

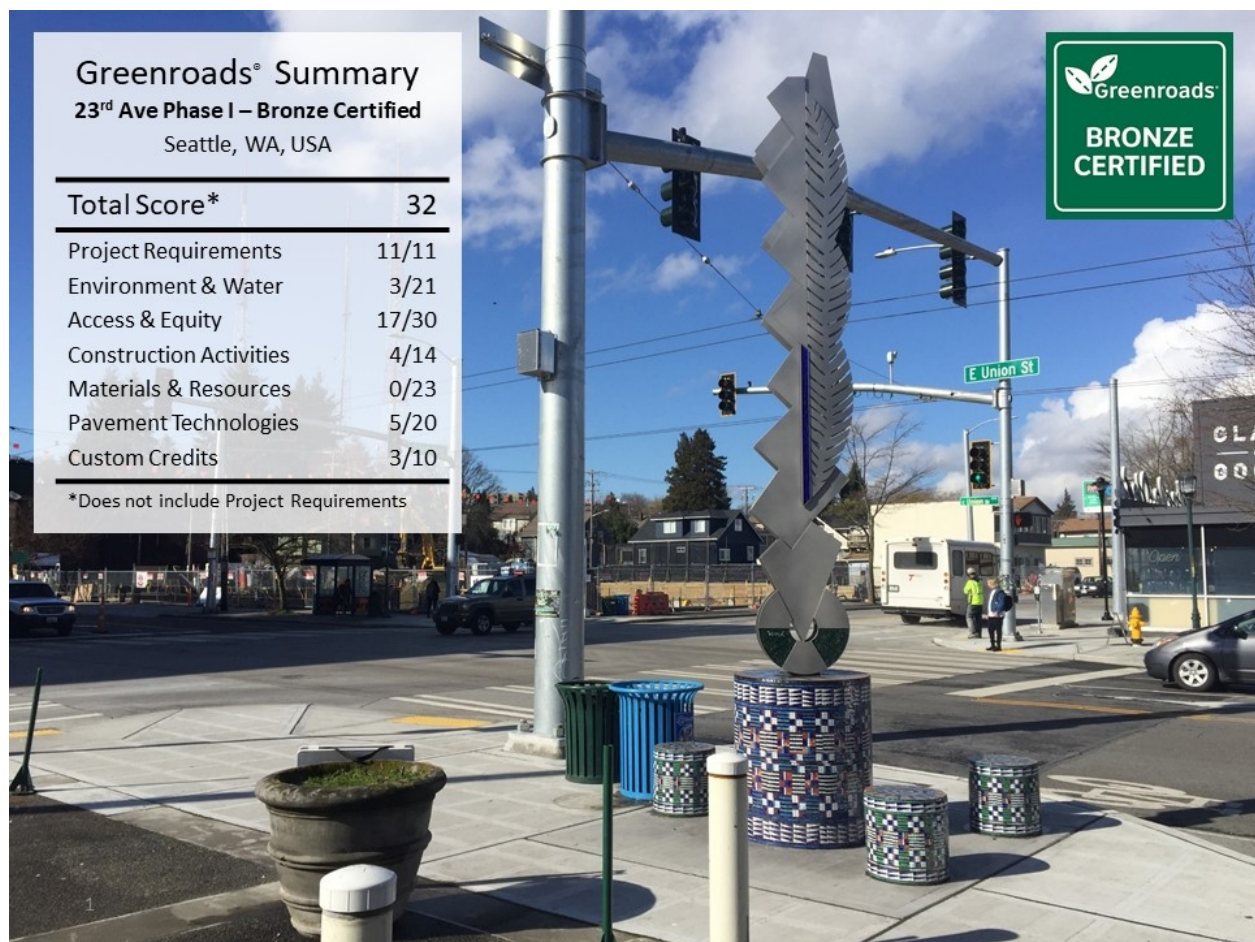
## SEATTLE'S 23<sup>RD</sup> AVENUE PROJECT TARGETS ZERO COLLISIONS

### GREENROADS' FIRST CERTIFIED VISION ZERO PROJECT STRESSES SAFETY AS CRITICAL TO SUSTAINABILITY

**SEATTLE, WA – JULY 5, 2018** – Greenroads is pleased to announce that Phase 1 (of 3) of the City of Seattle's 23<sup>rd</sup> Avenue Corridor Improvements project has earned Greenroads Bronze Certification. This project is the 45<sup>th</sup> Greenroads Project certified in the world, 25<sup>th</sup> in Washington State, and the 6<sup>th</sup> for the Seattle Department of Transportation (SDOT).

This was Greenroads' first project with Vision Zero, a national initiative to end traffic deaths and serious injuries on city streets. "Safety is a critical part of sustainability," said Greenroads CEO Jeralee Anderson. "We are thrilled to be a featured part of Seattle's Vision Zero commitment." The goals of the \$27.3 million project included improving safety for drivers and pedestrians and reducing transit times through the corridor.

