

East Marginal Way Corridor Improvement Project
 Summary of Online Open House Survey Results
 Appendix B: Comments

Q10 Comments/Questions

Answered: 123 Skipped: 188

#	Responses	Date
1	Despite the one death of a bicyclist on the north half, it looks like the most collisions are in the south half, which means to me that the greatest efforts should be in the south half, especially around and just north of Michigan St. So far, I do not see a plan to solve the problem of pedestrian and bicycle safety at 16th and East Marginal that allows safe transit between Georgetown and South Park. This is my highest priority.	6/15/2017 2:37 PM
2	Intuitive biking and walking routes are vital for the reliable and safe movement of freight. These go together. This project should highlight how separated and complete biking and walking routes are actually good for freight.	6/15/2017 2:32 PM
3	If you choose option 2, there needs to be a physical barrier between the bike lanes and the traffic. Currently traffic uses the bike lane when trucks are backed up and if the bike lane is wider that makes this even more tempting. South of Spokane street, it would be ideal to keep as much distance as possible between the street and the sidewalk.	6/15/2017 2:30 PM
4	Many of the traffic lights that are on E. Marginal Way are dumb lights and impede the flow of traffic. They should be made smarter so as to make traffic flow more efficient. For example, I see Southbound traffic stopped at a light to accommodate traffic turning left from the Northbound direction. However, there are no vehicles that want to turn left. The light does not know this and gives the left turn lane a green arrow to an empty lane anyway. Also, vehicles that are making a right turn to join the street Northbound often trigger the light which stops 3 lanes of Northbound traffic on E. Marginal. However, there is no need to stop the Northbound traffic in this situation. The vehicle can make a free right on a red light to travel North on E. Marginal. The light should be able to distinguish between vehicles that wish to join the road Northbound, and which wish to join Southbound. It is only the Southbound travelers who's accommodation requires stopping the Northbound flow of traffic.	6/15/2017 2:25 PM
5	There is no good bike route connecting the Elliot Bay Trail with Boeing Field & Georgetown. The only reasonable options involve crossing the West Seattle Bridge and South Park Bridges to use the Duwamish Trail, or using 1st Ave S (not a friendly street for bikes) and connecting through a maze of sharrows on industrial streets to get into Georgetown. Please consider extending the Elliot Bay trail, as either a multi-use path or a 2-way protected bike lane, to Boeing Field. This is the only way this project will ever comply with Vision Zero.	6/15/2017 2:20 PM
6	I have voted for North Segment Option 2 - preferring to both separate bike traffic from truck maneuvers (curb cuts) and provide cyclists with a protected bike lane. The bike lane protection in the 3' indicated will be of the utmost importance. Currently, trucks and cars frequently use the bike lane as a passing lane or for their maneuvers. The 3' of protection needs to eliminate that potential with inflexible (solid steel or concrete) bollards, grade change, and visual barriers.	6/15/2017 2:17 PM
7	In reviewing options for bike facility options for the northern leg - I support the third option, the multi-use path. I have been bike commuting to downtown from West Seattle almost daily for several years via the East Marginal Way route. After seeing a dead cyclist at Hanford ST several years again, I bike the sidewalk on the west side of the street in the morning to avoid the heavy fast moving short haul trucks that service the Port of Seattle. On my way home I take the bike lane home as the traffic is calm. This allows me to have a physical barrier from the freight traffic and keeps me from a risky crossing across E Marginal to the east side of the street. I support the third option of the multi-use path as I feel this provides the best options for both cyclist/pedestrians and port traffic. It clearly delineates bike/pedestrian traffic from truck traffic and therefore is the safest. Crossing East Marginal Way and other east/west streets for cyclist is tricky in the morning and presents a lot of risk. Hence the dead cyclist at Hanford ST. However, the third option is not perfect as there are a few driveway crossing that need improvement. Currently the heaving traffic at driveway crossing at Terminal 30 and 46 can pose a challenge. Currently there is minimum infrastructure to help direct cyclist/pedestrians and truck how to navigate these driveways without running into each other. For instance, T30 has had a stop sign mounted to a movable truck wheel rim for years. Until recently, there was not signage saying "look out for cyclist or trucks". T 46 has the benefit of the stop light but this is trumped by bad driving behaviors of truckers. They often perform a rolling stop when turning right while leaving the port when a cyclist/pedestrian is attempting to cross legally. or they just run the light. Seem the port of Seattle Police could actually police this behavior, and there needs to be better infrastructure. Like a bike/pedestrian only stop light crossing.	6/15/2017 2:15 PM
8	Timeline/plan seems very disconnected from highway 99 tunnel opening which will cause major changes to traffic patterns on this street. Secondly, there's a lot of room for improving access to/from current bicycle paths and avoiding current sources of bike/truck conflicts. road surface is in pretty terrible shape in northbound section. Street probably Will need major maintenance before 2020. Finally a lot of problems on this street are caused by all the queuing truck traffic entering the various terminals. There's no mention here of solutions to that problem.	6/14/2017 4:52 PM
9	Why fund improvements for bikes that direct them thru the most polluted area of Seattle, LDW. More health favorable routes to get thru downtown are needed.	6/14/2017 4:47 PM

