

# PROJECT OVERVIEW

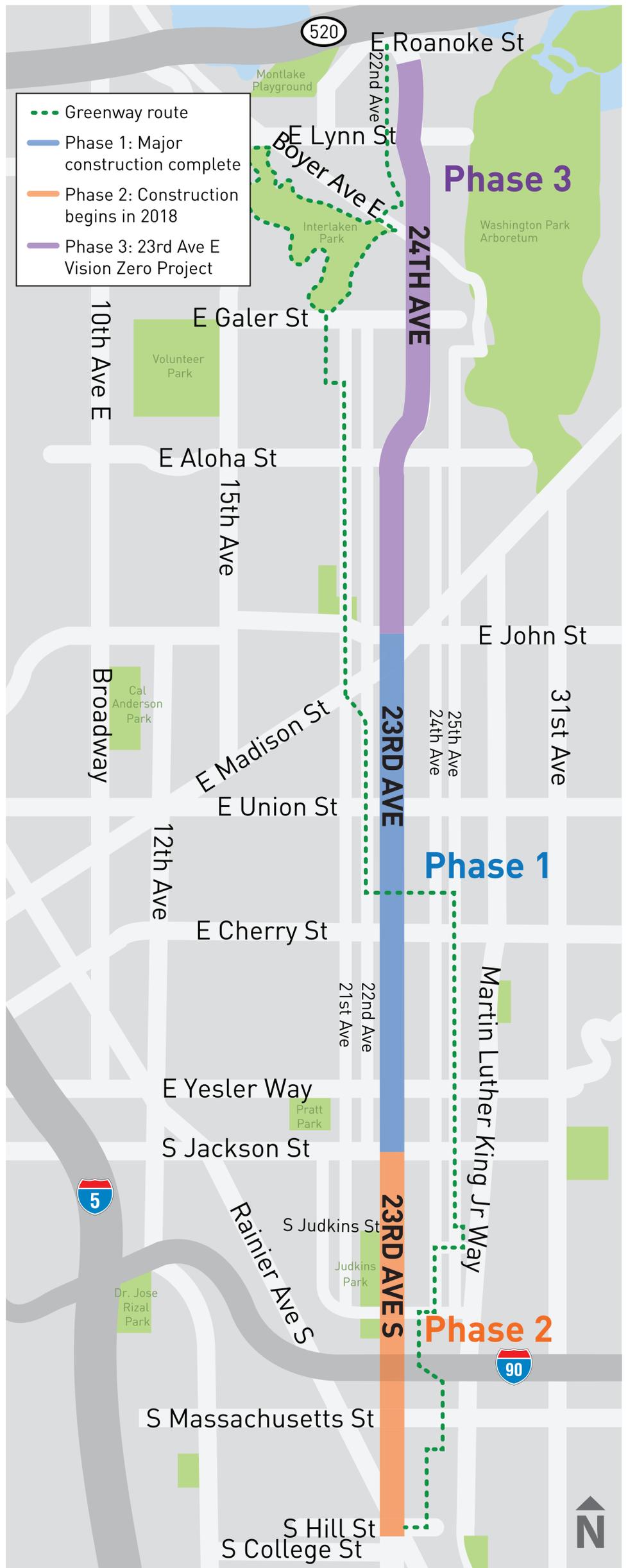
Earlier this year the Seattle Department of Transportation (SDOT) completed construction of the first phase of a project on the 23rd Ave corridor to improve safety and mobility for people who drive, walk, bike, and take transit in the area. Construction of Phase 2 of the project is expected to begin as soon as the first quarter of 2018.

**Phase 1: E John St to S Jackson St**  
Construction complete!

**Phase 2: S Jackson St to Rainier Ave S**  
Design underway now, construction expected as soon as the first quarter of 2018

