

West Marginal Way

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City of Seattle

A top priority in a corridor of hard decisions

- The Seattle Department of Transportation would like to acknowledge that we are on Indigenous land, the traditional territories of the Coast Salish people.
- This acknowledgement is especially poignant as we consider improvements to West Marginal Way
- The first thing SDOT will prioritize with the Council-approved interfund loan is safer access to and from the Duwamish Longhouse



Photo Credit: Alex Crook

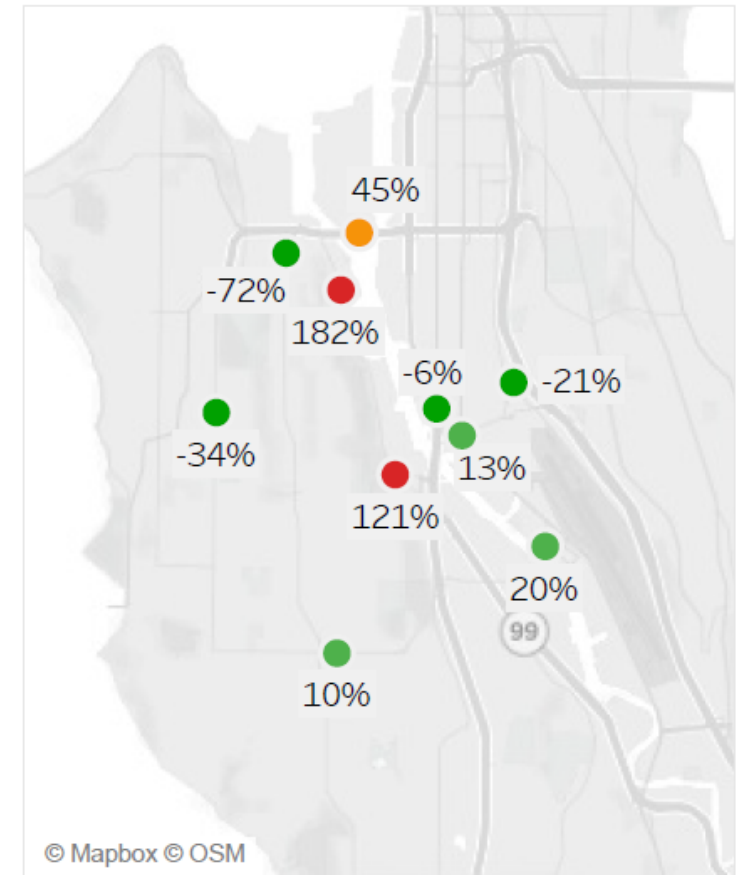
West Marginal Way – corridor challenges

- Critical corridor for many users
- Significant changes in travel volumes and speeds since March 23 closure
- Package of improvements proposed to address:
 - Need for a safe crossing and access to the Duwamish Longhouse
 - Speeding
 - Access blocked to/from business driveways on the river side
 - Back-ups at the West Marginal Way/W Highland Way intersection
 - Missing links in pedestrian and bicycle infrastructure

West Marginal Way SW - corridor challenges

Vehicle Volumes

Location	...	Average Weekday Volume	Baseline Volume (Feb 2020)	Change
Spokane St Bridge	●	12,120	8,340	45%
E Marginal Way at 1st Ave S	●	53,730	56,950	-6%
35th Ave SW at SW Raymond St	●	16,780	25,260	-34%
West Marginal Way SW at Duwamish River Trail	●	27,570	9,760	182%
Delridge Way SW at SW Andover St	●	6,540	23,400	-72%
South Park Bridge	●	18,740	15,640	20%
Highland Park Way SW at West Marginal Way SW	●	41,290	18,680	121%
SW Roxbury St at 15th Ave SW	●	27,970	25,360	10%
Airport Way S & Corson Ave S	●	14,050	17,720	-21%
S Michigan St at 4th Ave S	●	41,070	36,410	13%
1st Ave S Br	●	105,660	96,370	10%
SR 99 at S Lander St	●	41,430	70,940	-42%



A comprehensive framework to improve West Marginal Way SW for all travelers

1. Duwamish Longhouse crossing signal
2. Highland Park Way/West Marginal Way intersection
3. Radar feedback signs
4. West side sidewalk connection
5. Duwamish Trail missing link
6. Freight mobility improvements