East Marginal Way Corridor Improvement Project

10	Regarding a biking solution on the north part of E Marginal Way S, I think that the best solution would be a raised sidewalk with a protective barrier on the east side. In the current solution, there are also big screws and other chunks of metal and tire that fall off the semis and get pushed to the bike lanes. And with the current bike solution, cars and semis on a daily basis use the bike lanes for passing or parking. Only if the bike path were raised and protected, would there be any meaningful safety in the bike lanes. I would prefer them to be on the east side due to fewer intersections with semis, but if that's impossible for some reason, then we will need them on the west side.	6/14/2017 4:46 PM
11	Improving bike connections and safety should be the highest priority above improved freight mobility. I have had several near misses with freight vehicles while on my bike, north of S Spokane Street. Option 3: Multi-Use Path on West Side is by far the safest option for peds and cyclists. Crossing E Marginal Way to get to the bike path on the east side of the street is the scariest and least safe part of this corridor. By having all ped/cycle protected paths on west side, crossing E Marginal would be eliminated. This timeline for design is too long! This means we have 3 more years of dangerous biking before construction event begins. :(6/14/2017 4:43 PM
12	I'd like to see a multi use path the entire length of the study area with stops signs for vehicles crossing the path alignment	6/14/2017 4:41 PM
13	This is a freight corridor, not a bike thru-way. Bicycle facilities need to be located off corridor	6/14/2017 4:40 PM
14	Collision risk may increase north of Spokane Street after the Viaduct is taken down and East Marginal once again becomes a major route to downtown from West Seattle for the general public. "Property Damage Only" is still expensive for everyone. We need a continuous bike and pedestrian facility from the Waterfront to 1st Avenue Bridge along East Marginal Way (preferably west side). Sometimes the lower West Seattle Bridge is stuck open for quite a while and the only way to get home to your family in time is to detour to the 1st Avenue Bridge. There should be a safe and convenient bicycle facility to do this on East Marginal Way without having to detour all the way to 1st Avenue. Besides this corridor, there should be east-west bicycle facilities between West Seattle and the Georgetown business district. Perhaps the Federal General Services Administration could partner with the state and city to provide a trail crossing from Federal Center South through an improved signalized crossing, and through the G.S.A. parking lot to connect to Ohio Street which could provide a great greenway connection to Georgetown (Ohio Ave S. to S. Hudson St., S. Hudson St. to 3rd Ave S., 3rd Ave S. to S. Dawson St., S. Dawson St. to Denver Ave S., Denver Ave S. to S. Lucile Street, S. Lucile St. to Airport Way S.) Bicycle facilities for all ages and abilities should follow the flattest route. This is usually near water and that is why the East Marginal Way South/Hwy 99 corridor needs to be a complete street with adequate pedestrian and bicycle facilities. The state should look at converting one of the many (about 7) 45 mph motorized traffic lanes to use for pedestrians and cyclists on Hwy 99 between Diagonal Way and the 1st Avenue South Bridge. There is a great bike facility on the 1st Avenue South Bridge, but no safe way to get to it. This could be a world class route from the Downtown Waterfront to the Airport for biking tourists.	6/14/2017 4:28 PM
15	I think the part of Marginal Way south of Spokane Street needs improvement the most. There is no path through that area that feels safe on a bike. It has completely foiled my partner's attempts to maintain her bike commute since her office moved into the area. As for the three options given for the North section, I don't think any are ideal. The third option seems best of the three, but only if sufficient thought is given to visibility at intersections. Two way bike lanes like the one in option two are awful. Please avoid these if possible. They are always too narrow. A wide mixed use path is preferable.	6/14/2017 3:56 PM
16	Re: North corridor: Ugh - Options 2 & 3 are "almost doable" solutions, but end up failing either pedestrians or cyclists. Why isn't there an option that has a protected bike lane that is separated from cars and pedestrians? I'm going to select Option 3, but I generally loathe the Burke Gilman trail (or the Myrtle Edwards trail) trail because it's shared. People walk 4 abreast. People don't know what to do when they hear a bike bell or someone call out "on your left", they walk dogs on long leashes or long extended leashes or no leashes - it's bad design to make cyclists and pedestrians share and "hope everyone behaves". Pedestrians won't like getting buzzed by cyclists who don't leave enough passing room (or tried to call out, but the pedestrian had headphones in and didn't hear). I would prefer option 2 if it was actually a protected lane and not just paint. Re: South corridor - the form asked what my top 3 items were, but only let me chose one option. This area is incredibly dangerous for anyone who needs to bike to Federal Center South or wants to reach Hudson Cafe or Two Beers. Getting from Spokane street to Diagonal is incredibly scary. Being a pedestrian waiting for the bus at Atlantic feels harrowing. The length of time you have to wait to use the crosswalk at Atlantic redefines the term "beg button". The sidewalks are rarely / never cleaned of debris. It's a real mess for anyone not in a car. Re: this digital experience - thank you for making an option to do this online. It's difficult for me to attend open houses during the week because of work/family obligations, so I appreciate the time that went into creating this online option. I'm glad the city and SDOT are trying to solicit comments from the public in a variety of ways.	6/14/2017 3:55 PM

East Marginal Way Corridor Improvement Project

17	<p>This is a really important project for the benefits to our trade-dependent regional economy and local living-wage jobs. It is a really important project for the public health, transportation and environmental benefits of increasing the number of people using bikes for commuting to work. Increasing the bike commuting will help us absorb the rapid population growth in West Seattle without increasing the traffic congestion that slows down truck traffic. All of the listed benefits are important. Safety is #1. Truck drivers are generally professional and careful, but the dangers of truck/bike and truck/pedestrian interactions are high, with extreme consequences for bike riders and pedestrians. We need physical separation of bike traffic from vehicle traffic. To make it used and predictable, it must be designed for intuitive, efficient bike riding and truck driving; and intersections must be designed for safe, efficient truck and bike movement. The road design should also make it difficult for car and light truck drivers to speed to and make dangerous moves at intersections when truck traffic is heavy. Right now, cars drive suddenly into the NB bike lane through the S Hanford intersection to get around trucks, and cheat on the "freight only" NB right turn lane at S Atlantic. The Federal Center South is a major employer of people living in West Seattle. Many would choose to bike to work if a safe route is created. This will reduce car traffic and improve freight mobility. A multi-use path should be built south of S Spokane to Diagonal. It is part of the Bicycle Master Plan's city-wide network. I prefer option 3 (west side path) because it is the only one shown that qualifies as "all ages and abilities", as presented. But it may not be the best option. For the North segment, option #1 is not an "all ages and abilities" design as shown, using only paint stripes and with long vehicle weaves at intersections, and not enough safety island at Spokane/East Marginal on west side. It's a non-starter unless concrete barriers are used for separation, as on NE 65th from Burke-Gilman trail to Sand Point Way, or as on the Spokane St Bridge; and unless there is a separate signal phase at S Hanford and at S Atlantic for bikes to proceed NB & SB with no vehicle turns permitted, and bikes to stop while vehicles may turn (as on 2nd Ave PBL). If you show this as an option, you may get a different result for opinions. Consider re-opening this poll for North segment offering fully protected bike lanes for #1, and offering #4: a hybrid option of multi-use path on west side from S Spokane to S Hanford, making S Hanford an efficient protected intersection with bike and vehicle sensors, and then two-way protected bike lane on east side to S Atlantic St. with concrete barriers. It would give the Port terminals more safety, efficiency and location flexibility for their gates, and avoid the most intersection and driveway crossings. A multi-use path on west side has problems with pedestrian conflicts at the narrow section at the Coast Guard station, where there is considerable pedestrian traffic, but there is very low pedestrian traffic between S Hanford and S Spokane, so a shared path should not present problems at that end. It will be important to consider and model traffic for post-SR 99 tunnel traffic, when EMW may be used by more car traffic in the north segment, and S Atlantic will have westbound lanes re-opened for traffic that will cross the bike and pedestrian routes.</p>	6/14/2017 3:53 PM
18	<p>I prefer Option 2 for the north segment to reduce turning conflicts along driveways, though I am concerned about adequate connections to the West Seattle trail. Bikes on multi-use paths leads to confusion for everyone unless the areas are clearly delineated - drivers and walkers seem to think you're in the wrong place unless it's made very clear that bikes are allowed. For any of the options, bikes need a full physical separation from truck traffic, either a raised path and/or concrete barriers. I also hope something can be done to reduce massive lines of idling trucks on most mornings.</p>	6/14/2017 3:50 PM
19	<p>Increasing vegetation and tree canopy in the corridor will provide health and environmental benefits to all user. Sidewalks should be continuous, and meet Federal accessibility standards for the length of the corridor. It seems disingenuous to ask open house respondents "What are your top 3 improvement priorities for the South Segment?" and then only provide the option of prioritizing bicycle facilities that are clearly in the North Segment - this is not a South Segment improvement. How will design of the South Segment provide separation of bicycle and motor traffic?</p>	6/14/2017 3:26 PM
20	<p>This should not be a 3 year process to merely start construction. The fact that Marginal is a mess for pedestrians and cyclists has been a known issue for a long time. The city has hired nearly 1500 new employees under the current administration (at great taxpayer expense) including positions in the transportation department. However, with more city employees, progress on street improvement projects remains excruciatingly slow. Improvements are needed now, not 3 years from now when the project scope will inevitably be narrowed through escalating costs, NIMBYism, some random consultant-led study for a \$.5M and objections of the port whining about driveways. Improve the corridor for the people of the city as soon as possible: MOVE FASTER.</p>	6/14/2017 3:15 PM
21	<p>This is a crazy discussion, NO ONE wants to walk or ride a bike inches away for trucks going by at over 45 MPH even though it posted at 45 MPH but NEVER speed controlled. walkers and bikers always use the adjacent side streets.. I know I ride my bike down here after work for exercise and East Marginal is dangerous. DO NOT try to improve East Marginal South of Spokane street. Rather spend the money like down by SouthPark and show bikers and walkers alternative routes to use. Putting bikers and walkers so close to dangerous roadways makes no sense especially with all the power poles and utility boxes on the proposed side walks that will never get used.. Come join me and lets walk this sections of East Marginal and see how you feel with trucks roaring by.</p>	6/14/2017 3:14 PM

