



CORRIDOR OVERVIEW

What's unique about East Marginal Way?

East Marginal Way is a major freight corridor that provides connections for trucks and other vehicles traveling between the Port of Seattle and local industrial businesses in both the Duwamish Manufacturing and Industrial Center (MIC) and the Ballard/Interbay MIC, the regional highway system, and the freight rail system; these truck and vehicle connections are critical for keeping Seattle and the region's businesses competitive and economy strong.

The corridor serves people walking and biking who need to travel to and through the area, including employees who bike to work, walk to work, or walk to and from bus stops. It also provides a major connection for people biking between the West Seattle Bridge Trail, Downtown Seattle, and the SODO neighborhood.

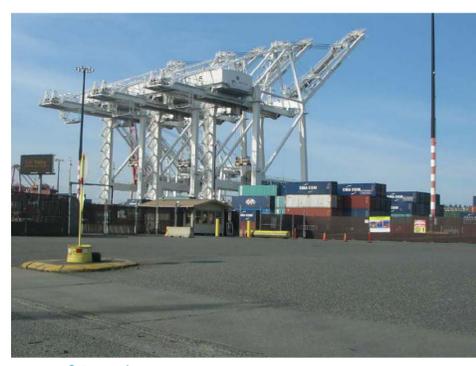
There are no residences directly adjacent to the East Marginal Way study corridor, but a diverse population lives and works in the vicinity.

It is important that East Marginal Way safely and predictably accommodate people walking, biking, and using public transit, while providing freight trucks the access and connections needed to support the vitality of the Port, local industrial businesses, and goods movement in general.

LAND USES AND URBAN FORM



PORT OF SEATTLE LAND is considered under the land use designation of "Major Institution and Public Facilities/Utilities"



Port of Seattle



There are **TWO INTER-MODAL RAIL YARDS** - BNSF SIG YARD and UP ARGO YARD along the East Marginal Way Corridor



Industrial Businesses



48% of the land uses along East Marginal Way are designated as industrial - the largest % of land use



Federal Center South



There are **TWO** parks/public shoreline access on the west side of the corridor, along the Duwamish River

