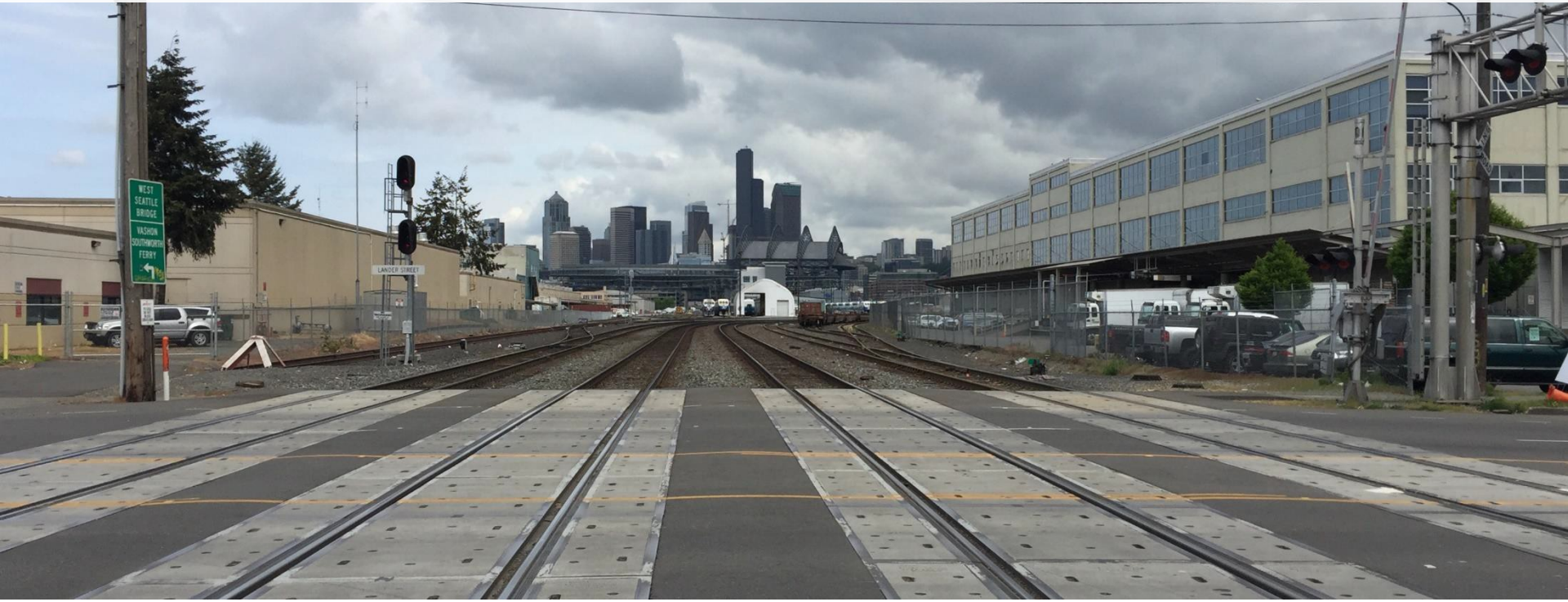
S Lander St Bridge Project



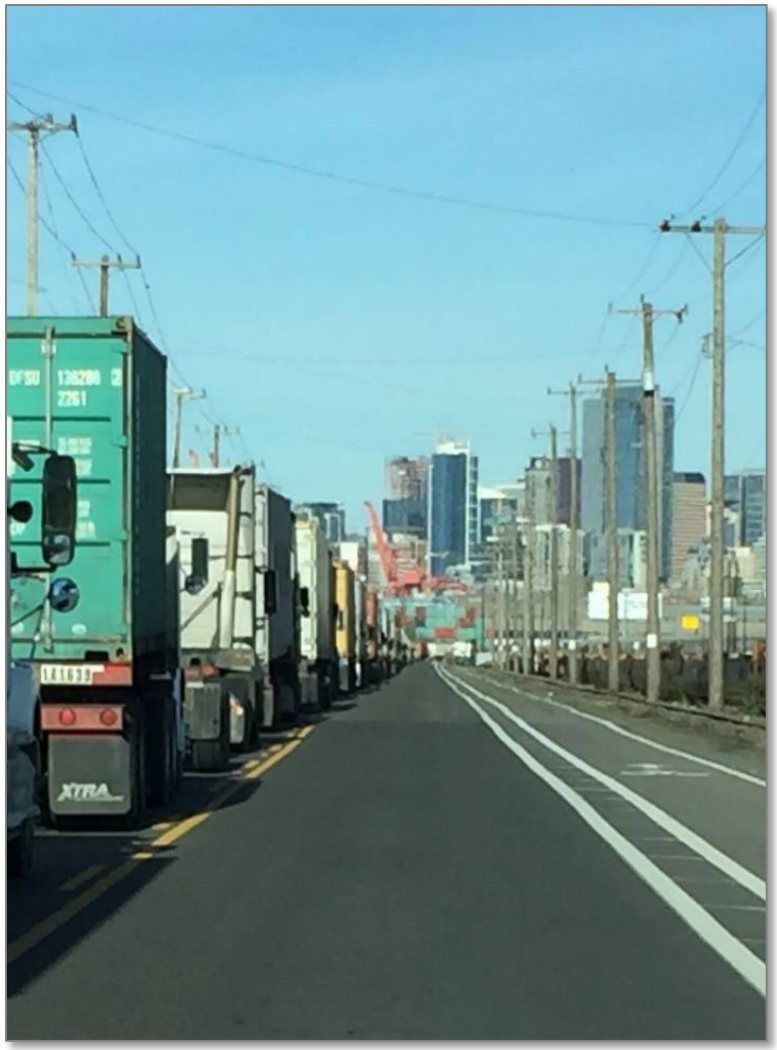
Seattle Design Commission
Eric Strauch, SDOT
April 20, 2017

