

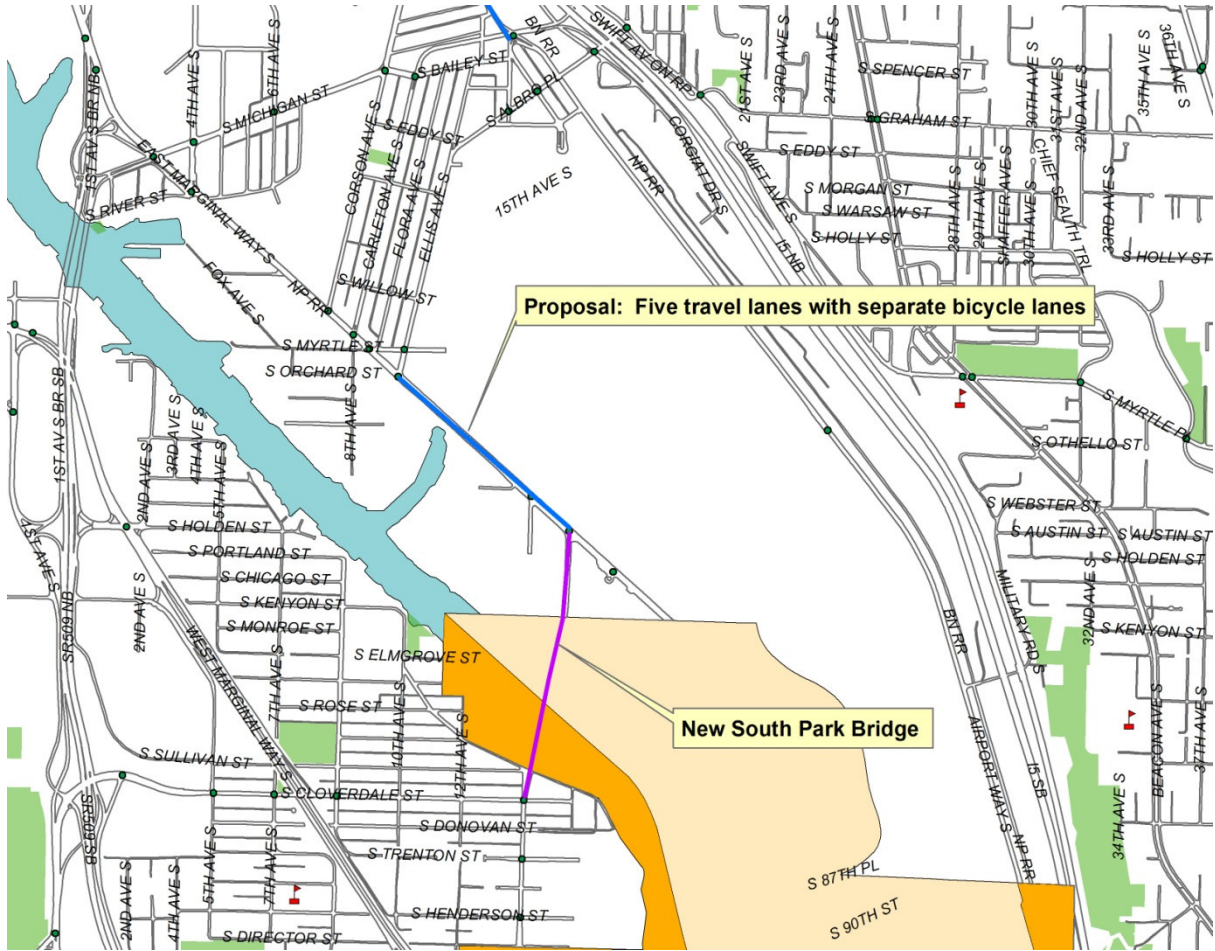
East Marginal Way S

from Ellis Avenue S to City Limits

PROJECT LENGTH: 0.8 miles

PROJECT BACKGROUND

- Major Truck Street – 11% of traffic volume is trucks.
- The City’s Complete Streets ordinance requires SDOT to first consider the needs of freight on Major Truck Streets. SDOT will provide four general travel lanes, each at least 11’ wide, as well as a two-way left turn lane to accomplish this. Complete Streets also allows the city to consider other users of the roadway, including bicycles.
- The plans to rebuild the South Park Bridge include a bicycle lane on both sides of the bridge. With this in place and the City of Seattle’s commitment to study options to connecting the new South Park Bridge’s bicycle lanes to the rest of the urban bicycle network; bicycling has the potential to become an even more attractive mode of transportation in the area.
- SDOT is installing bicycle lanes on Ellis Avenue S as part of a repaving project in 2011. By 2013, King County anticipates completion of the new South Park Bridge, which will also include bike lanes. This leaves a gap in the bike network on East Marginal Way between Ellis Avenue S and the new South Park Bridge.
- By leveraging the repaving work on East Marginal Way to include bike lanes in 2011, the connection between the South Park and Georgetown neighborhoods will be complete as soon as the new South Park Bridge opens.
- The Bicycle Master Plan calls for further study of this corridor and does not recommend a specific facility type. After analyzing traffic data SDOT has determined that a dedicated bicycle lane is an appropriate treatment in this section of East Marginal way S. This can be accomplished while accommodating current and future growth in freight traffic. The bike lanes will provide a critical non-motorized connection between the Georgetown and South Park neighborhoods. It will also provide non-motorized access to Boeing and other businesses in the Duwamish area.



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SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

- Traffic volume on East Marginal Way S has dropped approximately 44% since I-5 opened in 1961. The construction of I-5 diverted much of the traffic off the surface streets, but the configuration of the surface streets has not changed since that time. An icon of the diversion is the Hat 'n' Boots – a gas station that was located on East Marginal Way S but closed after much of the traffic began using I-5.
- There are currently three travel lanes northbound and two travel lanes southbound, plus the two way left turn lane. Southbound peak hour traffic is actually higher than the northbound peak. By rebalancing the road with two travel lanes in each direction, plus the two way left turn lane, SDOT can provide a dedicated bicycle lane in each direction between the Georgetown neighborhood and the new South Park Bridge – which will also include bike lanes.

	Average Weekday Daily Traffic 1961	Average Weekday Daily Traffic 2010
East Marginal Way S between Ellis Avenue S and 16 th Avenue S (South Park Bridge)	47,000	26,379

