



West Marginal Way Observations

Seattle Freight Advisory Board
Field Trip April 7 & 9
SFAB Meeting April 20, 2021

Locations and Observations

- Longhouse Entrance and Sight Distance
- Collisions and Driveways
- Design Proposal
- Counts and Use
- Loss of downstream capacity / North Pinch Point



Longhouse driveway

- City noted that the dropped curb-lane (formerly a through lane but reallocated as parking in front of the Longhouse in August 2019), improves sight distance for vehicles exiting the Longhouse driveway. Even with the curb lane closed, trees, poles and fences restrict sight distance and limit reaction time.
 - Trees will be modified when sidewalks are constructed. City indicates utility poles will not be moved.
- Could driveway and planned Herring's House Park intersection signal be interconnected or detection added to the Alaska Street driveway?
 - City indicated the cost to add signal heads similar to the planned Herring's House driveway would double the current cost of ~\$500,000. City did not have a response to adding detection only.

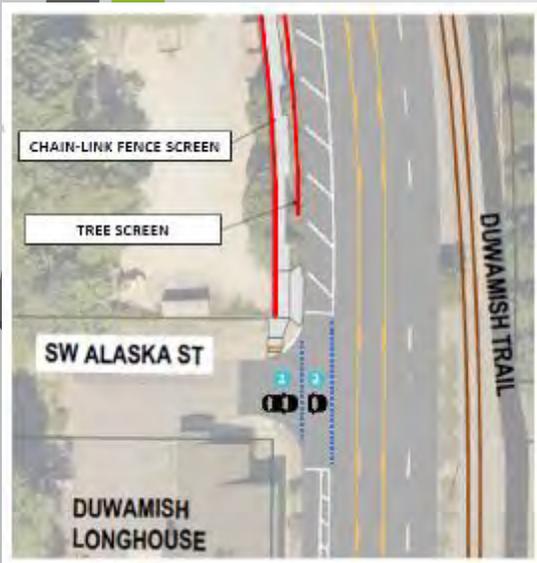
Longhouse Driveway



Position 1
Current curb extension stop bar



Position 2
Parking lane extension stop bar



Questions?

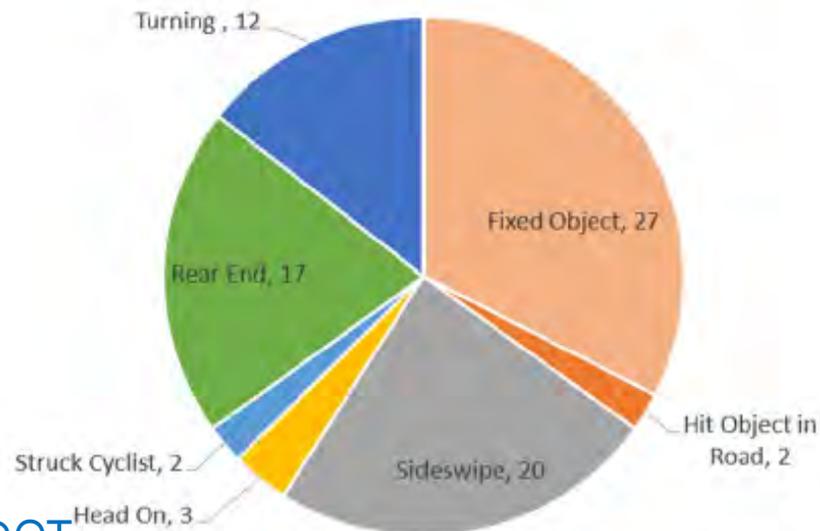
Collisions and Driveways

- **City presentation notes most collisions are not located at signal-controlled intersections. Most collisions occur at mid-block. Predominant types rear-end, turning, sideswipe and fixed object.**
- **Requested – type, location, cause, vehicles involved. These types of accidents may also be attributed to other causes.**

