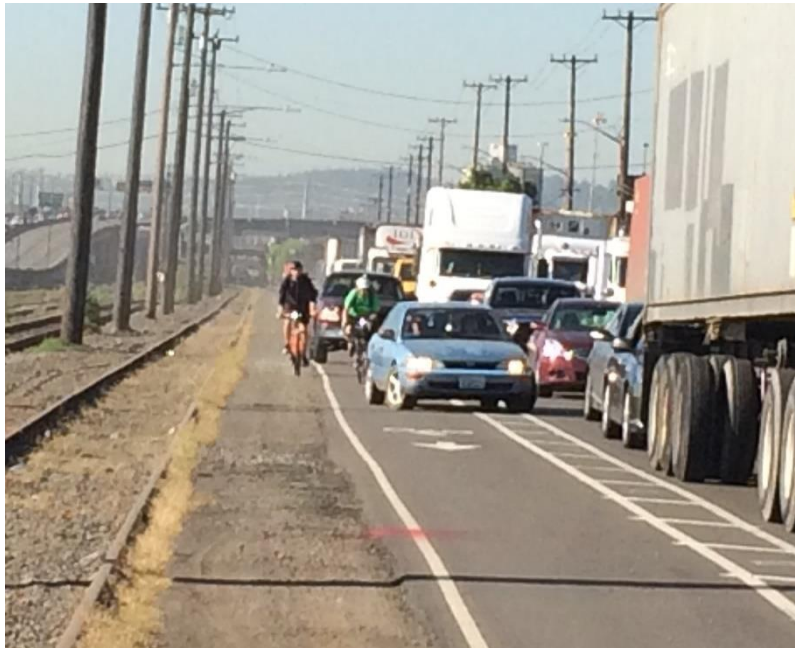


Seattle Department of Transportation
East Marginal Way Corridor Improvement Project
Summary of Online Open House Survey Results

June 20, 2017



Overview

The Seattle Department of Transportation's (SDOT) mission is to deliver a high-quality transportation system for Seattle. Through the East Marginal Way Corridor Improvement Project, SDOT will improve freight mobility and access, and enhance safety, efficiency, and reliability in the movement of people and goods along this heavily used corridor.

Prior to identifying a preferred option for the East Marginal Way corridor, SDOT gathered input using a variety of methods, including community briefings, a work group session with the Seattle Bike, Pedestrian, and Freight boards, a door-to-door survey with properties along the corridor, and an online open house and survey. The purpose of the online open house was to present several potential street design options and gather feedback on those options. As participants progressed through the online open house, they were asked questions and had the opportunity to provide feedback on:

- Options to better separate bike and freight traffic north of Spokane St
- Options to improve safety and strengthen connections for those who walk and bike
- Options to create a separate facility for people biking south of Spokane St

A “notes” box at the bottom of most pages provided participants with the option to make and submit comments.

The survey consisted of five questions, in addition to four optional questions designed to collect demographic data. The complete online open house survey is included in Appendix A.

Online open house survey methodology and notification

The online open house link was posted on the project website and open from April 12 – 30, 2017.

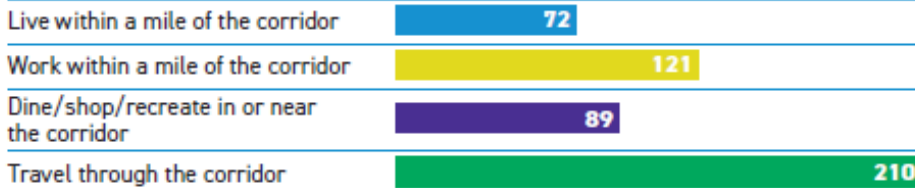
The online open house was promoted using a variety of methods:

- **Mailer:** A postcard was mailed to over 5,000 addresses. The mailing area boundaries went north to S Dearborn St, south to S 96th and SW Roxbury streets, east to I-5, and west to West Marginal Way SW and SR-509. The mailer announced the online open house and included a link to access it.
- **Stakeholder email:** An announcement of the online open house was emailed to project stakeholders on the email list. Recipients included residents, neighborhood groups, community organizations, businesses, and local blogs.
- **Website:** The survey link was posted on the project website.
- **Project coordination:** The online open house was also promoted at the Georgetown Mobility Study Open House on April 26.
- **Social media:** the online open house was promoted via SDOT Twitter and Facebook accounts.
- **Media:** Announcement of the online open house was reposted by the West Seattle blog and the Seattle Bike blog.
- **Door-to-door notification and phone calls:** During the door-to-door survey effort, the communications team informed people, in person and with follow-up phone calls, of the online open house and encouraged employers to share the information with their employees and to help us understand access needs.

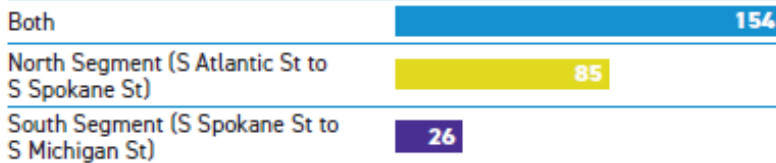
Summary of online open house survey results

A total of 311 viewed and/or completed some portion of the online open house survey. Responses to the survey questions are reflected below.

