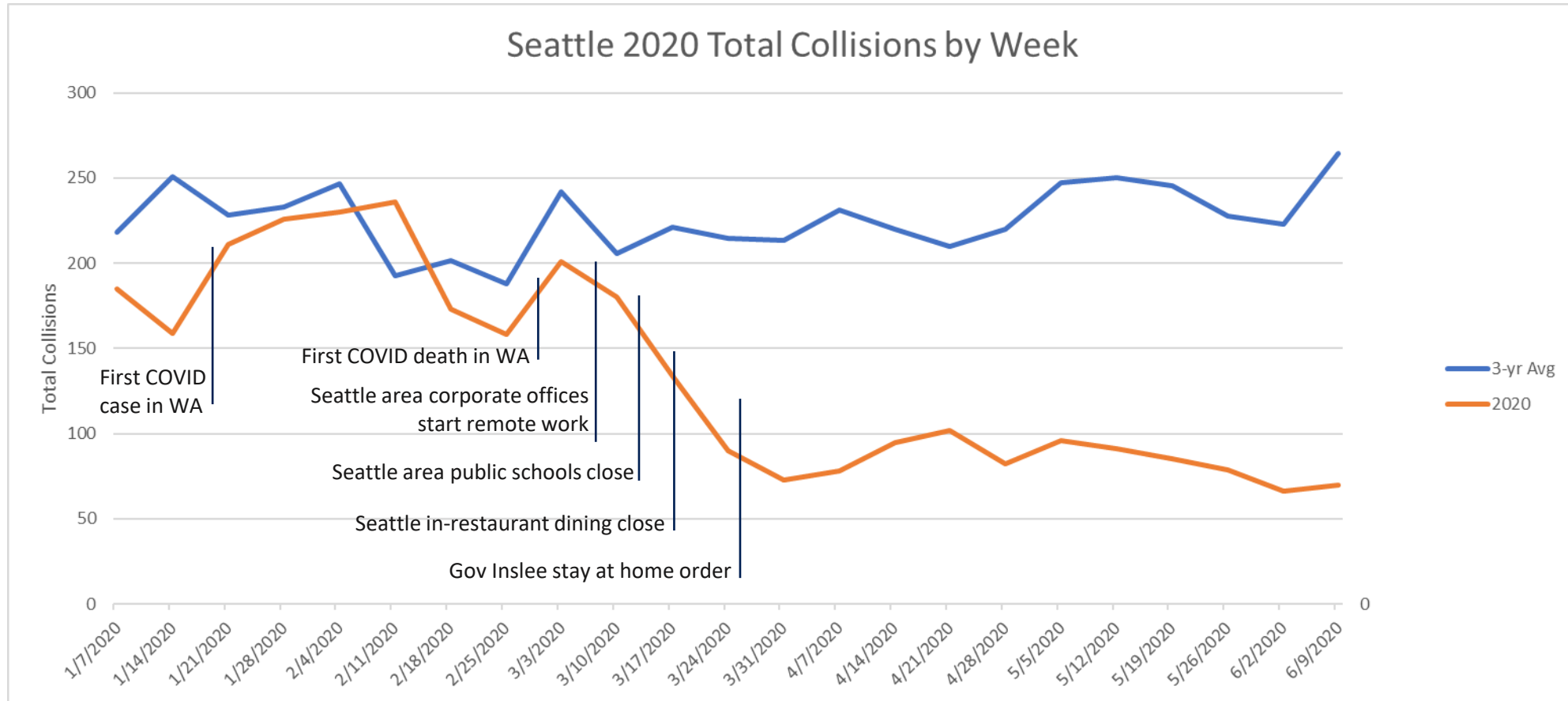


West Marginal Way Updates



6/30/2020

COVID-19 Collisions (total)