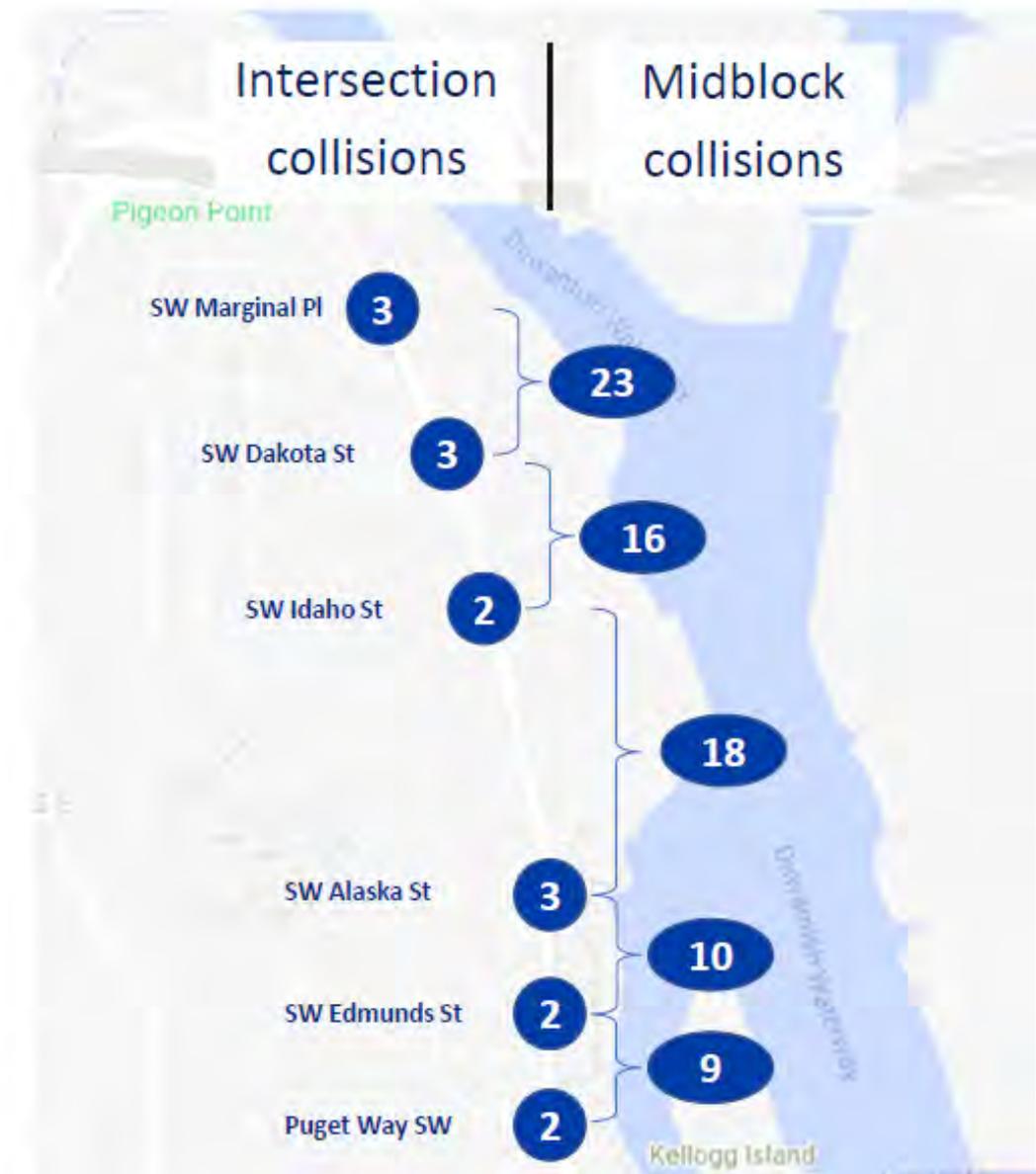
Lane Reduction/Collision History (per SDOT)

Crash analysis

- Most collisions are happening midblock
- Leading collision types are indicative of high speeds



Source: SDOT



HH Park
driveway new
signal location



Duwamish
Longhouse

**Several Driveways West Side
40/50' long
Three side streets (Dakota, Andover,
SW Marginal Pl)**

Duwamish Trail crossing

Duwamish Trail crossing



**Several Driveways West Side
40/50' long
Three side streets (Dakota,
Andover, SW Marginal PI)**

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1985

Imagery Date: 8/14/2020 47°33'55.61" N 122°21'12.35" W elev 19 ft eye alt 1492 ft

