

E Marginal Way S Paving and Safety Project

Early design outreach summary



Seattle
Department of
Transportation

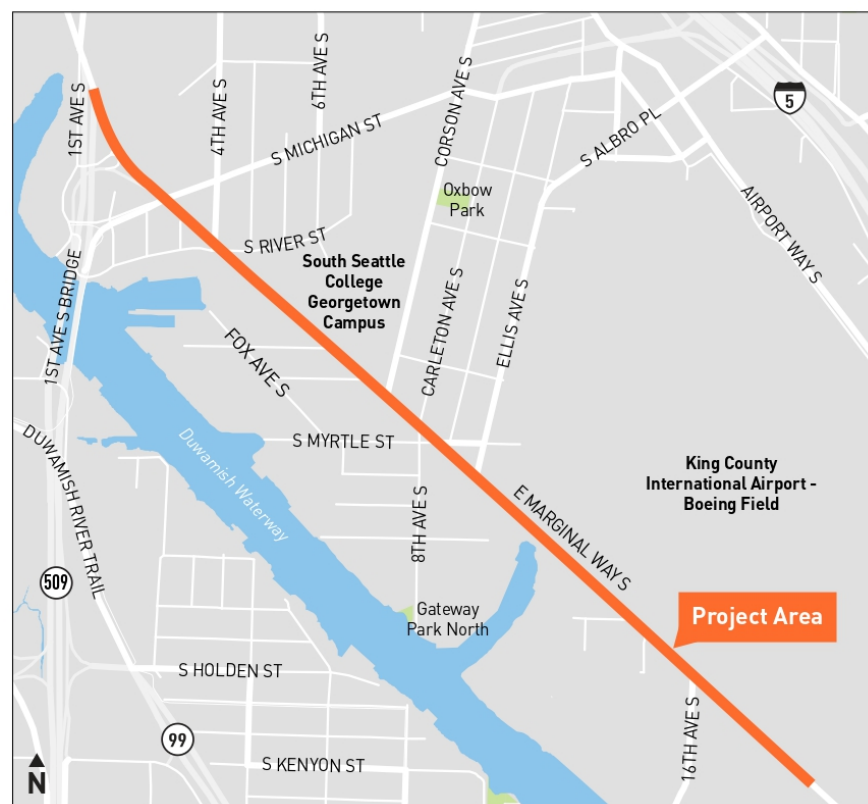


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Overview

From August to October 2025, the E Marginal Way S Paving and Safety Project conducted early design outreach. The project team engaged with stakeholders during early design through a range of outreach methods including sending a mailer to project neighbors, emailing project stakeholders, and providing project information at three information tables. To gather feedback from the community, including businesses along the corridor, we held an online open house via Zoom, presenting the early design to nine stakeholders, briefed community organizations, and conducted an online survey. The following report details each of these outreach activities.

Map of the project area

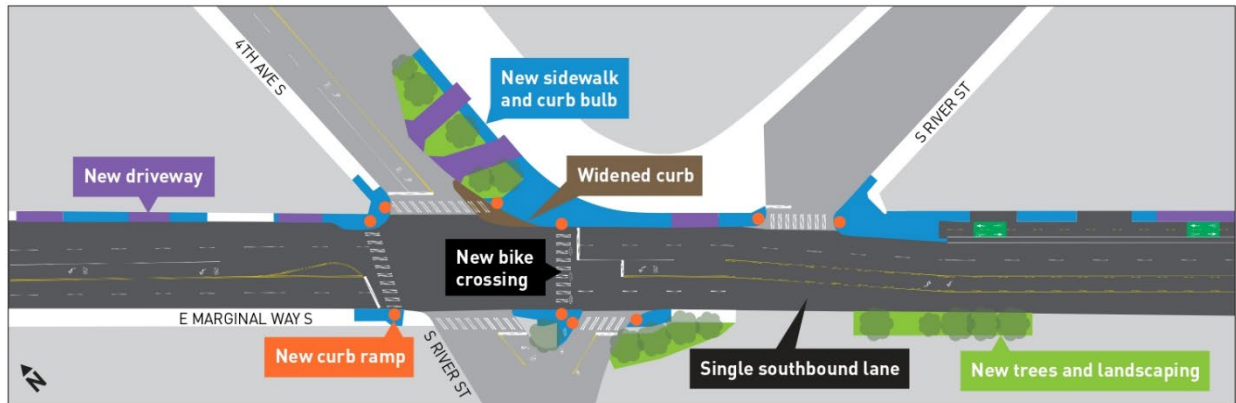


About the outreach

The outreach team for E Marginal Way Paving and Safety Project completed the engagement phase to help inform the early designs in summer and fall of 2025. During this outreach phase, we shared initial design with the community at large, community groups, and key stakeholders to gather feedback. We also conducted a survey to gather opinions on the proposed safety enhancements. We will share the final design, including drainage improvements and corridor lighting early next year. We anticipate construction will begin as soon as February 2027.

Key project areas

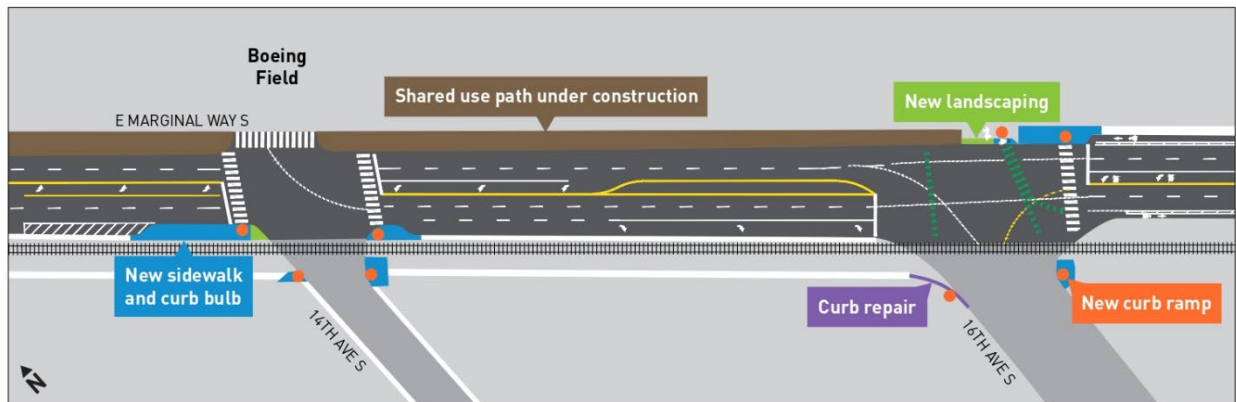
4th Ave S and S River St



Corson Ave S to Ellis Ave S



14th Ave S to 16th Ave S



See [Appendix C](#) for a closer look at the roadway design in proposed cross-section graphics.

Activities, Methods, and Audiences

We conducted the following outreaching activities during the early design phase of the project. See [Appendix A](#) for a full report of the outreach activities.

1. Mailer

The mailer introduced neighbors to the project, encouraged feedback via the online survey, and provided all project contact information.

