

# West Marginal Way Updates



10/28/2020



# Agenda

- Costs
- 1% for Art opportunities
- New radar feedback signs
- We are here to listen
  - Discussion about southbound outside travel lane
    - First proposal – Duwamish Trail connection
    - Follow-up ideas / discussion and Duwamish Longhouse opinions



# Longhouse crossing costs

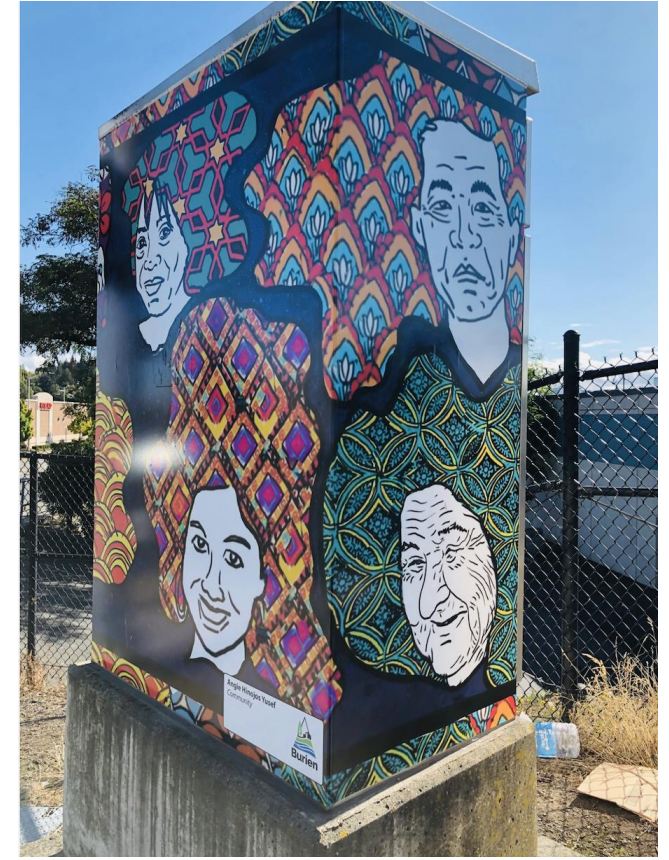
- \$500K allocated from Council for 100% design of the Duwamish Longhouse permanent signal and sidewalk in 2020
- Reconnect West Seattle will fund \$2.5M for the three crossing improvements with the Interfund Loan
  - Interim signal
  - Permanent signal
  - Asphalt sidewalk
- More detailed cost estimates in progress