Dakota and Andover Streets

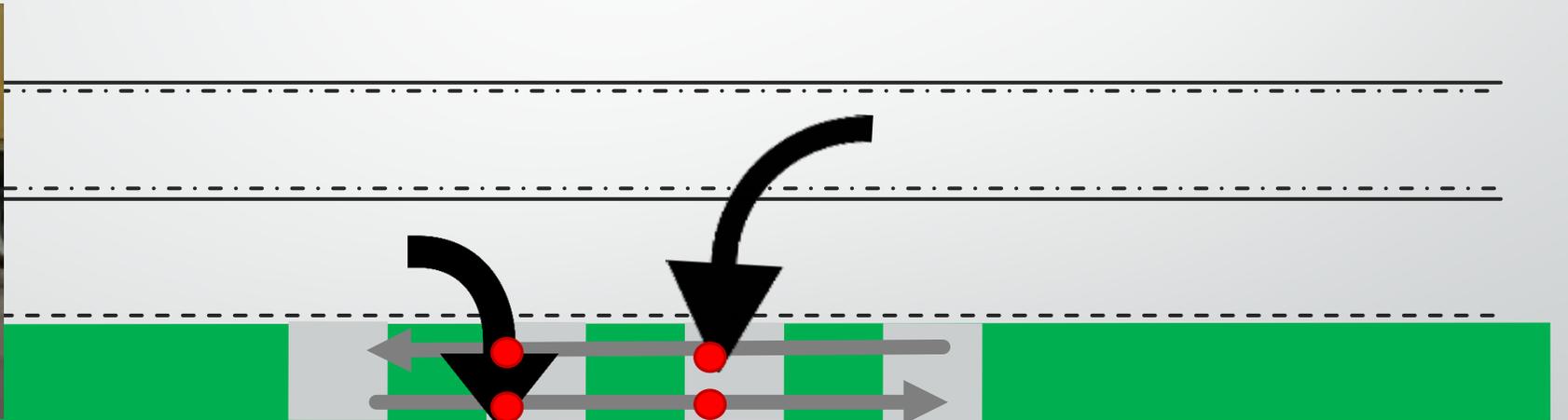
Marginal Place

Several Driveways West Side
40/50' long
Three side streets (Dakota,
Andover, SW Marginal Pl)



Truck queue in center turn lane
due to rail spur maneuvering

Bike / Ped / Vehicle Conflict Points at Driveways



● Potential Conflict Points

40'-50' Industrial Driveways



Questions?

West Marginal Way

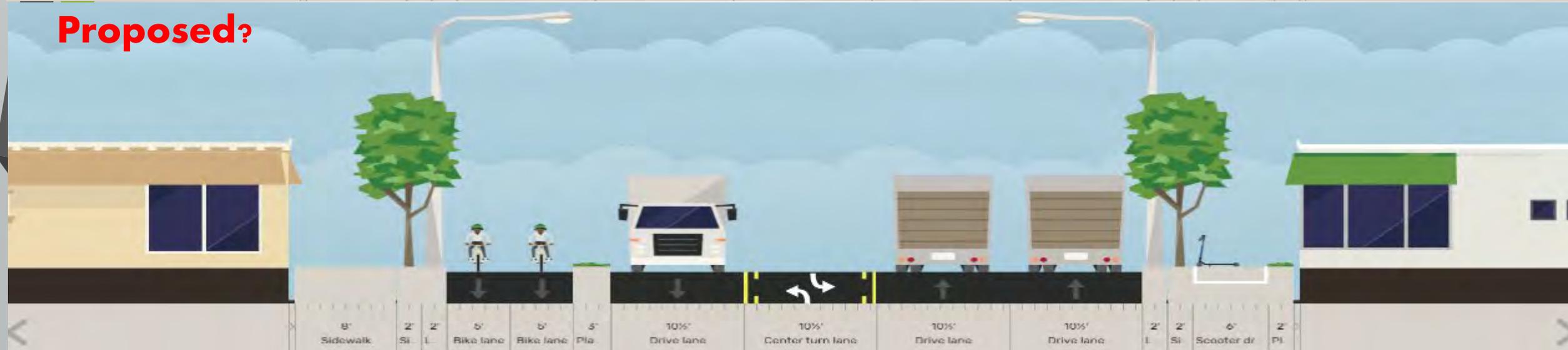
Design Proposal?

Illustrative only - Measurements to be confirmed

Existing



Proposed?



Questions?

