

East Marginal Way Freight Survey Summary

Last updated: October 13, 2020

Overview

SDOT launched an online survey to gather input from commercial truck drivers who use the project corridor. Commercial truck drivers are a key user group of East Marginal Way, and the freight community's feedback on features of this freight mobility project is essential for finalizing project design. SDOT wanted to ensure the design team heard from commercial truck and freight drivers on how the project would specifically impact them.

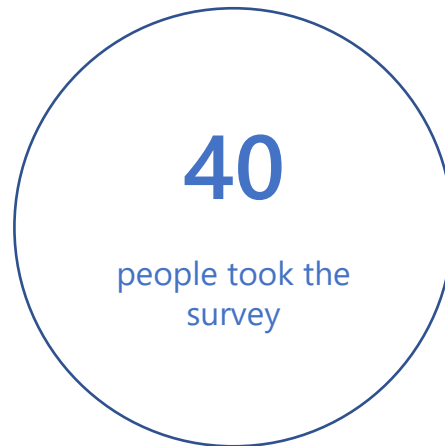
Survey questions focused on the feasibility of proposed changes and plans for construction detours along the corridor. The survey was available for two weeks from August 31 through September 14, 2020. This document provides a summary of survey responses. Survey data can be found in the Appendix.

The SDOT project team is reviewing all survey responses and working with partner agencies to incorporate feedback into the final design where possible. As a result of this survey, we're also looking at revised detour routes and additional space for a pull-out zone south of S Hanford St.

The survey was live from...



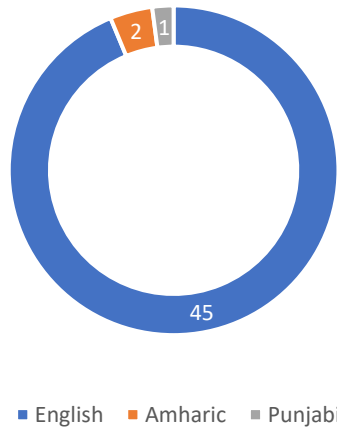
and...



Translation

The Port of Seattle shared that 53% of drivers speak a language other than English as their first language (based on a 2017 survey) and provided a list of languages spoken by drivers. SDOT translated the survey into seven languages to ensure the survey would be available to individuals in the language they felt most comfortable using. The survey was available in Amharic, English, Punjabi, Russian, Somali, Spanish, Tigrinya, and Ukrainian. Respondents took the survey in Amharic, English, and Punjabi.

Surveys Taken In-Language



Graph 1: Please note that eight people closed the survey after selecting a language.

Advertisement

The project team advertised the survey link through the following methods:

- Project webpage update on August 31
- Targeted emails sent on August 31 to key stakeholders, including Ash Grove Cement, Stoneway Concrete, Teamsters Local Union 174, Seattle Freight Advisory Board, Washington Trucking Associations, African Chamber of Commerce of the Pacific Northwest, Northwest Seaport Alliance, and Port of Seattle
- Targeted SMS text message sent on September 1 to truck drivers through The Northwest Seaport Alliance
- Project team distributed flyers, which included information about the survey and a QR code to access the survey, along East Marginal Way S on September 1
- Information was included in an SDOT blog post on September 9 about the East Marginal Way improvements as part of the West Seattle Bridge project
- Information about the survey was included in SDOT's Maritime Town Hall meeting on September 9
- Reminder email sent on September 10 to key stakeholders listed above

Summary of feedback

40 people took the survey, providing **121** comments. Survey respondents had the option to provide additional comments on each survey question. On the next page is a summary of the findings. All survey questions are listed in the Appendix.

East Marginal Way Corridor Improvement Project

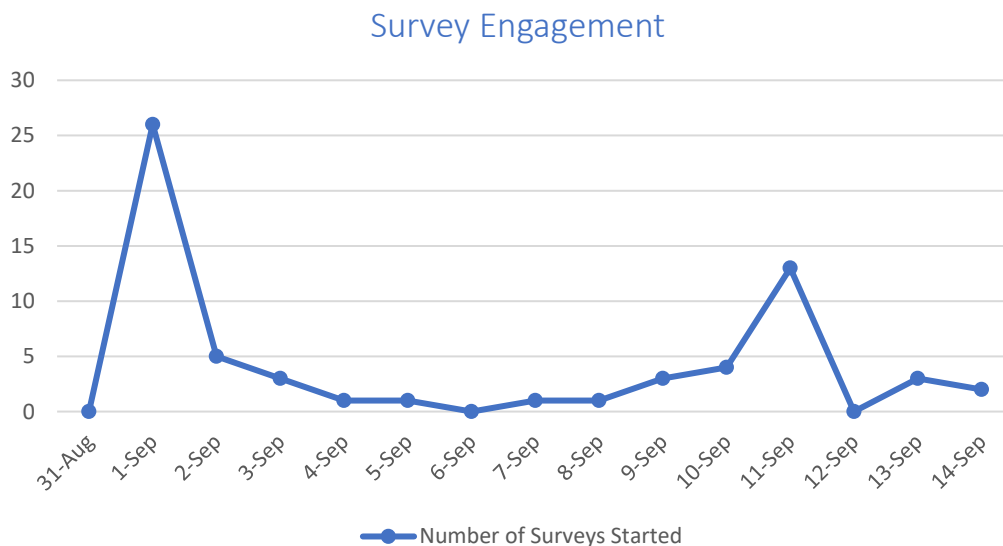
Feedback trends and themes

In general, respondents were supportive of the improvements on East Marginal Way S. Current interactions between freight and bike traffic feel unsafe and unpredictable to many truck drivers. Many survey respondents expressed uncertainty that people on bikes will use the safety improvements once they are in place.

Truck drivers are concerned about having enough room to safely move through the corridor. Planned 12-foot lane widths are satisfactory, but there is concern about having space on the shoulder of the roadway in the case of breakdowns or other emergencies.

A trend to note was the decrease in engagement throughout the length of the survey. After each question, one or two participants closed the survey and chose not to proceed. There were 48 participants that selected a language to begin the survey; 40 participants continued to the first question of the survey; and 24 participants finished the final question of the survey. This could be due to the time commitment of the survey, the text length of the questions, and/or the prompt for open ended comments being overwhelming or too demanding for survey participants.

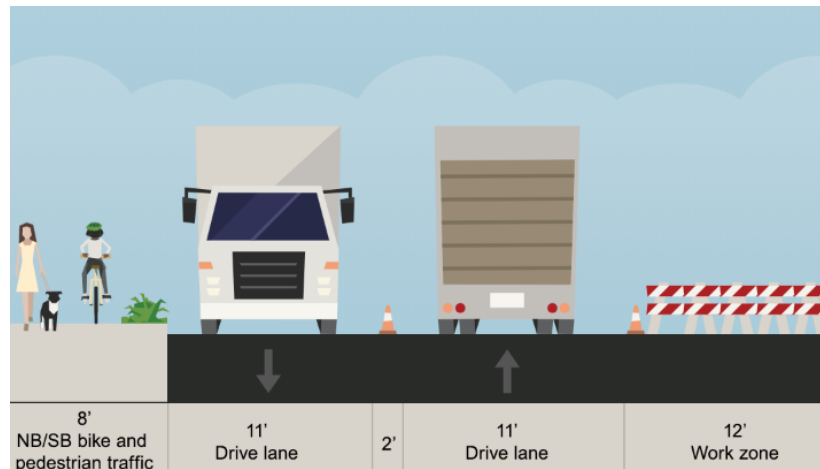
Of the 48 participants, 46 participants accessed the survey through a survey link and two participants accessed the survey with a QR code. The graph below shows the number of surveys started each day the survey was open.



Temporary changes during construction

SDOT asked for feedback on two construction scenarios. The first showed a graphic (below) of the proposed lane configuration during construction on East Marginal Way S north of S Hanford St. Lane width would be maintained at 11-feet and people on bicycles would use the existing sidewalk or remain in the vehicle lane.

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While 26 respondents (**65%**) said this configuration would work for them and their truck, seven out of the eleven comments provided were concerns about bicycles remaining in the vehicle lane. One comment said that a 12-foot lane width would be much safer for trucks during construction.

The second scenario was a detour from East Marginal Way S to the BNSF Seattle International Gateway (SIG) Yard; 22 respondents (**59%**) said the proposed detour route would work for them. No alternate detour routes were suggested.

One commenter shared that train traffic could potentially block freight traffic and delay deliveries. We're looking at alternative detour routes that would mitigate traffic and back-ups. As we get closer to construction, we will coordinate with the SIG Yard, Port of Seattle, and Terminal operations to make sure construction schedules minimize interference with freight schedules.