2. Emails

We delivered email updates to community organizations, neighboring tribes, businesses and other key stakeholders along the project area and published email updates to the project listserv. In August, we introduced the project, encouraged people to take the feedback survey, and invited people to the online open house. In October, we provided more information about the lane reduction, shared frequently asked questions and answers, and encouraged feedback before the survey closed. Throughout the early design phase, we responded to questions that came in through the project inbox.

3. Information tables

We handed out fact sheets at three in-person events to spread awareness about the project, engaging with 370+ people.

4. Online Open House

We held an online open house to share more information about the project scope, early designs, and answer questions.

5. Stakeholder meetings

We met with community organizations, shared a presentation about the project scope, early designs, and timing, and answered questions.

6. Online Survey

We shared the online survey to gather feedback from respondents about their opinions of the improvements in our early designs.

What we heard

We hosted an online survey from August 12 – September 5, gathering responses from 201 respondents. We asked respondents their opinions of the improvements in our early designs among five major categories: freight, Vision Zero, bike, pedestrian, and transit improvements. People were given five choices ranging from very satisfied to very dissatisfied. The response data for these five questions is shown in the table below.

	Very Satisfied/ Satisfied	Neutral	Very Dissatisfied/ Dissatisfied
Freight	54%	22%	24%
Vision Zero	59%	10%	31%
Bike	60%	10%	30%
Pedestrian	74%	9%	17%
Transit	73%	12%	15%

We included one free response question in the survey, asking people if there was anything else they would like to share with us. Below is a summary of feedback we heard from 128 people in response to the free response question in addition to feedback we heard from stakeholders throughout other outreach methods. For the full list of questions, multiple-choice response data, and demographic data, please refer to [Appendix B](#).

Please note that much of the feedback we received was addressed in the early design scope outlined in questions 1-5 of the survey and on the project webpage. We assume that some respondents did not read these details before answering or wanted to reiterate it as a priority even though it was already addressed. In response to some of the comments and questions we saw in the survey, we added additional information to our webpage about the southbound lane reduction and other frequently asked questions in October.

Project objectives and goals

- Respondents frequently noted **worries about traffic** and the consequences of traffic including bus delays, pollution, and drivers using nearby neighborhood streets as cut-through streets.
- Respondents **worry that bike and pedestrian facilities won't be well utilized**, so building those facilities would be a cost to people who drive more than a benefit to people who prefer all other modes of travel.
- Respondents argued that **driver priorities should be given more weight** since there are more drivers who rely on this roadway than people who prefer other modes of travel.
- Respondents expressed **worries about adding bike facilities on a freight corridor** and feel that other roadways should be utilized for non-motorized travel.
- Some respondents feel that building bike facilities in **small, disjointed projects leave gaps that prevent new riders** and make the projects more costly than they are worth. They would prefer one large, well-coordinated project for building bike facilities.
- Many respondents expressed **excitement and appreciation** for bike lanes, sidewalk improvements, and ADA curb ramp improvements.
- Many respondents shared **support for encouraging safer driver speeds** by reducing lane widths and requests for additional safety features like speed cameras.
- Some people expressed **concern that the project doesn't benefit Georgetown residents**, only people traveling through Georgetown.

Traffic and signals

Respondents asked us to:

- Consider signal updates to improve traffic flow, including timing adjustments, sensor instead of timed signals, flashing yellows for people turning to yield, or bus priority lights.
- Improve drainage to reduce pooling on E Marginal Way S between Ellis and 1st Ave S.
- Add supplemental signals because trucks currently block signal visibility.
- Consider taking new traffic counts after the Georgetown to Downtown and Georgetown to South Park Safety Projects are completed since neighbors have noticed changes in traffic patterns.
- Consider removing the center turn lane on E Marginal Way S to retain two southbound lanes.

Vision Zero, Pedestrian, and Bike

Respondents asked us to:

- Prioritize the **S River St, 4th Ave S, and E Marginal Way S** intersection. In addition, they expressed:
 - Excitement for improvements which will serve as a critical bike connection to and from the 1st Ave S bridge
 - Questions and concerns about routing cyclists onto a sidewalk on the north side of E Marginal Way S and a preference for keeping the bike lane on the south side of the street until S River St

- Concerns about the waiting times for cyclists to get a green light and request for protected waiting areas
- Prioritize **connections and wayfinding signage** to the 1st Ave S bridge and other nearby bike facilities.
- **Improve pedestrian and bike access to Gateway Park North** by improving the S Myrtle St, 8th Ave S, E Marginal Way S intersection, Carleton Ave S crossing, and railroad crossing.
- **Consider maintenance early** so new bike and pedestrian facilities remain safe and comfortable to use.
- Add barriers at train crossings and consider removing unused train tracks.
- Minimize changes between different types of bike facilities, such as street-level vs sidewalk-level, one-way vs two-way bike lanes or trails.
- Design wider bike lanes and multi-use trails.
- Build protection between pedestrian and traffic. Respondents preferred Jersey barriers over Toronto barriers over flex posts.
- Choose directional bike lanes over two-way bike lanes or shared-use paths.
- Keep crosswalks at sidewalk grade to act as speed cushions for drivers and to keep bike/pedestrian access smooth, especially at minor streets and driveways.
- Add sidewalks and crossings where they are missing.

Outreach and other topics

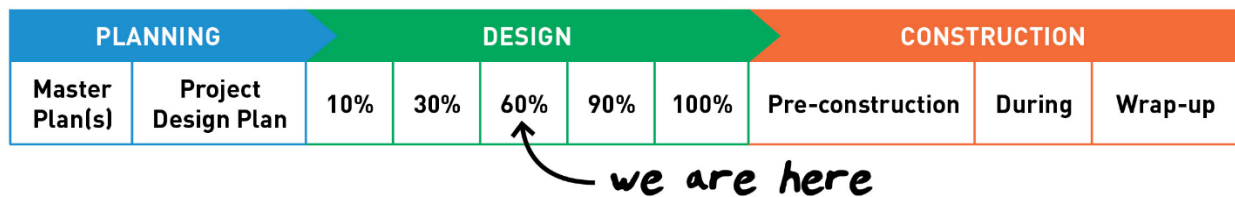
Respondents asked us to:

- Collect more feedback from Georgetown residents before finalizing design.
- Connect with the group who has been proposing a trail through the Georgetown Campus for years.
- Add more greenery, shrubs, or groundcover between trees.
- Add lighting and security cameras to make it safer to walk and bike.
- Trim vegetation encroaching on sidewalks trimmed prior to this project's construction.
- Evaluate signal timing on E Marginal Way S in the near term to optimize traffic flow and encourage safe driver behavior, especially at the 4th Ave S and 16th Ave S intersections

Next steps

Thank you to everyone who engaged with us during our early design outreach phase. 60% design is in progress and incorporates feedback from key stakeholders. Our designers are currently considering the feedback we collected from early design outreach for 90% design, expected in December 2025.

Final design will be complete by February 2026, and construction is scheduled to begin in winter 2027. Our design engagement phase will conclude in December 2025, but we are always available via our project inbox and voicemail. Please note that this timeline is subject to change.