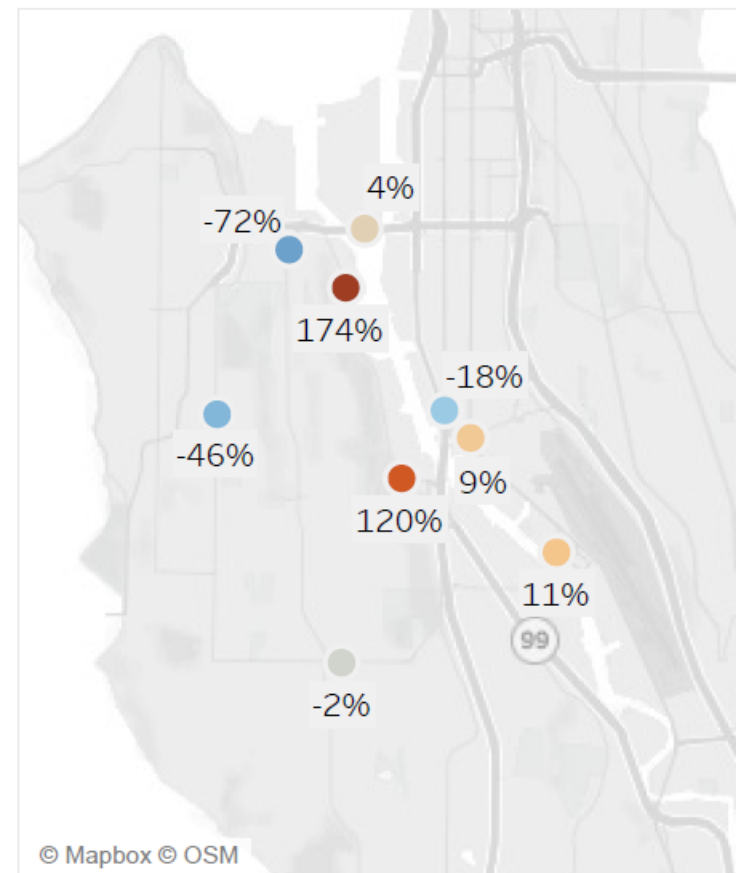


Traffic Trends

Week ending on
6/12/2020

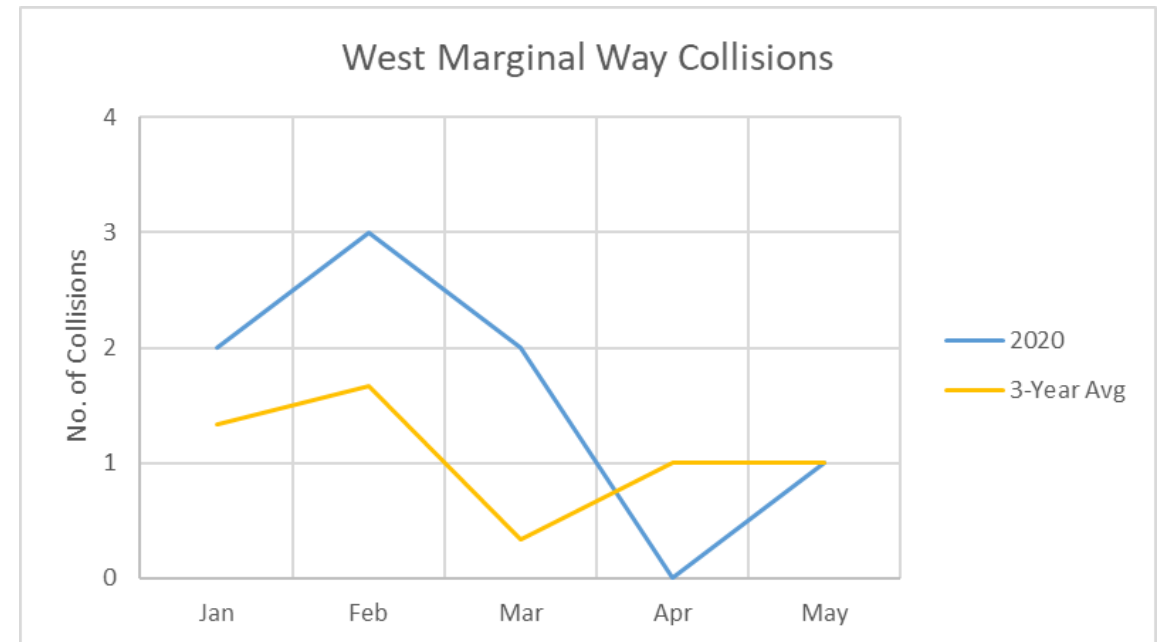
Vehicle Volumes

Location	Average Weekday Volume	Baseline Volume (Feb 2020)	Change
West Marginal Way SW at Duwamish River Trail	26,730	9,760	174%
Highland Park Way SW at West Marginal Way SW	41,060	18,680	120%
South Park Bridge	17,390	15,640	11%
S Michigan St at 4th Ave S	39,790	36,410	9%
Spokane St Bridge	8,640	8,340	4%
SW Roxbury St at 15th Ave SW	24,820	25,360	-2%
E Marginal Way at 1st Ave S	46,620	56,950	-18%
35th Ave SW at SW Raymond St	13,610	25,260	-46%
Delridge Way SW at SW Andover St	6,540	23,400	-72%
1st Ave S Br	97,620	96,370	1%
SR 99 at S Lander St	33,430	70,400	-53%



West Marginal Way - Traffic Trends

- Collision Rate (3-year Avg)
 - W Marginal: 9 collisions/mile
 - Citywide: 20 collisions/mile
- Total collisions are above average
 - 2020: 8 collisions
 - 3-Year Avg: 5 collisions
- In late April average vehicle speeds exceeded 45 mph
- Volumes are up 174% compared to 2019