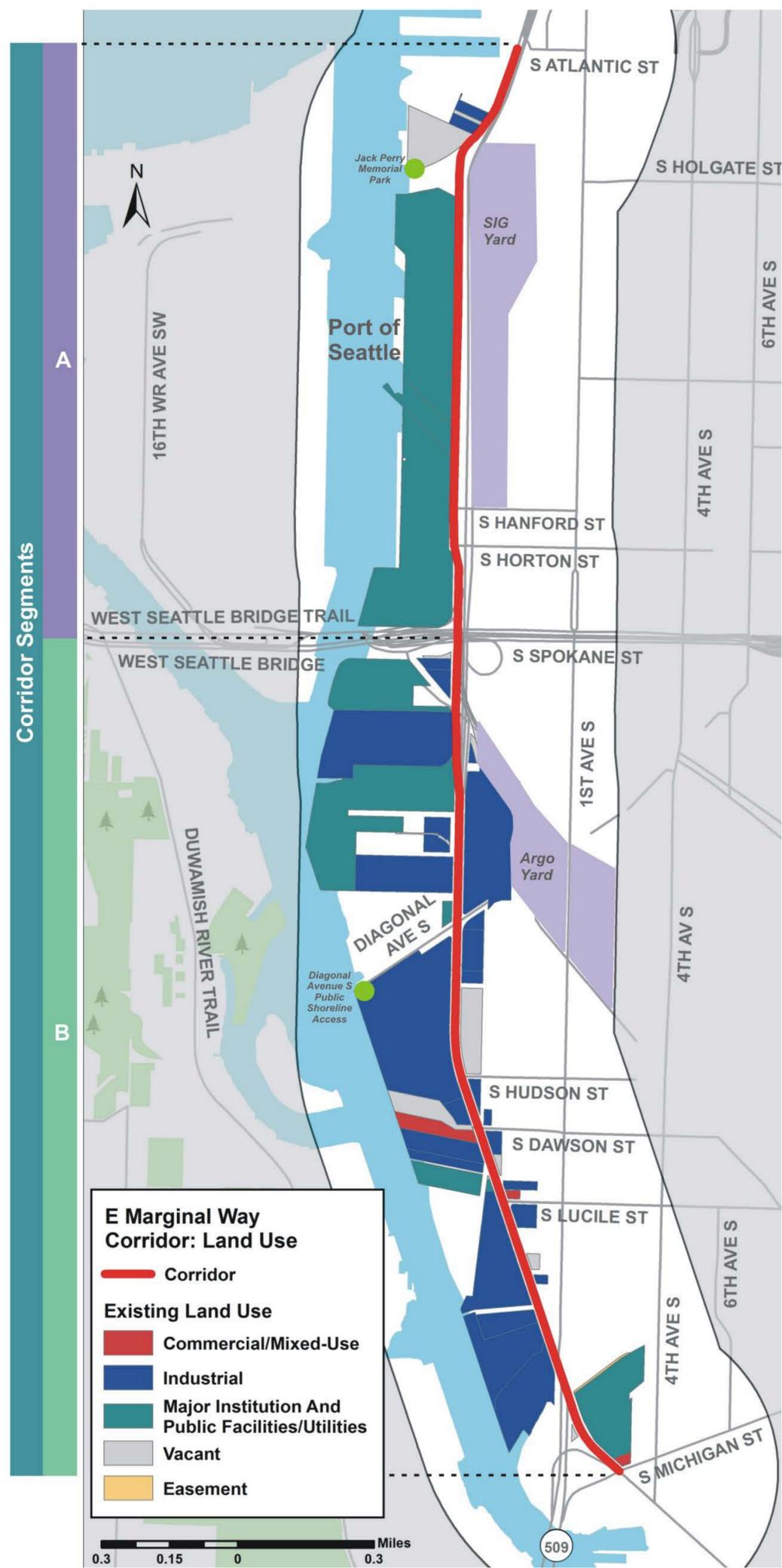


Diagonal Ave S Public Shoreline Access



Intermodal Rail Yards

TELL US WHAT YOU THINK:





East Marginal Way Corridor Description

Segment A is located from S Atlantic Street to S Spokane Street. It is a 2 to 3-lane roadway that primarily provides truck access to Port terminal gates 25, 30, and 46, vehicle access to the US Coast Guard Building at the north end, and serves as a major thoroughfare for people walking and biking, with a west side sidewalk and buffered bicycle lanes on both sides of the street. On the east side of the corridor, Burlington Northern Santa Fe (BNSF) Railway tracks are located along a majority of the segment and an uncontrolled gravel parking area is located in the southern portion.

Segment B is located from S Spokane Street to S Michigan Street. It is a 6 to 7-lane roadway that is also a state highway (State Route 99), carries very high vehicle volumes, and low bicycle and pedestrian traffic, with no continuous sidewalk on either side of the corridor and no bicycle facilities. Independent railroad tracks are located along the west side of the corridor from about S Idaho St to the southern end of the segment, and cross East Marginal Way at S Diagonal Street, continuing to the Union Pacific Intermodal Terminal (Argo Yard).

KEY ELEMENTS OF THE CORRIDOR



Designated as both a Minor and Principal Arterial, a **MAJOR TRUCK STREET**, and part of the nation's **STRATEGIC HIGHWAY CORRIDOR NETWORK**. Recommendations from the modal master plans recommend a **PROTECTED BICYCLE LANE/MULTI-USE TRAIL** along the entire corridor, **PEDESTRIAN** improvements, though no transit recommendations.