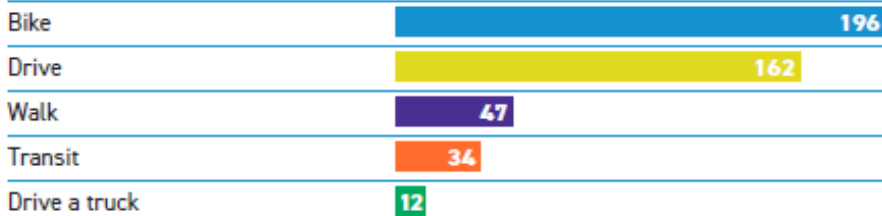
WHY DO YOU USE EAST MARGINAL WAY? CHECK ALL THAT APPLY. (274 respondents)



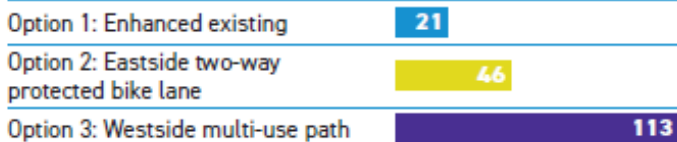
WHICH PART OF EAST MARGINAL WAY DO YOU USE? (269 respondents)



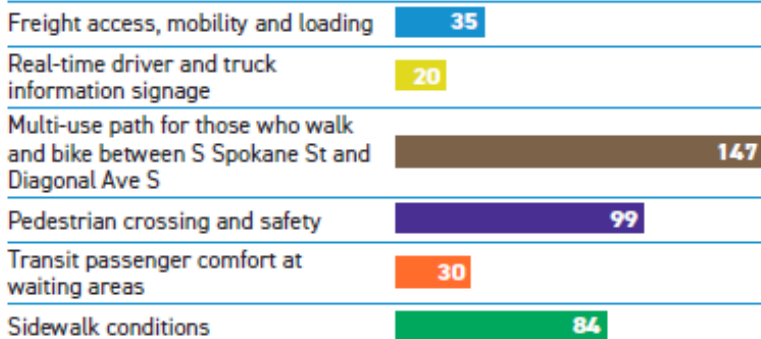
HOW DO YOU USE EAST MARGINAL WAY? CHECK ALL THAT APPLY. (274 respondents)



WHICH NORTH SEGMENT STREET DESIGN OPTION DO YOU PREFER? (181 respondents)

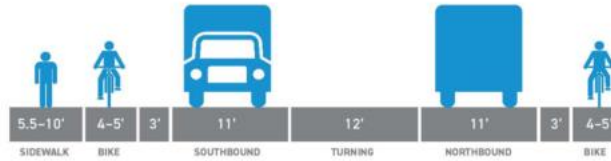


WHAT ARE YOUR TOP 3 IMPROVEMENT PRIORITIES FOR THE SOUTH SEGMENT? (169 respondents)

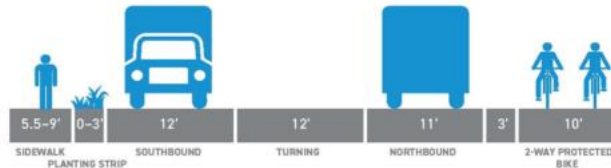


North Segment (S Atlantic St to S Hanford St) Options

Option 1:
Enhanced existing



Option 2:
2-way PBL east side



Option 3:
Multi-use path west side



Facing north

Survey comments key themes

A total of 123 people submitted comments on the project. A complete set of survey comments can be found in Appendix B.

The following is a list of common themes that emerged from the comments.

Physical separation of bikes and vehicles is a priority for safety

Many people made comments about the importance of separating bicycles and vehicles, specifically trucks. People suggested that there is “safety by separation” and that it is necessary to provide a physical and solid barrier between the bike facility and the vehicle traffic (cars and freight trucks).

South segment needs better options for people walking and biking

People also frequently commented that better options for people biking and walking are needed in the south segment. Specifically, many people mentioned the desire for a bike facility to link to the 1st Ave bridge to help complete the regional trail network, and to provide better connections to the South Park and Georgetown neighborhoods.

Bike route should have minimal driveway crossings

Some people commented that the selected bike route should avoid or minimize driveway crossings.

Improve signal timing for bikes

A few people noted that, regardless of bike route chosen, the timing of signals for bikes needs to be improved.

A continuous option for a bike route is preferable

A number of people commented that the selected bike route needs to be continuous (mostly on east side or mostly on west side) to make it easy and safe to use.

Near-term improvements are needed

A few people suggested that SDOT needs to make some safety improvements in the near-term. They feel that 3 years is too long to wait for the proposed improvements.

APPENDIX A

[PDF of online open house and survey](#)

APPENDIX B

Survey comments on the [project webpage](#) under Project Materials