Project improvements for each phase:

- New pavement
- Sidewalk improvements
- Lighting improvements
- Increased transit reliability
- Traffic signal improvements
- Public art
- Adjacent neighborhood greenway
How is the road configured?

**Today**

- **Phase 3**: 4 lanes
- **Phase 1**: 4 lanes
- **Phase 2**: 4 lanes

**After project**

- **Phase 3**: 4 lanes (Proposed*)
- **Phase 1**: 3 lanes
- **Phase 2**: 3 lanes

* Additional design and traffic analysis is ongoing.
Future for Phases 1 & 2: from 4 to 3 lanes

PHASES 1 & 2: between E John Street and Rainier Avenue S
Future for Phase 3: unchanged from today

PHASE 3: between E Roanoke Street and E John Street
SDOT’s experience with other road reconfigurations

- SDOT has completed 36 other rechannelization projects
- Recent examples include NE 125th Street and Nickerson Street
- Users require some time initially to adjust to changes
- Results show redesign reduces collisions and speeding and keeps people and goods moving
How did SDOT decide to redesign sections of 23rd Avenue?

- Collected and analyzed data to support a Complete Streets assessment
  - Road condition
  - Applicable plans and policies to gauge future projected use (e.g. Neighborhood plan, Seattle transit, bicycle and pedestrian master plans)
  - Connections to major highways (e.g. SR 520 and I-90)
  - Community input
- Considered traffic trends and volumes
  - Traffic volumes in Seattle and on 23rd Avenue are declining
  - Transit ridership in Seattle and in the 23rd Avenue corridor are rising
- Funding availability

What’s a Complete Streets assessment?

In 2007, the Seattle City Council passed an ordinance focused on Complete Streets. SDOT’s charge is to design safer streets for everyone that keep people and goods moving.
How will the new road design for Phases 1 and 2 affect travel on 23rd Avenue?

- For streets with 25,000 vehicles or fewer, redesigning a street from four lanes to three can:
  - Reduce collisions
    - More than 900 collisions were reported on 23rd Avenue in the last five years
  - Reduce speeding
  - Allow vehicles to turn left without blocking traffic
  - Manage drivers cutting in and out of lanes
  - Create space for wider sidewalks
  - Make streets easier to cross
  - Make it easier for wider vehicles (e.g., buses) to travel

Travel time changes between E John Street and Rainier Avenue South:

- **Transit**: Improves by 3 minutes
- **General-purpose vehicles**: Stays about the same (Plus or minus <1 minute depending on direction)
- **Pedestrians**: Improves and gets safer
What factors will SDOT consider as they finalize project designs?

• Location of existing trees
• Accessibility requirements
• Utility locations and future needs
• Stormwater and drainage needs
• Construction impacts to the traveling public, transit and pedestrians
• Complying with all applicable codes and regulations
23rd Avenue:
Planned Bus Stop Locations

Route 48

🔴 Farside bus stop
➡️ Nearside bus stop

1. E Roanoke St
2. E Calhoun St
3. E Newton St
4. Boyer Ave E
5. E Galer
6. E Prospect St
7. E Aloha St
8. E Republican St
9. E John St
10. E Madison
11. E Pine St
12. E Union St
13. E Cherry St
14. E Jefferson St
15. E Yesler Way
16. S Jackson St
17. S Dearborn St
18. S Judkins St
19. S Massachusetts St
20. S Plum St
21. S Massachusetts St
22. S Judkins St
23. S Dearborn St
24. S Jackson St
25. E Yesler Way
26. E Jefferson St
27. E Cherry St
28. E Union St
29. E Olive Way
30. E John St
31. E Republican St
32. E Aloha St
33. E Prospect St
34. E Galer
35. Boyer Ave E
36. E Newton St
37. E McGraw St
38. E Roanoke St

King County
METRO

320 520
Mount Baker
Southwest
Washington Park Arboretum
Volunteer Park
Cal Anderson
Park
Rizal Park
Judkins Park
Pratt Park
Interlaken Park
Boyer Ave E
E Lynn St
Ocean
34th Ave E
E Bay Drive
31st Ave S
24th Ave E
30th Ave
10th Ave E
23rd Ave
Hill St

5
90
5
315
1080