Serves as a **CRITICAL LINK IN THE CITY'S FREIGHT NETWORK**, providing connections between the Port of Seattle, industrial and manufacturing businesses, the regional rail network, and the regional highway network

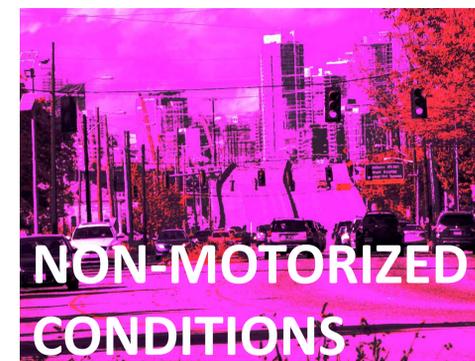
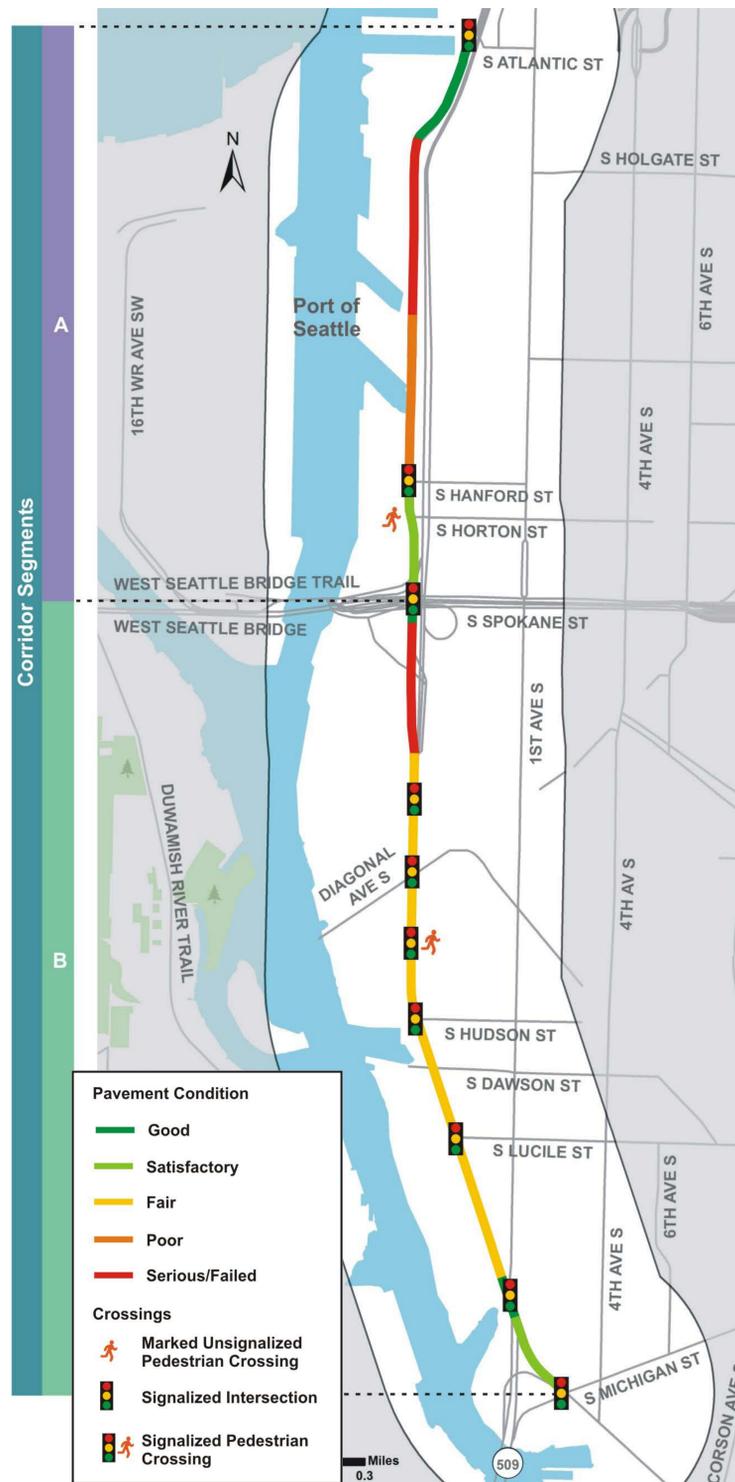


RAILROAD TRACKS constrain nearly the entire corridor - the east side of the northern (Segment A) and the west side of the southern (Segment B)



There are **EIGHT SIGNALIZED INTERSECTIONS** along the corridor, plus **ONE SIGNALIZED PEDESTRIAN CROSSING** and one unsignalized pedestrian crossing with a flashing beacon; spacing between the signalized crossings varies between **800 and 1,800 FEET**

TELL US WHAT YOU THINK:



East Marginal Way Segment A serves as a major non-motorized corridor, providing the connection between the West Seattle Bridge Trail and the SODO and Downtown neighborhoods.