East Marginal Way Corridor Improvement Project

22	<p>North Section: Thank you for reaching out to the shareholders and getting feedback about this project before you begin. I'm first and foremost a cyclist and have been commuting on this stretch for over 10 years. I don't feel safe with the current set up so I take Horton to Utah Ave S to avoid the truck mess. The problem is that trucks are waiting in the center lane and they could be going to terminal 30 or they could have a reservation for a specific time to pickup a container at terminal 46. There really needs to be two center turn lanes for the trucks to wait in. I dispatch these trucks for a local drayage company and would be willing to give you a tour sometime to show some of the struggles that the truckers face on a daily basis. It also doesn't help that more ships are landing in Seattle which is an already busy and backed up port. One suggestion would be to add an incentive program to have the chassis outfitted with sideguards that would help protect a cyclist from being killed if they are run over by a truck. South Section: This area needs help for cyclists. You used to be able to cut across a parking lot to get to georgetown but that has now been turned into a container yard and closed off. Also there is a freight only road provided by the Port of Seattle to the Union Pacific Argo yard that would be a great connection however it is only designed for trucks. There is an amazing brewery (the two beers) but it can be difficult to access from Harbor Island.</p>	6/14/2017 3:04 PM
23	<p>Option 3 is my preferred! it would connect the regional multi use path from Alki to Downtown. Bikes next to trucks aren't deadly but they are scary. Even a 3' Buffer doesn't feel safe! I would want my kids to ride on the path. Lets keep them separated better! Also for emergency vehicle access they could use the multi use path if the north/south/center lanes were blocked with trucks. There is also the port pd hq along this section too. Maybe design this so they are not blocked in! Option 3 would be better if the planting strip was 4.5' wide and the northbound lane can be 12' During construction please minimize impact on the port truck traffic by working after 5pm into the night and prioritize freight. If a container is delayed it could cost the trucking company a huge contract! Could we wait till west seattle terminal 5 is open?</p>	6/14/2017 2:56 PM
24	<p>The roadway itself is in need of repair where the train tracks run over. Busses and trucks break the concrete at these crossings. I like the idea of having a separate trail for pedestrians and bikes</p>	6/14/2017 2:43 PM
25	<p>An important bike corridor that should be improved to make biking safer and more appealing to everyone traveling through the area. Connecting to existing and planned bike paths in the north and south would be amazing! Thanks! Evan</p>	6/14/2017 2:40 PM
26	<p>I bike often with a child from South Park to downtown and use the sidewalk on East Marginal (north of west seattle bridge) when she is on my bike. Narrowing the sidewalk would be dangerous. Please create the widest possible separated bike path on the WEST side. There are very few pedestrians and it would be safe to combine everyone. Please also look into the signal at the south end of the wsdot/port bike path (north end of marginal). The timing is terrible when there is a train - it favors northbound trucks turning left and takes several minutes to turn to a walk signal for people and bikes on the west side. The bike connections around the first Ave bridge are simply terrifying. This project MUST address this. first ave south is a bike route and often the best alternative heading south through SoDo. I live in South Park and crossing the first ave bridge itself is safe, but getting to the bridge from the north side is nailbiting. The crossing from first to the bike route under the bridge involves moving with high speed highway traffic through the intersection. Please please please don't forget this important connection south of Diagonal. South Park and Georgetown (Duwamish Valley Safe Streets) are beginning to team up to advocate for a safe pedestrian and bike loop between and through the two neighborhoods. Safely getting to the First Ave bridge is a key to this. Additionally, a bike path all the way along east marginal - even south of Diagonal! - would go a long way to safely navigate SoDo for the communities of the south end. Please create more separated bike ways!</p>	6/14/2017 1:06 PM
27	<p>Question on south corridor alternative does not allow you to select multiple options. (iOS)</p>	6/14/2017 1:02 PM
28	<p>A wide multi-use path on the west side, with safety improvements at Port driveway entrances, will provide the most welcoming option for hesitant bike riders and will provide the best predictability for all users. 45 mph is very fast for a street that serves people walking and biking as well as heavy freight! The lack of fatalities must be related to the fact that this segment is so unwelcoming to people walking and biking that very few people attempt to do so. To get best value from transit improvements, safe walking routes must be created between transit stops and destinations - not just immediately around the stops!</p>	6/14/2017 12:47 PM
29	<p>Outreach needs to include residents, businesses and the College in Georgetown - not just industry. Within the past year, two more companies have moved their HQs to Georgetown - Trupanion and Darigold - increasing the need for improved multi-modal access along major routes throughout the area. Reducing single occupancy vehicles in the area requires improvements to access to transit and to transit facilities. Important to keep in mind that Georgetown's northern boundary starts at Hudson and runs south to Michigan (and beyond). Need to plan for the industry of tomorrow not preserve for the industry of today. Tell me more about how the mobility study underway for Georgetown will inform project design and funding prioritization for the southern part of E. Marginal Way. How do these plans and the timeline tie in with the Prologis project at Michigan and E. Marginal S/First Ave S? What studies have been done to understand the impact of the logistics facility on traffic in the area - including E. Marginal Way S? How many collisions are between trucks and trains along E. Marginal Way S? I was only able to select one option on the top 3 priority list. My top three are: improved sidewalks, pedestrian safety and transit passenger comfort at waiting areas. All of these are in deplorable condition south of Spokane Street, throughout Georgetown. We should be equitable in our approach with these amenities and prioritize them both white-collar/downtown workers and industrial/creative workers.</p>	6/14/2017 12:45 PM