Seattle Department of Transportation

The Levy to MOVE SEATTLE

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

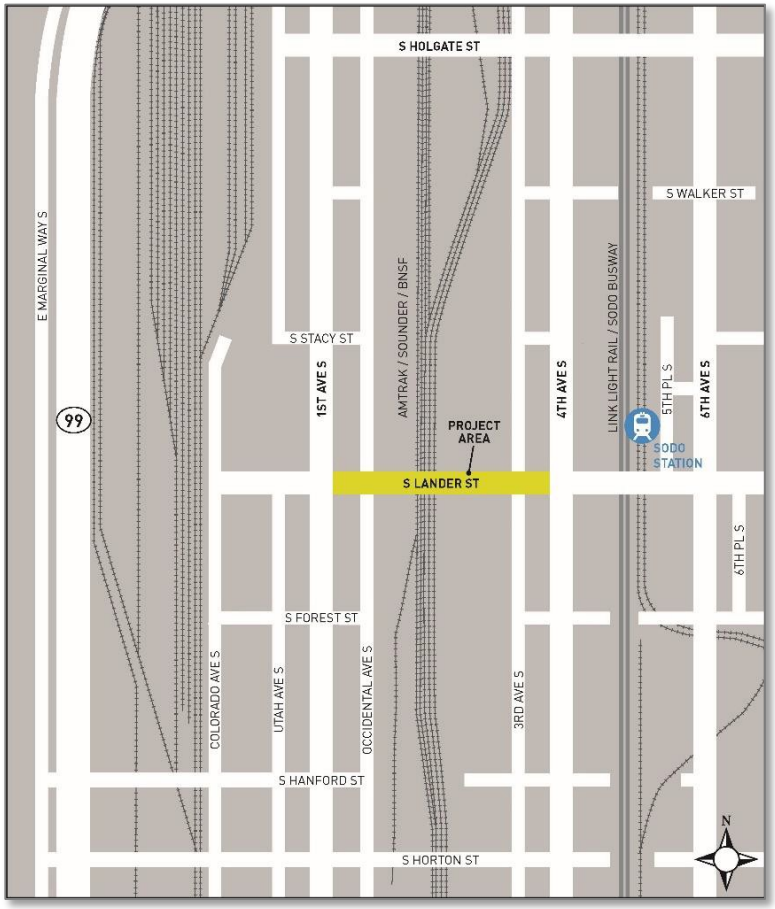


S Lander Street

An important SODO corridor

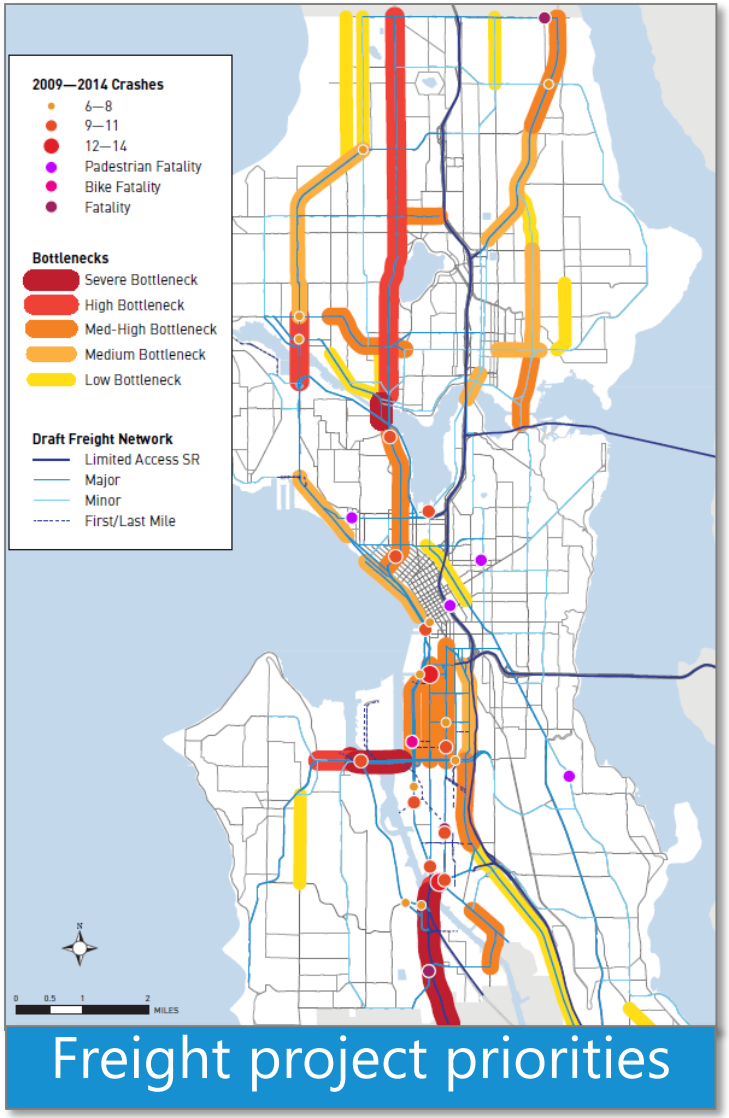
S Lander St serves:

- 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

