

PSRC Freight Advisory Committee  
April 2025  
Freight Safety Discussion

FAST Corridor (from 1990s to 2010s)

E Marginal Way vs W Marginal Way

Public education: Videos/safety folio

Design Treatments (Ryan) – driveways; grade separation

# FAST Corridor

**FAST focuses on Puget Sound freight corridors linking:**

- Three deep-water ports
- Interstate to Canada – our largest trading partner
- A major rail corridor for freight and passengers
- Sea-Tac Airport
- Intermodal terminals and connectors



To Oregon/California/Mexico

**Freight Action Strategy for the Everett-Seattle-Tacoma Corridor**

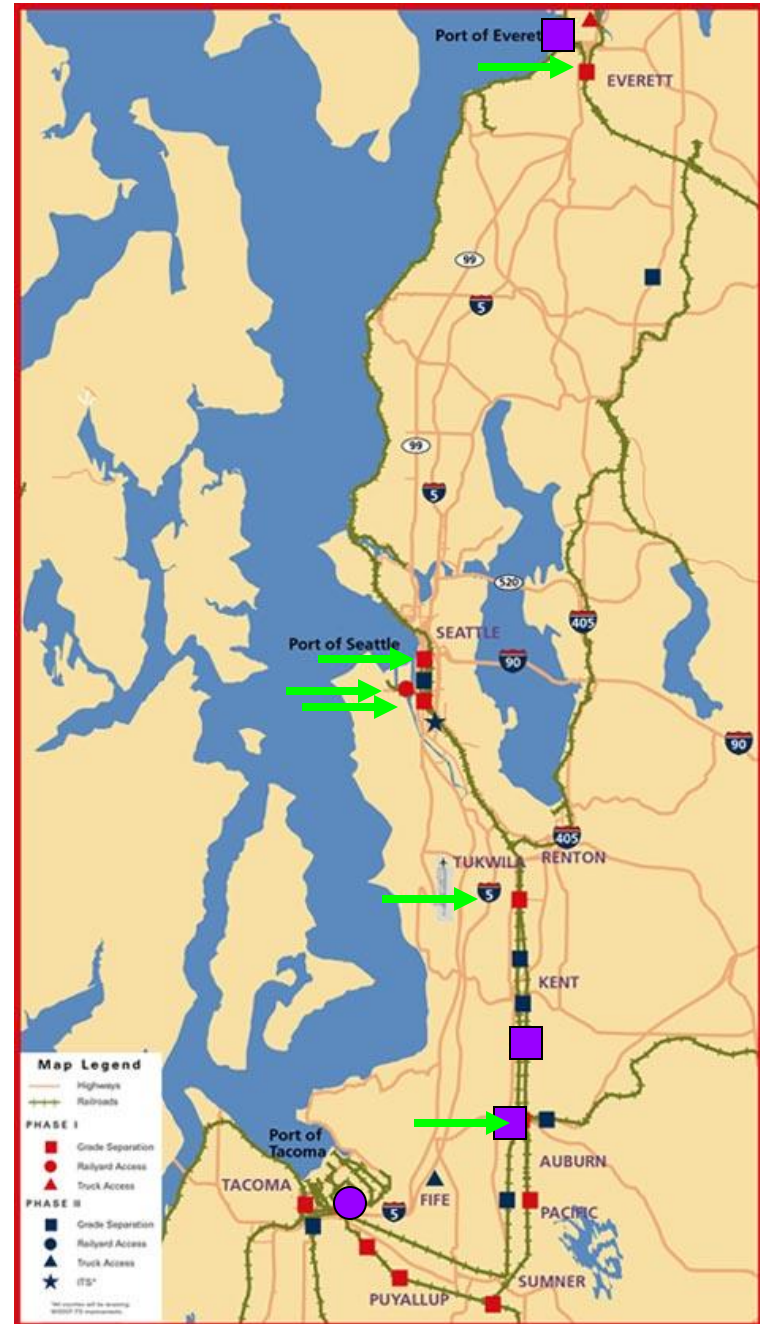


## FAST partners deliver

Of 15 projects in Phase I, ten are complete or nearly complete:

- Complete
- Under construction →

The rest are scheduled for implementation in 2003-06, depending on funding.

