

South Lander Street Grade Separation

**SDOT
wants to
hear from
you!**

**Join Us for an
Open House!**

Tues, Oct. 23, 2007

4:00 — 7:00 pm

SODO Mezza Cafe
(3rd floor, Starbucks
Center)
2401 Utah Ave S
Seattle, WA

Get involved

& learn more about the project

- Attend the project open house
- Visit our web site and sign up for email updates
- Contact project staff
- Schedule a project meeting at your organization or business

For more info...

Please contact the project team if you have questions or comments.

George Frost, SDOT Community Liaison, at (206) 615-0786 or george.frost@seattle.gov

Lorelei Mesic, SDOT Project Manager, at (206) 684-5178 or lorelei.mesic@seattle.gov

www.seattle.gov/transportation/southlandergradesep.htm

Language Translation

A translated version of this document can be provided.

An interpreter may be provided at the meeting if the City receives a request 5 days prior to the event. Please call George Frost at (206) 615-0786.

ADA Information

Individuals requiring reasonable accommodation of any type may contact George Frost at (206) 615-0786.



South Lander Street Grade Separation

Fall 2007



“A link over the railroad at S Lander Street greatly improves safety, mobility and Port access.”

—Seattle Mayor
Greg Nickels

Early design concepts ready for public review

The South Lander Street Grade Separation Project constructs an overpass separating the railroad and the street to relieve a serious chokepoint in the Duwamish area. The project complements the S Spokane Street Viaduct Widening and 4th Avenue S Off-Ramp projects. The S Lander Street overpass would keep freight moving by reconnecting the Duwamish Manufacturing and Industrial Center, an employment hub of about 68,000 jobs.

Project benefits:

- **Improves safety.** Separates trains from street traffic.
- **Keeps commuters and freight moving.** Reduces delays caused by trains.
- **Makes it easier to get around.** Improves access to the Port, the stadiums, Metro Transit buses, and the future Sound Transit light rail station.
- **Provides congestion relief during major construction.** Helps keep traffic moving during Alaskan Way Viaduct construction.
- **Reduces pollution.** Reduces emissions from idling vehicles.

Early design concepts for the proposed overpass are now available. Attend our open house to learn more and view overpass simulations.



Existing conditions



Rendering of proposed S Lander Street overpass

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Seattle Municipal Tower
700 5th Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996



