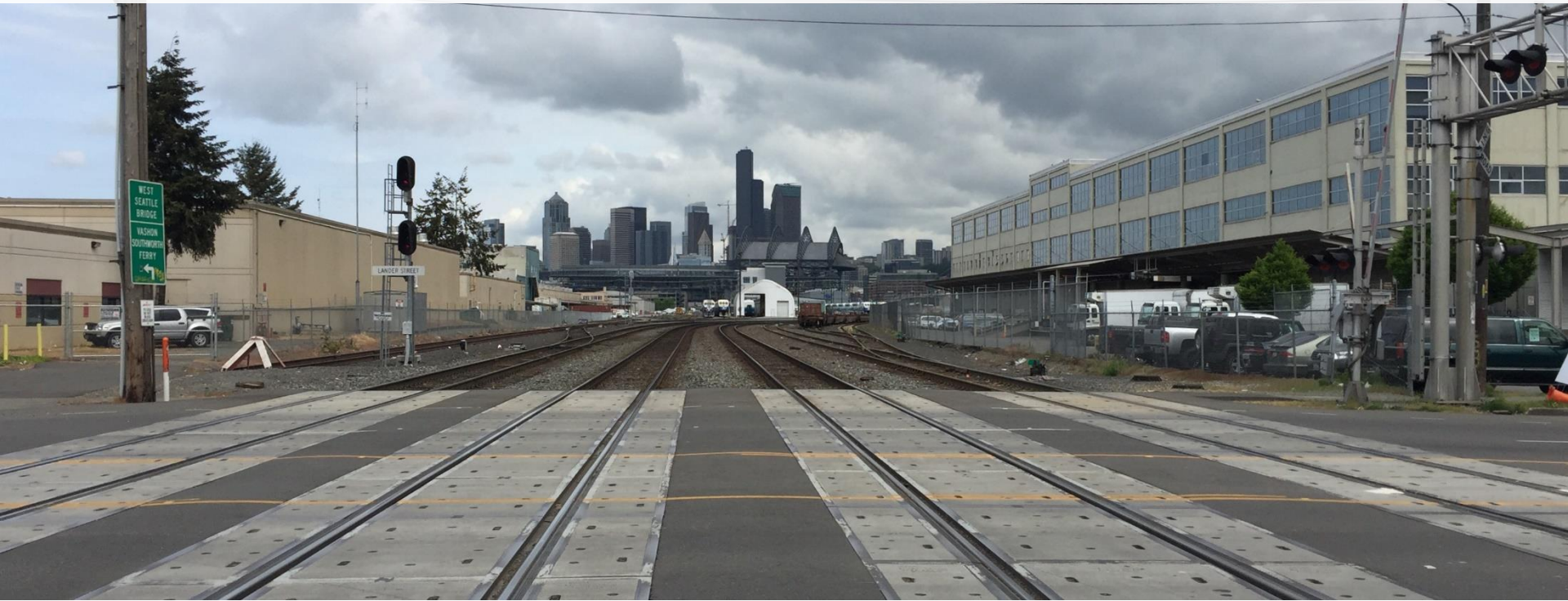


S Lander St Bridge Project



Seattle Design Commission
Jessica Murphy, SDOT
January 5, 2017



Seattle
Department of
Transportation



Presentation overview

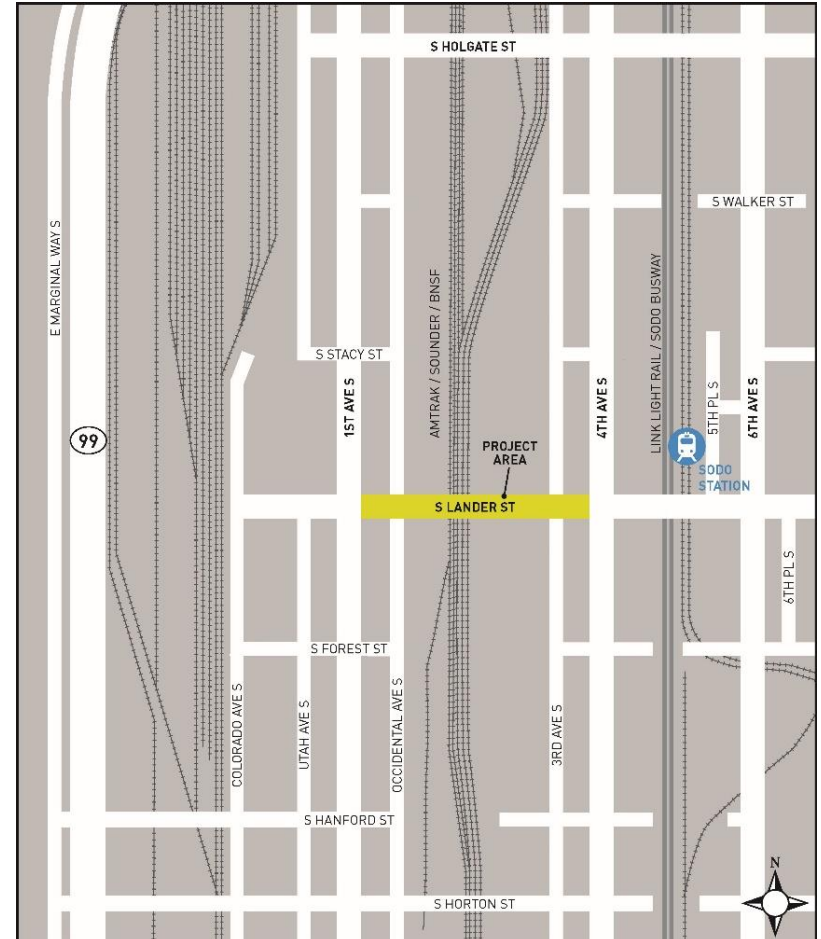
- Welcome and introductions
- Background
 - Timeline & funding
 - Project goals
- Public involvement
 - Roadway configuration
 - Urban design opportunities
 - Theme development
 - Before and after
 - Lighting
- Next steps



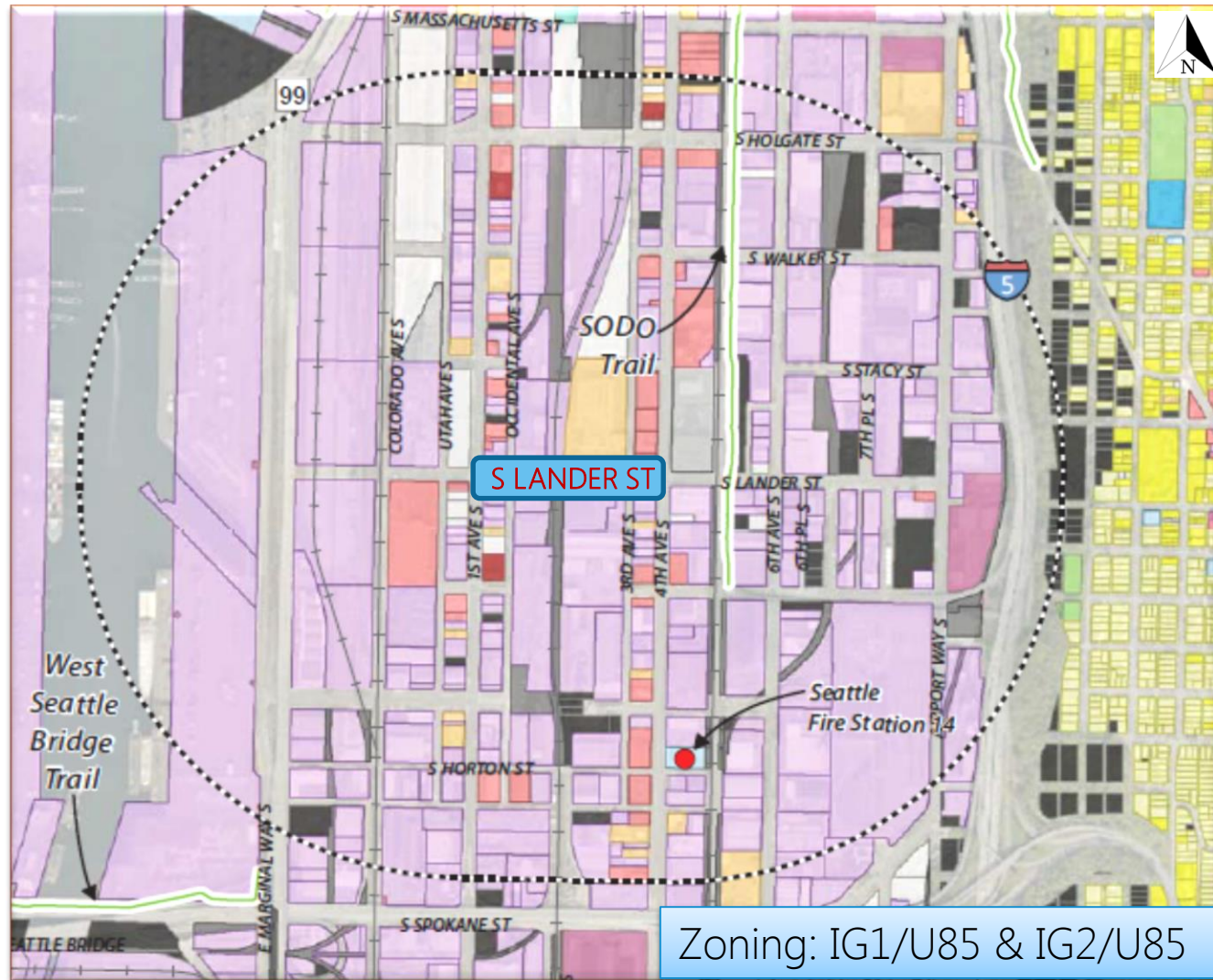
S Lander Street – An important SODO corridor

S Lander St serves:

- Local businesses and major employers
- Freight mobility
- Pedestrians and bicycles
- Commuters
- Transit
- Port of Seattle
- Freight and passenger rail



Neighborhood Land Use



Why Lander, why now?

- 20 years of need identified by
 - WSDOT
 - Port of Seattle
 - Duwamish Manufacturing Industrial Council
 - Local and regional stakeholders
- New funding opportunities
 - Federal FAST Act
 - Move Seattle Levy
 - WSDOT



S Lander Street by the numbers

Daily use:



100+
Trains



13,000+
Vehicles



1,400
Pedestrians



100
Bicycles



75,000
Jobs supported
(100,000 by 2040)

Daily closures: **100+**

Average traffic delay per closure: **2 minutes, 40 seconds**

Average closure time per day: **4 hours, 50 minutes**

Crossing violations per day: **485**

Collisions over the past five years: **85**

Fatalities over the past five years: **3**

At the crossing



8 seconds after a train is out of frame:

9 pedestrians are already in the crossing

Notice the gates are still down and the lights are still flashing

Is another train coming?

2016-01-27 5:12:56 PM

Project Goals

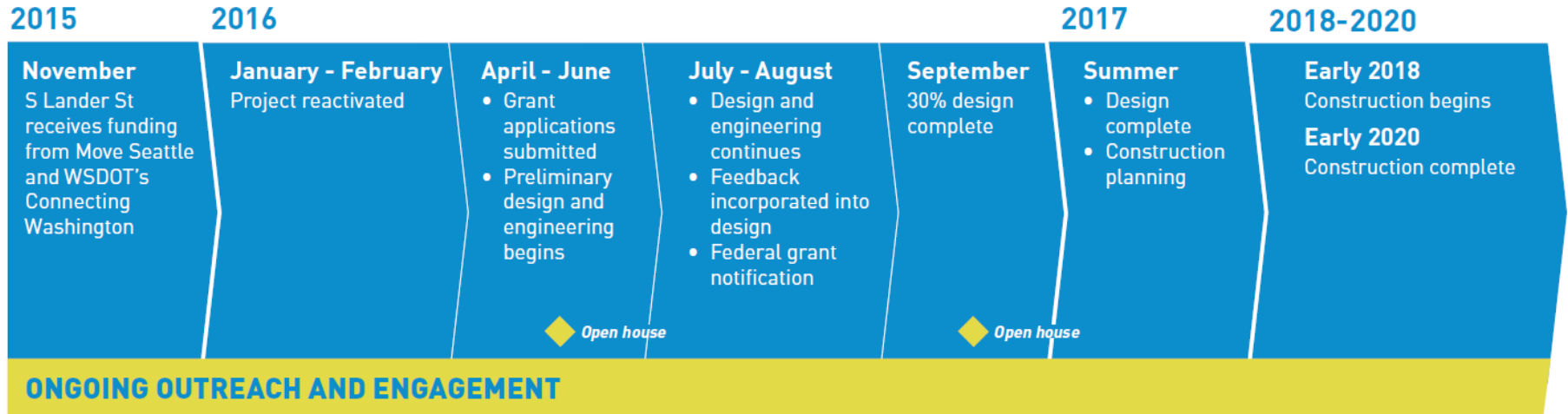
- Eliminate the at-grade crossing
- Fit the bridge in the right-of-way
- Avoid property takes
- Prioritize modal uses
- Reflect changes transportation system since 2007
- Build to budget - \$140M



Our mission:

- Safest and effective solution
- Efficient use of funding

Timeline & communications



Outreach methods

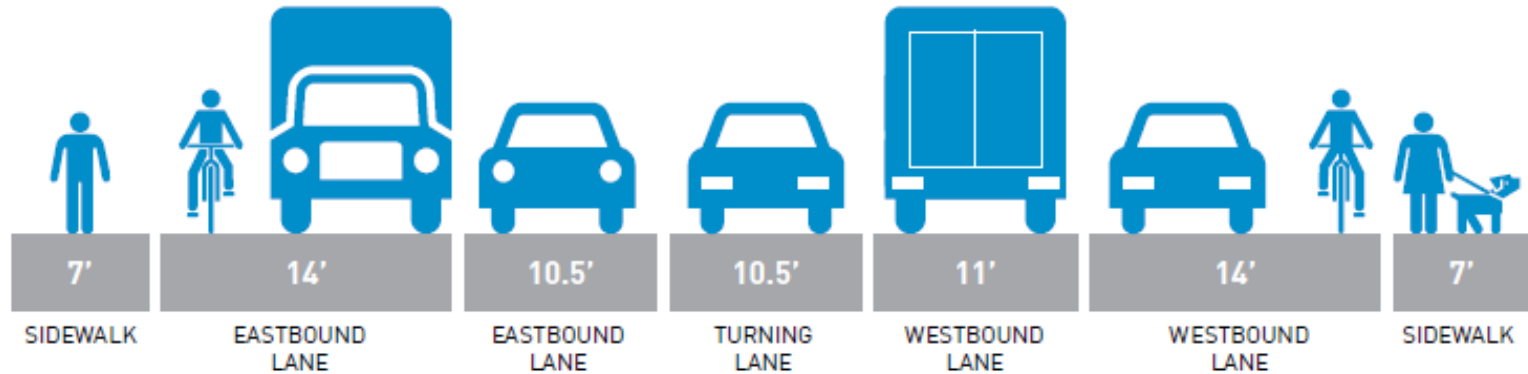
- Calls
- Door-to-door flyering
- Open houses (in person/on-line)
- Briefings
- Mailers
- Emails updates
- Social media

Frequency

- 16 briefing audiences
- 2 open houses
- 57,000 mailers
- 200 email subscribers
- Mailers
- Emails updates

Current roadway

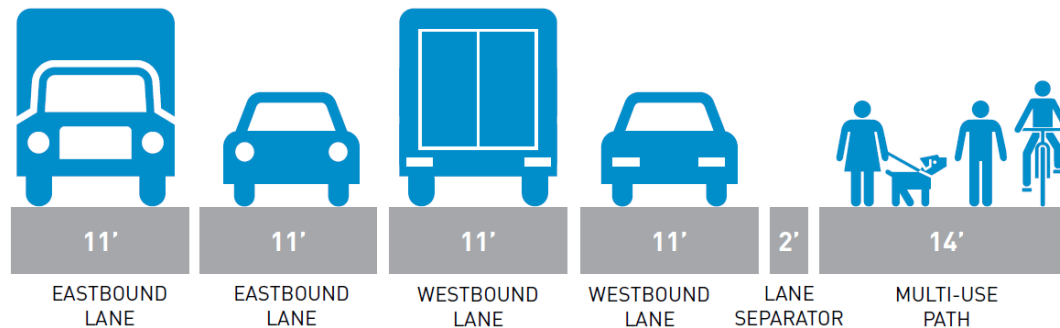
Current road conditions



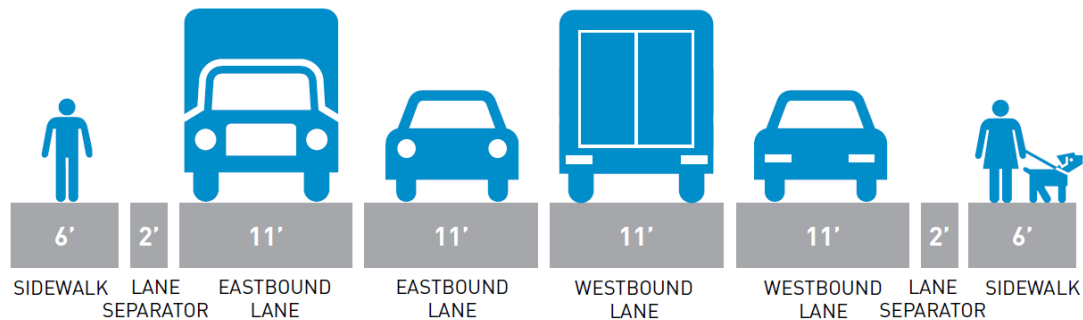
Bridge cross-sections

Preliminary options presented

Design option 1: Multi-use path on north side



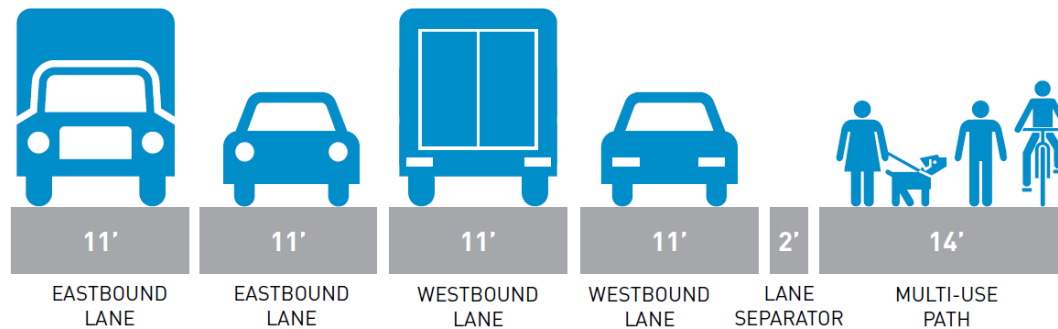
Design option 2: Sidewalks on both sides



Bridge cross-sections

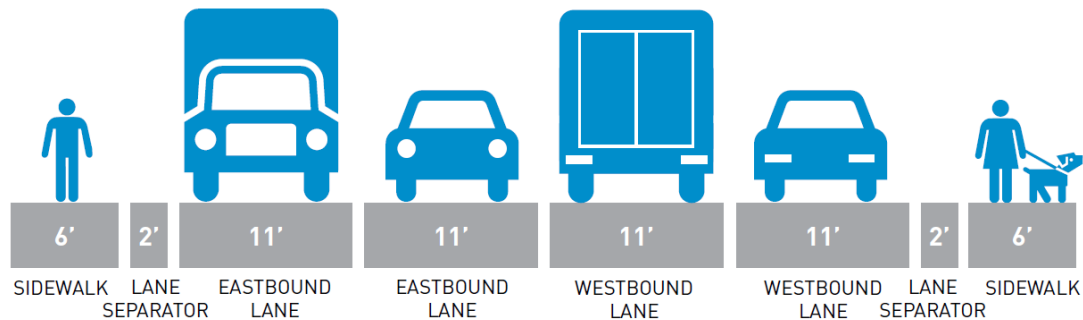
What we heard

Design option 1: Multi-use path on north side



54% preferred this option

Design option 2: Sidewalks on both sides



41% preferred this option

Site constraints – lots of driveways!

