A rainstorm triggered more shallow landslides. The occurrence of landslides during or immediately after precipitation events makes runoff concentration a significant cause of landslides on the bluffs. The Woodway landslide was unusual, in that the entire thickness of the Lawton and silty sand and gravel derived from the Vashon Drift or equivalent were present in the source areas of landslides. Potential source areas have similar geologic, hydrologic, and geotechnical characteristics, and are influenced by similar rainfall patterns. The mapping of an area in and around the City of Seattle, Washington, from Sound Transit (The Central Puget Sound Regional Transit Authority) has proposed to protect the toe of the slope. The sea wall and stone revetments that protect the railroad are inadequate to protect large offshore threats. Erosion at the base of the bluffs by wave action probably contributed to their instability. Shallow slides along head scarp. Bench area wet, water at ground surface at toe. Two debris flows that started as shallow slides. Large blocks of advance outwash sand, till, and trees slumping to the railroad over both flanks. Shallow slides along head scarp. Bench area wet, water at ground surface at toe. Shallow slide that started at top of slope. Material flowed over ground surface at toe. Large rotational slide, known as the Woodway landslide.

The occurrence of landslides during or immediately after precipitation events makes runoff concentration a significant cause of landslides on the bluffs. Shallow slides also occurred in sandy colluvium that mantled steep slopes of Lawton. Shallow slides and debris flows on the steep slopes below. The Woodway landslide was unusual, in that the entire thickness of the Lawton and silty sand and gravel derived from the Vashon Drift or equivalent were present in the source areas of landslides. Potential source areas have similar geologic, hydrologic, and geotechnical characteristics, and are influenced by similar rainfall patterns. The mapping of an area in and around the City of Seattle, Washington, from Sound Transit (The Central Puget Sound Regional Transit Authority) has proposed to protect the toe of the slope. The sea wall and stone revetments that protect the railroad are inadequate to protect large offshore threats. Erosion at the base of the bluffs by wave action probably contributed to their instability. Shallow slides along head scarp. Bench area wet, water at ground surface at toe. Two debris flows that started as shallow slides. Large blocks of advance outwash sand, till, and trees slumping to the railroad over both flanks. Shallow slides along head scarp. Bench area wet, water at ground surface at toe. Shallow slide that started at top of slope. Material flowed over ground surface at toe. Large rotational slide, known as the Woodway landslide.

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