

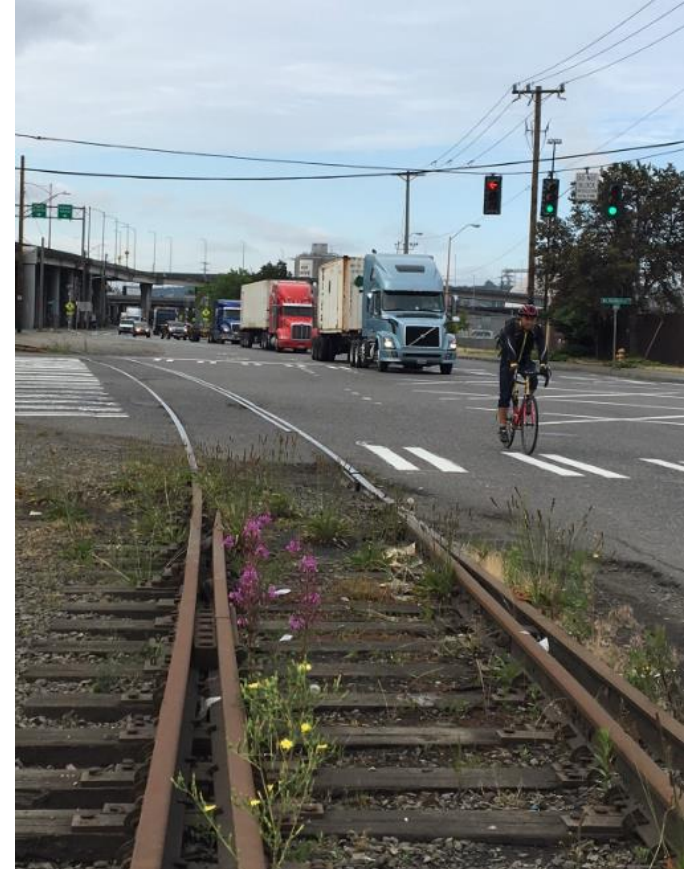
E Marginal Way Project Update

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 multi-lane highway. The cyclist is positioned in the foreground, slightly to the left of the center. Behind the cyclist is a large blue semi-truck with a yellow trailer. The trailer has "APL" written in large white letters on its side, and "BNSF" and "PRATT" are visible on the yellow frame. The truck is moving in the same direction as the cyclist. The scene is set on a paved road with white lane markings under bright daylight.

Seattle Freight Advisory Board
Megan Hoyt, SDOT

Presentation Overview

- Project overview
- Progress since June 2019
- Phase 1 and 2 design details
- Central segment
- INFRA grant
- Upcoming Events/Next steps



