East Marginal Way Corridor Improvement Project

Levy to Move Seattle Oversight Committee
Presentation Overview

• Project History

• Segment Overviews

• Status and Next Steps
Project History

- Levy to Move Seattle commitment: Build the East Marginal Way corridor, a key route in Seattle’s Heavy Haul Network
- Freight mobility and bicycle network connection and safety project on this multi-modal corridor
Project Segments

Project limits: S Atlantic St to S Michigan St

- **North Segment:** S Atlantic St to S Spokane St (plus DMS sign at S Alaska St)
- **Central Segment:** S Spokane St to S Alaska St
- **South Segment:** S Alaska St to 1 Ave S

2015 Levy Commitment to “build the East Marginal Way corridor” using $2M local, $5M MSL, and $37M leverage funding.
North Segment

East Marginal Way S
North Segment Project Goals

- Improve freight mobility and access
- Promote efficiencies in freight movements
- Enhance separation for people walking and biking
North Segment Freight Mobility

- Reconstructs pavement between S Massachusetts St and Duwamish Ave S to Heavy Haul standards
- Rebuilds signal at busy freight intersection (S Hanford St) and adds adaptive signals to improve traffic flow
- Improves freight safety by separating people on bicycles from trucks
- Constructs Weigh-in-Motion system for heavy loads
- Spot improvements to turning radii and driveways
- Dynamic Message Sign at S Alaska St

![Image of damaged and unlinked concrete slabs, asphalt section well past useful life, original brick sub-base, and native fill material]
North Segment Walking and Biking

- Protected Bicycle Lane between S Atlantic St and S Spokane St
- New signal for diagonal bike crossing at S Horton St
- Protected signals including at S Hanford St, by relocating train tracks
- West sidewalk reconstructed
East Marginal Way Grant Success

- 2018: Federal Highways (FHWA) design funds through PSRC - $4M
- 2018: Freight Mobility Strategic Investment Board (FMSIB) - $6.1M
- 2018: Transportation Improvement Board (TIB) - $3M
- 2018: FHWA construction funds through PSRC - $2.9M
- 2021: FHWA RAISE construction funds - $20M
- TOTAL: $36M
North Segment Funded for Design and Construction

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tr>
<td>Levy to Move Seattle</td>
<td>$6.1 million</td>
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<tr>
<td>FMSIB</td>
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<td>FHWA</td>
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<td>TIB</td>
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<td>Port of Seattle</td>
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<td>Other local*</td>
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<td><strong>Total</strong></td>
<td><strong>$70.6 million</strong></td>
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* Includes:
  - Other SDOT programs
  - Partnership with Seattle Public Utilities for water main and drainage work
  - Partnership with Seattle City Light for streetlighting improvements

- Ad expected in August/Sept 2022
- Construction could start as early as December 2022
Central Segment

• Upgrades surface East Marginal Way S to Heavy Haul pavement between S Spokane St and Duwamish Ave S

• Shared use trail constructed through this confusing area
Central Segment

- Shared use trail proposed on west side of street to Diagonal Ave S
  - Lighting
  - Landscaping

- Freight and non-motorized improvements at Diagonal Ave S

Duwamish Ave S to Diagonal Ave S

Construct multi-use trail on west side of roadway
Central Segment Funding

• Funded through **design** via FHWA
  • Must construct project or repay design funds
• **No construction** funds identified yet
  • Current estimate approx. $10.6M

• Current and future grant opportunities (2022 – 2024)
  • State Highways
  • State Non-motorized
  • Freight Mobility Strategic Investment Board (FMSIB)
South Segment

- Diagonal Ave S to S Michigan St
- Intermittent sidewalk on east side of street
- Railroad tracks on west side of street
- Little space outside vehicle lanes
- WSDOT regulated
South Segment – 2017 Scoping

• Evaluated bicycle connection that would remove a lane on SR-99
• Repaving already in design by WSDOT
• Identified missing sidewalk on east side
• Identified transit improvements and intersection improvements
South Segment - Next Steps

• 10% conceptual design completed in 2017
• Currently not funded for design or construction
• Racial Equity Toolkit identified basic missing infrastructure in this area
• No identified freight improvements
• 2017 estimate: approx. $3M
Summary

• North Segment **construction** start: Winter 2022
• Central Segment **design** completion: Winter 2022
  • **Construction** funding: TBD
• South Segment **design** and **construction** funding: TBD
Questions?

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Thank you!