Contact us

- Email us at: EMarginalPavingAndSafety@seattle.gov
- Call us at: (206) 775-8719
- Visit our website: seattle.gov/transportation/EMarginalPavingandSafety
- Stay informed by [signing up for email updates](#)

Appendix A: Full Outreach Report

Mailer

In August, we mailed a postcard to 1,054 residential and business addresses within the project area. The mailing area boundaries were approximately the Duwamish River, the Seattle/Tukwila City line, Airport Way S, and S Mead St.

The mailer introduced neighbors to the project, encouraged feedback via the online survey, and provided project contact information.

EAST MARGINAL WAY S PAVING AND SAFETY IMPROVEMENTS

Repairing the street and making it safer to get around your neighborhood!

We're working to make improvements on East Marginal Way S from 1st Ave S to the Seattle/Tukwila city boundary. We understand this is an important local and regional freight corridor. Our paving and safety improvements project will restore pavement to meet the needs of freight and transit.

We reviewed recommendations from past planning efforts such as the Georgetown Mobility Study, the Seattle Transportation Plan, and the Duwamish Valley Action Plan. We heard from the community that safety was one of the top concerns.

We are proposing improvements for people walking, biking, and taking the bus. Our early design includes safer ways to travel between Duwamish Valley neighborhoods. It would also connect people biking between Tukwila, West Seattle, and Downtown.



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Scan the QR code below to:

- Visit the project website to view the proposed design
- Sign-up to our email list to stay informed about the project



Take our brief survey! Let us know if we addressed your concerns for this segment of East Marginal Way.

If you need information about the project in another language, call us at (206) 775-8719. Please tell us your preferred language in English when you call. We offer translation and interpretation for free.

Project Contact: Lisa Harrison, Public Engagement Lead

Webpage: seattle.gov/transportation/EMarginalPavingandSafety.com

Email: emarginalpavingandsafety@seattle.gov

Phone: (206) 775-8719

Emails

We sent emails to the following stakeholders informing them about the project and requesting feedback via the online survey:

- The Muckleshoot Tribe
- The Suquamish Tribe
- Boeing
- Union Pacific
- SODO BIA
- WSDOT
- Duwamish Valley Safe Streets
- Seattle Industry
- SeaTac Marine
- Georgetown Community Council
- Duwamish Valley Safe Streets
- South Seattle College Georgetown Campus
- King County International Airport
- Waste Management
- Emerald Renews
- Port of Seattle
- Benesch
- Great Sun Corp.
- Evergreen Tractor LLC
- Animated Cafe
- Ironstone Performance
- Studio Gioia
- The Seattle Stand Down
- Powerhouse Auto Service
- Preservation Meat Collective
- American Northwest Distributors Inc.
- Emerald Services Inc.
- Connections Museum
- Quick’N’Brite
- MCS Recycling LLC
- Mose Auto
- Seattle Boiler Works Inc.
- Alpine Auto Inc.

Information tables

We handed out project fact sheets at the following in-person events:

- Georgetown Carnival (June 14), 90 attendees
- SOPASUPA (August 16), 130 attendees
- Duwamish Valley Celebration event (September 28), 150+ attendees

Online Open House

We hosted an online open house via a virtual Zoom meeting on Wednesday, September 3 from 6 – 7 PM. Around 7 people attended the meeting. We shared a recorded presentation about the project scope, early designs, and timing, and then answered questions during a live Q&A. We reminded attendees that the survey is still open for feedback and encouraged people to sign up for email updates.

We uploaded the meeting slides to the webpage's [Project Library](#) and added questions and answers to the website in a new [Frequently Asked Questions section](#) in October.



East Marginal Way S Paving & Safety Project

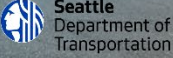
Welcome! The presentation will begin at 6:05pm.

Agenda:

- Project Presentation
- Q+A
 - Survey FAQ
- Open Questions

Early Design Open House | September 3rd, 2025

*This event will be recorded and uploaded to the project webpage



Stakeholder meetings

We met with the following organizations to share a presentation about the project scope, early design, and timing, and answer questions.

- Boeing Field/King County International Airport (September 4)
- City of Tukwila (September 10)
- Seattle Pedestrian Advisory Board (September 10)
- Seattle Bike Advisory Board (September 16)
- Seattle Freight Advisory Board (September 16)
- SODO BIA (October 7)
- West Seattle Bike Connections (October 7)
- Georgetown Community Council (October 20)

Appendix B: Full survey results

Question 1: We understand this is a busy freight corridor and the importance of preserving access. In addition to repaving the street, freight improvements in early design include:

- Maintain freight operations, including over-legal limits movements
- Separate vehicles from pedestrians and bicyclists along the corridor
- Upgrade signal heads to improve visibility
- Add dedicated signal turn phases to eliminate conflicts between users
- Fix or replace traffic sensors to improve signal operations
- Install drainage improvements

What is your opinion of the freight improvements in our early design?

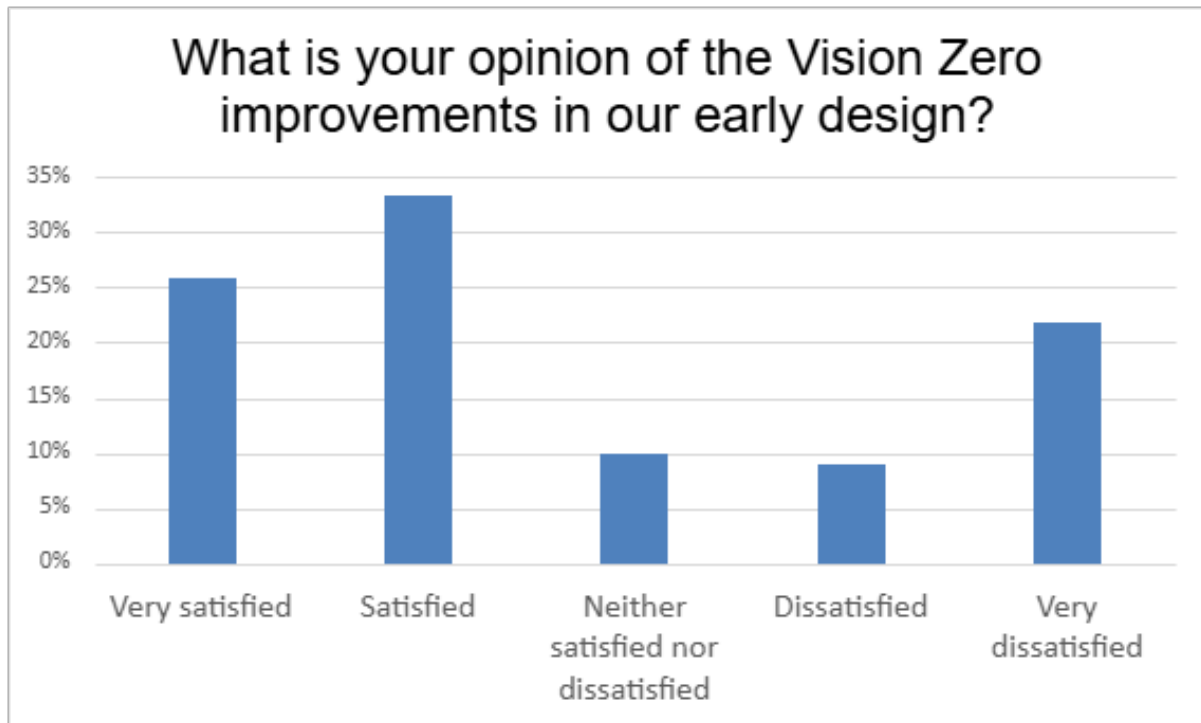


201 people responded to this question.