# 1% for Art

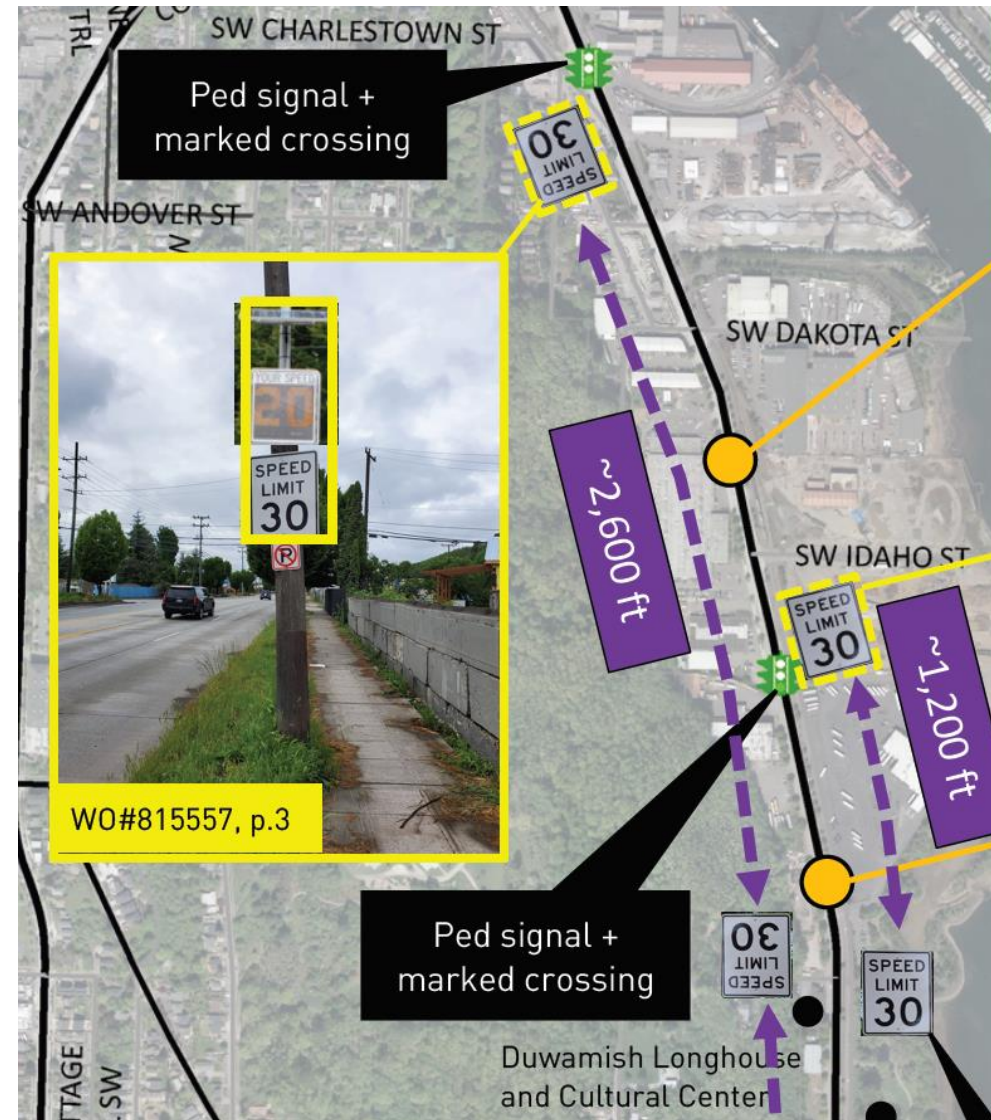
- Jason Huff - Public art project manager lead



# Speed feedback signs

- All installed and active
- New speed data collection started yesterday (7-day counts)

RSS Display Showing	Speed Range with 30MPH Speed Limit
Normal MPH #'s	0 to 30 MPH
MPH #'s flashing	31 to 35 MPH
MPH #'s flashing w/ strobes	36 to 40 MPH
MPH #'s flashing w/ strobes + SLOW DOWN in RED	41 to 50 MPH
TOO FAST w/ strobes in RED	51+ MPH





# Southbound travel lanes: Existing conditions

- Lane drop improves sight lines for vehicles turning from Alaska St
- Reduces conflict points for pedestrians crossing at Alaska St
- Vehicle speeds are consistent from the 2-lane section through the lane drop
  - Indicates single lane has very low impact on vehicular delay