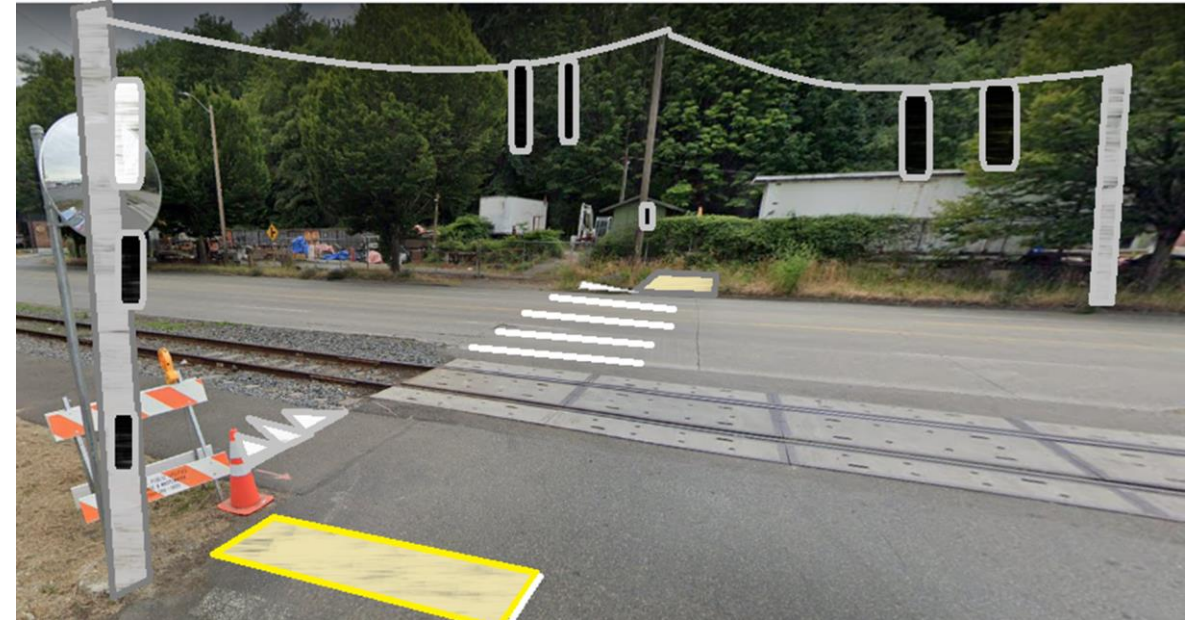
1. Duwamish Longhouse crossing signal

- SDOT has committed the resources to build the Duwamish Longhouse signal
- Recent history of the Duwamish Longhouse signal –
 - 2009: Initial crossing request during Longhouse construction
 - 2018: Your Voice, Your Choice application
 - 2019: Neighborhood Street Fund application
 - Oct 2019: SDOT installation of southbound lane drop and parking lane
 - Nov 2019: City council funded \$500,000 for design