Question 2: We heard from the community that safety was one of the top concerns for East Marginal Way S. Vision Zero safety improvements in early design include:

- Remove slip lane from northwest bound East Marginal Way S to northbound 4th Ave S and install a widened curb to slow down vehicle turning movements
- Southbound reduction from two lanes to one from 4th Ave S to Ellis Ave S
- Install hardened centerlines on side streets to slow down turning movements
- Upgrade signals along the corridor to improve safety
- Install concrete curb bulbs at key intersections to increase visibility and slow down turning movements

What is your opinion of the Vision Zero improvements in our early design?

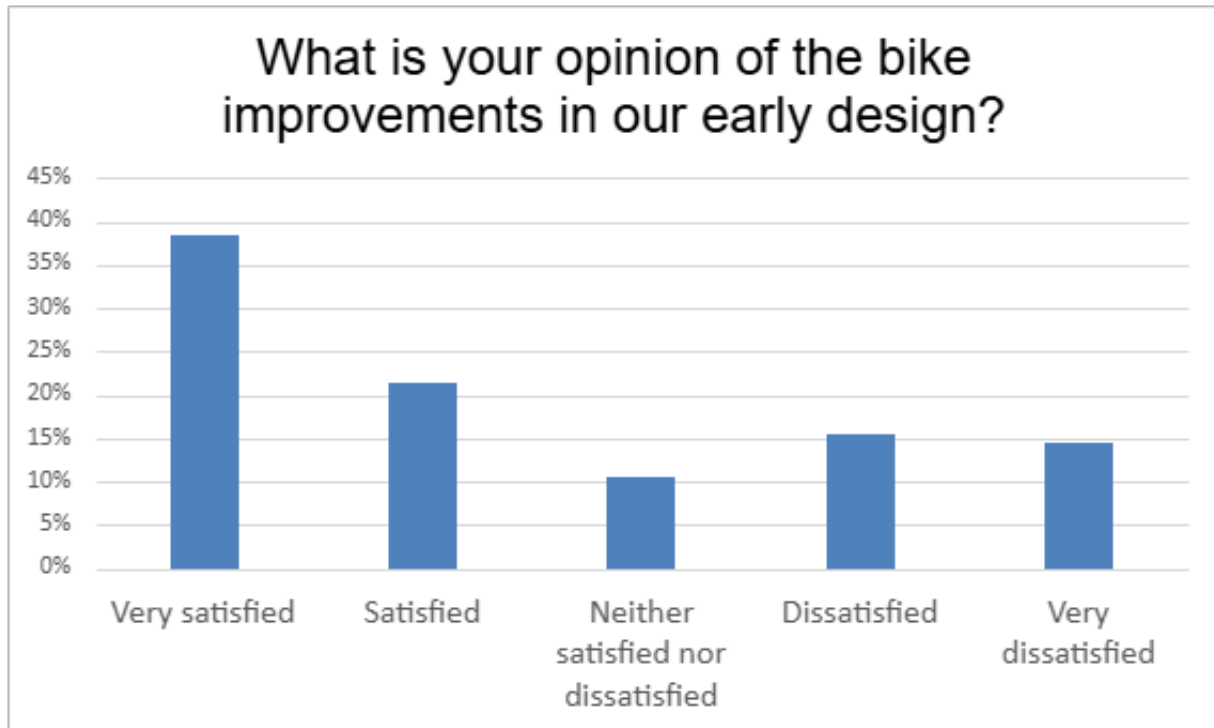


201 people responded to this question.

Question 3: To help meet our climate goals, close gaps in our bike network, and separate drivers from people biking along the corridor, the early design bike improvements include:

- Construct a 10-foot wide, two-way protected bike lane with precast concrete barrier along the north side of East Marginal Way S between S River St and Corson Ave S
- Construct an 11-foot wide, sidewalk level Shared Use Path along the north side of East Marginal Way S between Corson Ave and the Flume Trail as a continuation of the path being installed by the Georgetown to South Park Safety project
- Install directional protected bike lanes with precast concrete barrier and flex posts from 16th Ave S to the approach of the Seattle/Tukwila city line
- Install two-way bike crossing at south leg of East Marginal Way S and 4th Ave S for future bike route on S River St
- Upgrade signals with dedicated turn phases to support the new bike lanes and reduce conflicts

What is your opinion of the bike improvements in our early design?

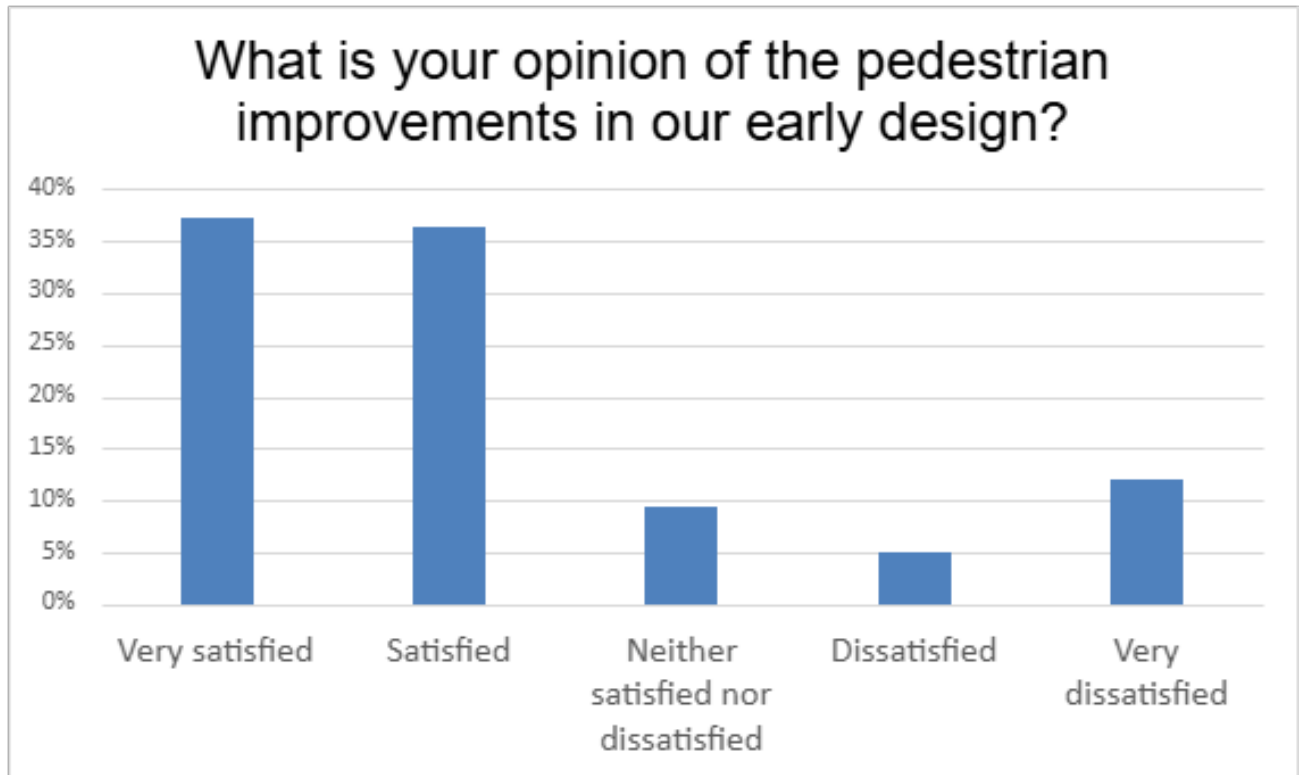


201 people responded to this question.

