

West Marginal Way SW

Seattle Freight Advisory Board

sw Alaska st

W Marginal Way

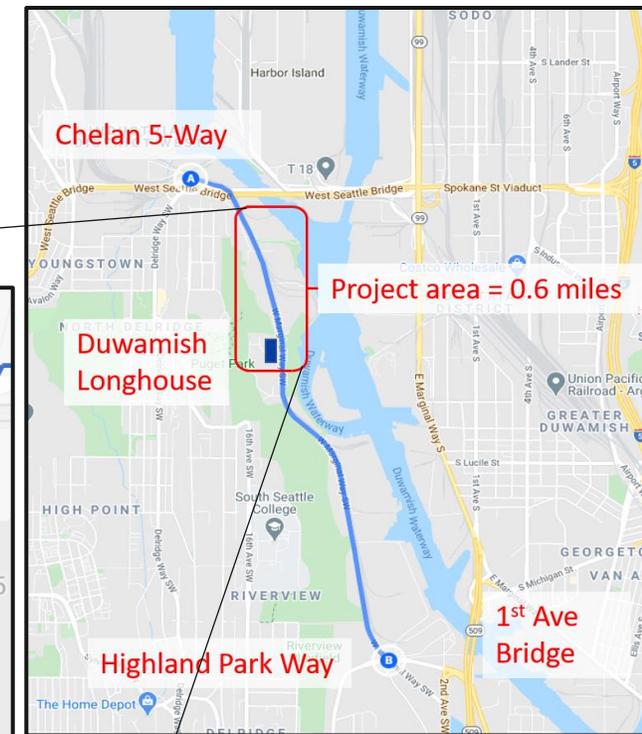
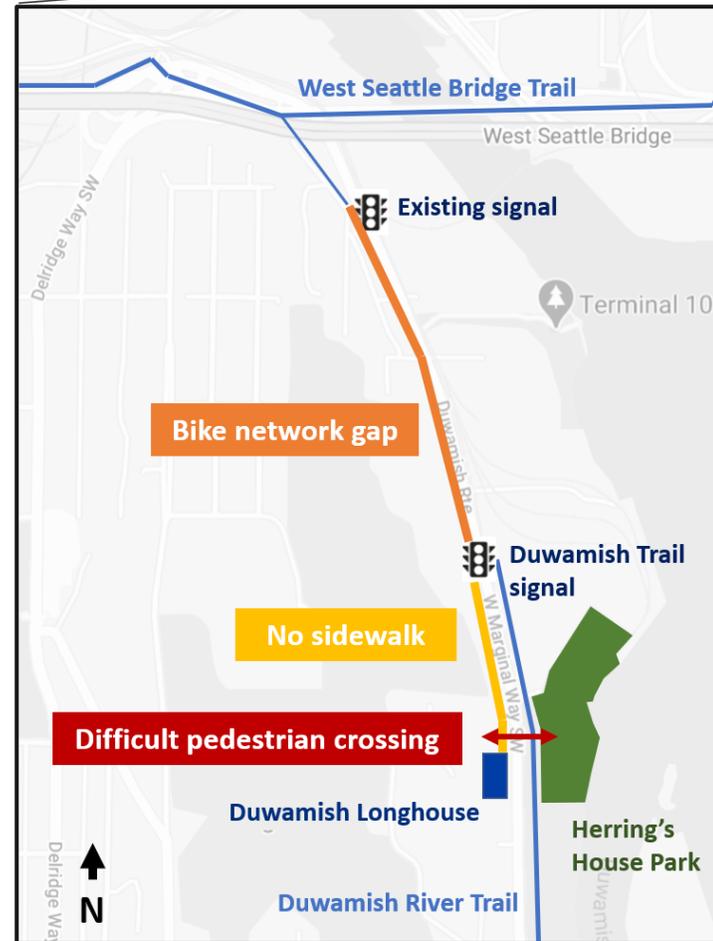
AVENUE, LONGHOUSE & CULTURAL CENTER



Project area and context

- Home of Duwamish Longhouse and Cultural Center
- Major truck street and Heavy Haul route
- Gap in regional bicycle network
- Gap in sidewalk network
- West Seattle Bridge detour route (2.5 miles)