Seattle freight circulation



Freight project priorities

Freight network

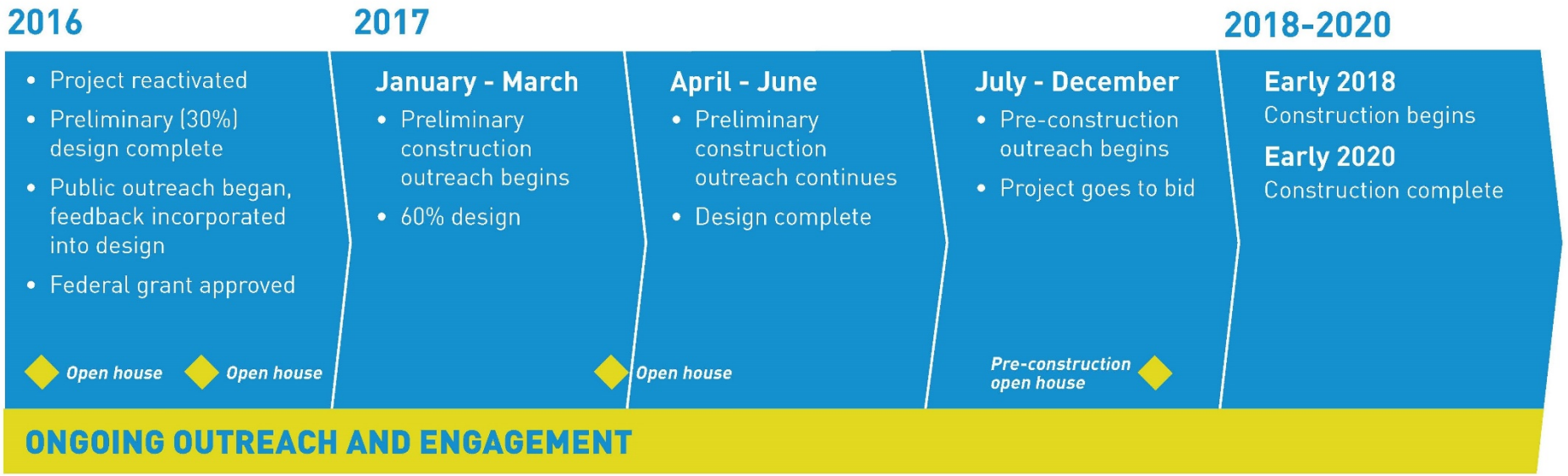
Project goals

- 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



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

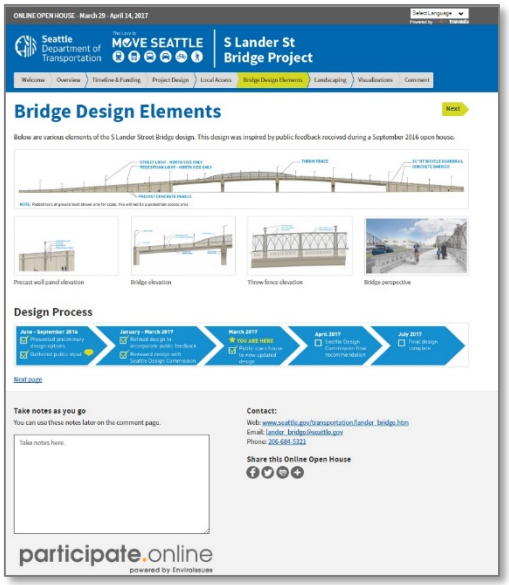
April 2017
- ☐ Seattle Design Commission final recommendation

