West Seattle Five-Way Intersection
W Marginal Way, SW Spokane St, Delridge Way SW, Chelan Ave SW, & Port of Seattle Terminal 5 access road

Seattle Freight Advisory Board
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SDOT’s mission & vision

Mission: delivering a first-rate transportation system for Seattle.

Vision: a vibrant Seattle with connected people, places, and products.
SDOT’s core principles

- Keep it safe
- Provide great service
- Focus on the basics
- Support a thriving economy
- Build healthy communities
Presentation overview

• Project area
• Existing conditions
• Project goals
• Concepts
• Next steps
Project area
Existing conditions

- Complicated geometry
- Limited signal capacity
  - Long cycle & wait times
- Unpredictable bike/ped movements

- Competition for space
  - Vehicle volumes highest intersecting bike/ped desire lines
  - Port of Seattle access
Goals

• Safety
• Predictability
• Intuitive / comfortable bike/ped trail connection
• Maintain auto / freight travel times
• Support Port of Seattle operations
Short-term: Enhanced at-grade crossing

Refuge Island & Sightline Improvements
New Green Bicycle Lanes
Short-term: Enhanced at-grade crossing

- Earthwork to improve visibility.
- Remove vegetation within island to improve visibility. Replace with rock.
- Provide bike curb ramp
- Add reflectors to pedestrian islands to improve visibility.
- Painted median with reflective markers.
- Bridge column
- Stop sign.

OPTION 1: FIVE LEG INTERSECTION
Short-term: Enhanced at-grade crossing

**Pros**
- Safer crossing of Spokane Turn Lane
- Short and direct route with one signal phase for bicyclists
- Intuitive
- Ease of implementation
- Few freight impacts

**Cons**
- Vehicle delay at Spokane Turn Lane
- Vehicle delay as bicyclists clear the bike box
- Potentially not comfortable for people of all ages and all abilities
Mid-term: W Marginal Way connection

Trail wraps around using SW Marginal Pl

Multi-use trail under T-5 overpass

Existing crosswalk / crossbike at grade

W. Marginal Way Connection
RAMP BETWEEN SPOKANE ST BRIDGE AND PORT OF SEATTLE TERMINAL 5
Mid-term: W Marginal Way connection

Existing crosswalk / crossbike at grade

1. W Marginal Way Bridge
2. SW Spokane St
3. Connection ramp between Spokane St Bridge and Port of Seattle Terminal 5
Mid-term: W Marginal Way connection

**Pros**
- Reduces modal conflicts
- Accommodates people of all ages and all abilities
- Connects two trails
- No significant impacts to vehicle performance

**Cons**
- Circuitous route
- Counterintuitive wayfinding
- Free parking loss
- Three driveway conflicts
- Cost
Long-term: Elevated crossing

- Elevated trail cantilevered from T-5 overpass
- Trail elevated over W Marginal Way SW

- New crosswalk / crossbike at grade across SW Spokane St.
- Elevated trail cantilevered off T-5 overpass

Diagram notes:
- All roads and sidewalks shown are at grade unless noted otherwise.
- Road at grade
- Sidewalk or paved path at grade
- Road/sidewalk above
Long-term: Elevated crossing

**Pros**
- Avoids WS5 Way
- Direct, intuitive connection
- Accommodates people of all ages and all abilities
- No freight delay at WS5 Way
- Improved perception of personal security

**Cons**
- Freight and vehicle delay at SW Spokane St / T5 flyover
- Cost
## Next steps

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<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>January 2015</td>
<td>Advisory board briefings</td>
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<tr>
<td>February 2014</td>
<td>Design workshop &amp; site visit</td>
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<td>June 2014</td>
<td>SFAB briefing #1</td>
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<td>Summer 2014</td>
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<td>Winter 2015</td>
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<td>Implement short-term improvements</td>
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Questions?

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http://www.seattle.gov/transportation