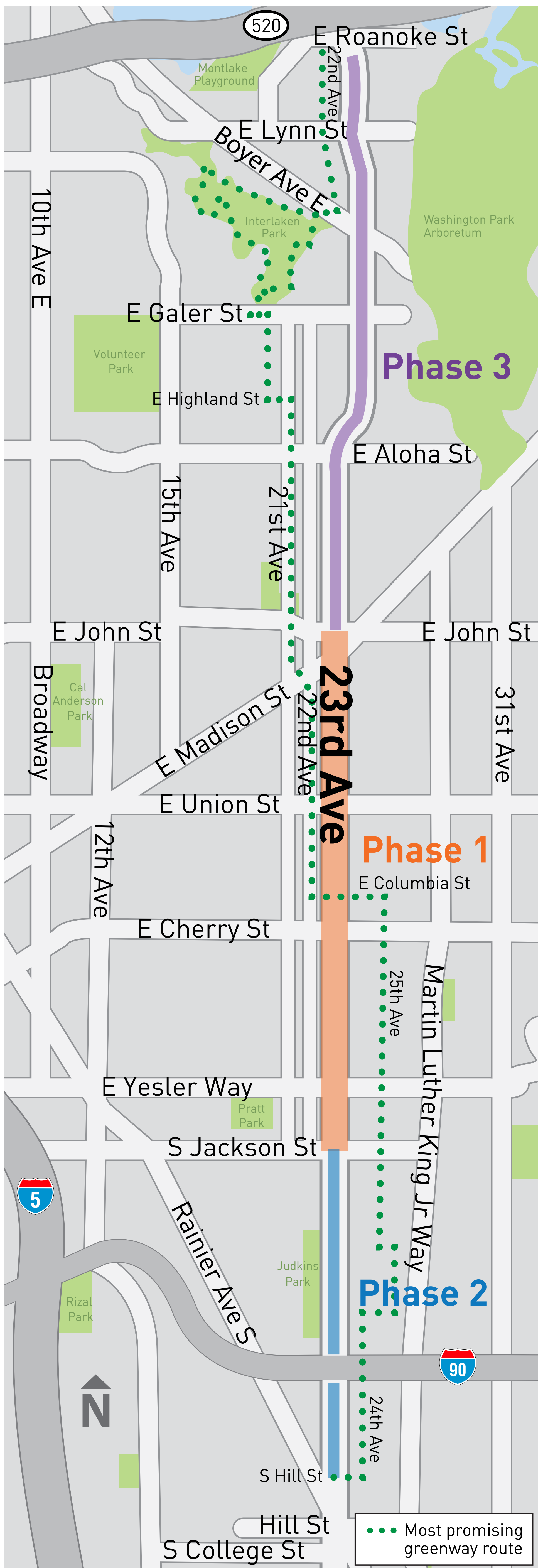


23RD AVENUE CORRIDOR IMPROVEMENTS PROJECT

Project area map



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:

-  New pavement
-  Sidewalk improvements
-  Lighting improvements
-  Increased transit reliability
-  Traffic signal improvements
-  Public art
-  Adjacent neighborhood greenway



How did SDOT decide to change sections of 23rd Avenue?

