E Marginal Way Project Update

Seattle Freight Advisory Board
Megan Hoyt, SDOT

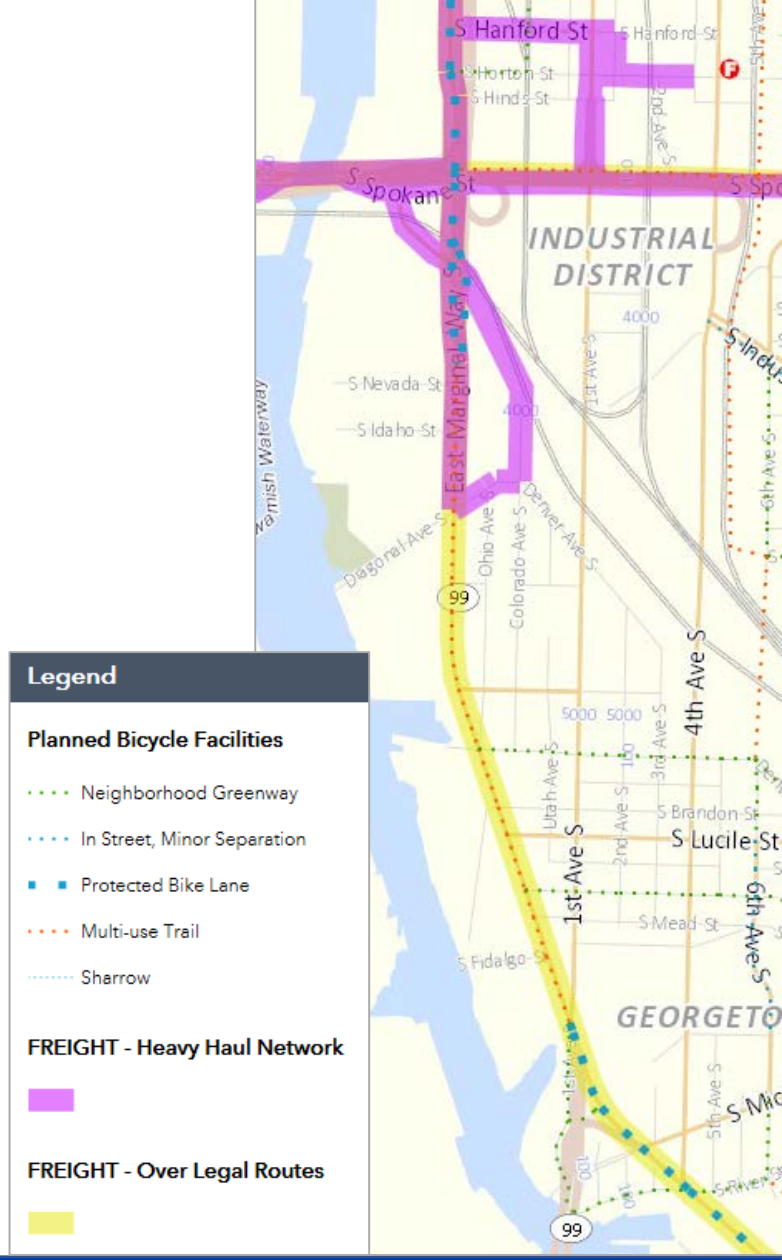
City of Seattle

Presentation Overview

- Project overview
- Progress since December 2017
- Phase 1 details
- Cost estimate and funding opportunities
- Next steps