Question 4: To improve walkability and neighborhood connections, the pedestrian improvements in early design include:

- Repair sidewalks along the corridor outside of the area where a Shared Use Path is proposed
- Inspect and reconstruct curb ramps to make them complaint with the Americans with Disabilities Act (ADA)Install Accessible Pedestrian Signals, which provide auditory, visual, and vibrotactile information, along the corridor
- Install curb bulbs to reduce crossing distances and improve visibility at key intersections
- Plant approximately 43 new street trees to improve canopy in the city’s largest heat island and provide shade along the Shared Use Path

What is your opinion of the pedestrian improvements in our early design?

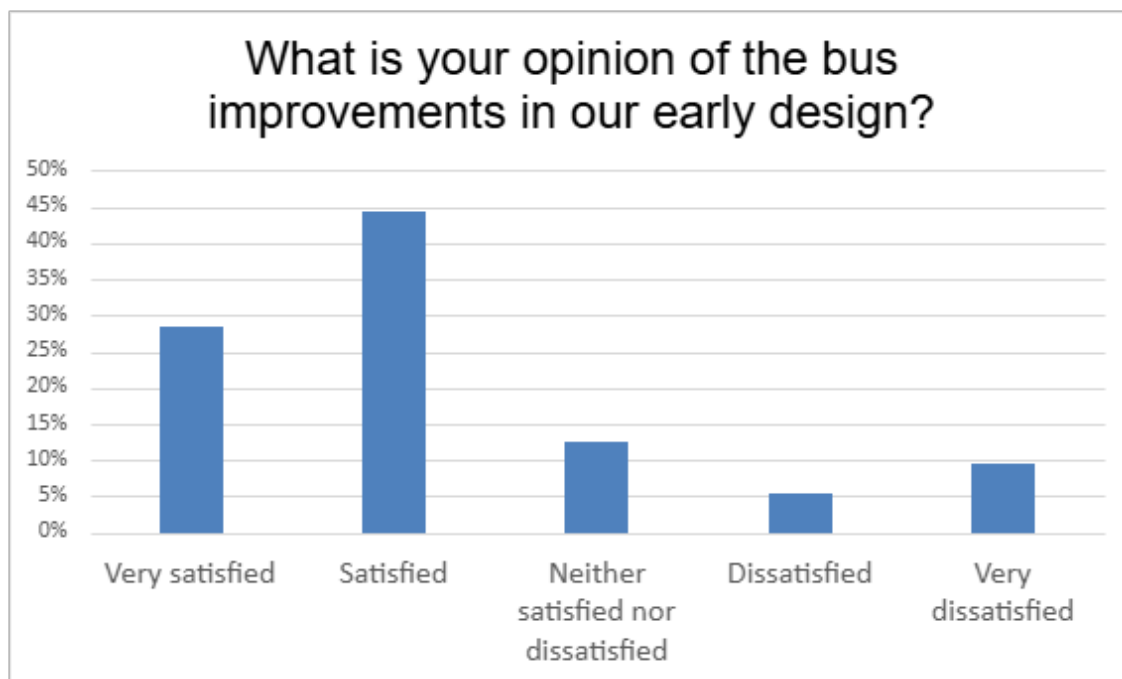


201 people responded to this question.

Question 5: In addition to repaving East Marginal Way S to meet the needs of transit and improve service, bus improvements in early design include:

- Bus bulb with shelter and lighting for the southbound stop at S Webster St/14th Ave S
- Bus stop upgrade for the northbound stop at S Ellis St
- Repair sidewalks and install ADA curb ramps along the corridor to improve access to bus stops

What is your opinion of the bus improvements in our early design?



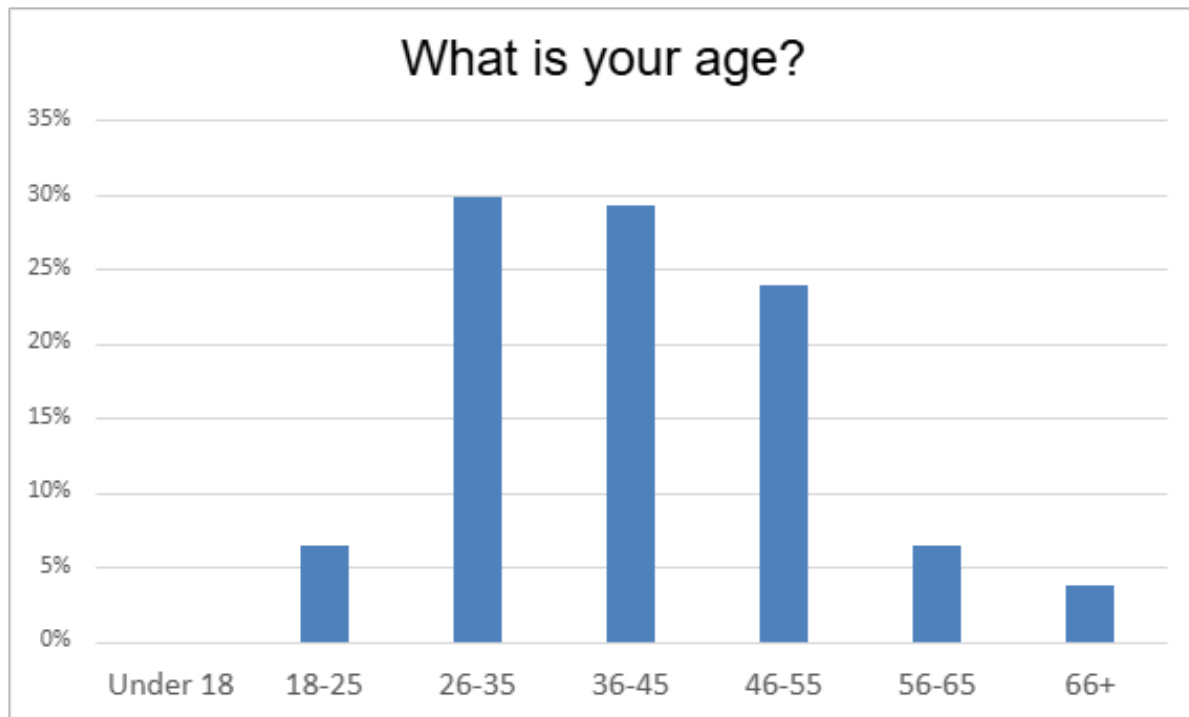
201 people responded to this question.