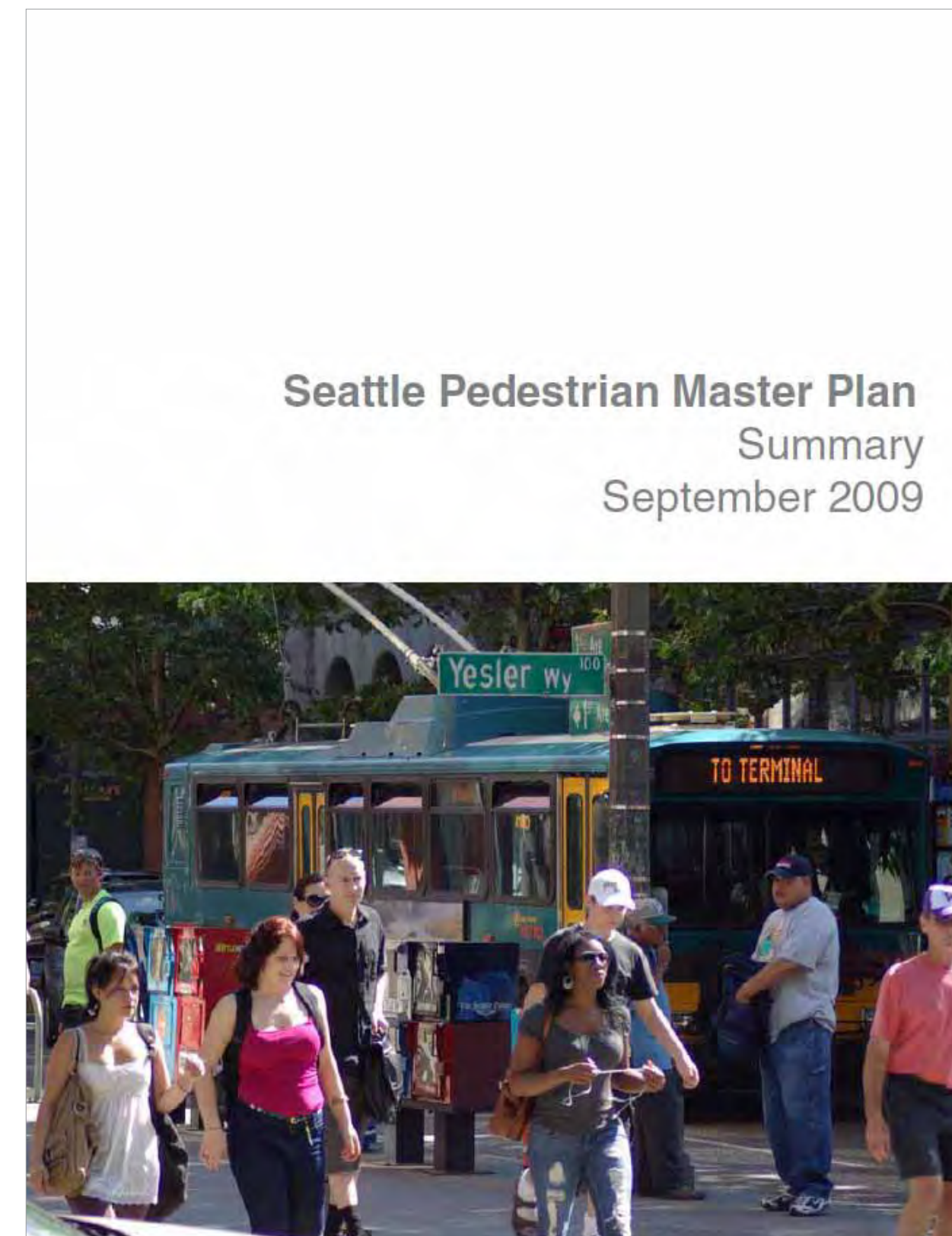
Complete Streets assessment

- Current 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