Project goals



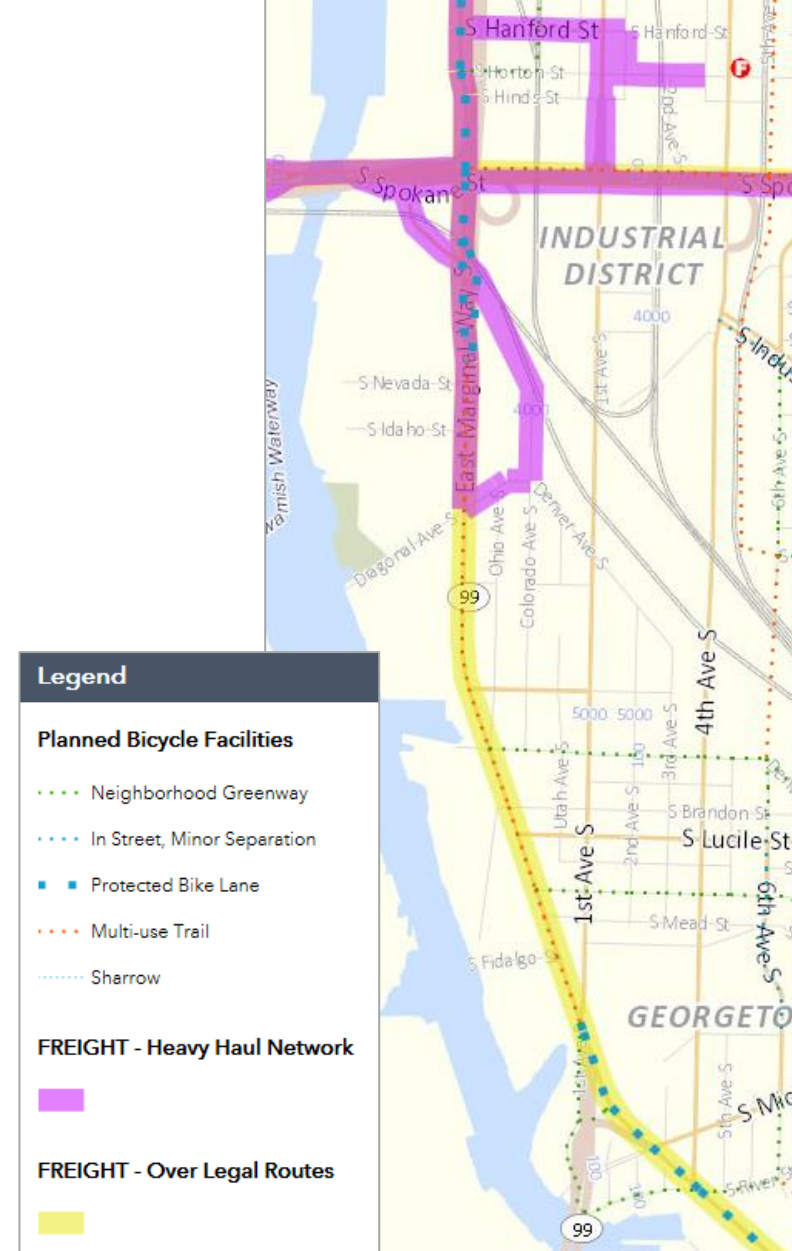
Improve freight mobility and access



Promote efficiencies in freight movements

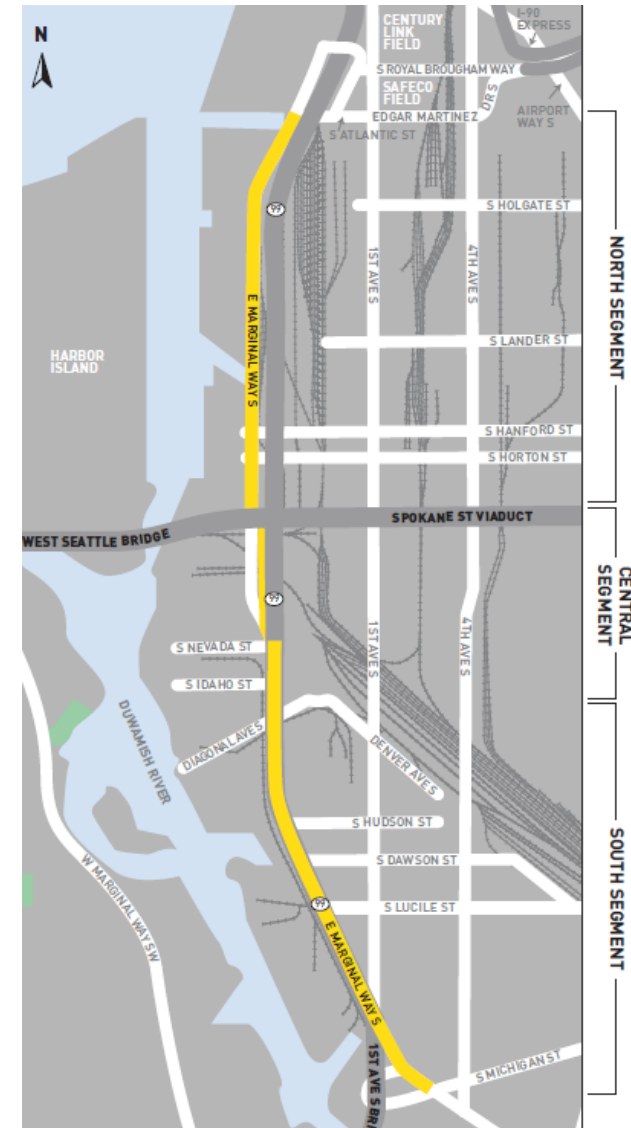


Enhance separation for people walking and biking



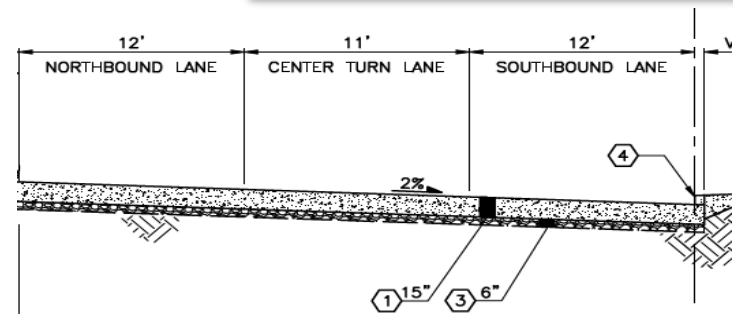
Project limits

- 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

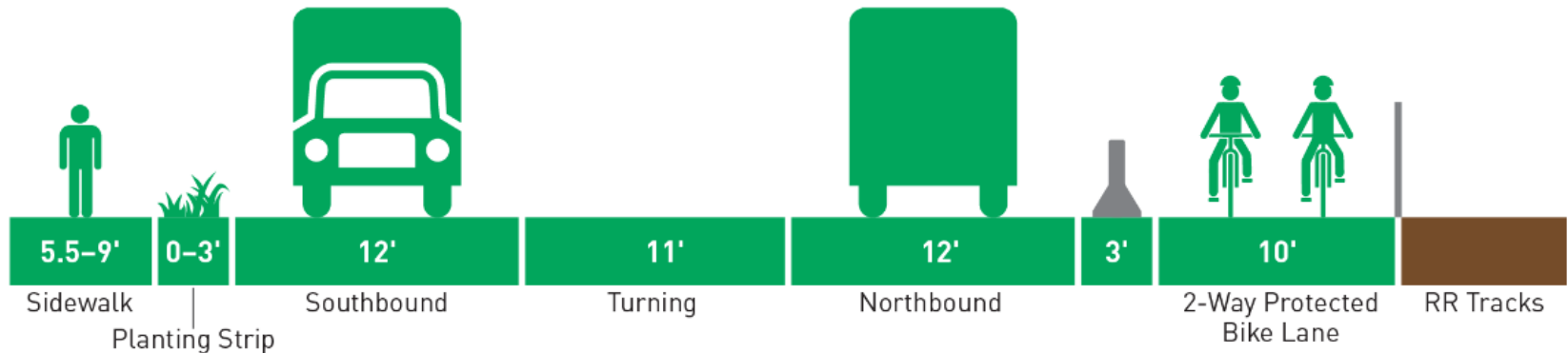
- Pavement between S Massachusetts St and S Spokane St will be upgraded to Heavy Haul standards
- Reconstructs roadway to provide 50-year life
- Redesigns intersections and adds adaptive signals to improve traffic flow
- Improves freight safety by separating people on bicycles