The majority of movement along Segment A consists of northbound and southbound through-travel, with crossings occurring at S Atlantic Street at the north end, and S Hanford Street or S Horton Street at the south end. Some people riding bikes travel from the West Seattle Bridge Trail along S Spokane Street to access the E-3 busway multi-use trail which begins at S Forest Street, though the connections to the trail are not predictable or easy to use. A continuous sidewalk is provided along the west side of the road; a central section has a planted buffer between the sidewalk and curb, but the majority of the sidewalk has no buffer. A bicycle lane is provided in each direction; many sections include a painted buffer between the vehicle lane that varies in width, though some sections do not have a buffer.

Segment B has no bicycle facilities and an intermittent sidewalk on the east side that varies in width and quality. Most sections of the sidewalks that are present have uneven pavement and objects located in the paved area that significantly reduce the pedestrian travel way. There is no sidewalk on the west side of the street. People walking on the west side must either walk along railroad sidings that are adjacent to the street, or cross the street to use walkways on the east side if they are present.

KEY ELEMENTS OF THE CORRIDOR

Segment A



Serves as a **MAJOR NON-MOTORIZED CORRIDOR**, providing connections between the West Seattle Bridge Trail and the SODO and Downtown neighborhoods (via the Port Side Trail) for people walking and biking



Regularly carries **OVER 100 PEOPLE RIDING BIKES** per hour during weekday peak hours, with numbers sometimes as high as 200 to 400



Has traffic signals or flashing beacons at street intersections, but **NOT** at Port of Seattle terminal gate locations



Has a **CONTINUOUS SIDEWALK ON THE WEST SIDE OF THE STREET**; no sidewalk on the east side of the street

Segment B



Has **NO BICYCLE FACILITY**



Has an **INTERMITTENT SIDEWALK ON THE EAST SIDE OF THE STREET** that varies in width and quality; most sections have uneven pavement and objects located in the paved area that reduce the pedestrian travel way. No sidewalk on the west side of the street - constrained by railroad tracks



Spacing between protected pedestrian crossings varies between **800 to 1,800 FEET**

TELL US WHAT YOU THINK:



TRANSIT CONDITIONS

Segment A has no transit service.

Five King County Metro bus routes provide service in Segment B, with stops located near the signalized intersections at S Idaho Street, Diagonal Avenue S, the Federal Center South pedestrian crossing, S Hudson Street, S Lucile Street, and S Michigan Street.

Bus service is provided only during weekday commute periods, generally northbound (toward Downtown) in the morning and southbound (away from Downtown) in the evening with the off-peak directional buses known as "opportunity routes." Only Route 121 provides opposite-direction service during commute periods.

Demand at a majority of the stops is relatively low, with 12 or fewer total boardings and alightings at each stop. The availability of on-site parking at the facilities located along the corridor, the gaps in walkways along the corridor, the poor quality of the pedestrian facilities that do exist, and the distance between signalized pedestrian crossings likely contribute to lower transit demand.

In addition, the beginnings and endings of employee shifts at some industrial and manufacturing facilities in the area may not correspond with the morning and evening commute periods in which transit service is provided.