**Phase 3: North of E John St**  
23rd Ave E Vision Zero project, planning and community input underway

**Central Area Neighborhood Greenway: E Roanoke St to Rainier Ave S**  
Construction complete!



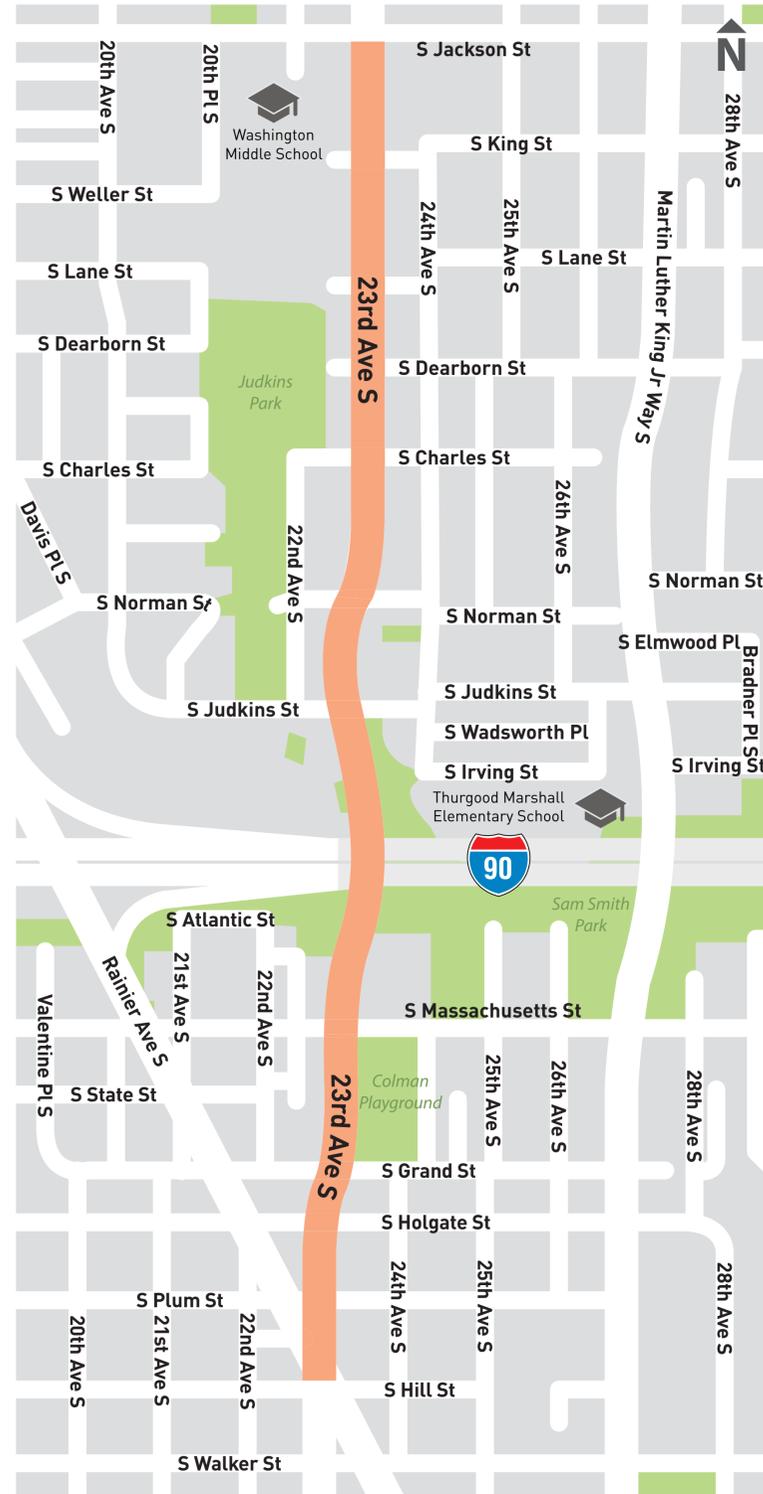
# PHASE 2 CURRENT CONDITIONS

The 23rd Ave corridor connects people to homes, jobs, businesses, and more. Between 13,400 and 20,000 vehicles, and more than 6,000 transit riders, use the street each day.

Major improvements are needed because the street is in poor condition, including:

- Potholes and cracks in the pavement
- Narrow and uneven sidewalks
- Not enough space between people driving on 23rd Ave and people using the sidewalk
- Narrow lanes
- A high number of collisions
- Backups created by left-turning vehicles