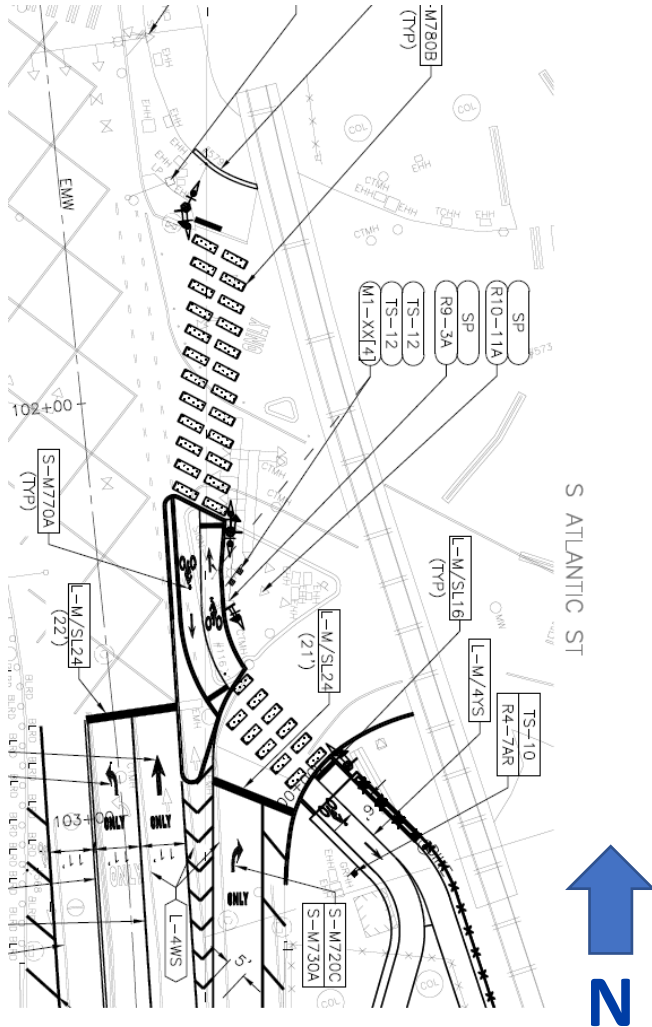
Bicycle connections

S Atlantic St to S Spokane St

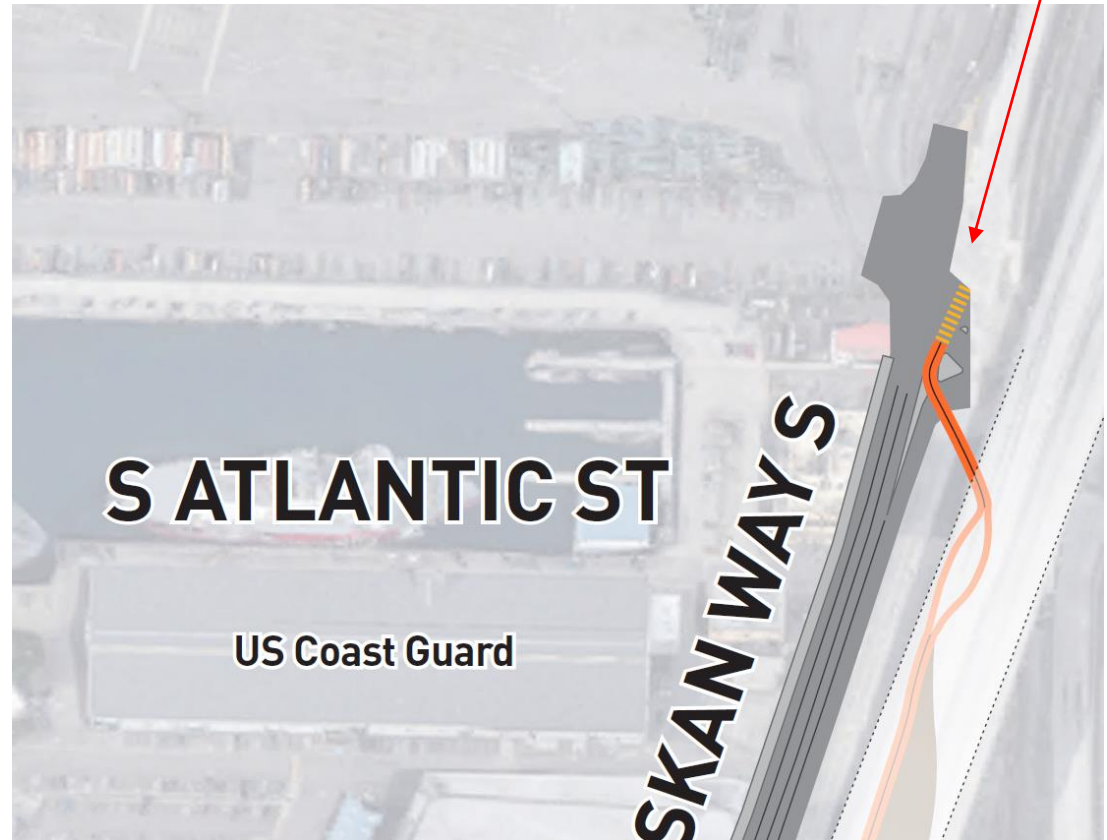
- 1.33 miles of protected bike lane
- Separated (by space) where possible
- Continuous concrete barrier between bike lanes and roadway where space is not abundant
- Used daily by hundreds of cyclists



Phase 1 details



Direct connection to
Elliot Bay Trail

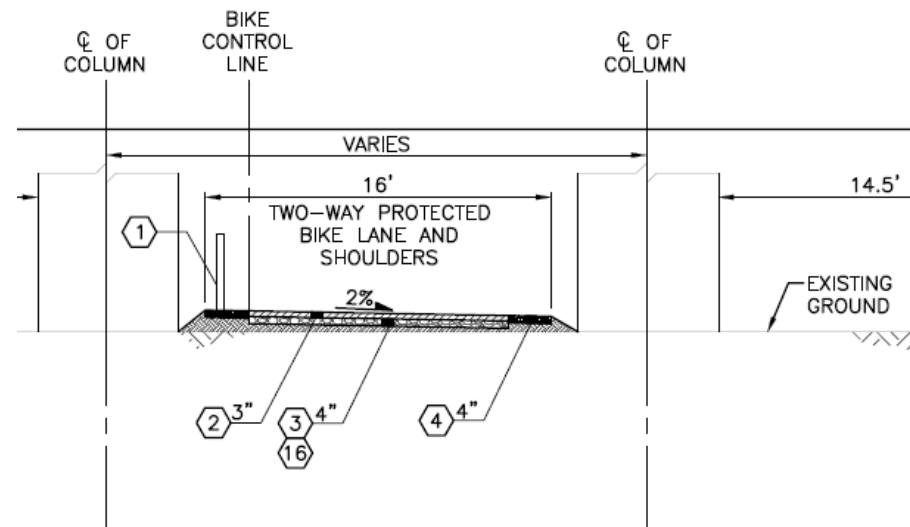


Phase 1 details

From S Atlantic St under and adjacent to SR 99

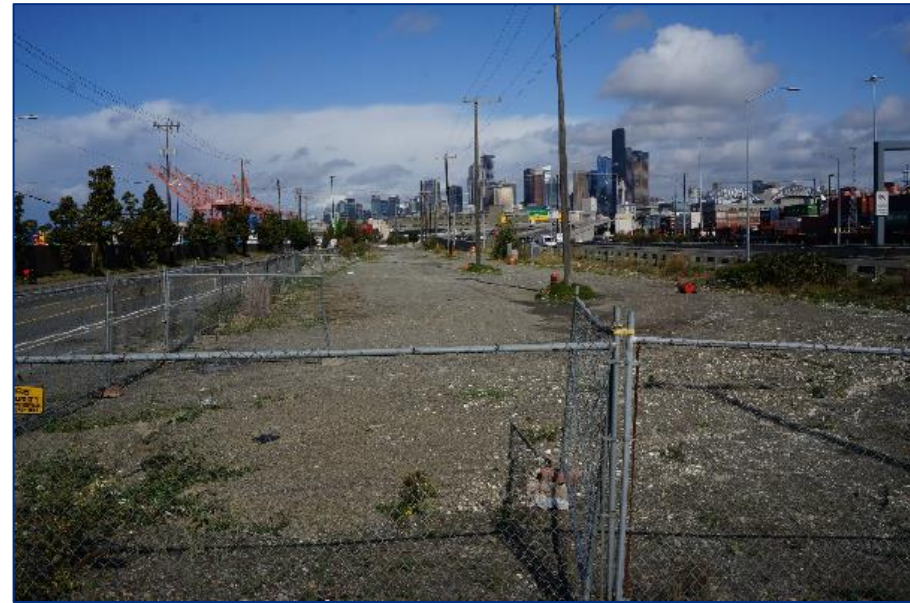


Under viaduct (south of S Atlantic St)