East Marginal Way Corridor Improvement Project

30	<p>1- current drainage is terrible making it difficult to ride in bike lane unless you want to be covered in oil and other runoff. 2- as long as trucks cannot enter in bike lane this seems to be the best option 3-enough volume of both peds and bicycle traffic including people that are stumbling in the middle of path would make his less desirable and less safe. Other comments: -Port truck traffic often don't obey traffic signals and block intersections, park in bike path, intrude into bike path while traveling, block line of sight for pedestrians and bike riders. Cara traveling through area speed often because of the straightaway. This area needs periodic enforcement. -Poor drainage exists and creates very large pools that trucks do not slow down for while driving through which sends a huge stream of runoff into the air for several feet horizontal and there is no clear area to escape to when on sidewalk. -Beg button at S Hanford St doesn't work often or has very long waits to cross. It should be a protected crossing for peds and bicycles. -Sidewalk conditions are rough and used during heavy traffic and storm events to get away from heavy truck traffic and pooling water. -Bicycles need a separated, protected lane from trucks as there is no way to get their attention because the cab is so high and it's impossible to make eye contact.</p>	6/14/2017 12:38 PM
31	Option #2 please. Thanks	6/14/2017 12:37 PM
32	North of Spokane street: Please consider COLORADO between Spokane and S. Lander street as a protected bike path location to connect the Alki Trail from West Seattle to the new overpass at S. Lander. This provides a possible all ages and abilities bike corridor from West Seattle to the SODO light rail and connects the SODO trail. I also support a protected bike lane as long as it is actually physically protected and not just paint on the road	6/14/2017 12:36 PM
33	Speeds on the north section are often in excess of the speed limit. I often see cars speeding and passing trucks in the center turn lane. I often see trucks parked in or using the bike lane in the north section. Option 3 for the north section is the only logical option that prevents vehicles and bikes mixing and prevents bikes from crossing traffic (east/west) multiple times	6/14/2017 12:34 PM
34	This is a freight corridor and needs to allow truck traffic easy access to the terminals but also it needs to be safe for walking and bicycle traffic.	6/14/2017 12:30 PM
35	Its so nice to have a seperation between traffic and the bike and ped lanes.	6/14/2017 12:22 PM
36	S Segment work for bike/walk is incomplete. Please come back with better options.	6/14/2017 12:20 PM
37	Really happy to see improvements being made here. The north end especially is very sketchy to ride a bike through.	6/14/2017 12:18 PM
38	In option 3 for the north section the bike path needs to be two way and wider than the pedestrian sidewalk as this is THE major north/south bike route in and out of the city.	6/14/2017 12:17 PM
39	Of the three options presented for the North Segment, Option 3 is by far the most preferable. Given both the high volume of truck traffic along this corridor and the popularity of the route with cyclists from West Seattle, it is all the more important to separate the two modes as much as possible. Option 3 does that. I cycled for years along this route and have always felt exposed and vulnerable to trucks, particularly when riding northbound.	6/14/2017 11:51 AM
40	Would there be no sidewalk planned in Option 3 or on the east side in option 1 or 2? For option 3, 10 feet is too small for both bikes and pedestrians. It is the minimum but there will be conflicts during games, etc. My choice for option 2 but there should still be sidewalks on the east side of the street as well.	6/14/2017 11:48 AM
41	I will never forget riding my bike past Lance David covered by a white tarp on my commute. His unnecessary death would have been prevented if this corridor were designed to consider all users. An option for a separated multi use trail on the west side of East Marginal should be implemented. The online comment period should be extended and promoted actively during the upcoming bike-to-work month. Insufficient outreach has been done to promote this online open house.	6/14/2017 11:47 AM
42	There needs to be a 2 way bike path through this corridor!	6/14/2017 11:41 AM
43	Multiuse path on west side would provide best connectivity but two-way on the east side would avoid driveway/freight conflicts.	6/14/2017 11:38 AM
44	Thank you for addressing the concerns of this community.	6/14/2017 11:37 AM
45	with trump in office good luck with federal grants	6/14/2017 11:10 AM
46	Why does it take so long to get construction underway, how long is construction expected to last once it begins, and what are cyclists to do while construction is underway? Will there be a wide, safe temporary bike lane along the route?	6/14/2017 11:03 AM

East Marginal Way Corridor Improvement Project

47	Thank you for taking these updates seriously. It is really one of the most dangerous parts of my daily commute. I hope that pedestrians and bicyclists are really given a safe place to walk or ride. This section of road is truly the scariest part of my daily commute. I STRONGLY prefer the 2 way protected bike lane for the North Segment. A multi-use path could work, as pedestrian traffic is limited in the area, but a 2-way protected bike lane protects and separates all users, making sure potential negative interactions are minimized. It also separates bikes from turning trucks - something that is really important. Trucks have almost turned in to me before, they block the intersections, and those interactions could be avoided by moving both directions of bike traffic to the east side of the roadway. Thanks so much!	6/14/2017 11:01 AM
48	There also needs to be a safer connection to the Sodo light rail station so bike commuters can use Link as well. I want to commute that way but the east-west roads are too dangerous for biking in that area.	6/14/2017 10:56 AM
49	Hello, This stretch of road is part of my bike commute from Ballard to West Seattle and back. I always feel extremely unsafe and use the very bumpy sidewalk when heading South instead of the bike lane, as there have been too many times where the trailers of the semi-trucks come too close for comfort. Please do something about this stretch, as it is a major thoroughfare for bicyclists, especially those coming from West Seattle to the downtown corridor. Thanks for listening! Gayle	6/14/2017 10:38 AM
50	Safe, protected bike connections are important in this area.	6/14/2017 10:37 AM
51	As experts have been saying, a hybrid of these options would be best to maximize safety through the separation of freight traffic (trucks) and bicyclists: maybe a west side path south of Spokane and east side path north of Spokane? Listen to West Seattle Bike Connections, please.	6/13/2017 4:31 PM
52	the road needs cleaning and a new surface, it's an ideal candidate for improvement	6/13/2017 4:26 PM
53	One thing to think of is time of day. Work days, there is a lot of truck traffic. they don't see bikes. they idle in the middle of the road. i only feel safe on the sidewalks as cars will go around the trucks and hit bicyclist. During the weekends, holidays, there is little truck traffic. Also, the pavement in this area, with rail lines, is not the greatest. could be much improved and the trucks make it ware fast. In reality, this is mostly a transit area. there are really no services. With the new Tunnel, it will remain to be seen how surface traffic changes. I suspect it will increase. thanks for your time.	6/13/2017 4:17 PM
54	Protected bike lines, as 2nd ave routinely demonstrates, are unsafe during non-commute hours. Lanes are blocked with parked cars and vehicles regularly turn on red arrows. Mixed used trails are not conducive to the type of heavy bike-commute traffic seen on this stretch. There are almost no pedestrian users, and it is safe to keep them separated. Commuting on Marginal, north of Spokane, is actually relatively safe feeling when the bike lane is not flooded. Differences in traffic patterns make exponential changes in the ability to ride safely on this street; when it is only regular, commercial drivers it usually goes smoothly. Marginal south of Spokane is a hot mess, with barely any rideable bike routes. It is only for the most experienced riders who are confident with both traffic and bike handling over rough terrain. The circuitous, rail-line laden routes one has to take to avoid Marginal are... wait for it... only *marginally* better. Georgetown to downtown is a shit route no matter which way you go and I wouldn't wish it on my worst enemy.	6/13/2017 4:15 PM
55	There should definitely be a barrier between bikes and cars. I bike from the Olympic Sculpture Park along the waterfront, down to Hanford to loop back and hop on the light rail. First, the bike route portion of the street is covered in debris; second, cars and trucks speed along very close to bikers even though there is a designated bike lane. It's scary, and the path of the bike lane is inconsistently paved (cracks, puddles, etc.) There should also be a better connection between this route and the light rail. This could be a bike thoroughfare if built properly. Biking in Vancouver BC and other cities feels much safer because there is a "barrier" between cars and bikes. I think you will see fewer accidents if there is a barrier -- the barrier could be anything, but an option without a physical barrier between bikes and cars / trucks will mean the bike route here remains kind of scary.	6/13/2017 4:09 PM
56	I walk from West Seattle to Pioneer Square almost daily, if it is raining I take the bus. I grocery shop in SODO & ID area and I frequent the SODO restaurants along 1st Ave. Walking access from West Seattle to the Light Rail is important and the sidewalk on Spokane St. is wonderful and wide but the drug-addict encampment under the West Seattle Bridge scares me; I only shop at Costco if I have friends to walk with me. North segment option 3 is best it has trees to separate me from the cars/trucks.	6/13/2017 4:06 PM
57	Do it faster! Please!	6/13/2017 4:02 PM
58	I strongly support option 3 for the north segment. The south segment truly needs separated bike facilities that link to the 1st ave s bridge. This will help complete the regional bike network and allow safer, better access from South Park, Georgetown and other undeserved communities.	6/13/2017 3:46 PM