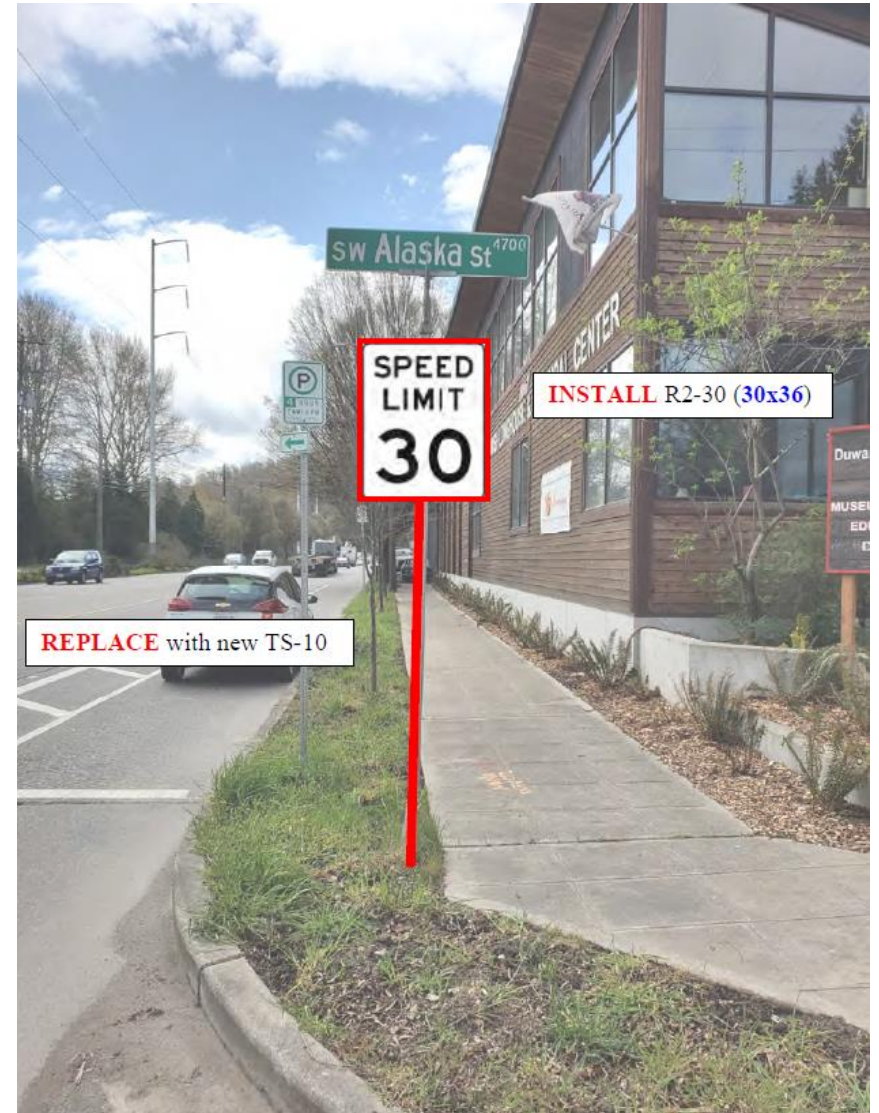


West Marginal Way – Recent Changes

- Southbound lane drop at Longhouse
 - Installed Fall 2019
- Speed limit reductions
 - Installed May 15th
- Longhouse Wayfinding Signage
 - Actively being installed

Speed limit reduction

- Installed new signs May 15th
- Speed limit reduced from 40 mph to 30 mph
- Doubled number of speed limit signs
 - Used larger than typical signs
- April average speeds were 45 mph
- New speed counts have been ordered to compare before/after



Wayfinding signage

- Installed new signs January 31st
- Additional signs are under review



Upcoming improvements

- Restripe crosswalk and stopbars at Duwamish Trail crossing
- Request has been sent to crews



