

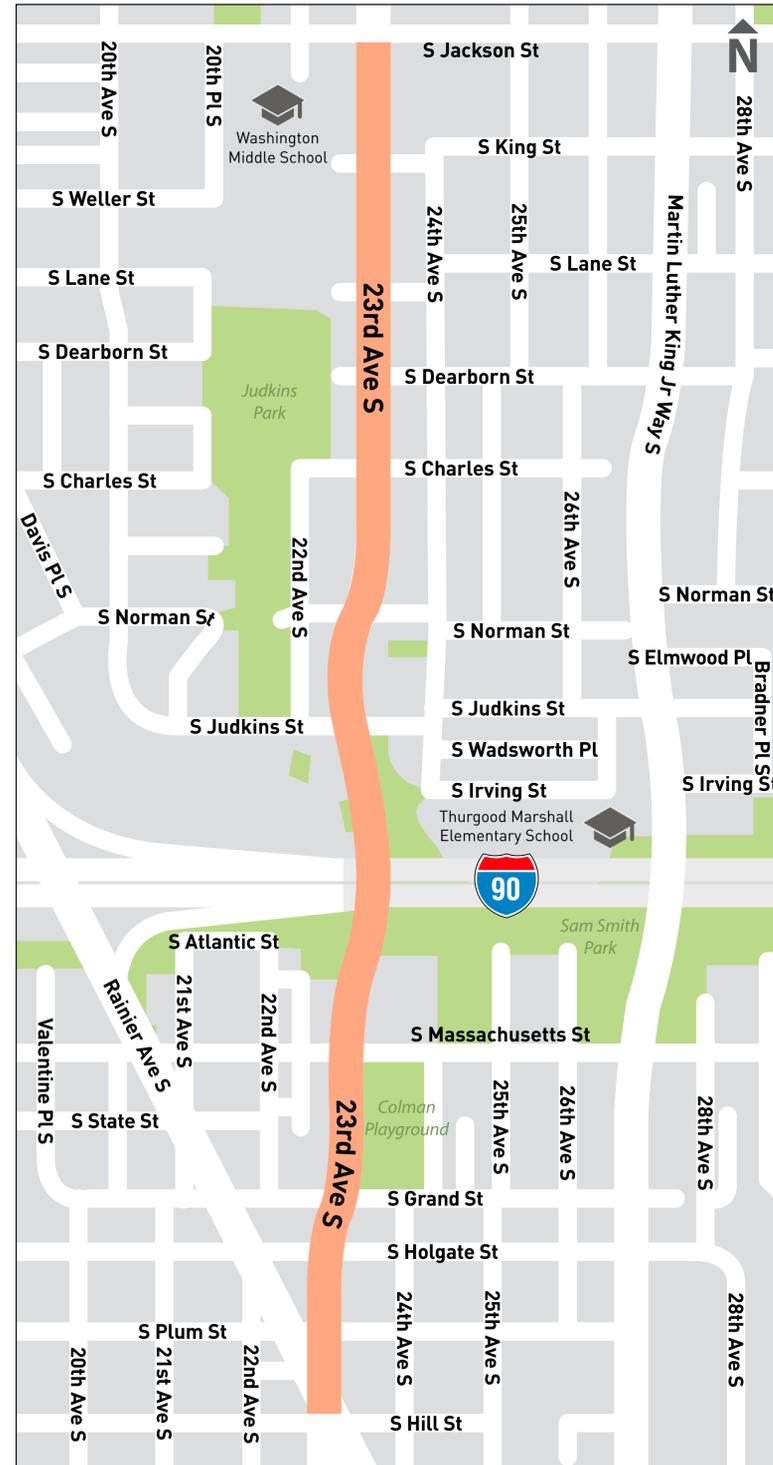
PHASE 2 CURRENT CONDITIONS

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

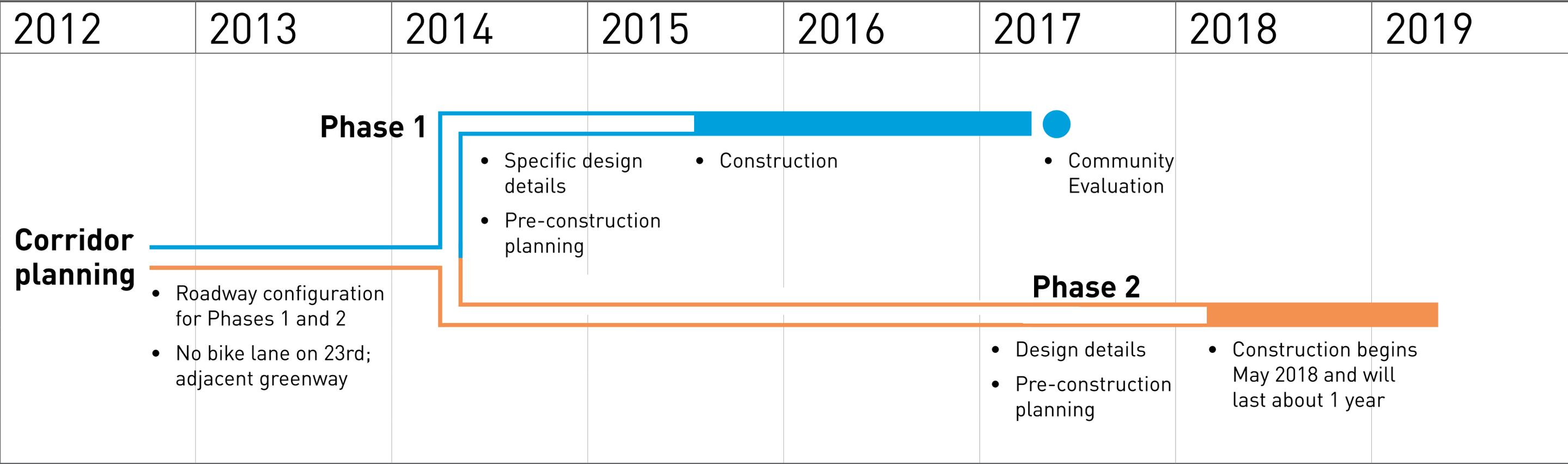
Major improvements are needed because the street is in poor condition, including:

- 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.



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.

CONSTRUCTION COORDINATION

PROJECTS IN THIS AREA	2017	2018	2019	2020	2021	2022	2023
 Seattle Department of Transportation 23rd Ave S: Phase 2							
 SOUNDTRANSIT Judkins Park Station <ul style="list-style-type: none"> • Construction on Rainier Ave S • Construction on 23rd Ave S 		  			  		
 VULCAN Vulcan (23rd and Jackson)							
 Community House (23rd and Jackson)							

Schedule subject to change

We've heard loud and clear that it's important for us to coordinate with other agencies and projects planning work adjacent to 23rd Ave S and in the surrounding area.