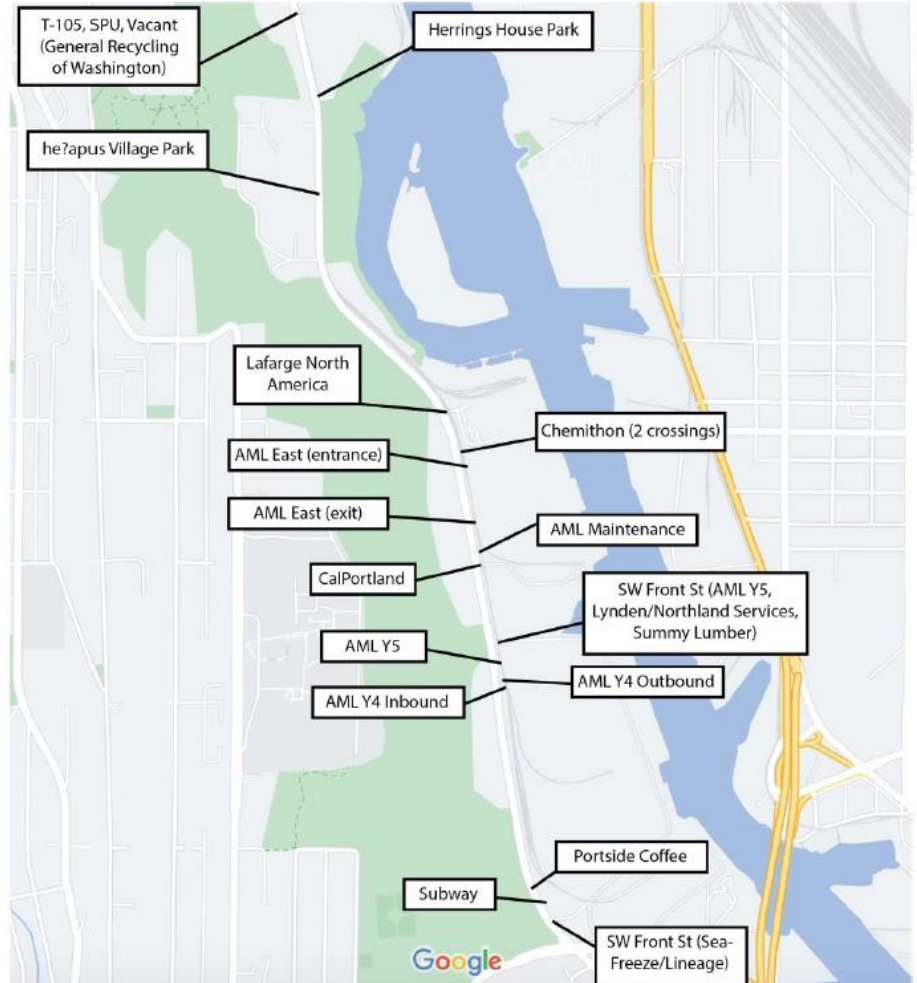
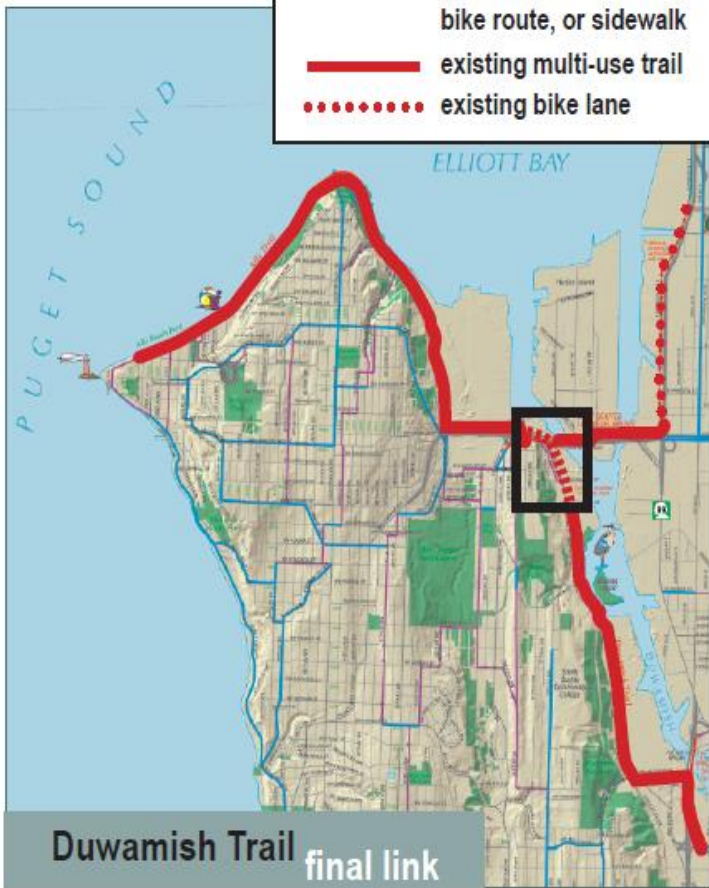


# Duwamish MIC Bike Trails West and East

2006

**Key**

- - - - - planned multi-use trail, bike route, or sidewalk
- existing multi-use trail
- existing bike lane