*Phase 2 stretches from S Jackson St to Rainier Ave S on 23rd Ave S.*



# PHASE 2 PROJECT ELEMENTS

## S Jackson St to S Norman St

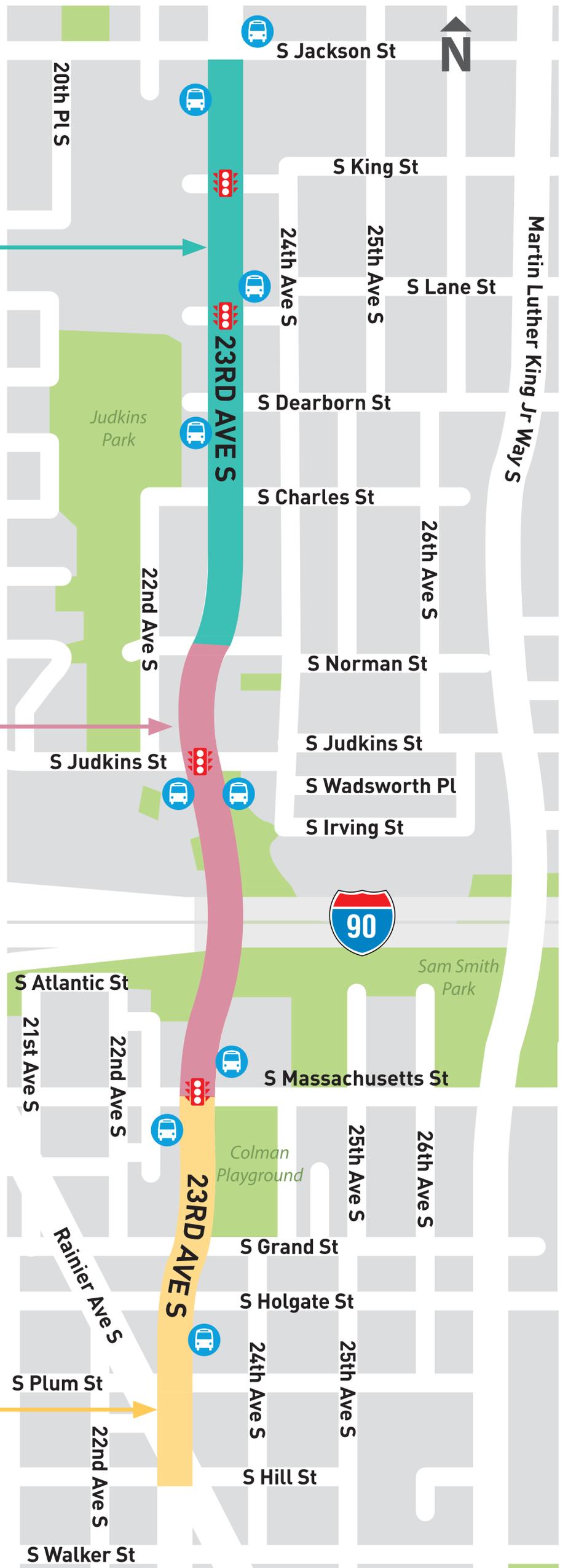
- Sidewalk improvements and curb ramps
- New three-lane configuration
- Rebuilding the street
- Landscaping and street trees
- Replacing the water main under the street
- New drainage structures
- Transit improvements
- Signal improvements

## S Norman St to S Massachusetts St

- Sidewalk improvements and curb ramps
- New three-lane configuration
- Restriping the street
- Landscaping and street trees
- Replacing water service pipes and fire hydrants
- New storm drains
- Transit improvements
- Signal improvements

## S Massachusetts St to Rainier Ave S

- Sidewalk improvements and curb ramps
- New three-lane configuration (S Massachusetts St to S Holgate St)
- Pedestrian improvements at S Hill St
- Repaving the street
- Landscaping and street trees
- Replacing water service pipes and fire hydrants
- New storm drains
- Transit improvements
- Signal improvements



# WHY CHANGE THE ROAD TO THREE LANES?

North of S Holgate St, 23rd Ave S will be modified from two lanes in each direction to one wider lane in each direction with a center turn lane. This configuration is also in place on 23rd Ave from S Jackson St to E Madison St as a result of Phase 1 construction.