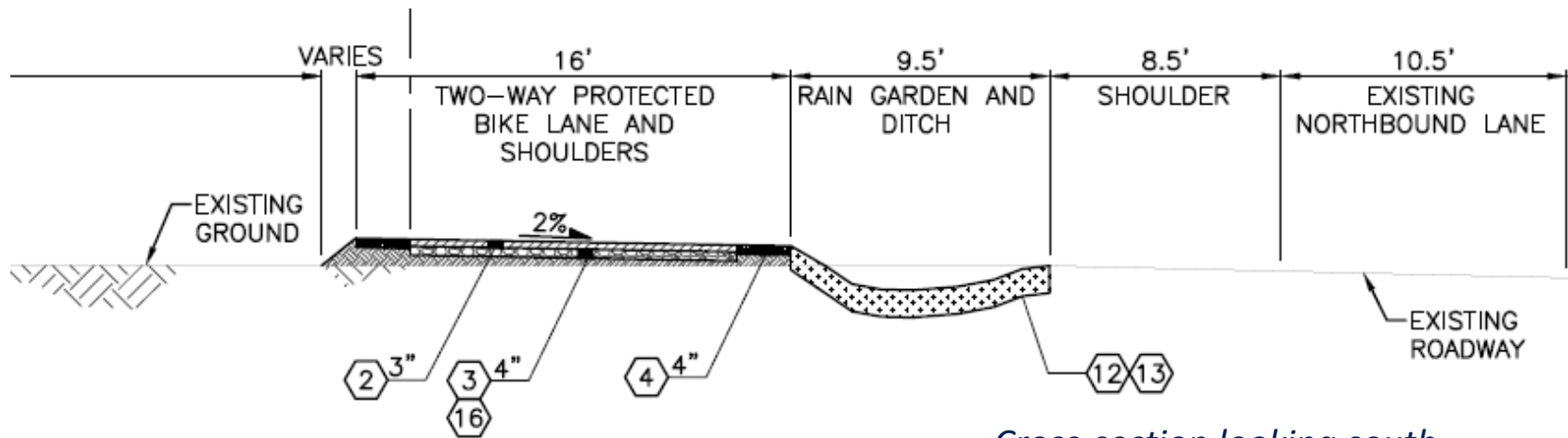


Phase 1 details

Landscaped separation
from the roadway
where space is
available



Looking north: area fenced off for storage

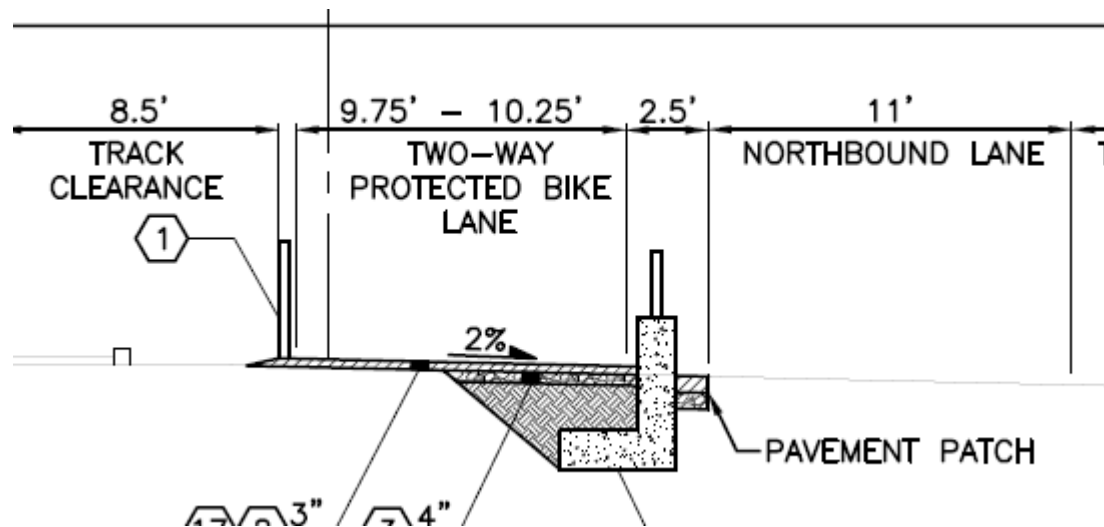


Cross-section looking south

Phase 1 details

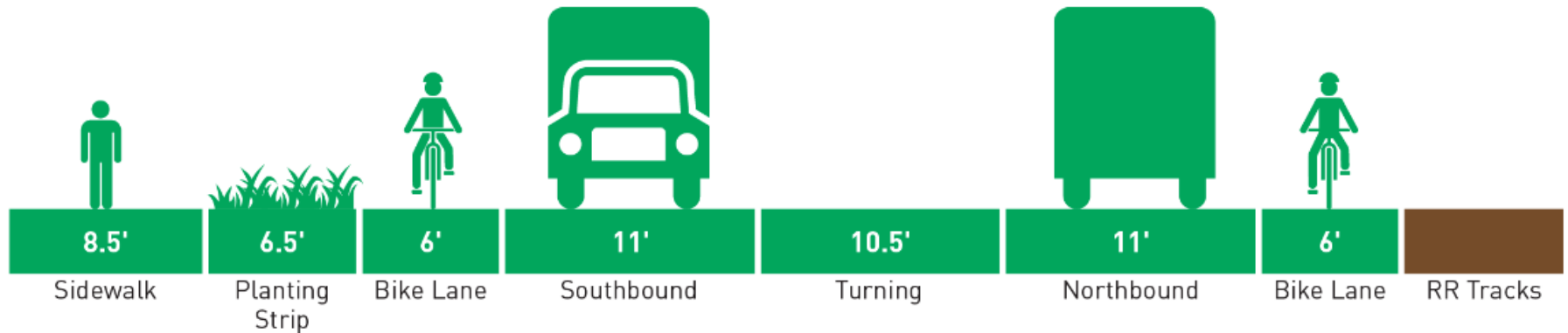
Constrained section north of S Hanford St

- Phase 2 will move the west curb
- During Phase 1 lane widths will remain the same