1. Duwamish Longhouse crossing signal - Interim & Permanent

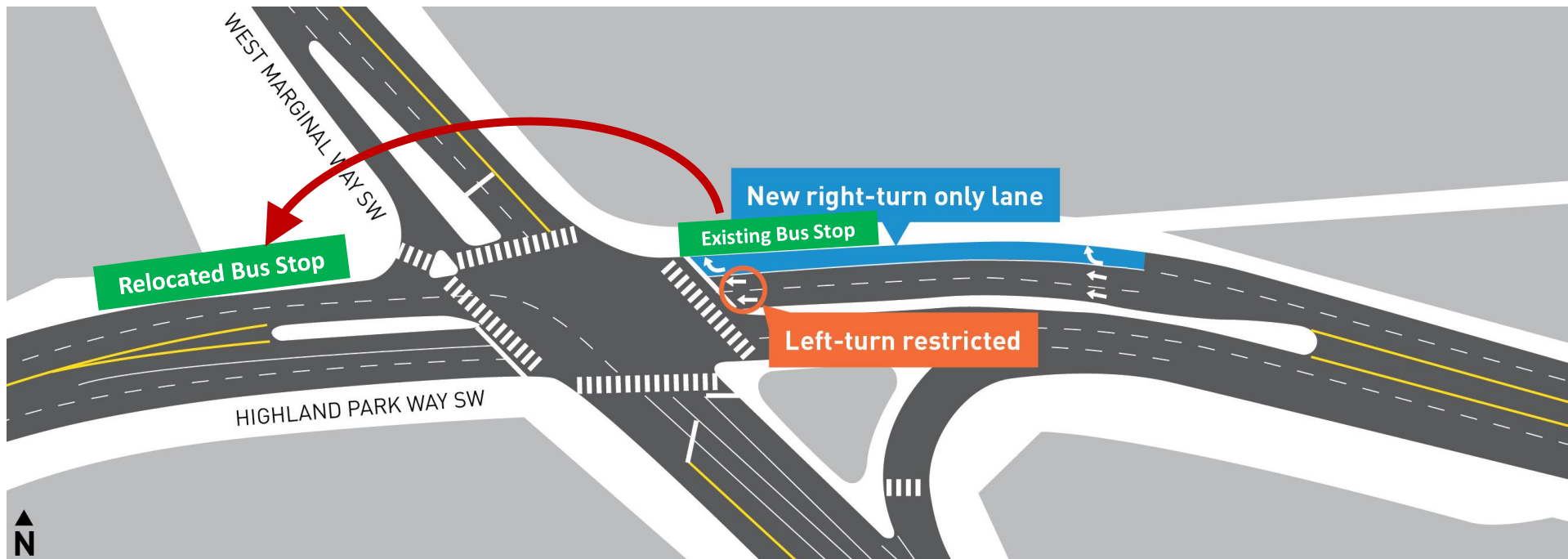
- Treatment
 - Install an interim and later permanent signal at Herrings House Park driveway
- Timeline
 - Install interim signal in **late Summer 2021**