Limited available funding

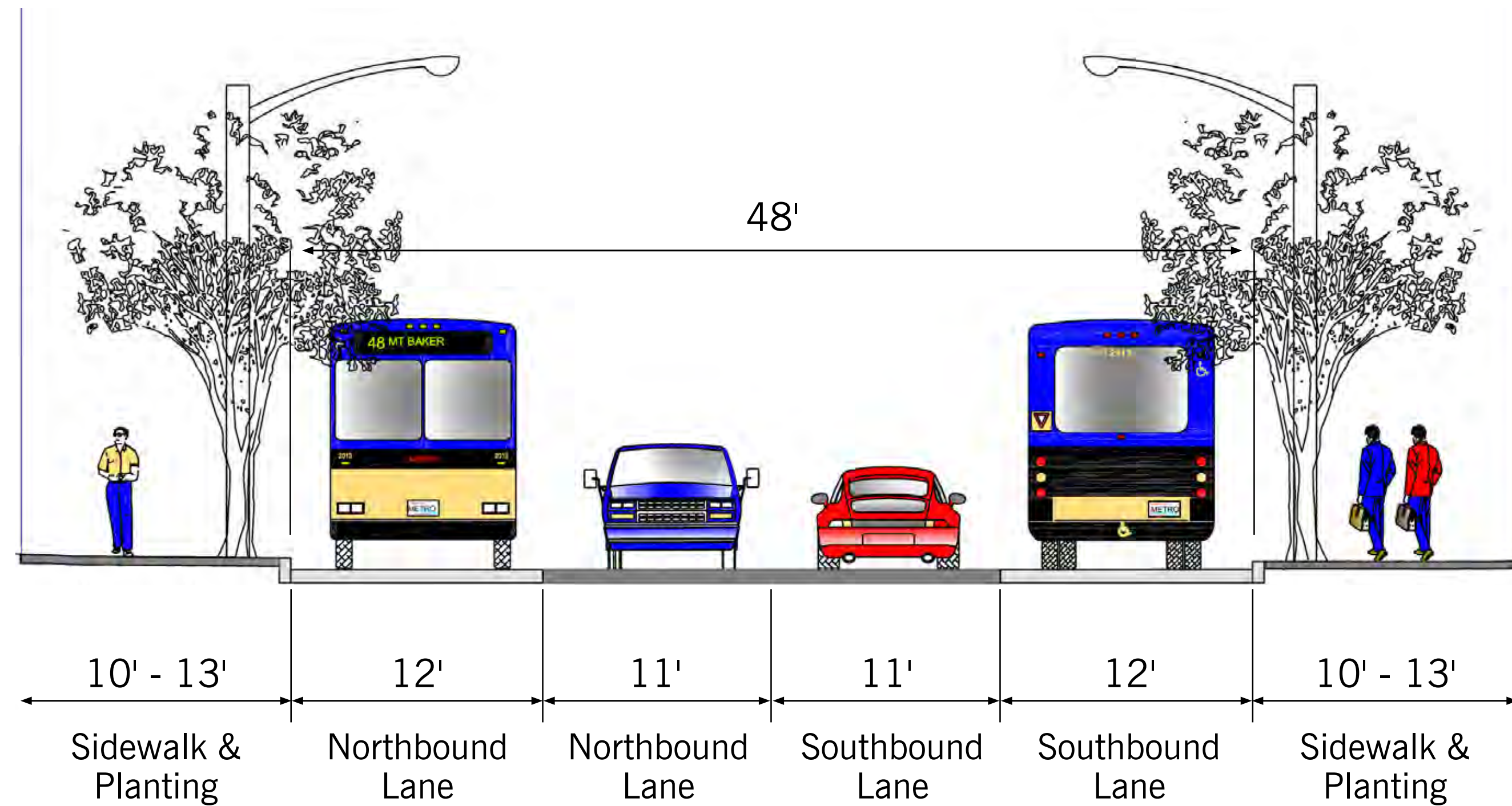


What's a Complete Streets assessment?