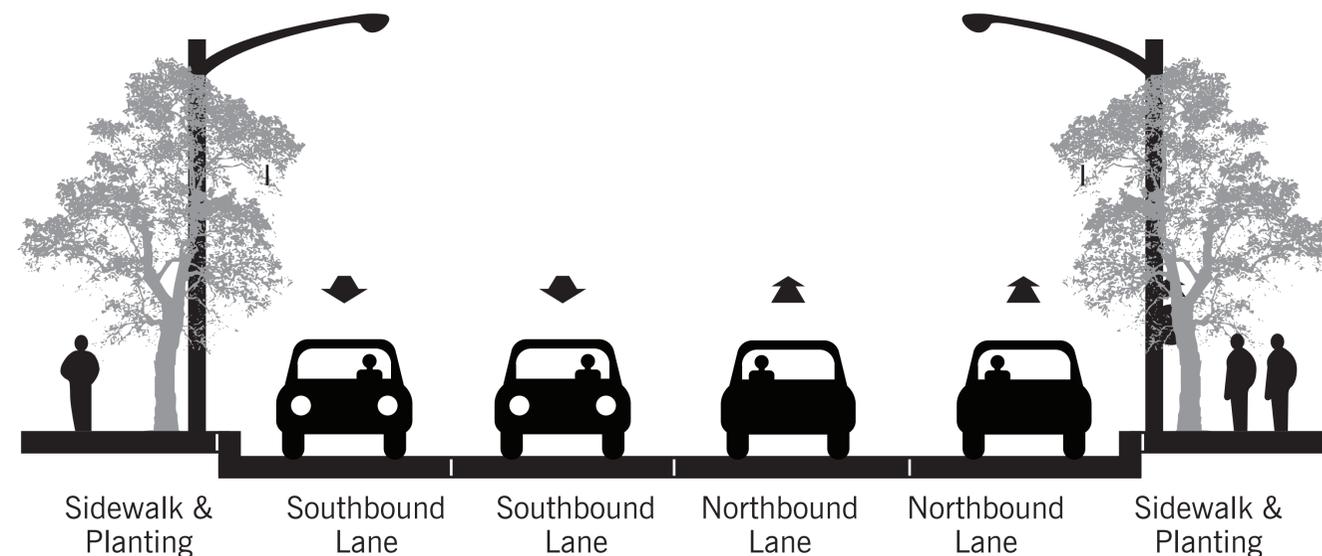
On streets with fewer than 25,000 vehicles per day, changing the street from four lanes to three is expected to increase safety by:

- 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 for pedestrians to cross
- Making it easier for buses and large vehicles to travel

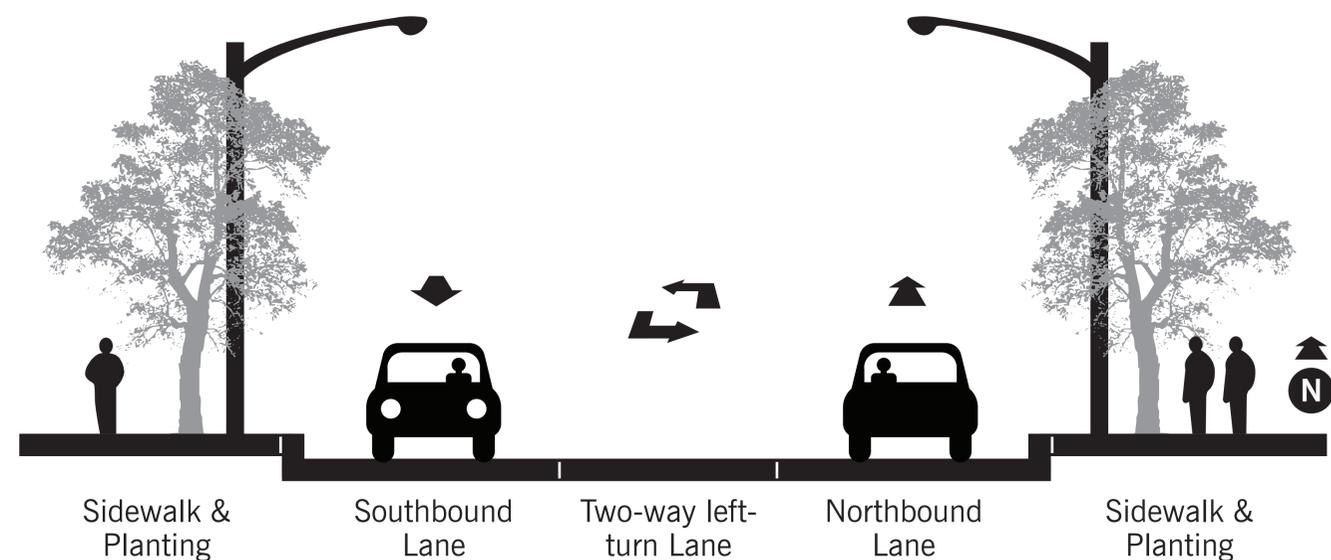
Corridor user	End result*
 General purpose vehicle	Travel times stay about the same (+/- < 1 minute) depending on direction
 Transit	Improves travel times by about 3 minutes
 Pedestrian	Improves safety and mobility
 Bicyclist <i>(no bike lane on 23rd)</i>	The nearby neighborhood greenway will provide a more comfortable route with improved crossings