 - Fully designed plans for permanent signal by **August 2021**
 - Install permanent in **2022 or beyond**



Interim design concept

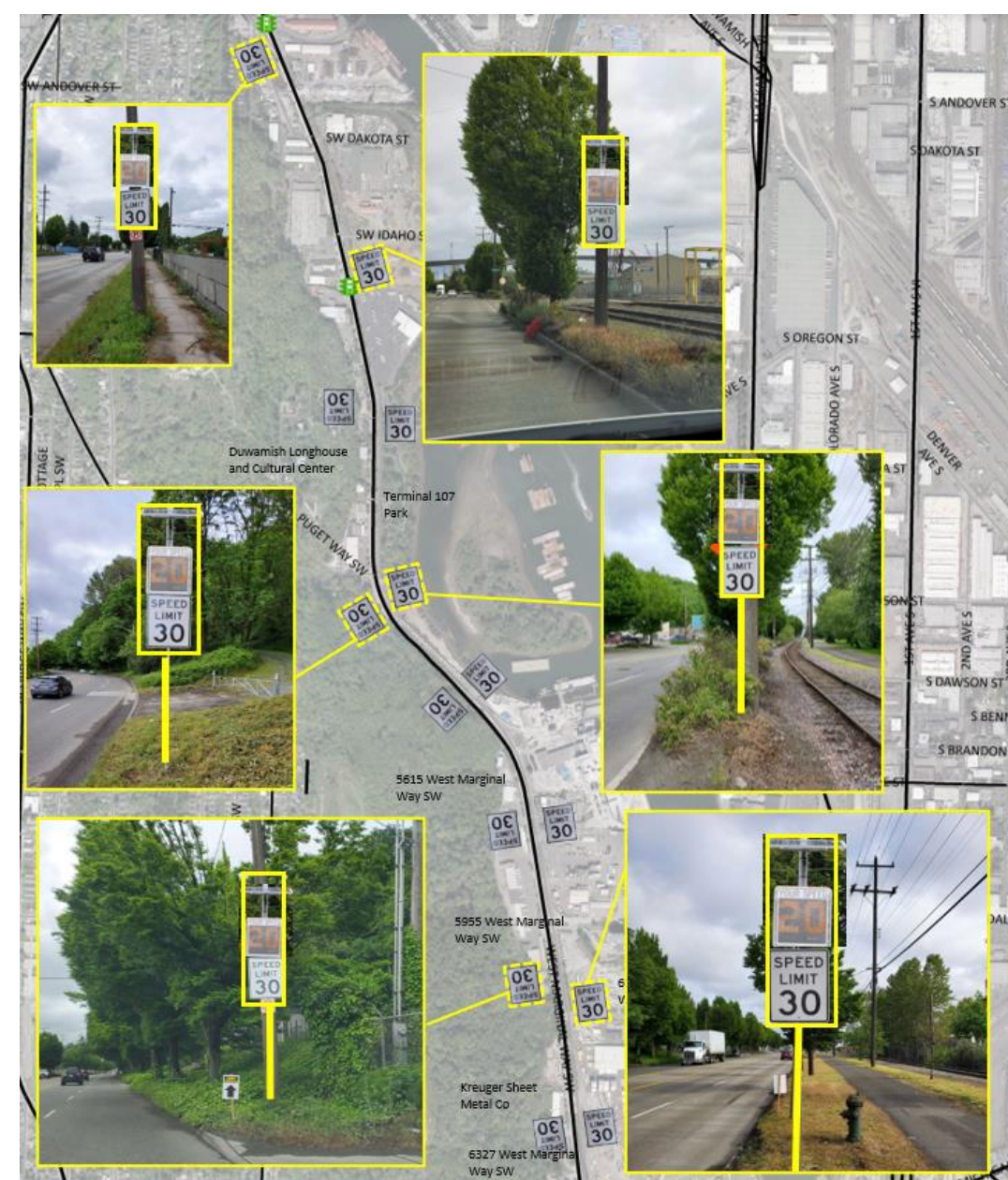
2. Highland Park Way/West Marginal Way intersection

