

# West Marginal Way Updates



9/30/2020



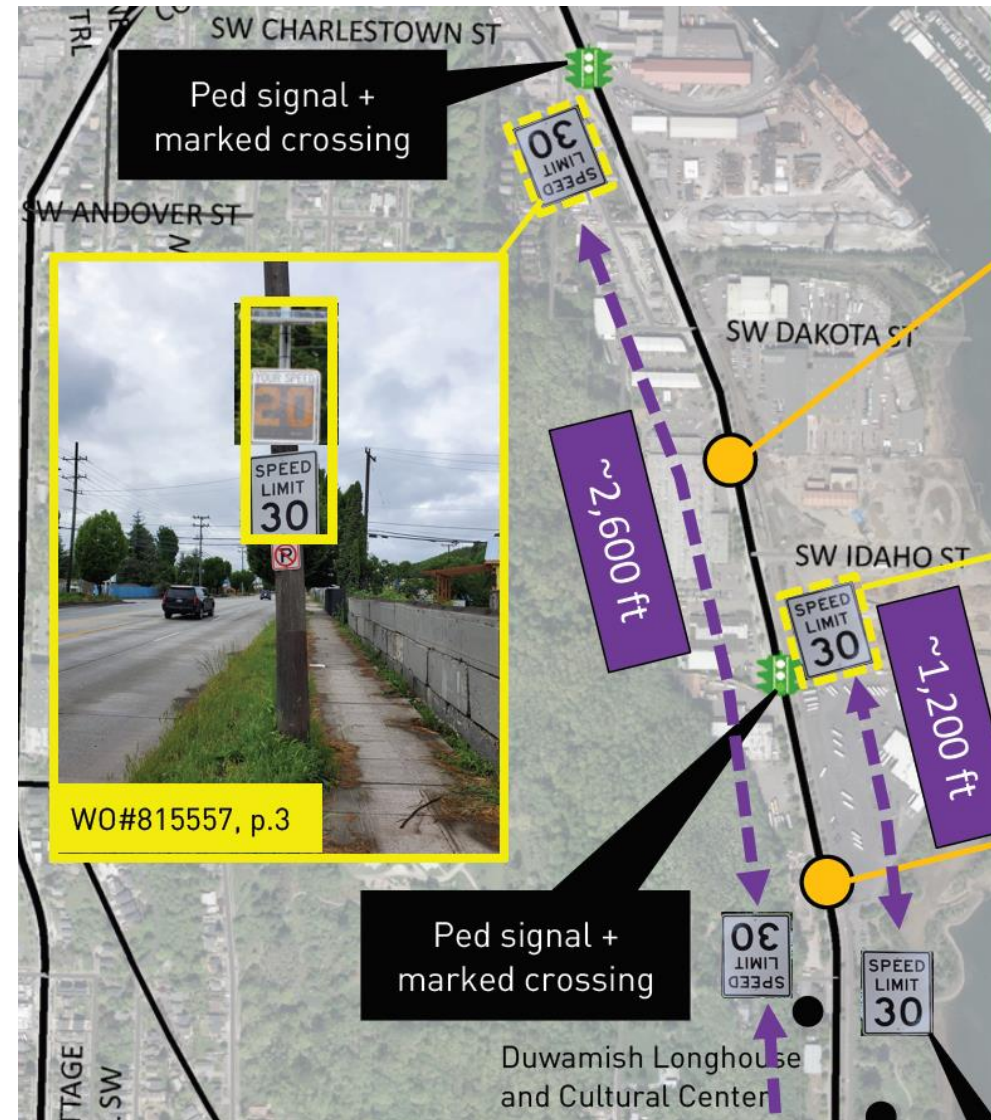
# Agenda

- Speed feedback sign schedule
- Highland Park Way and West Marginal Way intersection
- Longhouse signal
- West side sidewalk
- FAB (Freight & Access to Business) Lane
- Protected bike lane



# Speed feedback signs

- All installed last weekend
- May or may not have been turned on and checked yet (at this time of this meeting)
- We will look to collect additional speed data in a month to determine effectiveness



