

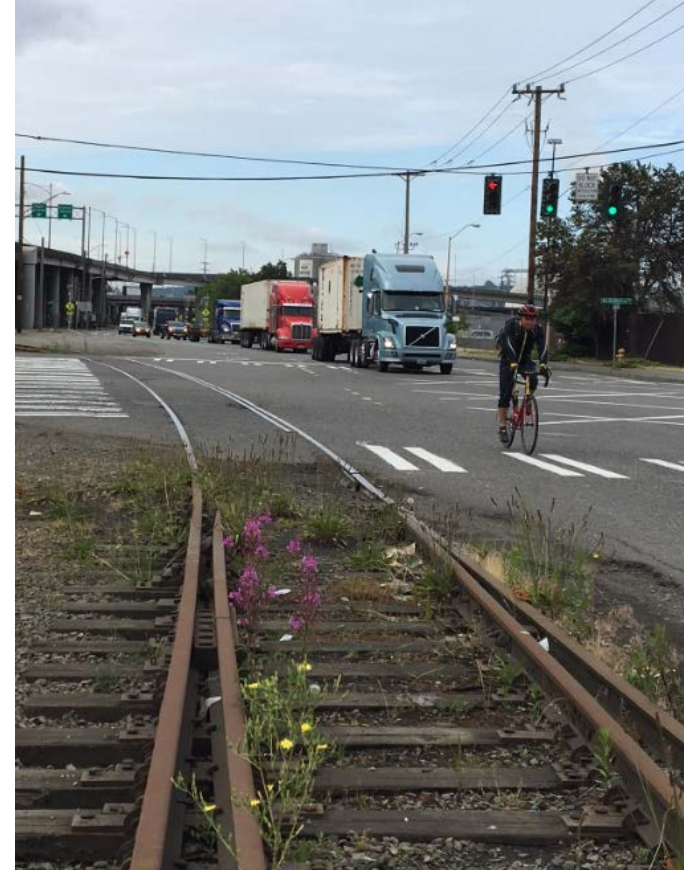
E Marginal Way Project Update

A photograph showing a cyclist in a black long-sleeved shirt, dark shorts, and a white helmet riding a teal-colored road bike on a paved surface. The cyclist is positioned in the foreground, leaning forward in a racing posture. Behind the cyclist is a large blue shipping container with the letters 'APL' in white. The container is mounted on a yellow BNSF trailer. The trailer has 'BNSF' and 'PRATT' written on it. In the background, another white truck with an orange container is visible. The scene is set outdoors on a sunny day with shadows cast on the pavement.

Seattle Bicycle Advisory Board
Megan Hoyt, SDOT

Presentation Overview

- Project overview
- Progress since June 2019
- Phase 1 design details
- Central segment
- Upcoming Events/Next steps