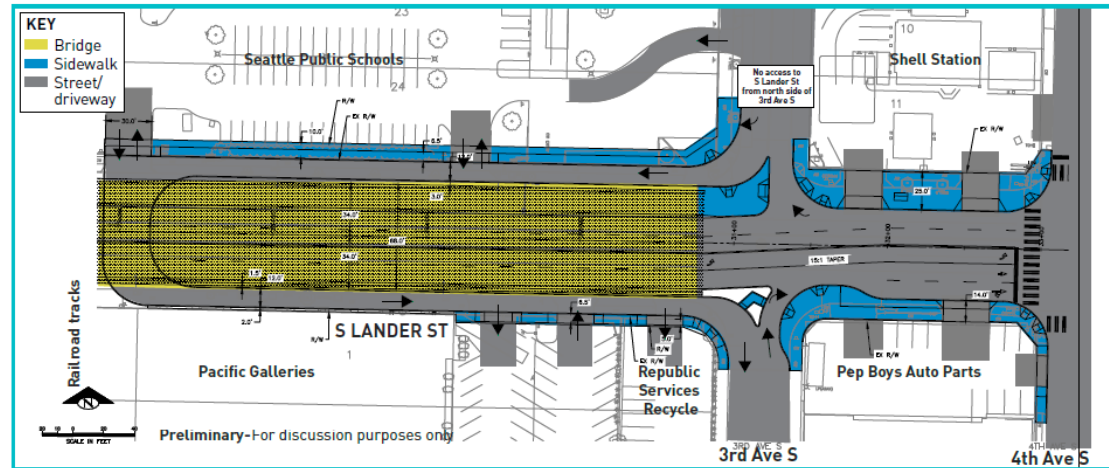
★ Driveways



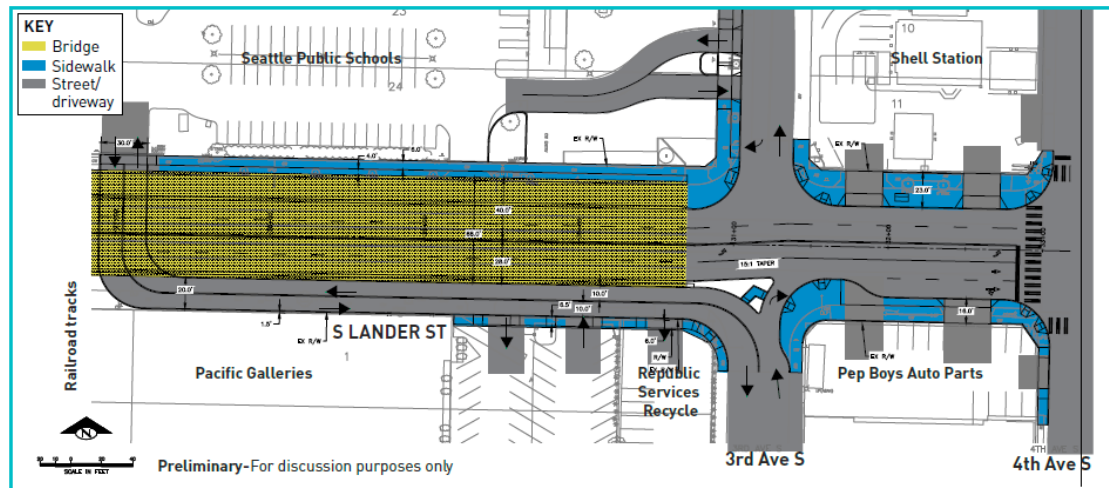
Roadway design – EAST of tracks

Preliminary options presented

Option 1



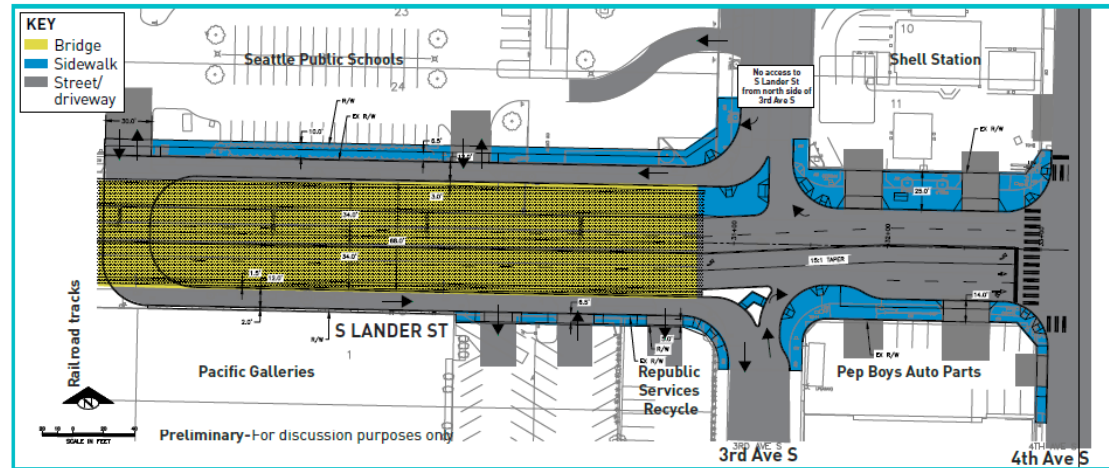
Option 2



Roadway design – EAST of tracks

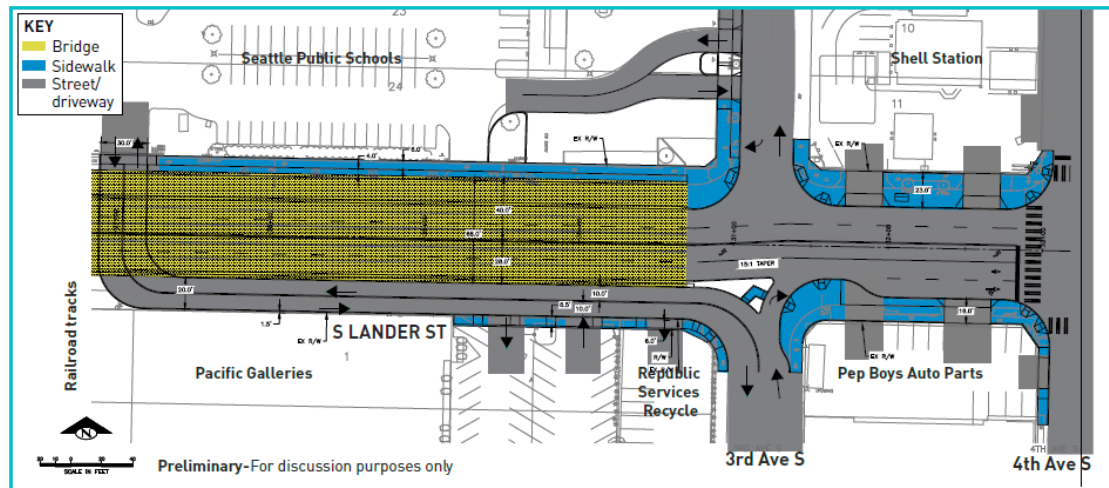
What we heard

Option 1



25%
preferred
this option

Option 2



57%
preferred
this option

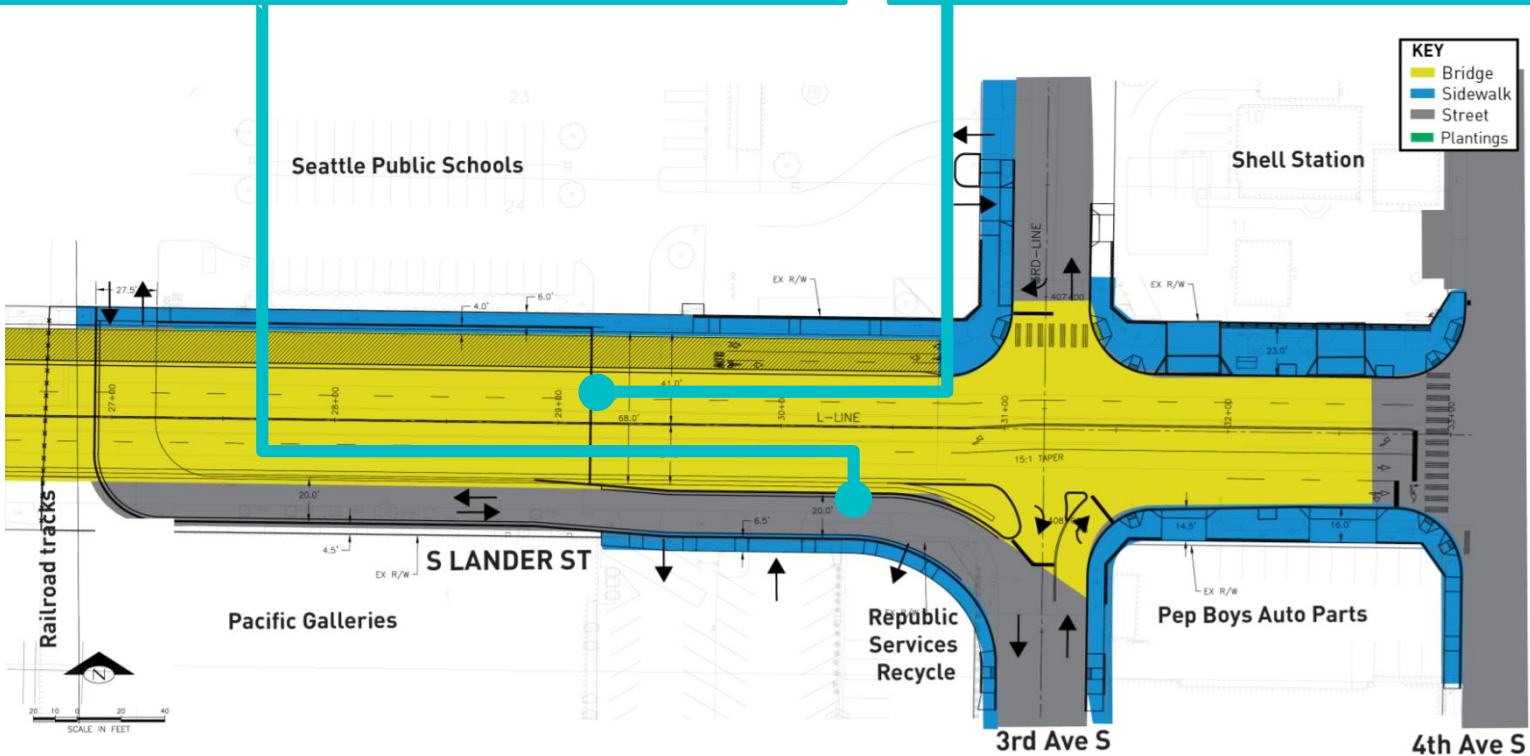
Proposed design – EAST of tracks

3rd Ave S:

- Two-way access drive on south side of bridge
- Based on feedback from nearby properties and stakeholders

Parking:

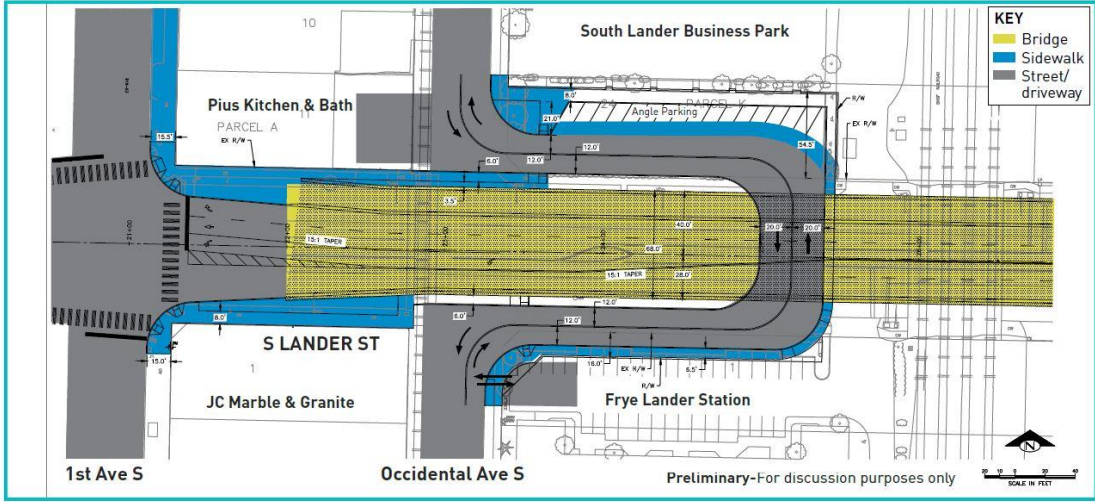
- New parking spaces under the bridge
- Concerns remain about utilization and management



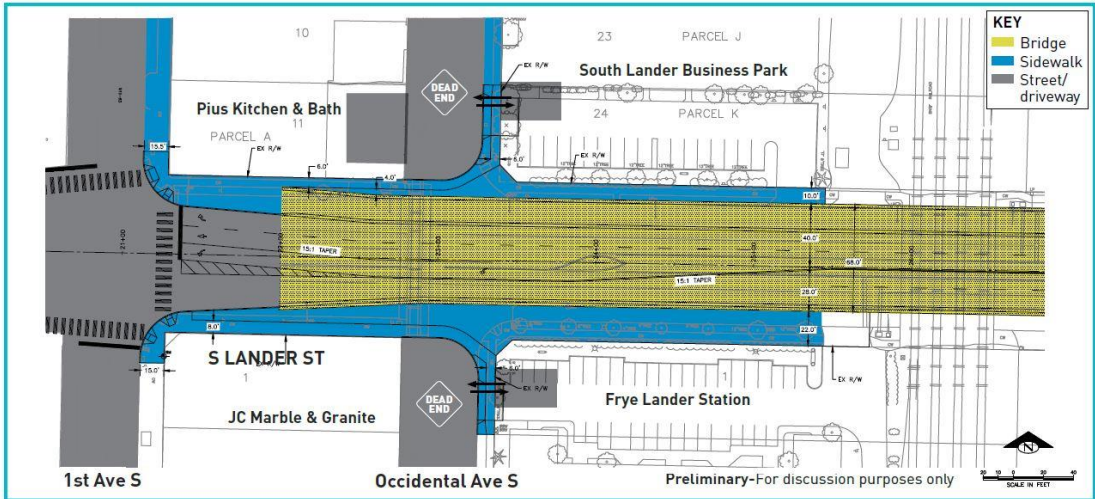
Roadway design – WEST of tracks

Preliminary options presented

Option 1



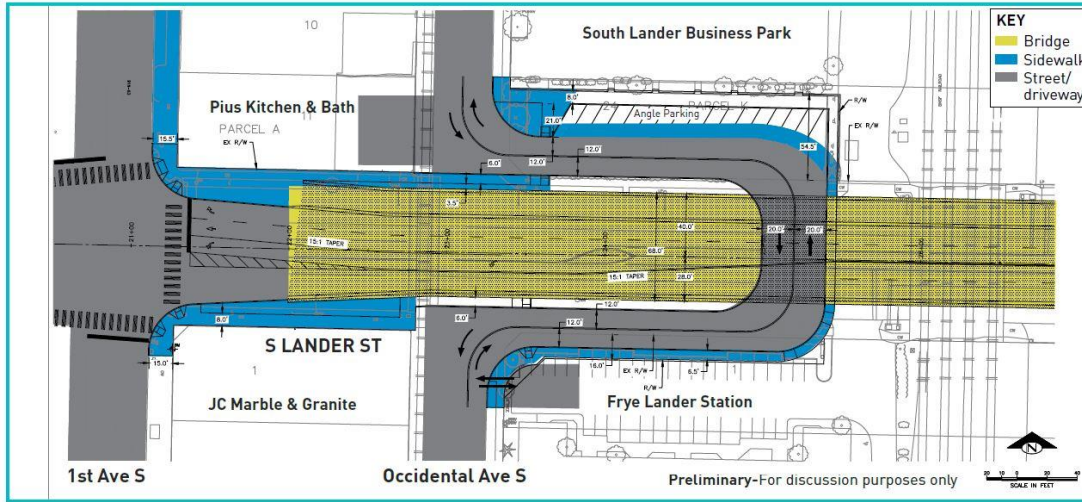
Option 2



Roadway design – WEST of tracks

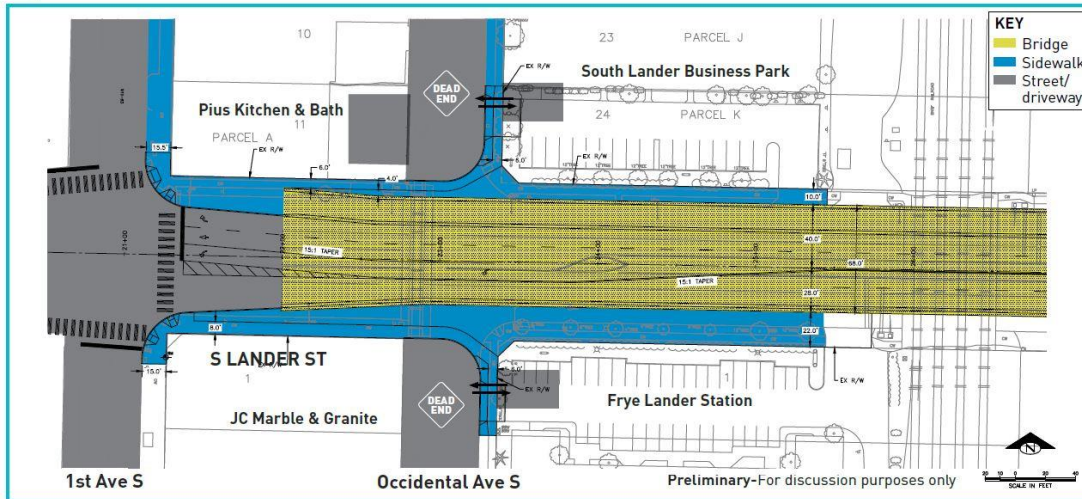
What we heard

Option 1



53% preferred this option

Option 2

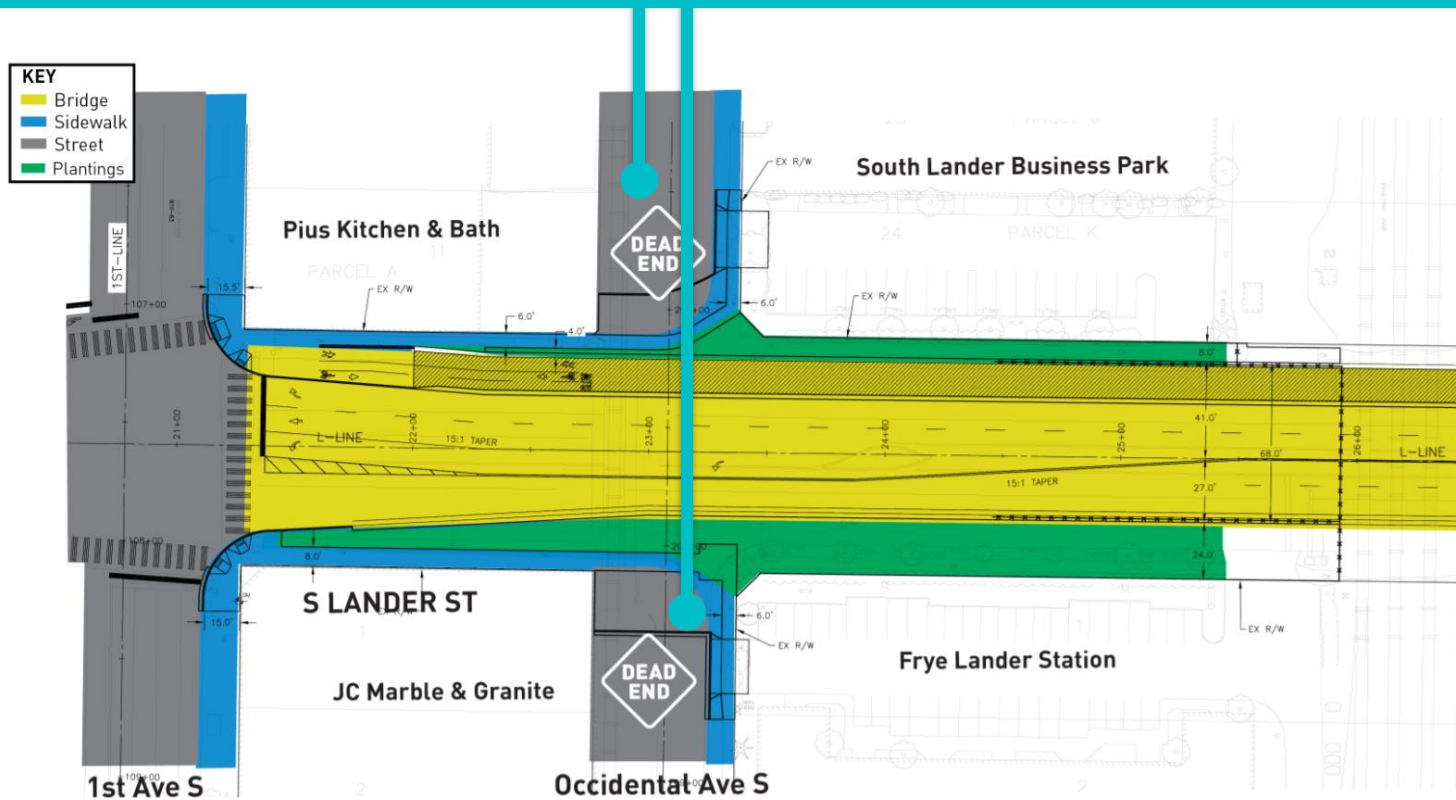


41% preferred this option

Proposed design – WEST of tracks

Occidental Ave S:

- Proposed dead-ends
- Based on community feedback, stakeholder input, recent traffic analysis (limited use of north/south through traffic), and space management



Urban design

Preliminary options

Urban design elements include:
Railings, handrails, retaining walls, fences,
columns, vertical accents, landscaping



Urban design

What we heard

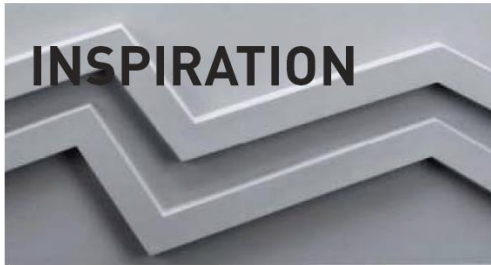
Feedback from the June open house indicated preferences for:

- Architectural elements reflecting neighborhood's character
- Artistic features
- Wall details with texture and patterns
- Landscaping and plantings



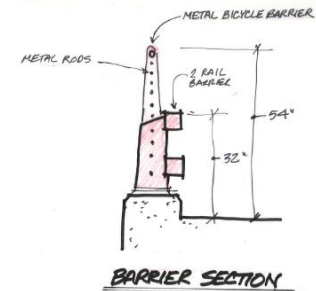
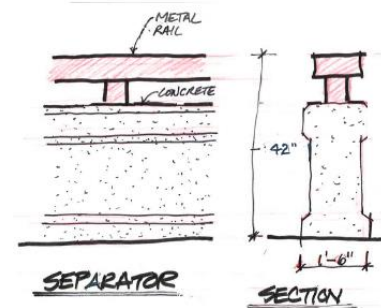
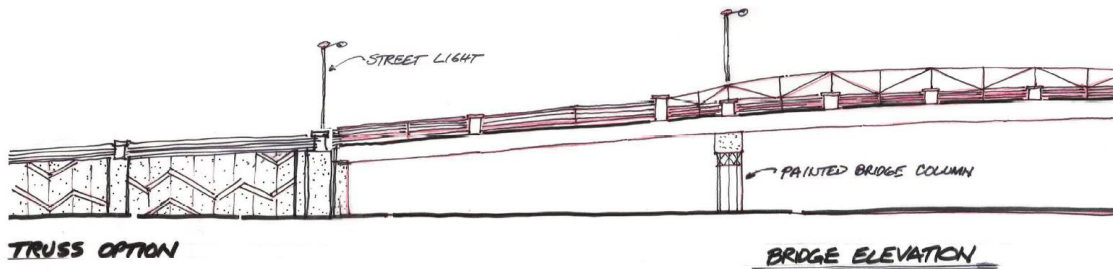
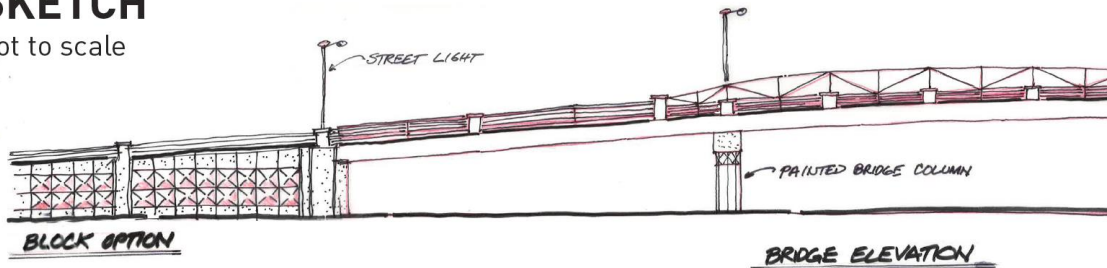
Urban design options

Industry theme



SKETCH

not to scale

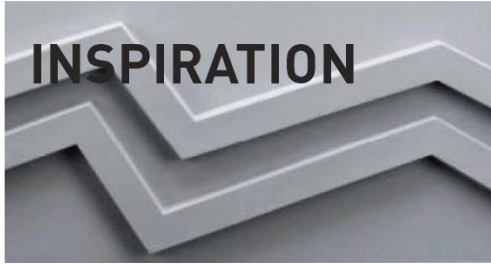


Urban design options

Industry theme

32%
preferred
this option

INSPIRATION

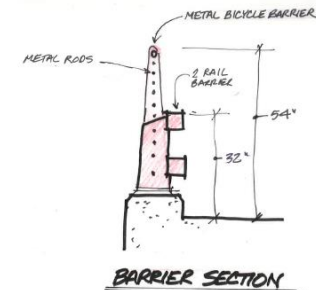
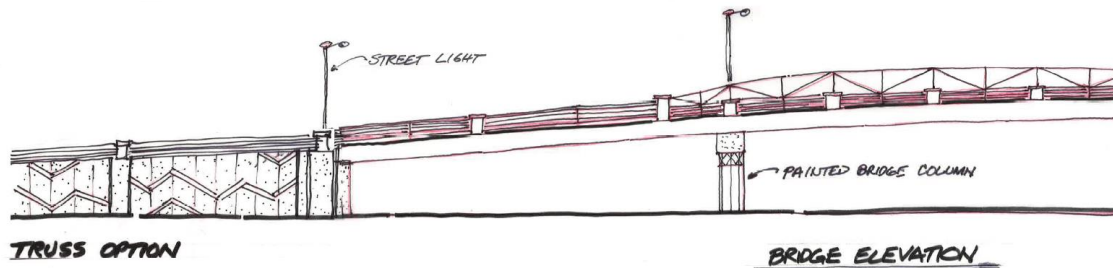
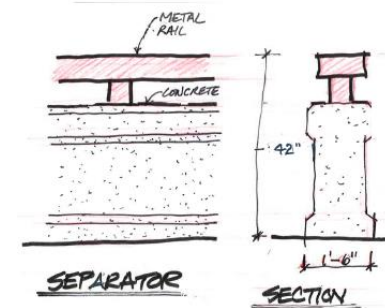
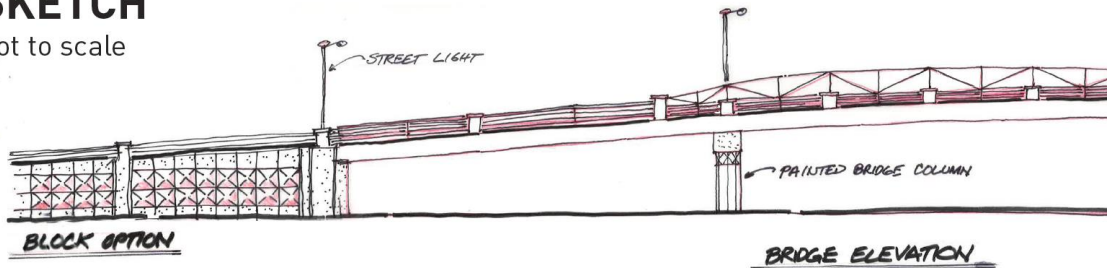


VISUALIZATION



SKETCH

not to scale



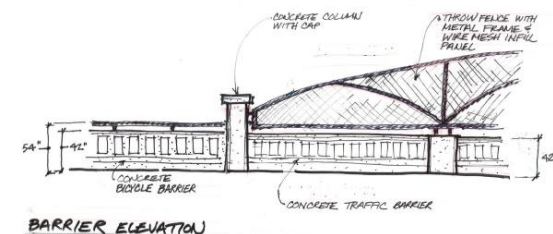
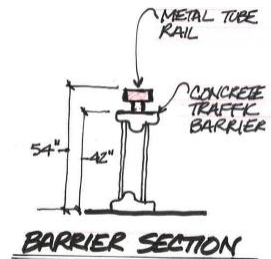
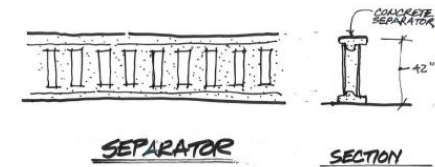
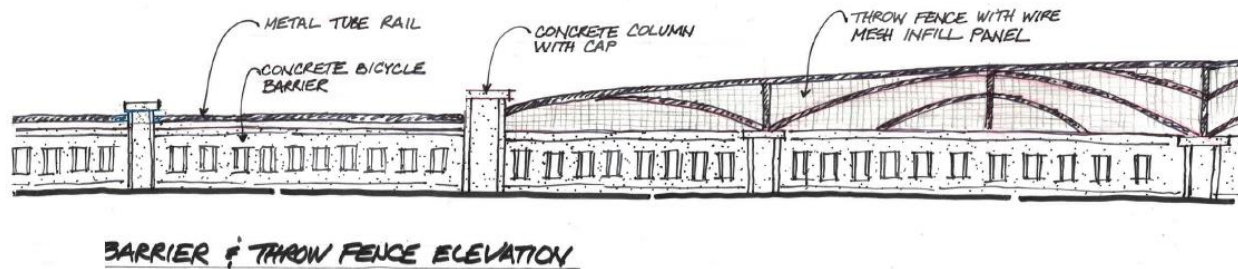
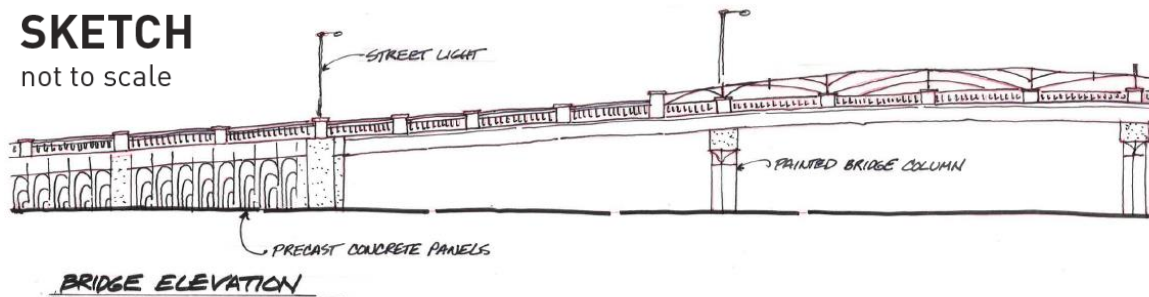
Urban design options

Deco theme



SKETCH

not to scale



Urban design options

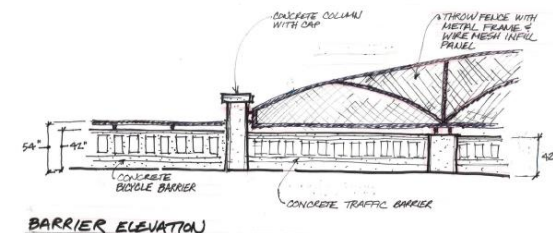
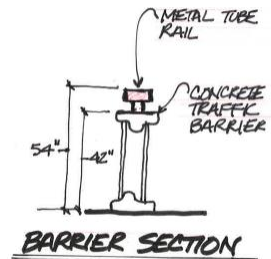
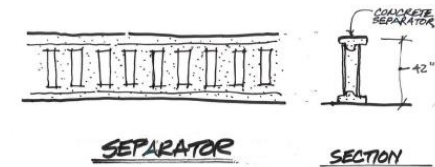
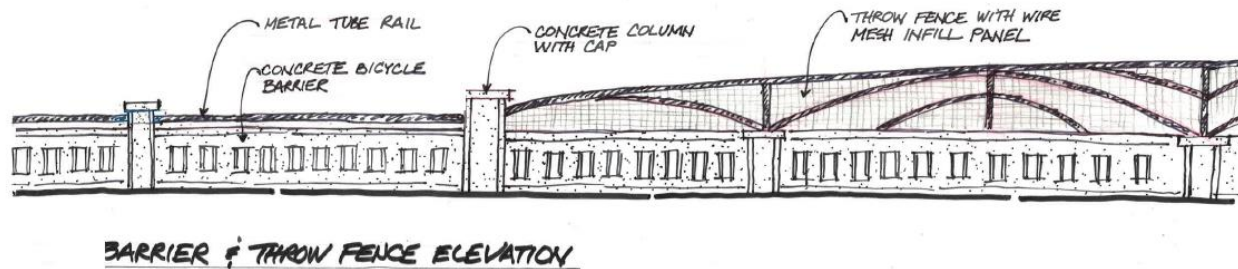
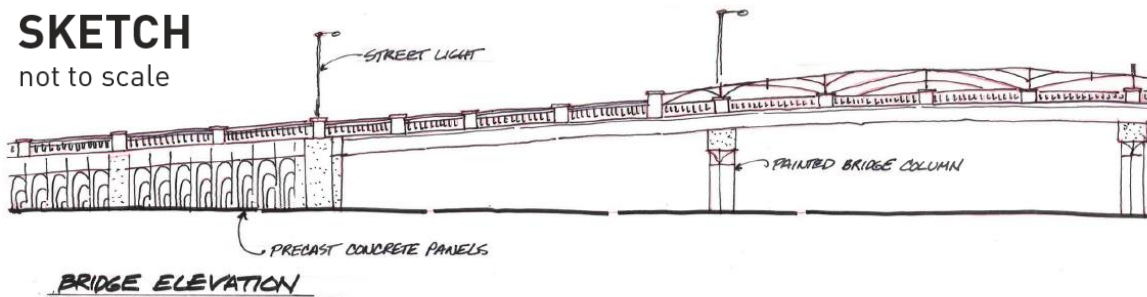
Deco theme

