



Adam Bartz, Co-Chair
Steve Kennedy, Co-Chair
Don Brubeck, Secretary
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June 7, 2017

To: Jessica Murphy, Project Manager, SDOT

Re: **East Marginal Way Corridor Improvement Project**

We would like to offer comments for the East Marginal Way Corridor Improvement Project.

This project is obviously important for freight mobility and the economic health of our regional port and industrial and manufacturing centers. It is also important for creation of a connected bicycle transportation network linking Downtown, Pioneer Square and Beacon Hill to West Seattle, South Park and Georgetown. East Marginal Way S is identified in the Seattle Bicycle Master Plan for protected bike lanes and off-street multi-use paths as part of the City-wide bicycle network.

Our first concern is for safety. This corridor is shared by ships, freight and passenger trains, heavy trucks, cars, cyclists, and pedestrians. Separation of bike traffic from motor vehicle traffic is a key to safety. **This corridor needs substantial physical separation of bike and foot traffic from motor vehicle traffic.** Intersections must be designed for safe, efficient movement of bikes and large trucks.

If the bike route design is efficient and intuitive, bike riders will use it. This will lead to more predictable behavior, benefitting all road users. **A safe, comfortable, efficient route will lead more people to commute to work using this corridor.** The switch to bikes will reduce pressure on the West Seattle Bridge, crowded buses, and major truck routes.

For the North segment, from S Spokane Street north to S Atlantic Street, we support development of a hybrid concept proposed by SDOT's design team, adapted from the initial design concepts. This option would provide a widened multi-use path on the west side of East Marginal Way from S Spokane Street north to S Hanford Street; a diagonal bike crossing at S Hanford Street; and two-way protected bike lanes on the east side from S Hanford to S Atlantic Street, to connect to the Portside Trail.

The advantage of this option is that the route crosses only one Port gate on the west side (at Terminal 25) and has no intersection or driveway crossings for the length of the protected bike lanes. Points of bike/vehicle conflict and delays will be minimized. Port of Seattle long-term flexibility for terminal gate locations and hours will be maximized. The west side of East Marginal Way should remain accessible by bicycle to reach the destinations located along this corridor.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

- City Council
Resolution 25534



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Bike lanes in the north segment should be made wide enough to allow passing, and protected with concrete barriers to prevent vehicle incursions. Barriers should also be designed to prevent pooling and allow drainage while also keeping debris from the bike lanes. Advance detectors and separate signal phases can make intersections both safe and efficient.

Consideration should be given to modest repairs and resurfacing of Colorado Ave S from S Hanford to S Lander Street. This street within the corridor is a greenway route in the Bike Master Plan. It provides a quiet bike route to West Seattle's closest light rail station, the SODO station, and to major employers and the SODO E3 Busway Trail.

For the South segment, from S Spokane Street south to Diagonal Way, we support SDOT's preliminary design concept to build a separated bike and pedestrian path on the west side. The South segment should primarily be designed to handle the predominant flow of traffic to and from West Seattle, but should also have intuitive connections to the east and south of the intersection of S Spokane St and E Marginal Way S. We urge the City to pursue an agreement with federal agencies to **continue the route into the Federal Center South**, a major employment center that is currently not safely accessible by bike from West Seattle, or even on foot from Metro bus stops. In any case, for connectivity, the bike and pedestrian route should reach Ohio Avenue S. We also recommend careful re-design of the intersections at First Ave S and at S Michigan to create safe bike and pedestrian crossings from this corridor into Georgetown and to the First Avenue S Bridge to the Duwamish Trail.

The project can make Seattle's transportation network more sustainable. To that end, control of storm water runoff and addition of street trees should be considered part of the project. Street trees can provide shade and comfort, and increase ridership through the industrial areas.

Sincerely,



Steve Kennedy
Co-Chair



Adam Bartz
Co-Chair



Don Brubeck
Secretary

Cc: Mayor Ed Murray
Mike O'Brien, Rob Johnson, Kshama Sawant and Lisa Herbold, City Council
Scott Kubly, Director of SDOT
Kyle Rowe, SDOT

p.2 of 2

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