

East Marginal Way S Multimodal Corridor Study

Seattle's next generation of complete streets



East Marginal Way S Open House
June 18, 2015

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

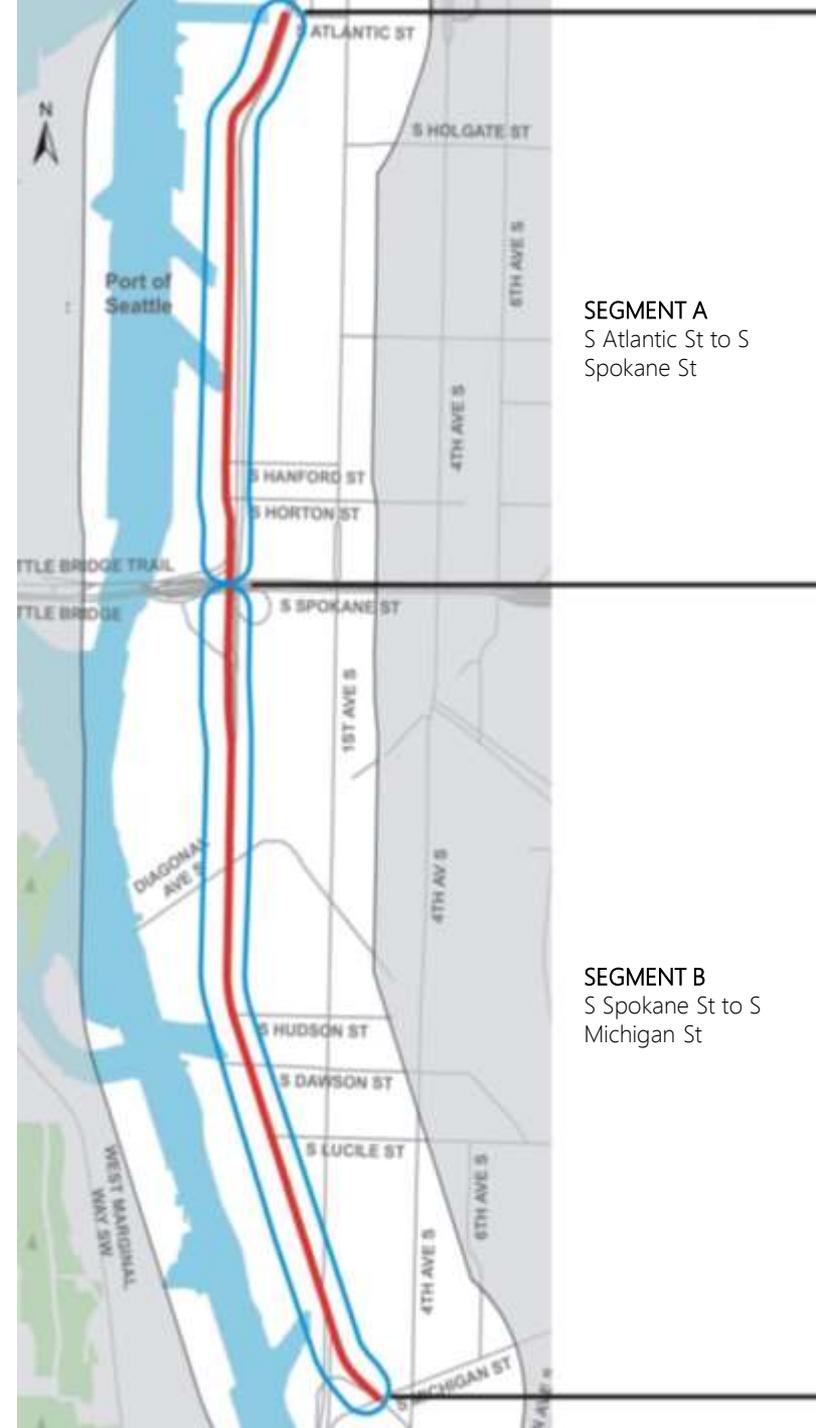


Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

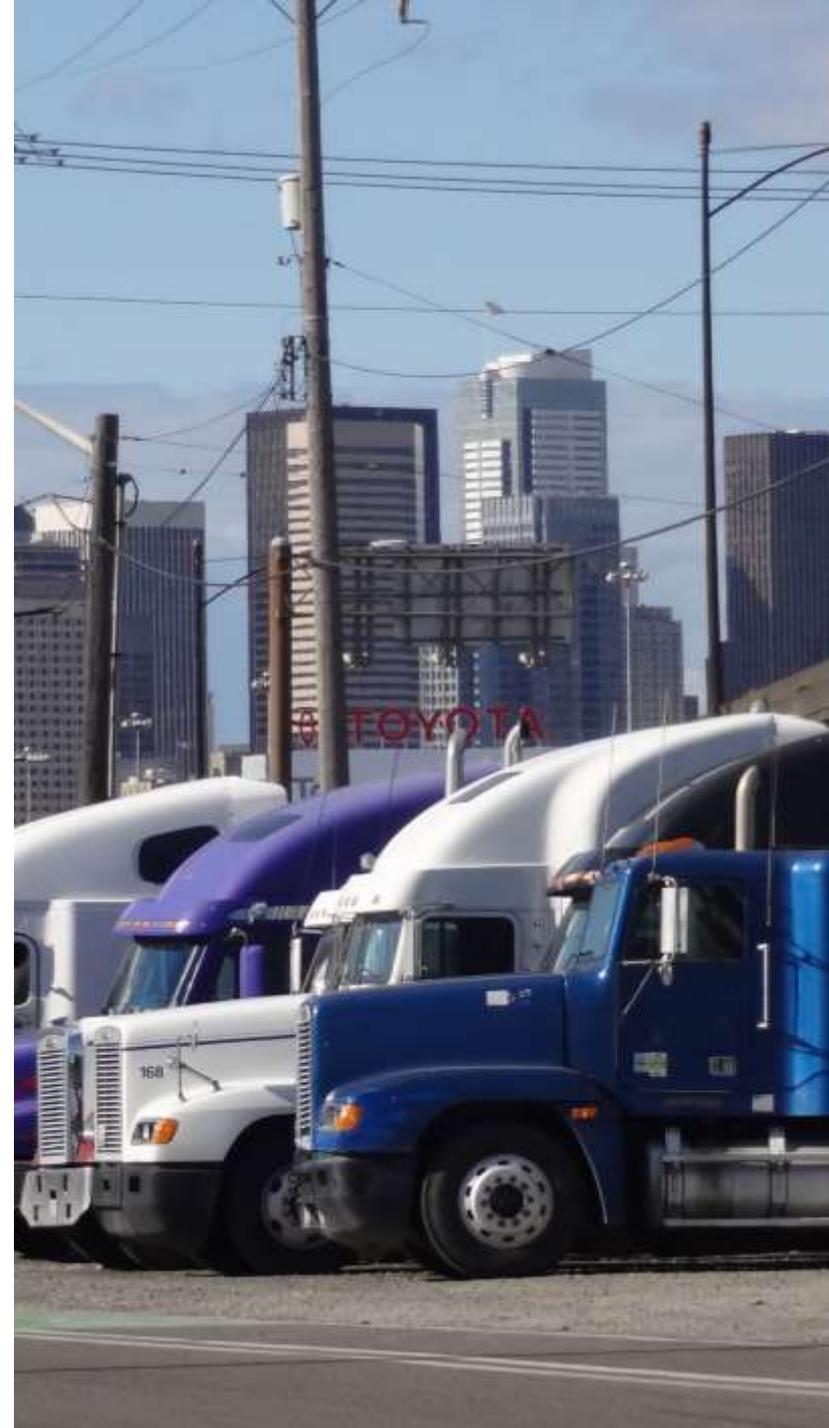
Project Overview

- Why
- Meeting purpose
- Existing Conditions
- Modal master plan recommendations (Complete Streets)
- Next steps
- Feedback



Why

- Seattle is growing – accommodate predictable movement of people and goods
- Provide affordable transportation options
- Improve quality of life for people of all ages and abilities
 - Ensure movement of goods
 - Improve transit efficiency and reliability
 - Improve walkability and connections
 - Create a connected bicycle network
- Long-term vision of the street(s)