East Marginal Way Corridor Improvement Project

59	<p>The east side makes more sense on northern section to avoid driveways and other conflicts with trucks. But two important points: 1: The PBL needs PHYSICAL protection, not just a painted buffer. Please use a curbs, planters, jersey barriers, or something else solid. Plastic bollards will not prevent vehicles from entering the lane and do not provide the needed safety. 2. The connection with the path to the lower Spokane Street bridge will be critical. Perhaps the path should stay on the west side of Marginal south of Hanford, with a dedicated signal for a diagonal crossing of Hanford (between NE and SW corners). Or, if the path is on the east side of Marginal south of Hanford, there should be dedicated signal at Spokane. In either case, the signal should have loop detectors far enough before the intersection so that the light can turn green before cyclists reach the signal. Also, the timeline is discouragingly slow, given the danger that exists now. In the interim, please place jersey barriers in the existing painted buffer to prevent cars and large trucks from entering the bike lane. This happens almost daily. The existing buffer has sufficient width for jersey barriers for the majority of its length and this would be a low cost, high return safety improvement to the existing path for the next 3+ years until this project is underway.</p>	6/13/2017 3:44 PM
60	<p>The most important part of this project should be to fix underneath Spokane St. where East Marginal Way crosses. It is so poorly marked and confusing that our customers get lost trying to figure out which way to go, both coming from south of Spokane heading north, or trying to get from Spokane to East Marginal Way. You cannot tell what is a road, or a parking lot, etc.</p>	6/13/2017 3:41 PM
61	<p>I commute on my bike every day on East Marginal Way on this exact stretch of road. I will always remember the bike fatality from a few years back, as it happened just a few minutes in front of me. I passed the body of the dead cyclist while on my bike and I think about it every single day on my ride to work. I am a huge fan of this project, safety absolutely needs to be improved along this corridor, although I appreciate the design challenges. The second point I want to make is the importance of maintaining / not disrupting the Marginal Way skatepark project at the corner of Hanford and East Marginal Way, under the 99 freeway. This facility is a cherished and beloved public landmark - built and funded entirely by the community, it has become famous worldwide and hosts visitors from around the globe every single day of the year. After almost 15 years of existence, it has long become part of the fabric of the City of Seattle and should be preserved at all costs.</p>	6/13/2017 3:38 PM
62	<p>Why are there no bike lanes or walking pathways on the west side of the street south of even Nevada? If you are traveling south to a job on that side of the street, the buses don't necessarily stop near your place of employment., causing you to have to walk along the train lines or in muddy walkways that are dangerous due to the amount of litter (broken bottles near the glass plant, needles and the like) there is. For Northern sector improvements, lose the trees, they will cut off the sightline of drivers at driveways.</p>	6/13/2017 3:35 PM
63	<p>Option 3 provides the most safety. Although it does cross some driveways the number of days where this is an issue is limited. The value that we would get from the extra safety from a fully protected lane should encourage more people to bike this route. Option 2 is also viable if there is protection between the lane and the road.</p>	6/13/2017 3:33 PM
64	<p>Truck traffic around Spokane St to the south gate of terminal 18. There is a huge holding lot there so there is no reason for trucks to be backed up all the way up onto the west Seattle freeway and onto E Marginal way. The holding lot will be empty with trucks out on the roads. Why?</p>	6/13/2017 3:29 PM
65	<p>The proposed bike facility that is included for the north segment plan should be extended south to the 1st Ave. S Bridge. The 1st Ave. S Bridge is the only direct link between the neighborhoods of South Park and Georgetown. Providing a safer connection between these two neighborhoods would provide a big benefit to these two neighborhoods.</p>	6/13/2017 3:17 PM