Question 6: Is there anything else you would like us to know as we consider improvements in this area?

Responses to this question are summarized in the [Online Survey section](#) above. To request all 128 original responses to this question, please email us at EMarginalPavingAndSafety@seattle.gov.

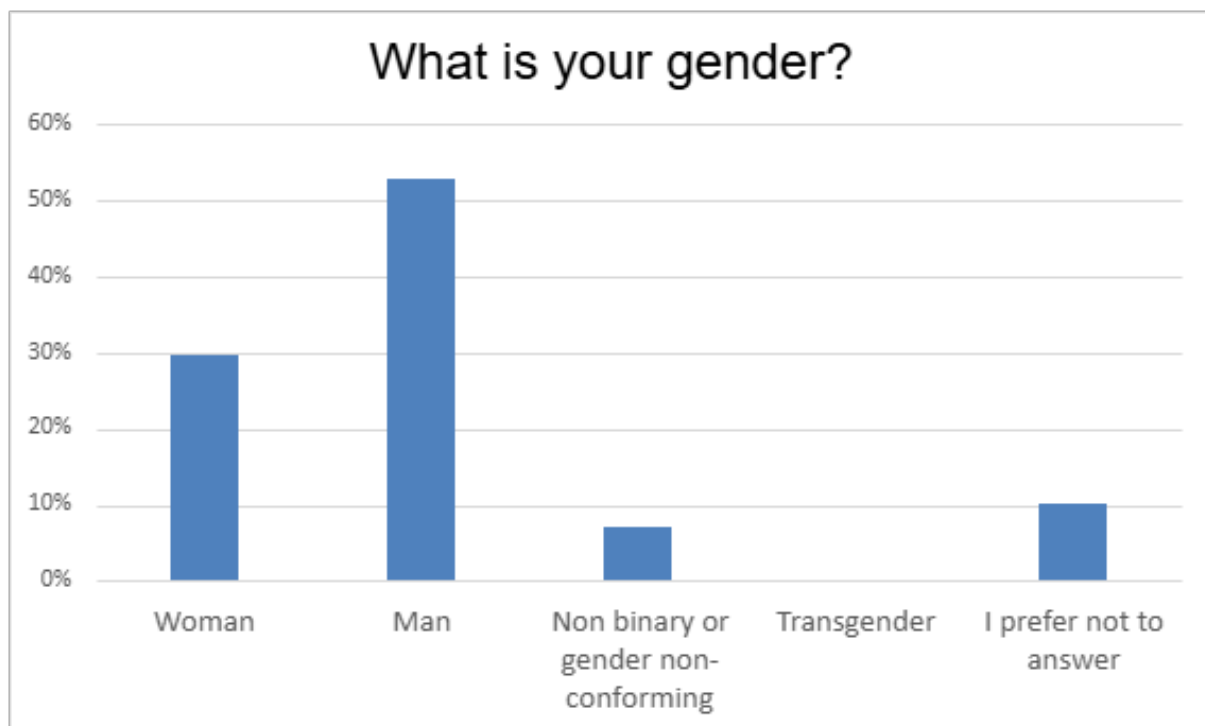
For answers to questions asked in response to this prompt, please refer to the [Frequently Asked Questions section](#) we added near the bottom of our webpage. If your question isn't answered there, please email us or leave us a voicemail at (206) 775-8719.

Question 7: What is your age?



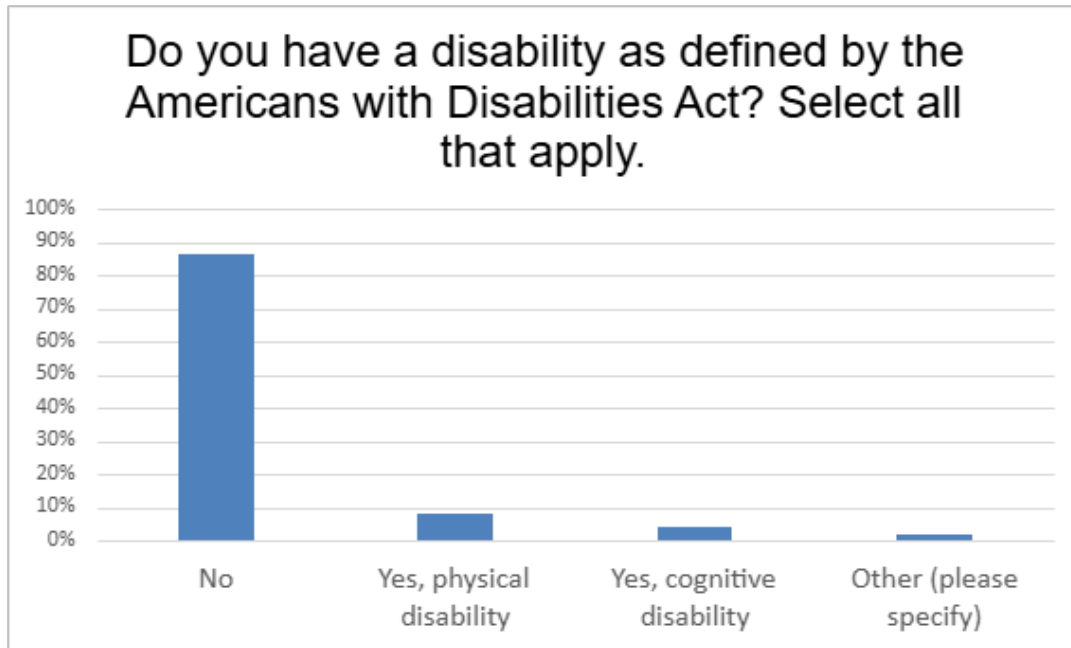
184 people responded to this question.

Question 8: What is your gender?