# Duwamish Trail alternatives summary



A - West side shared sidewalk	B - West side Protected Bike Lane (PBL) [preferred]	C - East side Protected Bike Lane (PBL)	D - East side Off-street trail	E - West side Off-street trail
<ul style="list-style-type: none"> <li>• Would require removal of all trees, utility rel.</li> <li>• Narrow buffer, driveway conflicts</li> </ul>	<ul style="list-style-type: none"> <li>• Can fit with desired widths</li> <li>• Improved driveway sightlines</li> </ul>	<ul style="list-style-type: none"> <li>• North end point has no space to cross</li> <li>• Current curb lane queuing during peak periods</li> </ul>	<ul style="list-style-type: none"> <li>• Requires railroad acquisition</li> <li>• Prohibitively expensive</li> </ul>	<ul style="list-style-type: none"> <li>• Substantial geotechnical work</li> <li>• Property acquisition</li> <li>• Prohibitively expensive</li> </ul>

# E Marginal Way design context

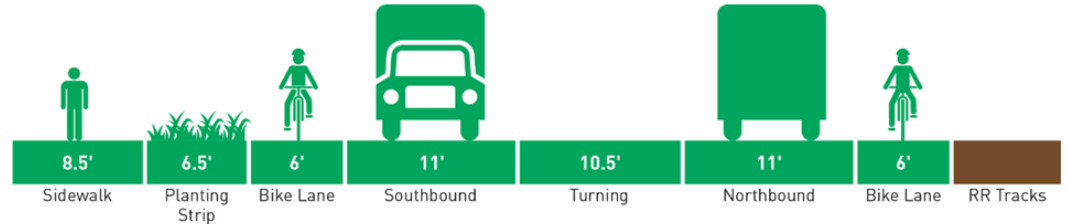


# E Marginal Way Corridor Improvement Project

[East Marginal Way Corridor Improvement Project - Transportation | seattle.gov](http://seattle.gov)

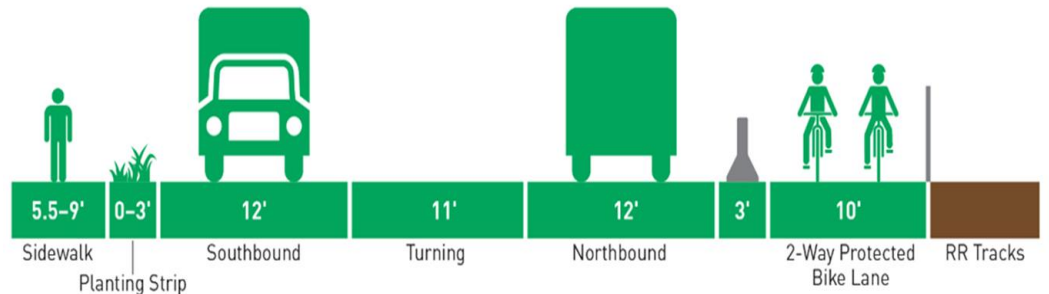
## Current:

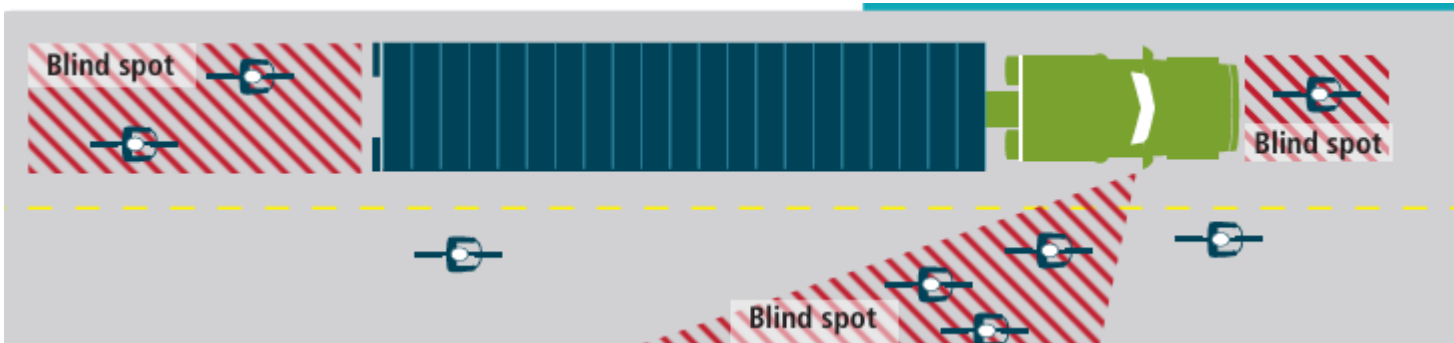
- No separation between roadway, bikes & rail tracks
- Roadway in poor condition
- Safety concerns along the road and at intersections