Proposed project will only impact southbound lanes



West Marginal Way outreach to date

- Regular meetings with Duwamish Longhouse
- DON Community Liaison conversations in 7 languages
- December 2020 COVID-safe walks
- Currently meeting with stakeholders along the corridor (we have reached out to all businesses); Business survey closes March 19
- Meeting regularly with POS/NWSA and Maritime industry
- Detailed presentations to Community Task Force, Seattle Bike Board, and West Seattle Bike Connections
- Virtual public meeting on February 18
- Project website, project video, and mailer to 33,000 households, DON email to 120 West Seattle community organizations and 800 Home Zone contacts



Port & Community Task Force COVID-safe walk
December 15, 2020

What we heard overall

- Delay until High Bridge is repaired
 - Frustrated with bridge closure and do not want any additional construction in the area until bridge is complete
- Build it now
 - Concerned with high speeds and safety issues and want to see this completed sooner than later
 - Desire for more substantial barrier between people driving and biking
- Do not build
 - Concerned with loss of travel lane and negative impacts to freight and vehicle movements



What we heard at the public meeting

Delay until high bridge is repaired – comments in support of the project, but future delivery:

“Fix the Sidewalk, make a "wide" Sidewalk- Alki style, southbound from Chelan to the Longhouse, install the crosswalk, try to limit the City's desire of closing the entire right lane!!”

“wait until drivers can get in and out of WS. Love the idea but this is the wrong timing. road rage out there now is really bad!”



What we heard at the public meeting

Build it now - comments in support of the project (protected bike lane and parking)

“adding a bike lane between Chelan and longhouse would be great. no loss of volume. existing bike option is not safe and not really existent. why is this being resisted”

“People want the option to speed and lane jockey to try to shave a few seconds off their trip. That doesn't make it right. In fact, the lane reduction makes everyone, driving, walking and biking safer”



What we heard at the public meeting

Do not build – comments in opposition to the improvements

“One lane means the slowest car dictates the speed. Raise speed back up to where the cars have been running for the last 20 years.”

“Why is this project on anyone's radar when the only issue that really matters is fixing the upper bridge?”

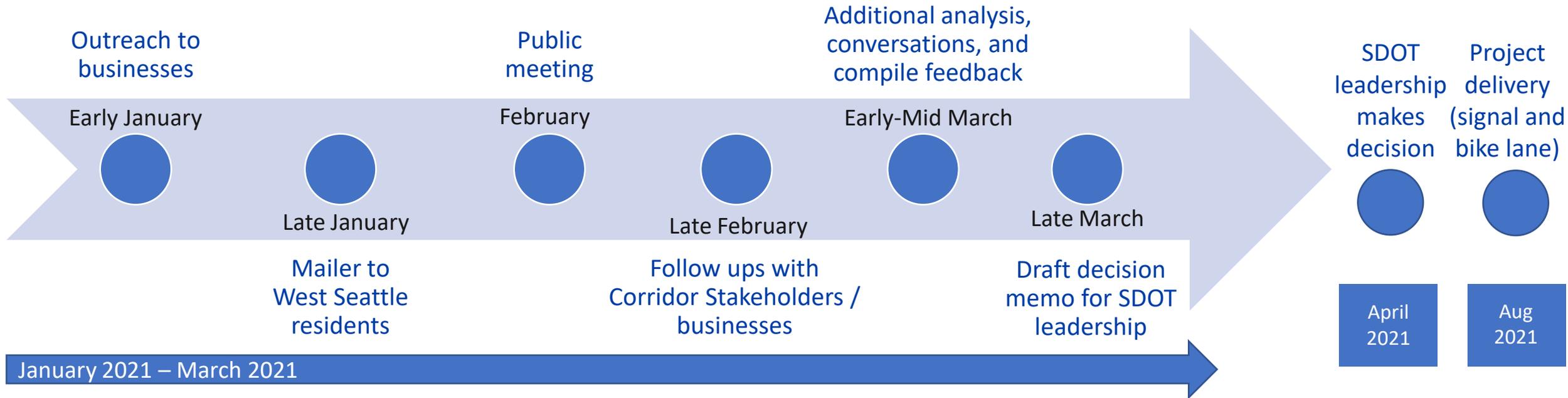


What we are doing now

- Outreach:
 - Actively meeting with businesses along the corridor
 - Maritime Town Hall follow-up
 - Virtual public meeting follow-up and website updates
- Additional documentation:
 - Documentation of alternative analyses completed
 - Bike lane Option A feasibility and cost
 - Safety analysis of design options
 - Protected bike lane barrier options and designs
 - Construction impacts of preferred option



Engagement and final decision timeline





Questions about West Marginal Way SW?