- Proposal would reduce wait times and increase travel volume at the intersection of WMW and Highland Park
- PM Peak period = 20% more WB traffic to travel thru
- Treatment: Restrict westbound lefts and stripe two through lanes and a right turn only lane; relocate bus stop
- Timeline
 - Install **by end of 2020**



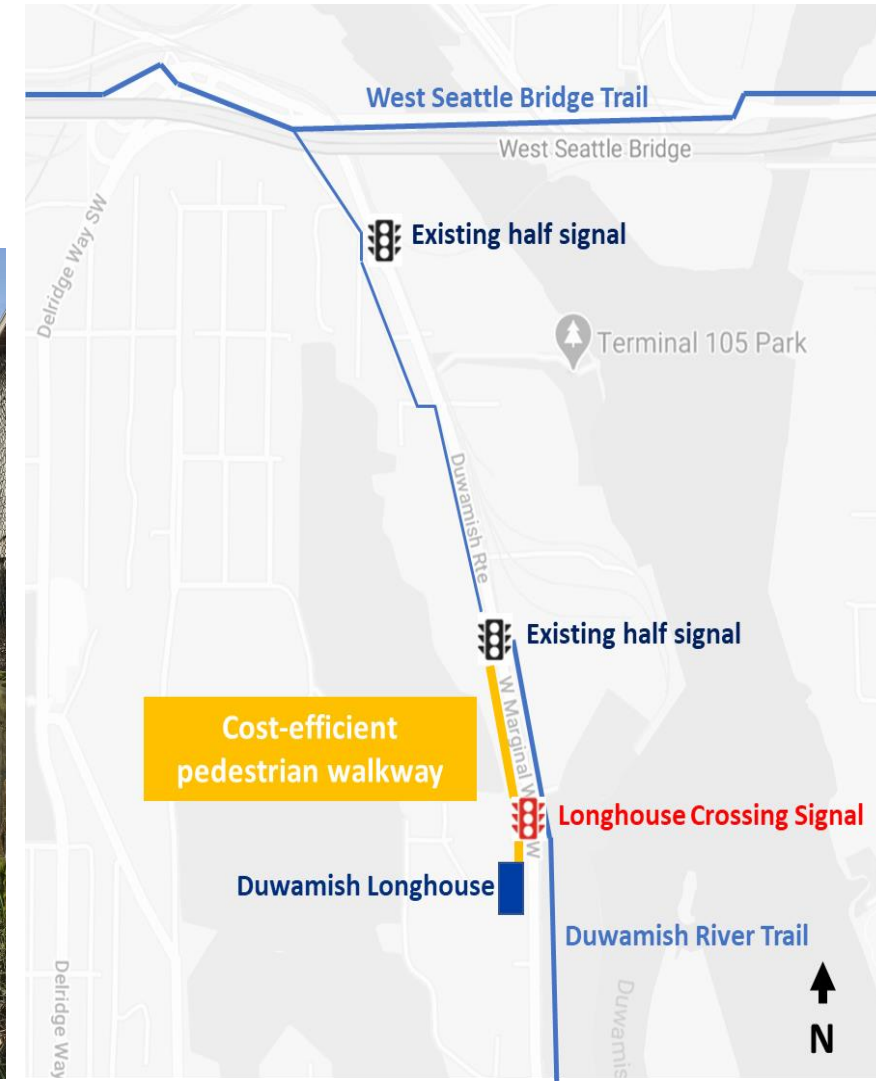
3. Radar feedback signs