Project goals



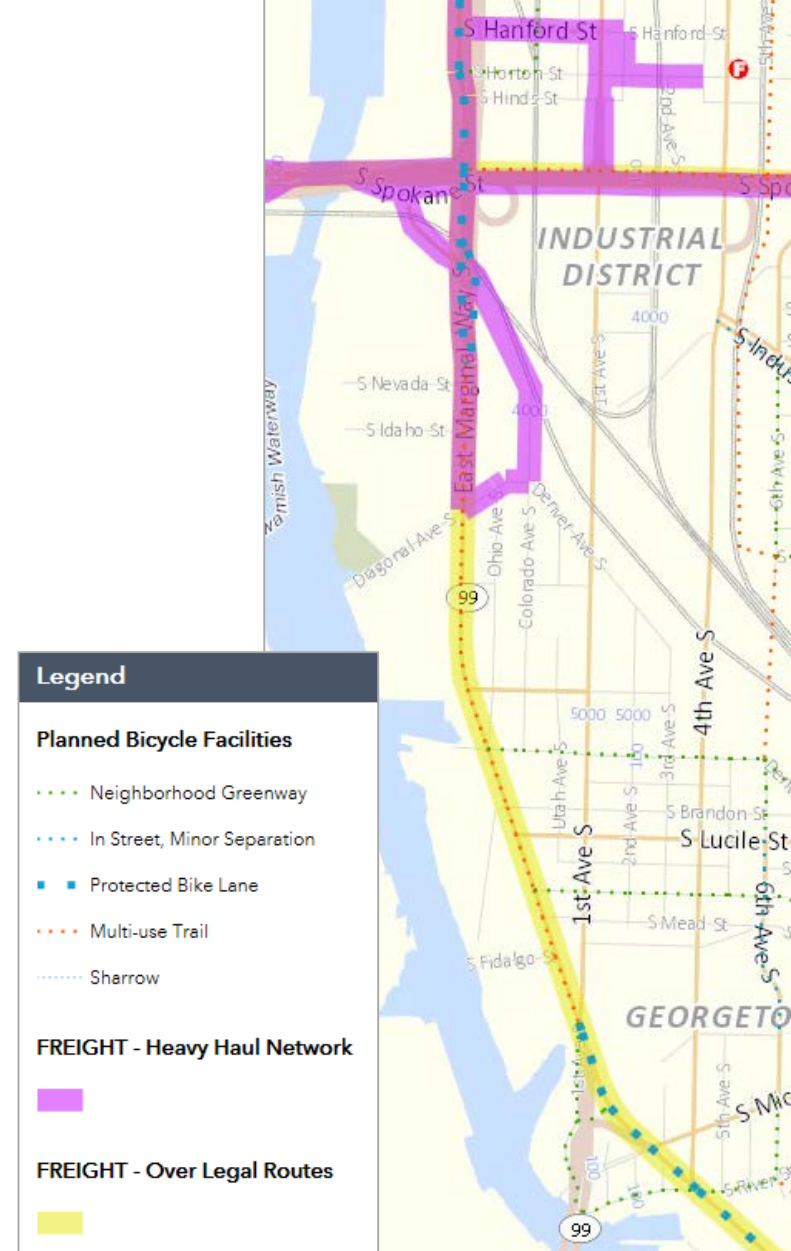
Improve freight mobility and access



Promote efficiencies in freight movements

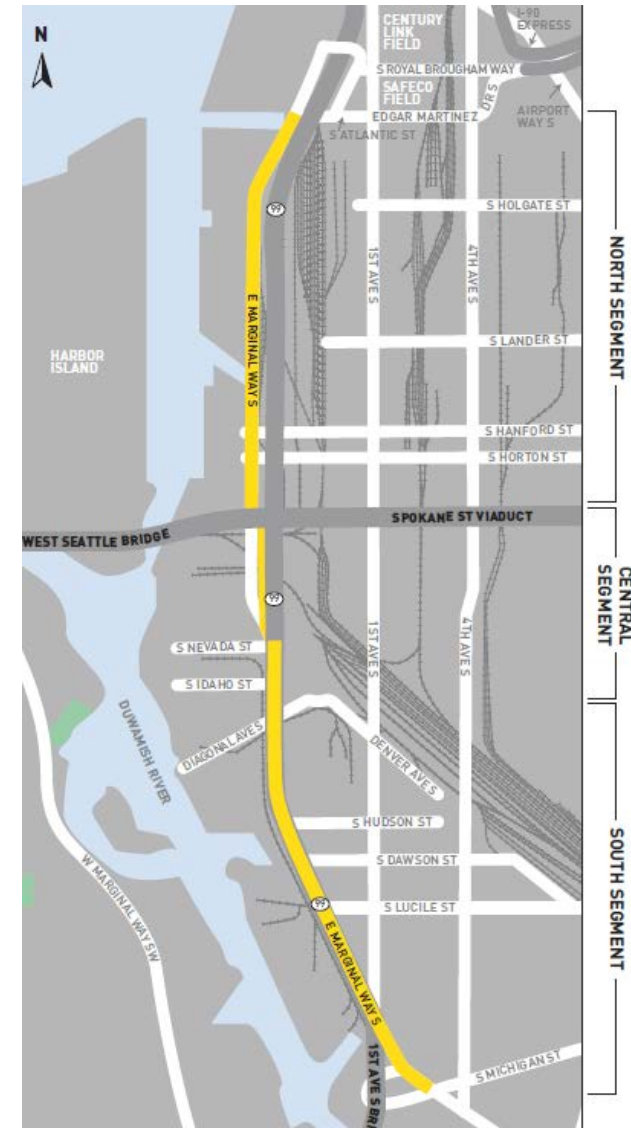


Enhance separation for people walking and biking



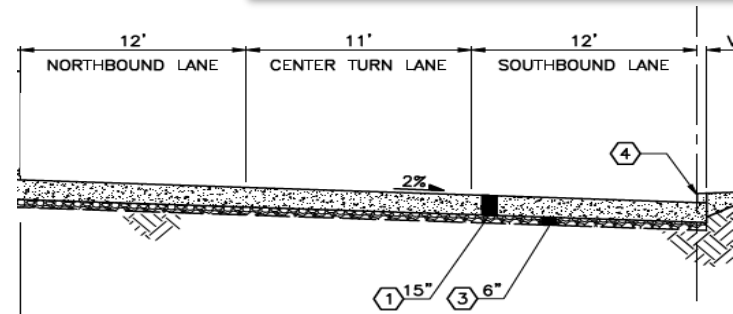
Project limits

- North and Central Segments in design
 - Pavement reconstruction
 - Separated bicycle facility
 - Sidewalk replacement
 - Drainage and landscaping
 - New and rebuilt traffic signals
 - Signal upgrades
 - ITS elements
 - Water main replacement (SPU)



Heavy Haul Pavement Network

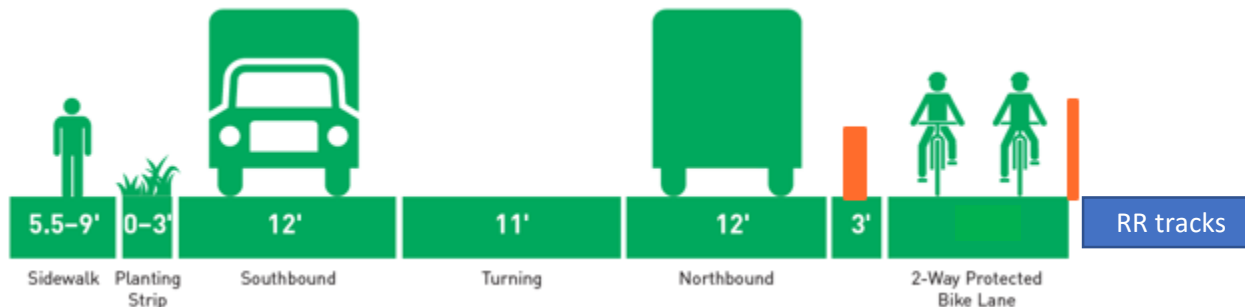
- Pavement between S Massachusetts St and S Spokane St will be upgraded to Heavy Haul standards
- Reconstructs roadway to provide 50-year life
- Redesigns intersections and adds adaptive signals to improve traffic flow
- Improves freight safety by separating people on bicycles