## Future:

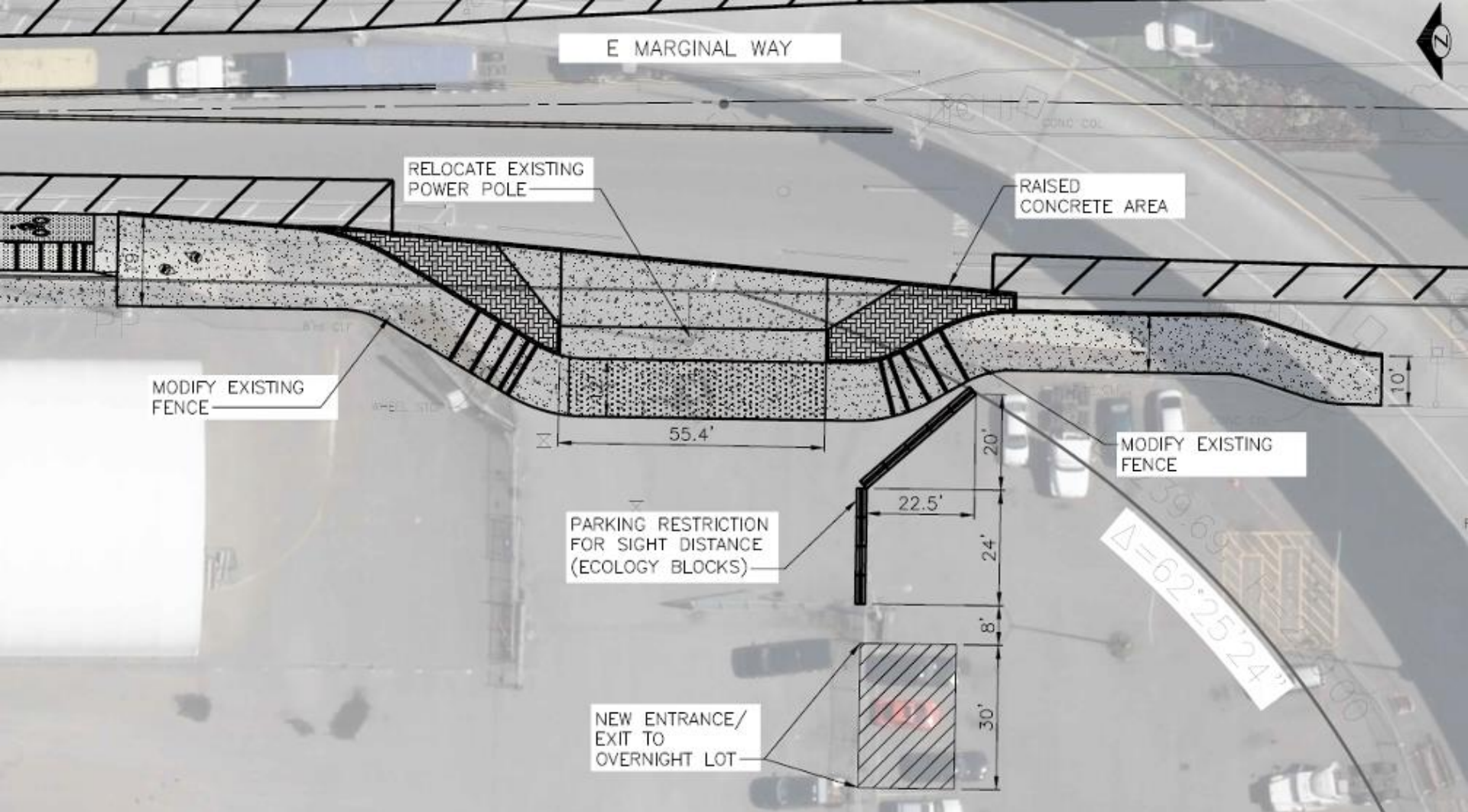
- Heavy Haul pavement standards
- Rebuilt intersection, traffic signal, and potential railroad crossing relocation
- Terminal 25 driveway redesign
- S Spokane St truck apron at NE corner
- Adds fully separated bicycle facilities
  - Keeps bicyclists away from driveways
  - Minimizes conflict points





Perpendicular crossings of truck lanes can help the truck driver and the bicyclist see each other.





New driveway at the Port of Seattle terminal creates more opportunity for truck drivers and bicyclist to make eye contact.

# SHARING THE ROAD

Safety tips for cyclists  
and truck drivers



## Educating Users

- Safety tips for cyclists and truck drivers  
[NWSA Bike Truck Safety Brochure](#)

- Videos

- Truck/Bike Safety Road-éo (2023)  
[Truck & Bike Safety Fair \(vimeo.com\)](#)

- Truck Driver visibility (2025)  
[https://www.youtube.com/watch?v=\\_d1Y\\_\\_h5BSQ](https://www.youtube.com/watch?v=_d1Y__h5BSQ)