- Proposal would help reduce speeding, which is way up on West Marginal Way, making it unsafe for all travelers and those existing driveways
- Treatment
 - Install 6 new radar feedback signs on WMW from SW Marginal Pl to SW Front St
- Timeline
 - Install **by end of 2020**



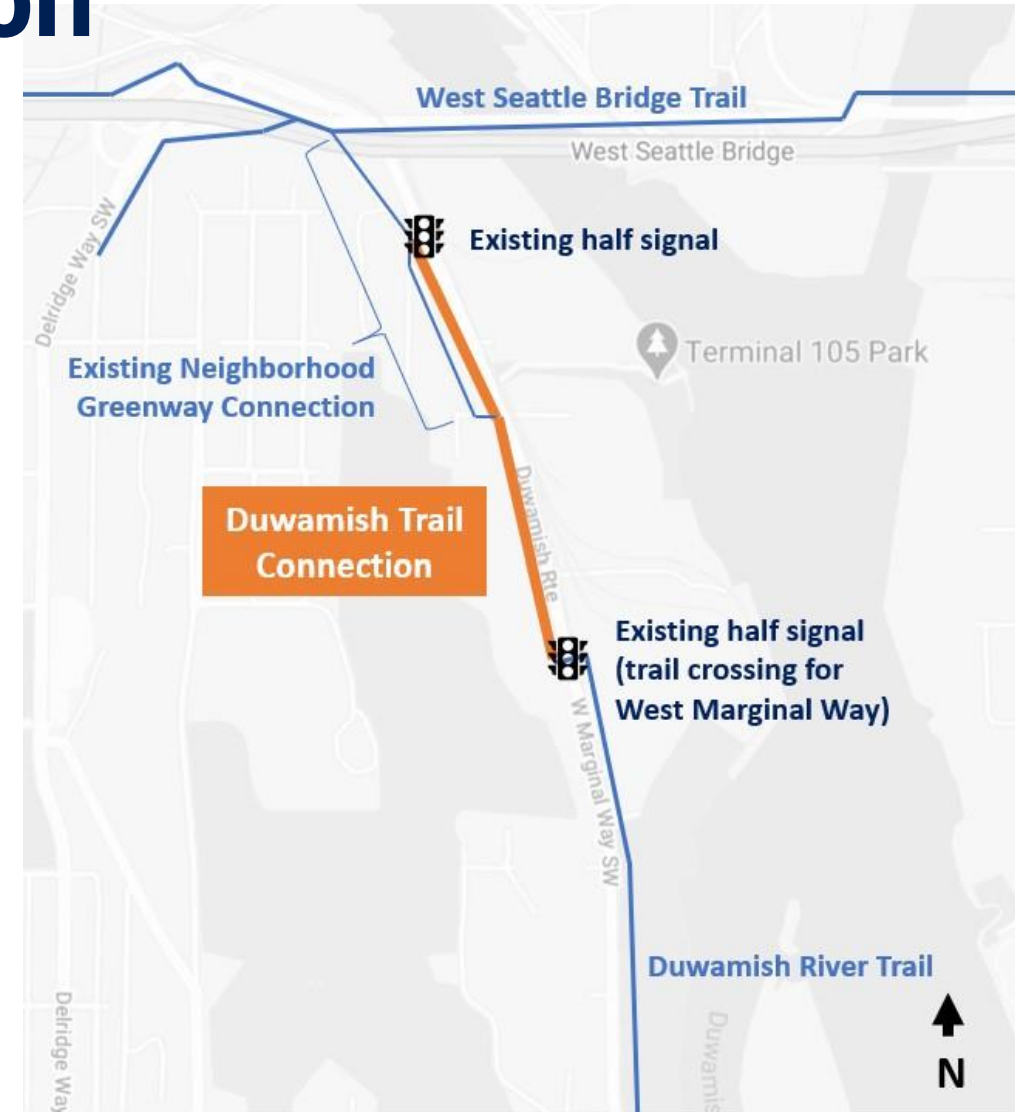
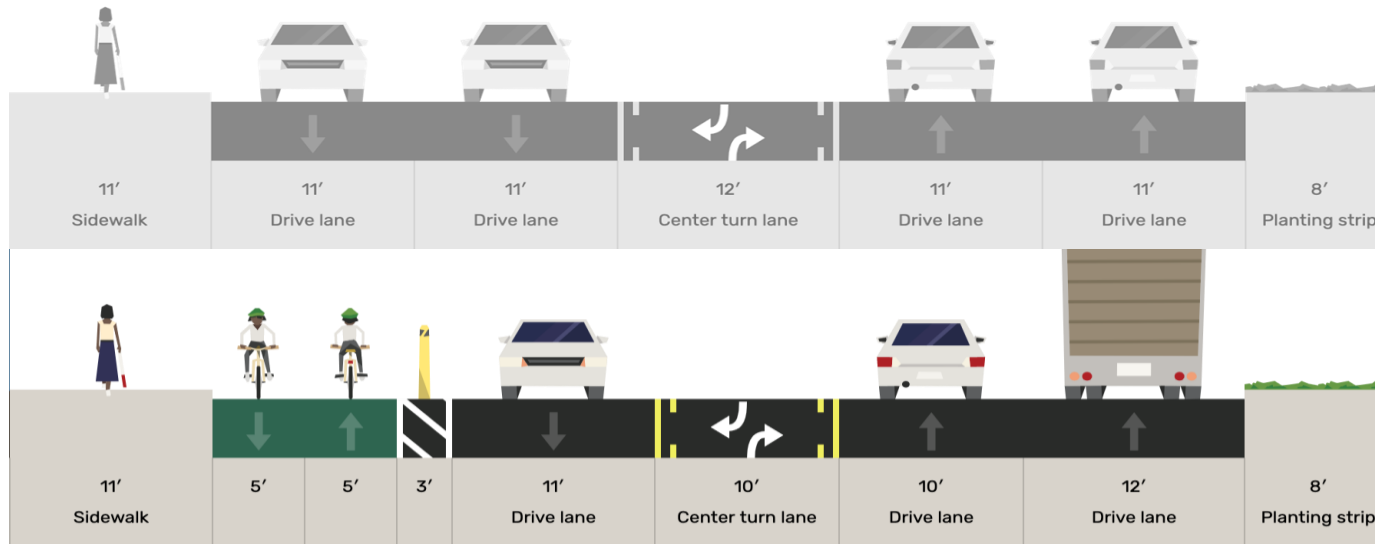
4. West side sidewalk connection