We are in close coordination with these projects and will work to coordinate schedules, where possible, to limit construction duration and cumulative impacts to the community. Examples include:

- Coordinating schedules with projects at the S Jackson St intersection to minimize the duration of construction in the area
- Completing work that requires a southbound detour prior to Sound Transit construction activities on 23rd Ave S

LEARN MORE ABOUT NEARBY PROJECTS

23rd + Jackson (Vulcan)

Vulcan Real Estate is building two seven-story buildings at 23rd Ave S and S Jackson St. Their plans include 532 apartment units with at-grade retail, including space for a grocery store.

Community House

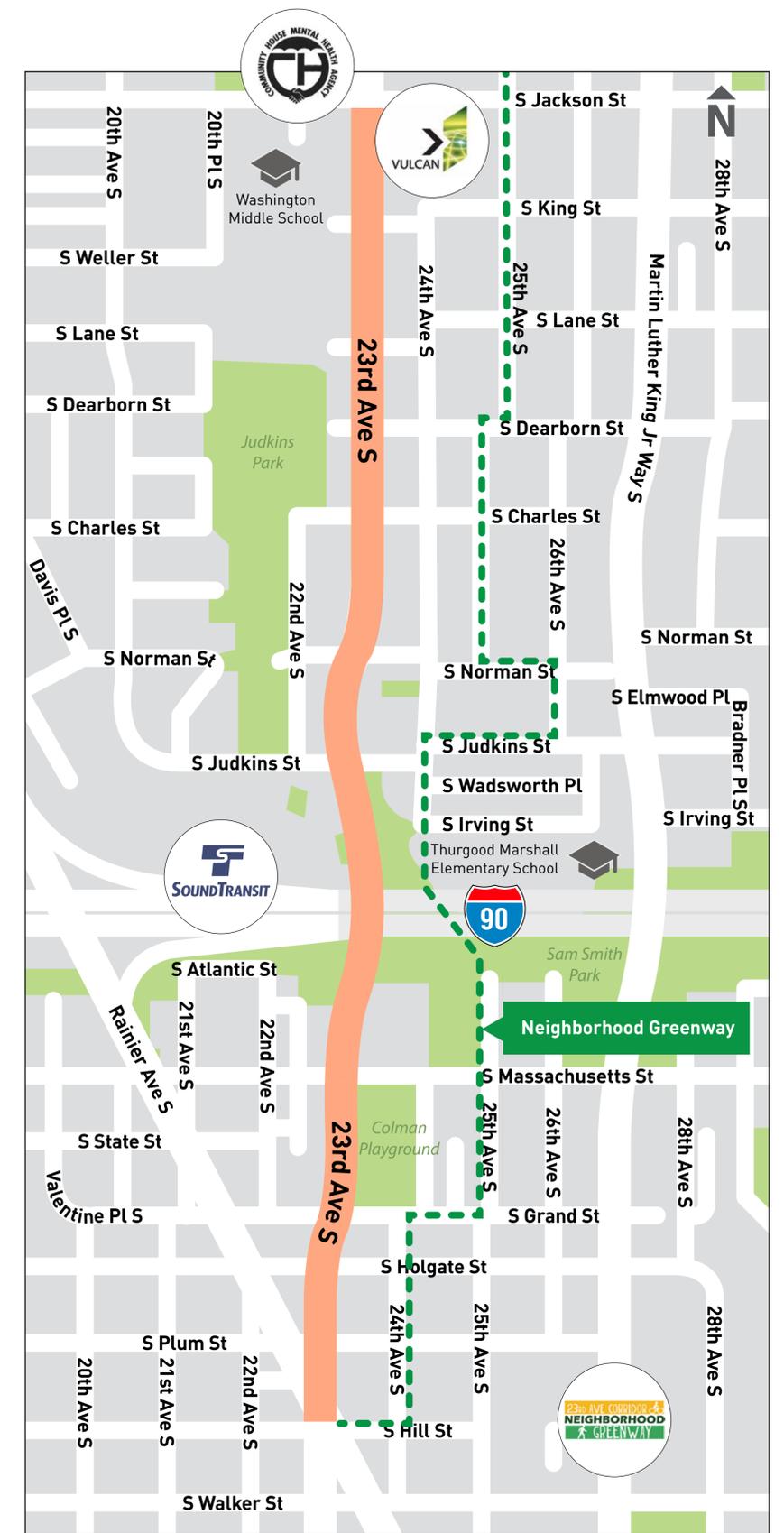
Community House, a mental health agency, is expanding its services with a new, six-story facility at its current facility site at 2212 S Jackson St. The first two stories will serve as day services and administrative offices, with floors three through six being 53 affordable units for Community House clients. Community House also plans an adjacent seven-story mixed-use workforce housing project with ground floor retail space on the northwest corner of 23rd Ave S and S Jackson St, with a total of 74 housing units.

Judkins Park Station (Sound Transit)

The Sound Transit Judkins Park station is part of the East Link Light Rail expansion, which will help connect Bellevue, Redmond, and Seattle across the I-90 bridge by 2023. The Judkins Park Station will be located in the center of I-90, with access from Rainier Ave S and 23rd Ave S. Sound Transit will also build improvements by the station entrance on 23rd Ave S.

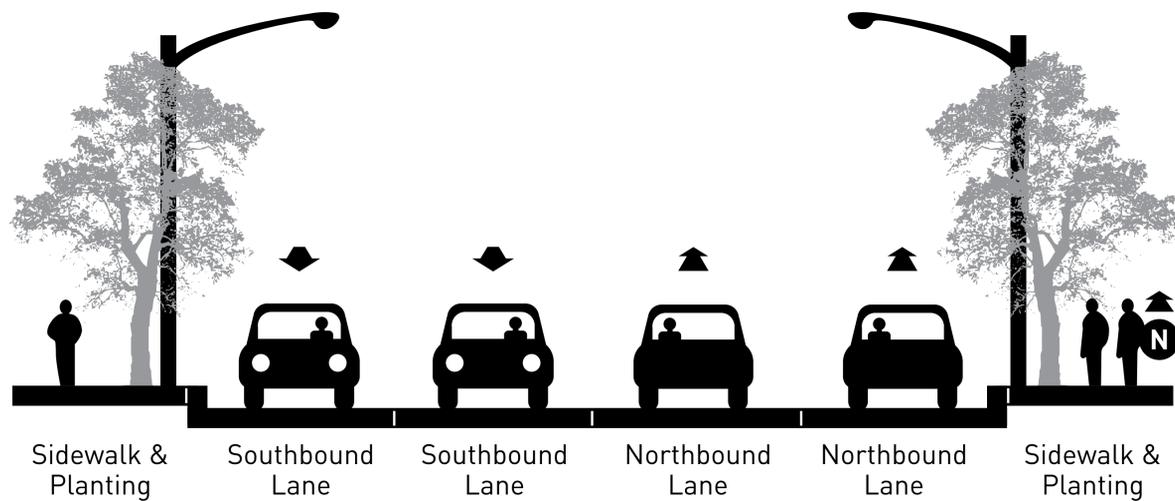
Neighborhood Greenways (SDOT)

Neighborhood Greenways are safer, calmer residential streets that prioritize walking and biking for you, your family, and neighbors. Learn more about neighborhood greenway connections planned near you.