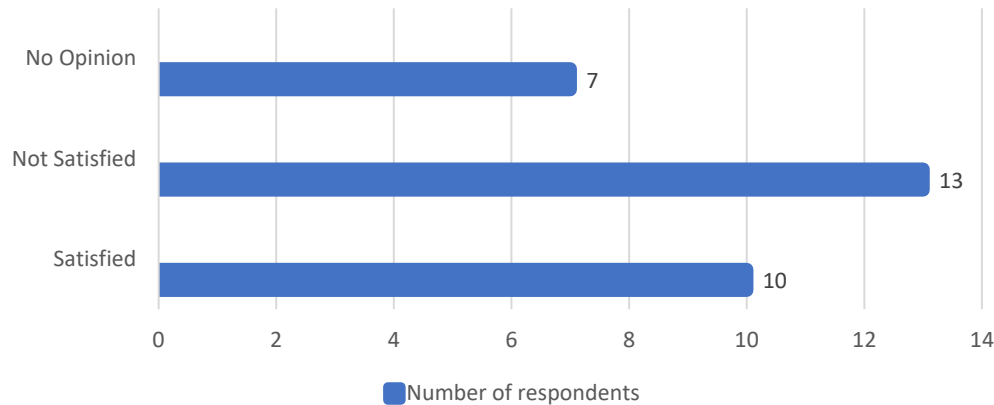
Proposed permanent changes

SDOT asked survey participants about the proposed permanent changes along the corridor, including lane width, the protected bicycle lane, parking changes, and updated roadway and intersections.

Thirty respondents (**86%**) said the proposed 12-foot northbound and southbound lane width with 11-foot turn lane width on East Marginal Way S would work for them, while 22 respondents (**67%**) said that adding a physical barrier between freight and bike traffic would improve their interactions with people on bikes. Several comments reinforced that support for a protected bike lane. Most respondents (**67%**) also said the new intersection at S Hanford St, which will provide protected movements for bicycle, pedestrian, and vehicle traffic, would work for them. While survey respondents support additional protections for people on bikes, such as the protected bike lane and the new signal at S Horton St, many respondents reported uncertainty and concern that people on bikes would use and respect these improvements.

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How satisfied are you with the current road conditions on East Marginal Way S between S Horton St and S Spokane St?



Many respondents (**44%**) are not satisfied with the current road conditions, such as lane width and interaction with bicycle traffic, on East Marginal Way S. **57%** of respondents (16 people) are satisfied with the proposed improvements at S Horton St and S Hinds St, which include:

- A new signalized, diagonal crossing at S Horton St for people biking
- 12-foot lanes with 11-foot turning lanes at S Horton St
- Separated bicycle facilities on both sides of the street
- Landscaping strips as a barrier between freight traffic and people on bicycles

Some comments mentioned using additional space for turn lanes and emergency vehicle access instead of a landscaping strip.

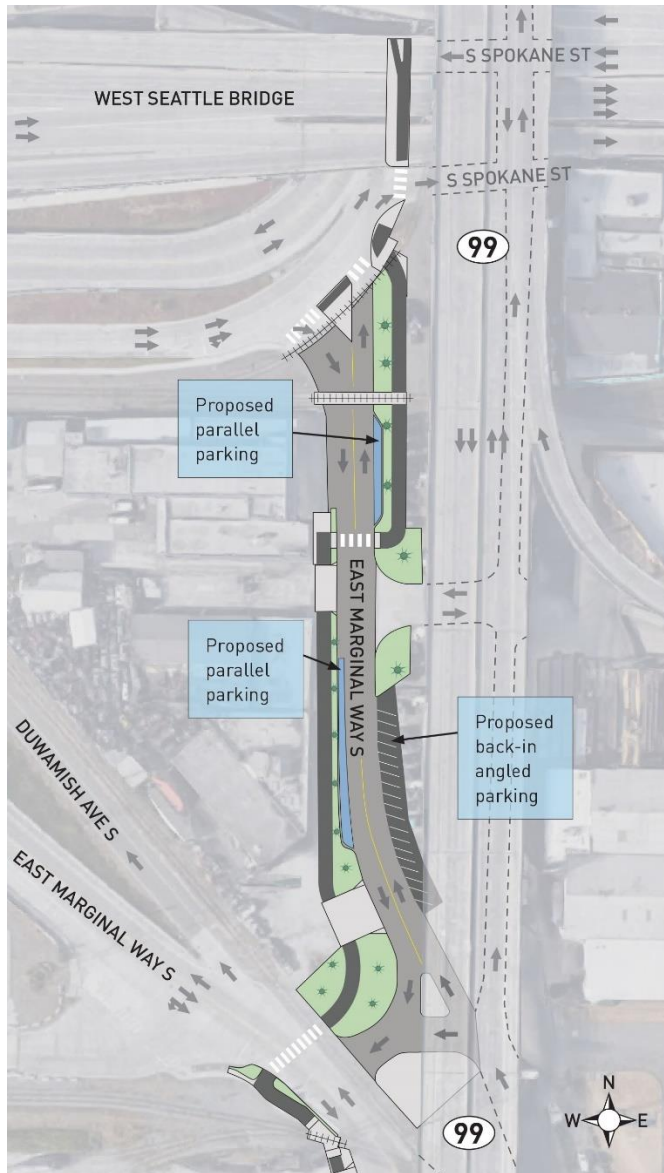


SDOT asked for input on the redesigned driveway at Terminal 25 South (pictured left) which will improve visibility for freight traffic and people on bikes.

Just over half, or 14 respondents, said this change would improve their interactions with people on bikes. Comments highlighted concerns about having bike traffic near heavy industry entrances.

One commenter shared concern about project design reflecting improvements for bike traffic that does not use the corridor as much as freight traffic.

East Marginal Way Corridor Improvement Project



One survey respondent asked how the proposed parallel parking would be designed to prevent truck parking. The new parking spaces will be narrow and won't accommodate the width of a truck.

The project will change existing parking on East Marginal Way S, just south of S Spokane St. New parking in the area will not accommodate truck parking. SDOT asked for input on whether this would affect truck drivers, and if so, where participants would like to see replacement truck parking.

Most than one third, or **37%** of participants said this change would impact them; **63%** of participants had no opinion or said this change would not impact them.

Suggestions for replacement parking included:

- Current International Longshore and Warehouse Union building
- Under S Spokane St bridge
- A large parking area, similar to Lot F in Tacoma



Figure 1: Lot F at the Port of Tacoma

Commenters expressed concern about truck parking in the area already being limited.

East Marginal Way Corridor Improvement Project



Almost half, or 13 respondents, said rebuilding the surface street of East Marginal Way S will increase the safety of their travel.

There were several comments that don't support restricting the choice for freight traffic to use the flyover ramp at the exit of northbound SR 99 and Duwamish Ave S. We are not changing the existing restrictions at the intersection of East Marginal Way and S Spokane St. By paving the surface street, the option to continue straight on East Marginal Way S will be simpler and smoother.

Most survey participants expressed that it is not safe for people biking and walking along East Marginal Way S south of Duwamish Ave S. Most respondents (19, or **76%**) said that interactions between trucks and people biking or walking near the driveways just south of the Duwamish Ave S flyover are not safe.

Comments on why this area is unsafe for pedestrians and bicyclists included:

- The railroad tracks, sight lines, and the lack of a protected bike lane
- Not enough visibility in all directions
- Very heavy industrial traffic

Some respondents (12, or **48%**) said the proposed shared-use path along East Marginal Way between S Spokane St and Diagonal Ave S would improve their interactions with people on bikes; eight respondents said it would not improve their interactions, and five people had no opinion. Similar to previous feedback SDOT has received, several commenters suggested moving the shared-use path to the east side of the street. The East Marginal Way design team has been unable to find a feasible way to build this facility on the east side of the street due to a combination of challenges that include the location of train tracks, right-of-way ownership, and available roadway and sidewalk width.

East Marginal Way Corridor Improvement Project

West Seattle High-Rise Bridge closure impacts

SDOT asked survey participants an open-ended question about how the West Seattle Bridge closure has impacted or will impact how they use East Marginal Way S. Responses included:

- More truck traffic in the area causing backups and delays
- Added at least 30 minutes in travel time to and from West Seattle
- Increased number of bikes on the road
- Improved access to Harbor Island
- Poorly timed signals have made using SR 599 Interchange challenging

SDOT asked for open-ended input on how to make driving easier for truck drivers while the East Marginal Way S project is being constructed and the West Seattle Bridge is closed. Responses included:

- Close the road to bikes
- Do all construction work at night
- Delay East Marginal Way S construction until the West Seattle Bridge is open
- Keep the low bridge open to all traffic during low-use hours
- Update the traffic signals to keep traffic moving through the area

SDOT continues to pursue all options to determine the long-term solution of the West Seattle High-Rise Bridge as quickly as possible. The two project teams are coordinating about how construction of the East Marginal Way project can be accommodated.