- Proposal makes it safer to walk to and from the Duwamish Longhouse
- Treatment
 - Install asphalt sidewalk on the west side of West Marginal Way in the existing planting strip
- Timeline
 - Install in **early/mid 2021**



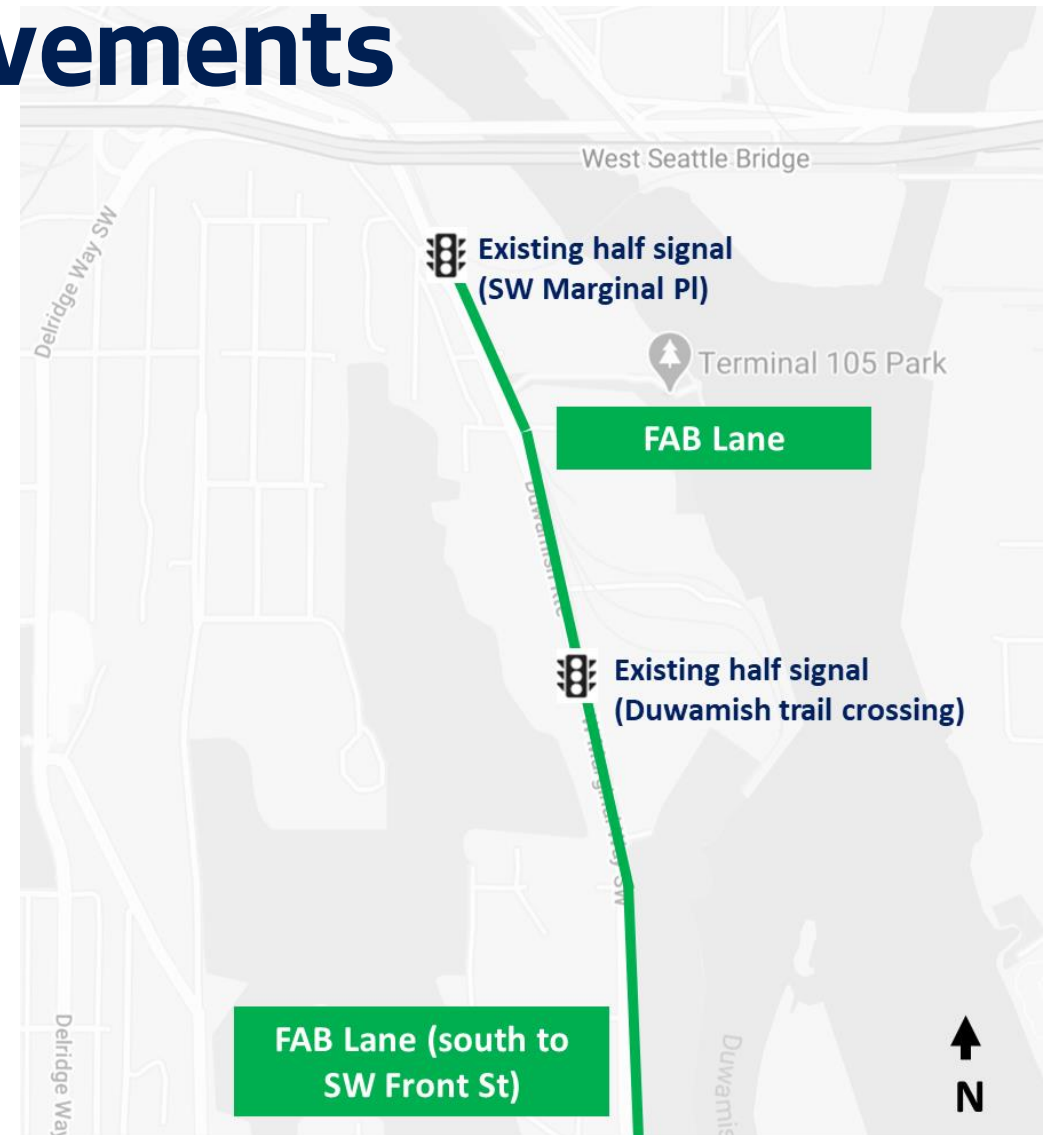
5. Duwamish Trail connection

- Proposal would help fill a gap in the bicycle network between the Duwamish River Trail and the West Seattle Bridge Trail.
- Treatment
 - Convert west SB travel lane from SW Marginal Pl to Duwamish River Trail signal into a 2-way protected bike lane
 - Possibly extend treatment to the Longhouse
- Timeline
 - Install in late Summer 2021 with Longhouse signal



6. Freight mobility improvements

- Proposal is still being developed to improve freight access on WMW (thru corridor) and safe access in and out of WMW businesses
- Treatment
 - Install freight improvements to facilitate driveway access and turning movements
 - via a NB FAB lane in east curb lane (shown) or other freight improvements such as signage or driveway visibility pavement markings (not shown)
- Timeline
 - Additional stakeholder engagement
 - Install in late Summer 2021



Southbound capacity (existing)