Counts and Uses

- **Counts**

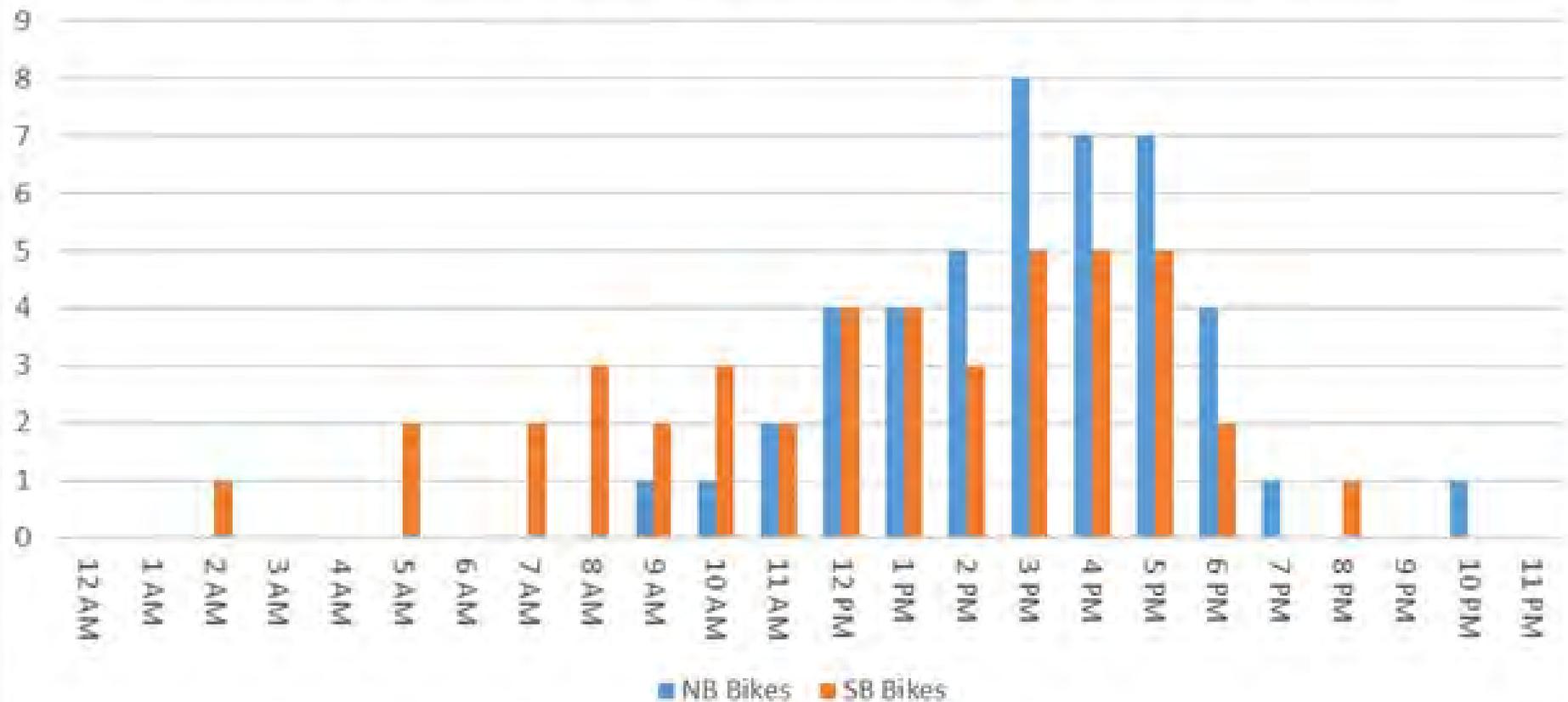
- **Post pandemic travelers using the corridor are expected to increase and will overlap with WSHB detours**
- **Bicycles were not observed in the field consistent with the March 16-18 counts (mid week) but if facilities are constructed, it would attract many more users**
- **Truck volumes fluctuate and may increase due to irregular/seasonal port activity and growth in construction activity**

- **Use**

- **PBL is designated All Ages and All Abilities will it meet standard?**
- **Flexibility for lane widths for large trucks with trailers maneuver in and out of lanes. Truck widths including mirrors are over 10' and 20' x 20' box trucks need to be accommodated as part of WMW overlegal route**
- **Resiliency/redundancy. Non-recurring congestion from accidents & bridge outages require another way off the peninsula. WMW is a relief valve if Spokane St is blocked for any short or long-term reason**

Bike Counts

West Marginal Way - Directional Bicycle Volumes



Data from other plans – 2015 FAP

- 2015 Seattle Industrial Areas Freight Access Project (focus on MICS)
 - Fig 3-24 noted Streets by Modal Priority. WMW shown as Freight (not freight bike)
 - Fig 3-5 WMW has 2,140 freight and 16,000 ADT
 - Active Rail and Seaport Connector
 - T1 Corridor – More than 10 million tons per year