\* Analysis assumes reconfiguration and Transit Signal Priority (TSP) between E John Street and Rainier Avenue S

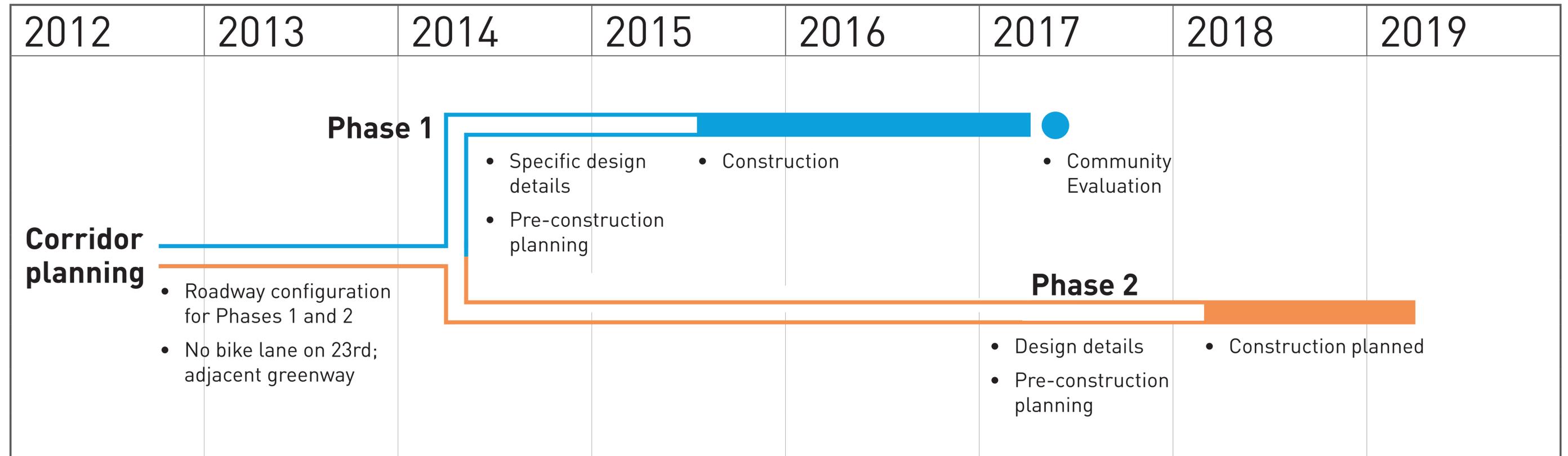
## Existing Typical four-lane cross-section on 23rd Ave S