Project goals

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



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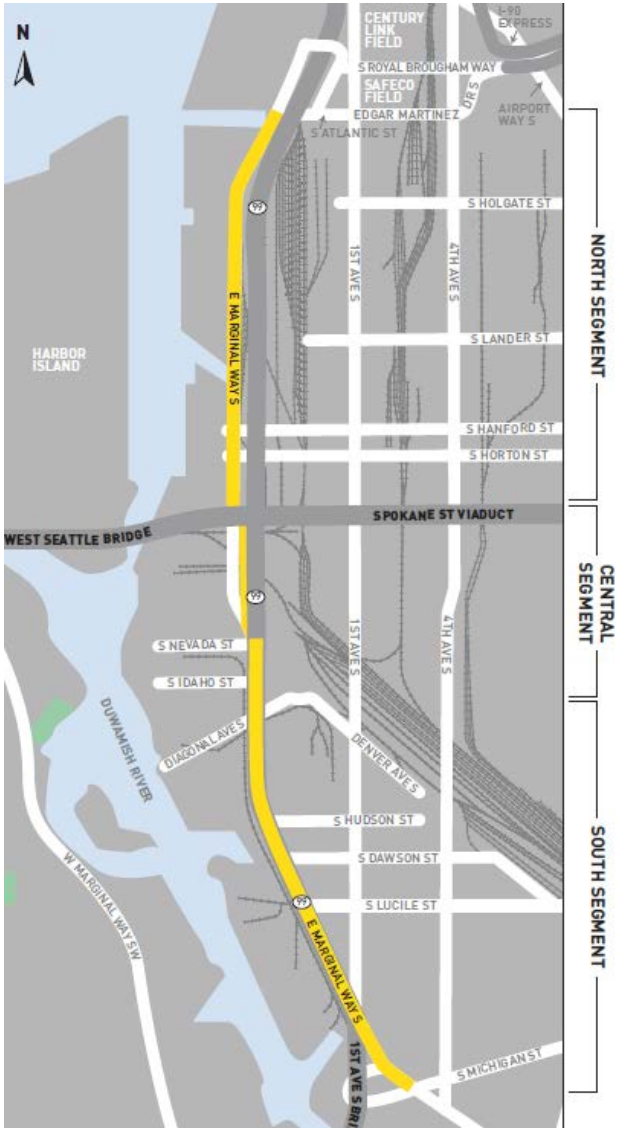
Project limits

- North, South and Central Segments
  - 80% of cost is in North segment
    - Pavement reconstruction
    - Separated bicycle facility
    - Sidewalk replacement
    - Drainage and landscaping
    - New and rebuilt traffic signals
    - Signal upgrades
    - ITS elements
    - Water main replacement (SPU)



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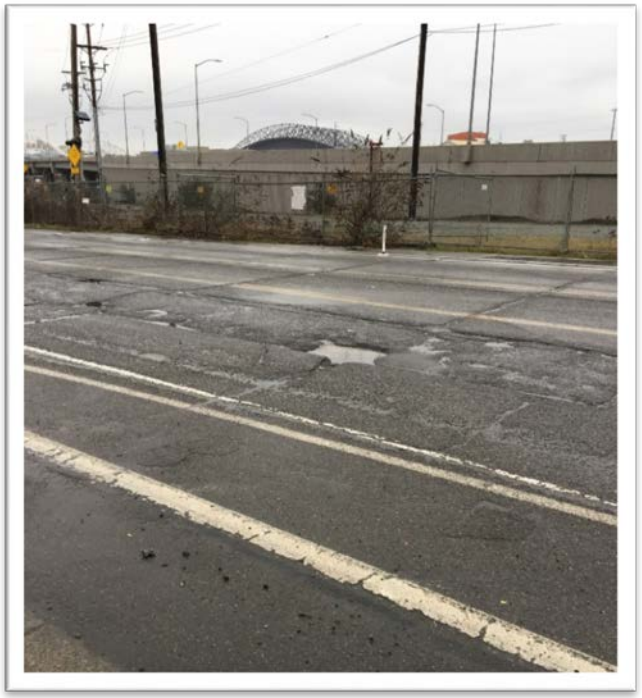
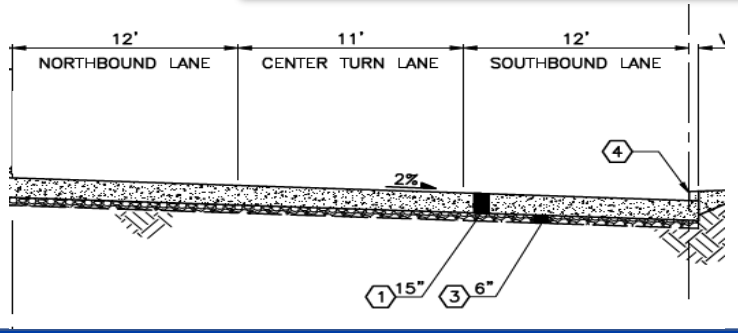
Heavy Haul Pavement Network