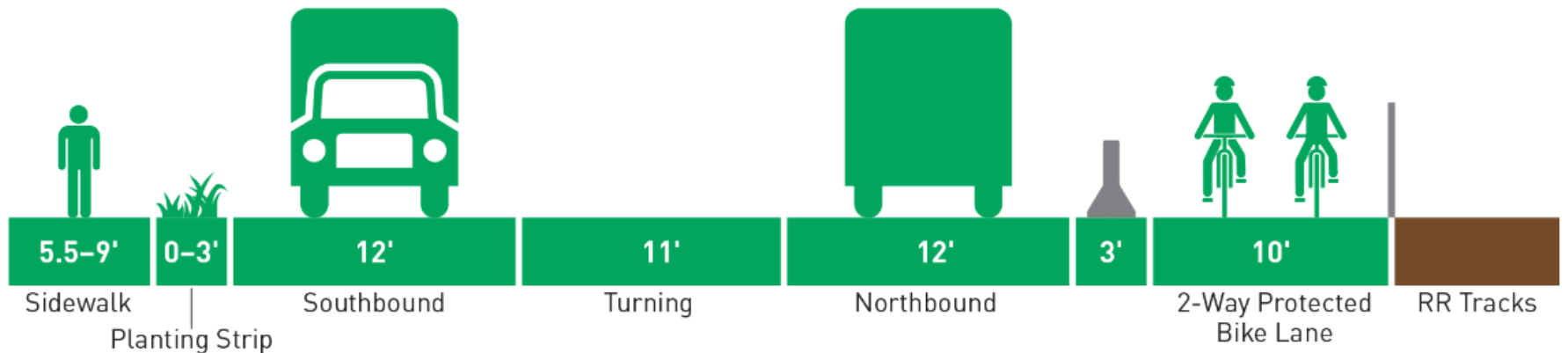


Cross-section looking south

Phase 1 details



Existing cross-section, looking north

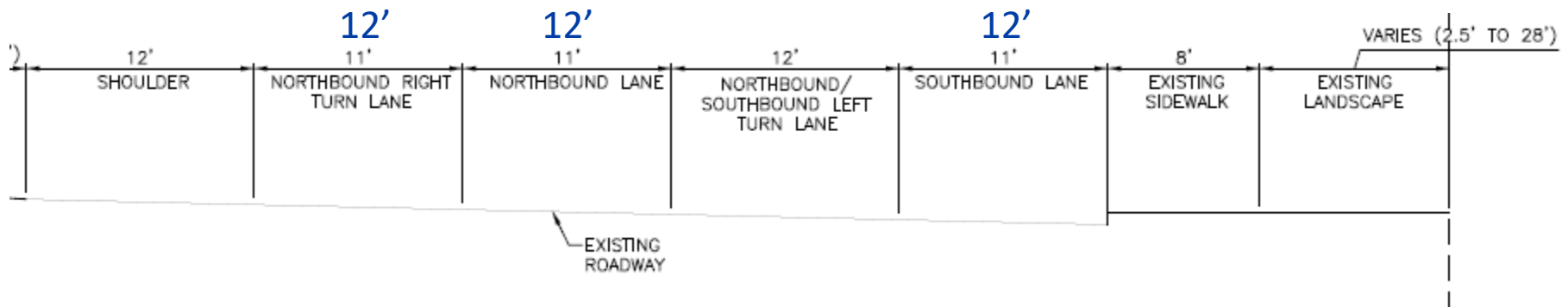


Phase 2 cross-section, looking north

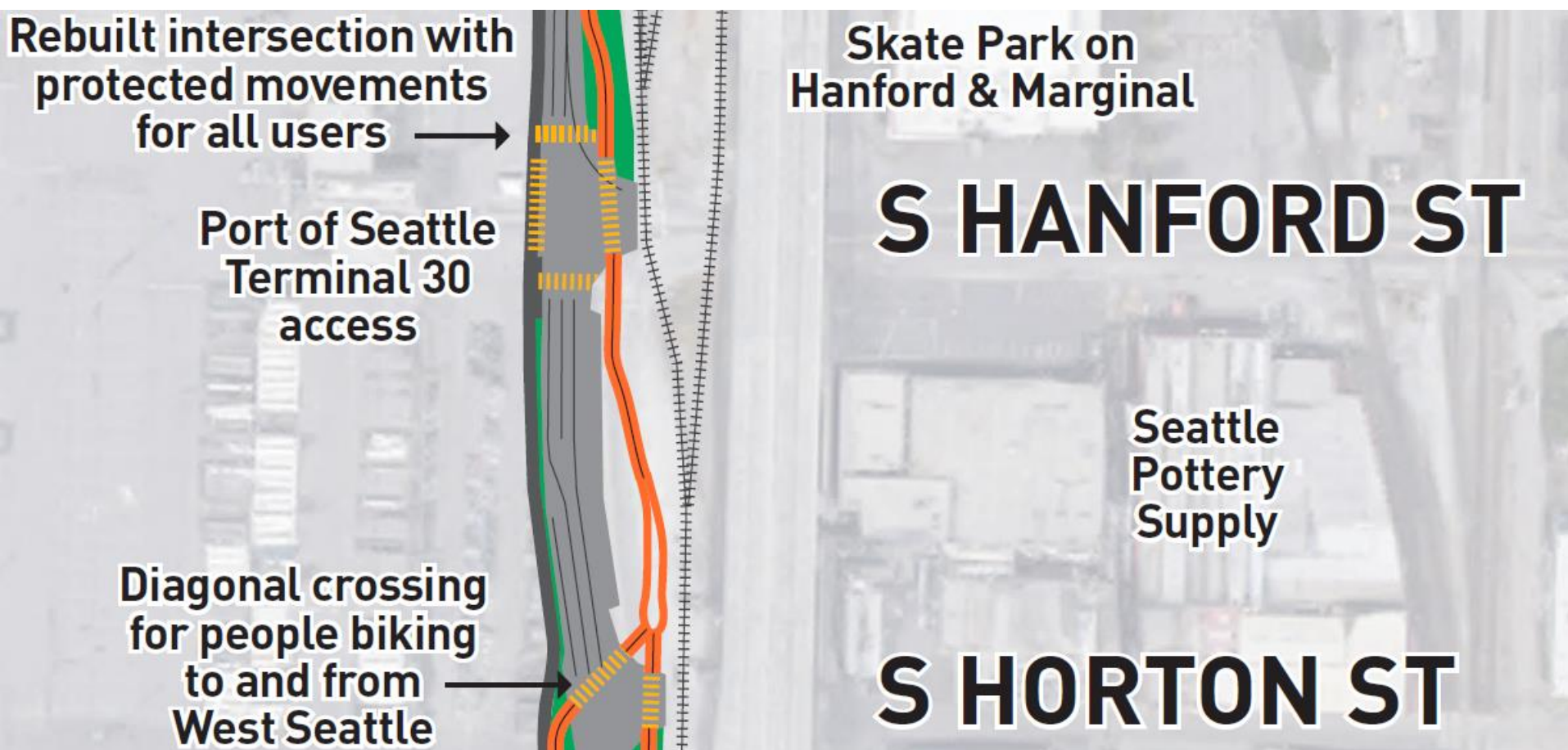
Phase 1 details

Approaching S Atlantic St there will be additional space on the roadway

- Are there any suggested uses for this space?
- ~ 8 – 9' once existing lanes are widened