## Future Typical three-lane cross-section on 23rd Ave S



# HOW WAS THE ROADWAY DESIGN DETERMINED?

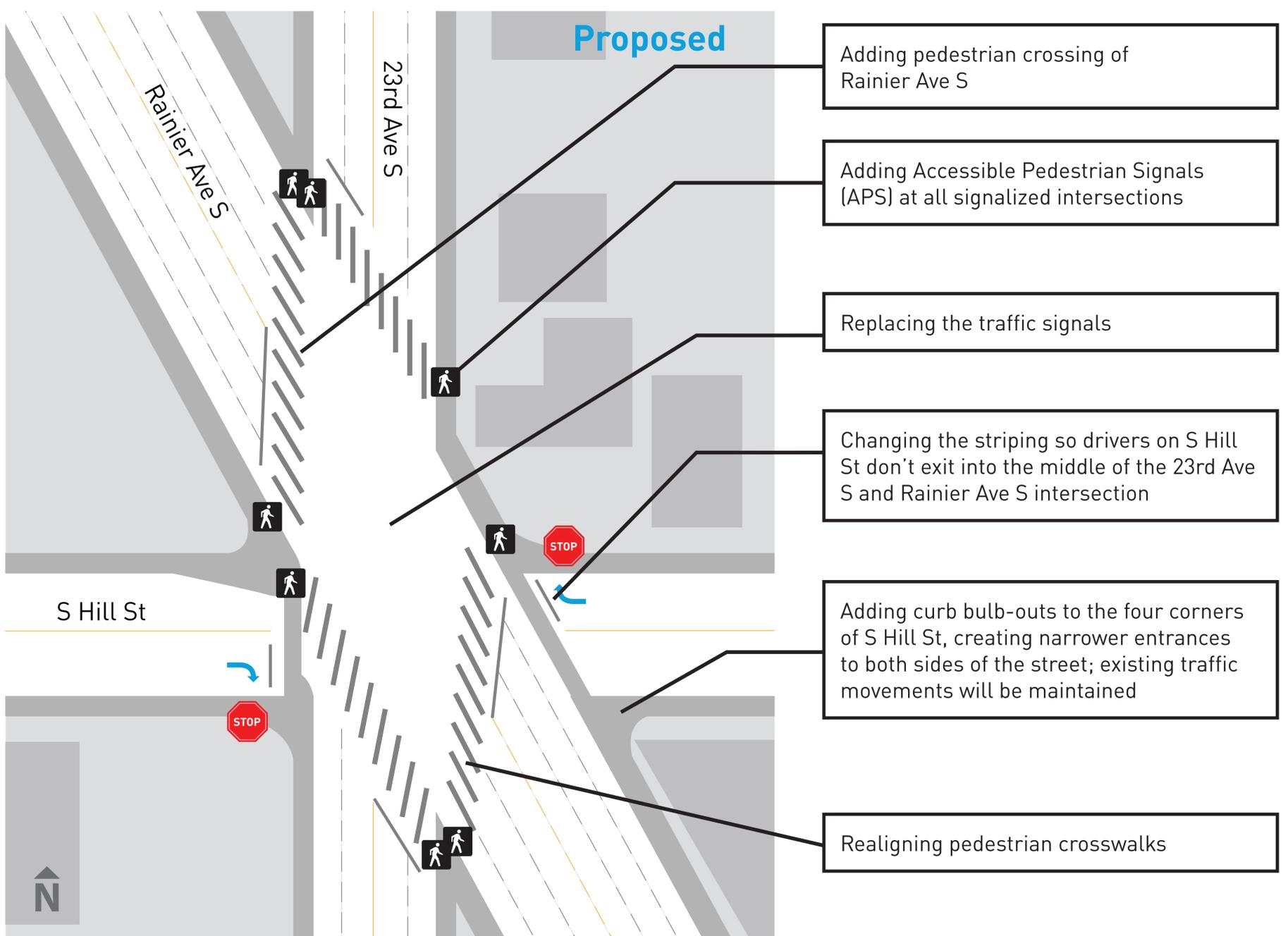


The 23rd Avenue Corridor Improvements Project was originally conceived as a paving project, but was expanded as part of an integrated community planning process for the 23rd Avenue corridor and beyond with the goal of livable streets for all.

# PEDESTRIAN IMPROVEMENTS AT THE S HILL ST INTERSECTION

This project includes proposed improvements for people using the Rainier Ave S, S Hill St, and 23rd Ave S intersection. The end result will be:

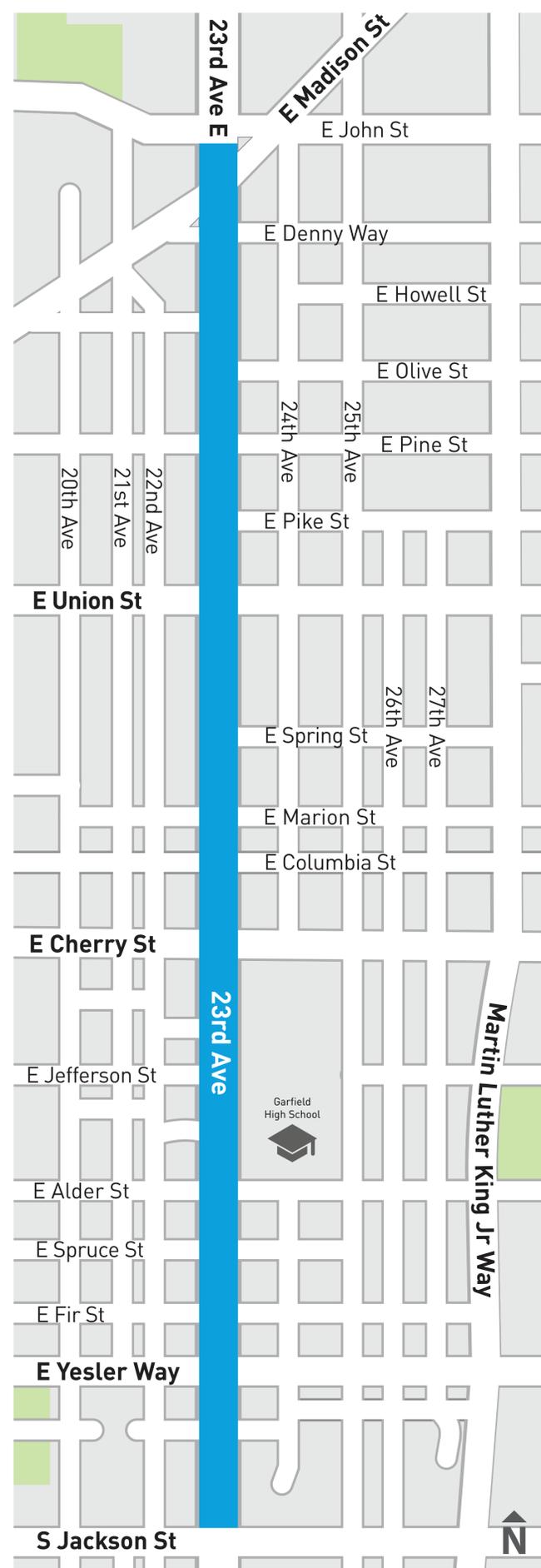
- Safer and less complicated pedestrian crossings
- People walking and driving will be able to see each other better
- People with disabilities will be able to cross the street more comfortably
- More predictable and less confusing traffic movements at S Hill St
- Reduced potential for collisions



# PHASE 1 CONSTRUCTION MILESTONES

SDOT crews rebuilt 23rd Ave between S Jackson St and E John St from June 2015 through early 2017. The new street includes:

- Over 285,000 square feet of new concrete paving
- 105 new ADA-compliant curb ramps and over 91,000 square feet of new sidewalks and driveways
- Over 8,000 feet of new water main to replace the previous, 100-year-old water main
- Over 3,800 feet of stormwater improvements, including 12 new storm drain filter systems
- 77 upgraded pedestrian lights, 87 upgraded street lights and upgrades to 14 existing streetlights
- 41 new street trees
- New public art at 23rd Ave and E Union St
- Transit improvements, such as real-time arrival information and bus pullouts (space for buses to stop outside of the flow of traffic)



# COMMUNITY FEEDBACK ABOUT PHASE 1

From April 27 – May 15, 2017, we hosted a community survey to gather feedback about Phase 1 construction from S Jackson St to E John St.

We received 132 survey responses, including 27 from owners of local businesses. Thank you to everyone who provided feedback!

## What we heard

We are using the lessons learned from Phase 1 to inform the design and construction approach for Phase 2. Here are some of the key themes we heard from the community:



Pedestrian improvements and new paving are the most important project benefits to the community



The duration of construction should be as short as possible



Construction area and signage should be kept tidier



Small businesses need more support during construction



Cut-through traffic on neighborhood streets needs to be addressed during construction

# PLANNING FOR CONSTRUCTION

We anticipate Phase 2 construction will begin as soon as the first quarter of 2018 and last for approximately one year. Based on what we've heard from the community, here's what we're doing to prepare for construction:



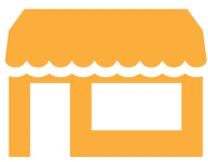
Coordinating with other public and private projects to limit cumulative construction impacts and coordinate schedules



Evaluating ways to shorten the overall duration of construction



Collecting baseline data about neighborhood traffic volumes and speeds



Connecting small businesses to resources ahead of construction in partnership with the Office of Economic Development



Encouraging people to support local businesses in our informational materials, and by providing signage on site during construction



Working with community partners to attract local workforce for construction



Working with King County Metro to minimize transit impacts during construction

Stay tuned for more information about a construction open house this fall