# Highland Park Way/West Marginal Way intersection

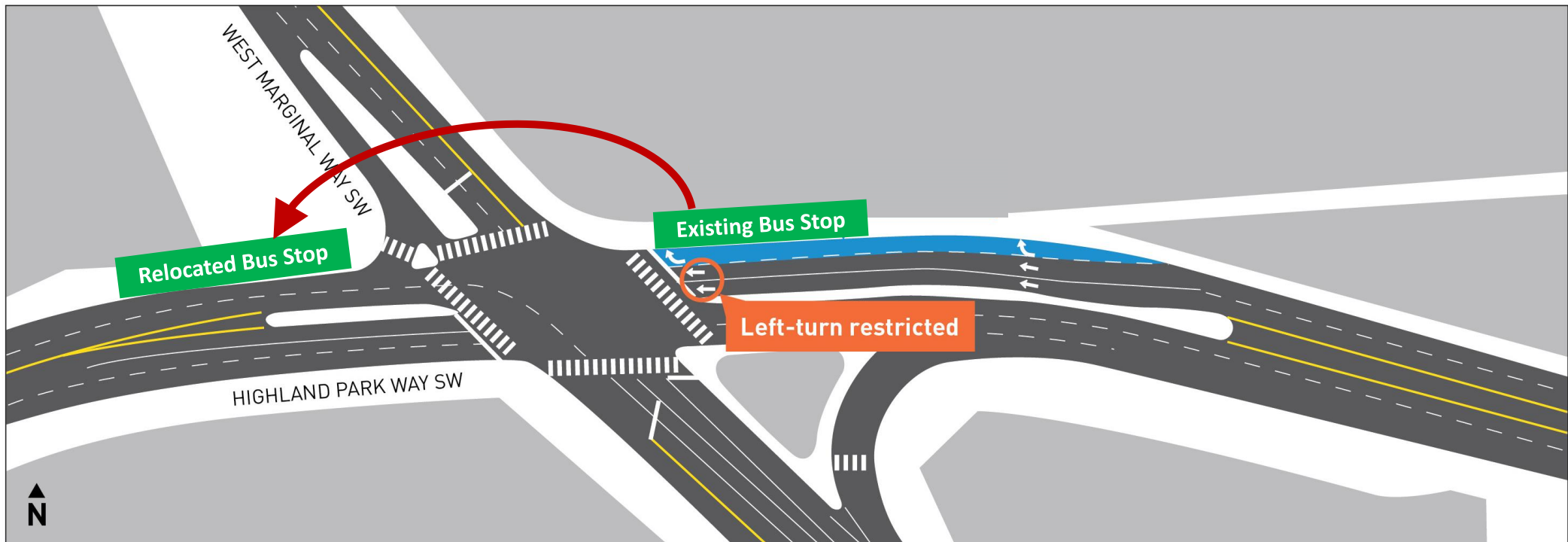
- Install new markings in 2020 (new right turn lane and left turn restriction)





# Highland Park Way/West Marginal Way intersection

- Relocation of Metro bus stop through interim and permanent improvements
- Interim asphalt bus stop in 2020, Permanent sidewalk/ADA ramps built in early 2021