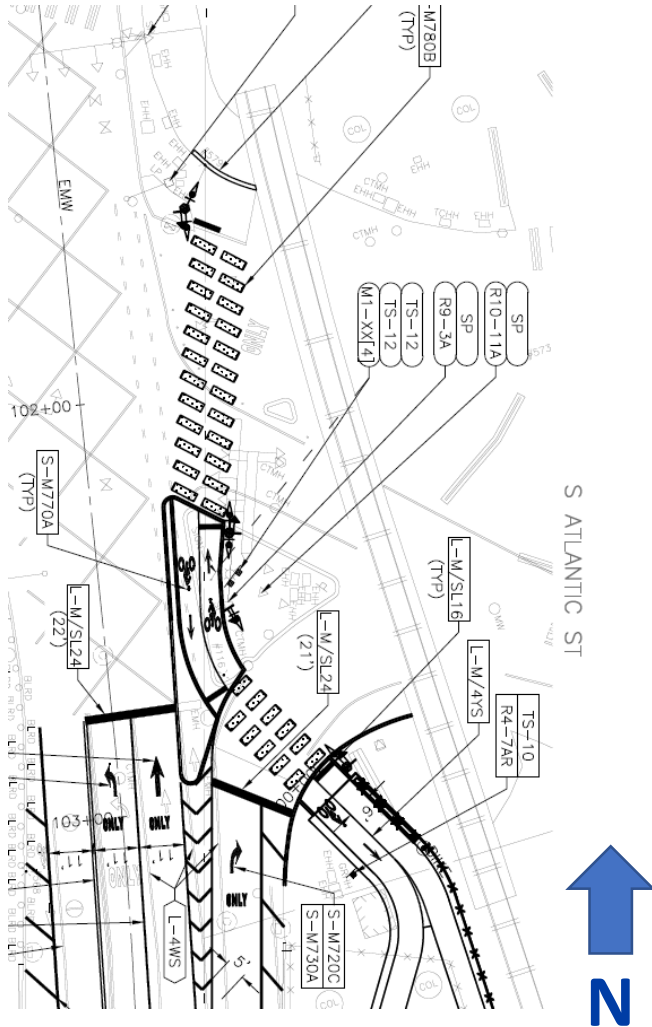
Bicycle connections

S Atlantic St to S Spokane St

- 1.33 miles of protected bike lane
- Separated (by space) where possible
- Continuous concrete barrier between bike lanes and roadway where space is not abundant
- Used daily by hundreds of cyclists



Phase 1 details



Direct connection to
Elliot Bay Trail

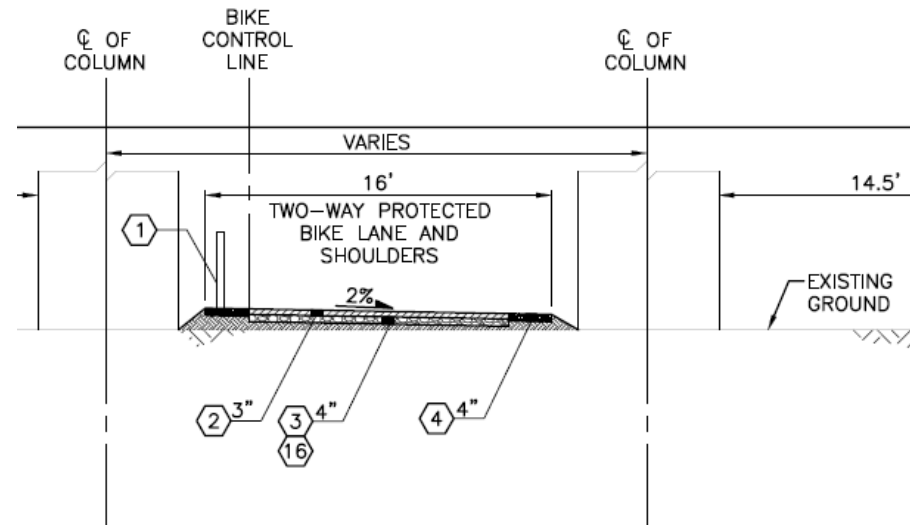


Phase 1 details

From S Atlantic St under and adjacent to SR 99

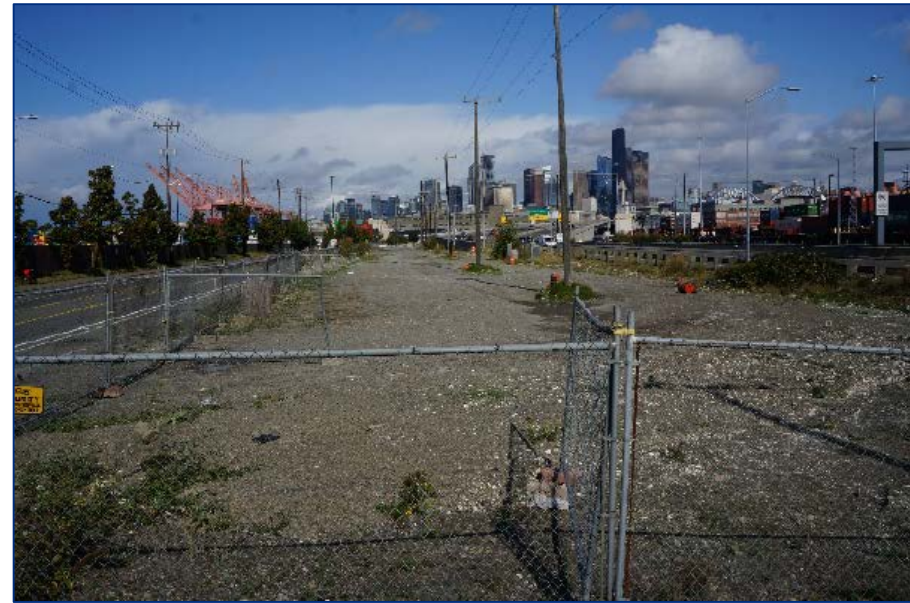


Under viaduct (south of S Atlantic St)

