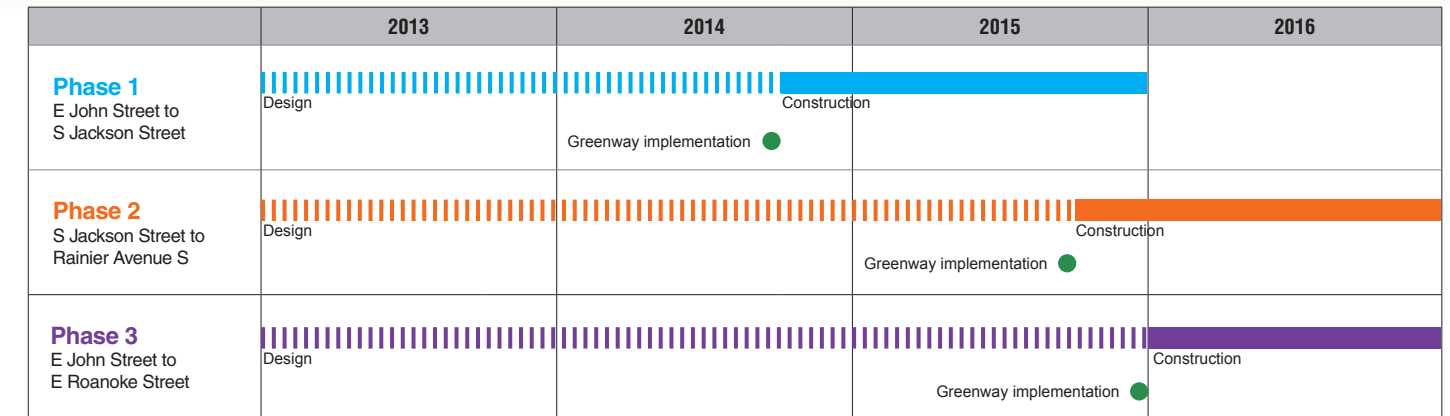
Corridor user	Travel time change expected <i>(between E John Street and Rainier Avenue S)</i>
General purpose vehicle	1-2 minute increase
Transit	3 minute decrease
Pedestrian	Decrease (time varies)
Bike rider	Decrease (time varies)

**Collision data:** More than 900 collisions on 23rd Avenue have been reported in the past 5 years.

**Mobility demands for all modes:** In addition to serving more than 13,400 vehicles daily, 23rd Avenue also serves approximately 5,800 transit users (the eighth highest in King County), and many bike riders and pedestrians. See the info on the next page regarding our work to implement a neighborhood greenway.

**Street condition and maintenance:** Today's 23rd Avenue is in poor condition with hundreds of patches covering potholes, bordered in many places by constricted and uneven sidewalks.

## Project schedule



## How does SDOT know redesigning 23rd Avenue will work?

Recently SDOT has redesigned similar streets such as Columbia Way, Myrtle Street, Nickerson Street and NE 125th Street. Data we have collected for each redesigned street shows that changing the design has made them safer and kept people and goods moving. SDOT will closely monitor key safety and mobility measures after the changes to 23rd Avenue are constructed.

## Project cost

The project is being funded by a number of sources – local, state and federal. To date, the City of Seattle has allocated \$45 million for improvements to the corridor.

## Central Area Neighborhood Greenway

The modified 23rd Avenue is designed to improve mobility through the corridor, but it will not include a protected bike lane (or “cycle track”). People on foot and riding bikes may prefer a calmer route. For those reasons, and to help achieve Seattle's goal of zero traffic fatalities and serious injuries by 2030, SDOT will install the Central Area Neighborhood Greenway near this busy arterial.

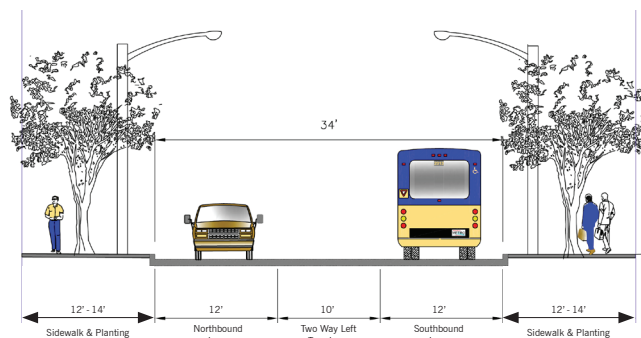
Neighborhood greenways are safer, calm residential streets. Starting with a good foundation (a street with already low car volumes and speeds), small improvements are made that add up to a big difference. Improvements can include adding speed humps, signage, and pavement markings, reducing the speed limit, and making crossings easier by adding curb extensions, rapid flashing beacons, crosswalks, medians, or traffic signals at busy intersections.

SDOT is evaluating potential routes on the east and west sides of 23rd Avenue for the greenway (see map on front) and will make its recommendation at the open house on February 26. Criteria used to determine the final route include vehicle speeds and volumes, grades, access to 23rd Avenue, proximity to 23rd Avenue, access to shopping and community facilities, and community feedback.



Current biking conditions on 23rd Avenue

### 3 lanes Three-lane cross section - planned for Phases 1 and 2



### 4 lanes Four-lane cross section - remains unchanged for Phase 3