HOW WILL THE NEW CORRIDOR WORK?

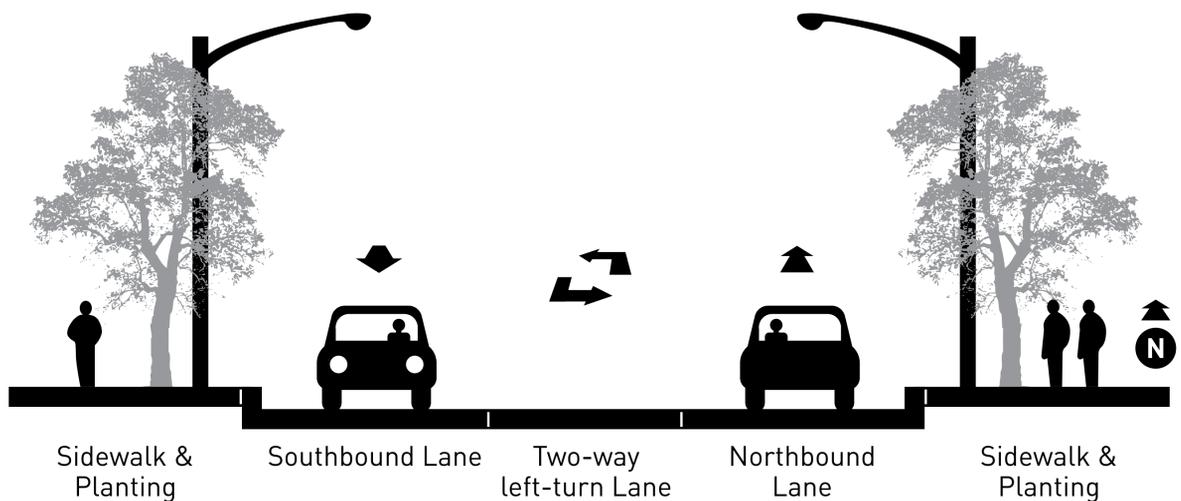
Existing Typical four-lane cross-section on 23rd Ave S



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)

Future Typical three-lane cross-section on 23rd Ave S between S Jackson St and S Holgate St



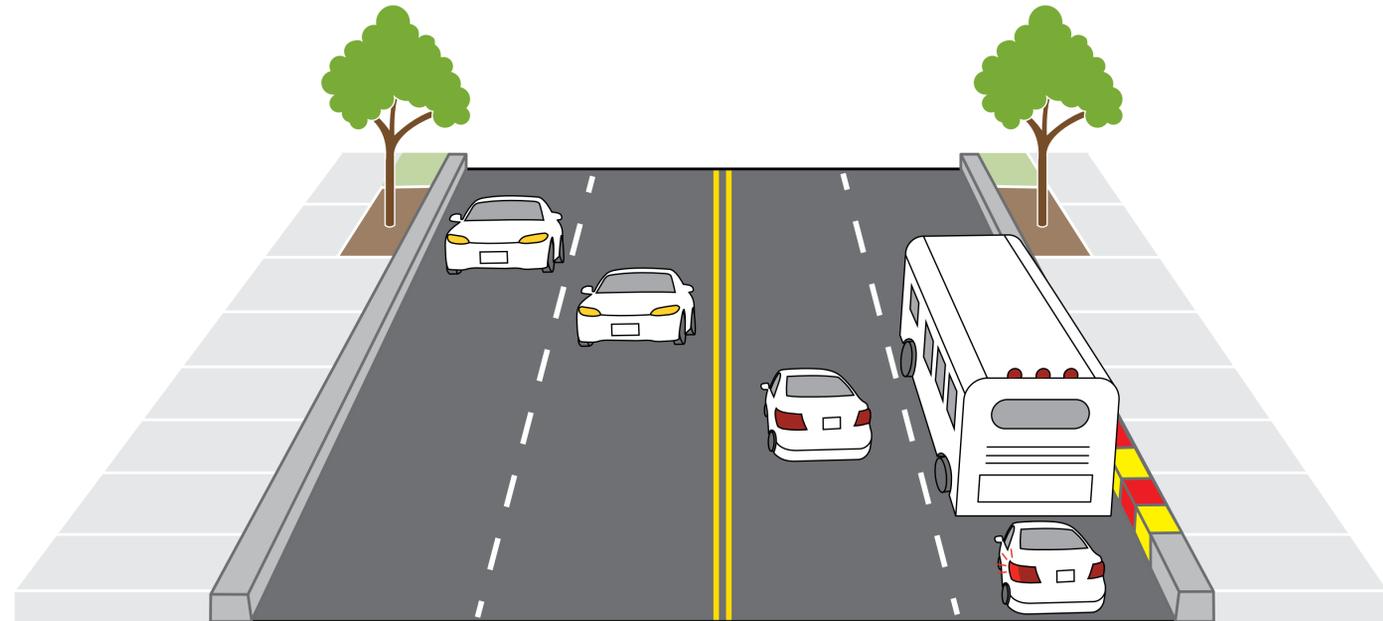
Corridor user	End result*
General purpose vehicle	Travel times stay about the same (+/- < 1 minute) depending on direction
Transit	Improves travel times by about 3 minutes
Pedestrian	Improves safety and mobility
Bicyclist <i>(no bike lane on 23rd)</i>	The nearby neighborhood greenway will provide a more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

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

HOW WILL BUS STOPS WORK NEAR INTERSECTIONS?