East Marginal Way Corridor Improvement Project

66	<p>This project will provide very important benefits to our trade-dependent regional economy and local living-wage jobs. It is also a really important project for the public health, transportation and environmental benefits of the people on bikes that commute to work along this corridor. Providing infrastructure that will encourage more people to bike commute will help us absorb the rapid population growth in West Seattle without increasing the traffic congestion that slows down truck traffic. All of the listed benefits are important: Improved freight mobility, safety, and better pedestrian and bike connections. Safety is #1. Truck drivers are generally professional and careful, but the dangers of truck/bike and truck/pedestrian interactions are high, with extreme consequences for people on bikes or on foot. I've personally encountered a handful of dangerous scenarios when biking along this corridor over the last year. We need physical separation of bike traffic from vehicle traffic. To make it used and predictable, the roadway must be designed for intuitive, efficient bike riding and truck driving; and intersections must be designed for safe, efficient truck and bike movement. The road design should also make it difficult for car and light truck drivers to speed and to make dangerous moves at intersections when truck traffic is heavy. Right now, cars drive suddenly into the NB bike lane through the S Hanford intersection to get around trucks, and cars cheat on the "freight only" NB right turn lane at S Atlantic, endangering people on bikes. The Federal Center South is a major employer of people living in West Seattle. Many would choose to bike to work if a safe route is created. This will reduce car traffic and improve freight mobility. A multi-use path should be built south of S Spokane to Diagonal. It is part of the Bicycle Master Plan's city-wide network. I prefer North segment option 3 (west side path) because it is the only one shown that qualifies as "all ages and abilities", as presented. But it may not be the best option. For the North segment, option #1 is not an "all ages and abilities" design as shown, using only paint stripes and with long vehicle weaves at intersections, and not enough safety island at Spokane/East Marginal on west side. It's a non-starter unless concrete barriers are used for separation, as on NE 65th from Burke-Gilman trail to Sand Point Way, or as on the Spokane St Bridge; and unless there is a separate signal phase at S Hanford and at S Atlantic for bikes to proceed NB & SB with no vehicle turns permitted, and for bikes to stop while vehicles may turn (as on 2nd Ave protected bike lanes). If you show this as an option, you may get a different result for opinions. Consider re-opening this poll for North segment offering fully protected bike lanes for #1, and offering #4: a hybrid option of multi-use path on west side from S Spokane to S Hanford, making S Hanford an efficient protected intersection with bike and vehicle sensors, and then two-way protected bike lane on east side to S Atlantic St. with concrete barriers. It would give the Port terminals more safety, efficiency and location flexibility for their gates, and avoid the most intersection and driveway crossings. A multi-use path on west side has problems with bike/pedestrian conflicts at the narrow section at the Coast Guard station, where there is sometimes considerable pedestrian traffic. But there is very low pedestrian traffic between S Hanford and S Spokane, so a shared path should not present problems at that segment. It will be important to consider and model traffic for post-SR 99 tunnel traffic, when EMW may be used by more car traffic in the north segment, and S Atlantic will have westbound lanes re-opened for traffic that will cross the bike and pedestrian routes.</p>	6/13/2017 3:14 PM
67	<p>Pedestrian crossing and safety, Sidewalk conditions, Multi-use path for those who walk and bike between S Spokane St and Diagonal Av S</p>	6/13/2017 3:13 PM
68	<p>The north segment, whatever option is selected, needs to be built sooner than 2020. If we really need to wait 3 years before construction can even begin, then addressing the serious safety issues would be an acceptable stopgap temporary solution. There needs to be a solid divider to prevent trucks from entering the bike lanes (which they often do) where E. Marginal curves at the very north end. There is also a large patch of dirt there where truckers will use to do a U-turn, often without regard for bicycle traffic.</p>	6/13/2017 3:11 PM
69	<p>If it's not too late to vote, I vote for option #3.</p>	6/13/2017 3:06 PM
70	<p>If the bike design for the north segment forces unnecessary crossings or delays, people will run the lights, occasionally with bad results. It's a place where people ride fast -- essentially it's 99 for bikes. Today there are too many long waits at signals even when there's no traffic, particularly at Atlantic and occasionally at Hanford. Maybe make these flashing-red (all-way stop) signals when traffic is light. If a west-side MUP is designed with the fact that cyclists are going through, often pretty fast, in mind, that's fine. If it can't be designed for that, then on-street lanes are better. If the lanes are going to be on-street, the best path for cyclists going downtown from West Seattle, crossing over at the light at Spokane, needs to be clear. The thing where they stay on the west sidewalk and dart across at the crosswalk is insane, people have got badly injured because of it.</p>	6/13/2017 3:02 PM
71	<p>Railroad crossing need updated badly. Especially for bicycles near the restaurant depot where e marginal way starts to elevate as well as under the elevation. Also trains crossing driveways south of Michigan street blow their horns incessantly. It would nice to find a reasonably cheap solution to this problem.</p>	6/13/2017 2:55 PM
72	<p>I think Option 3 (multi-use) is the best for the north segment. Separation from truck traffic is most important to me. It is a good connection to the West Seattle Bridge at Spokane Street. The port driveways can be protected with signs and lights for maximum visibility for all users.</p>	6/13/2017 2:36 PM

East Marginal Way Corridor Improvement Project

73	<p>I've been a daily bike commuter from Ballard to Federal Center South for the past 15+ years. Collision stats should note that these are the reported collisions. I was struck by a van while biking at S Nevada St several years ago but did not report the collision as the consequences were minor (but turned out to be a separated shoulder). Modifications, particularly for walking and biking, should be made with a mind toward how they fit into a larger, more connected network of non-motorized routes in the future. By this metric, the only option that makes sense for the north segment is Option 3, which already connects well w/ the bikeway leading to W. Seattle and will directly connect to the new facilities on the west side of Alaskan Way after the viaduct comes down. This Option would create a separated, bikeway all the way from Alki to Interbay. The presentation says a drawback of this route are numerous driveway crossings, but there are actually only 3 crossings with any activity along the mile-plus stretch from Spokane to Atlantic. The other "driveways" haven't been used in years and are currently blocked by jersey barriers or fences. My point is that this is already a dominant route used by cyclists and a bikeway should get some priority over abandoned driveways. The Option 3 bikeway should be as wide as the new path leading from Atlantic to King Street (considerably wider than 10 feet). It should also be constructed so it doesn't buckle like the sidewalk that's currently on the west side of the north segment; only a well constructed and smoothly surfaced path is acceptable, safe, and sustainable. For the south segment, there absolutely needs to be a multimodal continuous non-motorized paved path on the west side of the road. This route currently has some of the poorest, most intimidating cycling conditions in the entire city yet is traversed by dozens of cyclists each day riding to and from the Federal Center South campus along Diagonal Way.</p>	6/13/2017 2:35 PM
74	<p>Option 3 is the best option because it is on the west side and has a 5' tree buffer. It is dangerous to cross that street and the vehicles that drive on it are large and might not see a cyclist or pedestrian.</p>	6/13/2017 2:20 PM
75	<p>Comments regarding the Northern Section: Multi-use path is inefficient for bicycle commuting due to unpredictable behavior of pedestrians. Also, on the West side, it requires crossing numerous driveways with heavy trucks entering and exiting dock and parking facilities. This makes Option 3 wholly unsatisfactory. Option 2 is also unsatisfactory for several reasons: (a) it would have southbound cyclists riding directly against truck traffic, with insufficient distance separating the bike lane from oncoming traffic, meaning the velocity at impact would be accelerated from both directions, in the case of a head-on collision with vehicles veering over the line into the bike lane. This frequently happens already, but at least now, the cyclist is traveling the same direction as traffic, meaning overtake time is longer, allowing more reaction time for both cyclists and vehicle drivers. 3 feet is simply insufficient, unless there were a seriously substantial barrier (ie Concrete pilings or reinforced walls). (c) two-way cycle path is dangerous, due to the length of travel and the speed of cyclists on this section of roadway. Cyclists regularly reach speeds of 20-25 mph, which is unsafe on a two-way bike path where cyclists headed opposite directions would pass each other within a few feet at contact speeds of between 40-50 mph, which would likely lead to fatal or maiming injuries from cycle-to-cycle collisions. This leaves option 1, which is better than the other two, but it needs to be revised to include physical barriers separating the vehicle lanes from the cycle lanes. Comments regarding Southern portion: I am less familiar with this section than the northern section, which I use at least 4 times every work day. The biggest difference it seems to me, is the transit stops and there are more numerous driveways for entering and exiting vehicles on the southern portion than on the northern portion of this project. For commuter cyclists, the most important thing would be to provide a safe route around transit buses when they pull in and out of transit stops. The best way to accomplish this is to have a transit stop that is separated from the bike lane by a traffic bulb. There are excellent examples of how to do this safely on Dutch planning sites. Please review those and incorporate this feature into the next stage of this design process. Thank you for seeking user input. I appreciate the effort to consider all users in upgrading this important transit and freight route with an eye to safety and efficiency.</p>	6/13/2017 2:16 PM
76	<p>Why isn't the CURRENT configuration shown here (on the comparison for roadway looking N on upper segment)? As a resident and person who walks and runs and bikes along this whole route: I AM PERFECTLY HAPPY WITHOUT SPENDING MORE MONEY ON THIS PROJECT. I don't think it really needs to be improved. I would rather funds be spent on dealing with excessive garbage and homeless encampments, which are a much bigger problem. Just saying.</p>	6/13/2017 1:52 PM
77	<p>Prefer 3, 2 is acceptable. Connection to existing are obviously a big issue. (North section) I don't ride south section</p>	6/13/2017 1:48 PM
78	<p>A completely separated multi-use trail for biking and walking between downtown, the West Seattle Trail, and the Green River Trail are my #1 priority for this project. I would love to be able to bike from work downtown to West Seattle or the Green River Trail on a completely separate multi-use path. To me, that sounds like a perfect summer afternoon. Seattle's master bike plan includes all of these bicycle facilities, so let's build it all as a part of this project.</p>	6/13/2017 1:29 PM
79	<p>Create a trail that goes all the way to the 1st Ave bridge for an easy connection to the Duwamish Trail.</p>	6/12/2017 2:30 PM
80	<p>East Marginal is the only viable connection between West Seattle and downtown for people on foot and on bicycles. It is critical that the improvements be made to make East Marginal safe and comfortable for pedestrians and cyclists. The wide west side multi-use path is the best way to do that. It is far safer than painted bike lanes because it is grade-separated from traffic, including the abundant heavy freight traffic travelling through the corridor and to and from the Port of Seattle. The driveway crossing should be marked with bright green paint to remind drivers to watch for foot and bike traffic. South of Spokane St, SDOT should prioritize sidewalk improvements, bicycle connections, transit amenities, and pedestrian crossing improvements.</p>	6/12/2017 1:29 PM