Questions

There were a few questions left by commenters. These questions are outside the scope of the capitol project, but have been shared with the traffic engineering team and will help inform continued coordination with partner agencies.

- What are plans for drivers who stay overnight outside the Port or get there before the Port opens?
- What will be done with the parking that currently blocks the road routinely on the triangle portion between Duwamish Ave and East Marginal Way S?

East Marginal Way Corridor Improvement Project

Appendix A – Survey Results

This section includes survey questions and responses. It also includes responses to open-ended questions.

SDOT East Marginal Way Freight Survey Report

Total responses (N=48)

Responses by Language

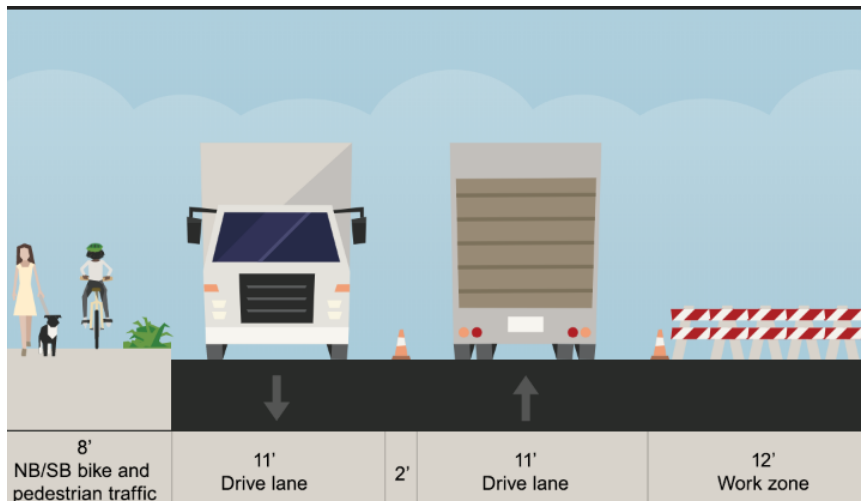
- English = 45
- Amharic = 2
- Punjabi = 1

Temporary changes during construction:

We are making plans for traffic maintenance during construction. Our goal is to maintain at least one lane of traffic in each direction at all times, with separate space for people who are walking and biking. Highlighted below are areas along the corridor where SDOT will need to temporarily narrow the roadway or detour traffic during construction. Please share your feedback on the following construction scenarios:

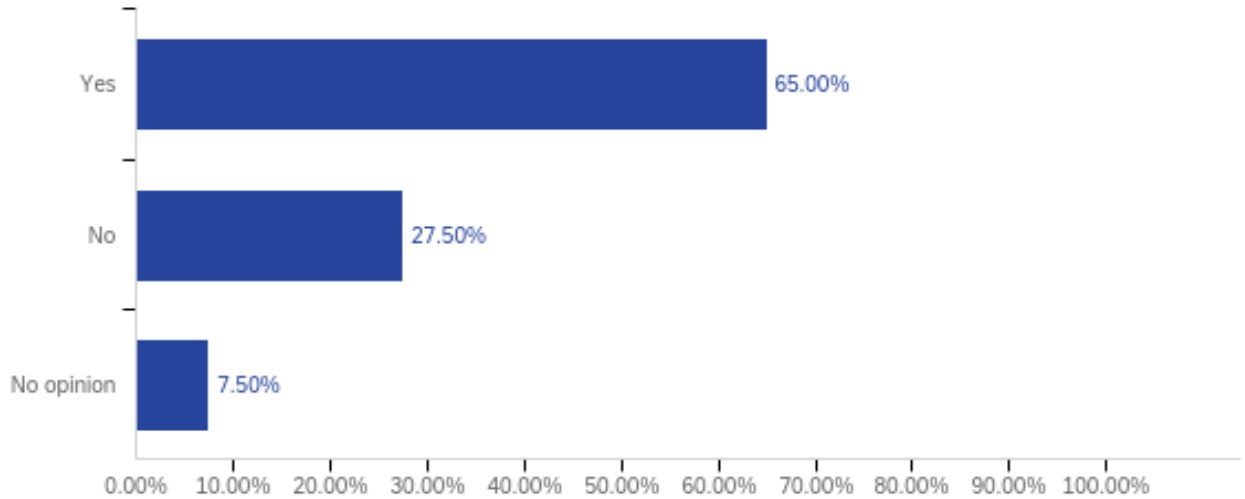
The work zone on East Marginal Way S north of S Hanford St will be constrained during construction:

- There will be one 11-foot lane of traffic in each direction, with no center turn lane
- Cones will separate the traffic lanes
- People on bicycles would use the existing sidewalk or remain in the vehicle lane
- Construction would last 10 - 12 weeks



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Q1 Does this work for you and your truck during construction? (N=40)



Q2- Please tell us more.

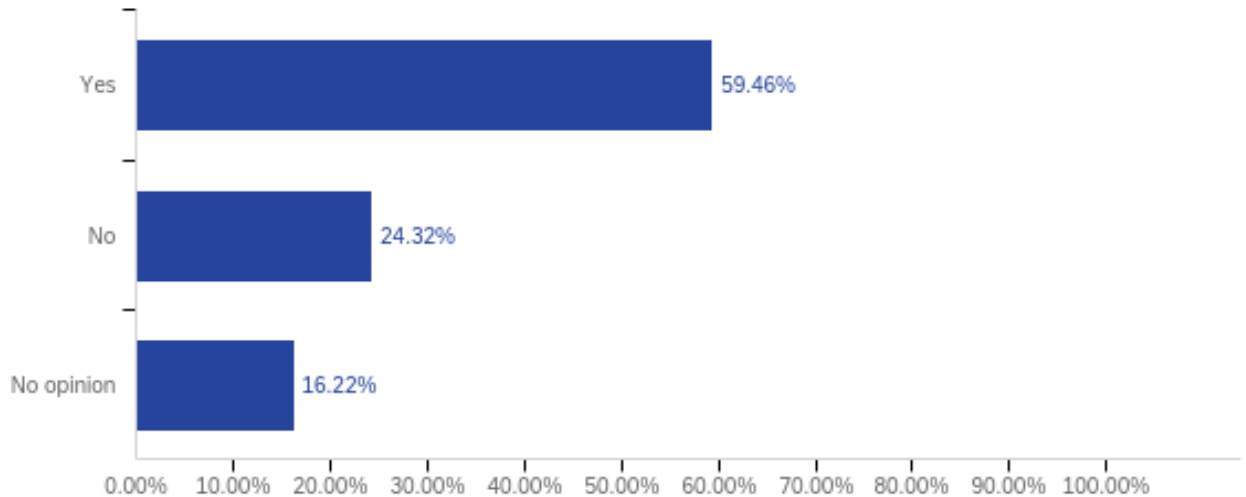
We aren't riding a bicycle we need more room to safely maneuver traffic, you are being NEGLIGENT so please pay for all accidents that occur yourself. You are causing the problems - you own them - skin in the game.
Bicyclists should not ride in the truck lanes. It is too difficult to see them. They should ride on the sidewalks. There is not a lot of pedestrian use in that area.
Keep bikes OFF the road during this time. They don't have any respect for trucks and ride erratically.
There is no other option. Obviously, traffic is going to be really bad in addition to the west Seattle bridge closure.
There is no good way to explain it so that anyone who actually proposes this will understand.
But if there is a line of trucks, then nobody can get around them.
Please keep the bicyclists out of the truck lanes. They are too hard to see, and accidents are catastrophic.
No bikes on driving lanes during construction. lack of clearance and sight lines
8' for a bike is way too much room. 12' is way safer for trucks
please have bicycles use the sidewalk only. when the piers are backed up there are trucks merging and trying to vie for better line positioning. bicycle will get stuck in backup, and not all truckers are looking for bikes when trying to destinations. it's far too dangerous.
container trucks heading to the ports normally fill the turn lane each morning & afternoon. If there is no turn lane, they will completely block traffic and not allow normal trucks/cars to use the road.

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The project proposes a 2-way detour route to the Seattle International Gateway (SIG) Yard only when necessary. When there is construction on S Hanford St, drivers would follow a detour along S Horton St, 1st Ave S, and S Hanford St. The length of the closure will depend on coordination with Union Pacific railroads.



Q3 - Does this detour work for you and your truck? (N=37)



Q4 - Please tell us more.