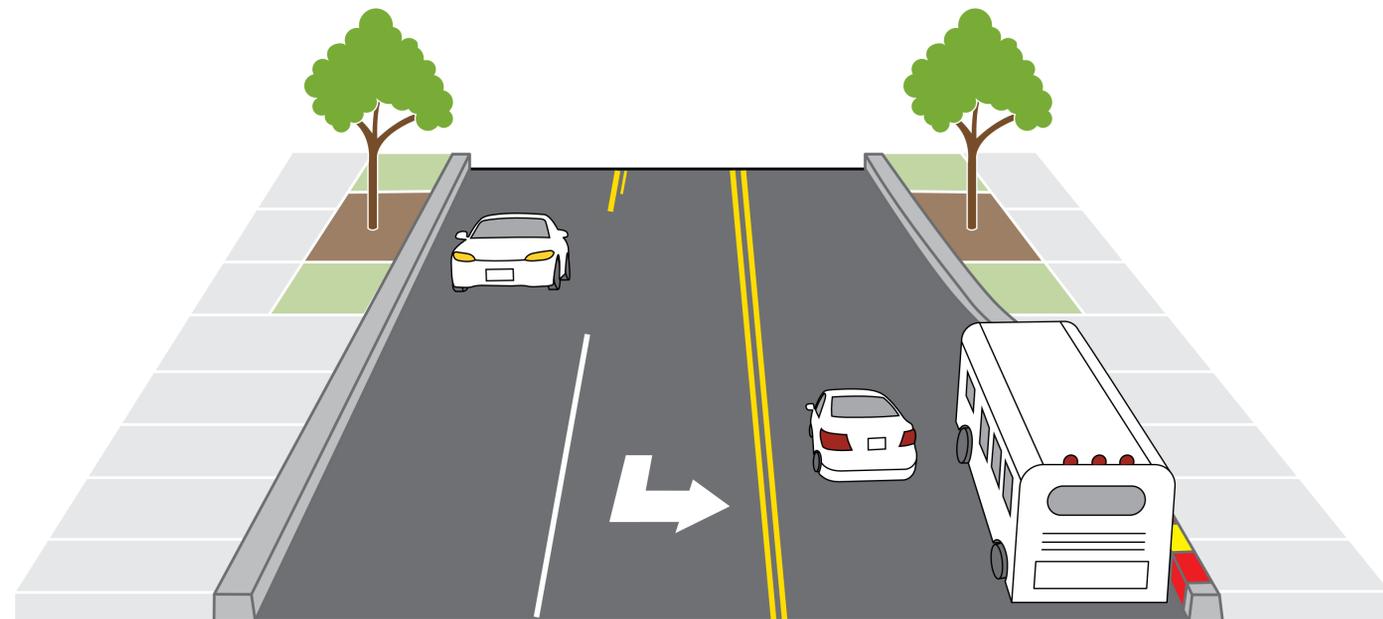
Existing

Stopped buses can cause traffic back-ups. Some drivers swerve around the buses, creating dangerous circumstances for other drivers.



Future

The lane will be wider at bus stops to allow cars to pass while buses load/unload. Buses will continue to stop in the travel lane at the northbound and southbound E Olive bus stops.



WHAT TYPES OF WORK WILL TAKE PLACE DURING CONSTRUCTION?



Utility work

Water main – Crews will dig a trench and install a new water main; this will require temporary water service interruptions*

Storm drains and drainage structures – Crews will dig trenches to install storm drainage pipes, inlets, and catch basins

Water service pipes and fire hydrants – Crews will transfer water services from the old water main to the new water main, dig trenches to replace old water service pipes, and replace fire hydrants; this work will require temporary water service interruptions*



Removals

Existing roadway – Crews will demolish the existing road and sidewalk in sections

Street trees – Crews will remove select street trees and recycle the wood (two street trees will be planted for every tree removed)

Rebuilding

The roadway – Concrete trucks will be used to pour the areas of rebuilt roadway one or two panels at a time; in some areas, the existing roadway will simply be overlaid with new asphalt

Sidewalks and new curb ramps – Crews will build new sidewalks and install ADA compliant curb ramps

Signals – Crews will replace span wire signals with poles and mast arms and upgrade signal head displays and pedestrian push buttons



Final restoration work

Trees and landscaping – Crews will plant two street trees for every tree removed and install new planting strips with grass seed; adjacent property owners will be responsible for maintenance of planting strips after the project is complete

Restriping – Crews will drive the corridor in painting trucks to stripe the lanes



**Seattle Public Utilities will deliver notifications prior to water shutdowns and select times that are least impactful to affected residents and businesses*

WHAT SHOULD I EXPECT DURING CONSTRUCTION?

Traffic closures and changes

- Longer travel times in the area
- Long-term southbound 23rd Ave S closure and detour while the contractor rebuilds S Jackson St to S Norman St
- Periodic closures and detours for work at signalized intersections at 23rd Ave S and:
 - S Jackson St
 - S King St
 - S Dearborn St
 - S Judkins St
 - S Massachusetts St
 - Rainier Ave S and S Hill St
- Temporary restricted access to residential side streets from 23rd Ave S
- King County Metro Routes 4 and 48 will move from 23rd Ave S to Martin Luther King Jr Way S. Both routes will provide the same level of service.

Typical work schedule

- Monday through Friday between 7:00 AM and 5:00 PM
- Periodic night and weekend work

Other temporary construction impacts

- Noise, dust, and vibration
- Periodic driveway closures for homes and businesses
- Bicycle and pedestrian detours



HOW WILL I ACCESS MY HOME OR BUSINESS DURING CONSTRUCTION?

- Pedestrian access to your home or business entrance will be maintained
- To rebuild the road, crews will need to temporarily close your driveway. There may be multiple, short-term closures
- We will notify businesses and residents prior to driveway work
- For businesses with a driveway of 20 feet or wider, crews may be able to work on half of the driveway at a time to maintain access

Plan ahead for driveway and side-street closures by identifying alternate routes and parking or loading areas on nearby streets.



KEEPING YOU MOVING DURING CONSTRUCTION

Tools to keep you moving during construction

Signed detour route

The detour will utilize arterial streets, include parking restrictions, and add a temporary left-turn lane and signal on westbound S Massachusetts St at 23rd Ave S

Uniformed police officers (UPOs) and flaggers

UPOs and flaggers maybe stationed at key intersections to assist with traffic management as needed

Signal timing modifications

Signals will be adjusted along 23rd Ave S and Martin Luther King Jr Way S to maximize movement through signalized intersections:

- S Jackson St
- S Judkins St
- S Massachusetts St
- Rainier Ave S and S Hill St

Safety and mobility

Traffic speeds and volume counts

SDOT did vehicle counts prior to construction to document existing conditions. Shortly after construction begins and the detour is in place, we will take another look at speeds and volumes to see how, if at all, neighborhood traffic has changed, and consider adjustments