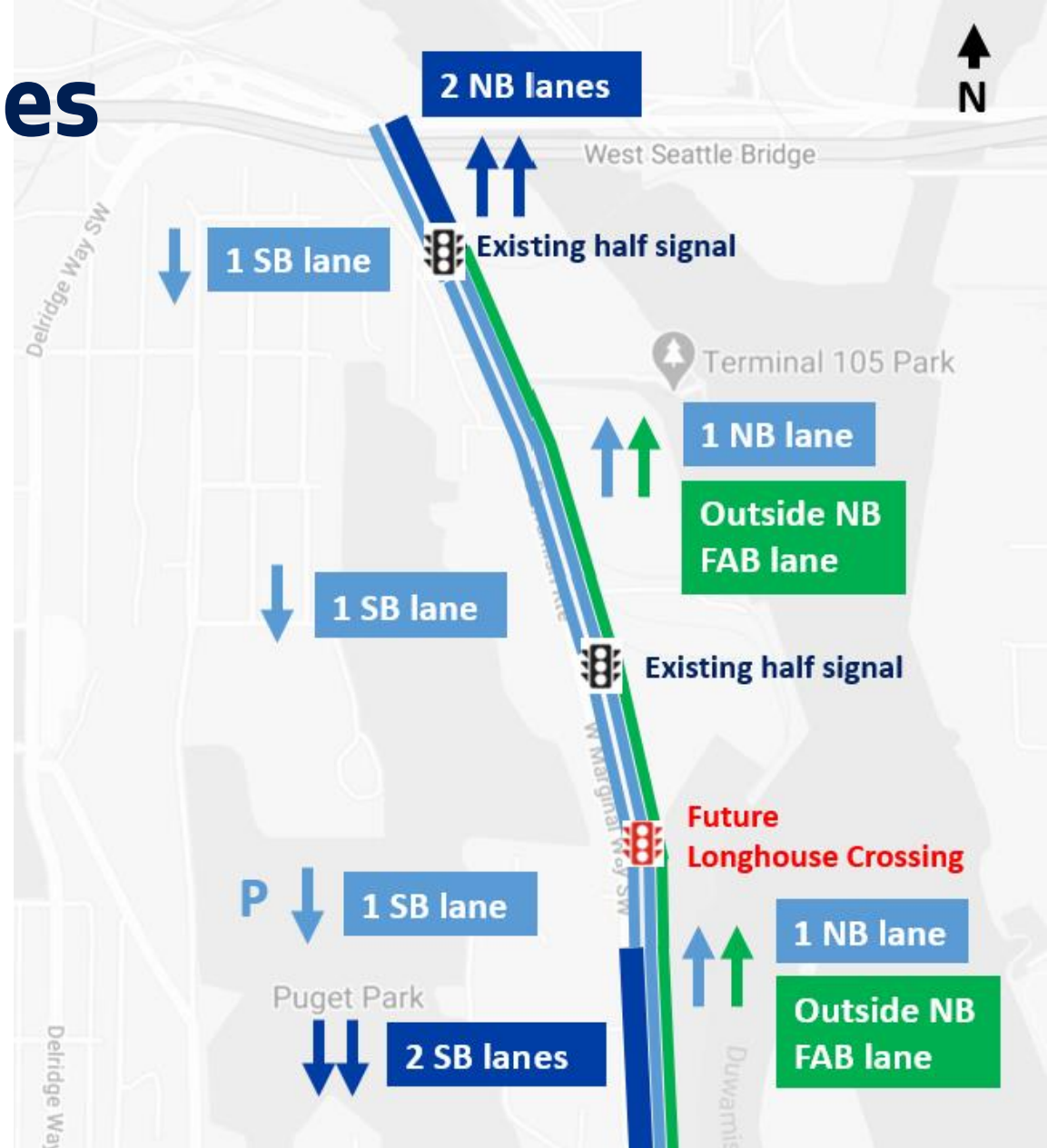
Southbound capacity (proposed)

- Increased bicyclist visibility at industrial driveways
- Today, **80% of SB vehicles** are using the inside lane
- Existing vehicles speeds are unchanged between 2 lane section and 1 lane section
 - Existing lane drop has no or minimal impacts to delay
- Observations show existing outside lane used for high-speed passing
- Main capacity constraints and vehicle delay are 2 miles south at Highland Park Way signal



Proposed capacity changes

- PM peak period:
 - NB travel from HPW to Chelan Ave SW = about 6-7 minutes
 - SB travel from Chelan Ave SW to HPW = 7 minutes
- The addition of the protected bike and southbound lane reduction would increase southbound travel by 10 seconds on average for general traffic
- As shown for potential freight improvements, the addition of the northbound FAB lane and northbound lane reduction would increase northbound travel by 5 seconds on average for general traffic



Potential construction schedule