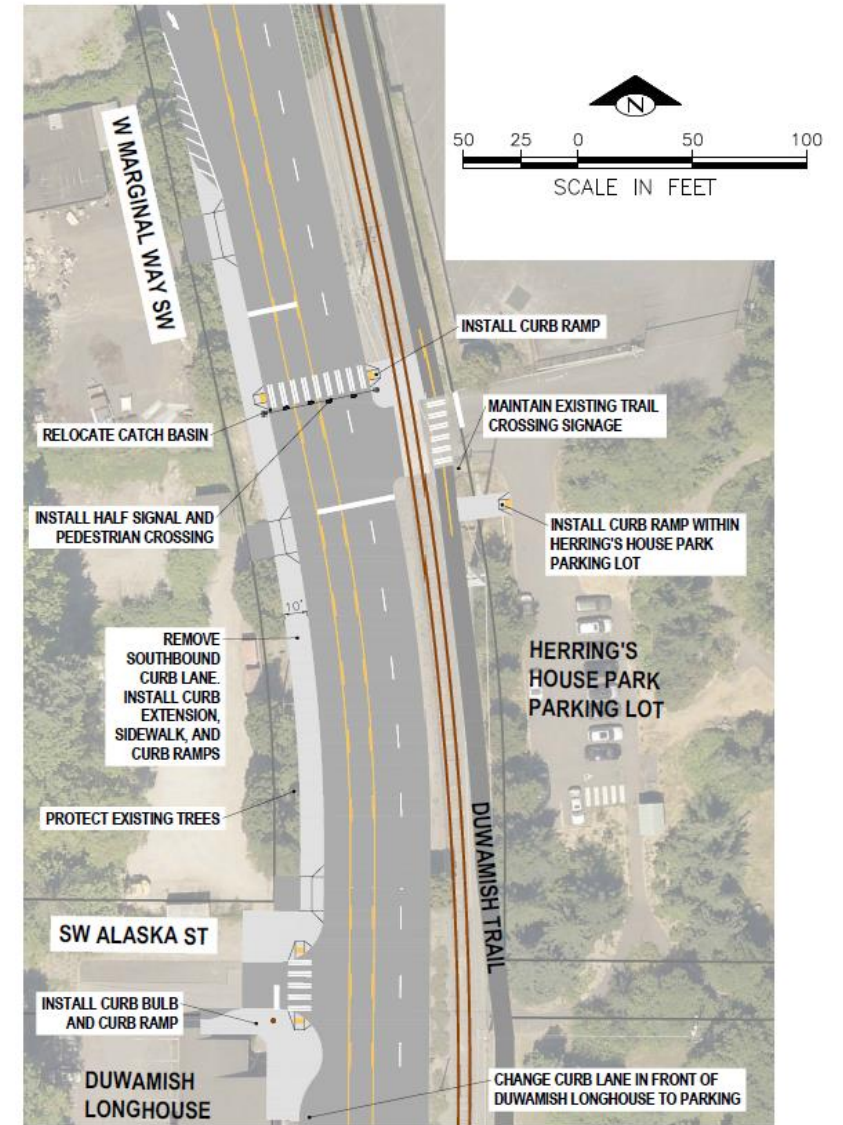
Longhouse crossing update

- \$500,000 in council funding for design
 - No reduction in funding as part of COVID budget process
- Applied for \$326,000 in construction funds via a federal rail safety grant
 - Will likely fund out in November if grant is awarded to this project
- Total project cost is estimated at \$1.3 million to \$1.8 million



Longhouse crossing update

- Project is moving into formal design phase
- No construction funds have been identified



West Marginal Way SW

- SDOT is continuing to look for additional for pedestrian, bike, and freight opportunities along West Marginal Way



West Marginal Way - Future Meetings

- Meeting format?
- Reoccurrence for future meetings
 - Quarterly, monthly, biweekly?



