

West Marginal Way Project SFAB + SBAB discussion

June 4th, 2021



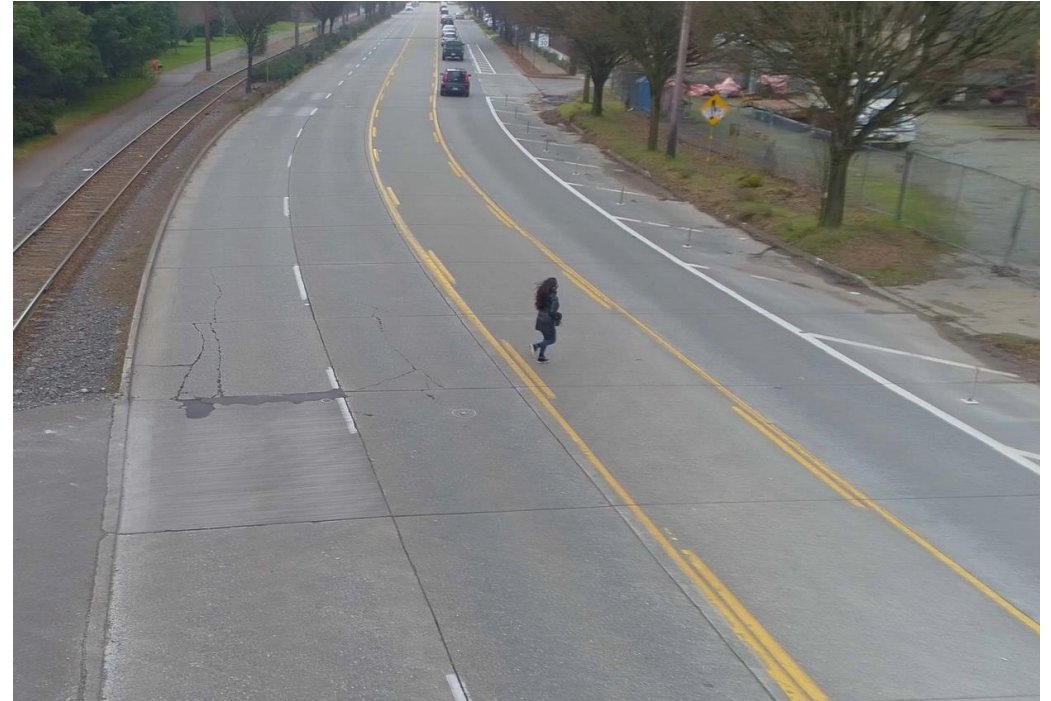
Agenda

- Introduction, Meeting Purpose and Agenda Overview (2)
- Rules of Engagement (3)
- SDOT Presentation on West Marginal Way Project (10)
 - Project history and development
 - Project proposal
- SFAB Input and Discussion (20)
- SBAB Input and Discussion (20)
- Next Steps (5)