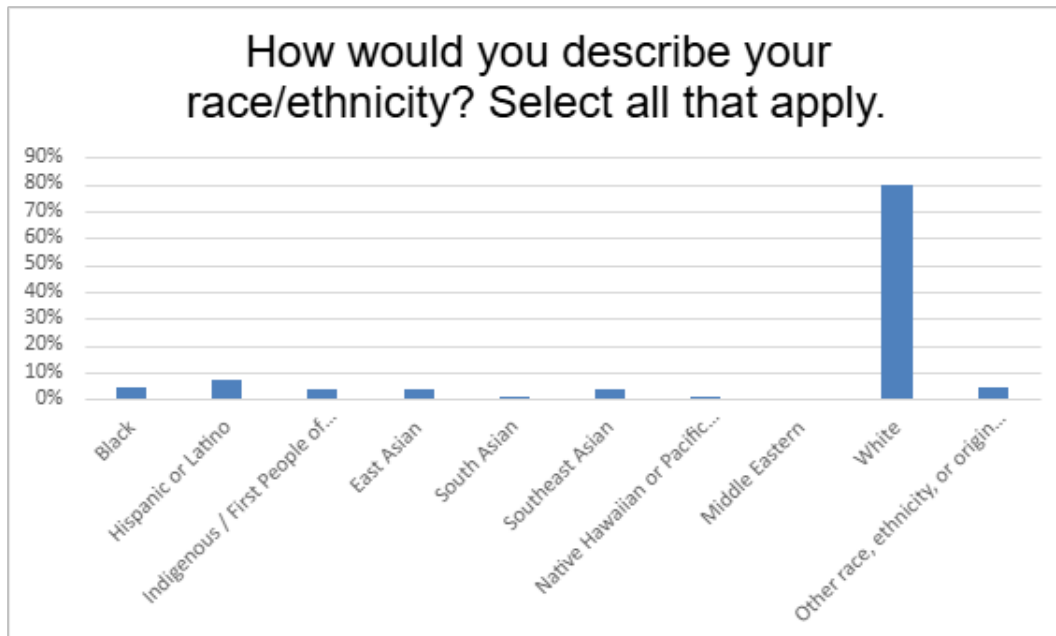
185 people responded to this question.

Question 9: Do you have a disability as defined by the Americans with Disabilities Act?



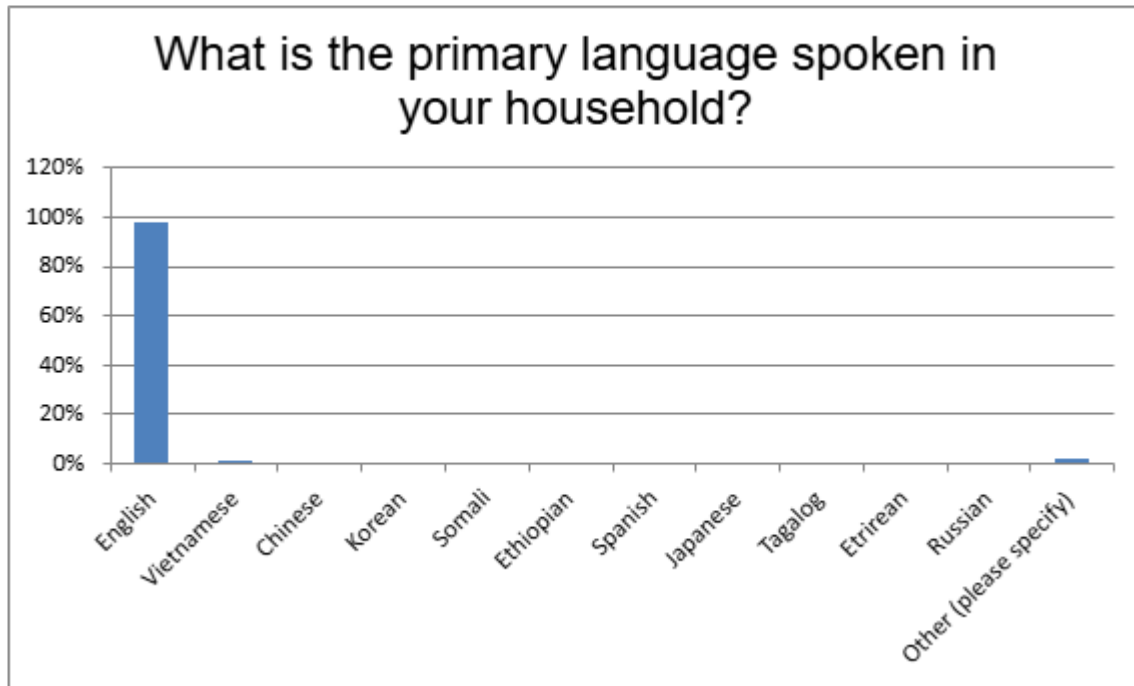
181 people responded to this question.

Question 10: How would you describe your race/ethnicity?



171 people responded to this question.

Question 11: What is the primary language spoken in your household?

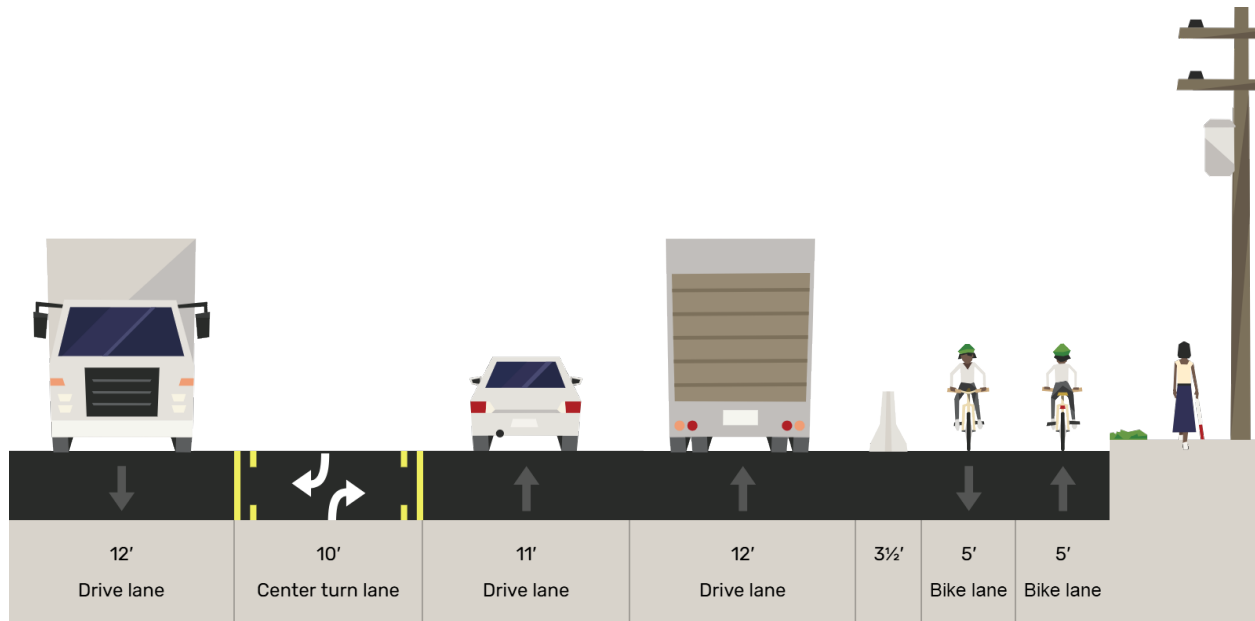


179 people responded to this question.