East Marginal Way Corridor Improvement Project

81	As a regular bike user of the north half of this corridor, option 3 is a clear front-runner for me. I prefer maximizing separating and removing the need to cross over to the east side of Marginal Way when heading north. Pedestrian users of this road are rare enough that I think they can coexist safely with bicycle users. Also, this option seems to offer the best chance at avoiding the large puddles that form on the southbound bike lane during heavy rainfall, and that force those users into the car lane.	6/12/2017 1:23 PM
82	This may be outside the scope of this project but i don't want to pass up an opportunity to mention it just in case...the Port of Seattle needs to provide semi trucks a place to park. Georgetown roads and sidewalks are a mess due to the high traffic and overnight parking of semi trucks. They break tree branches, crush sidewalks, create large holes in the road. Georgetown is a vibrant industrial artistic community - not a parking lot for semis.	6/9/2017 5:00 PM
83	Option 2 or 3 on north segment are preferable. 3 seems to make the most sense and like the idea of planting strip but some cyclists may still prefer to ride on east side of street to avoid driveways.	6/9/2017 4:57 PM
84	Is there no way to have a 2 way protected bike path on the east side of the street for the North segment?	6/9/2017 4:56 PM
85	North Segment Option 2 is the best for cyclists save for a bridge to safely cross over E Marginal Way from West Seattle Bridge Trail. South Segment (All of East Marginal Way) needs complete overhaul including the road surface and should be done concurrently not trickled into existence.	6/9/2017 4:22 PM
86	I like the idea of extra separation, but having the lane on the east side where trucks don't have to cross the bike paths to get into the yards or to go right on Spokane (which is IIRC where one biker got killed) may be the best thing to do. And for goodness sake, REPAVING THE ROAD ITSELF should be a huge priority, hopefully with something that will stand up to container trucks! I ride a motorcycle, and East Marginal is frankly dangerous with no traffic at all at night.	6/9/2017 4:13 PM
87	I bike this route 2-5 times a week crossing the West Seattle bridge, drive it occasionally, and occasionally use transit that comes through here. Maintaining bike access is essential and improving the safety by more separation or a protected bike lane would be fantastic. Last year I was almost struck by a driver who passed me as I rode in the bike lane northbound, then swung in front of me to pull into the small gravel spot on the east side as you approach the Coast Guard Museum northbound. I stopped to talk with him and let him know that could have been deadly, with nothing I could do to prevent it. A PBL would have prevented that maneuver. Because of this I mostly use the sidewalk for my northbound travel, then cross to the bike lane either at a mid-block crossing when the road is clear (I make VERY SURE of that!) or at the light where the trail picks up again. I would prefer not to be on the sidewalk, which is in need of repair and has center obstructions in a number of places as well as being a place I'd prefer to leave for people walking, but am making a choice for my own safety. I would also note that there are some times when the center lane is backed up for a long way with trucks waiting to enter the port and at other times the road is entirely empty except for people on bikes. Please BALANCE the modes as you address freight mobility. Last year I also crashed on the Elliott Bay Trail at Harbor Island due to maintenance issues (broken asphalt), broke my elbow, and had a subsequent frozen shoulder for which I am still in therapy 9 months after the crash. MAINTENANCE of whatever you create is essential. (Thank you for the high-quality repairs to that segment; it's now sidewalk in place of asphalt.)	6/9/2017 3:15 PM
88	Driveway crossings should be avoided. Transitions from east to west side of the roadway should be handled carefully - get this investment right the first time, no corner cutting.	6/9/2017 3:12 PM
89	Consider a hybrid of options 2 and 3 with a multi-use trail on the west side of Marginal south of Hanford and a two-way cycle track on the east side of Marginal north of Hanford. The signal allowing bikes to go between the two would need to be able to efficiently move riders across Marginal, however.	6/9/2017 3:05 PM
90	Improved bicycle facilities along this corridor would be awesome.	6/9/2017 3:04 PM
91	I voted for the two-way cycle track on the east side of the north segment of E Marginal Way. The success of this design will really depend on creating a safe and intuitive entrance into the facility for southbound cyclists. If there is no plan for making sure it is easy for cyclists to get into the cycle track, I would prefer to see enhancements to the existing bike lanes instead. Separately, I would like to point out that building new sidewalks along the southern section of the corridor would be a dramatic improvement in conditions for transit riders. The current conditions for walking and biking are so poor that investments into transit stops specifically would make no sense at all - islands of concrete with bus shelters are pointless if people can't get to them safely.	6/9/2017 2:43 PM
92	There are such high volumes of bicycle traffic that a shared pedestrian/bicycle path could result in conflicts between bicycles and pedestrians for Option 3 in the north segment of E Marginal Way. However, I'm not sure how high the pedestrian volumes along E Marginal Way are anyway. As someone that bikes along the corridor, I'd be most nervous about big trucks turning into and out of the Port driveways while I'm biking along the west side. Scary. Turning movements are where most bike/vehicle collisions occur. Option 2 would totally eliminate potential conflict between bike traffic and pedestrians and turning trucks. There's also more than enough space on the east side of E. Marginal in the north segment along the rail tracks (take out the discontinuous rail closest to E Marginal Way) We could carve out a fully separated 2-way PBL that didn't have any trucks turning across it. Could also connect seamlessly to the SODO trail north of Atlantic if the PBL was allowed to continue underneath SR 99. In the south, the Hanford crossing could be beefed up to make it a safer crossing for bikes and peds. This is where we could transition folks from east to west side in order to connect to the West Seattle Bridge trail. One highly-visible crossing point.	6/9/2017 2:37 PM