Outreach to date (detailed)

Meeting	Frequency / Occurrence
1. Duwamish Longhouse Safe Streets	Monthly / Since May 2020
2. WSB Community Task Force	September 23, 2020 / December 2, 2020 / February 11, 2021 / March 10, 2021
3. WSB Community Task Force / Port of Seattle COVID safe corridor walks	December 14, 2020 / December 15, 2020
4. WSB Maritime Town Hall and special meeting	Monthly meetings / February 10, 2021 (special meeting)
5. Seattle Freight Advisory Board	June 16, 2020 / September 15, 2020 / January 19, 2021 / March 15, 2021
6. Seattle Bicycle Advisory Board	February 3, 2021
7. W Marginal Way Corridor Stakeholders – business survey	All have been contacted in January, follow-ups and 1 on 1's ongoing
8. Port of Seattle	Bi-weekly meetings / Since May 2020
9. WS Bicycle Connections	November 1, 2020 / January 5, 2021
10. WS Transportation Coalition	January 28, 2021
11. W Marginal Way Public Open House	February 18, 2021
12. Community Liaison Outreach in seven languages	January 5-29, 2021
13. General Public: mailer to 33,000 households, project webpage, project video, interview with West Seattle blog, email blast to 120 West Seattle community orgs and 800 home zone contacts, social media promotion in Somali, Oromo, Chinese, Khmer, Vietnamese, Spanish, and English	One-time effort

What we've heard (detailed)

Topic	Comment
Corridor Priorities	Need to clearly describe how we are balancing truck and car traffic with limited bicycle and pedestrian use. This is a Major Truck and Heavy Haul route in one of only two designated Manufacturing Industrial Center in the city.
	Safety and predictability for all modes is important, but designs should not come at the expense of freight network capacity and unknown future needs.
	The Duwamish Valley is receiving many negative impacts from the WSHB closure due detour traffic and community deserves to have a safe travel option; bikes should be able to co-exist with freight.
Timing of delivery	SDOT should not construct the preferred option until the WS High Bridge is open to traffic. Do not make it a Reconnect West Seattle deliverable.
	This is the most dangerous West Marginal Way has ever been. It is an ideal time to make the roadway better for all users with the proposed projects.
Designs	The signal at the Longhouse should move forward for safety. Once completed, the lane reduction that is currently in place at the Longhouse should be discontinued. Vehicles currently stay in a single lane in this area because of the lane reduction at the Longhouse. If this lane reduction were not in place, vehicles would use both lanes.
	Curb side lanes assist people departing side streets and driveways who would like to pull onto West Marginal Way and head south, such as the residents along 16 th , 17 th , and 18 th Ave SW.
	The Duwamish Tribe should have a lot of say in the design decisions.
	The protected bike lane needs a more substantial barrier to ensure people biking are protected.

What we've heard (detailed)

Topic	Comment
Future traffic forecasting	Need to consider most updated predicted freight volumes from opening of T-5, as well the ability to accommodate additional freight in future.
	Future traffic predictions need to model extension of SR-509 (opening 2028) and how it will impact traffic flow in this corridor.
	Analysis should consider impact on alternative routes in the area if trucks elect to take a different southbound route because of reduction to a single lane.
	Focus on the need for green / sustainable transportation infrastructure to help mitigate climate change. Do not rely on future traffic volumes to make decisions.
	SDOT should study and report the bike and pedestrian traffic on W Marginal Way SW.
Additional analysis	A detailed safety analysis needs to be completed for all options before a decision is made. This analysis should show potential impacts of introducing a 2-way protected bike lane into a signal-controlled intersection.
	There should be better documentation of west side sidewalk walk and bike option, including the number of trees taken down, constraints, costs, and opportunities.
	Can the north end physical space constraint under the bridges be mitigated?