- Nothing in Seattle works but your whole idea is a bunch of bicycles anyway.
- Same thing. There is no other option.
- We do not need more truck traffic on S Horton st. For starters no signal light at S Horton st to get on to marginal way. Keep them on Hanford st!
- I work on Horton and it will get closed with traffic without a traffic person directing traffic

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the only problem with this is that the trains block traffic while humping the cars to ramp sig. truckers are on a tight schedule with rail delivery, and if they are held up by the trains blocking, they could loose the freight contract with the steamship line and rail to provide service.

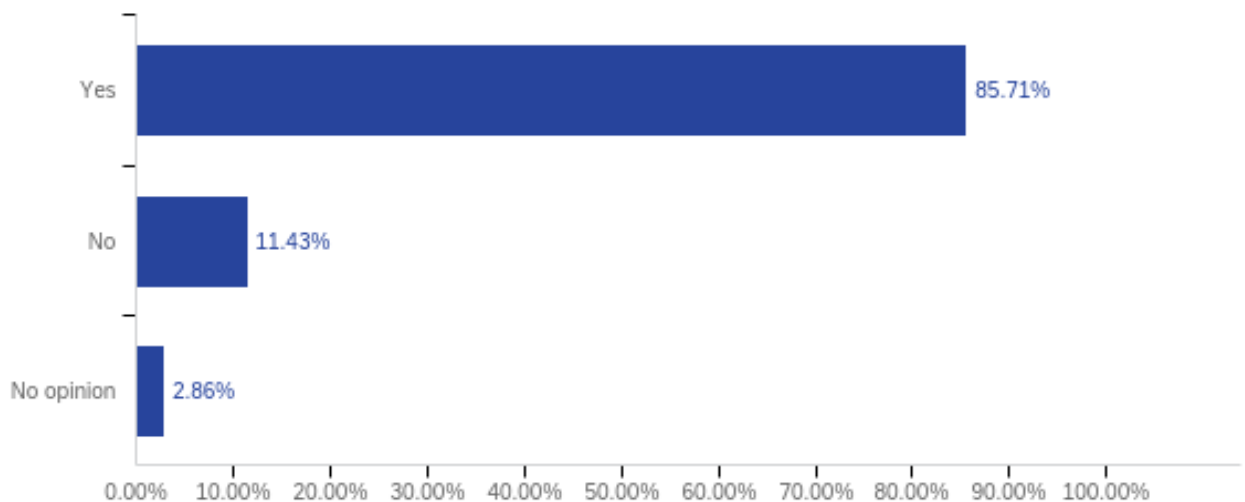
Too much interference with railroad

Proposed permanent changes:

The rest of the questions are about proposed permanent changes to the East Marginal Way S corridor.

After construction, the lane width on East Marginal Way S will be 12-feet each for northbound and southbound traffic with an 11-foot turn lane.

Q5 - Would this lane width work for you and your truck? (N=35)



Q6 - Please tell us more.

That design already causes lengthy unwarranted backups

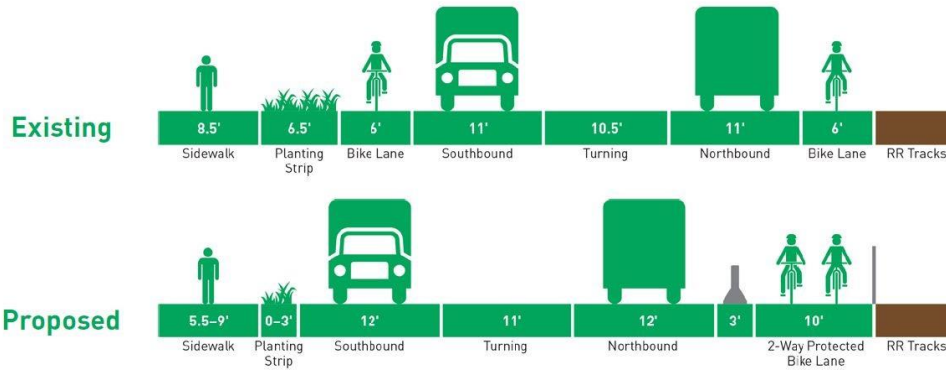
NOT ENOUGH ROOM STUPID !!!

trucks breakdown on this corridor. currently, there is room to get around. often the piers get backed up on the roadway, and use the turn lane to cue for the piers, or for the sig. if there is no cushion for broken down truck, it will make it very difficult to get around. there is rarely pedestrian traffic on w. marginal way because of the trucks. bicycles are very common, i would suggest bikes share with pedestrians.

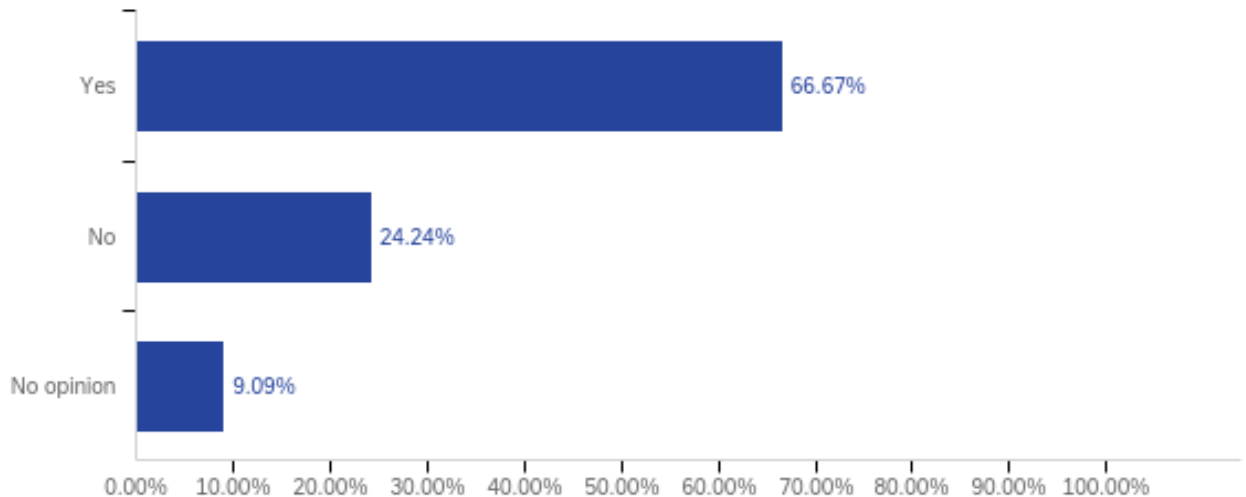
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Physical barrier between freight and bike traffic:

The project design features a 2-way protected bike lane on the east side of the street between S Atlantic St and S Spokane St. The protected bike lane will feature a physical barrier—most often a concrete divider, but sometimes a landscaping strip—that separates people on bikes from vehicle traffic.



Q7 - Would this change improve your interactions with people on bikes? (N=33)



Q8 - Please tell us more.

If they used it-they would be safer. Look at second ave from pike to James-they like to play in traffic-so no.
THEY SHOULDN'T MIX WITH TRUCKS EVER - REMEMBER THE GUY WHO GOT RUN OVER BY THE BN ?
This works as long as the bikes stay in their lane. Too often they ride on the street which is dangerous.
Block the trucks from encroaching at turns also.
Great idea.
No current issues with bicycle interactions
It may reduce fetal accidents we have seen in the last few years.