KEY ELEMENTS OF THE CORRIDOR

Segment A

NO transit service; not likely in the future

Segment B

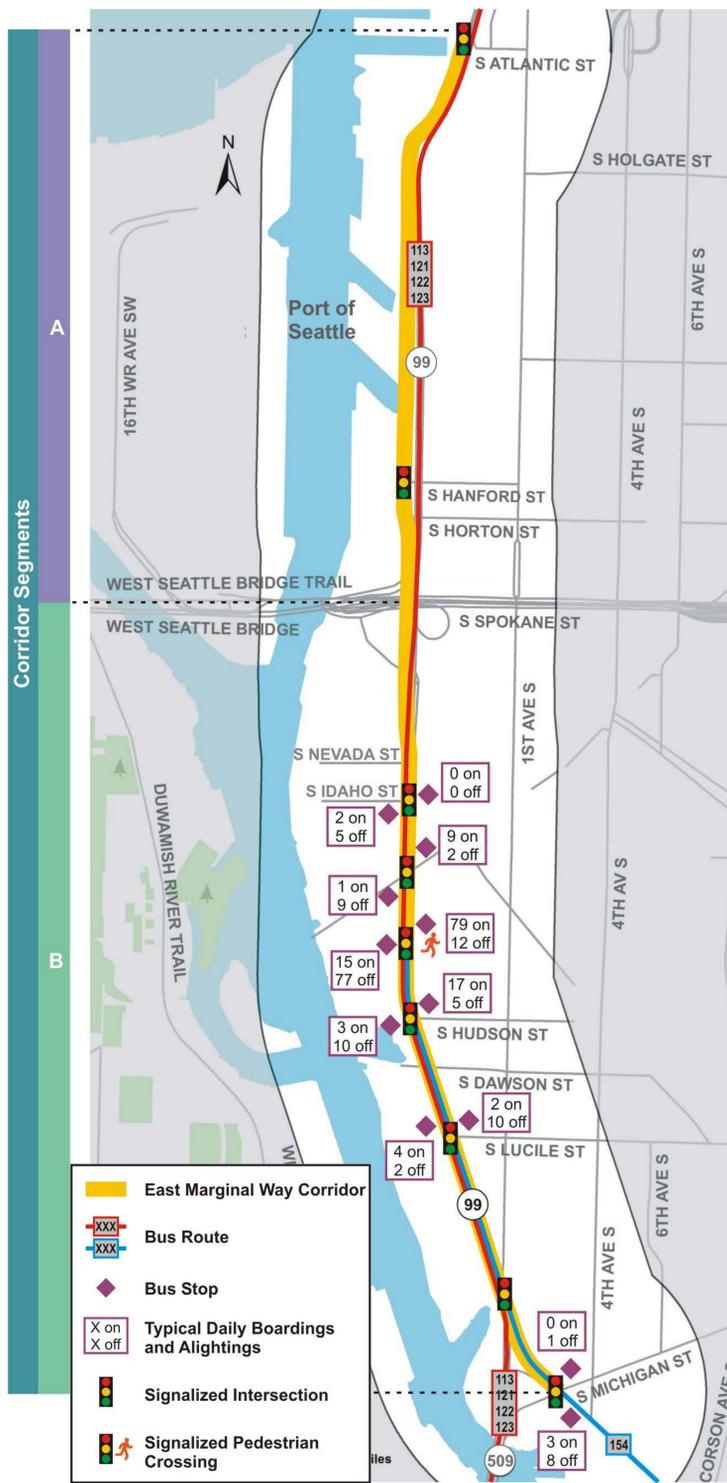
5 Served by **FIVE BUS ROUTES** during weekday commute periods; the corridor provides **12 TRANSIT STOPS** with a variety of passenger amenities

Total of **2,200 BOARDINGS** for all routes serving East Marginal Way; with the highest transit demand at the stops serving the Federal Central South building

About **13% OF TOTAL DAILY RIDERS** on the routes travel to or from destinations located along East Marginal Way; all others are passing through

Some northbound transit stops are served by **SIDEWALKS, THOUGH SOME ARE NOT**; southbound transit stops are located adjacent to railroad tracks and are **NOT SERVED BY SIDEWALKS**

TELL US WHAT YOU THINK:



FREIGHT-VEHICLE CONDITIONS

The entire East Marginal Way study corridor provides a critical link in the regional and statewide freight transportation network. The corridor is designated as a Major Truck and Oversize Load Route, and 14 to 36 percent of daily traffic volumes throughout the corridor consist of trucks. It provides major connections for trucks and other vehicles traveling between the Port, local industrial businesses, and connections to the MICs, the regional highway system, and the freight rail system.

East Marginal Way is part of the nation's Strategic Highway Corridor Network (STRAHNET), which consists of routes that link Department of Defense installations with key ports. They are used in the mobilization of defense forces.