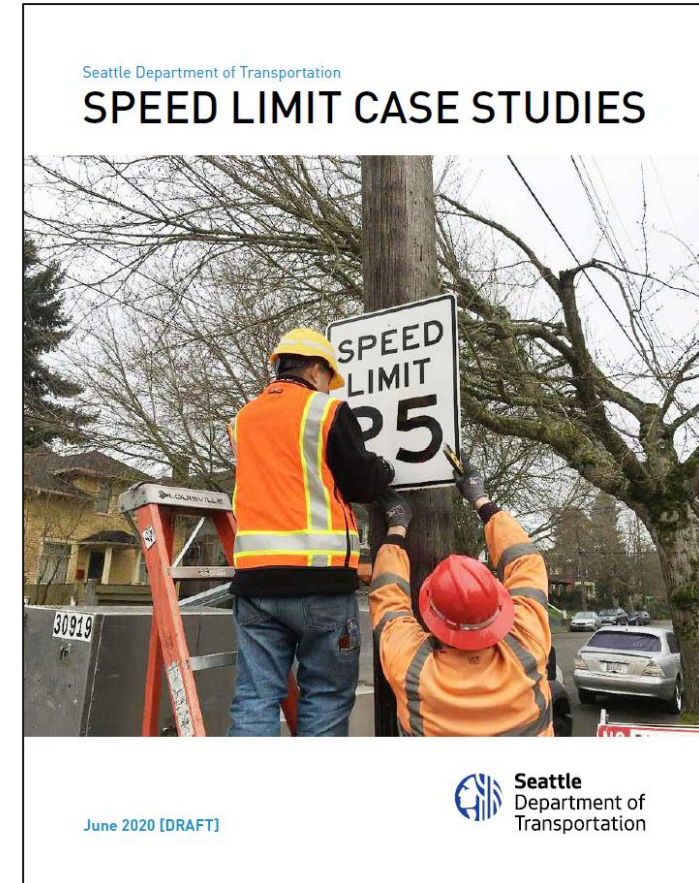
Questions?

bradley.topol@seattle.gov



Speed limits case studies

- 5 case study locations (2018 installs)
 - Changed speed limit signs from 30mph to 25mph
 - Increased sign density to ¼ mile spacing
- Parameters
 - Signage only
 - No additional engineering changes to the street geometry
 - No additional enforcement
 - No marketing campaigns
 - No retimed signal progressions



Speed limits case studies

- Smaller reductions in speeds led to larger gains in crash reduction
- High risk speeders (40+ MPH) showed the greatest reduction

Speeds	50th Percentile	85th Percentile	40+ MPH Speeders
Before	25.6 MPH	31.2 MPH	1119
After	23.1 MPH	29.0 MPH	513
% Change	-10%	-7%	-54%

Crashes	All Crashes	Injury Crashes
Before	517	193
After	403	158
% Change	-22%	-18%