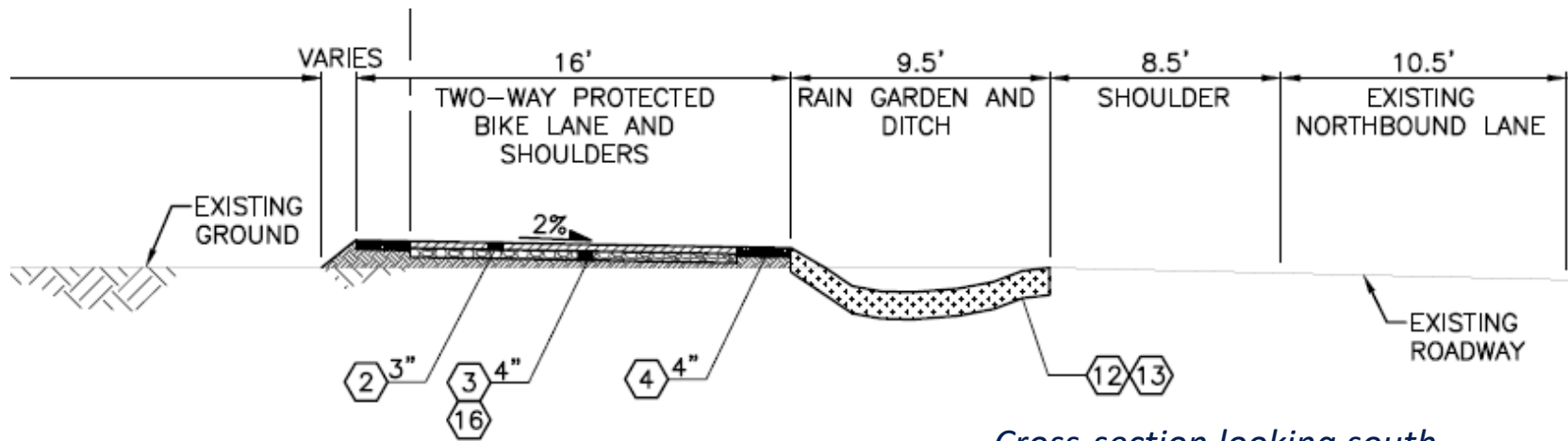


Phase 1 details

Landscaped separation
from the roadway
where space is
available



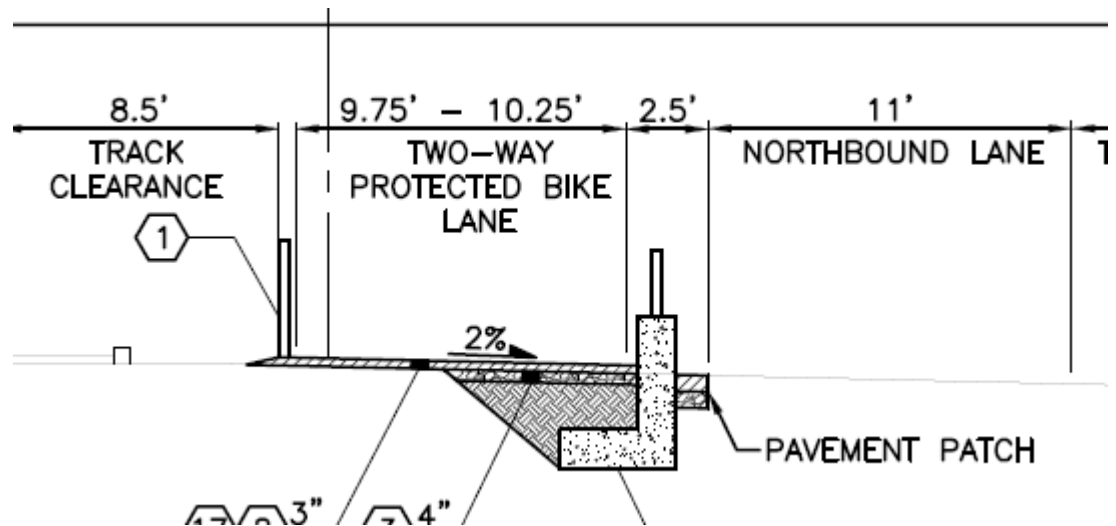
Looking north: area fenced off for storage