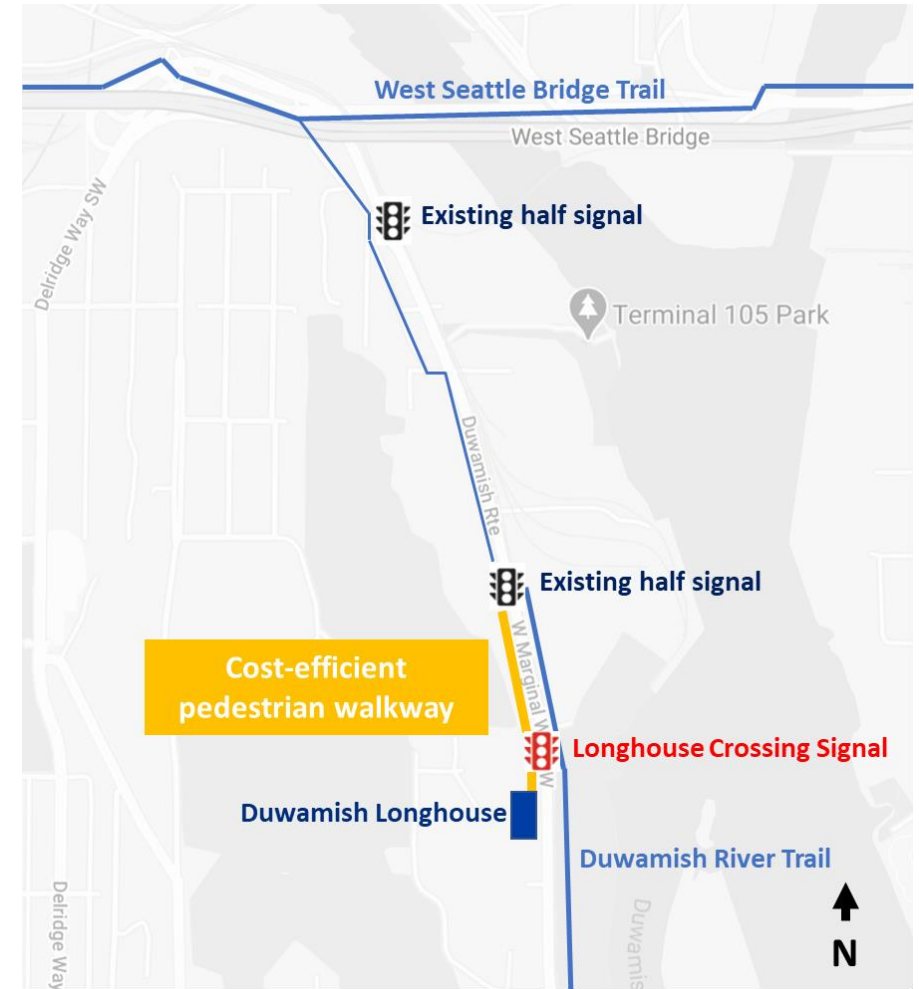
# Longhouse signal updates

- SDOT is committed to pay for the interim and permanent signal construction
  - Reconnect West Seattle interfund loan
- Interim is scheduled for construction Summer 2021
  - Challenges: BNSF permitting, utility coordination
- Still ironing out final estimates for interim and permanent installation