Rules of Engagement

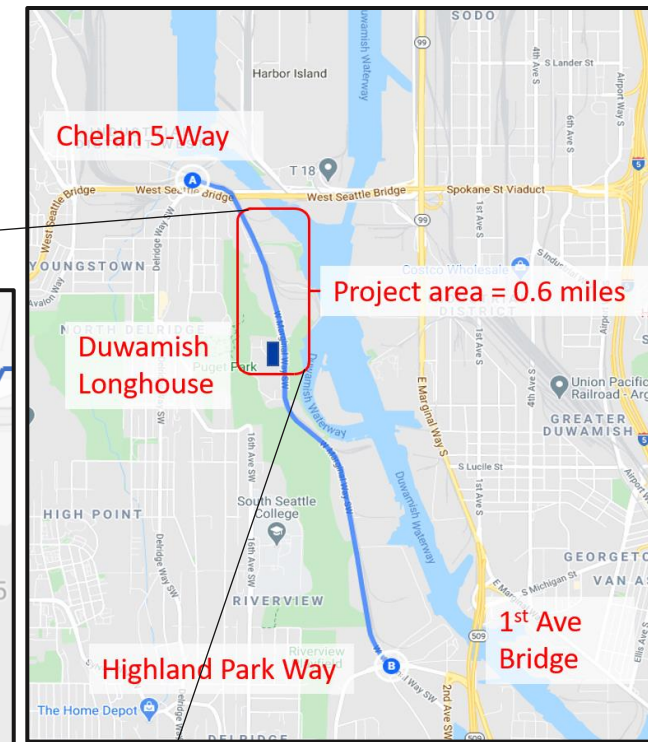
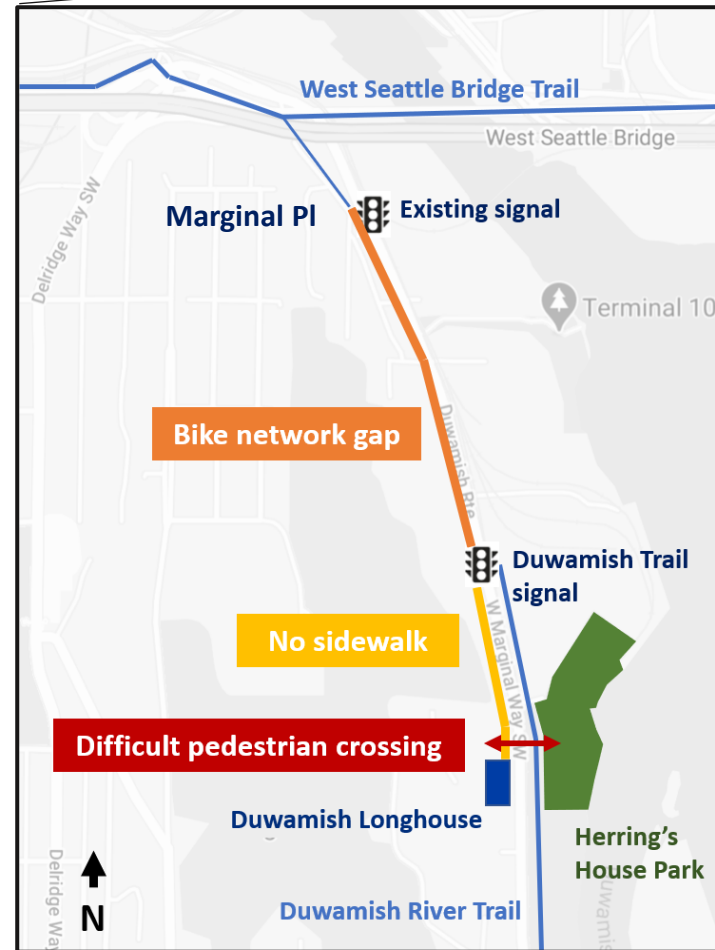
- Communications should be to Director Zimbabwe and staff
- Input should be directly related to the West Marginal Way Project
- Advisory Board Members should use policy, facts, and local corridor experience to frame input
- SFAB and SBAB members will use their specifically allotted time to provide input
- Other comments inputs will be considered using the chat function



Project history, development, and centering

- Home of Duwamish Longhouse and Cultural Center
- Major Truck Street, Heavy Haul, and over legal routes
- Gap in regional bicycle network
- Gap in sidewalk network
- High speed corridor
- West Seattle Bridge detour route (2.5 miles)
- Reconnect West Seattle mode share goals (10% bike mode share)

Proposed project will change southbound lanes for 0.6 miles of total 2.5-mile length