The 23<sup>rd</sup> Avenue Corridor Improvements Project includes upgrades to 23<sup>rd</sup> Avenue S from E Roanoke Street to Rainier Avenue S. Phase 1, between E John Street and S Jackson Street, was completed in spring of 2017 after 18 months. This corridor connects up to 20,000 people per day to their homes, jobs, schools, and more. The old four-lane roadway was marked by cracks and potholes and had narrow lanes and sidewalks, leading to unsafe conditions for drivers, pedestrians, and cyclists.



**The 23<sup>rd</sup> Ave Corridor Improvements Phase 1 Project Scorecard. The Project met all 11 of the Greenroads Project Requirements and achieved Bronze Certification. The project included installation of a sculptural seating arrangement by artist Martha Jackson Jarvis.**

During the five years previous to starting construction, the Phase 1 section of the corridor was the site of 22 pedestrian collisions and 29 crashes resulting from distracted drivers. There were 12 alcohol-related collisions and 5 involving cyclists. This section also had the highest number of injury collisions related to intersection design.

After analyzing traffic and safety data in the area and soliciting community input, SDOT outlined a list of necessary improvements for Phase 1. The new design reduces the number of lanes from four to three (one wider lane in each direction with a center turn lane) from S Jackson Street to E Madison Street. Despite fewer lanes, this change is expected to decrease travel times by eliminating backups caused by left-turning vehicles and reducing collisions.

As a part of the Vision Zero commitment, SDOT took various measures and conducted community outreach efforts during construction. This included distribution and delivery of Vision Zero-branded yard signs for neighborhood residents to post encouraging slower speeds (“20 is Plenty”) and driver awareness (“Look Out for Each Other”) on detour routes and other affected streets.

Specific pedestrian improvements along 23<sup>rd</sup> Ave included wider ADA-approved sidewalks and curb ramps, updated signage, better lighting, new crosswalks and transit facilities, and bulb-outs at key intersections. “This project created a far better pedestrian environment as a means for encouraging more walking in the corridor and it also improved the traffic flow, decreasing travel times for buses,” said Jesse Thomsen, a Principal at Perteet, the firm that provided design leadership for the new roadway.

The project design also included a number of sustainable actions including a long-life concrete mix containing up to 50% recycled aggregate concrete for both roadways and sidewalks. “Using recycled aggregate is hands-down the best thing we can do to increase sustainability,” said Brian Gabelein of Gary Merlino Construction, the project’s lead construction company. Other project features included:

- Updated stormwater drainage infrastructure decreasing the risk of sewage overflows
- Extensive revegetation using species with limited irrigation requirements
- Over 8,000 feet of a new water main replacing the previous 100-year-old infrastructure
- The development of an adjacent Central Area Neighborhood Greenway for cyclists
- Traffic system upgrades such as transit and emergency signal priority and wireless sensor detection
- Installation of public artwork on the southeast corner of 23<sup>rd</sup> Avenue and Union Street



**Wider crosswalks were outfitted with updated crossing signals and ADA-approved curb ramps.**



**Roadways and sidewalks were repaved using concrete including up to 50% recycled material.**



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“The success of this project can be attributed to having a good design, solid construction management team, and a good contractor who was vital in keeping everything moving and efficient, as well as keeping the lines of communication open when we needed to adapt,” said David Vijarro, City of Seattle representative.

Funding for this project came from Seattle transportation levies, Bridging the Gap and Move Seattle. The project also received funding through several state grants, including Regional Mobility Grant and Transportation Improvement Board, as well as federal funds. More information about the project can be found at SDOT’s project webpage: <http://www.seattle.gov/transportation/projects-and-programs/programs/maintenance-and-paving/current-paving-projects/23rd-ave-corridor-improvements>

The project’s design was led by Perteet, Inc. with support from HNTB, and the prime contractor was Gary Merlino Construction. Other construction team members included Stoneway Concrete, LaFarge North America, and Lakeside Industries.

Work began on Phase 2, between S Jackson Street and Rainier Avenue S, in May of 2018 and is expected to last about a year. Phases 2 and 3 are also registered for Certification, targeting Bronze Ratings.

There are currently more than 130 projects registered for the Greenroads Project Rating Program in 11 states and 9 countries valued at more than \$25 billion USD. Several other transportation projects in Seattle have also received certification, including Silver Certified Mercer Street from Fairview Avenue N to 9th Avenue N in 2015. Case studies and further details for Greenroads Certified Projects and Greenroads Pilot Projects are available at [www.greenroads.org/portfolio](http://www.greenroads.org/portfolio).

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### **ABOUT GREENROADS FOUNDATION**

Established in 2010, Greenroads Foundation is an independent 501(c)(3) non-profit corporation, which advances sustainability education and initiatives for transportation infrastructure. As the developer of the Greenroads Rating System, the Foundation manages the certification process for sustainable roadway and bridge construction projects in the U.S. and internationally. For more information, visit [www.greenroads.org](http://www.greenroads.org) and join us on Facebook at [facebook.com/greenroads](https://facebook.com/greenroads).

\*Images available upon request.

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