- 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





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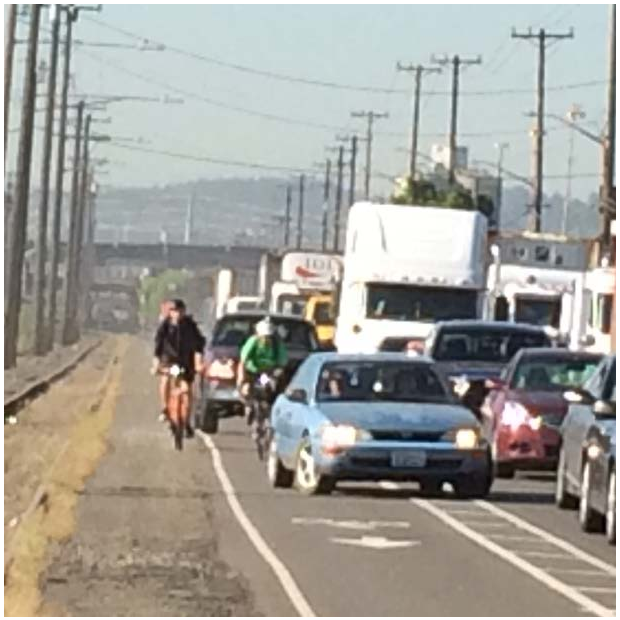
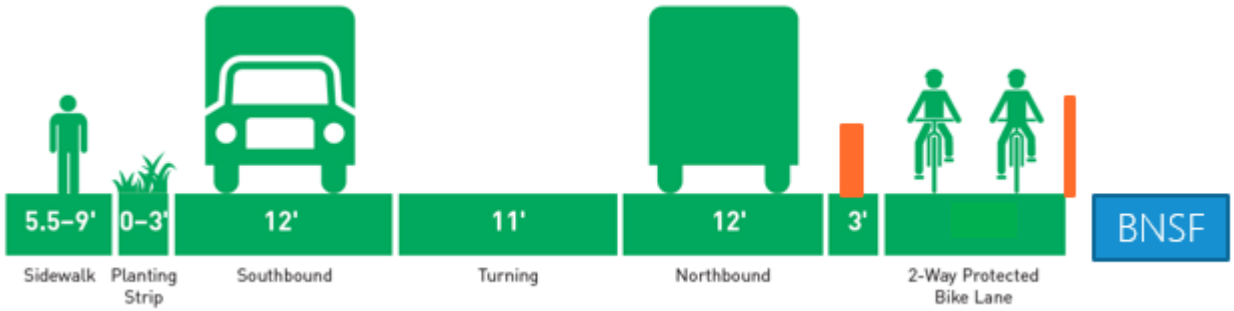
Bicycle Connections

- Spokane to Atlantic
  - 1.33 miles of protected bike lane
  - Physical separation between bicyclists and trucks is a requirement north of Spokane St
  - Used daily by hundreds of cyclists

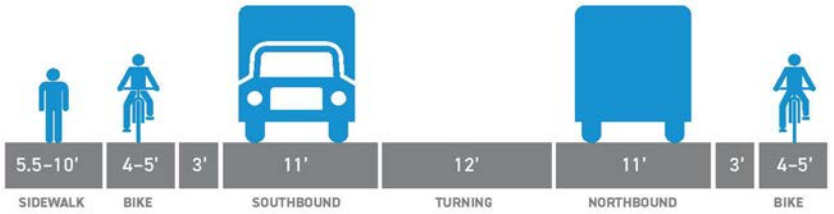




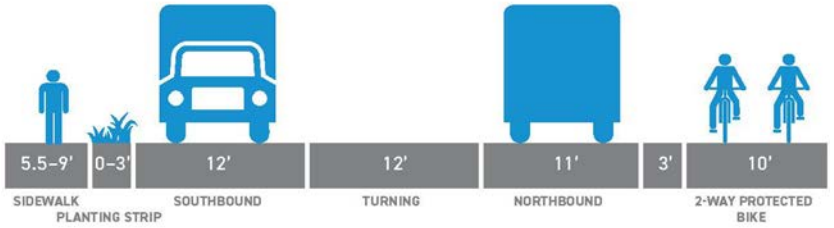
S Atlantic St - S Hanford St

Comparison of original options (Spring 2017)