Project proposal

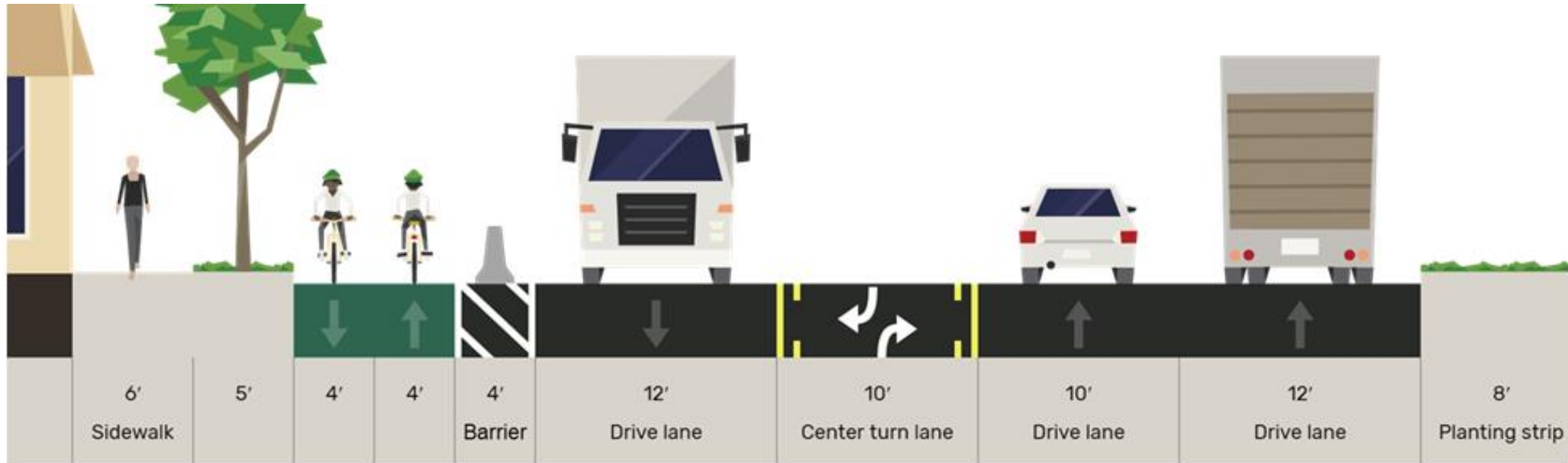
Add protected bike lane and new parking to West Marginal Way

- Maintains existing Duwamish Longhouse lane-drop and on-street parking
- Maximizes freight travel lane widths and adds cross-hatching to business driveway markings to improve visibility and access
- Represents 5% of total lane space from Chelan 5-way intersection to Highland Park Way



Project proposal: New Updates

- 12-foot travel lanes for freight mobility (max lane width per SDOT standards)
- 10-foot center turn lane (matches E Marginal Way)
- Jersey barrier protection for entire 0.4 mile of protected bike lane



West Marginal Way looking north

Jersey barrier protection

- Wider buffer space and jersey barrier protection for physical separation
- Driveways and intersections will accommodate large truck turning radius needs



Jersey barriers along entire 0.4 mile of PBL



NE 65th St protected bike lane

Existing corridor constraints

- Major intersections are largest source of increased travel time
 - Chelan 5-way single SB lane
 - Highland Park Way
- Existing Alaska St single lane accommodates SB traffic above speed limit and without delay
- 80% of vehicles already using a single lane in 2-lane section



Existing single lane limits capacity;
Looking east from Chelan 5-way



Freight mobility

- Travel time increases negligible (≈ 10 sec)
- Travel lanes designed for freight (12')
- Maintains Major Truck Street, over legal, and heavy haul priority
- Driveway access being designed for large truck movements
- Single lane is slightly easier to exit driveways
- Cross-hatching for eastside driveways where NB backups occur today



Project benefits

- Increased safety and predictability of all users
- Encourages speeds closer to posted speed limits
- Improves sight lines and visibility at driveways
- Improved comfort and mobility for people biking and walking



A photograph of a street with tram tracks in the foreground. The street is lined with trees and has a speed limit sign of 30. A semi-transparent white box is overlaid on the image, containing the title text.

Advisory Boards Input and Discussion