68%
preferred
this option



SKETCH

not to scale



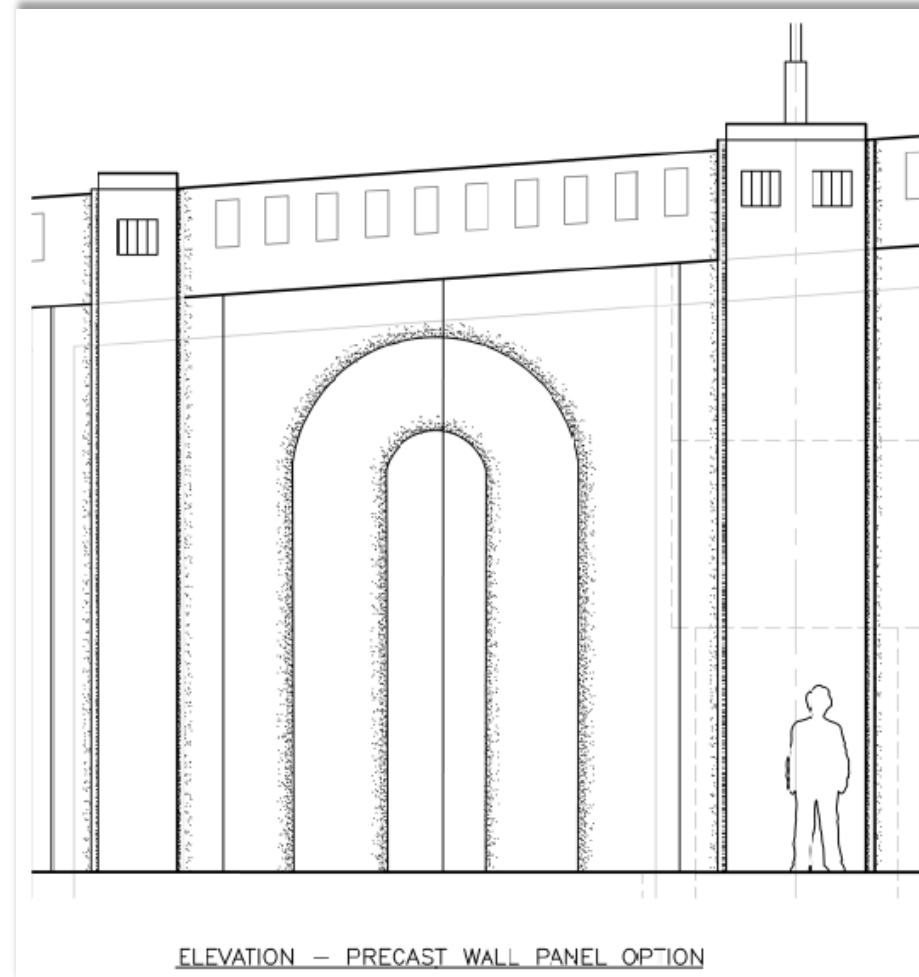
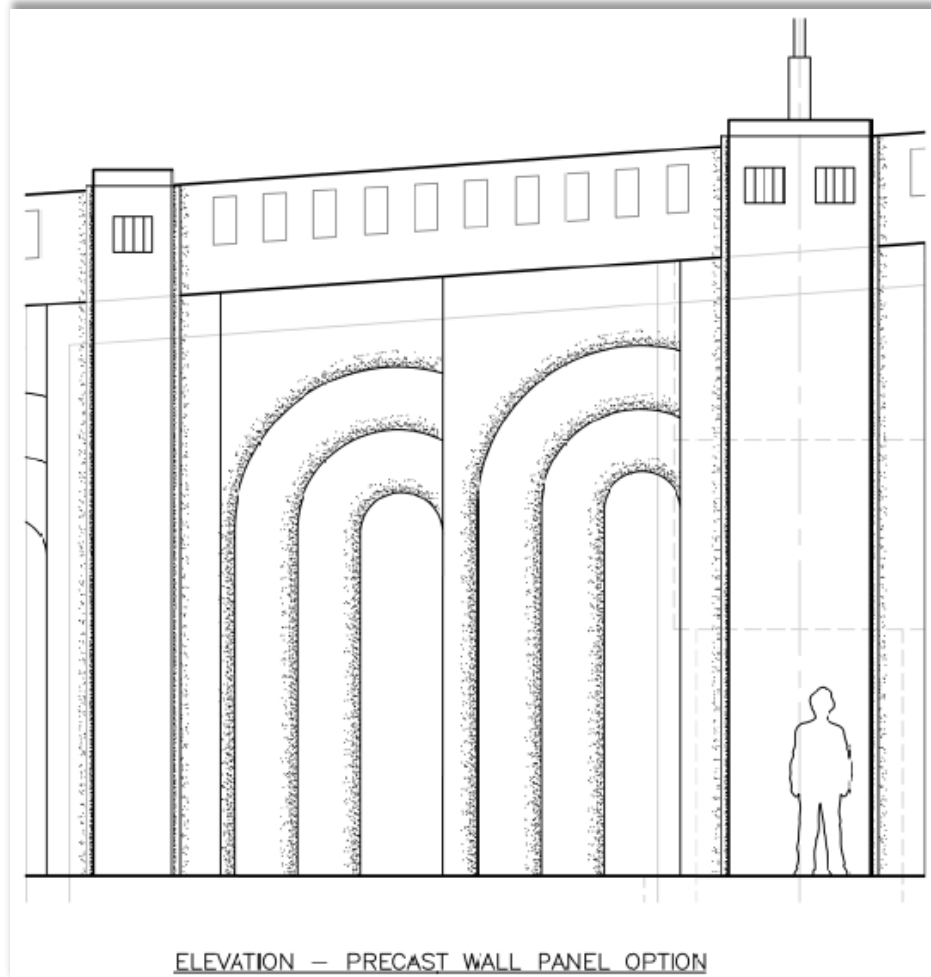
Multi-use path

Deco theme



Map data: © 2016 Google,
Image Landsat

Deco theme wall patterns



Proposed visualizations

Bird's-eye view looking northwest



Existing site

S Lander St looking southwest



Proposed visualization

S Lander St looking southwest



Existing site

3rd Ave S at S Lander St looking east



Proposed visualization

3rd Ave S at S Lander St looking east

DRAFT



Existing site

Occidental Ave S at S Lander St looking south



Proposed visualization

Occidental Ave S at S Lander St looking south



Existing site

1st Ave S and S Lander St looking east



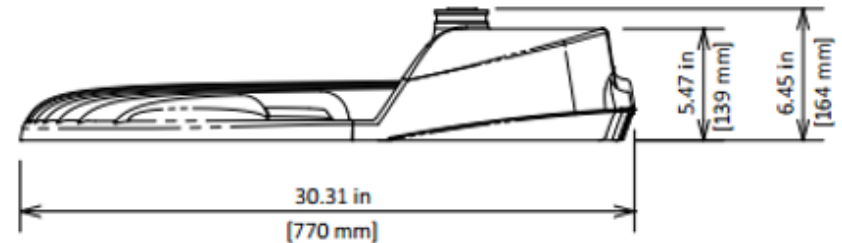
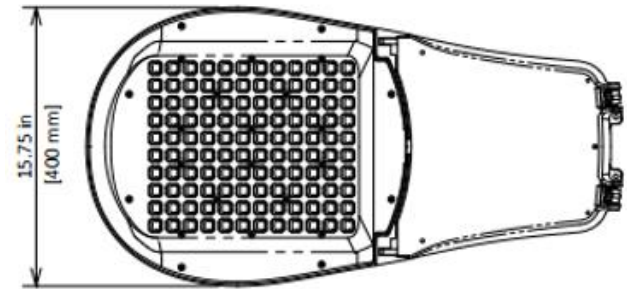
Proposed visualization

1st Ave S and S Lander St looking east



Lighting

Standard cobra-head w/ LED luminaires



Seattle City Light

MATERIAL STANDARD

Standard Number: **5750.03**

Superseding: November 3, 2014
Effective Date: March 25, 2015

Lighting plan



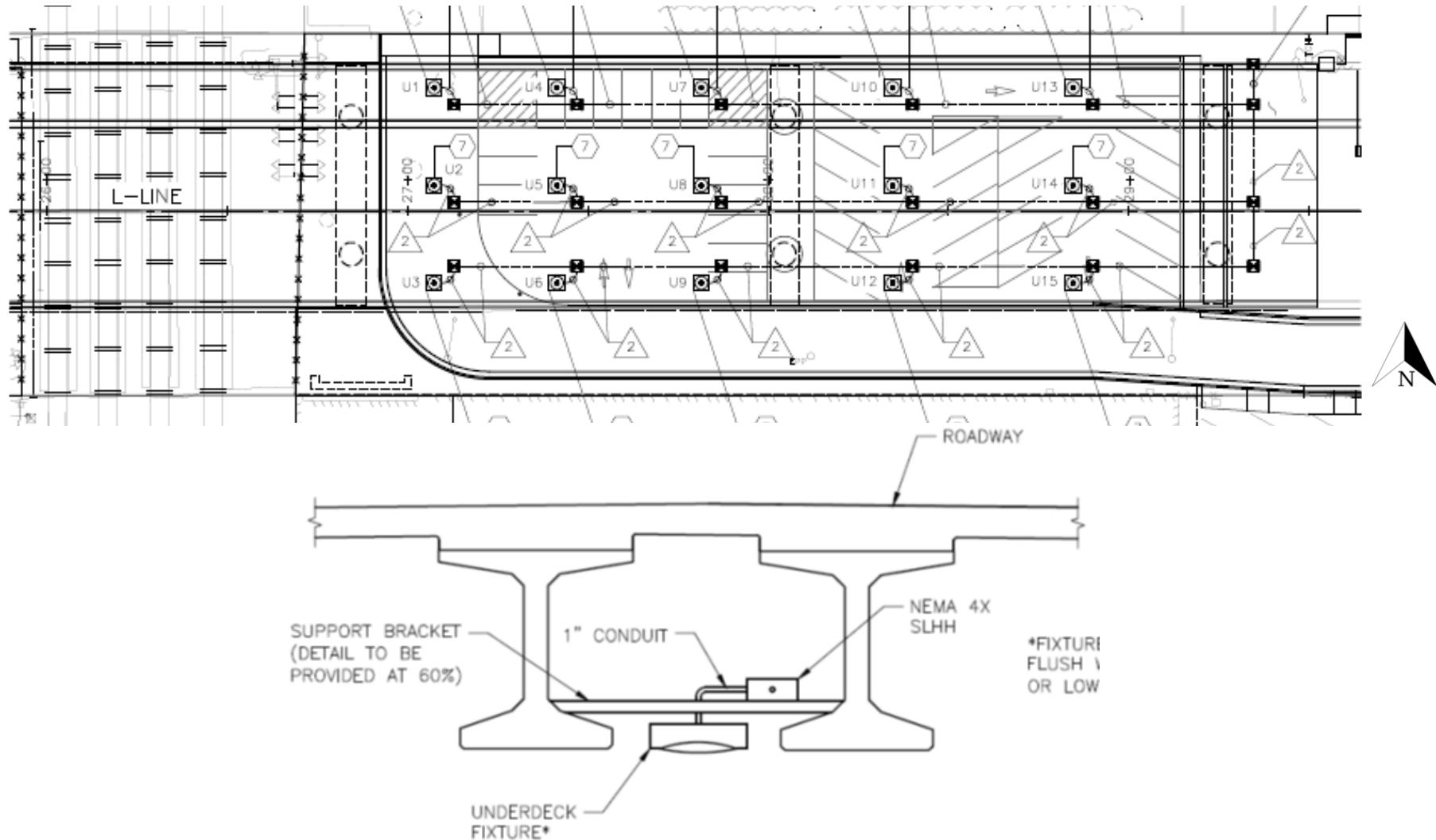
Ped lighting (pending funding)



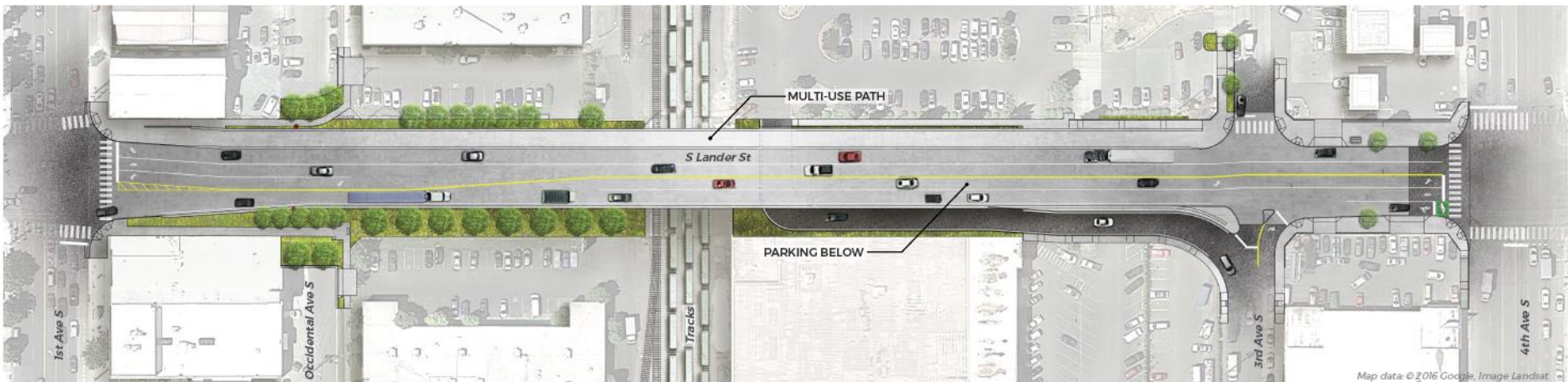
Ped lighting (pending funding)



