Presentation overview

• Welcome and introductions
• Project overview
• Public involvement
• Design update
  – Review of SDC recommendations
  – Pedestrian and bicycle enhancements
  – Occidental Ave S dead end
  – Bridge lighting
  – Design inspiration/final design
• 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
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**
Seattle freight circulation

Freight project priorities

Freight network
Project goals

• Eliminate the at-grade crossing
• Fit the bridge in the right-of-way
• Avoid property takes
• Prioritize modal recommendations
• Reflect changes in transportation system since 2007
• Build to budget ($140m)

Our mission:
• Safest and effective solution
• Efficient use of funding
Timeline and communications

<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
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<tbody>
<tr>
<td>2016</td>
<td>• Project reactivated</td>
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<tr>
<td></td>
<td>• Preliminary (30%) design complete</td>
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<td></td>
<td>• Public outreach began, feedback incorporated into design</td>
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<td></td>
<td>• Federal grant approved</td>
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<td>2017</td>
<td>• January-March</td>
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<td></td>
<td>• Preliminary construction outreach begins</td>
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<td></td>
<td>• 60% design</td>
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<td>• April-June</td>
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<td></td>
<td>• Preliminary construction outreach continues</td>
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<td></td>
<td>• Design complete</td>
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<td>• July-December</td>
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<tr>
<td></td>
<td>• Pre-construction outreach begins</td>
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<td>• Project goes to bid</td>
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<td></td>
<td>• Early 2018</td>
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<tr>
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<td>• Construction begins</td>
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<td></td>
<td>• Early 2020</td>
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<td></td>
<td>• Construction complete</td>
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Outreach methods
- Calls
- Door-to-door flyering
- Open houses (in person/online)
- Briefings
- Mailers
- Email updates
- Social media

Frequency
- 20 briefing audiences
- 3 open houses
- 114,000 mailers
- 200 email subscribers
- Email updates
Design process

Public preferences
• Architectural details on railings and fencing
• Wall patterns
• Multi-use path
• Lighting
• Landscaping

Seattle Design Commission

SDC recommendations
• Subcommittee review
  – Occidental Ave S
  – Bridge design details
• Freight circulation overview
• Pedestrian experience enhancements
• Street lighting for pedestrian safety
• Pursuit of CPTED design
• Artist assistance

DESIGN PROCESS

June - September 2016
☑ Presented preliminary design options
☑ Gathered public input

January - March 2017
☑ Refined design to incorporate public feedback
☑ Reviewed design with Seattle Design Commission

March 2017
☑ Public open house to view updated design

April 2017
☐ Seattle Design Commission final recommendation

July 2017
☐ Final design complete
March 2017 open house

Public comments

• Positive feedback on bridge architecture and landscaping plans

• Concerns remain over bicycle and pedestrian connectivity

• Importance of ensuring parking and local access during construction
Urban design initial concepts

INSPIRATION

SKETCH
not to scale

VISUALIZATION

INSPIRATION

SKETCH
not to scale

VISUALIZATION
SDC recommendations

Artist assistance – Kristin Ramirez

- Met with artist-in-residence Kristin Ramirez throughout
- Concurrence with conclusions of first round public outreach
- Supportive of the refinements made with SDC recommendations
- Source of example of Jose Rizal concept
SDC recommendations
Design options

• Reflects industrial character of SODO
• Inspired by arched stadium structures and nearby railroad crossings
• Industrial concrete and metal materials, repetitive square steel tubing and welded wire mesh
SDC recommendations

Aesthetic relief to walls

• Wall pattern with 4-foot diamond shapes

• Glass insets for color/material accent
  - Reflective backing to increase vibrancy
  - High to prevent vandalism

• Three-dimensional layered relief to discourage graffiti
S Lander St Bridge design

PRE-CAST WALL PANEL

BRIDGE ELEVATION DETAIL

THROW FENCE DETAIL

BRIDGE PERSPECTIVE
SDC recommendations
Pedestrian environment, CEPTED design, and lighting features

- 14 foot multi-use path
- Path lighting
- Street trees
- Low groundcover & high-branching trees
- Strengthen connection to the light rail station (with Sound Transit)

Visualization - Occidental Ave S at S Lander St
Bicycle and pedestrian facilities

Bicycle and pedestrian enhancements

- 14-foot multi-use path
- Wide (8-foot) curb ramps
- Markings to better identify space for cyclists and pedestrians
- Forward-compatible design
Occidental Ave S
Non-motorized considerations
Non-motorized tunnel
Visualization
Occidental Ave S

User analysis

- Very few non-motorized users
  - Zoning supports future ped growth on 1st Ave
  - Bike Master Plan prioritizes Utah Ave S/SODO trail

- Pedestrian enhancements with wayfinding and lighting
  - Tunnel – maintenance and community concerns; poor sight lines not easily mitigated
  - 1st Ave route – natural light, landscaping, businesses visibility, more users

Note:
348 pedestrians travel east/west on Lander in the AM peak
Ped lighting (pending funding)

Example of cobra heads and pedestrian lighting intermixed
Lighting plan
Lighting

BRIDGE ELEVATION DETAIL
Next steps

April 2017
• SDC final recommendation

May 2017
• Final design complete

Summer 2017
• Pre-construction outreach begins
• Solicit for construction

Late 2017
• Pre-construction open house

Early 2018
• Begin construction
Stay connected

- Visit: www.seattle.gov/lander_bridge.htm
- Call Eric Strauch: 206-233-7208
- Email: lander_bridge@seattle.gov
Backpocket slides
Project visualization
S Lander St looking southwest
Project visualization
3rd Ave S at S Lander St looking east
Project visualization
Occidental Ave S at S Lander St looking south
Project visualization
1st Ave S and S Lander St looking east
Full analysis results – Occidental

• Number of vehicles crossing is low
  – Data indicate high cut-through traffic at AM/PM peak periods (avoiding 1\textsuperscript{st} Ave S), rather than local access

• Pedestrian volumes north/south are low
  – Community concerns about safety/nuisance uses of public space

• Number of bikes crossing is even lower
  – Bike Master Plan prioritizes Utah and SODO trail as north/south new facilities
Time-lapse video