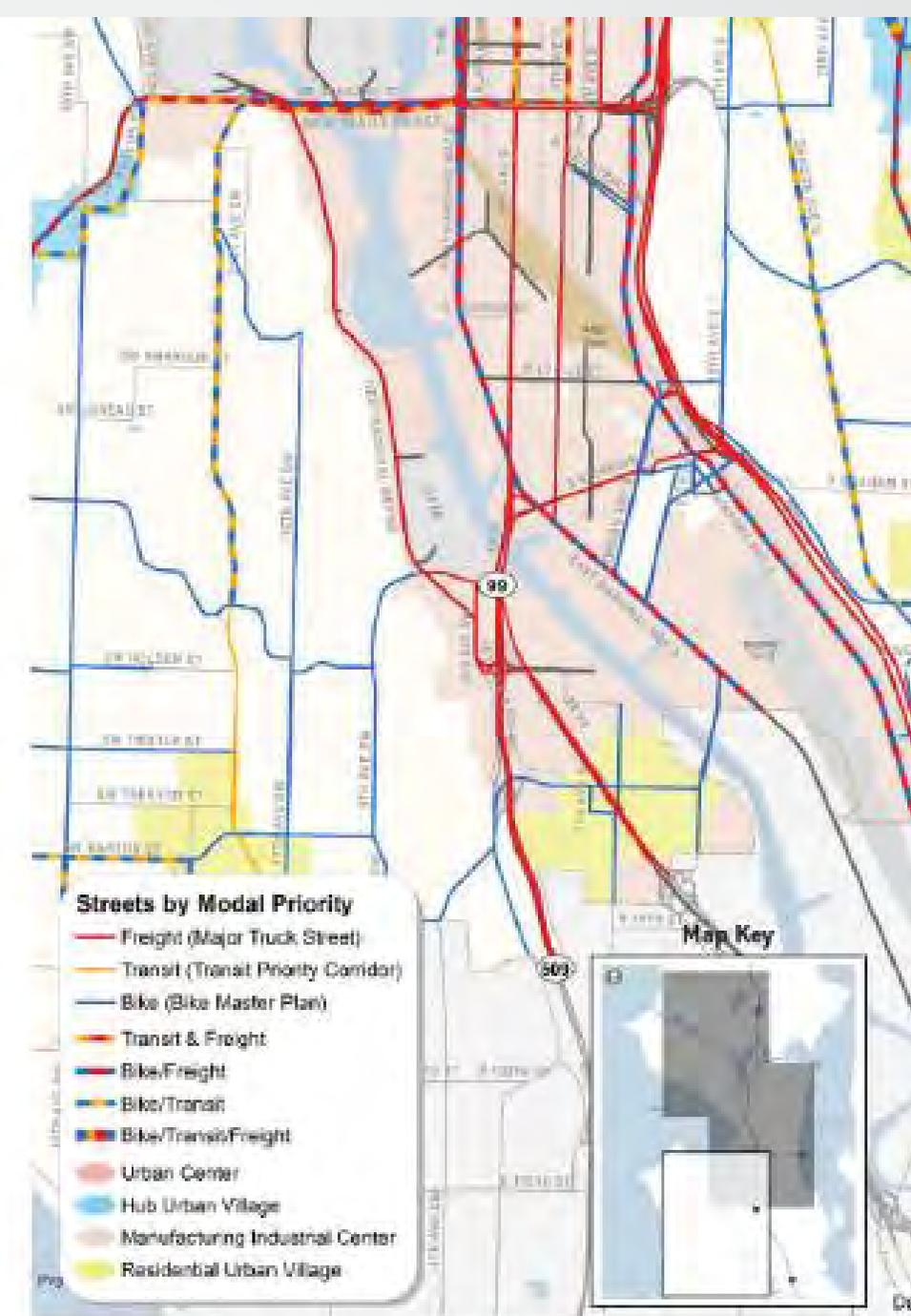


Figure 3-24. Modal Overlap – South Section

Data from other plans – Streets Illustrated

3.11 Freight

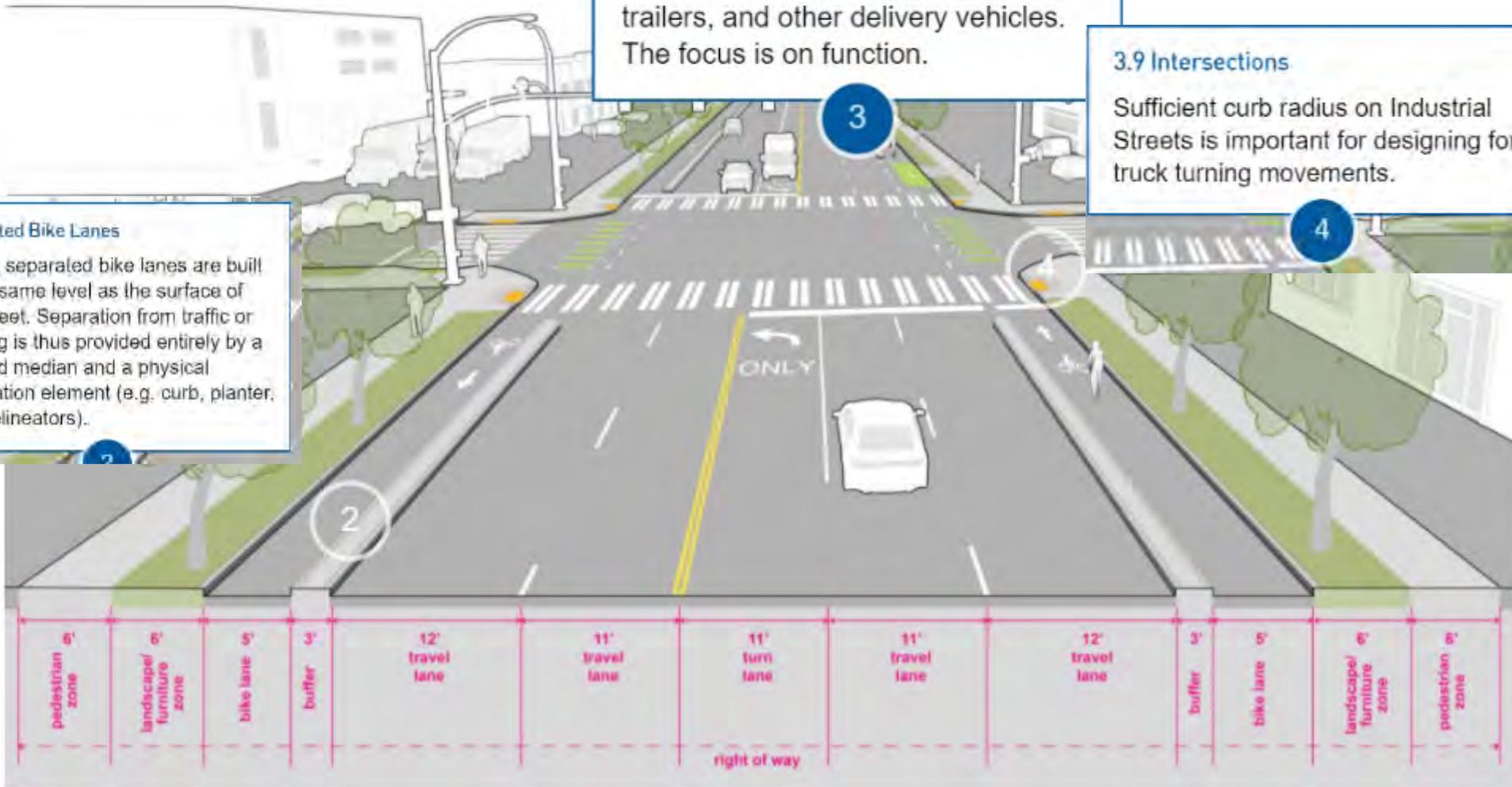
Industrial Access streets are designed for significant volumes of large vehicles such as trucks, tractor trailers, and other delivery vehicles. The focus is on function.

3.9 Intersections

Sufficient curb radius on Industrial Streets is important for designing for truck turning movements.