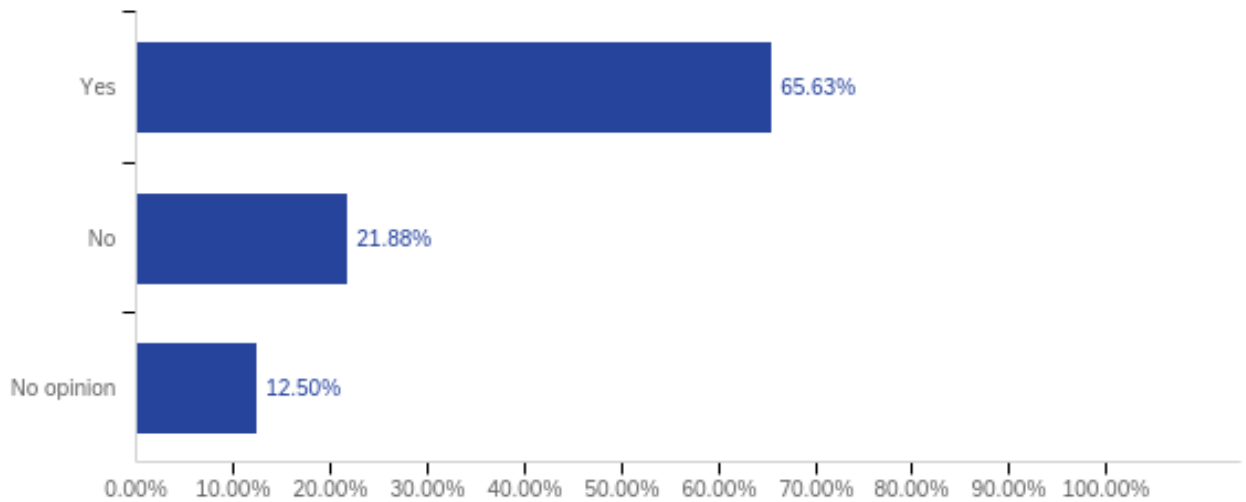
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GET RID OF THE PLANT STRIP, IT IS NOT GOING TO BE KEPT UP USE THE SPACE FOR A WIDER TURN LANE
No bikes should be allowed on traffic lanes since there is a PBL Dangerous because of sight lines
bikes don't need to ride next to each other. trucks need as much room as they can get to be safe!
trucks with super chassis and 3, and 4 axels need a wide turning radius to make corners, especially by coast guard station. bikes don't use the bike lane very often next to the planting stripe and prefer the sidewalks often. since there are so few pedestrians, it is safer for them. it would be better to have bikes share sidewalk with pedestrians and leave the planting strip wide because trucks kick up a lot of spray when the roadways are wet.
physical barrier is good
With concrete barrier

Updated intersection at S Hanford St:

A new traffic signal at S Hanford St would respond to real-time traffic volumes and provide protected movements for all users. Drivers will not be allowed to turn right on a red light, and bicycles will be stopped when motor vehicles have a green light to turn right or left.

Q9 - Would this change improve your interactions with people on bikes? (N=32)



Q10 - Please tell us more.

It will cause freight backup and they ignore the rules
Bike riders are as entitled as they are stupid and arrogant, the fact that so many more aren't killed every year speaks to how safe professional drivers are. They truly believe they own the road and follow traffic laws when they feel like it. And you let them, just like looters.
How will ensure bicyclists stop for lights? Currently I see scrap running the lights.
Great for the safety of all street users.
As long as the laws are followed by bikes, this would work.

East Marginal Way Corridor Improvement Project

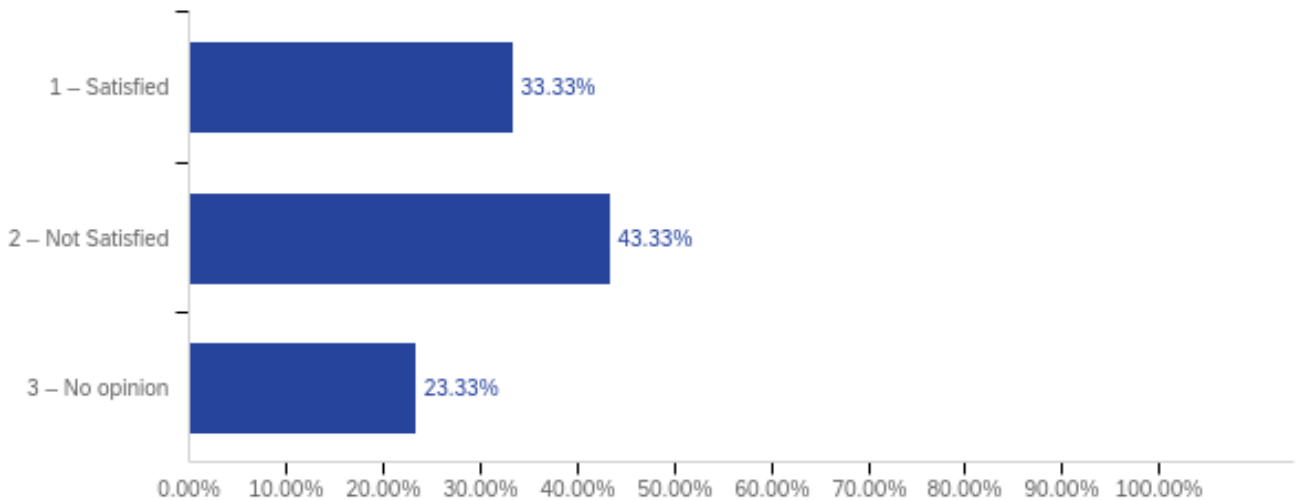
unless you have a barrier stopping bicycles from running the red light it will be pointless and also will the bicyclists actually use the bike lane because they generally use the roads. will they be prevented from using roadways? not likely. they cross back and forth across the streets constantly through that area. much thought will need to be given as i think a bike lane will be pointless as you can't force them to use it

bikes don't obey traffic signals anyway. right turn on a red light will help with the flow of traffic

leave the ability for right hand turns, on red light. trucks are on deadlines and waiting for green light will slow freight movement to sig, cause problems when trucks are backed up because of piers and rail.

Roadway between S Horton St and S Spokane St:

Q11 - How satisfied are you with the current road conditions (such as lane width and interaction with bicycle traffic) on East Marginal Way S between S Horton St and S Spokane St? (N=30)



Q12 - Please tell us more.

Go see the mess for yourself.

Bikes weave in and out of the roadway. They cross from west to east wherever they want to. I'd like to see law enforcement when it comes to bad biking behavior.

Pier needed to work faster!

That section is ok. Get the longshore union babies to open the ports up to at least 5 day weeks or 24 hours a day to keep truck traffic volumes down.

Wider turn lane.

I can say satisfied or not at this time. We will see the difference when it is done.

Should use barrier for separation of traffic and bikes

they are always running the light and zig zagging back forth across the street, very dangerously at times

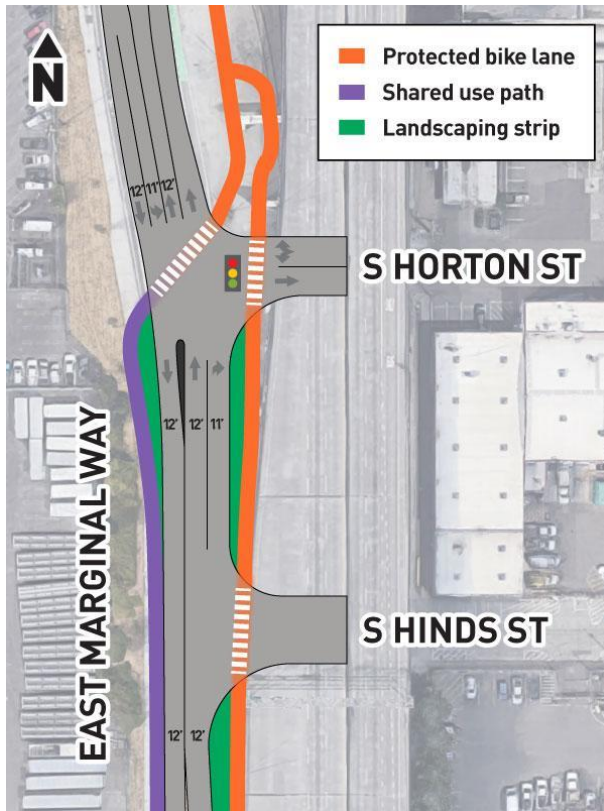
bikes need to obey traffic laws

bikers don't respect lanes, especially near spokane street

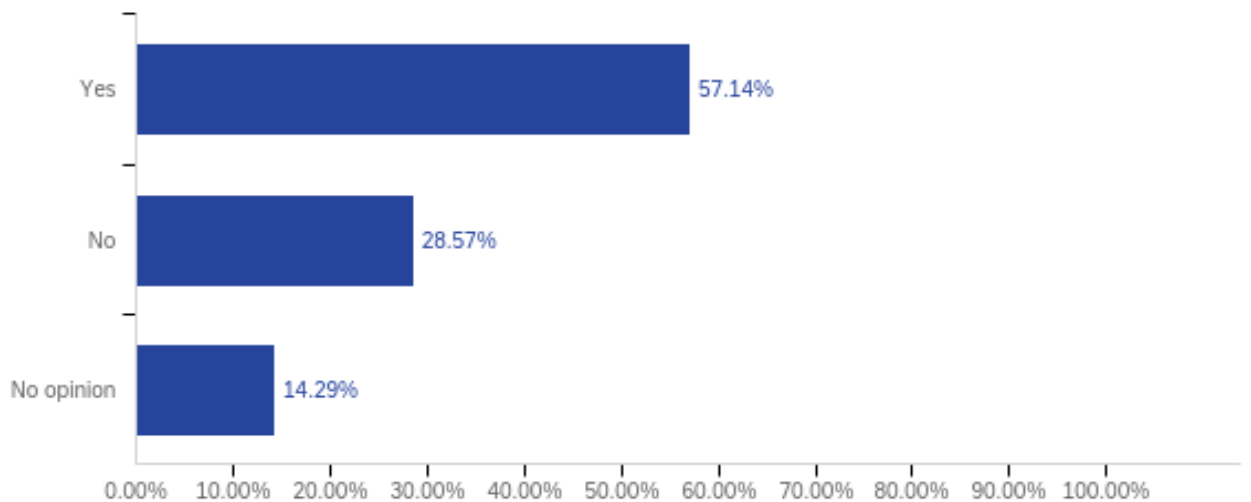
East Marginal Way Corridor Improvement Project

The new design at S Horton St and S Hinds St will include:

- A new signalized, diagonal crossing at S Horton St for people biking
- 12-foot lanes with 11-foot turning lanes at S Horton St
- Separated bicycle facilities on both sides of the street
- Landscaping strips as a barrier between freight traffic and people on bicycles



Q13 - Do these changes work for you and your truck? (N=28)



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Q14 - Please tell us more.