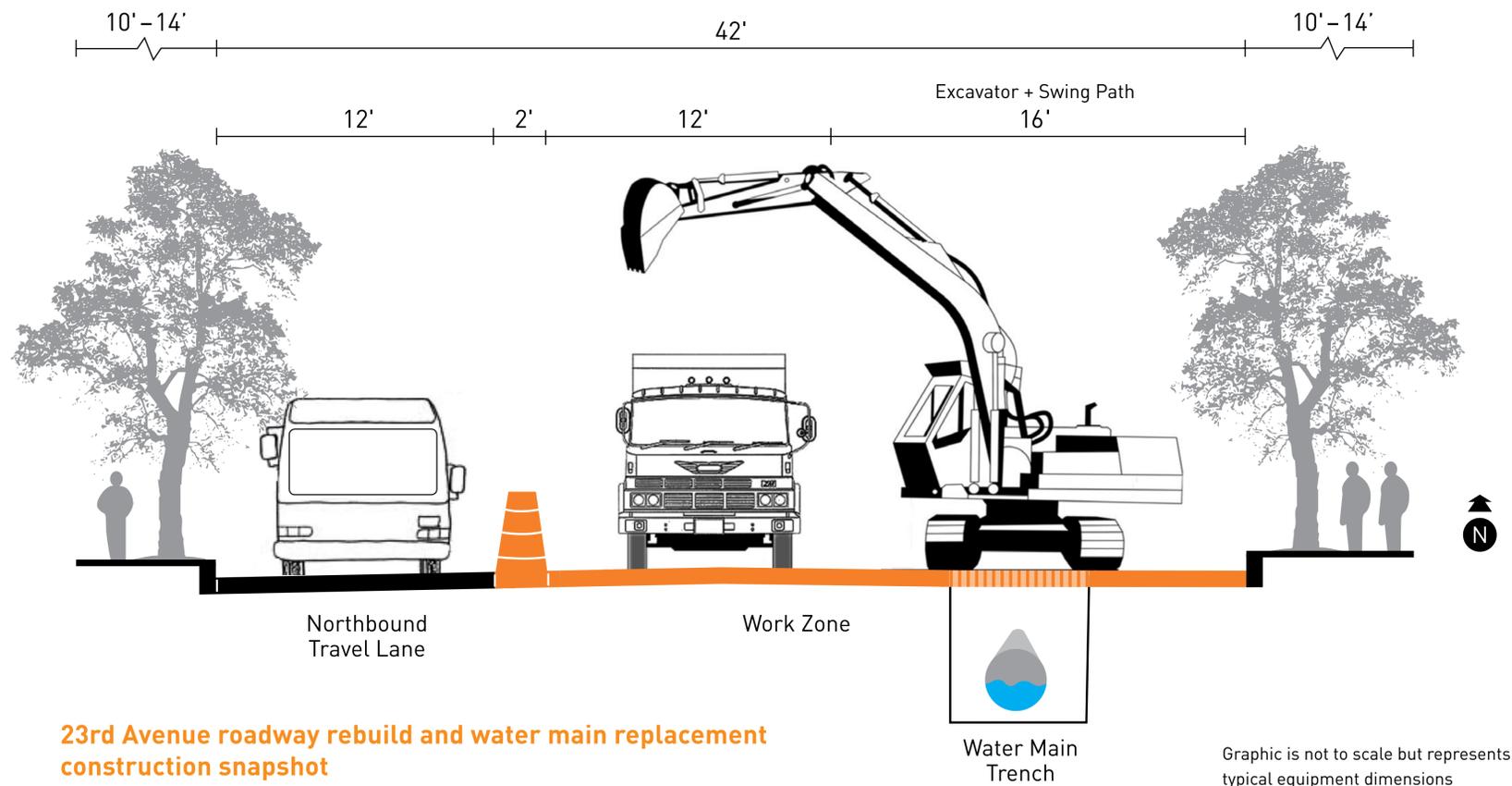
Signage

Signage will be used to inform the traveling public of ongoing construction activities and detours

Neighborhood Greenway

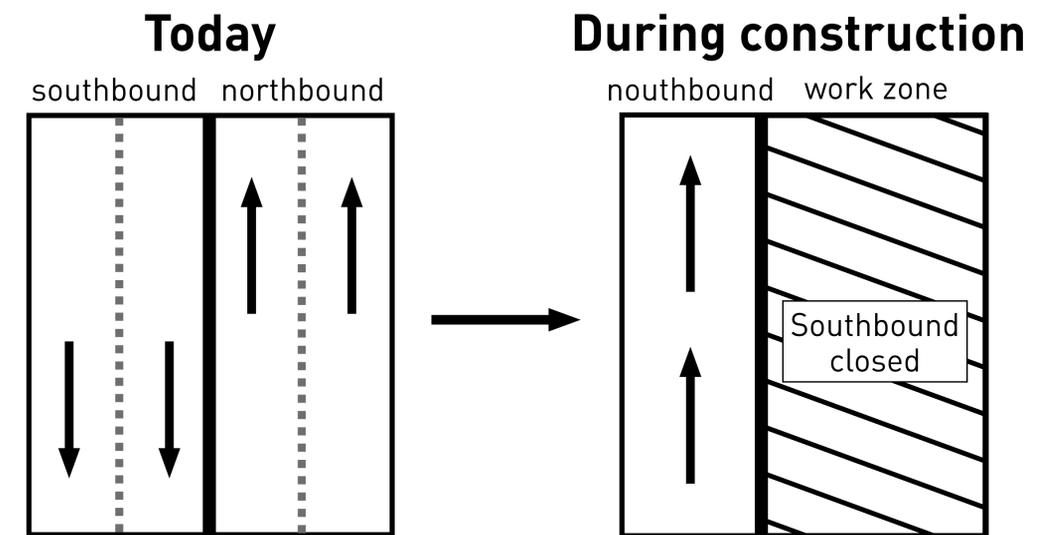
The Central Area Neighborhood Greenway provides a space for people to bike and walk on residential streets adjacent to the 23rd Ave corridor

WHY IS SDOT DETOURING SOUTHBOUND TRAFFIC DURING CONSTRUCTION?



- 23rd Ave S is a narrow street
- Maintaining two-way traffic requires 22 feet, or 11-foot-wide lanes at a minimum
- Construction activities and equipment require approximately 24 feet of the roadway

To keep drivers, pedestrians and construction crews safe, SDOT will detour southbound traffic to Martin Luther King Jr Way S