Meeting purpose

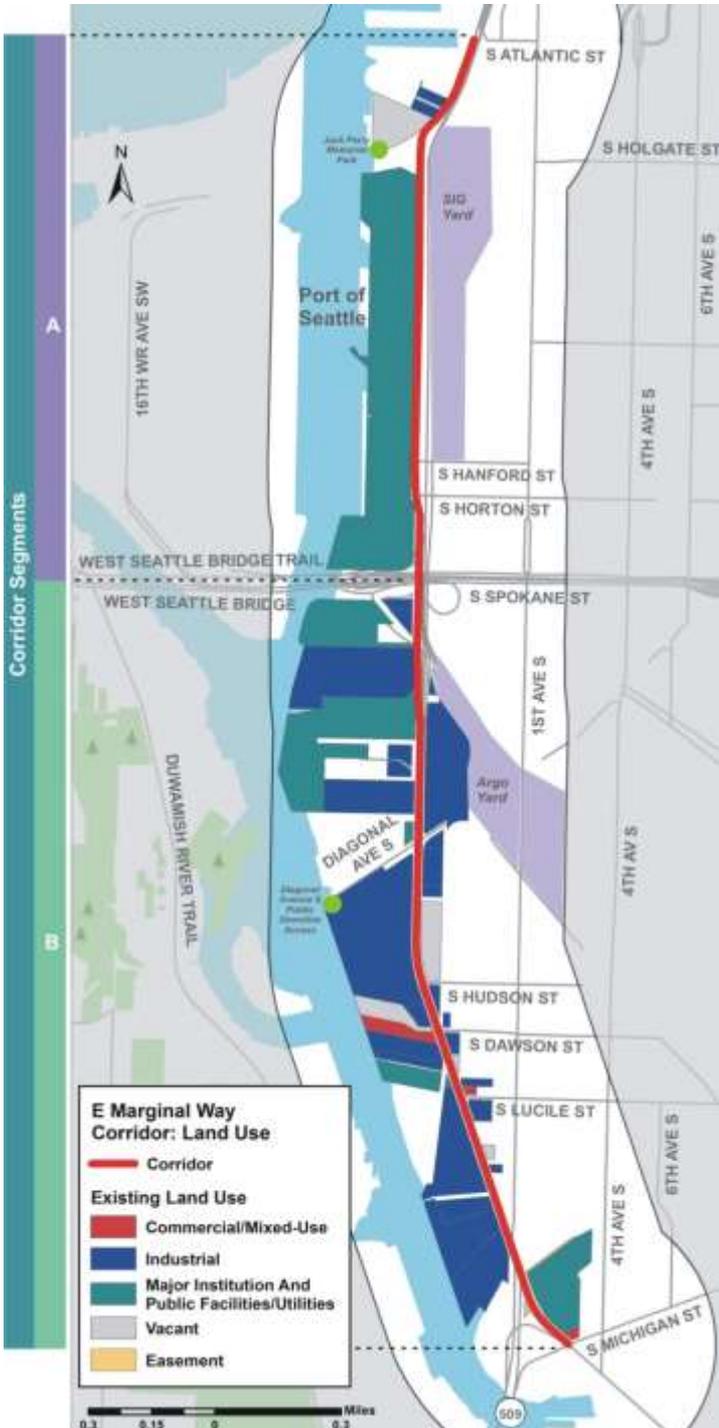
- Present existing conditions data and analysis
- Gather feedback
 - How/why do you currently use the street?
 - What works?
 - What needs improvement?
 - Ideas for the future?



Existing conditions

Land Uses

Land Use General Description	Parcels
Industrial	29
Vacant	15
Major Institution And Public Facilities/Utilities	10
Commercial/Mixed-Use	5
Easement	1
Total	60



Existing conditions

Transportation Profile

SEGMENT A S ATLANTIC ST - S SPOKANE ST

Minor Arterial
Major Truck Street
Oversized Load (Heavy Haul) Street
Minor Transit Street
Strategic Highway Corridor Network Street
Sidewalk along west side
Buffered bike lanes along both sides

Railroad tracks along most of east side

ADT = 14,200 (36% trucks = 5,100)

SEGMENT B S SPOKANE ST - S MICHIGAN ST

Minor Arterial/Principal Arterial
Major Truck Street
Oversized Load (Heavy Haul) Street
Major Transit Street
Highway of Statewide Significance
Strategic Highway Corridor Network Street
Sidewalk along portions of east side

Railroad tracks along most of west side

ADT = 38,200 (14% trucks = 5,350)

East Marginal Way Corridor: Transportation Profile

-  Principal Arterial
-  Minor Arterial
-  Marked Unsignalized Pedestrian Crossing
-  Signalized Intersection
-  Signalized Pedestrian Crossing



Existing conditions

Varying street cross sections



S Atlantic Street to S Horton Street

- 3-lane section
- One travel lane in each direction
- Two-way left-turn lane (center lane)
- Bicycle lanes on each side; portions have painted buffer of varying width
- Sidewalk on west side