July 2017
- ☐ Final design complete

March 2017 open house

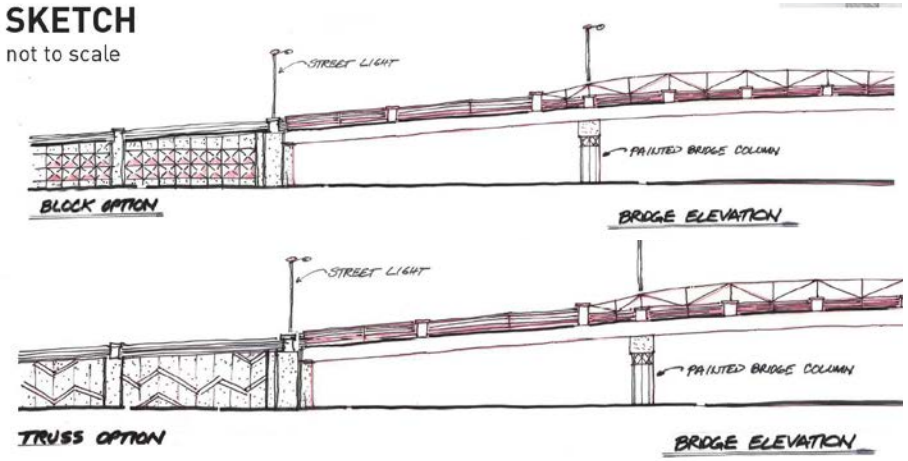
Public comments

- 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

SKETCH
not to scale



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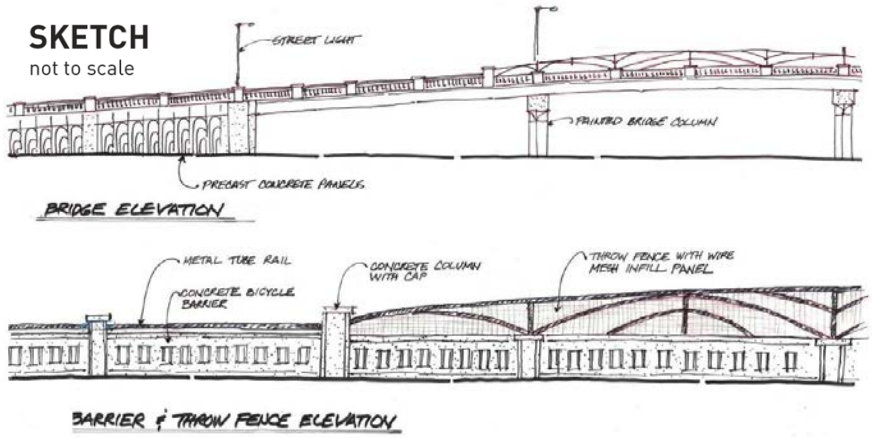