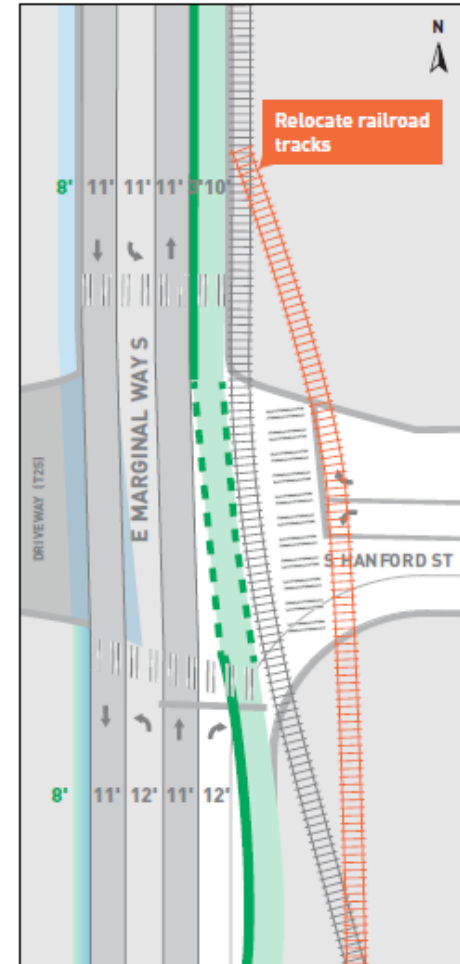


Phase 1: Hanford/Horton overview

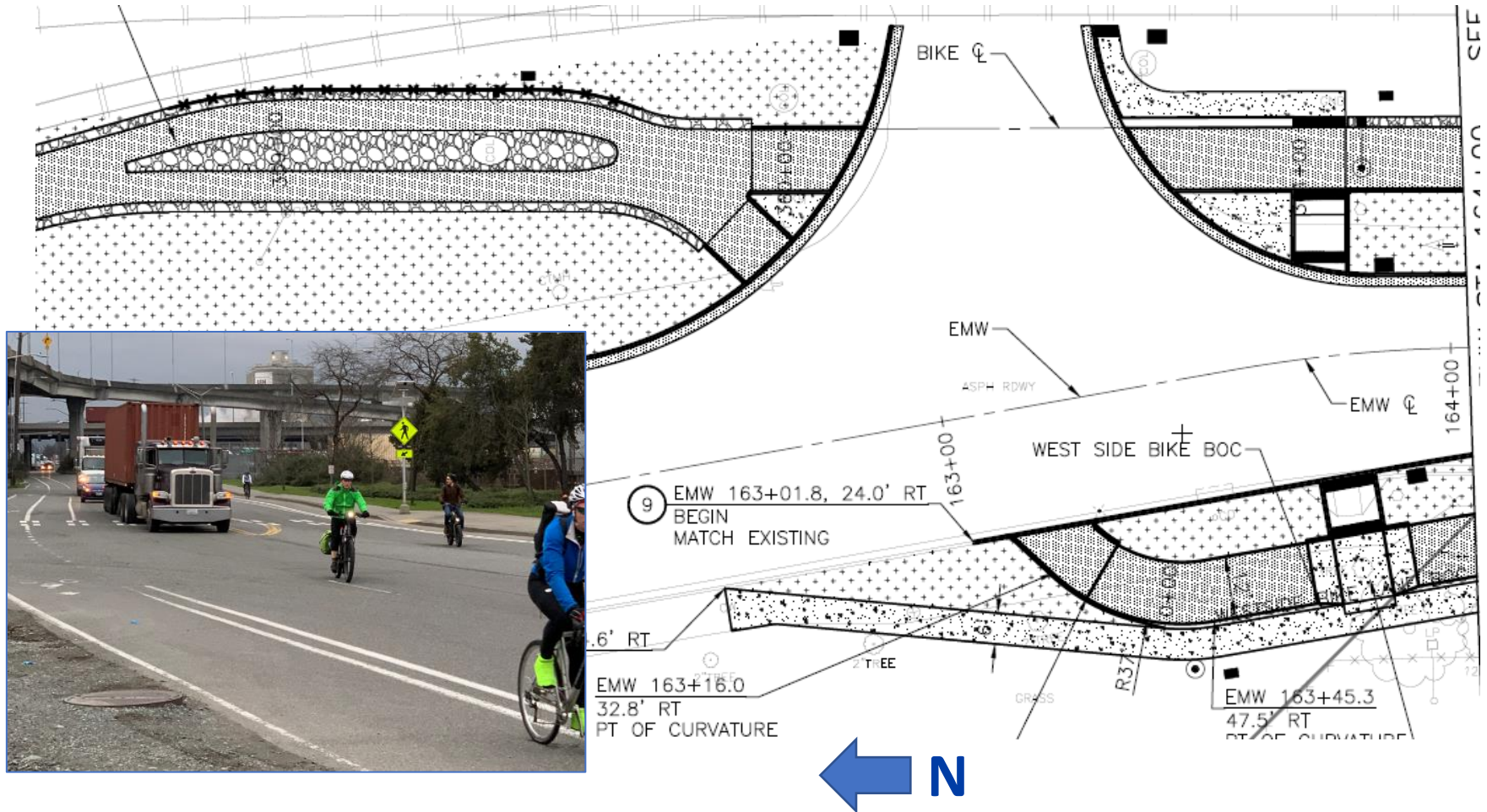


S Hanford St signal rebuild

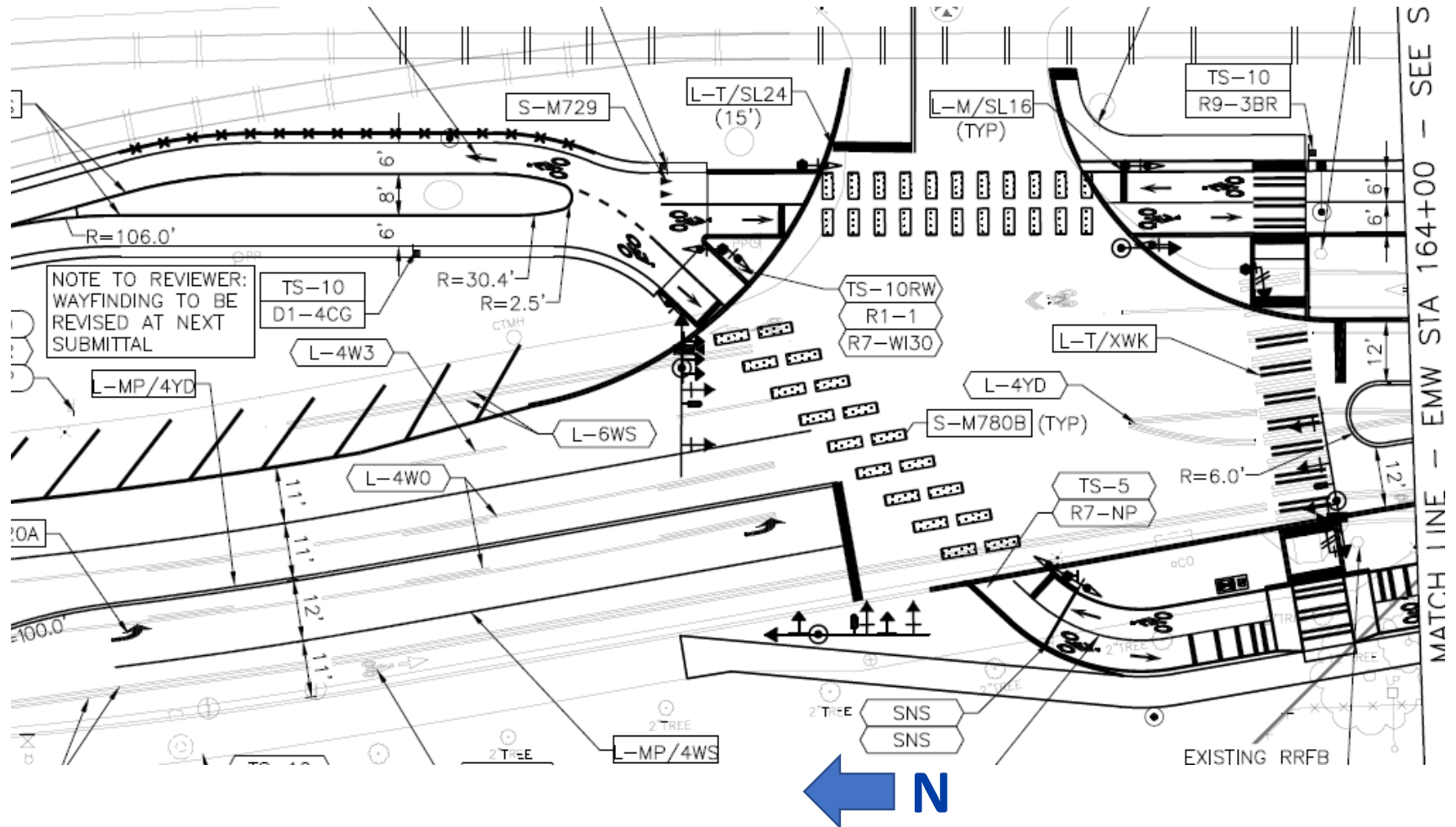
- Fully reconstructs traffic signal
- Proposes relocating railroad tracks further east and connecting to signal
- Fully protected turning movements
- Adaptive signal system
- West leg will become roadway (currently is a driveway)