S Horton Street to S Spokane Street

- 2-lane section
- One travel lane in each direction
- Bicycle lanes on each side with painted buffer
- Sidewalk on west side
- Uncontrolled gravel parking area on east side



S Spokane Street to S Nevada Street

- 2-lane section
- One travel lane in each direction
- Intermittent sub-standard sidewalk on west side
- Roadway winds through the area under the Alaskan Way Viaduct and West Seattle Bridge, and includes a southbound flyover ramp over Duwamish Avenue S and railroad lines
- Uncontrolled gravel parking area on east side



S Nevada Street to 1st Avenue S

- 7-lane section
- Three travel lanes in each direction
- Two-way left-turn lane (center lane)
- Intermittent sub-standard sidewalk on east side



1st Avenue S to S Michigan Street

- 6-lane section
- Three northbound travel lanes and two southbound travel lanes
- Two-way left-turn lane (center lane)
- Sub-standard sidewalk on east side

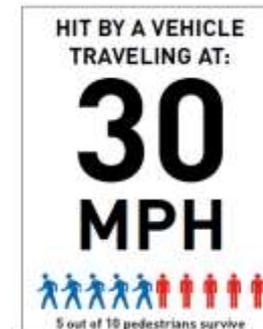
Existing conditions

Speeds

Corridor Segment	Posted Speed (mph)	85 th Percentile Speed (mph)	Number of Speeders on a Weekday	Number of High End Speeders on a Weekday ¹
S Atlantic Street – S Spokane Street	35	36.5	501	24
S Spokane Street – 1 st Avenue S	45	38.6	1,519	381
1 st Avenue S – S Michigan Street	35	n/d	n/d	n/d

n/d = no data

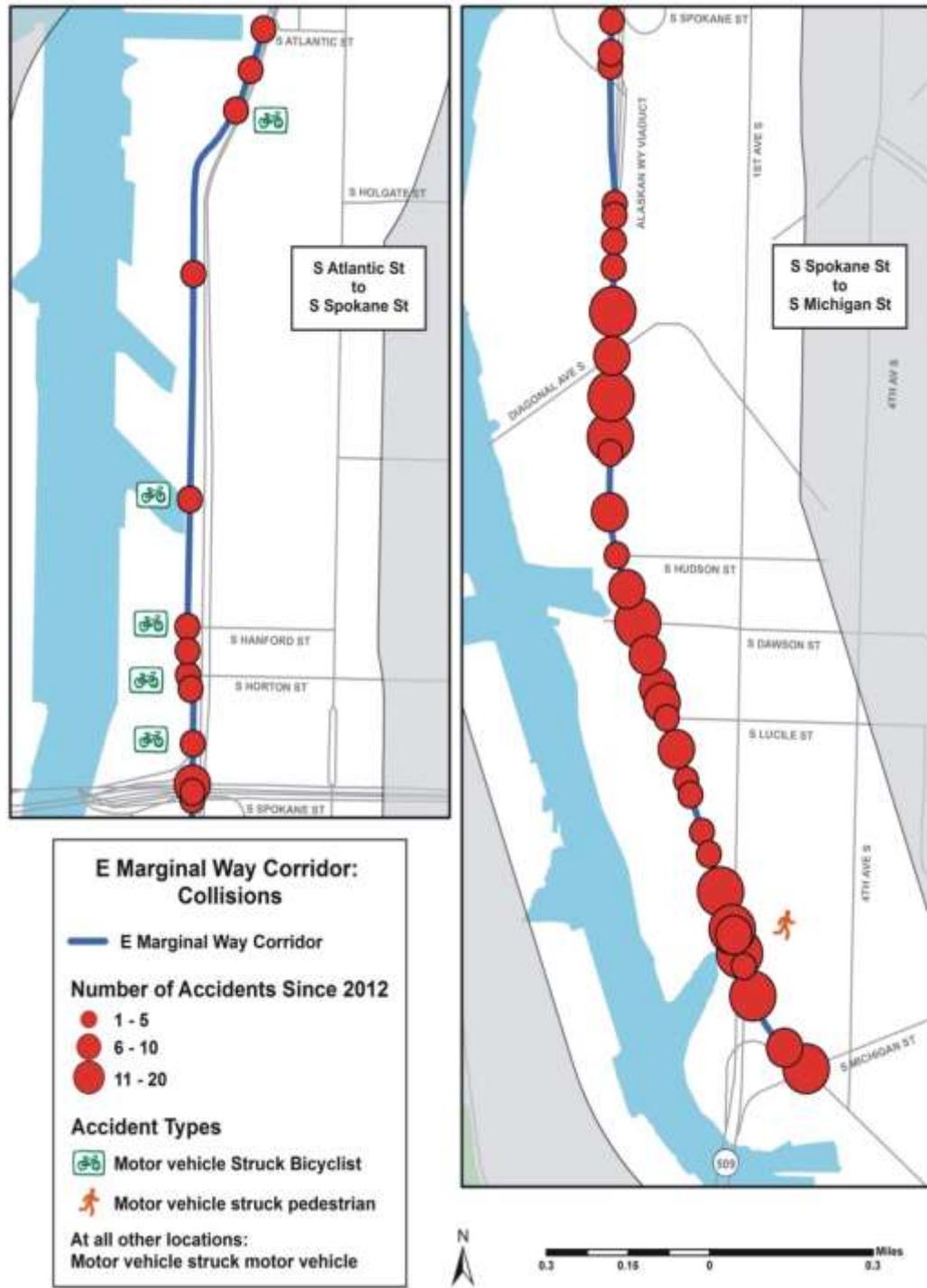
1. ≥ 10 mph over the speed limit.