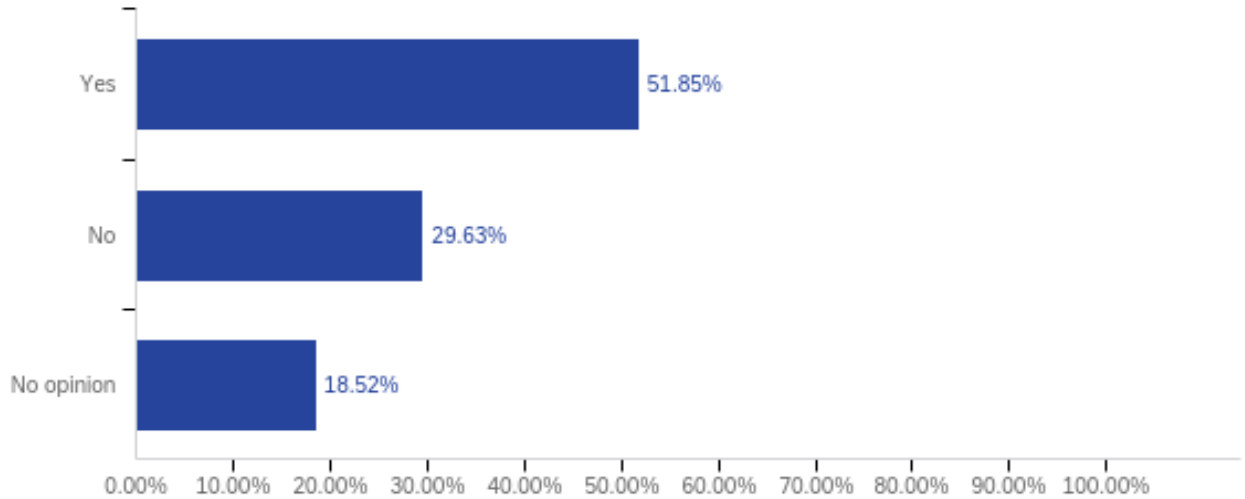
Bikes seem to follow no laws and create accident situations all the time and you reward that behavior by never enforcing it and allowing it to go on you are NEGLIGENT.
Bikes should be required to STOP at every intersection. They are their own worst enemy
Sweet spend that tax money on crap!
what are plans for driver's who stay overnight outside the port or get there before the port opens?
Put the crossover at Hinds st, Less traffic!
NO LANDSCAPE STRIP, USE THE SPACE FOR THE TURN LANES AND EMERGENCY VEHICLE ACCESS WHEN NEEDED.
If turning movements to S Horton are signal protected for trucks. NB E Marginal w to S Horton right turn must meet WB-67 standards
you are taking away a safe place for trucks to pull over and wait for issues to be resolved at the rail, or for trucks to wait out of the way when rail is backed up. this is very inefficient for us because the planning isn't taking into consideration how often truck traffic is backed up because busy ports and rails. often you need to get around trucks that are waiting to enter piers or rails and taking away these cushions to maneuver around backups cause delays and you can miss making the ship. it's like you're designing this not for increasing freight mobility, but to make it harder to get around.

The redesigned driveway for Terminal 25 South improves visibility for freight traffic and people on bicycles. The driveway and shared-use trail will cross at a right angle, so drivers and cyclists can see each other better.



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Q15 - Does this change improve your interactions with people on bikes? (N=27)

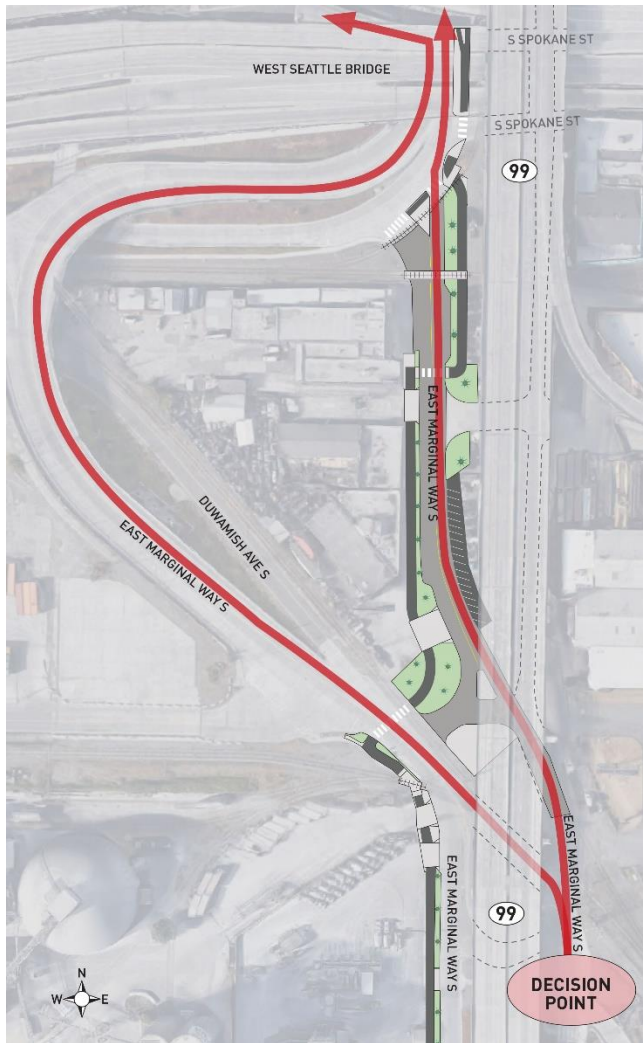


Q16 - Please tell us more.

Get the bikes away from everyone one else.
There should be no bike crossings near cargo or heavy industry entrances. It is terrifying to watch bikes cross the cargo terminal on Spokane St and along East Marginal Way. Bikes barely look both ways and sometimes don't because they think the roads belong to them.
Close that lot, make it a park!
Put all the shared use and bike lanes on the East side of roadway. Then less conflicts happening when trucks are trying to access/exit terminals.
GET RID OF VEGETATION NOT NEEDED, IT COLLECTS GARBAGE AND IS A MAINTENANCE NIGHTMARE
As long as bikes are required to yield at crossing
make bikes obey the laws
you are designing lots of pinch points for trucks. if a truck is waiting on the roadway because of backups to rail and piers, all the traffic will be stuck. this design is completely ignoring how often this happens, and you're designing for bikes that don't use the corridor as much as freight. if you have a truck that running up against a deadline with the pier, and he doesn't make it because he stuck in backup for the rail, all for bicycle traffic that doesn't use the corridor very much outside of rush hour.