S Horton St new signal



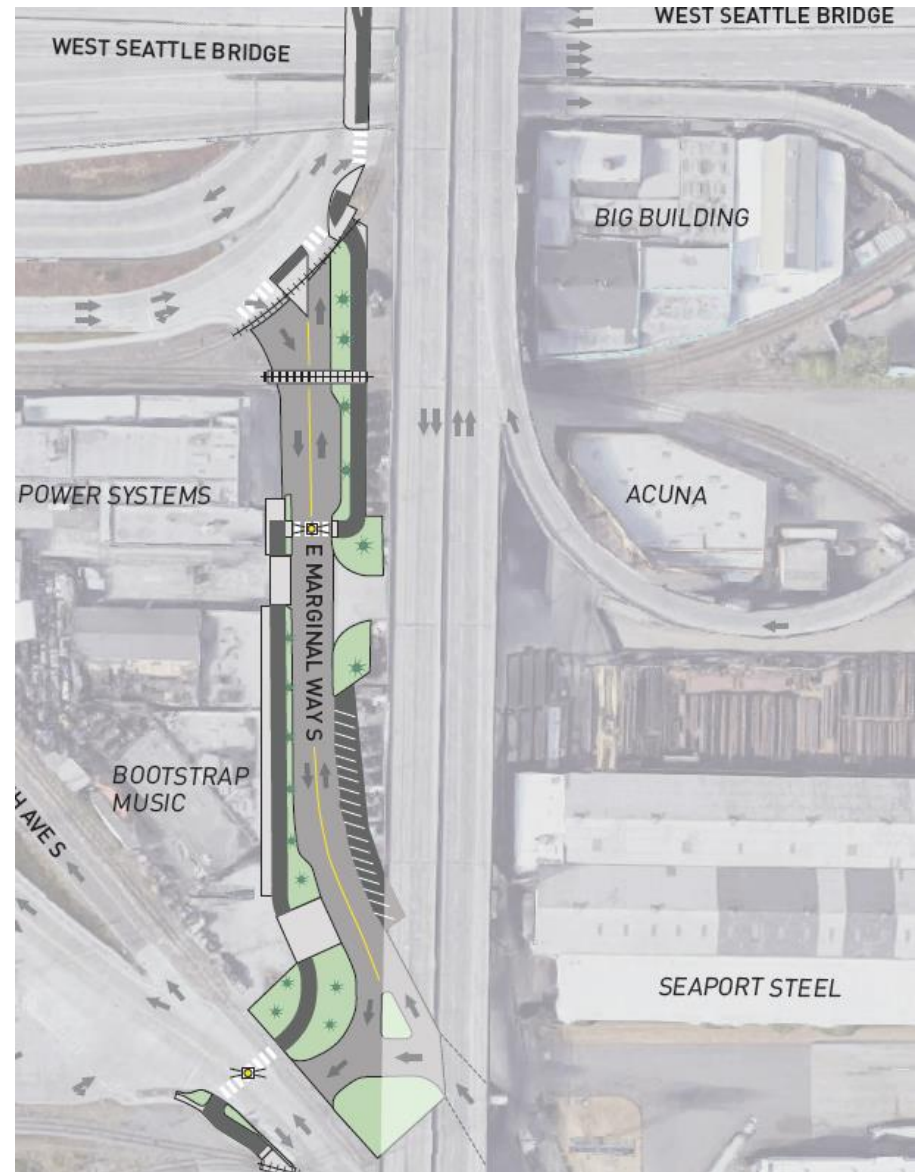
S Horton St new signal



Central Segment

Industrial land uses, key surface road connection and bicycle connection to local businesses

- Surface roadway reconstructed to Heavy Haul standards between S Spokane St and Duwamish Ave S/flyover



Central Segment

Existing truck parking proposed to relocate; on-street parking with time restrictions added



S Spokane St to
Duwamish Ave S

Central Segment

- Shared use trail will stay to west side of E Marginal Way S south to Diagonal Ave S