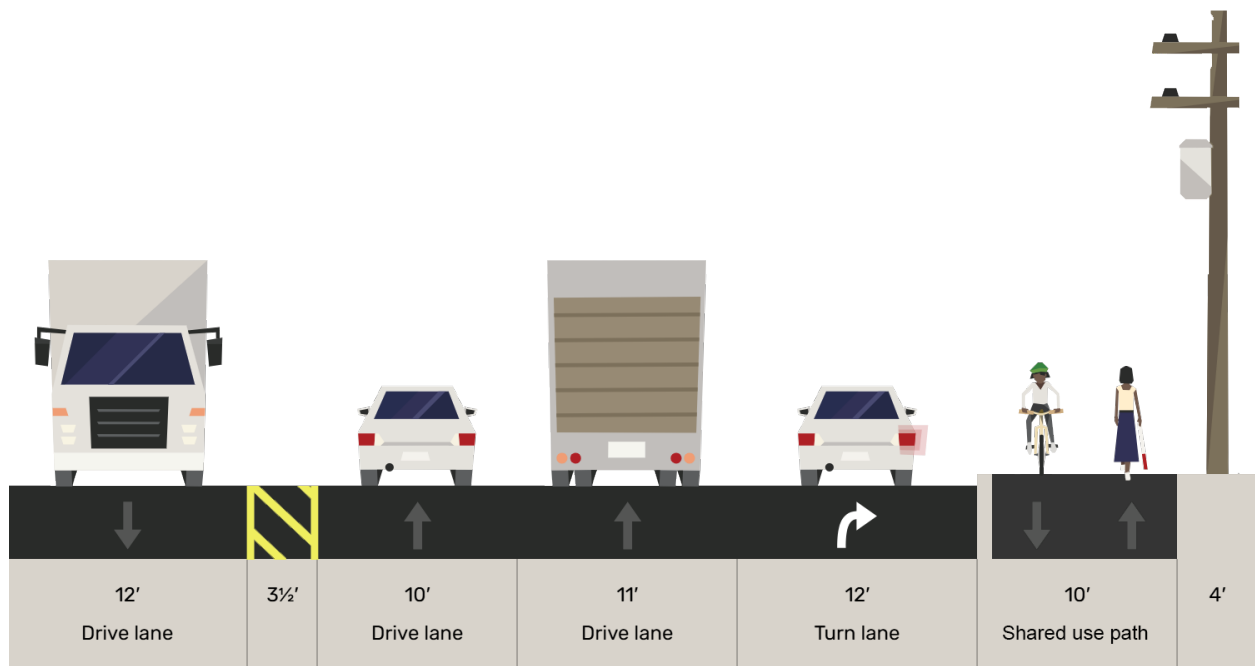
Appendix C: Proposed cross-section graphics

All cross-section graphics below depict proposed designs on E Marginal Way S between the intersections identified.

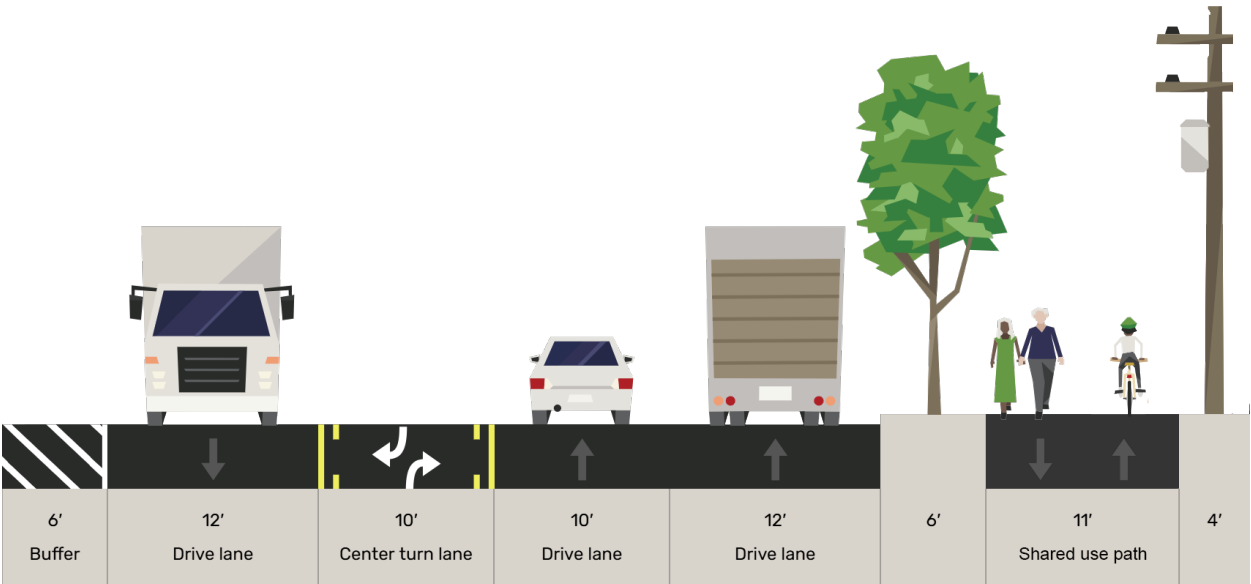
4th Ave S to Corson Ave S



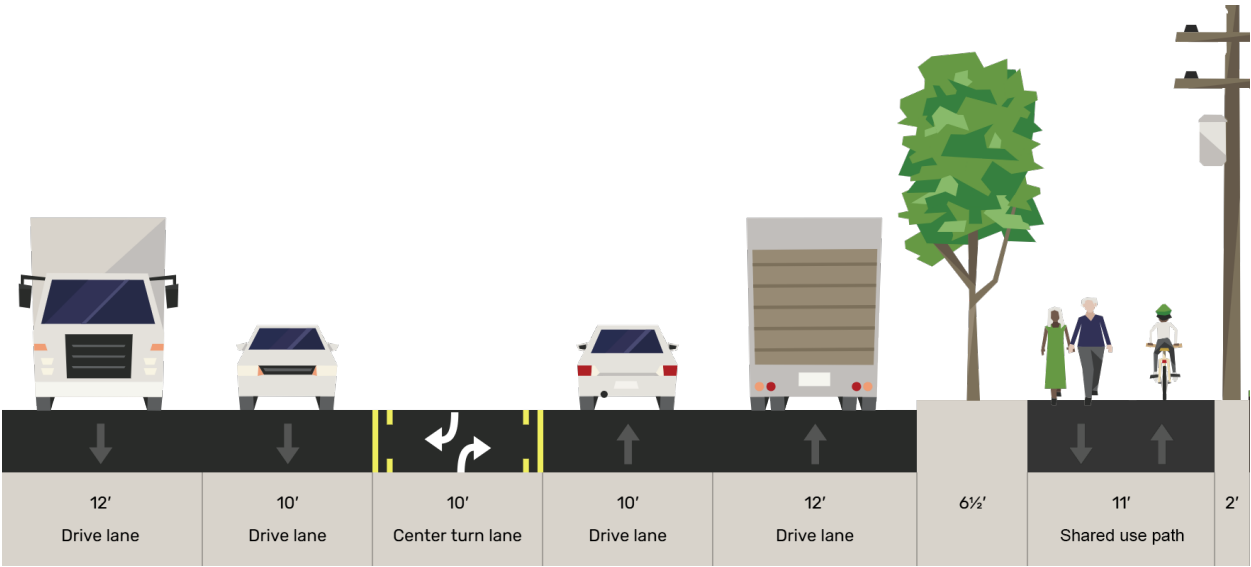
Corson Ave S to Carleton Ave S



Carleton Ave S to S Ellis St



Ellis Ave S to 16th Ave S



16th Ave S to city boundary