Existing conditions

Collisions (2012-2014)

- 289 total collisions
- 35% of collisions = injury; 2 fatalities
- Segment A:
 - 32 collisions
 - Vulnerable users:
 - 5 bicyclist/motorist
 - 1 fatality
- Segment B:
 - 257 collisions
 - Vulnerable users:
 - 1 pedestrian/motorist



Existing Conditions

Freight

- Segment A: Port of Seattle, intermodal rail yards, highway system access
- Segment B: part of SR-99; designated as Highway of Statewide Significance; major connection to highway system and Duwamish MIC businesses



Existing Conditions

Transit – 280 of the 2,200 daily boardings in the corridor are in the study area

- Segment A: no transit service
- Segment B:
 - Highest transit demand = Federal Center South building
 - Sidewalks serve some northbound bus stop (not all stops)
 - Southbound bus stops located adjacent to railroad tracks and not served by sidewalks



Northbound bus stops north of S Hudson Street are served by sidewalks of varying width.



Northbound bus stop at S Lucile Street is not served by sidewalks.



Southbound bus stops are adjacent to railroad sidings and are not served by sidewalks.



Existing Conditions

Pedestrian environment

- Segment A:
 - Sidewalk on west side of street
- Segment B:
 - Intermittent sidewalk on east side of street; with uneven sidewalks and/or objects located in sidewalk space
 - No sidewalk on west side of street
 - railroad track constraints
 - Long segments between signalized crossings – 800-1,800 feet



Existing Conditions

Bicycle environment

- Segment A:
 - Major connection between West Seattle Bridge Trail and SODO/Downtown neighborhoods
 - Carries over 100 people riding bikes per hour (weekday peak)
 - Not an all ages and abilities facility
- Segment B:
 - No bicycle facilities



Complete Streets - Multimodal Corridor

- Segment A: Protected bicycle lane and Major Truck Street/Oversize Load Route/Heavy Haul overlap
- Segment B: Combo protected bicycle lane and multi-use path and Major Truck Street/Oversize Load Route
- Pedestrian improvements: needed along and across the corridor
- No transit recommendations

Modal Plan Designation

- Freight
- Transit
- Bike
- Transit & Freight
- Bike/Freight
- Bike/Transit
- Bike/Transit/Freight
- Three Mode Streets

City Street Arterial Class

- Interstate/Freeway
- State Route/Freeway
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Not Designated
- County Arterial



Next Steps

June - July	Existing conditions report/Public engagement phase 1
August - December	Conceptual designs and evaluation of alternatives
January – February	Public engagement phase 2
February – March	Preferred design (3-5%) and final report
2016 and beyond	10 – 100% design; phased implementation

Feedback

- Map:
 - Tell us positive/negative elements of corridor
 - Show us areas of need
 - From the perspective of all modes: people walking, biking, using transit, driving
 - Intersections
 - Manage speeds
 - Connections
- Survey/online map: http://www.seattle.gov/transportation/compst_multimod.htm
 - Tell us! how you currently use the corridor
 - Show us! your thoughts on improvements to the corridor
 - Give us input for future considerations

Questions?

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http://www.seattle.gov/transportation/compst_multimod.htm