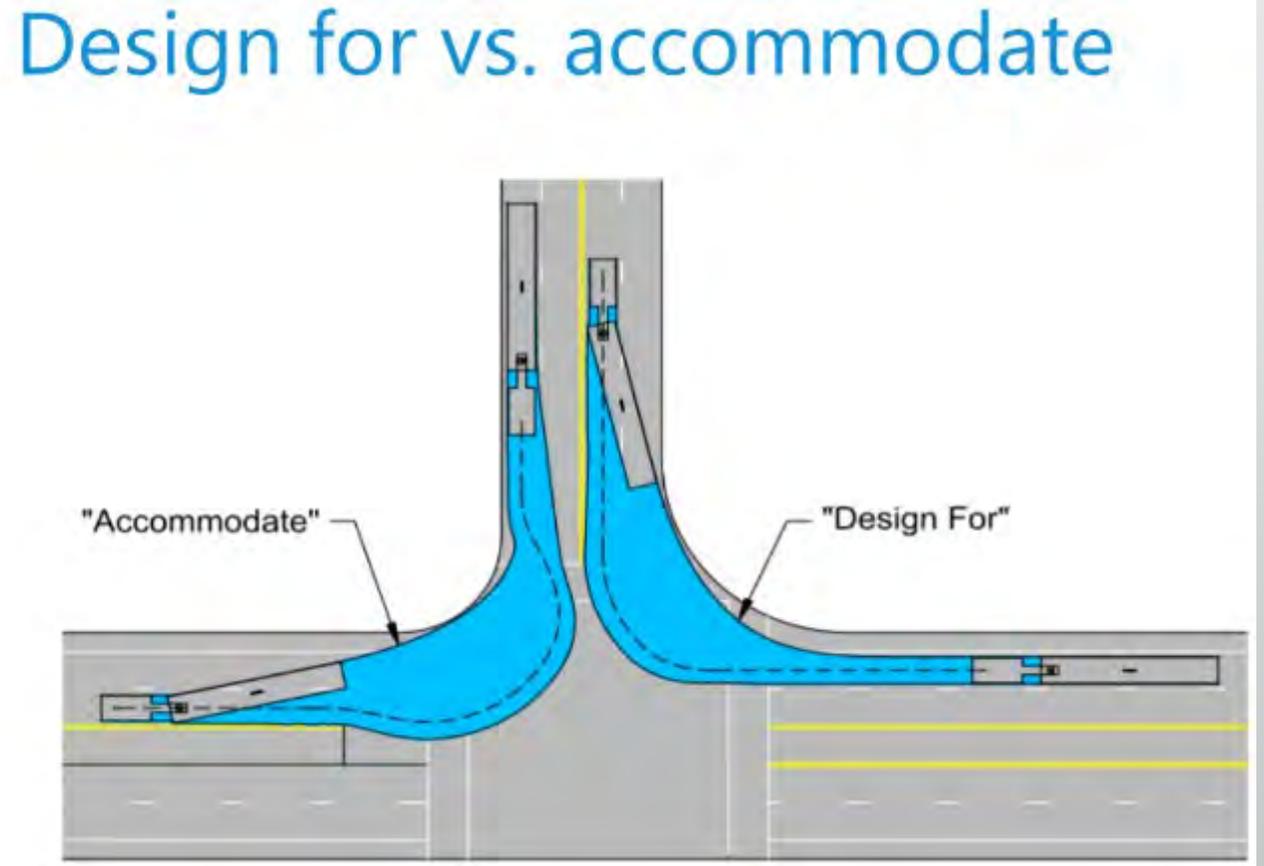
Protected Bike Lanes

Object separated bike lanes are built at the same level as the surface of the street. Separation from traffic or parking is thus provided entirely by a painted median and a physical separation element (e.g. curb, planter, flex delineators).



