

## **Rechannelization**

### **Has SDOT decided on the preferred 3-lane configuration?**

Yes. This decision was informed by traffic analyses, community feedback and the goal to balance multiple transportation modes in the corridor. The 23rd Avenue Corridor Improvements Project originally began as a repaving project from E John Street to S Jackson Street. Through acquiring several grants, SDOT evaluated the corridor and determined that a three-lane configuration would address various interests, including safety for pedestrians, cyclists, and vehicles; transit speed and reliability; and corridor aesthetics.

The corridor, which serves fewer than 25,000 vehicles per day, meets the criteria for the new configuration. The [Complete Streets](#) Assessment supports a three-lane corridor with parallel greenway, and was informed by the City of Seattle's Pedestrian Master Plan, Bicycle Master Plan, and Transit Master Plan.

### **Which intersections will stay 4-lane?**

The intersections at E Yesler Way and S Jackson Street will remain a four-lane configuration. The roadway north of E Madison Street, including the intersection, will also remain as four lanes; however the southbound right lane at the intersection will be right turn only.

### **How was public involvement used in the decision to change the roadway to three lanes?**

While evaluating the corridor and considering a reconfiguration, SDOT reached out to the community for input, including hosting a public meeting (March 2013). A second open house (June 2013) presented the preferred alternative for the corridor: a 3-lane cross-section with a parallel greenway facility to facilitate north-south circulation for cyclists. SDOT has also participated in other community events to provide information and gather feedback related to the project design.

## **Traffic impacts**

### **Won't rechannelling the roadway limit capacity and increase travel time?**

Travel time is estimated to increase one to two minutes over the length of Phases 1 and 2 (E John Street to Rainier Avenue S). However, the reconfiguration will widen most lanes and result in safety improvements for vehicles, pedestrians, and cyclists. Speed and reliability for transit users is expected to increase 10-20% using Transit Signal Priority (TSP).

### **Will the new configuration improve left turns from side streets onto 23rd Ave?**

A three-lane configuration between Rainier Avenue S and E John Street is expected to improve left turns onto 23rd Avenue S since traffic will only need to cross one lane, instead of two.

### **Won't there be bus backups when you reduce the number of lanes?**

At most of the bus stops, the lane will flare to be 20-feet-wide to allow cars to safely bypass a bus. We are actively coordinating with Metro regarding design and operations. Preliminary analysis suggests that in Phases 1 and 2 (between E John Street and Rainier Avenue S), travel time for automobiles is expected to increase by approximately one to two minutes.

### **Will the buses have pullouts, or will they have to stop in-lane?**

SDOT is actively coordinating with Metro regarding design and operations on 23rd Avenue. As part of the design process, we have been evaluating options to safely accommodate buses and vehicles, keeping travel time and reliability in mind. Creating a separate bus pullout often makes it difficult for buses to merge back into traffic. However, the lane width will flare at some bus stops to allow vehicles to safely bypass a bus.

## **Design improvements**

### **Will you be adding a left turn signal (east/west) on Yesler and 23rd?**

The design for specific intersections is still being finalized. However, it is likely that left turns at the intersection of 23rd Avenue S and E Yesler Way will be prohibited due to limited visibility as a result of the topography. Transit will still be allowed to make left turns.

### **Will traffic calming measures near schools and on local streets be part of the project?**

Traffic calming measures will be evaluated as part of our work to design a greenway parallel to the 23rd Avenue corridor, but there are no specific planned traffic calming measures on 23rd Avenue.

### **What public art is planned as a part of the project?**

Yes. One percent of the project's total budget will be dedicated to funding public art. A formal process to select an artist will take place during the design phase. For more information regarding public art on the 23rd Avenue project, you can contact Laura Becker at [laura.becker@seattle.gov](mailto:laura.becker@seattle.gov).

## **Bike, pedestrian, and transit improvements**

### **Why isn't SDOT including bike lanes on 23rd Ave?**

Due to safety concerns, limited right of way for all desired travel modes, and community feedback, SDOT is considering route options for bike facilities on adjacent streets instead of the busy 23rd Avenue arterial. The majority of comments suggested that 23rd Avenue is a busy, narrow arterial that should be avoided by cyclists.

### **Where will the bike route be?**

SDOT has evaluated 21st, 22nd, 24th, and 25th Avenues S for bike facilities. From that evaluation, 21st and 22nd Avenues S seemed to be the most promising streets for the greenway. A route has not yet been finalized.

### **Will there be APS crosswalks, especially near Plum St (Lighthouse for the Blind)?**

Yes, Accessible Pedestrian Signals (APS) are planned for each rebuilt intersection of the project.

### **How will pedestrian safety be improved?**

As a result of the 23rd Avenue project, all sidewalks within the corridor will be ADA-compliant. Reconfiguring the roadway will allow adequate sidewalk widths throughout the corridor. A landscaped buffer from the roadway will be integrated into the design, where possible. New lighting will also improve pedestrian safety in the corridor.

### **What trolley/bus infrastructure are you adding? Will bus shelters be added?**

To support electrification of King County Metro route 48, SDOT is designing trolley system infrastructure including new trolley wires, poles, and up to three small substations to power the electrical trolley service. At this time, however, only the poles are funded for installation. We are coordinating with Metro regarding opportunities for new bus shelters.

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## **For more information, contact:**

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