SDC recommendations

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

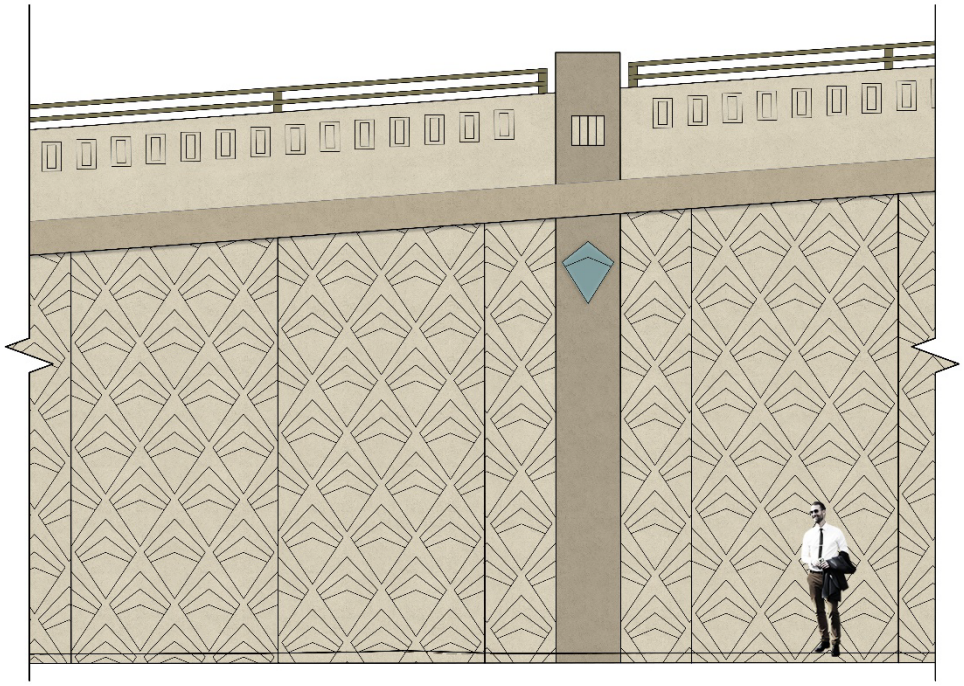
Design options

- 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

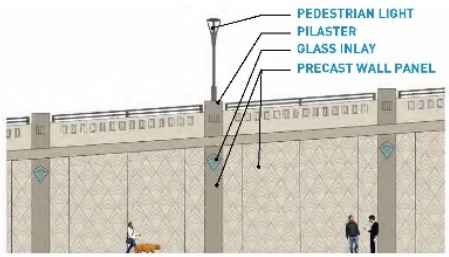
- Wall pattern with 4-foot diamond shapes
- Glass insets for color/material accent
  - Reflective backing to increase vibrancy
  - High to prevent vandalism
- Three-dimensional layered relief to discourage graffiti



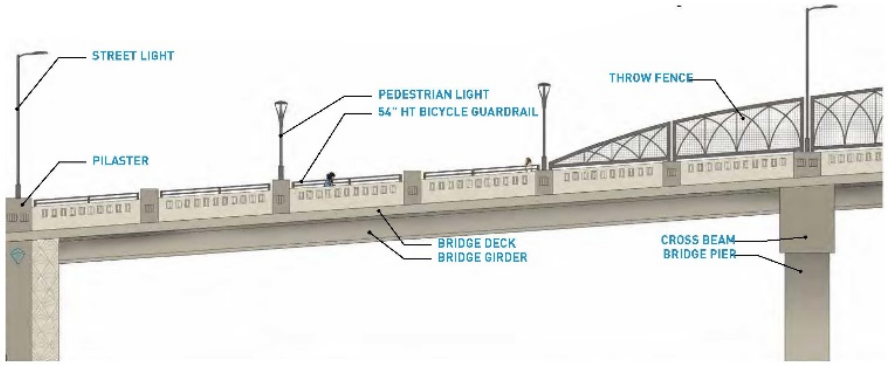
ELEVATION

1/2" = 1'-0"

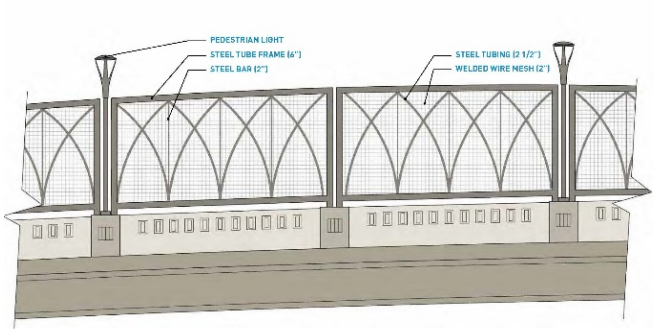
S Lander St Bridge design



PRE-CAST WALL PANEL



BRIDGE ELEVATION DETAIL



THROW FENCE DETAIL

BRIDGE PERSPECTIVE

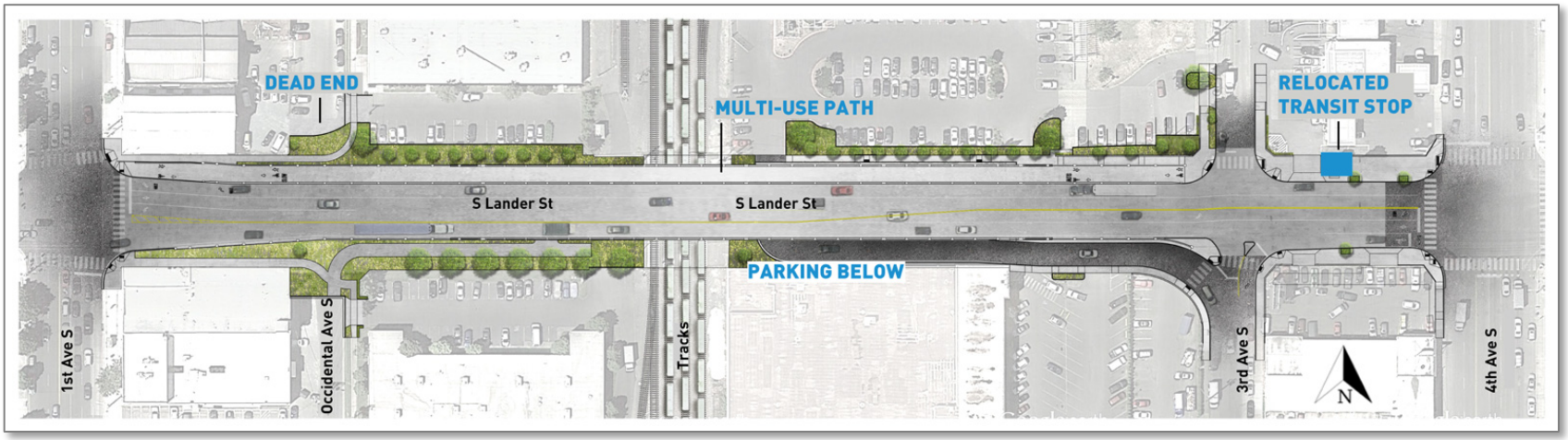
SDC recommendations

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)