Cross-section looking south

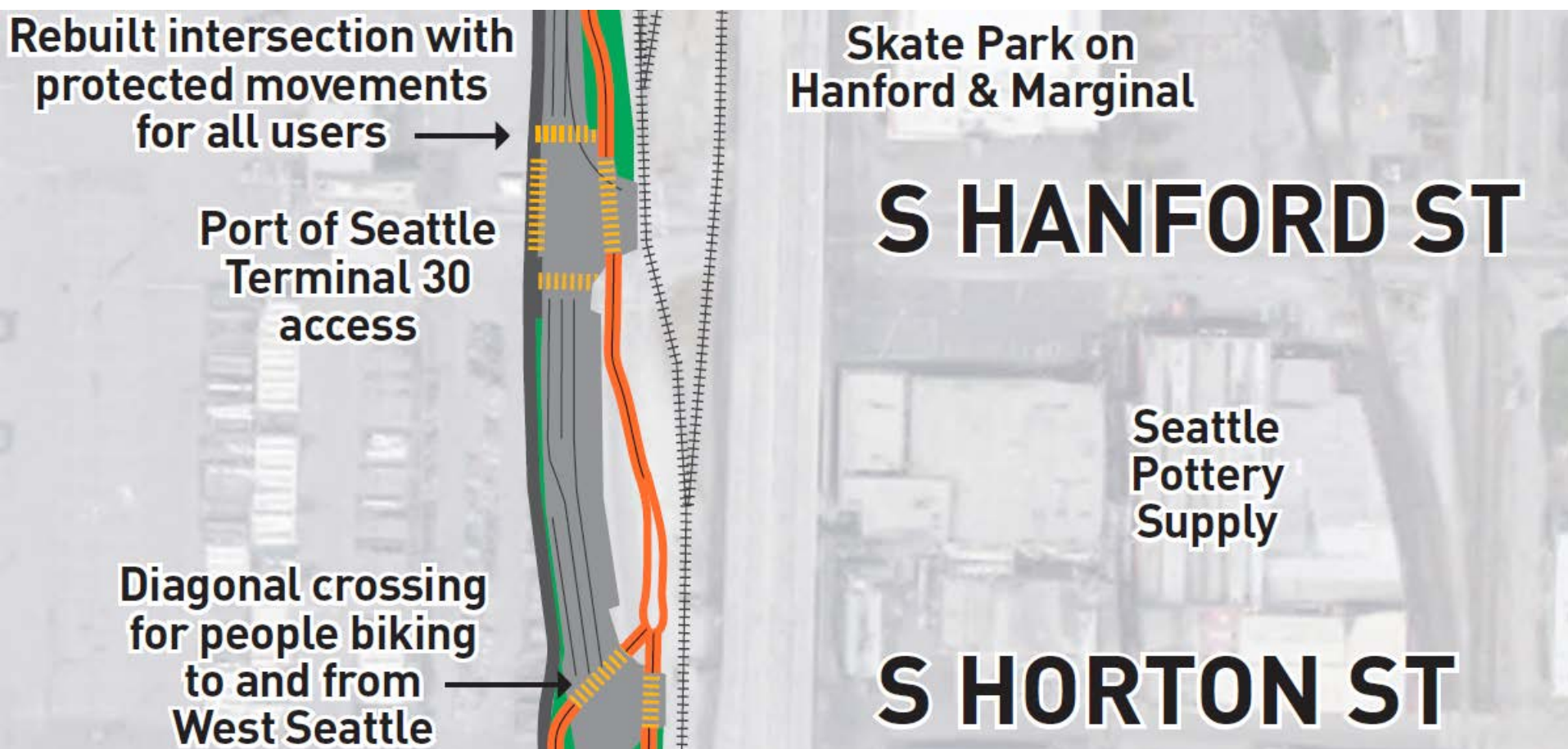
Phase 1 details

Constrained section
north of S Hanford St



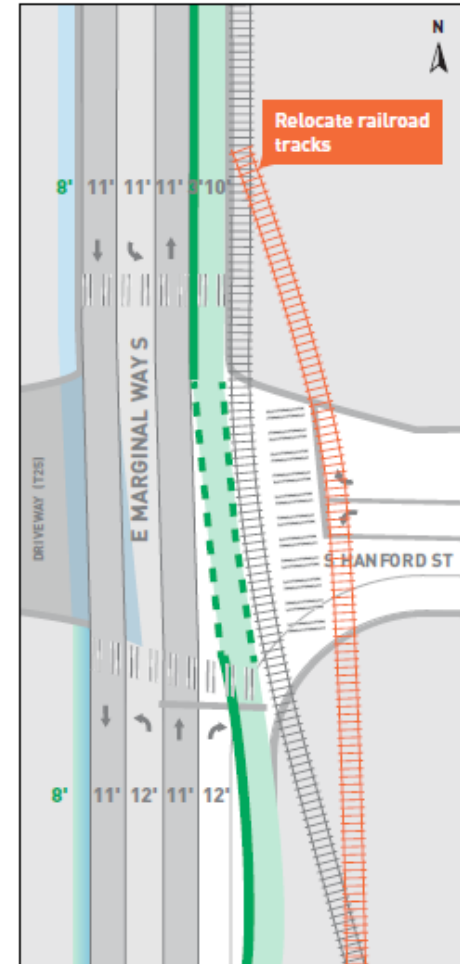
Cross-section looking south

Phase 1: Hanford/Horton overview



S Hanford St signal rebuild

- Fully reconstructs traffic signal
- Proposes relocating railroad tracks further east and connecting to signal
- Fully protected turning movements
- Adaptive signal system
- West leg will become roadway (currently is a driveway)

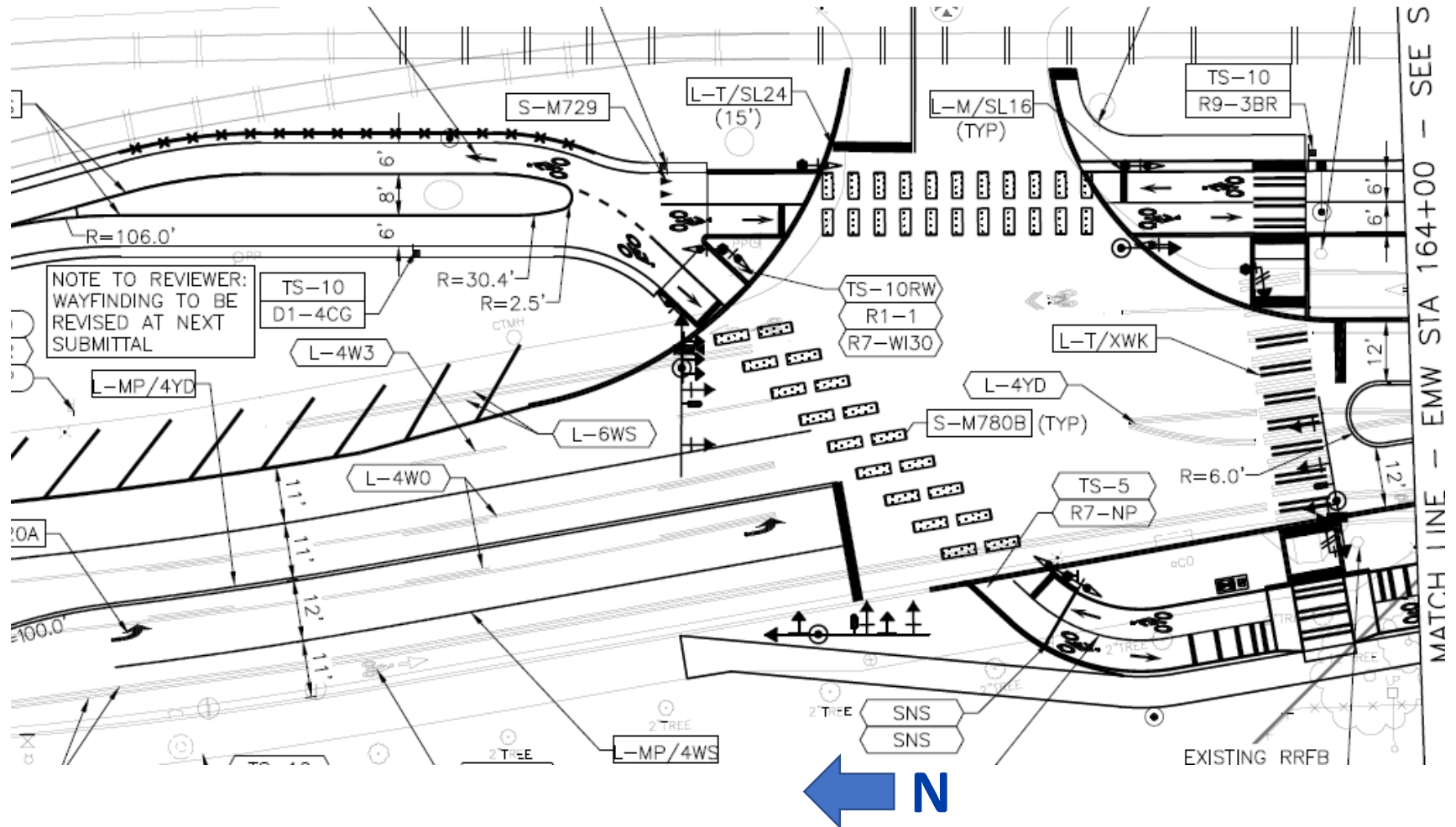


Plan view of the proposed road improvement project. The drawing shows the alignment of the road, the right-of-way (R/W), and the existing road (ASPH RDWY). Key features include:

- Alignment:** The road alignment is shown with stationing from 162+00 to 164+00. The alignment is labeled "EMW 163+01.8, 24.0' RT BEGIN MATCH EXISTING".
- Right-of-Way (R/W):** The R/W is shown as a dashed line. The width of the R/W is indicated as 24.6' RT.
- Proposed Roadway:** The proposed roadway is shown with a width of 32.8' RT. The point of curvature is labeled "EMW 163+16.0 32.8' RT PT OF CURVATURE".
- West Side Bike BOC:** The West Side Bike BOC is shown as a shaded area. The width of the BOC is indicated as 47.5' RT.
- Grass:** The grass area is shown as a hatched area. The width of the grass area is indicated as 47.5' RT.
- Other Features:** The drawing includes a "BIKE CL" (Bike Center Line) and a "WEST SIDE BIKE BOC" (West Side Bike BOC). The alignment is also labeled "EMW 163+45.3 47.5' RT PT OF CURVATURE".

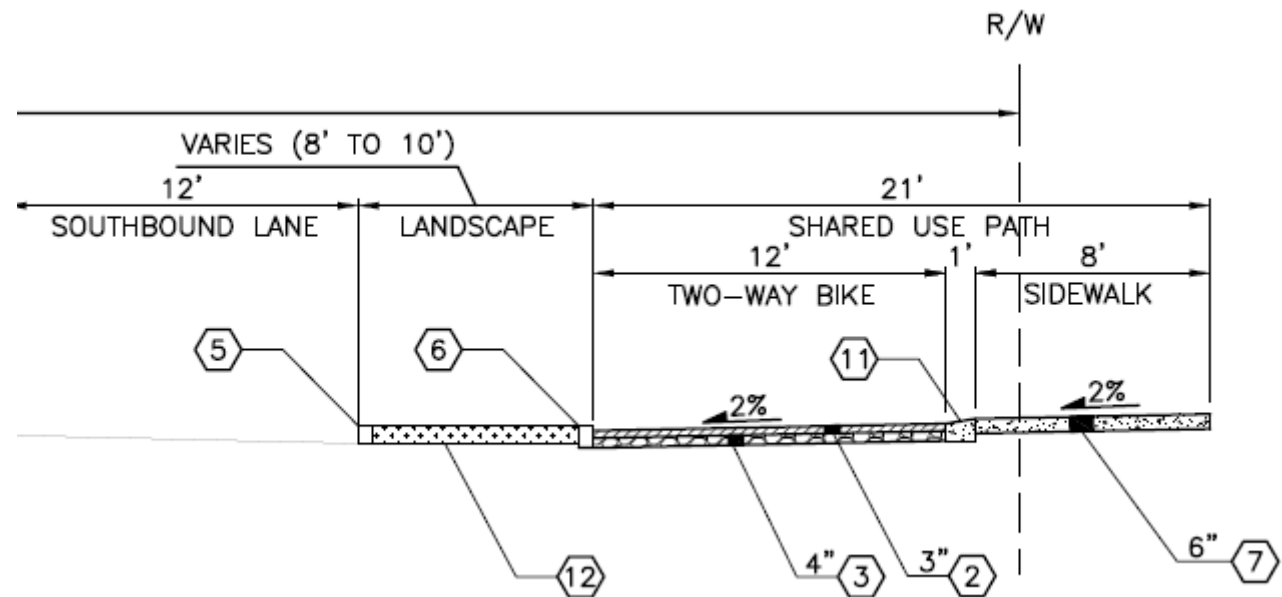
A blue arrow pointing left with the letter "N" indicates the North direction.