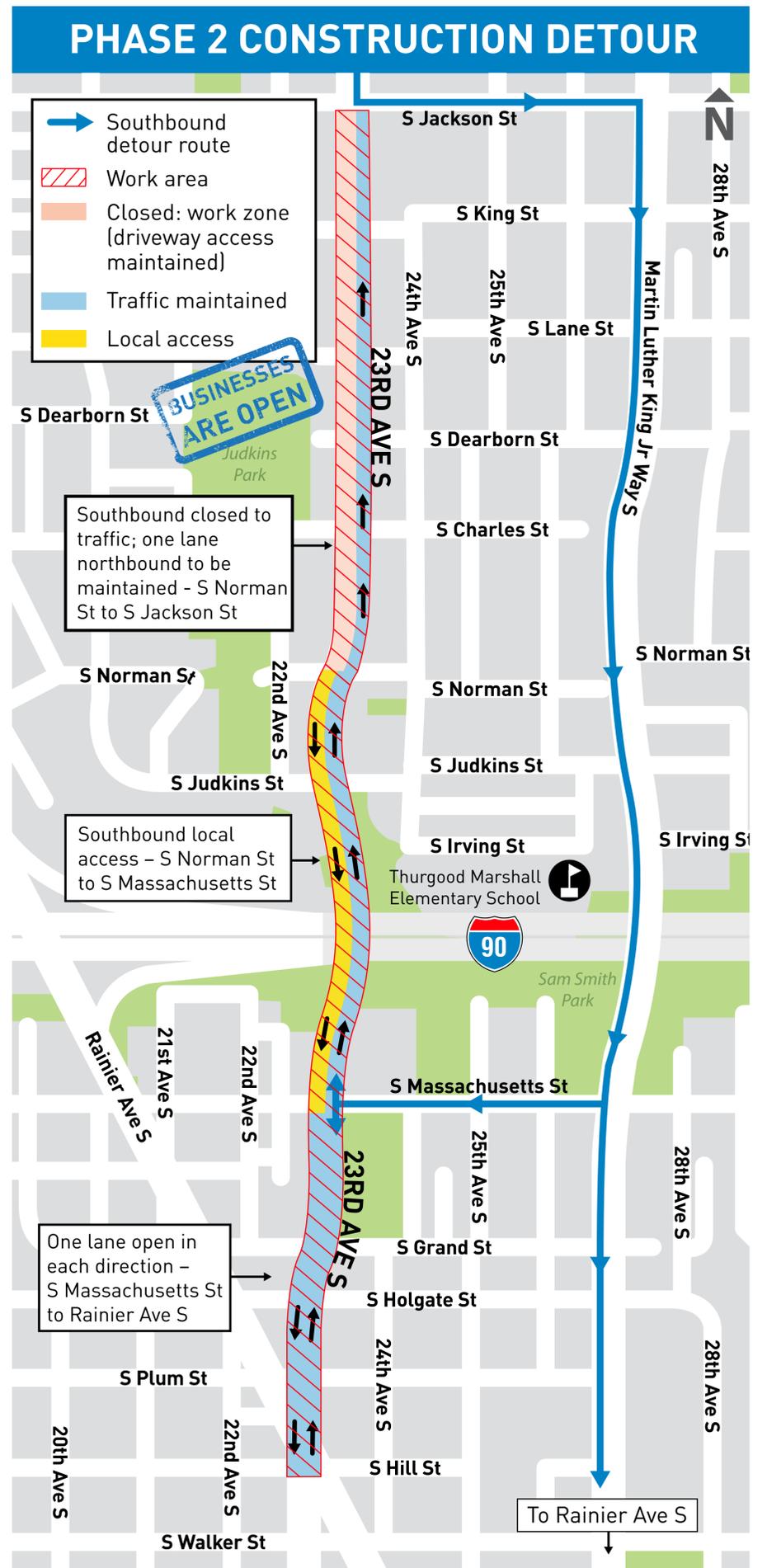
TRAFFIC AND ACCESS DURING CONSTRUCTION

What we know now

- Southbound 23rd Ave S between S Jackson St and S Norman St will be detoured to Martin Luther King Jr Way S while crews replace the water main and rebuild the street
- Northbound travel will be maintained on 23rd Ave S, with traffic reduced to one lane
- We will maintain continual customer access to businesses
- We will notify you in advance of any restrictions to your driveway; driveway access will be maintained except during temporary restrictions for activities such as:
 - Driveway rebuilds
 - Sidewalk work
 - Water main installation
 - Paving and striping
- King County northbound and southbound Metro Routes 4 and 48 will move from 23rd Ave S. to Martin Luther King Jr Way S. during construction. Both routes will provide the same level of service as they do today.

Still confirming with the contractor

- Exact dates and duration of southbound closure and detour
- Specific pedestrian and bicycle detours



HOW DOES SDOT PLAN TO INVOLVE AND INFORM THE COMMUNITY THROUGHOUT CONSTRUCTION?

- **Incorporating priority hire practices**
 - Priority hire will require the Phase 2 construction contractor to complete a percentage of project hours with apprentice and journey level workers from economically-distressed zip codes
 - Priority hire also includes goals for the construction contractor to complete a percentage of project hours with women and people of color
- **Regularly briefing community organizations** about project progress and attending community events to provide updates on project milestones
- **Staffing a project hotline** to respond to construction questions and concerns
- **Frequent door-to-door flyering** to share updated information with residents and businesses throughout construction
- **Regular email notices** and website frequently updated with construction forecasts
- **Translating materials and utilizing Community Liaisons** to provide in-language outreach support at key project milestones
- **The Central Area Collaborative**, through funding provided by the City of Seattle, is hiring a Community Navigator to serve as a critical link between the community and City of Seattle staff for this and other local projects



HOW IS THE CITY OF SEATTLE HELPING BUSINESSES PREPARE FOR CONSTRUCTION?



In advance of construction, we are helping businesses prepare for construction by connecting them to resources in partnership with the Office of Economic Development. Small businesses located on 23rd Ave S can contact us to request resources to plan for construction.

For more information about business resources, contact the Office of Economic Development directly: A.J. Cari, Business Finance Advisor (206-684-0133, AJ.Cari@seattle.gov)

The City works hard to minimize impacts to adjacent businesses during construction. Some actions our team will take to minimize impacts include:

Construction methods

- Ensuring the contractor provides continual business access for customers
- Keeping the project area as tidy as possible throughout construction, including providing additional storage space for equipment and materials outside of the work zone
- Placing “Businesses Are Open” signs to increase visibility and encourage patronage during construction
- Limiting the number and duration of interruptions to driveway access

Communication tools

- Staffing a project hotline
- Providing advance notice about construction activities, including email updates and door-to-door flyers
- Maintaining a website with up-to-date construction information