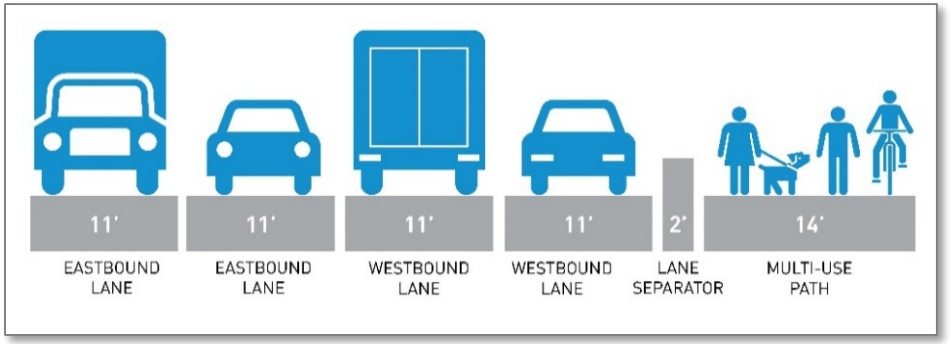
Visualization - Occidental Ave S at S Lander St

Bicycle and pedestrian facilities



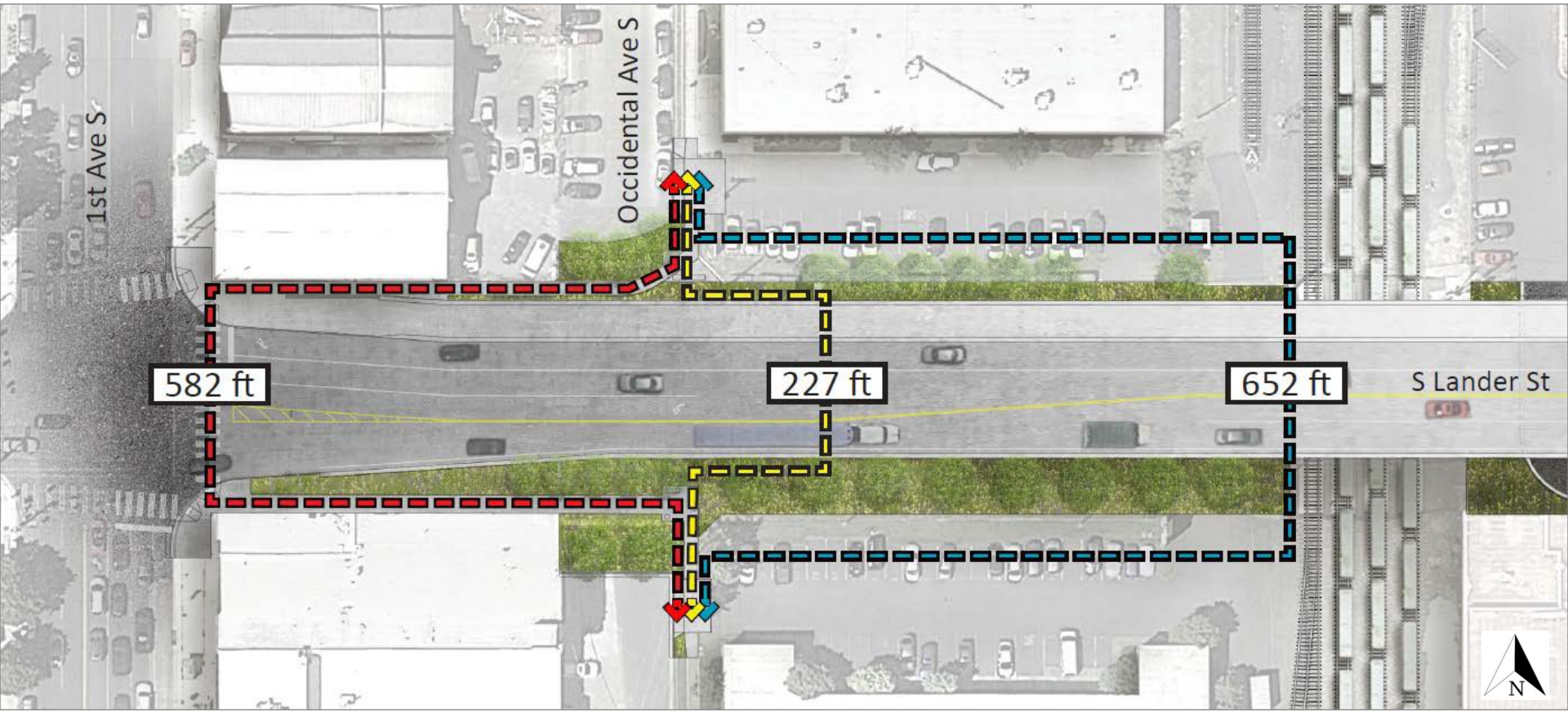
Bicycle and pedestrian enhancements

- 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