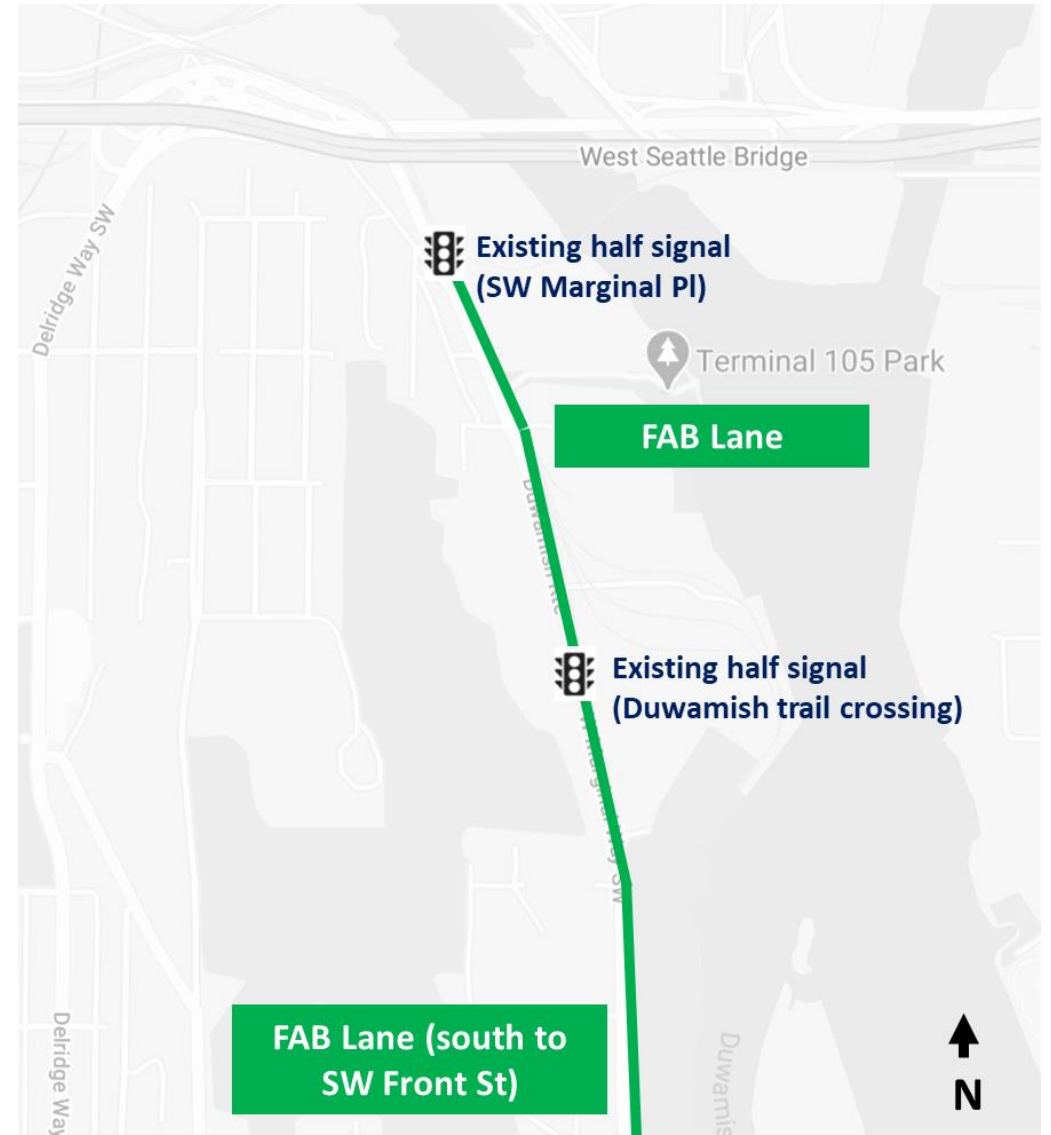
# Pedestrian Access and Walkway

- Cost-efficient pedestrian walkway on the west side of the street
- Likely to be funded by Reconnect West Seattle interfund loan
- SDOT Urban Forestry is reviewing current dirt path for pedestrian tree limb trimming (vertical clearance)
- Goal would be to install in Spring 2021



# Freight mobility improvements

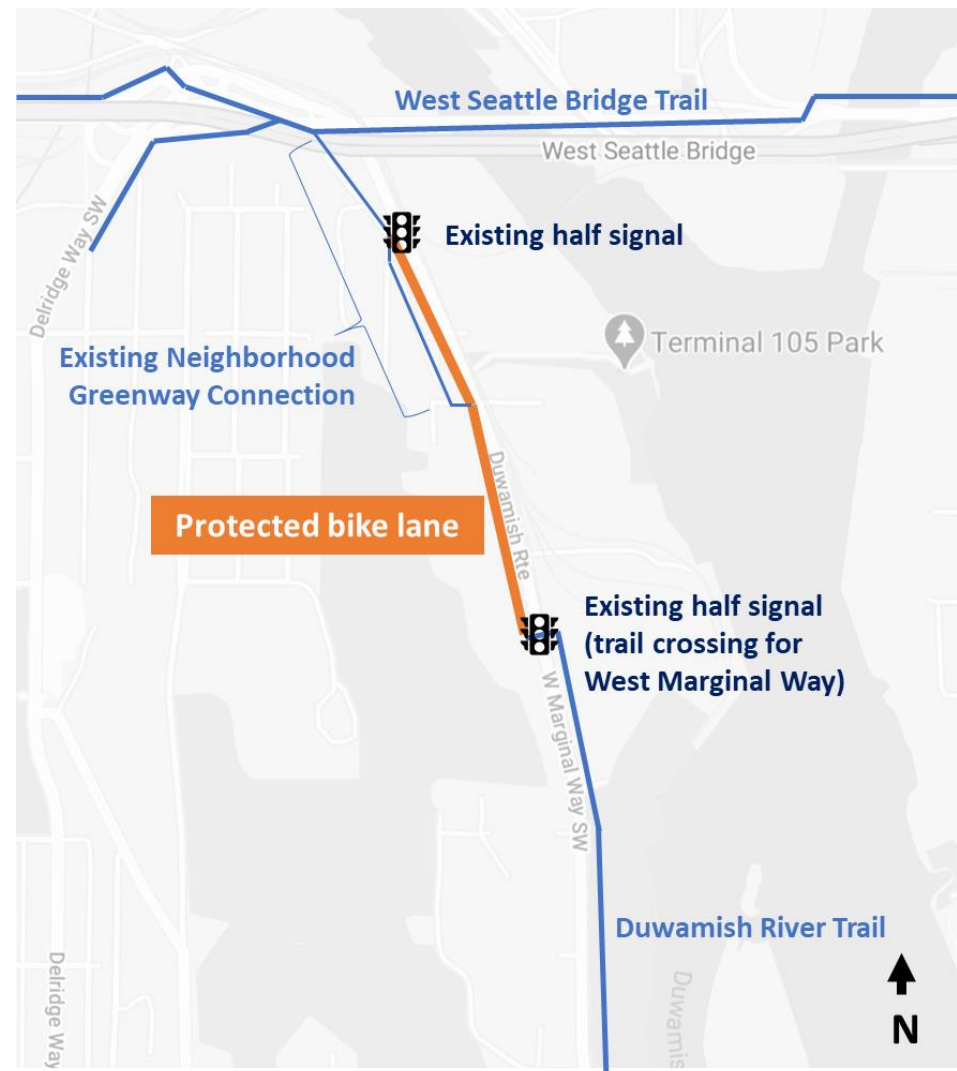
- SDOT has considered a Freight and Access to Business (FAB) lane in the northbound east lane
- After discussion with the Port and West Marginal businesses SDOT will likely look to other freight treatments