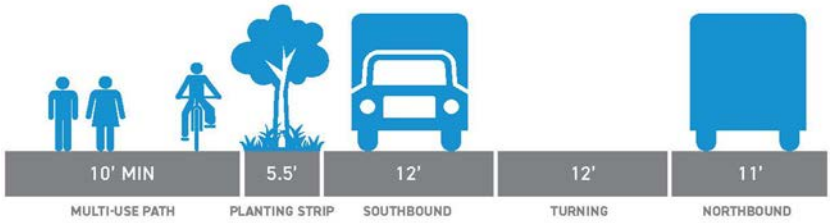
Option 1:
Enhanced existing



Option 2:
2-way PBL east side



Option 3:
Multi-use path west side



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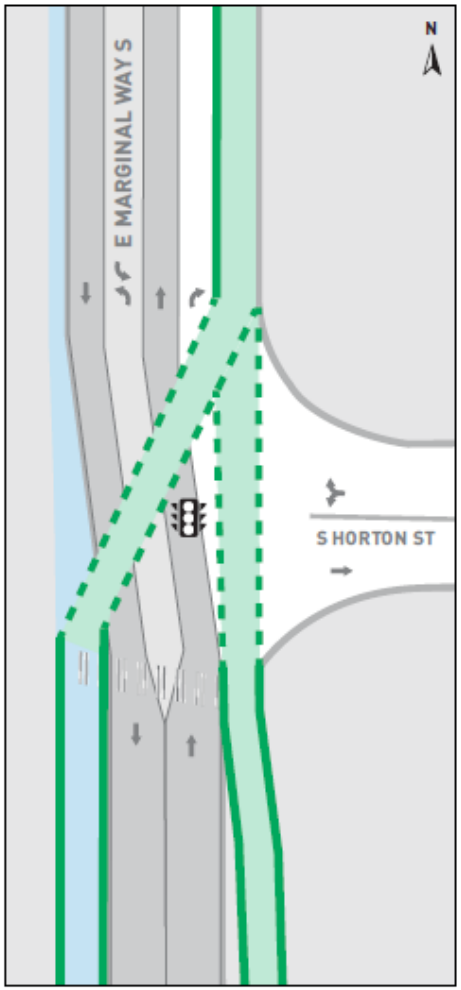
Fully protected bike facility

- Continuous concrete barrier between bike lanes and roadway
- New signal at S Horton St allows for diagonal movement



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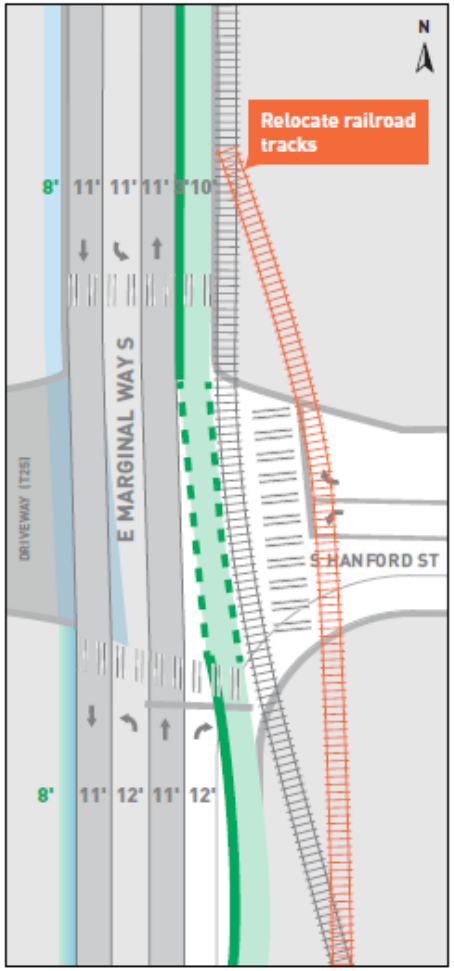
S Hanford St Signal Rebuild

- Fully reconstructs traffic signal
- Proposes relocating railroad tracks further east and connecting to signal
- Fully protected turning movements
- Adaptive signal system