S Horton St new signal



Phase 1 details

South of S Horton St, a PBL and a sidewalk where space available



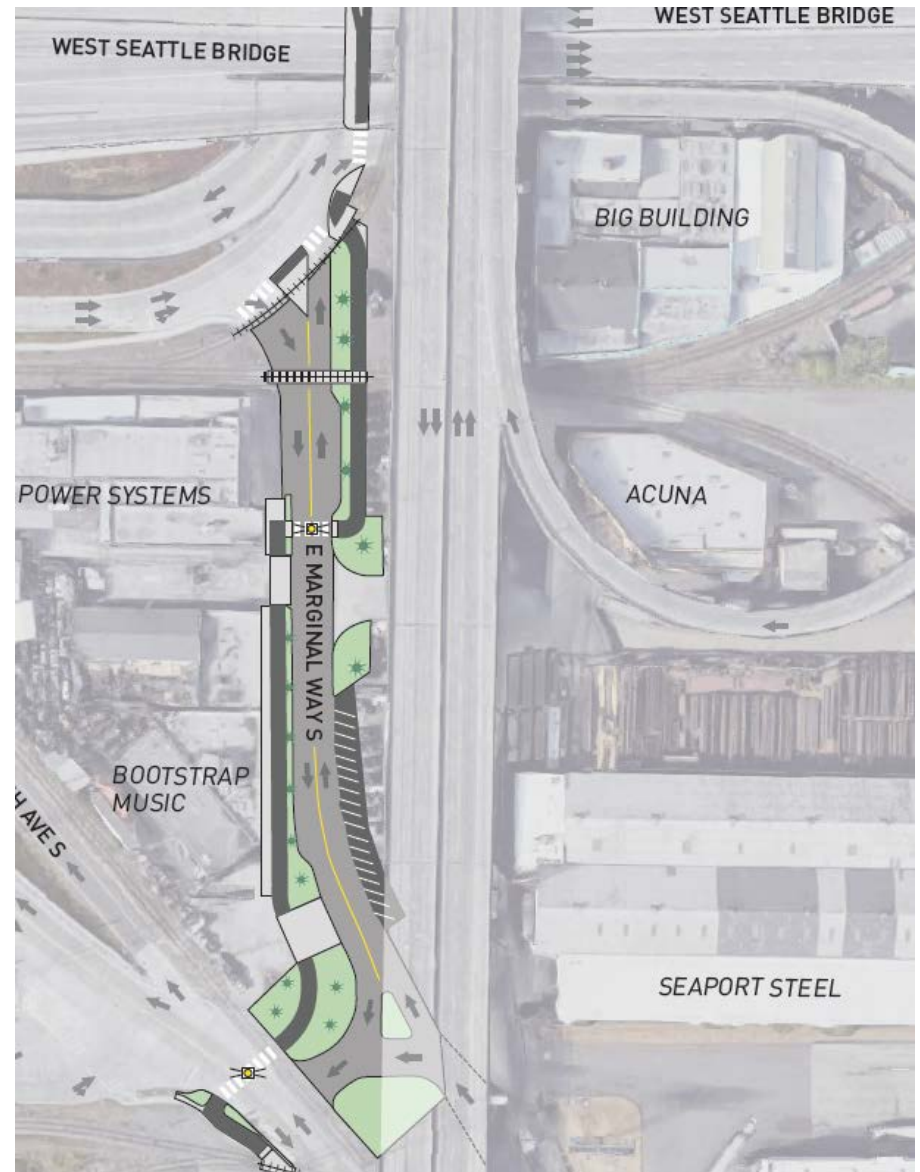
Cross-section looking south

Central Segment

Industrial land uses, but key bicycle connection to local businesses



S Spokane St to
Duwamish Ave S



Central Segment



Duwamish Ave S to
Diagonal Ave S

- Industrial land uses, but key bicycle connection to local businesses
- Construct multi-use trail on west side of roadway

Project phasing

A phased approach utilizes current secured funding

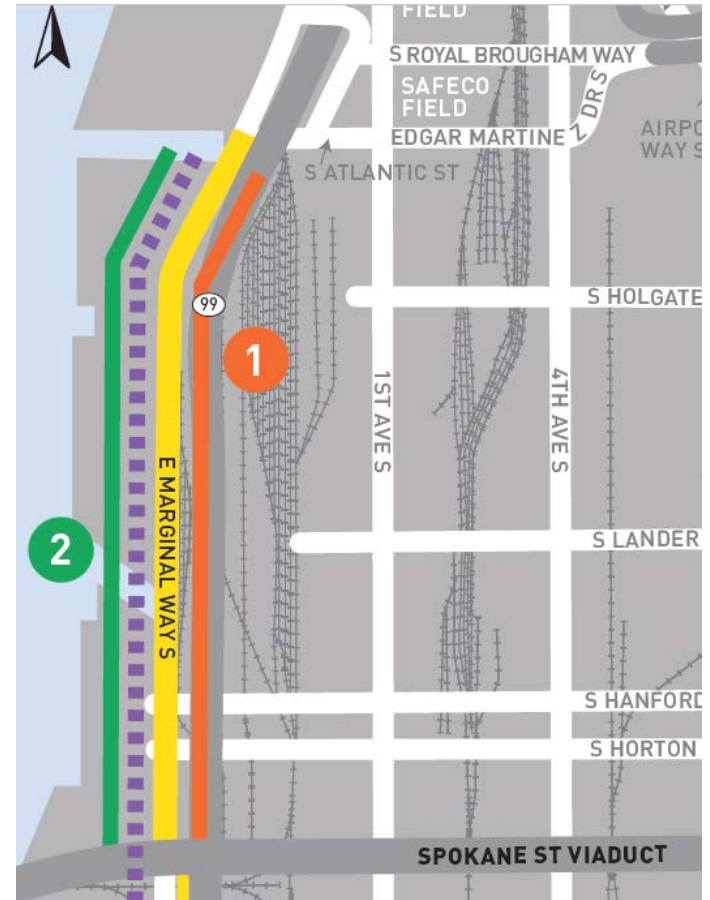
Phase One

Bicycle facility between S Atlantic St and S Spokane St

- Rebuild signal and relocate railroad track at S Hanford St
- New signal at S Horton St

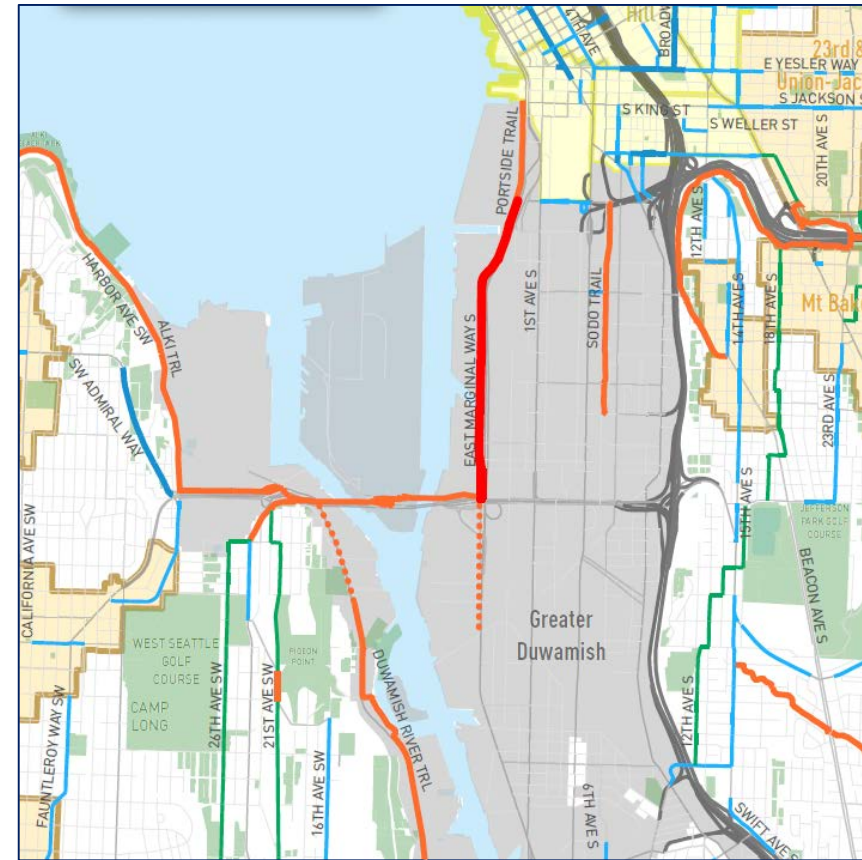
Phase Two

- Roadway reconstruction to Heavy Haul standards
- Replace west sidewalk
- Water main replacement (SPU)