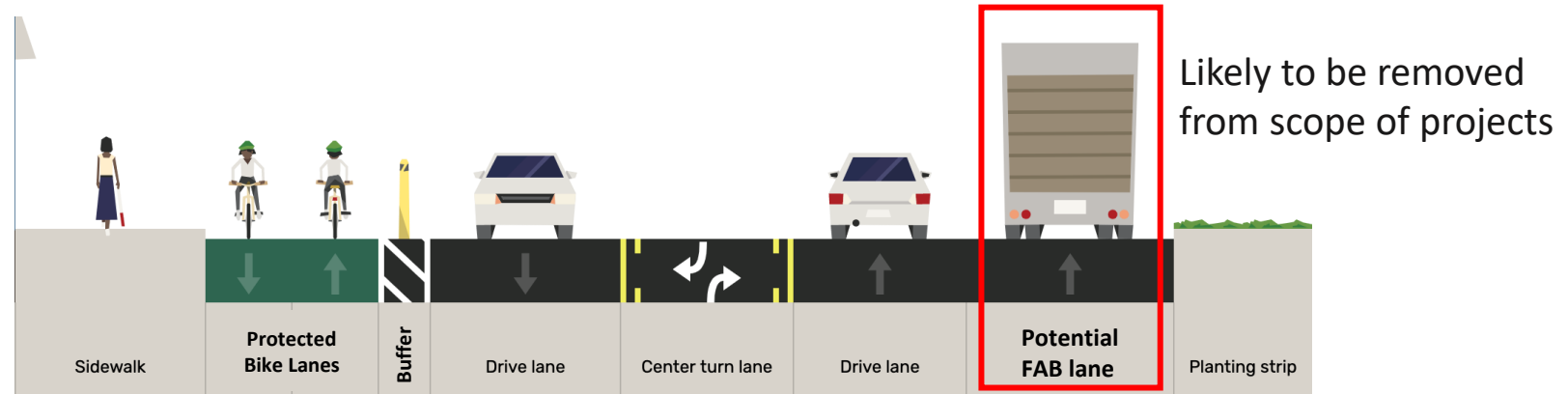
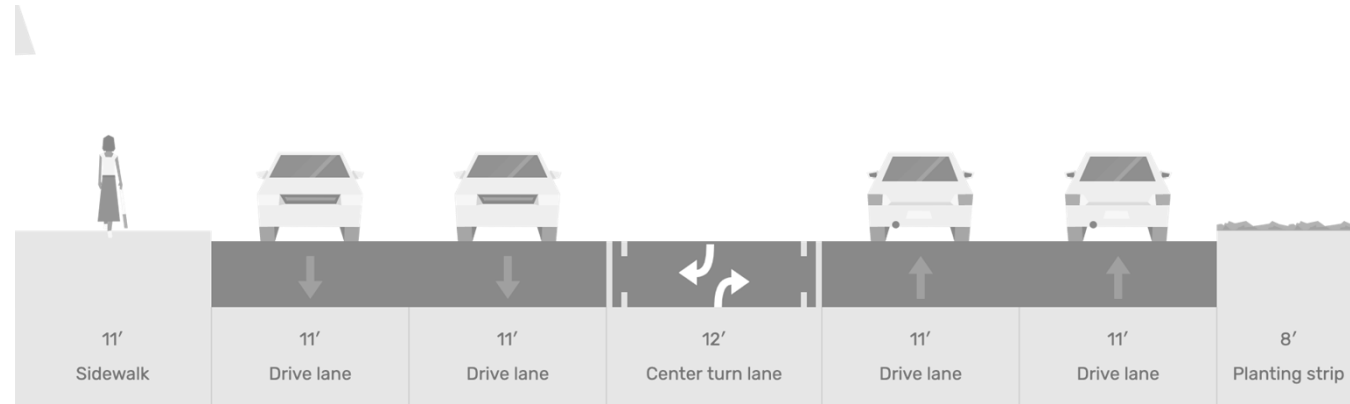


# Protected bike lane (PBL)

- SDOT is considering a protected bike lane on West Marginal
- Convert southbound west travel lane into a 2-way protected bike lane
- Complete the missing link in Duwamish River Trail
- Minimal impacts to existing traffic flows
  - 80% of southbound traffic already use east (inner) lane



# Protected bike lane cross section



# Potential construction schedule





# Questions?

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