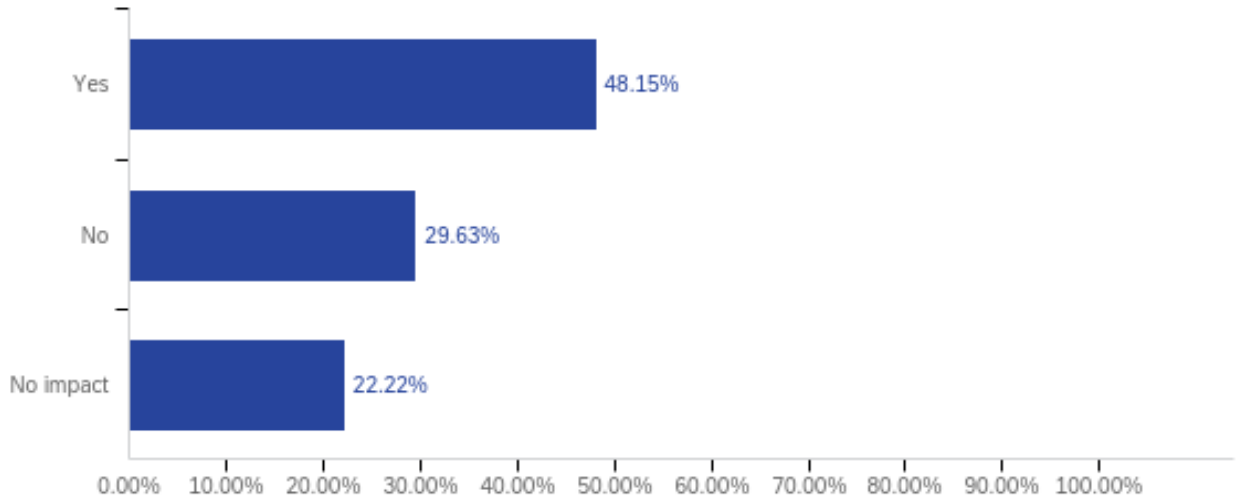
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At the exit of northbound SR 99 and Duwamish Ave S, northbound drivers currently have the option to take the flyover ramp or stay on the surface of East Marginal Way S. To improve safety at S Spokane St, the project will rebuild the surface street of East Marginal Way S to keep through traffic on the surface street. Drivers turning left on Spokane St would use the flyover ramp.



East Marginal Way Corridor Improvement Project

Q17 - Would this change increase the safety of your travel through this area? (N=27)



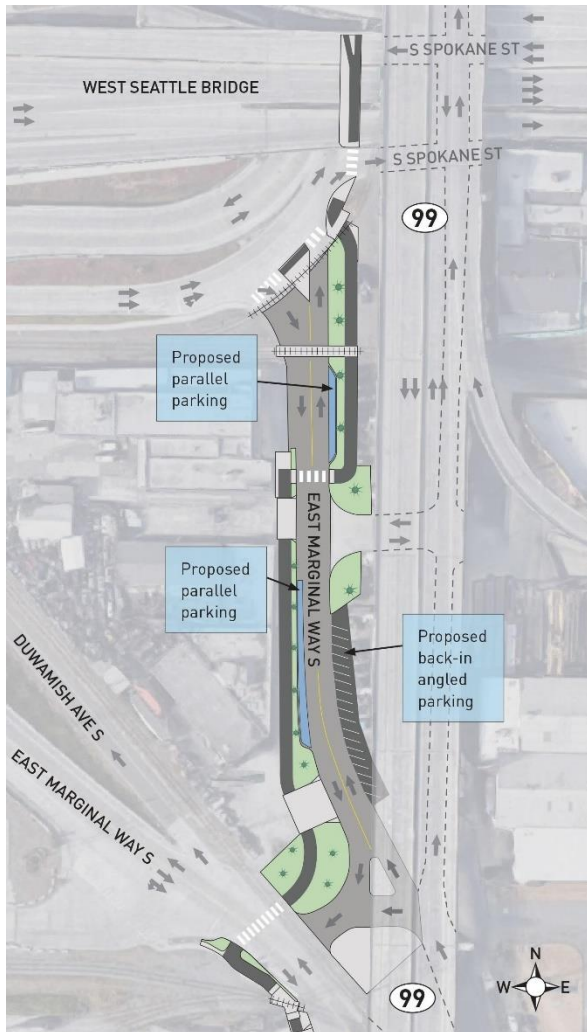
Q18 - Please tell us more.

Always make it harder for the truckers who follow laws and reward bikes who don't.
It will just cause a jam at Spokane St. People will be turning crosswise
Northbound flow should still be able to use the fly-over ramp, not just those turning left on Spokane Street. The fly over was designed to allow this traffic flow, in order to avoid the constant train traffic that blocks the surface streets.
Good luck with this one
Not unless turning left onto spokane - when you are under the flyover heading towards terminal 30 or making a loop back around to terminal 18 is fixed or eliminated with an alternate route made available. there is often a Union Pacific train blocking, and you need the flyover to continue to the piers. left turn is appropriate, but it shouldn't be a left turn only, because not all trucks that use the flyover are going to harbor island. there are trucks that often flip over on that flyover, so it's closed. once again, designing greens spaces takes away from trucks maneuverability on the streets to continue with their destinations. it may look nice from a design standpoint, but the functionality of a freight corridor should really be the main consideration, otherwise you'll have trucks running up over those greens spaces to get around traffic issues.
traffic on the flyover moves very fast. this is a dangerous condition what will be done with the parking that currently blocks the road routinely on the triangle portion between duwamish and east marginal way s?

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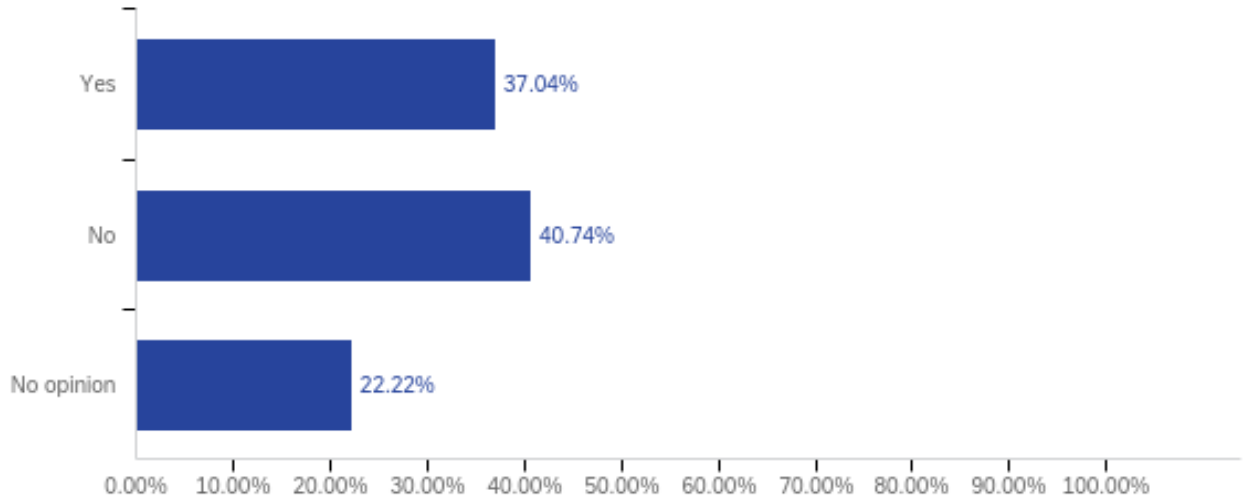
Parking south of Spokane St:

This project will change the current parking on East Marginal Way S, just south of S Spokane St. Some parking will change to parallel parking only, and some will be back-in angled parking. The new parking will not accommodate trucks, so you will have to find another location to park your truck. This change is likely to happen many years in the future.



East Marginal Way Corridor Improvement Project

Q19 - Does this change impact you? (N=27)



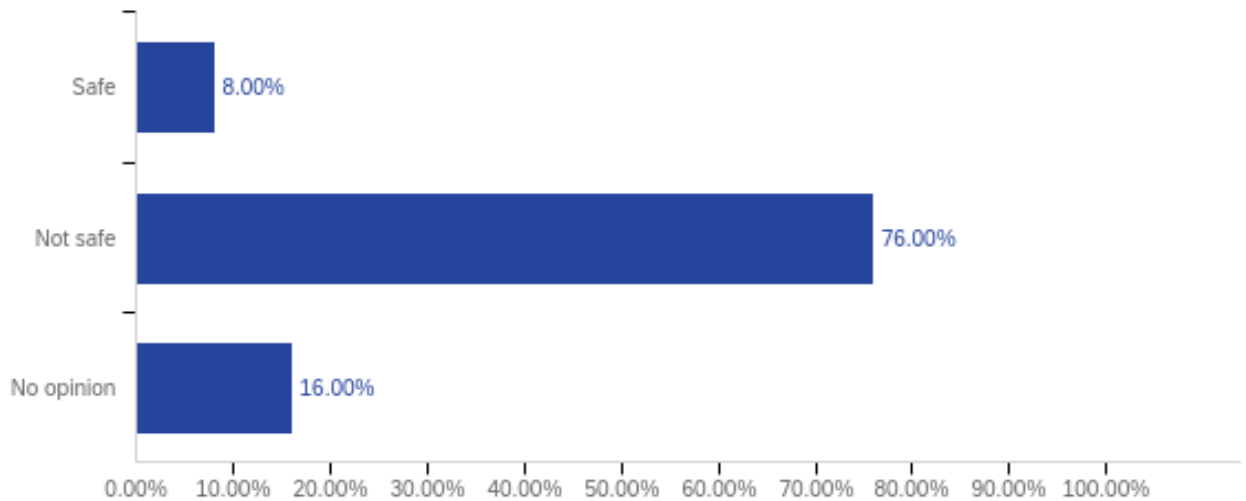
Q20 - Tell us more. Where would you like to see replacement truck parking? Please try to share specific locations.