PROJECT OVERVIEW

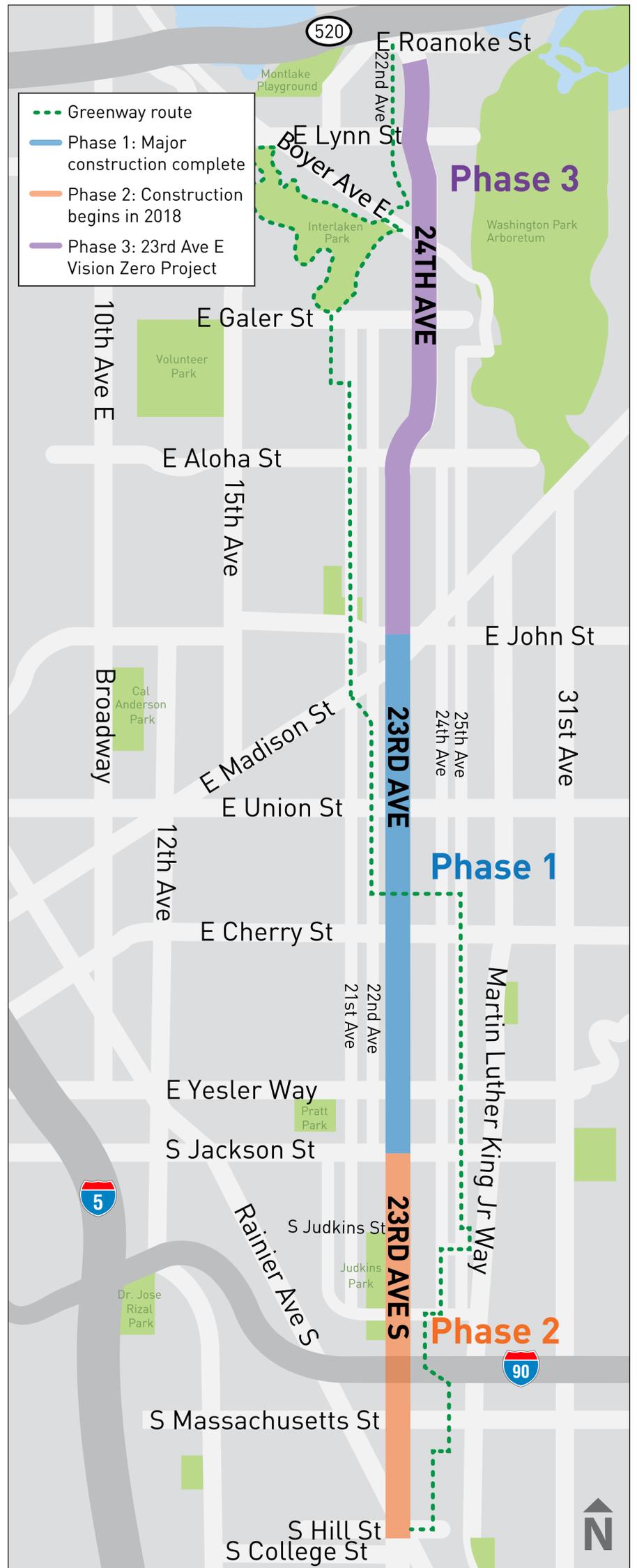
Last year the Seattle Department of Transportation (SDOT) completed construction of the first phase of a project on the 23rd Ave corridor to improve safety and mobility for people who drive, walk, bike, and take transit in the area. Construction of Phase 2 of the project is expected to begin May 2018.

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

Phase 2: S Jackson St to Rainier Ave S
Construction starting in May

Phase 3: North of E John St
23rd Ave E Vision Zero project, restriping from Boyer Ave E to E John St this summer

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



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

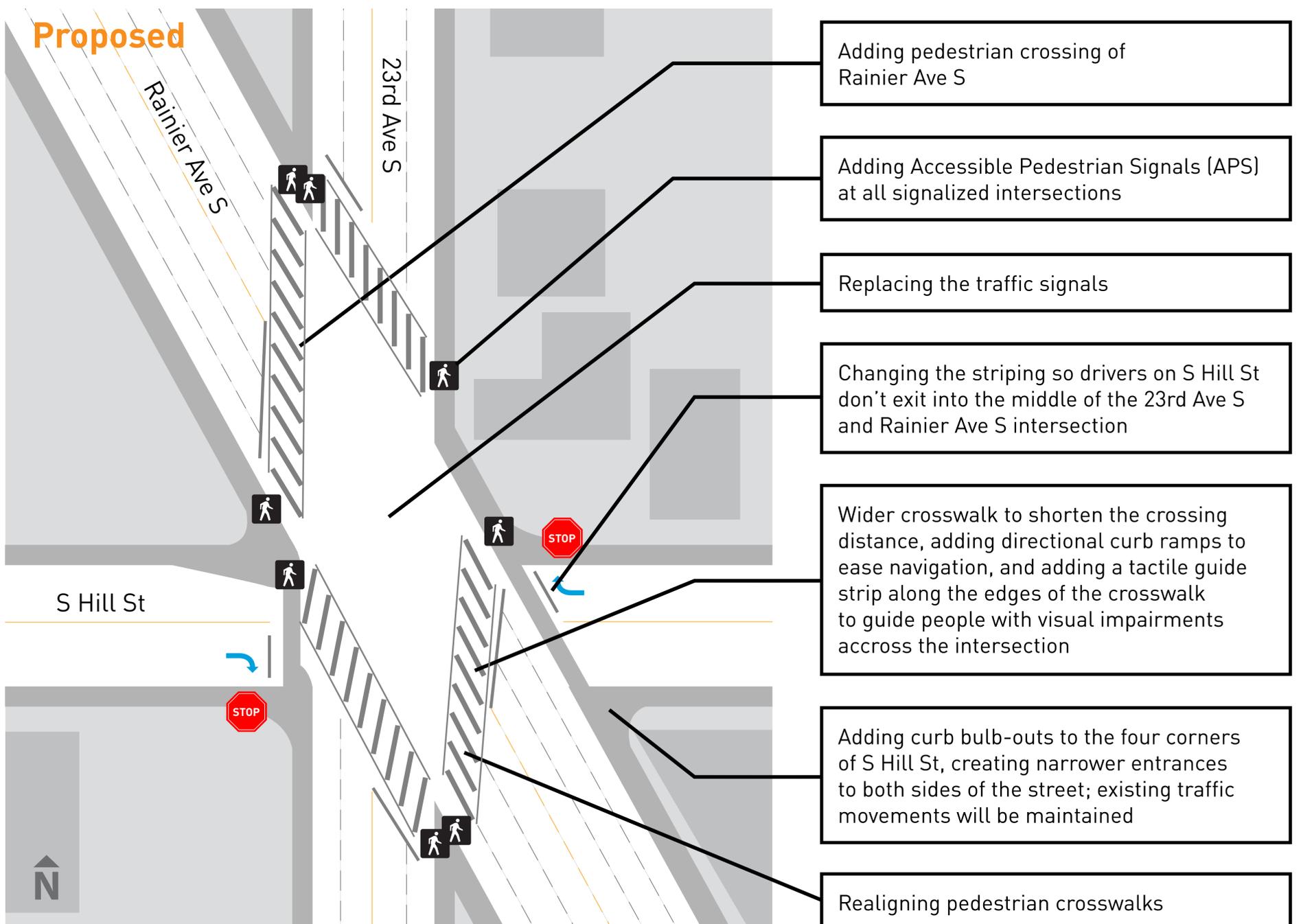
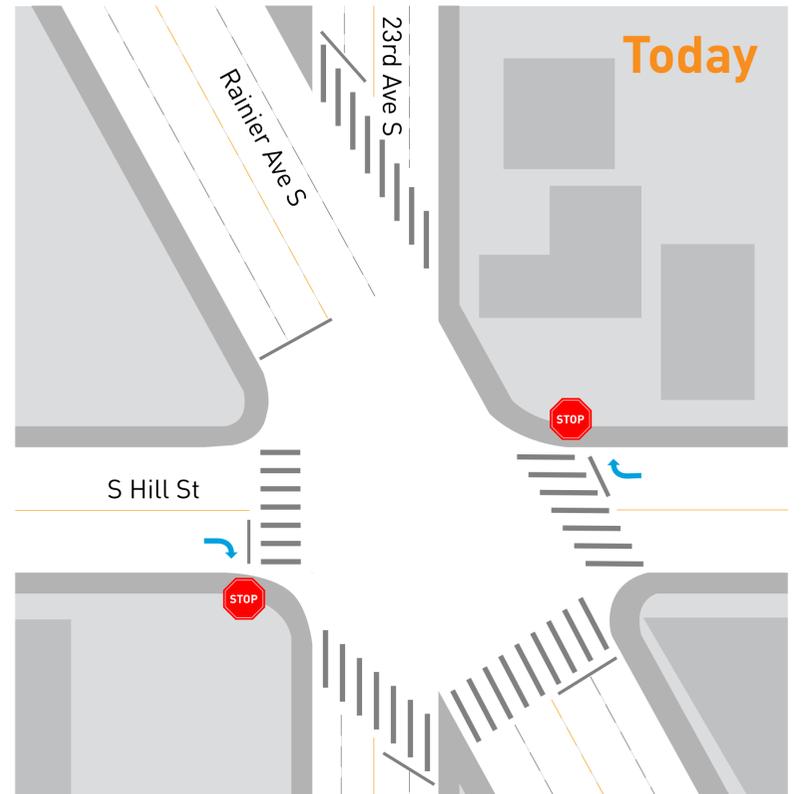
-  Sidewalk improvements and curb ramps
-  New three-lane configuration (S Massachusetts St to S Holgate St)
-  Pedestrian improvements at S Hill St
-  Repaving the street
-  Landscaping and street trees
-  Replacing water service pipes and fire hydrants
-  New storm drains
-  Transit improvements
-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