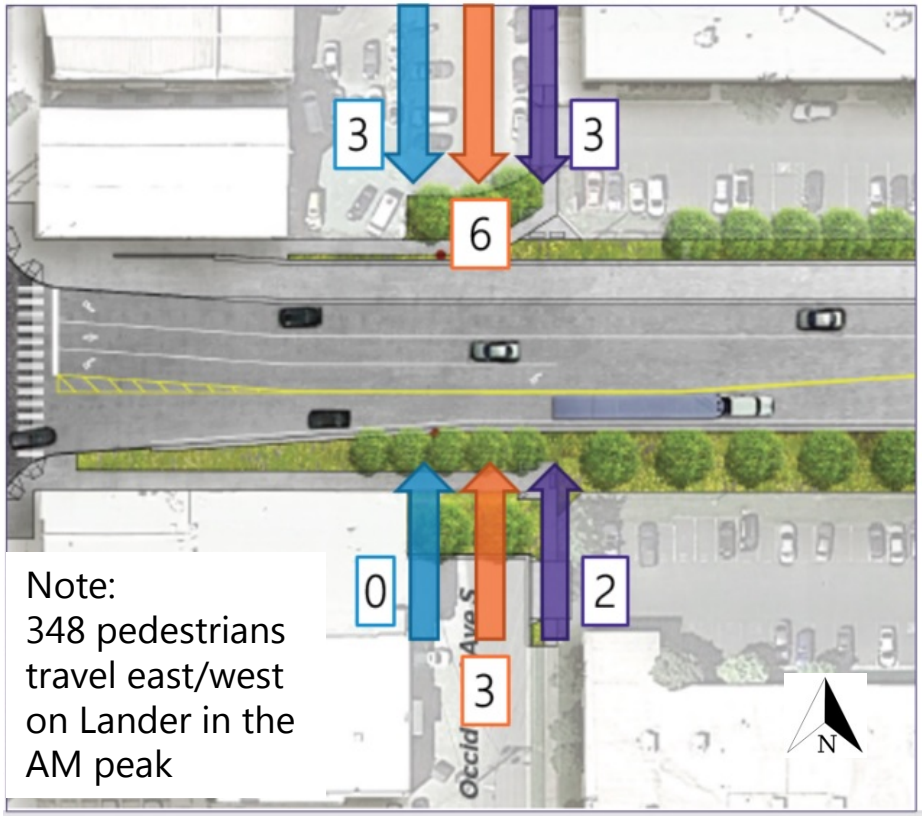


Non-motorized tunnel
Visualization

Occidental Ave S

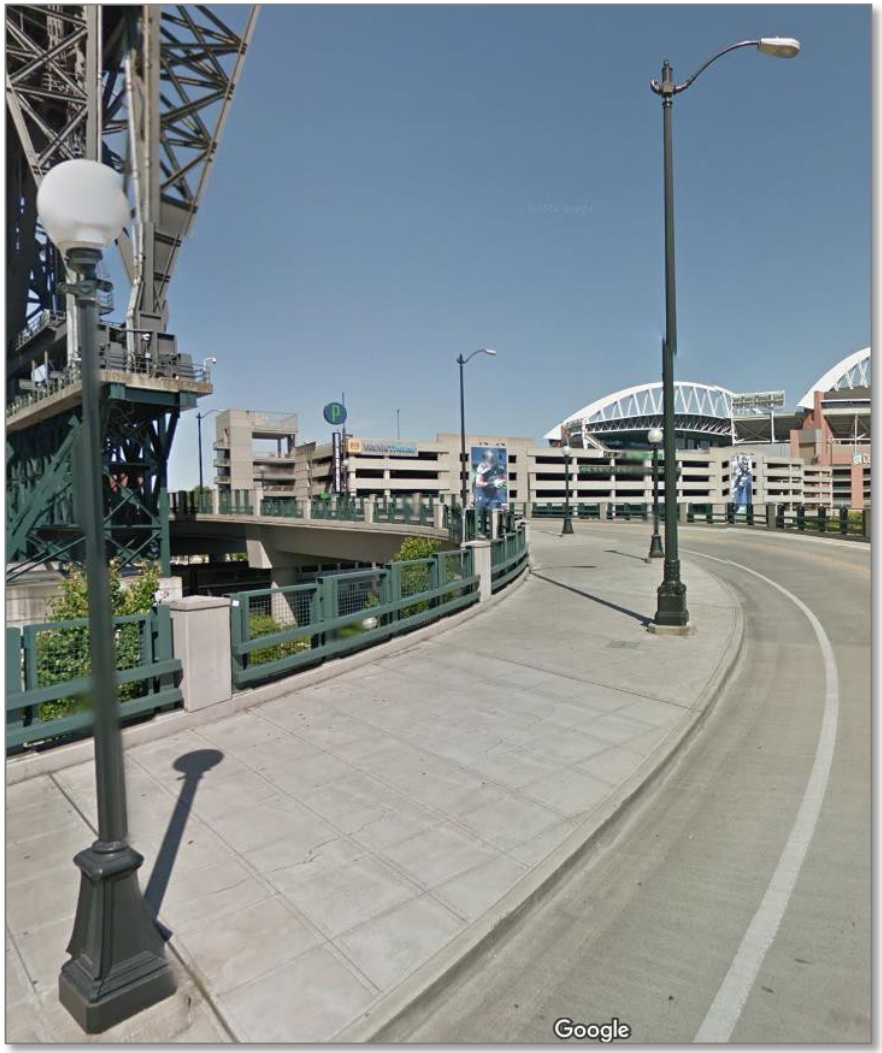
User analysis

- 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



Ped lighting (pending funding)

