



FACT SHEET

EAST MARGINAL WAY CORRIDOR IMPROVEMENT PROJECT

Fall 2021 | PROJECT UPDATE

PROJECT OVERVIEW

As Seattle grows, improvements to freight mobility are essential to promote regional and international economic competitiveness. East Marginal Way is a major freight corridor that provides access to the Port of Seattle terminals, rail yards, industrial businesses and the regional highway system, and between local Manufacturing and Industrial Centers (MIC's). It is also a designated Heavy Haul Route, critical last-mile connector and vital route for over-sized trucks or those carrying flammable cargo. In addition, the corridor provides a major connection for people who bike between the West Seattle Bridge Trail, downtown, and the SODO neighborhood.

Design: funded
Construction: partially funded

North Segment - Between S Atlantic St and S Spokane St:

- 2-way protected bike lane on the east side of the street
- Rebuilt signal at S Hanford St and new signal at S Horton St
- New roadway built to Heavy Haul standards between Jack Perry Memorial Park and S Spokane St
- New water main north of S Horton St
- Rebuilt sidewalk on the west side of East Marginal Way S between Jack Perry Memorial Park and S Spokane St
- Potential relocation of railroad tracks at S Hanford St

Design: funded
Construction: unfunded

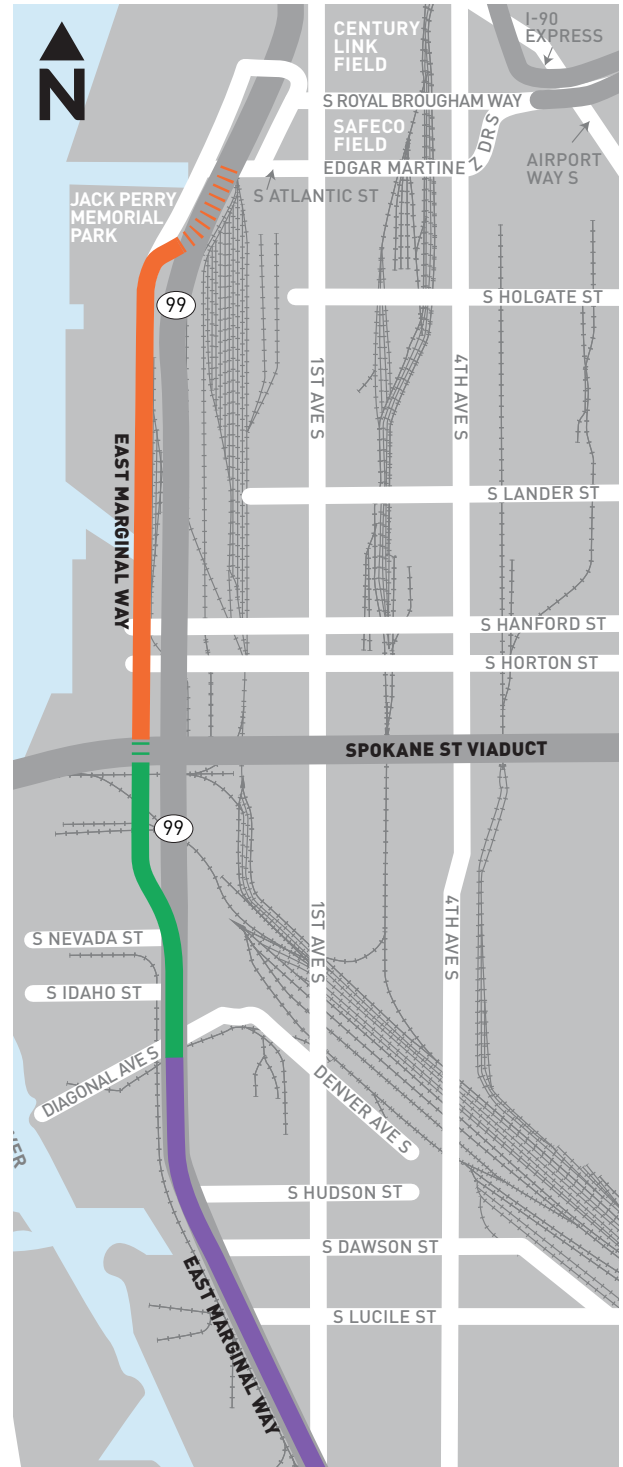
Central Segment - Between S Spokane St and Diagonal Ave S:

- Shared use path extending south of S Spokane St
- Marked crosswalks with rapid flash beacons
- New roadway built to Heavy Haul standards between S Spokane St and Duwamish Ave S
- Improved signage and wayfinding, including a Dynamic Message sign at S Alaska St

Design: unfunded
Construction: unfunded

South Segment - Between Diagonal Ave S and 1st Ave S:

- Pedestrian improvements at each existing traffic signal
- New sidewalks on the east side of SR 99 to connect existing sections
- Transit stop improvements



Dashed lines indicate path under viaduct

PROJECT INFORMATION & CONTACT

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For interpretation services, please call 206-257-2263

Si usted necesita esta información traducida al español, por favor llame al 206-257-2263.



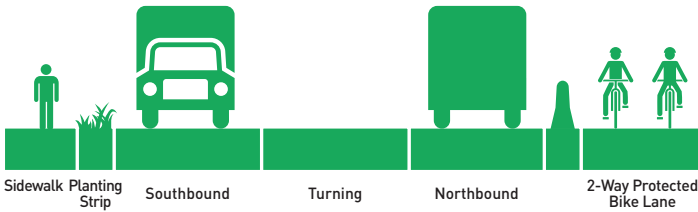
PROJECT PHASING

The current configuration of East Marginal Way S makes it difficult for both freight traffic and people riding bikes to move safely through the area. One of the most important parts of this project is to separate trucks and people who are biking, improving safety and mobility for all users. To deliver this critical improvement as early as possible, we expect to break the project into multiple phases.

Phase 1 will include a protected bike lane along the North Segment, a rebuilt traffic signal at S Hanford St, a new traffic signal at S Horton St, and a potential relocation of train tracks at S Hanford St.

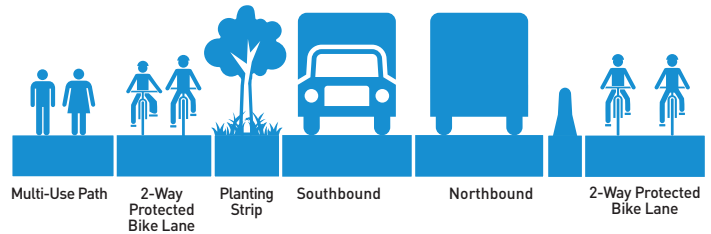
S Atlantic St to S Horton St, looking north

2-way protected bike lane on east side of street



S Horton St to S Spokane St, looking north

Multi-use path on west side of street



PROJECT SCHEDULE

This project began in 2015 with the examination of existing conditions and community input. Design advanced from 2016 to 2018 based on input collected at stakeholder briefings, a public workshop, and an online survey.

After securing additional funding in 2019, we have worked with project partners and stakeholders to refine concepts on the North Segment and develop an alignment through the Central Segment. In 2020, we continued to design the project and work with railroads about potential redesign of adjacent tracks. We expect to complete design in early 2022 and begin construction in late 2022.

How much of the North Segment we can construct in 2022/2023 and the schedule of remaining project elements will depend on identifying funding sources.



PROJECT FUNDING

Funding to evaluate alternatives and complete early design was provided by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at: www.seattle.gov/LevytoMoveSeattle

In 2019, we secured state and federal grants to complete full design for both the North and Central segments, and to begin Phase 1 construction. We also confirmed funding partnerships with the Port of Seattle and the Freight Mobility Strategic Investment Board. In 2021, we applied for a federal grant that would allow us to construct all work in the North Segment and expect to learn late in 2021 if we were successful. We will continue to pursue additional funding opportunities, but future construction phases are currently unscheduled.