Under-bridge lighting



Proposed corridor rendering



Ongoing design



Proposed visualization: Bird's-eye view
Looking northwest

Several design features still under development:

- Green space, landscaping and urban design opportunities
- Lighting
- Driveways
- Parking

Next steps

Winter 2017

- 60% design (including lighting)
- Continue development of urban design
- Public meetings

Spring 2017

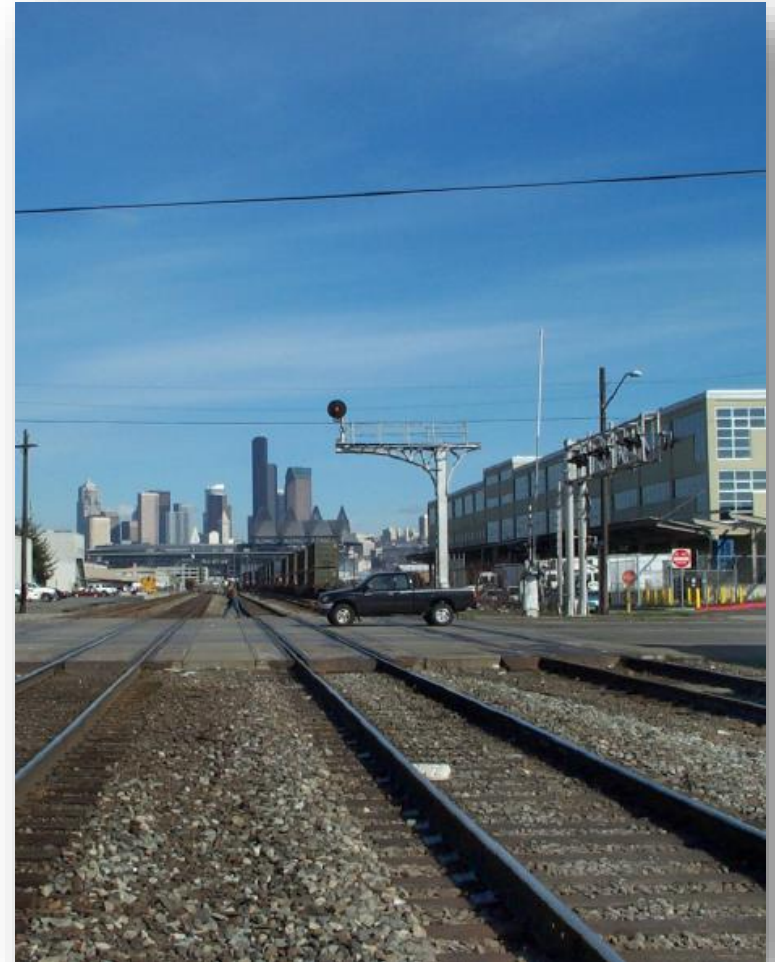
- 90% and 100% design

Summer 2017

- Solicit for construction

Winter 2017/18

- Begin construction



Stay connected

- Visit: www.seattle.gov/lander_bridge.htm
- Call Jessica Murphy: 206-684-0178
- Call Eric Strauch: 206-233-7208
- Email: lander_bridge@seattle.gov

www.seattle.gov/transportation



Seattle
Department of
Transportation

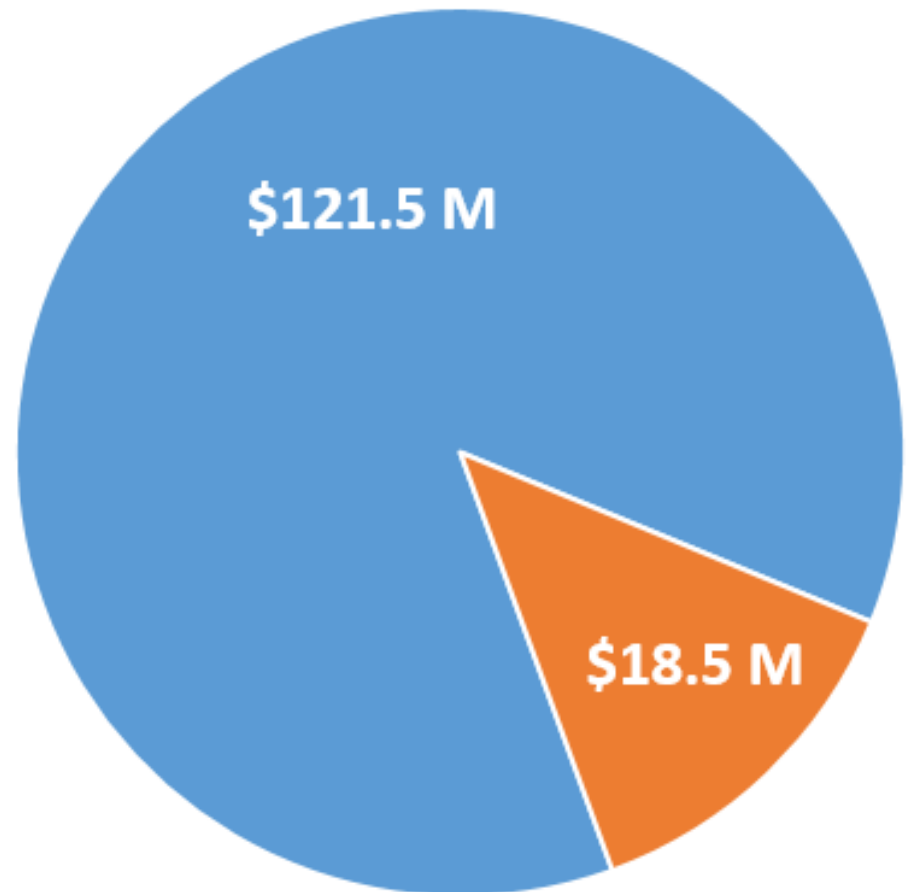
Backpocket slides

Funding

TOTAL: \$140M

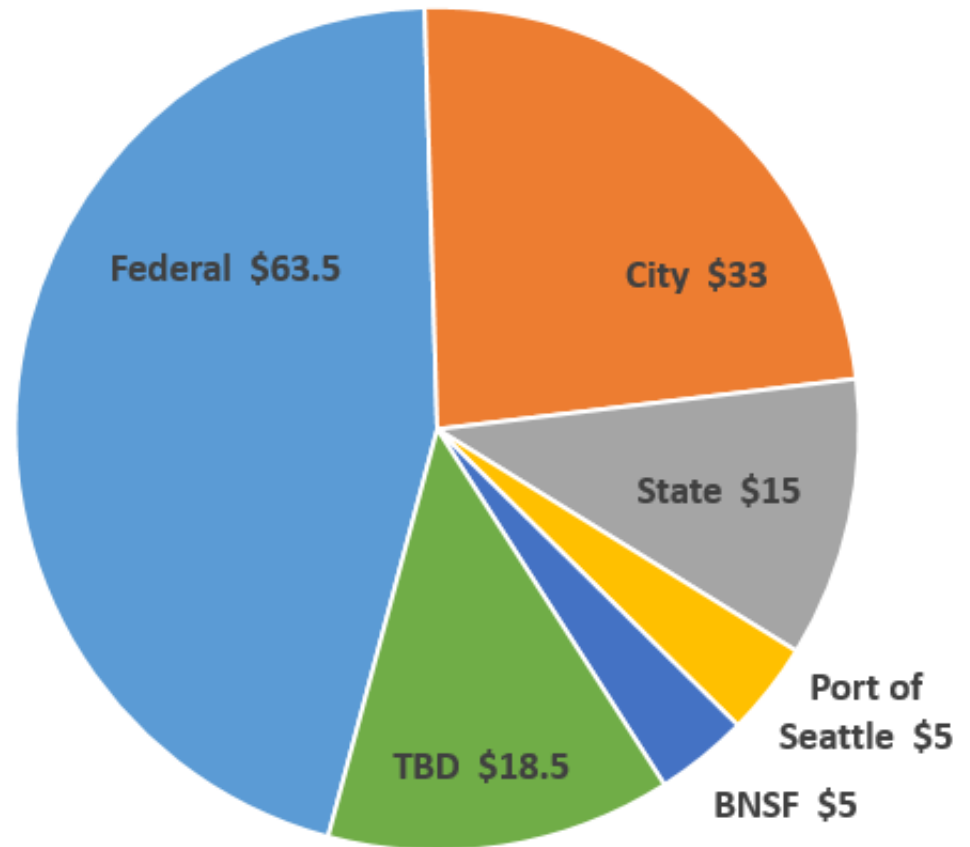
- **\$121.5M Secured Funding**
 - \$ 33M City
 - \$ 15M State
 - \$ 63.5M Federal
 - \$ 10M Private (Port, BNSF)

- **\$18.5M Unsecured Funding**



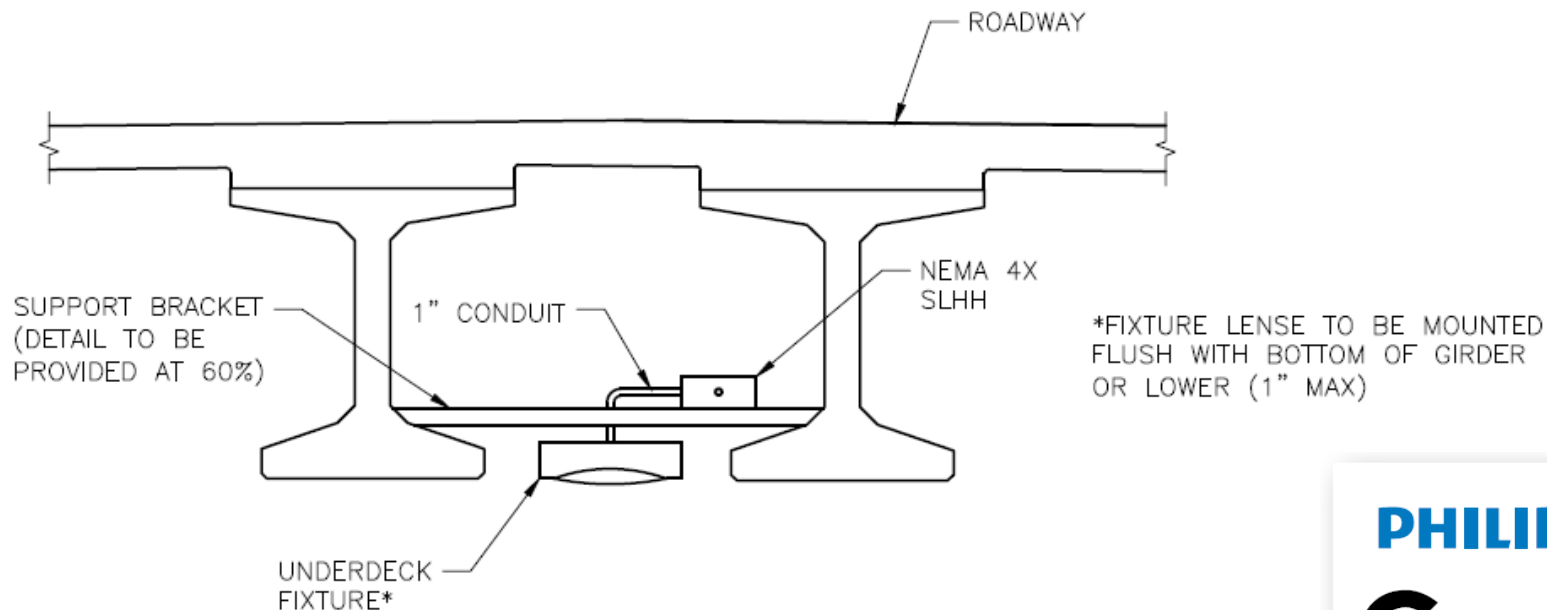
Project funding plan

- \$45M in Federal FASTLANE grant – largest award for a municipality nationwide
- Additional \$13M City contribution approved in the 2016 Budget
- Still in pursuit of other sources