Duwamish Ave S to Diagonal Ave S



Project phasing

A phased approach utilizes current secured funding

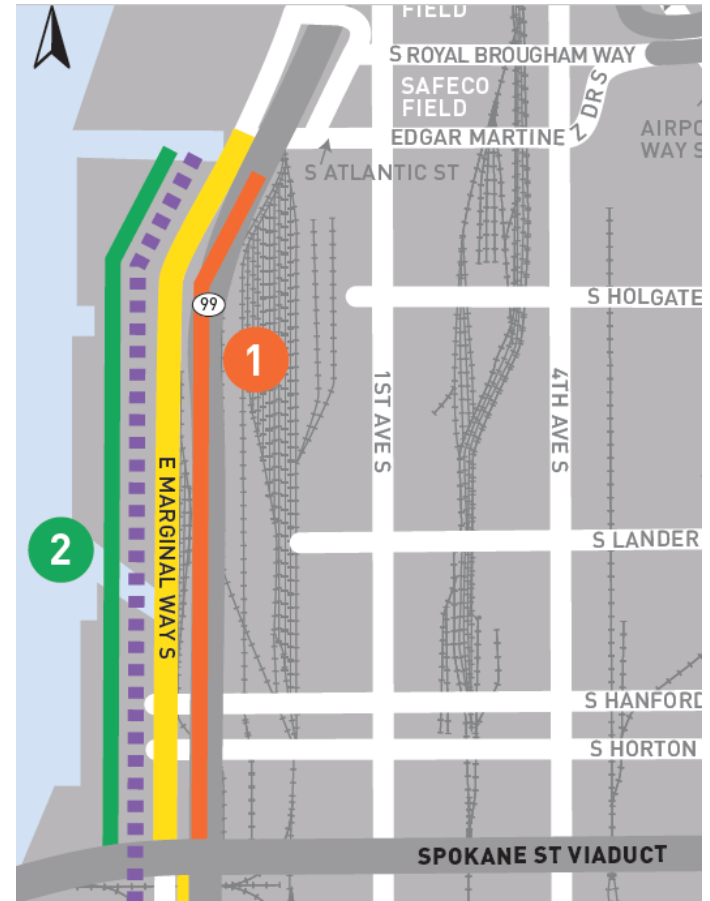
Phase One

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

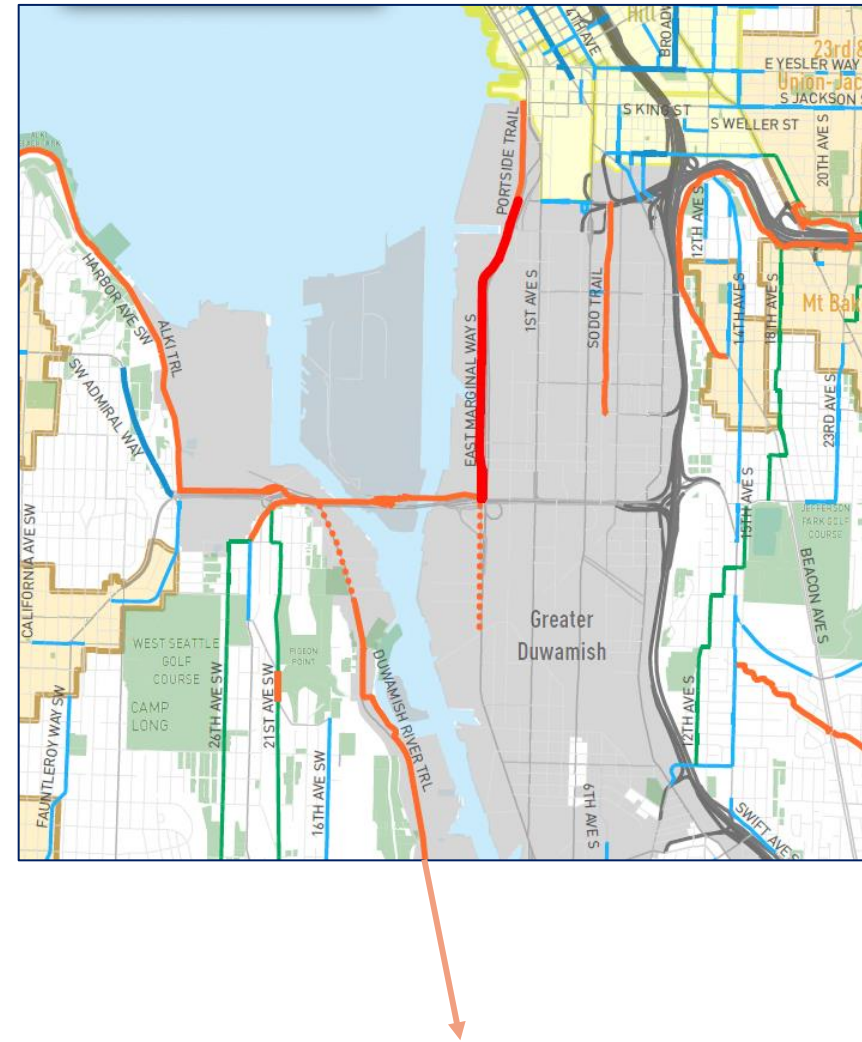
Phase Two

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



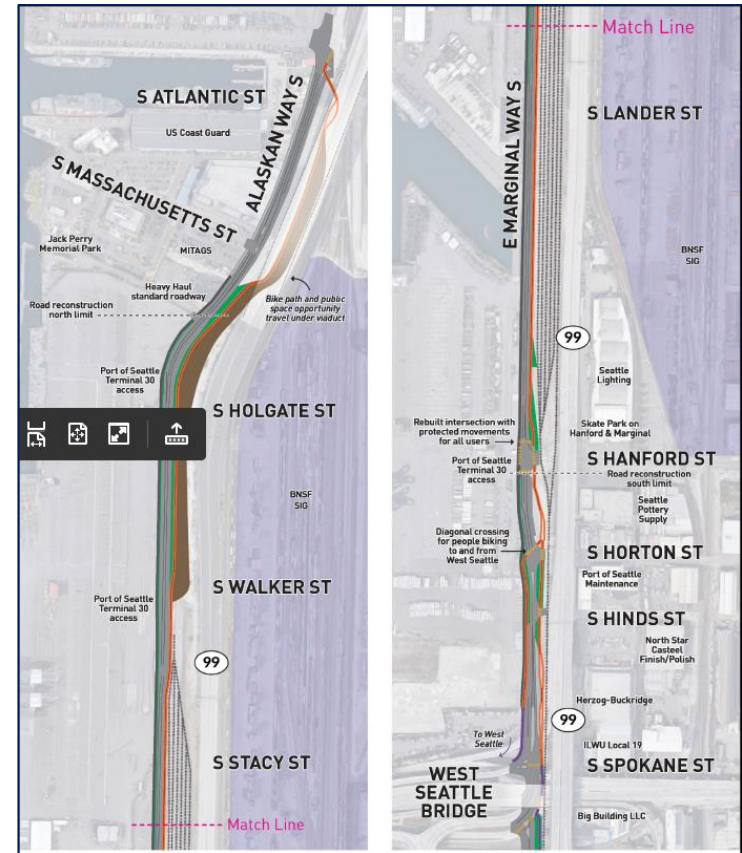
Phase 1 value

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



INFRA Grant Opportunity

- SDOT proposes a combined project:
 - All Phase 1 project elements
 - All Phase 2 project elements from (and including) S Hanford St to the north
- Grant is due 2/25
- Request SFAB letter of support



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
ONGOING OUTREACH AND ENGAGEMENT								



Upcoming events and next steps

- 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



Questions?

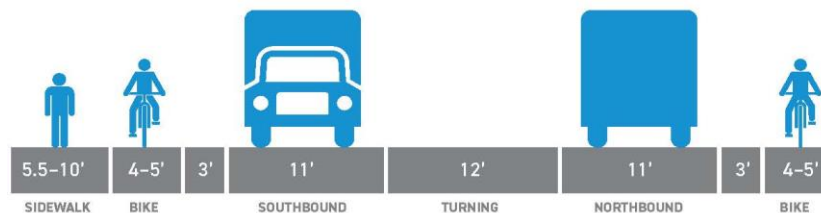
Seattle Department of Transportation

Megan Hoyt, E Marginal Way Project Manager

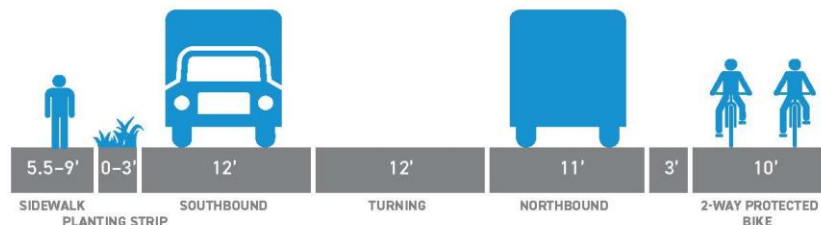
S Atlantic St - S Hanford St

Comparison of original options (Spring 2017)

Option 1:
Enhanced existing



Option 2:
2-way PBL east side

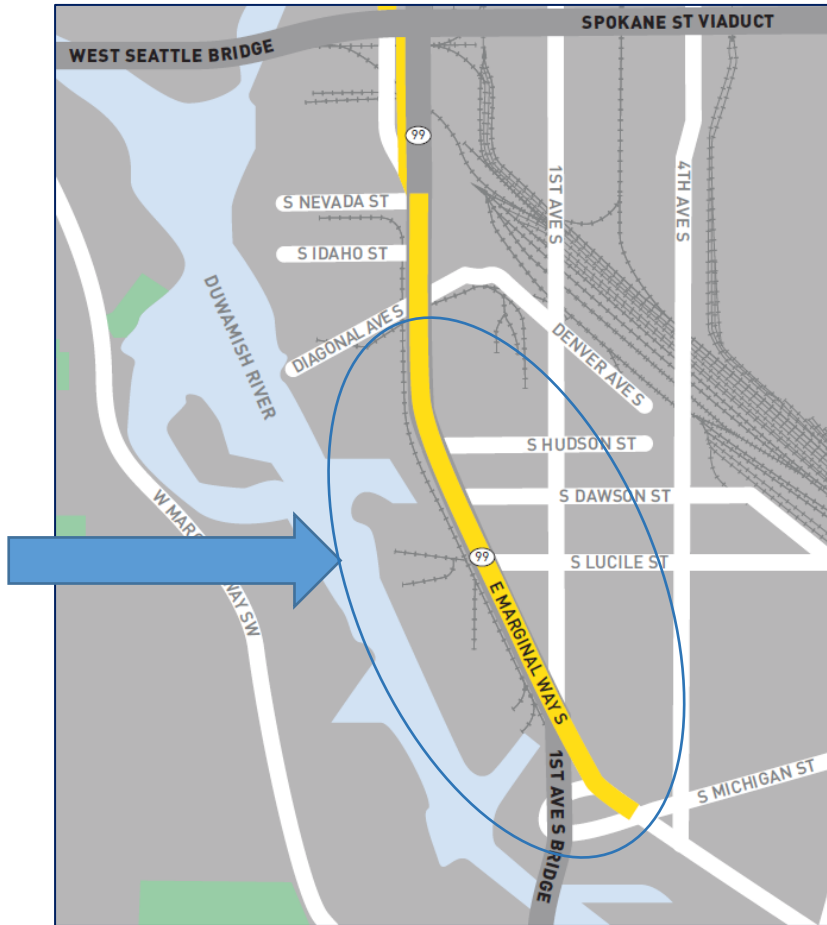


Option 3:
Multi-use path west side



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