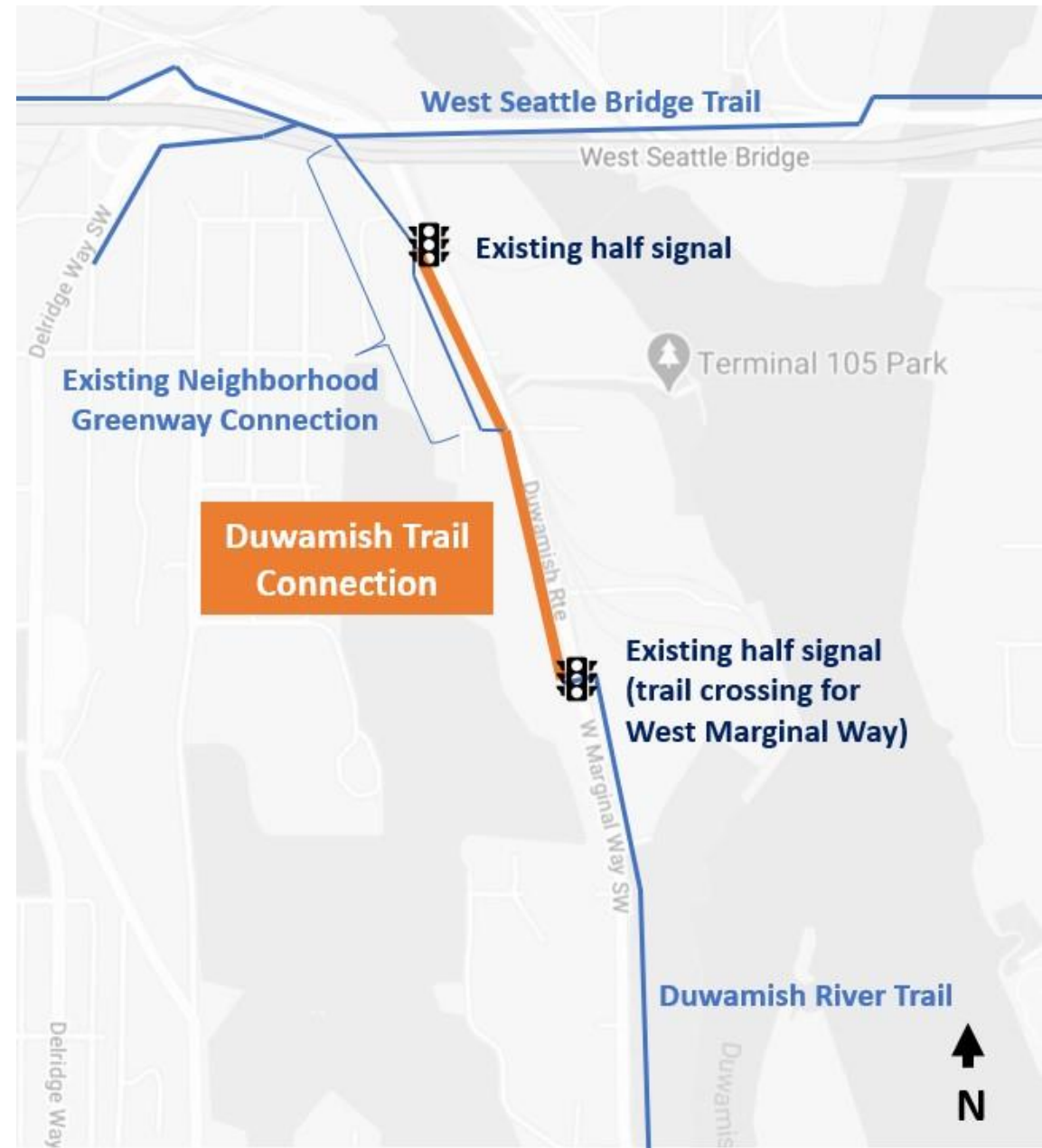
# Southbound travel lanes: Existing conditions





# Southbound travel lanes: First proposal – Duwamish Trail Connection

- Proposal would help fill a gap in the bicycle network between the Duwamish River Trail and the West Seattle Bridge Trail.
- Treatment
  - Convert west SB travel lane from SW Marginal Pl to Duwamish River Trail signal into a 2-way protected bike lane
  - Possibly extend treatment to the Longhouse
- Discussion about design





# Southbound travel lanes: Follow-up ideas - Outside lane

- If two-way PBL is installed, what should the outside southbound lane (yellow dash line) from the existing signal (Duwamish Trail Crossing) to the new Duwamish Longhouse signal and the existing lane drop?
- If two-way PBL is not installed?
- Ideas and discussion



# Potential construction schedule





# Next steps

- Detailed cost estimates for interim, permanent signal, and sidewalk
- Data collection / analysis about speed feedback signs
- Additional engagement – targeted and broader
- Design of potential alternatives

# Questions?

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