TOTAL: \$140M

Under-bridge lighting attachments



UNDERDECK LIGHTING MOUNTING DETAIL

NTS

1
IL05



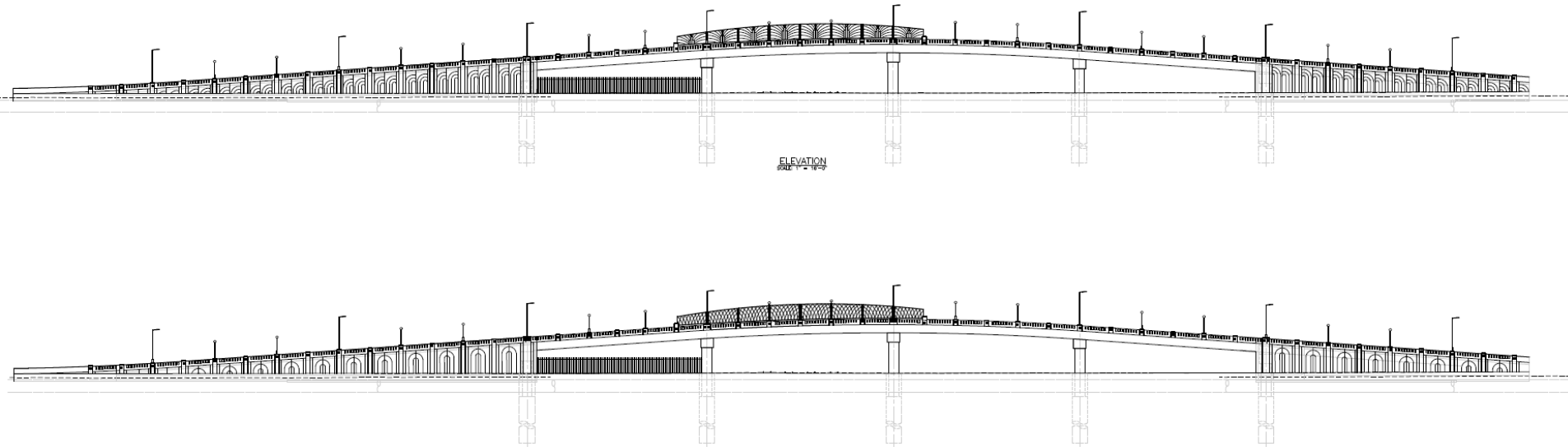
PHILIPS

GARDCO

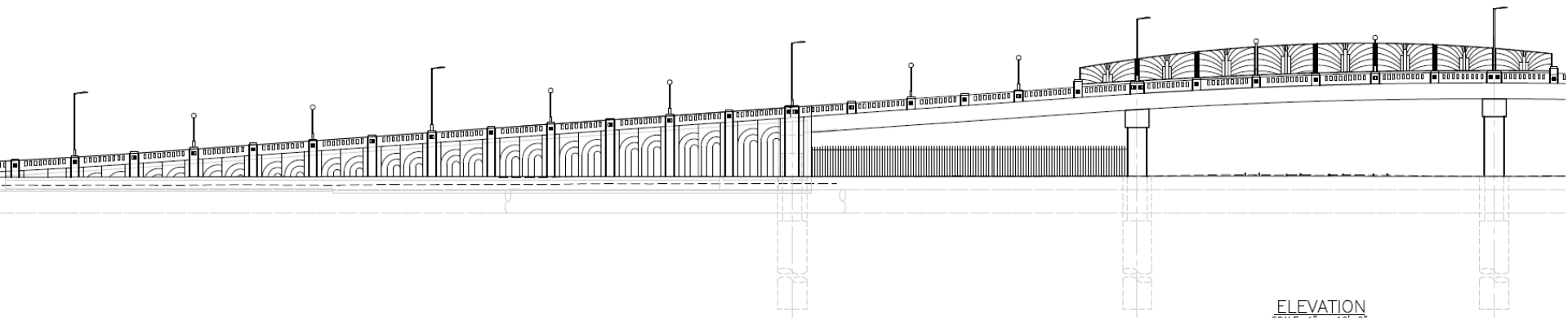
Garage & Canopy

SlenderForm

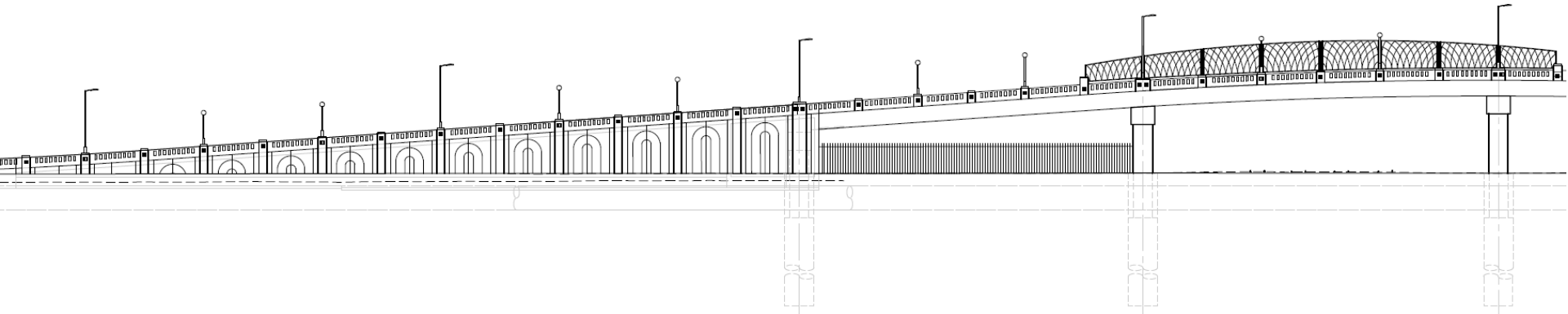
Deco theme - elevations



Deco theme - elevations



ELEVATION
SCALE: 1" = 16'-0"

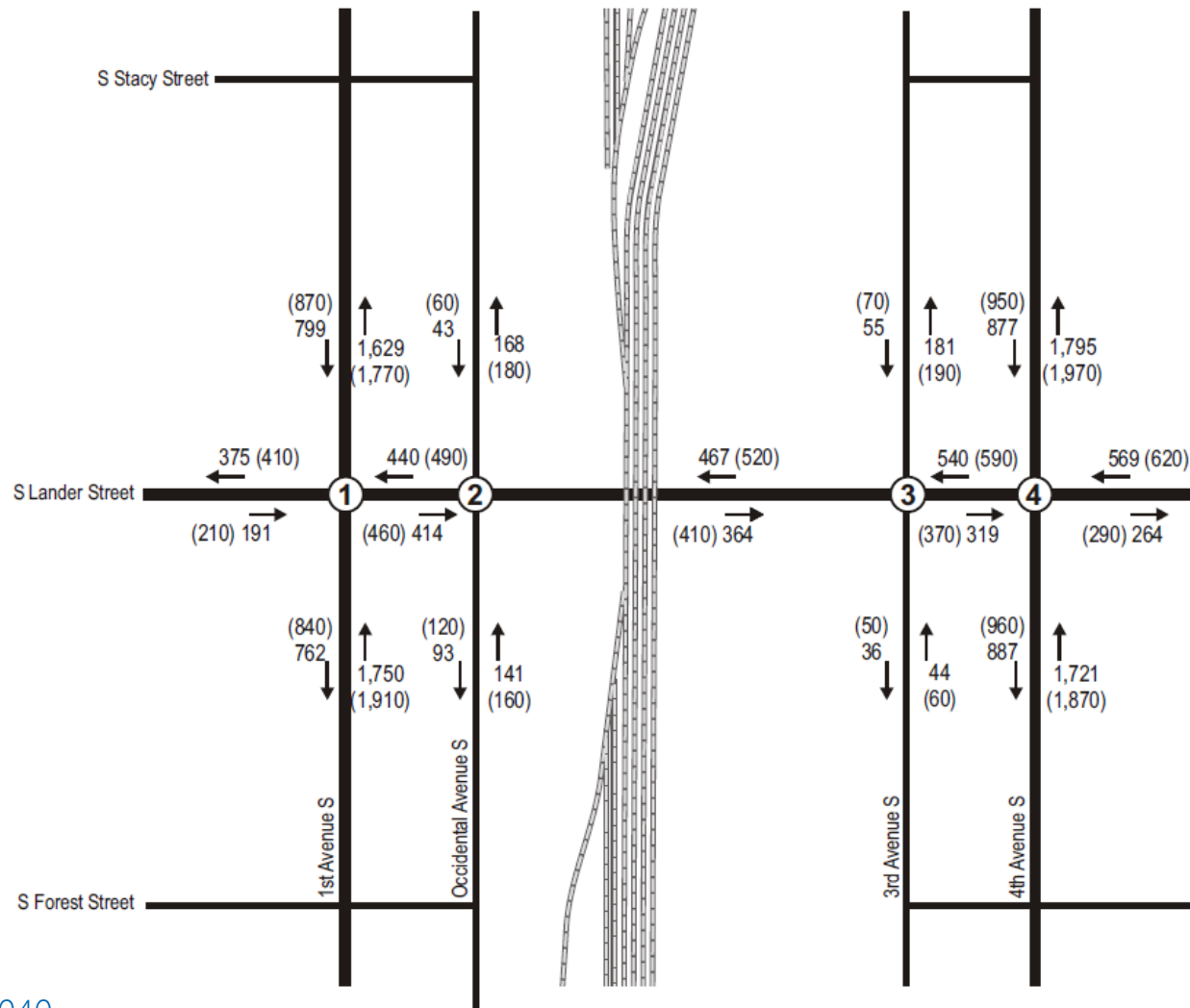


ELEVATION
SCALE: 1" = 16'-0"



[Time-lapse video](#)

Traffic analysis



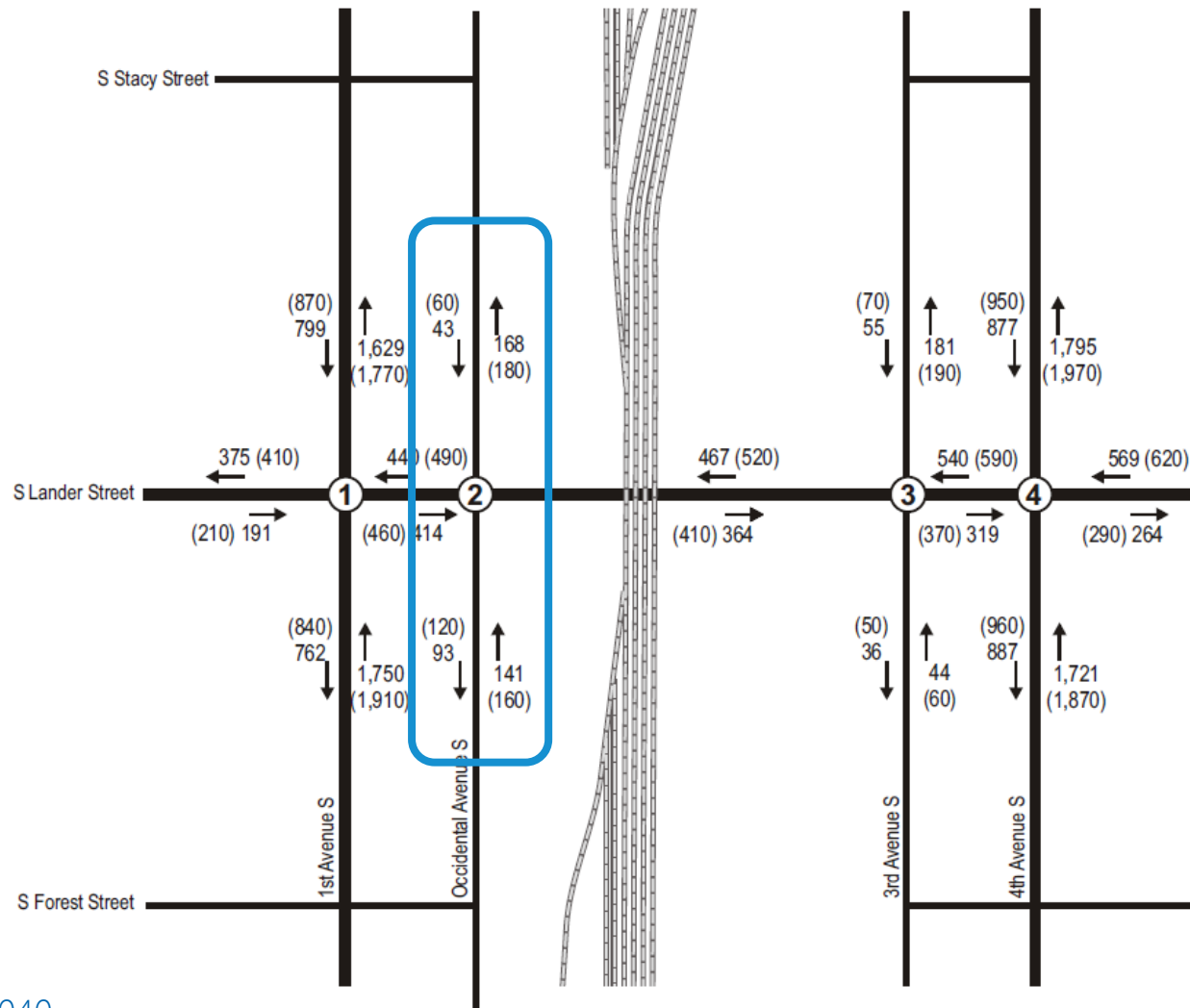
KEY:

XX = Existing

(XX) = Future, 2040

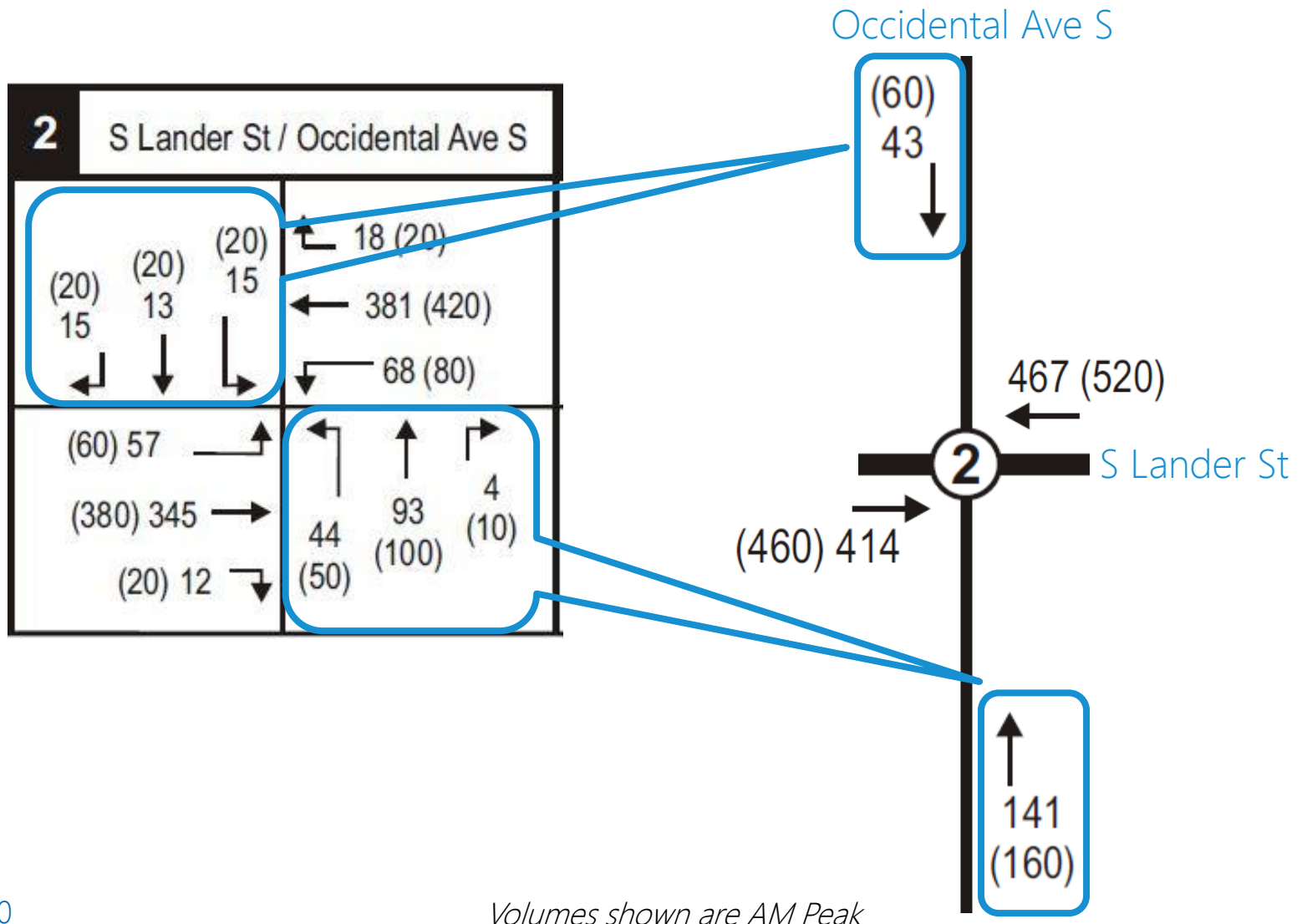
Volumes shown are AM Peak

Traffic analysis – Occidental Ave S



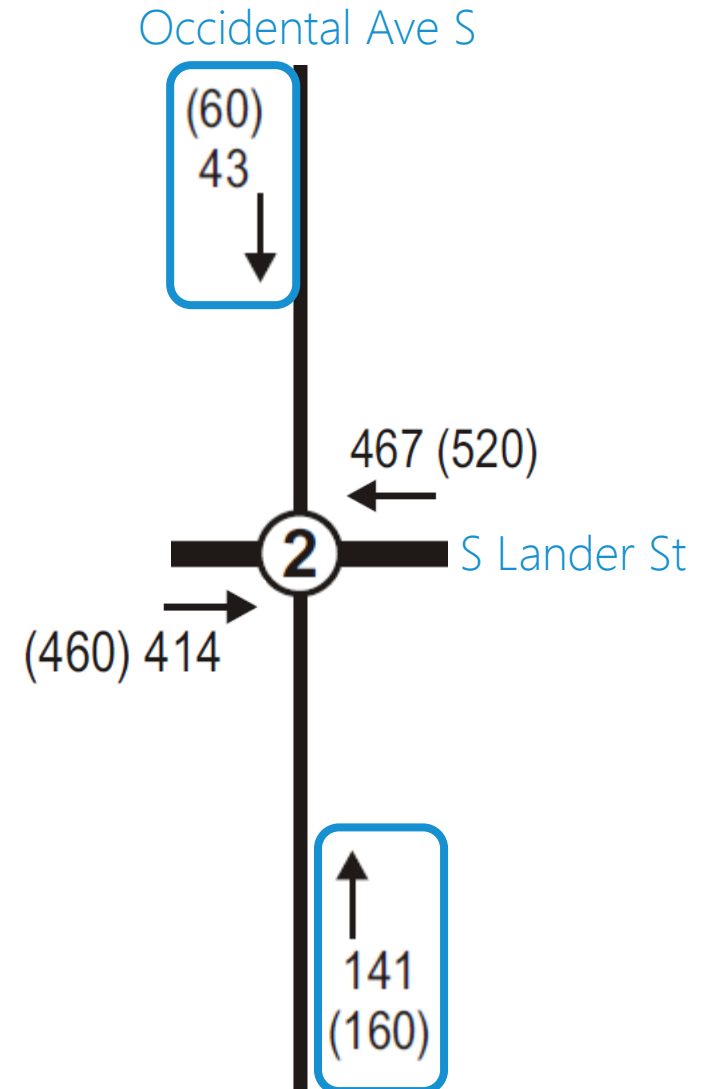
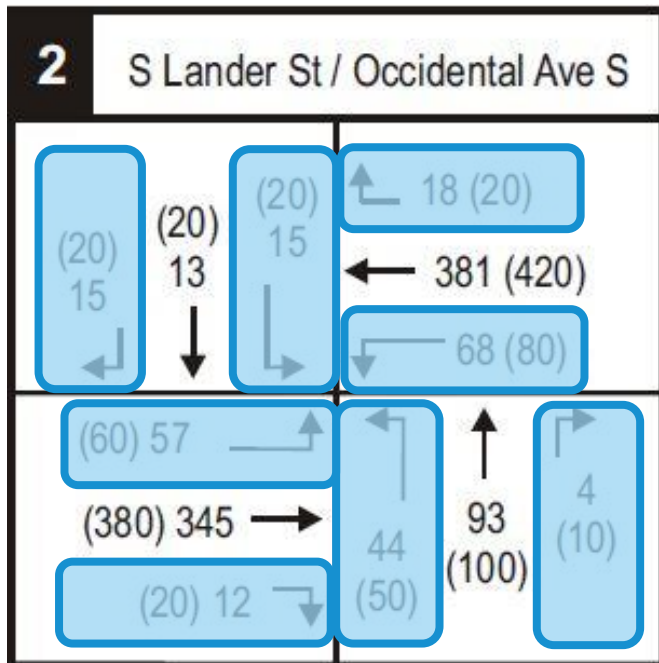
Traffic analysis – Occidental Ave S

Turning movements



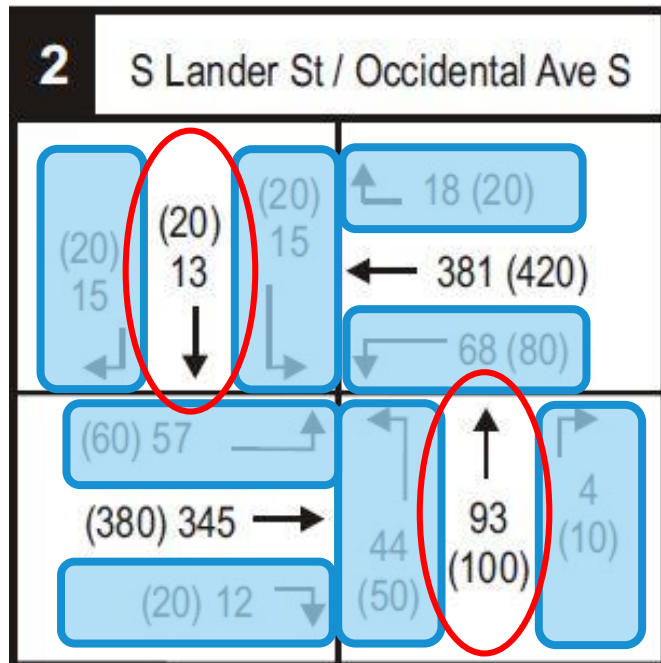
Traffic analysis – Occidental Ave S

Future movements

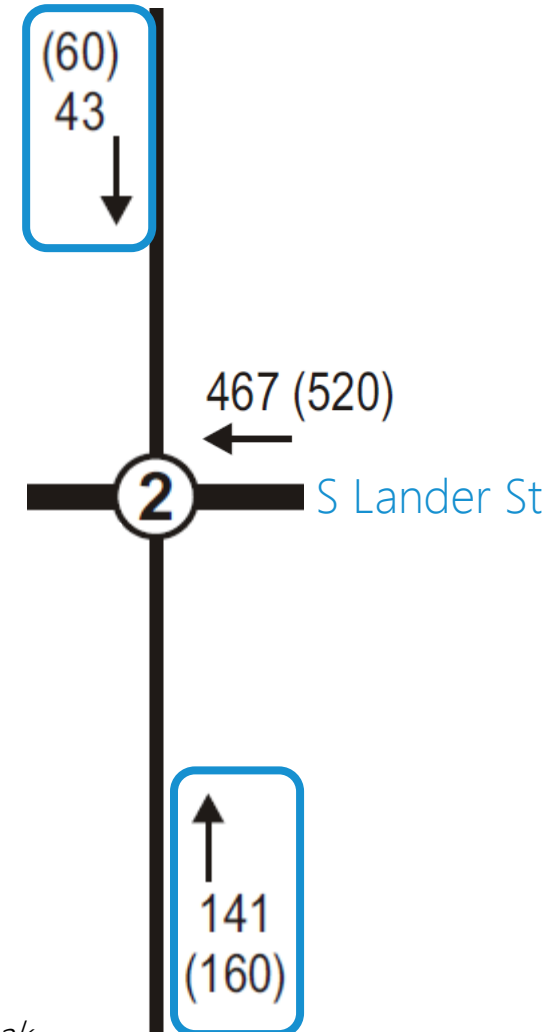


KEY:
 XX = Existing
 (XX) = Future, 2040

Traffic analysis – Occidental Ave S



Occidental Ave S



KEY:
 XX = Existing
 (XX) = Future, 2040

Volumes shown are AM Peak

Traffic analysis results – Occidental

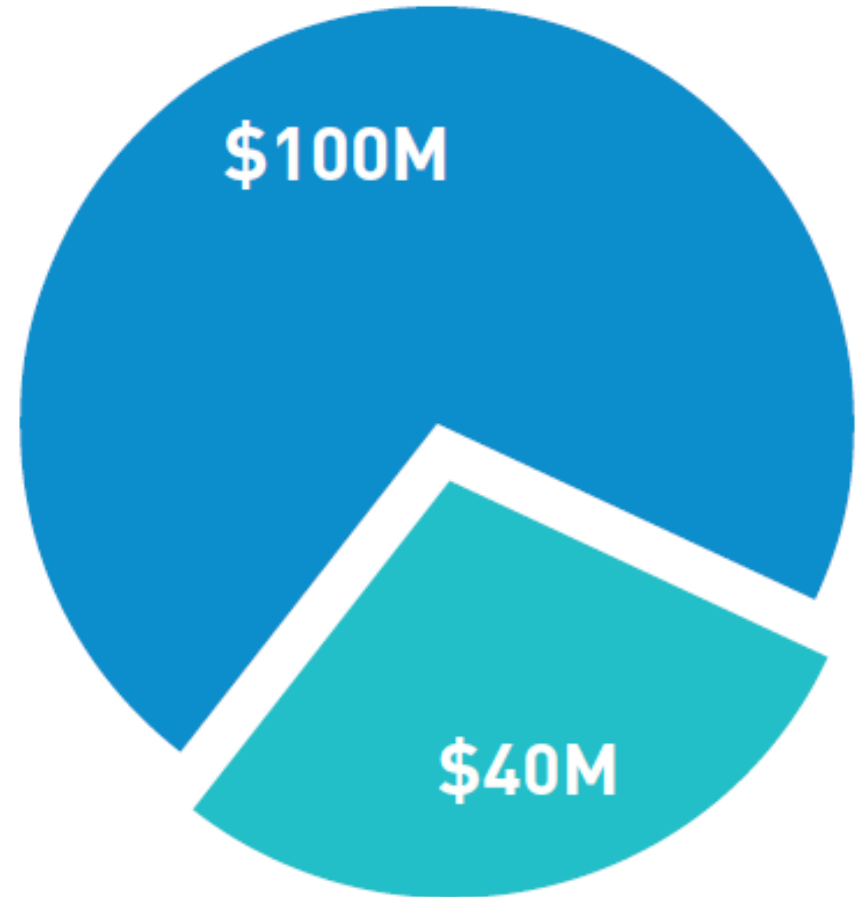
- Number of vehicles crossing S Lander St at Occidental Ave S is low
 - Midday peak:
 - Southbound: 10 (10)
 - Northbound: 10 (10)
 - PM peak:
 - Southbound: 60 (55)
 - Northbound: 5 (10)
- Data indicate high cut-through traffic at AM/PM peak periods (avoiding 1st Ave S), rather than local access

Funding

■ \$100M Secured funding

- \$45M: Federal FASTLANE Grant
- \$20M: Levy to Move Seattle
- \$10M: Puget Sound Regional Council
- \$8M: Freight Mobility Strategic Investment Board
- \$7M: WSDOT - Connecting Washington
- \$5M: BNSF
BNSF is committing at least 5% (approximately \$5 million) pursuant to 23 CRF 666.210
- \$5M: Port of Seattle

■ \$40M Unsecured funding



TOTAL: \$140M