South Lander Street
Grade Separation

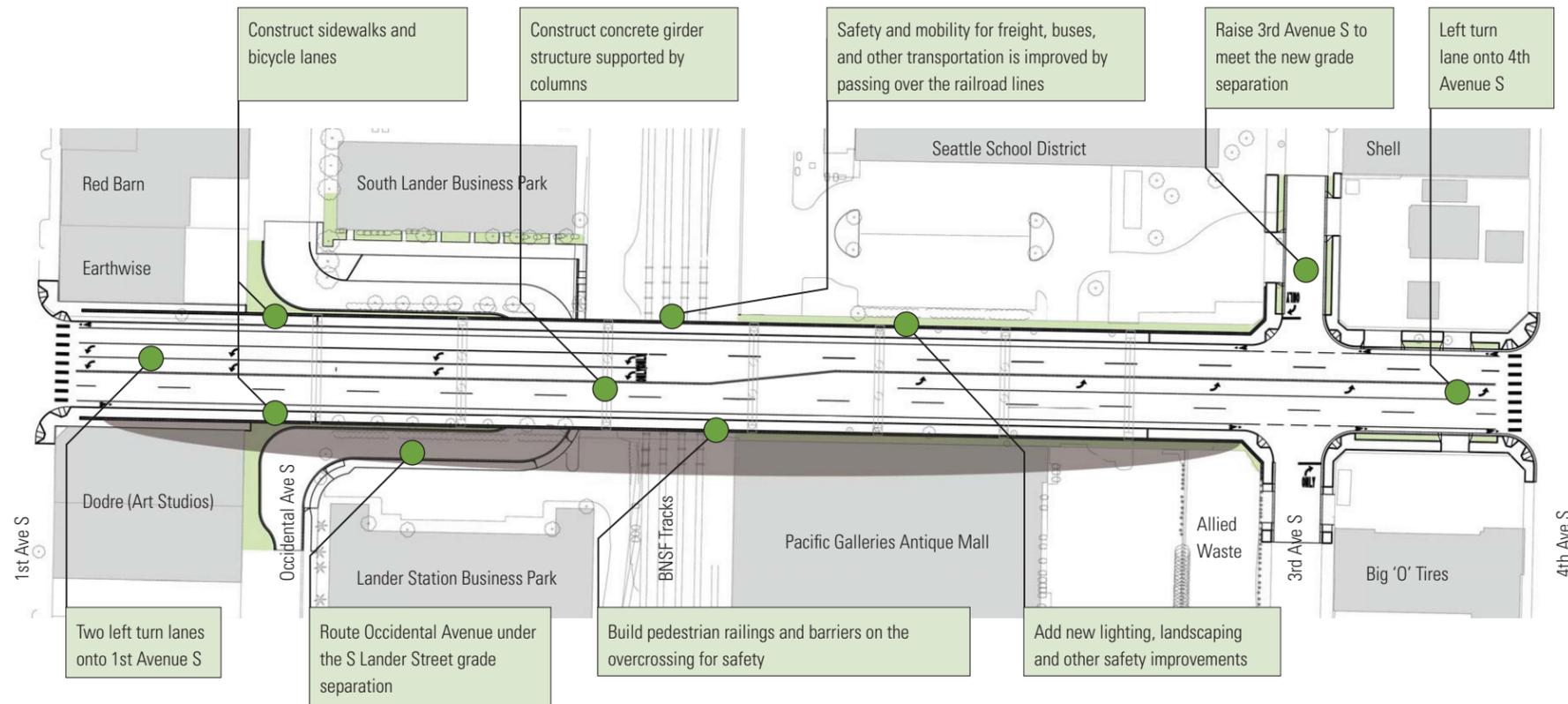
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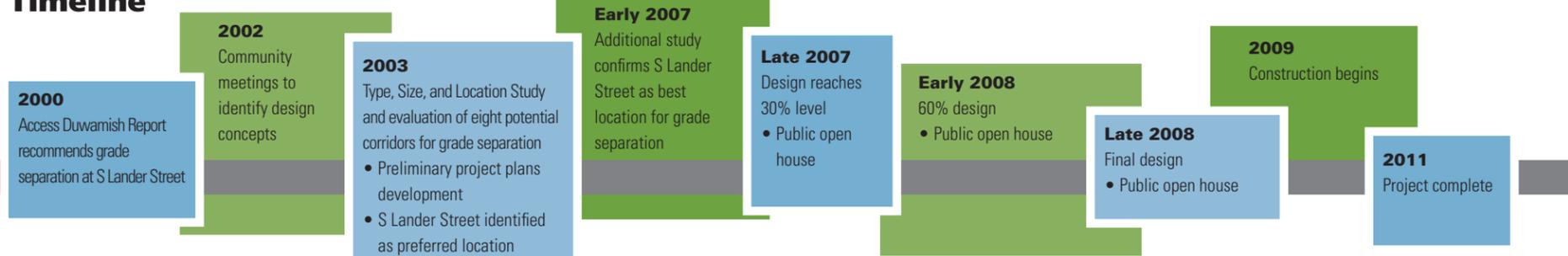
South Lander Street Grade Separation

The New Look of S Lander Street

Approximately one-third of the overpass design is complete. The diagram below highlights potential design features.



Timeline



Funding

This project is partially funded by Bridging the Gap revenues and the Freight Mobility Strategic Investment Board (FMSIB). Other funding sources include the upcoming Roads and Transit ballot measure.

Construction

Construction is expected to begin in 2009. Impacts could include road closures, detours, increased truck traffic, parking reductions, noise, dust, and vibration. The project team will work closely with businesses to address and resolve concerns before and during construction, and business access will be maintained at all times.

SDOT is also coordinating with other projects planned for the SODO area from 2009 through 2011 to reduce community impacts.

Why the S Lander Street Grade Separation Project?

The goals of the project include improving east-west connections to the Port of Seattle and in the south downtown area. Through the following process it was determined that a grade separation at S Lander Street best meets project goals with the least amount of community impact:

2000 — Study of transportation and freight needs in north Duwamish industrial area recommends S Lander Street grade separation.

2002 — SDOT initiates Type, Size and Location Study (TS&L). Meetings are held with property owners and businesses. Evaluation reviews both underpass and overpass alternatives.

Spring 2002 — Over 40 community members attend and participate in a public meeting to determine design concepts. Eight corridors between 1st and 4th Avenues are identified and evaluated for potential locations (see map).

Spring 2003 — TS&L completed. Utility relocation requirements and right-of-way needs identify an overpass as the best option. TS&L again demonstrates S Lander Street as the best option.

Winter 2007 — S Hanford Street alignment reviewed again, against the S Lander Street option. S Lander Street plan reconfirmed as best option to meet project goals.

Benefits of S Lander Street

- Minimal property acquisition needed
- Reduced traffic delays
- Improved safety conditions for all users on an existing arterial
- Good access to and from Port, while providing pedestrian and transit connections to Sound Transit's future S Lander Street Light Rail Station
- No impact to rail-dependent businesses