2016 Freight Master Plan

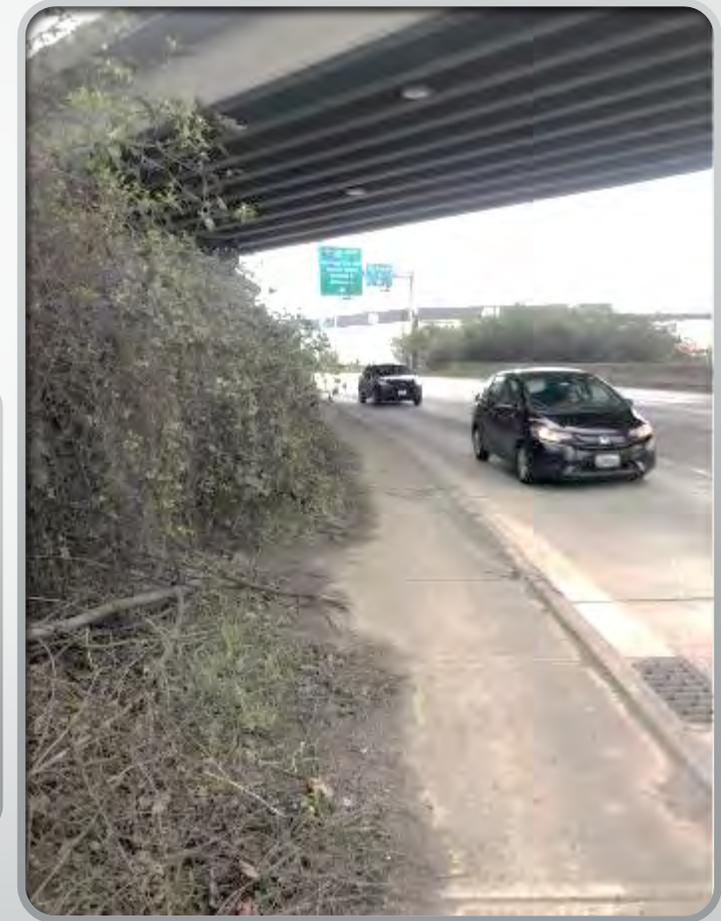
- Fig 5-1 Not a High Truck Collision Location
- Fig 5-6 "Design for"
- Anticipation of trucks tracking out of lane for turns and even horizontal curves especially if lanes are narrow



Questions?

North end

- **Will there ever be a southbound lane that eliminates the pinch point?** Current sidewalk through the pinch is poorly maintained and does not appear to be well used. Is there an alternate connection to West Seattle Bridge Trail.
- Extending single-lane southbound may impact southbound capacity and may contribute to collisions (eg. rearends)
- Extending single-lane restricting flexibility for southbound vehicles may extend queue from the pinch to the Chelan Five Way



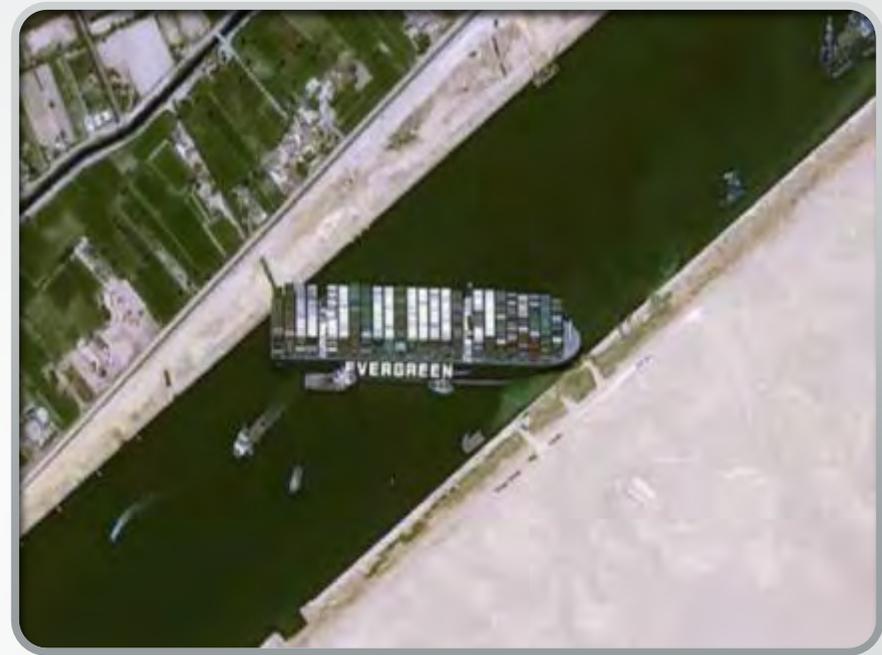
Questions?

Greater Duwamish MIC & Industrial Community Response

- February 26, 2021 and July 8, 2020 - SFAB
- March 19, 2021 - Lynden Inc. Other signers - Global Diving and Salvage, Alaska Marine Lines, Northland Services, Cal Portland, La Farge
- March 5, 2021 - Northwest Seaport Alliance and Port of Seattle
- Maritime Trades
- Any others?

What do we mean by flexibility? e.g. Suez Canal

- Stuck 6 days
- Detour of up to 15,000 Miles
- Disrupted global trade
- 224,000 Ton Cargo Ship
- 18,000 cargo containers
- Items like toilet paper, coffee, and furniture
- \$10B a day in goods delayed
- ~ \$1B in fines to Egypt



Seattle Complete Streets Ordinance

- “Section 3. Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.”