West Seattle Five-Way Intersection
W Marginal Way, SW Spokane St, Delridge Way SW, and Chelan Ave SW

Seattle Freight Advisory Board
Emily Ehlers & Marni Hefron
June 10, 2014
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
- Focus on the basics
- Build healthy communities
- Support a thriving economy
- Provide great service
Presentation overview

• Project area
• Existing conditions
• Potential concepts
• Evaluation framework
• 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
Concept 1

OPTION 1:
FIVE LEG INTERSECTION
Concept 1

OPTION 1:
FIVE LEG INTERSECTION
DELRIDGE RIGHT TURN
Concept 2

OPTION 2B:
CHELAN AVE SW

DRAFT
5/15/2014
Concept 3

OPTION 3:
CENTRAL PATHWAY
Concept 4

OPTION 4:
MULTI-USE TRAIL
Concept 5

ELEVATED CROSSING

NOTES:
ALL ROADS AND SIDEWALKS SHOWN ARE AT GRADE UNLESS NOTED OTHERWISE.

- Road at grade
- Sidewalk or paved path at grade
- Road/sidewalk above

DRAFT 5/15/2014
Concept 5
# Evaluation

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Goal / Target</th>
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<tbody>
<tr>
<td><strong>1. Pedestrian Performance</strong></td>
<td>based on perception of safety and likelihood of &quot;j&quot; walking</td>
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<td>(1) Pedestrian safety from vehicle conflicts</td>
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<td>(2) Universal access</td>
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<td>(3) Conflicts between pedestrian and bicycles</td>
<td>quantitative evaluation based on &quot;resiliency&quot; or providing options for travel</td>
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<td>(4) Pedestrian travel time</td>
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<td>(5) Accommodation of pedestrian demand</td>
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<td><strong>2. Bicycle Performance</strong></td>
<td>quantitative cycling suitability based on average user stress level</td>
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<td>(2) Accommodation for user groups</td>
<td>quantitative evaluation based on &quot;resiliency&quot; or providing options for travel</td>
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<td>(3) Bicycle safety from vehicle conflicts</td>
<td>based on perception of safety and likelihood of following designated route</td>
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<td>(4) Bicycle travel time</td>
<td>for this project do we address travel time of main routes from/to each trail?</td>
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<td>(7) Consistent with adopted bicycle plan(s)</td>
<td>based on existing adopted plans</td>
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<td><strong>3. Transit Performance</strong></td>
<td>based on potential to increase transit delay at intersections or affect transit priority signal phasing at the Spokane Street/West Seattle Freeway on and off-ramps.</td>
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<td>(4) Future use of wb &quot;Bus Only Lane&quot; on Chelan Ave</td>
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<td>(1) Freight delay at five-legged intersection</td>
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<td><strong>6. Private Parcels</strong></td>
<td>based on existing legal access locations and AutoTurn turning analysis</td>
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<td>(1) Impact on existing access</td>
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<td>(2) Visibility/sight lines entering exiting parcels</td>
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<td><strong>7. Landscape/Urban Design</strong></td>
<td>adherence to CPTED</td>
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<td><strong>9. Durability/Maintainability</strong></td>
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# Next steps

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<tr>
<td><strong>June 2014</strong></td>
<td><strong>SFAB presentation</strong></td>
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<td><strong>Summer 2014</strong></td>
<td><strong>Concept evaluation &amp; preliminary cost estimates</strong></td>
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<td><strong>Fall 2014</strong></td>
<td><strong>Draft report</strong></td>
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<td><strong>Present to stakeholders</strong></td>
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Questions?

Emily.ehlers@seattle.gov | (206) 684-8264

http://www.seattle.gov/transportation
Back pocket