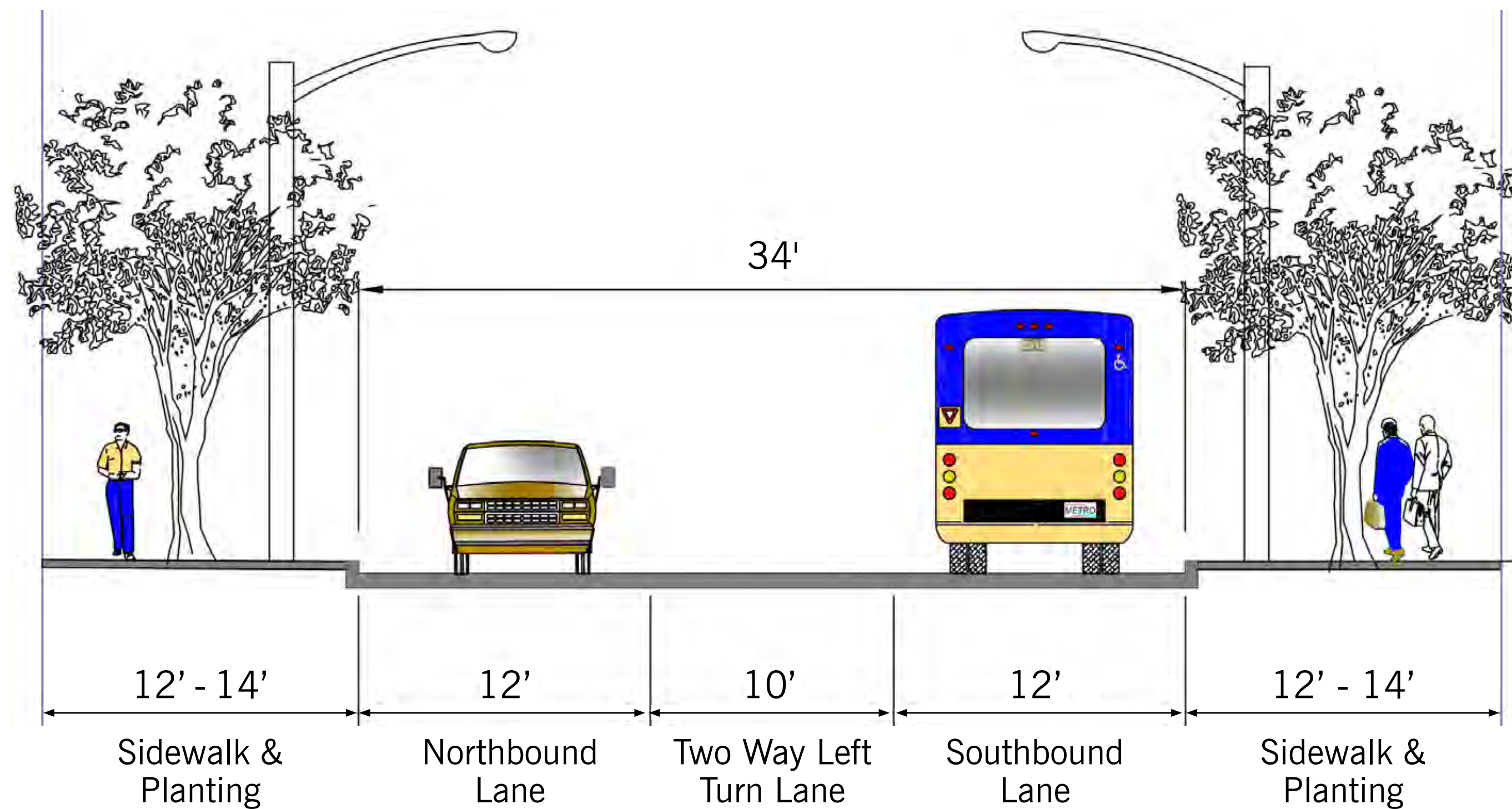
In 2007, the Seattle City Council passed an ordinance focused on Complete Streets. SDOT's charge is to design safer streets for everyone that keep people and goods moving.

How will the new corridor work?

Example four-lane cross-section







Example cross-section between E John St and S Norman St



On streets with fewer than 25,000 vehicles per day, changing the street design can:

- Reduce collisions (>900 in the last 5 years on 23rd Avenue)
- Reduce speeding
- Allow vehicles to turn without blocking traffic
- Manage drivers cutting in and out of travel lanes
- Create space for wider sidewalks
- Make streets easier to cross
- Ease travel for large vehicles (e.g. buses)

Corridor user	Travel time change expected*
 General purpose vehicle	Stays about the same (+/- < 1 minute) depending on direction
 Transit	Improves travel time by 3 minutes
 Pedestrian	Improves safety and mobility
 Bicyclist	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