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Central segment

- Industrial land uses, but key bicycle connection to local businesses

S Spokane St to
Duwamish Ave S

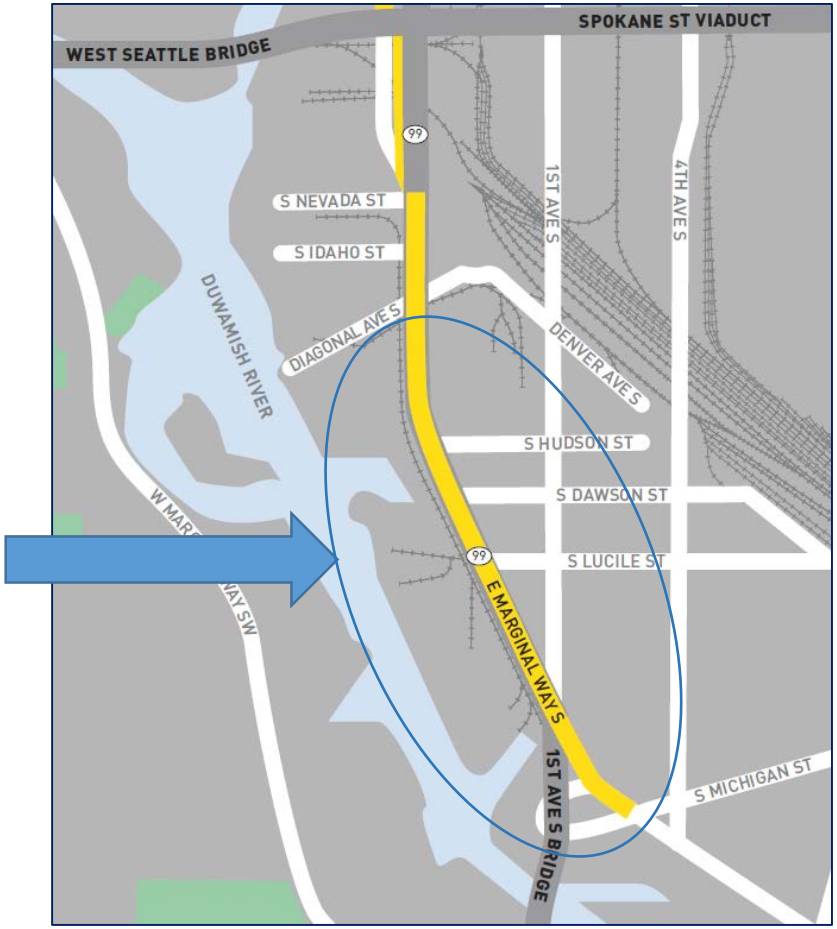
Construct multi-use trail west of Viaduct

Duwamish Ave S to
Diagonal Ave S

Construct multi-use trail on west side of roadway

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

Cost estimate

Section	Cost
North: S Atlantic St – S Spokane St	$50 million
Central: S Spokane St – Diagonal Ave S	$7 million
South: Diagonal Ave S – 1 Ave S	$3 million
Total	$60 million

Original expected project cost: $40M - $49M

Funding plan

Current expected project cost: $60M

Source	Amount	Status	Requirements
Levy to Move Seattle	$5 million	Secured	
FMSIB	$6 million	Secured	Paving only
FHWA (PSRC)	$2 million	Secured	Bike only; 2021
TIB	$3 million	Secured	Bike only; 2020
	$16 million	Total Secured	

Proposed Phasing

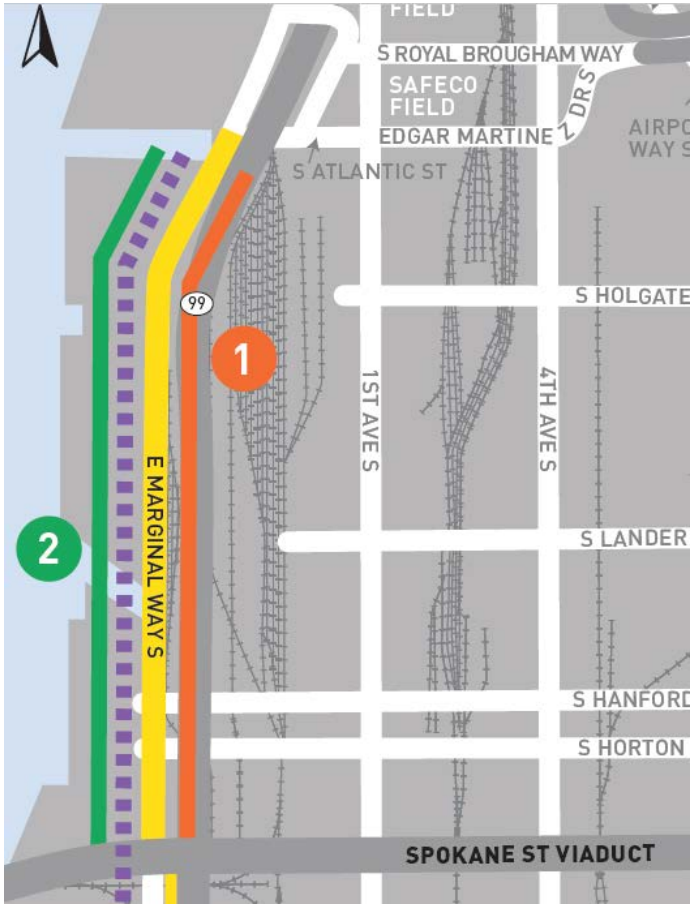
A phased approach utilizes current secured funding

