

## 23rd Avenue Corridor Improvements Project Construction phasing and schedule FAQs

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### What is the latest project schedule?

We expect to complete construction by early 2017, consistent with our original plans. However, the timing and phasing of the northbound detour has changed from original plans and now includes some overlap between Zone A and Zone B.

- **Zone A** (S Jackson St to E Cherry St) – The full northbound closure and detour to Martin Luther King Jr Way started on June 8, 2015. Zone A is now anticipated to be completed and reopened to traffic by spring 2016.
- **Zone B** (E Cherry St to E Union St) – Crews will begin the full northbound closure and detour in Zone B on November 30, 2015. The detour will likely stay in place through summer 2016.
- **Zone C** (E Union St to E Madison St) – Early utility work in Zone C will continue until January 2016. At this time, we don't anticipate implementing the full northbound detour in Zone C until spring or summer 2016.
- The schedule is weather dependent and subject to change.

### Why has the timing and phasing changed?

During construction, SDOT encountered constructability issues and utility conflicts with the proposed locations for trolley poles in Zone A of the project area. The placement of each trolley pole dictates its design and height, as the poles support streetlights and wires for King County Metro trolley buses.

SDOT redesigned the trolley pole locations to resolve these issues. However, due to the delay in pole fabrication, the timeline for completing work in Zone A has been extended by approximately three months (until spring 2016). To keep the overall project on schedule, the contractor plans to begin major construction in Zone B on November 30. This will mean an overlap of up to five months for the full northbound detour in Zones A and B as well as up to three additional months of construction in Zone B.

### Why was the project split into three zones if you're working in all three zones at once?

At the launch of the project, we divided the project area into three work zones to limit the impacts of the full northbound detour on any one particular residence or business. While the phasing of work is different from original plans, SDOT and the contractor remain committed to completing overall project construction on schedule while limiting the duration of the northbound detour in each zone.

### What tools are available to support businesses during construction?

Working together with the Office of Economic Development, we are using the following tools and strategies to minimize direct construction impacts and encourage business patronage:

- Working with the contractor to provide continual access for customers
- Minimizing disruptions to driveway access
- Placing "Businesses Are Open" signs to encourage patronage
- Developing print and online advertising materials to encourage business patronage
- Customizing maps and materials to support business marketing efforts
- Providing advance notice to businesses through direct door-to-door outreach, phone calls and/or emails
- Keeping the project area as tidy as possible

### **What tools is SDOT using to limit and address cut-through traffic on neighborhood streets?**

Since the start of construction in June 2015, we have taken several steps to optimize traffic flow on the detour route and implement other tools to discourage drivers from cutting through or speeding on neighborhood streets.

- Uniformed police officers and flaggers on site at the start of major traffic changes
- Signage to clearly mark the detour routes
- Signal timing modifications
- Increased patrols and speeding enforcement
- “Local Access Only” signs
- Vision Zero yard signs
- Speed trailers where warranted, based on analysis
- Traffic speed and volume analysis

We will continue to monitor and respond to traffic changes in the project area with the tools we have available. For more information about these tools, read the neighborhood traffic FAQ on our website:

[http://www.seattle.gov/transportation/docs/2015\\_0804\\_NeighborhoodTrafficFAQs.pdf](http://www.seattle.gov/transportation/docs/2015_0804_NeighborhoodTrafficFAQs.pdf).

Neighbors seeking additional traffic calming measures may choose to participate in SDOT’s Neighborhood Traffic Calming program. Due to high demand and limited resources city-wide, Traffic Calming can only respond to concerns where 15 percent of the traffic is traveling at speeds over 30 mph. Additional information about the program is available at: [http://www.seattle.gov/transportation/ntcp\\_calming.htm](http://www.seattle.gov/transportation/ntcp_calming.htm).

### **When will SDOT adjust traffic signals along the extended detour route?**

At the start of major traffic changes, it is an iterative effort to adjust signals, install additional signage, and/or implement traffic calming measures as warranted. We expect congestion to arise as drivers adjust to the new extended detour.

It typically takes drivers a few weeks to adjust to the detour route before established patterns can be identified. We will make signal timing modifications within the first two weeks of the change in the detour to help manage traffic flow. After, we will continue to monitor traffic flow to identify any additional signal timing adjustments. After signal adjustments have been made for the new route, congestion will still likely occur during peak travel hours.