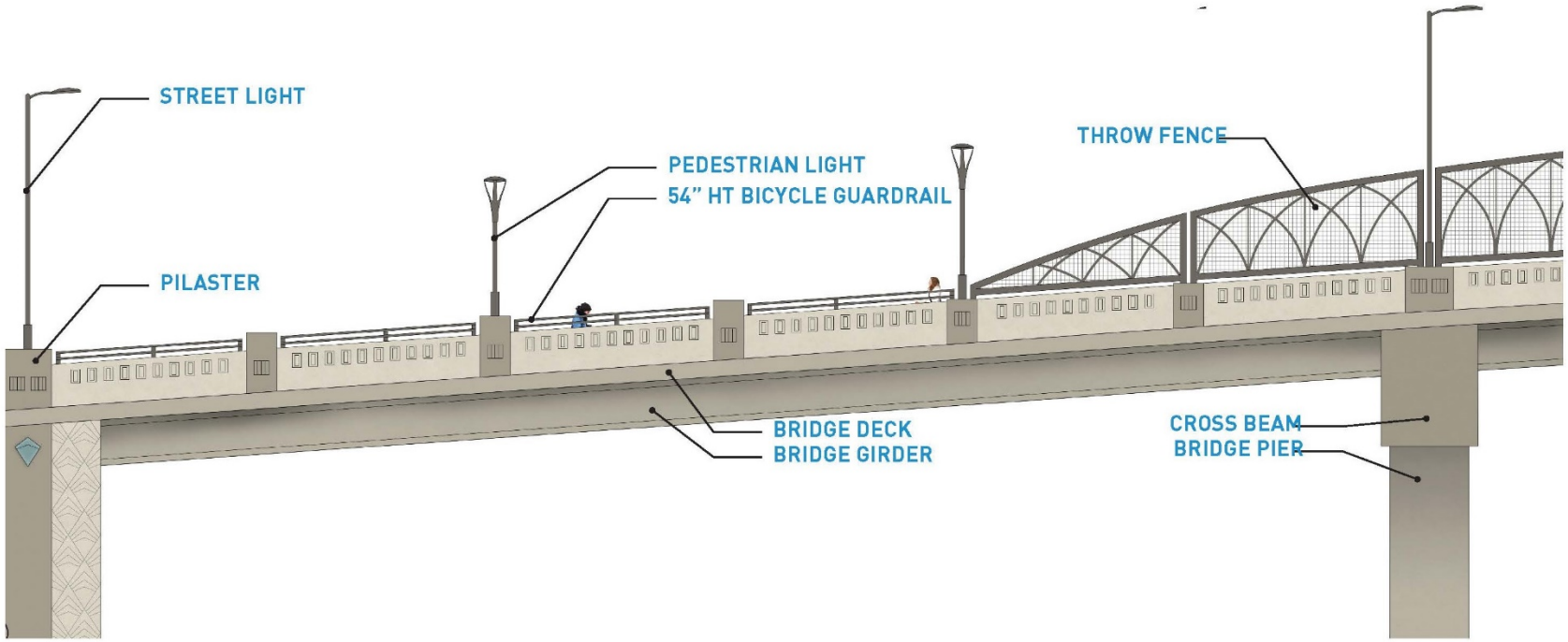
PEDESTRIAN OPTION 1



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

Seattle Department of Transportation

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 1st 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