KEY ELEMENTS OF THE CORRIDOR

Segment A

CRITICAL ACCESS for trucks traveling between the Port of Seattle terminal gates and the regional railroad and highway systems

Carries over **5,000 TRUCKS** daily (varies due to Port of Seattle maritime activity levels) with an average daily traffic volume of **14,200 VEHICLES**

Part of the **HEAVY HAUL** freight network

Segment B

Part of **STATE ROUTE 99**, designated as a **HIGHWAY OF STATEWIDE SIGNIFICANCE**, and the northern portion is part of the **HEAVY HAUL** freight network; **CRITICAL CONNECTIONS** to the regional railroad and highway system for businesses in the Duwamish MIC

Carries over **7,200 TRUCKS** daily with an average daily traffic volume of **38,200 VEHICLES**

TELL US WHAT YOU THINK:





SAFETY

Safety concerns, both real or perceived, affect how people use East Marginal Way. Depending upon people's travel mode of choice (walking, biking, using public transit, or driving a vehicle), safety conditions can influence routing, mode choice, and level of traffic-related stress. A street like East Marginal Way with missing sidewalks or sidewalks with objects located in the pedestrian zone, unconnected bicycle facilities, long distances between controlled pedestrian crossings, motorists speeds in excess of 35 mph can feel unsafe and uncomfortable for people walking, using transit, or riding bikes.

KEY ELEMENTS OF THE CORRIDOR



289 TOTAL COLLISIONS occurred along East Marginal Way between 2012-2014



35% of all collisions resulted in injury and **TWO LIVES WERE LOST** ... one person in a vehicle and one person biking

Segment A



32 TOTAL COLLISIONS; with **FIVE** collisions involving people riding bikes - **ONE RESULTING IN A FATALITY**

Segment B



257 TOTAL COLLISIONS - with an average of about **91 COLLISIONS PER YEAR** along this 1½-mile long segment; with **ONE** collision involving a person walking

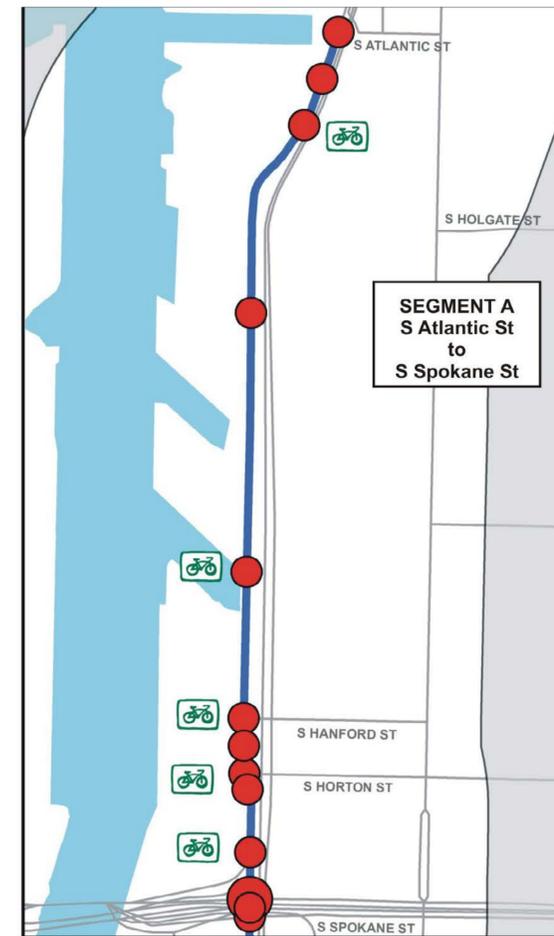


Speeds, in the PM peak hours, are **LOWER** than the speed limit of 45 mph



High proportion of collisions resulted in **PROPERTY DAMAGE ONLY**, and none resulted in fatalities; **TEN COLLISIONS** (4 percent) resulted in serious injury

TELL US WHAT YOU THINK:



DID YOU KNOW that higher speeds increase the chance of a collision? The higher the speed, the longer reaction time and braking distance. The severity of injury also rises as speed increases.