Phase 1 value

- Constructs safety improvements
- Connects downtown Seattle to regional bike network
- Rebuilds busiest freight intersection and upgrades signals/detection
- Early implementation of full project



Schedule

PHASE 1 SCHEDULE

2015-2016	2017			2018	2019	2020	2021	2022
<ul style="list-style-type: none"> • Data collection • Early design workshops • Preliminary traffic analysis 	SPRING <ul style="list-style-type: none"> • Develop options • Seek input on options 	SUMMER <ul style="list-style-type: none"> • Create preliminary engineering designs 	FALL <ul style="list-style-type: none"> • 10% design complete 	WINTER-SPRING <ul style="list-style-type: none"> • 30% design complete 	<ul style="list-style-type: none"> • Restart design 	<ul style="list-style-type: none"> • Complete design for North and Central segments 	<ul style="list-style-type: none"> • Begin Phase I construction 	<ul style="list-style-type: none"> • Complete Phase I construction
	Online Open House and Survey							

ONGOING OUTREACH AND ENGAGEMENT



Upcoming events and next steps

- Tuesday, February 11 – AM station along E Marginal Way
- Wednesday, February 12 – PM station along E Marginal Way
- Design and construct Phase 1
 - 90% design: May 2020
 - Ad: November 2020
 - Construction: as early as March 2021
- Design Phase 2 and the Central Segment
 - 90% design: September 2020



Public outreach at 60%

- Seeking feedback on:
 - Phase 1 design details
 - Central segment alignment and design details
- Request letter of support for future grant opportunities



Questions?

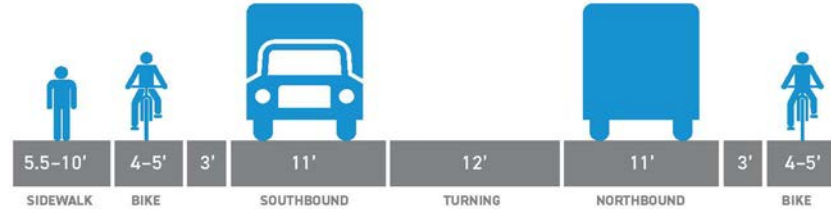
Seattle Department of Transportation

Megan Hoyt, E Marginal Way Project Manager

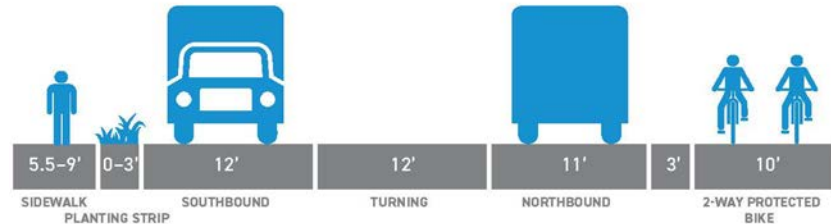
S Atlantic St - S Hanford St

Comparison of original options (Spring 2017)

Option 1:
Enhanced existing



Option 2:
2-way PBL east side

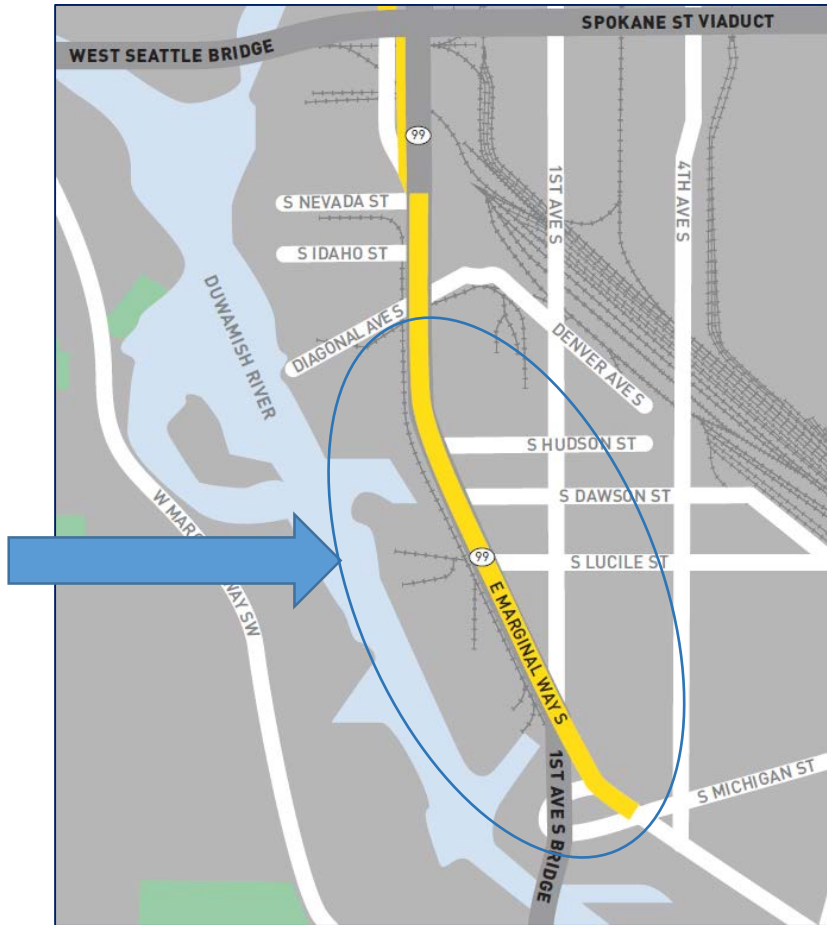


Option 3:
Multi-use path west side



South Segment

Diagonal Ave S to 1 Ave S



- Intermittent sidewalk on east side of street
- Railroad tracks on west side of street
- Little space outside vehicle lanes
- WSDOT regulated