Phase One - $10.5M

- 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)



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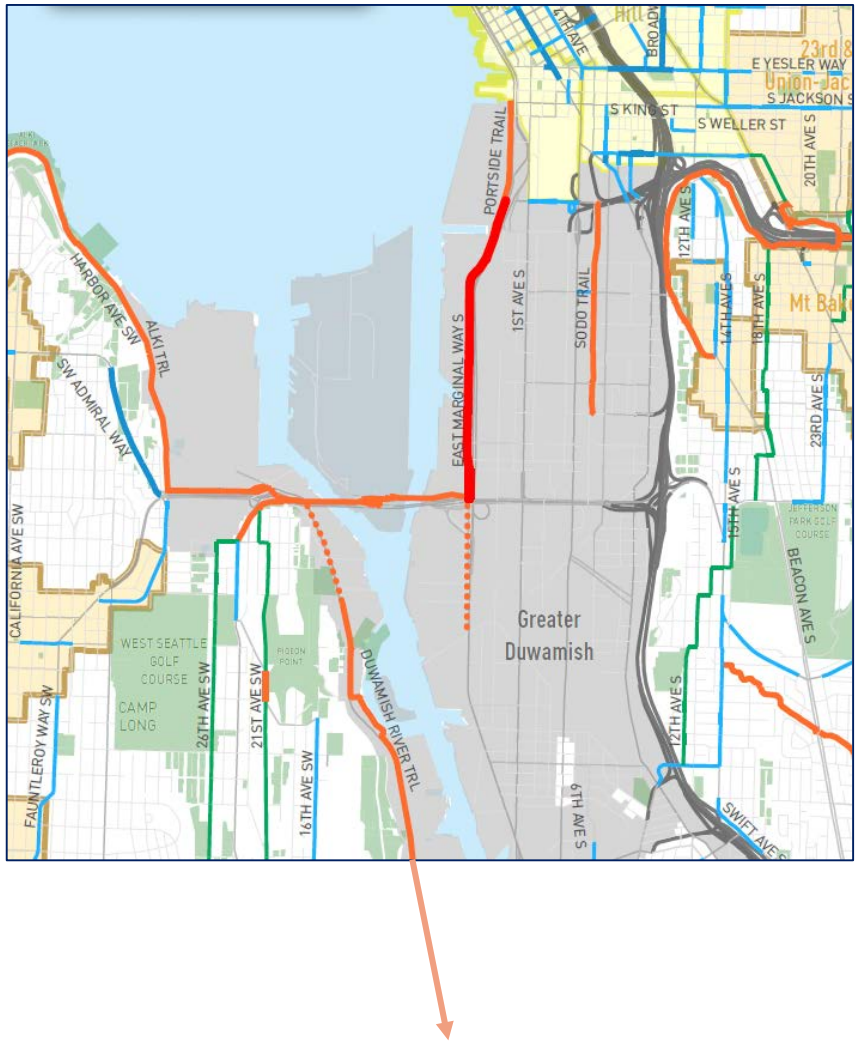
Phase 1 Value

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



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Phase 1 Funding

- Utilizes all remaining Levy funds
- Includes partnership with other Levy Programs:
  - $150K from Freight Spot Improvements (design)
  - $150K from Freight Spot Improvements (construction)
  - $300K combined from New Signals, Signal Major Maintenance and Signal Spot Maintenance
  - Potential to include design funds from Bicycle Master Plan implementation
- Allows SDOT to meet grant requirements

Future Funding

- Will require regional support from State representatives, WSDOT, and Port of Seattle
- Funding Plan and regional support is not confirmed; SDOT does not plan to apply for federal funds in 2019

Schedule

2015-2016	2017			2018	2019	2020	2021
• Data collection • Early design workshops • Preliminary traffic analysis	**SPRING** • Develop options • Seek input on options	**SUMMER** • Create preliminary engineering designs	**FALL** • 10% design complete	**WINTER-SPRING** • 30% design complete	• Restart design	• Complete design • Begin construction	• Complete construction
	Online Open House and Survey						
ONGOING OUTREACH AND ENGAGEMENT							

Next Steps

- Design and Construct Phase 1
- Apply for federal INFRA/BUILD funds once funding plan and regional support are secured

- When do you want future updates?
  - Specific design milestones
  - Funding updates

Questions?

Seattle Department of Transportation
Megan Hoyt, E Marginal Way Project Manager