More parking for meth RVs , great - just what we don't need.
The city (not port) should provide areas for trucks to park in the industrial areas. There is room under the spokane st viaduct
Current ILWU building!
I honestly don't know where it would be possible but huge parking areas (such as F lot in Tacoma) would be the best option for truck parking. Possibly having 2 or 3 ports close together sharing a parking area. I'm a driver who comes in early but I'm always uneasy about parking on the street.
How will parallel parking be designed to prevent truck parking? The City needs to provide an nearby accommodations for truck parking such that it doesn't force street parking into nearby areas.
dont take away any of the truck parking, it's getting worse every day especially to promote parallel parking and convert to landscaping. businesses have been using and need large vehicle parking
there is so little truck parking now, because of all the homeless campers, and tents taking up industrial area parking, the only area we can legally park. now there are concrete barriers everywhere to keep away the homeless, and we're left with nowhere to park in the industrial area. now i know seattle wants to make this pretty, but now it just makes it more difficult for us all in all, everywhere.

East Marginal Way Corridor Improvement Project



Q21 - How safe are the interactions between trucks and people biking or walking near the driveways just south of the Duwamish Ave S flyover? (N=25)



Q22- Please tell us more.

Bikers do whatever they want and follow no laws and you allow it and create dangerous situation and are NEGLIGENT for doing so. I hope you get sued more - that's the only time you morons do anything. Or if it's political.

Why are people walking around there? That is just plain stupid. Bikes shouldn't be there either. There are lots of cement trucks and port trucks everywhere and they should continue to be there.

East Marginal Way Corridor Improvement Project

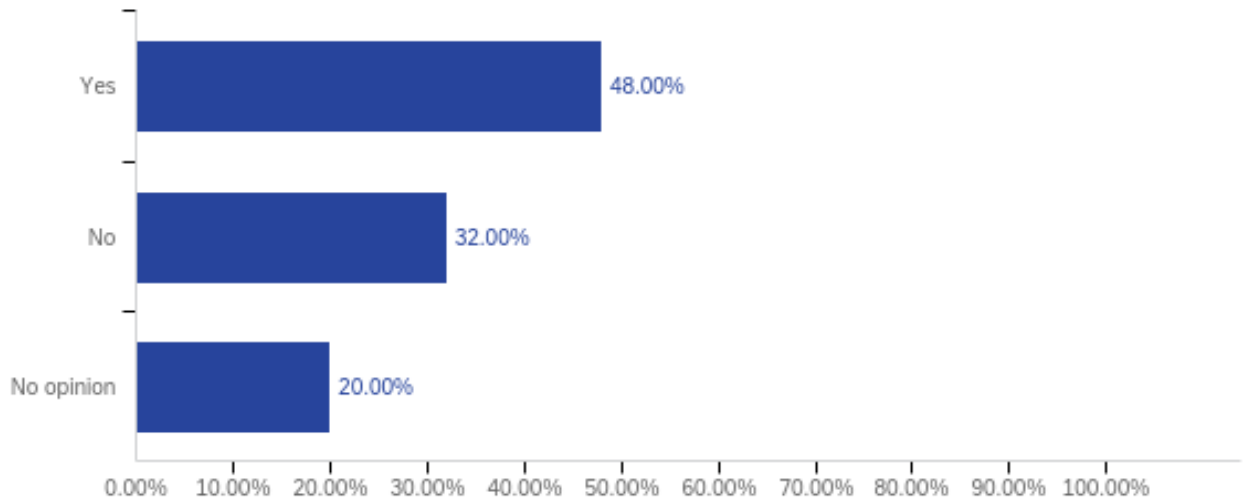
Not enough visibility in all directions
Bike traffic is currently limited. Extremely hard to see pedestrians in these areas. Pedestrian traffic should be routed to the east side of the street in order to avoid the flyover and driveway entrances.
Tracks, sight lines and lack of PBL cause unsafe condition
generally safe, but it is a free for all for bikes and pedestrians, but only because traffic yields and waits for them. you really have to pay attention here as potential for problems are present
bikes don't obey the traffic laws
there are no pedestrians, or bicycles in this area. this is a heavy traffic corridor, and if you continue south on w. marginal, there is no bike lane or sidewalk for bikes are pedestrians to go to. this area is far to busy to build for bikes or pedestrians because of cement truck traffic, rail, car, and industrial traffic. most bike are better served to use 1st ave s. to travel north or south.
very heavy industrial traffic. this is not a good location for people biking or walking

This project will provide a shared use path for people walking and biking between S Spokane St and Diagonal Ave S. The path will have two clearly marked crossings.



East Marginal Way Corridor Improvement Project

Q23 - Would this plan improve your interactions with people on bikes? (N=25)



Q24 - Please tell us more.

When walking on any path, bikes normally don't use their bells and usually pass too close to me. Basically, bikers are the rudest mode of transportation.

This plan will create more interactions with people on bikes. Bike and pedestrian traffic should be routed to the east side of the street, not the west. There is a massive amount of truck traffic crossing the proposed fly over pedestrian crossing at high speeds and with limited ability to stop due to pedestrian crossings. Do not move forward with this plan.

Build a flyover for pedestrians and bikes. Anytime you mix pedestrians and bikes with trucks and cars its just an accident waiting to happen.

if they stick to the path but bicyclists are likely to utilize the street at first crossing heading north rather than lose time waiting for opportunity to cross at cross walks

there are never any bikes or pedestrians traveling in this area. i've been driving trucks for 26yrs, and you never see bikes or people in this area.

bikes are crossing a road with very fast traffic (the flyover). this is dangerous

East Marginal Way Corridor Improvement Project

West Seattle Bridge impacts:

The West Seattle Bridge closure has caused more freight, car, bicycle, and pedestrian traffic along East Marginal Way S. On March 23, 2020, the West Seattle High-Rise Bridge closed to all traffic due to cracking in the bridge structure. As of late April 2020, SDOT expects the bridge to be closed for at least two years. The bridge closure will affect the traffic patterns of people driving and biking through the East Marginal corridor. The extent of these changes could become more apparent when COVID-19 social distancing measures ease and commuters return to work.

Q25 - How has the West Seattle Bridge closure impacted how you use East Marginal Way S, or how do you think it will?

How has the West Seattle Bridge closure impacted how you use East Marginal Way S, or how do you think it will?
TRAFFIC SUCKS _ DUH>
It has increased the number of bikes on the road. That is a BAD thing
Its easier to get out of the harbor is. without traffic. It's going to be a wonderful 2 years.
I've already seen an increase in traffic
Won't really affect me much to be honest
Using East Marginal Way S as main artery to Port of Seattle terminals
Improves our access to Harbor Island
michigan street is a mess and i less likely use east marginal and avoid as much as possible.
it has made using 599 interchange very problematic. especially under 1st ave bridge, and w. marginal way freight. the lights are poorly timed, and it can sometimes take an hour to get through this area in a truck.
more truck traffic in the area causing backups and delays
Added at least another 30+ minutes in travel time to/from West Seattle.

East Marginal Way Corridor Improvement Project

Q26 - How can SDOT make driving easier for you while the East Marginal Way S project is being constructed and the West Seattle Bridge is closed?

How can SDOT make driving easier for you while the East Marginal Way S project is being constructed and the West Seattle Bridge is closed?
BAN ALL CARS - THEY ARE NOT ESSENTIAL - FREIGHT ONLY - NO PEDS , NO BIKES EITHER.
Close the roads to bikes.
Do all the work at night.
Don't start until the Bridge is back open. Use you heads we don't need more backups
I haul doubles so please make it wide enough for that while under construction.
SDOT has zero options to make things easier for commercial traffic while adding bike lanes to coexist with semi truck traffic.
Keep the lower bridge traffic flowing at all times allowing all types of vehicles during low use hours
fix the bridge
reset the lights, rather than waiting for 5 light changes to get through intersection. no trucks want to go that way anymore because of the delays, and this morning when there was a fire near senica street in downtown, you only had I-5 to get into the piers. it was the worst traffic I've seen since the shutdown of the bridge.
move traffic out of the area
Continue to allow only truck traffic (and emergency vehicles) lower bridge access. "Encourage" T18 and T30 terminals to improve gate turn times, limiting truck idling outside of the terminals and back onto the street(s).

Q27 - Finally, would you be interested in sharing more feedback with a project team member? If yes, you will be redirected a new page to provide contact information. (N=24)