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:

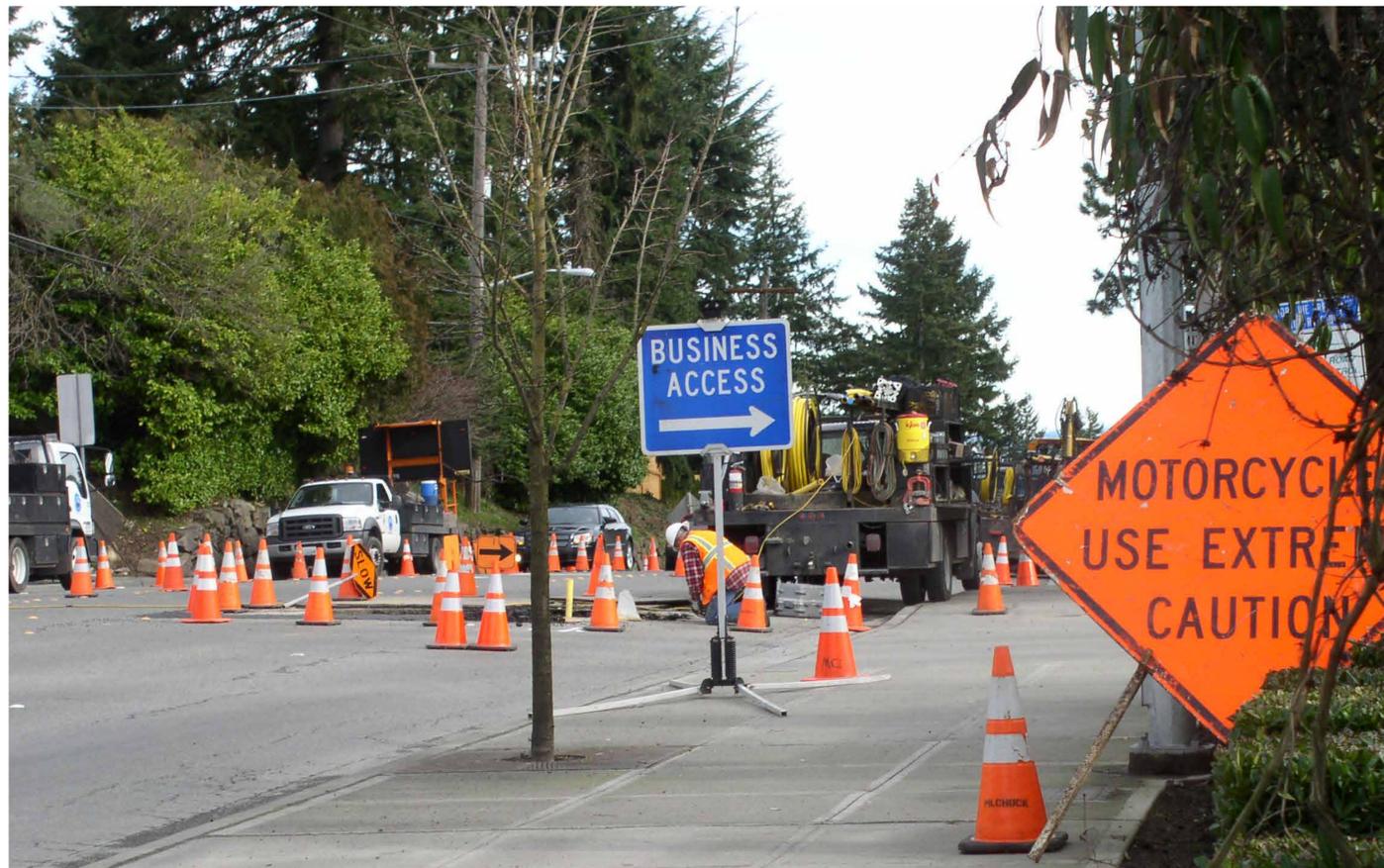
- Safer and less complicated pedestrian crossings
- People walking and driving will be able to see each other better
- People with disabilities will be able to cross the street more comfortably
- More predictable and less confusing traffic movements at S Hill St
- Reduced potential for collisions



REPLACING THE WATER MAIN

Why is the City replacing the water main?

The existing water main is located where the new roadway work will take place and will be impacted by construction. The new water main will provide increased reliability and resiliency. The City is doing the work now to be efficient with construction and minimize future impacts to customers and the community.



What can neighbors expect?

- 1 to 2 long neighborhood water shutdowns (8 to 10 hours)
- 1 to 2 short individual customer water shutdowns (1 to 2 hours)
- Advanced notice of upcoming shutdowns
- Seattle Public Utilities (SPU) will work businesses to help determine the least disruptive day/time for the neighborhood water shutdowns
- SPU will work with residents and businesses to determine the best time for the individual customer shutdowns

Who can I contact about water shutdowns?

Andrew Karch
Seattle Public Utilities
Project Manager
206-684-4643

HOW WILL PHASE 2 CONSTRUCTION BE DIFFERENT FROM PHASE 1?

We are using lessons learned from Phase 1 to inform the construction approach for Phase 2. Based on what we've heard from the community, here are some of the key ways the second phase of construction will be different:



Shorter duration of construction



Close coordination with King County Metro to maintain Route 4 service and minimize transit impacts during construction



Less overnight and weekend construction due to advanced deactivation of overhead trolley wires



Priority Hire requirements and aspirational goals included in the construction contract



The Central Area Collaborative, through funding provided by the City of Seattle, is hiring a Community Navigator to serve as a critical link between the community and City of Seattle staff for this and other local projects



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