

23RD AVENUE CORRIDOR IMPROVEMENTS PROJECT

March 2015



Phase 1 construction begins spring 2015

Beginning in spring 2015, the Seattle Department of Transportation (SDOT) plans to begin constructing corridor improvements on 23rd Avenue, lasting approximately 20 months. Before corridor construction begins, SDOT will implement a neighborhood greenway in Phase 1. Investing in these important projects in the Central District 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. 23rd Avenue today is marked by potholes and narrow lanes and sidewalks. This 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 change 23rd Avenue between approximately E John Street and S Norman Street to three lanes – one lane in each direction plus a center-turn lane. On streets with fewer than 25,000 vehicles per day, changing 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)

Three project phases

Phase 1: E John Street to S Jackson Street - construction starts in 2015

Phase 2: S Jackson Street to Rainier Avenue S - construction to start in 2017 (pending additional funding)

Phase 3: E Roanoke Street to E John Street - transit stop improvements - construction to start in 2017 (pending additional funding)

Project improvements vary by phase and include:

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



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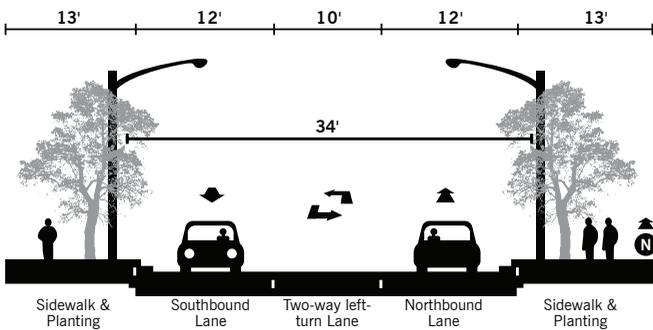
How does SDOT know changing 23rd Avenue to three lanes will work?

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

How will changing the street impact travel times?

Today the average speed of traffic is 38 miles per hour and the posted speed limit along most the corridor is 30 miles per hour. Travel times vary by time of day and direction of travel. Traffic experts analyzed how changing the street to two lanes with a center-turn lane would impact travel times.

Future Typical three-lane cross-section on 23rd Avenue



Corridor user	End result
General purpose vehicle	Travel times stay about the same (+/- < 1 minute) depending on direction
Transit	Travel times improve by 3 minutes
Pedestrian	Improves safety and mobility
Bicyclist <i>(no bike lane on 23rd Ave)</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



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WEB: www.seattle.gov/transportation/23rd_ave.htm
www.seattle.gov/transportation/centralgreenway.htm

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