East Marginal Way Corridor Improvement Project

93	I live in West Seattle and work in SoDo, so I ride the north section of East Marginal every day. I've actually been thinking for about 2 months that Marginal should have a bike lane accommodating both directions on one side of the road (preferably the east side to avoid driveways). Option 2 is my preference, but option 3 would be a close second. In any case, a protected lane, no matter which option is selected, would do well to prevent trucks and cars from using and blocking the lanes. I've had a dozen or so instances where I had to weave in and out of trucks near the Coast Guard station as well as narrowly getting swiped by trucks and cars merging into the bike lane (heading north) in the same spot because the through lane is blocked by other trucks.	6/9/2017 11:34 AM
94	Please make it safe and possible to travel to Georgetown on foot or bike from downtown.	6/9/2017 11:15 AM
95	Good to see something happening for bikes and pedestrians accessing seattle from the south	6/9/2017 10:53 AM
96	Biking infrastructure needs much improvement in this area. There are still unused tracks along this area that pose a threat to bicycles.	6/9/2017 10:35 AM
97	Our building is located on the corner of E. Marginal Way S. and Idaho St - we have 300 employees that access this area everyday. one of our biggest complaints is the noise from the trains that blow their whistle to alert traffic at the crossing at Diagonal St. This noise is deafening, and hazardous to vehicle traffic. A typical crossing gate would be preferable. Another issue we face is crossing the abandoned railroad tracks that run parallel to E. Marginal at Idaho. The tracks are extremely rough and have resulted in significant damage to employee vehicles. Another problem are the potholes that result from the deteriorating asphalt due to heavy truck traffic. Concrete would seem a much better option. I drive this corridor several times a day and rarely see people walking. Until the City can resolve the homeless people camping all over the area, I can't imagine you'll see many pedestrians.	6/9/2017 10:18 AM
98	E. Marginal Way is the most critical link between West Seattle and Downtown and is a critical part of any kind of broader Seattle bike network. Please make improvements that benefit cyclist mobility and safety, even if it causes detriment to other modes of transportation. I understand that trucks can get frustrated when they have to wait for cyclists, but truck drivers don't DIE when they get inconvenienced. Cyclists do.	6/8/2017 4:19 PM
99	We really need a safer option along E Marginal - preferably separated facility - for bicyclists traveling between Downtown and the West Seattle Bridge. On the South segment, there should be an alternative to 1st Ave S for those traveling by bicycle between the 16th Ave S bridge and Downtown, as well as between the 1st Ave S bridge and Downtown.	6/8/2017 4:16 PM
100	Please build a protected mixed-use path on the west side of E. Marginal Way north of Spokane! Also, we need an easier way to cross underneath the West Seattle bridge when continuing along Marginal. Thank you.	6/8/2017 4:08 PM
101	It can be a very scary experience to wait at a cross walk along E. Marginal. Frequently cars/truck run red lights and turn without looking for pedestrians. Waiting for a bus w/an approaching train gives you about 2 feet of room. You decide if you want to die by train or truck. It is awful.	6/8/2017 4:04 PM
102	This information about the number of collisions with bikes and pedestrians is horrifying.	6/8/2017 2:58 PM
103	I work off Diagonal Ave S and generally approach from the north. I also travel south to cross the 1st Ave S Bridge. Conditions through these areas are extremely difficult and unsafe. Although Option 3 includes several driveway crossings, these are no different than the existing southbound conditions. This option creates a much more solid connection to the West Seattle Bridge Trail. This option also keeps things together more and also more separate. Maintenance of a single trail for both pedestrians and bicycles is simpler and would result in a larger overall continuous structure. It also provides greater separation between large vehicles and small humans. Rather than just a vegetated buffer between vehicles and bikes/pedestrians, I would suggest a concrete barrier for several reasons. The heavy haul trucks are often in poor condition and numerous pieces fall off of these trucks. I have seen bolts, handles, mud flaps, chunks of steel, etc. all in the bike lane. These are very hazardous. A concrete barrier would help to contain these items in the road and not allow them to enter the path. Gravel, sand, and grease also make their way onto the trail and sidewalk, creating slippery and polluted conditions for all. Furthermore, a concrete barrier provides better impact resistance for trucks that may veer off course. Adding some sort of continuous and safe path, on either side of the southern segment on E Marginal Way, seems like the biggest help. Perhaps also some traffic controls for large vehicles and freight entering/exiting businesses on the west side of the road.	6/8/2017 2:56 PM
104	By having the trail on the west side the connections to the Elliot bay trail on the north end, and to Spokane street, are smoother. People can watch out for trucks at the driveways. Need to extend trail south along the west side of E Marginal way to connect to the Duwamish river trail also.	6/8/2017 2:52 PM

East Marginal Way Corridor Improvement Project

105	<p>Safety: Accidents on East Marginal Way that block traffic also snarl traffic and commutes for the entire REGION. East Marginal turns into 99, and is the second major north-south highway. When it's blocked all hell breaks loose across Seattle. Also many people bike to our office, and they NEED to be able to safely transition through the corridor. This is going to become even more important once the new 99 tunnel is completed and many more people will be driving the surface streets. PLEASE do this. I didn't know that there had been bike fatalities. That is unacceptable. South corridor: my personal top priorities are pedestrian safety, but I understand that the road is critical to freight, and therefore we should improve the flow of freight traffic to avoid accidents with other cars and pedestrians. The freight traffic also blocks roads coming off of east marginal way, and the trucks can back up on east marginal way. Please observe what the trucks do when trying to get into diagonal way and how they back up onto east marginal way and block the road and intersection. Also I've seen trucks doing crazy u-turns and other maneuvers either on east marginal way or getting onto east marginal way from east-bound south Spokane street. Finally, your maps around the entrance to highway 99 aren't entirely accurate. There are also the railroad tracks, and the northbound lanes of east marginal way are on the east side of 99 ramp. In that area please consider how the bike paths will cross the railroad tracks and deal with the concrete plant traffic. As much separation from the truck traffic will help walkers and bikers. This is all excellent, and really needs to be done!! We need improvements on east marginal way south!</p>	6/8/2017 2:49 PM
106	<p>in the south section - need easy curb cut across entrances to business, and ones that won't get potholed with the heavy truck traffic.</p>	6/8/2017 2:43 PM
107	<p>I ride the ferry to Seattle and then travel along East Marginal Way to my office at the Federal Center South at Diagonal Way and East Marginal Way. I would like to be able to commute by bicycle due to limited options for transit and the cost/time for using a personal vehicle. However, East Marginal Way, particularly south of Spokane Street is unsafe for bicycles. I highly encourage bicycle lanes with meaningful separation from traffic and rideable pavement be a priority of this project. This would also assist in the reduction in automobile traffic along the freight corridor.</p>	6/8/2017 2:23 PM
108	<p>I've been commuting between Ballard and Federal Center South for several years. I am excited about the possibility of improving this very dangerous section of my commute. I was hoping for improvements a bit sooner than your timeline indicates. A minimum of 3 more years having to navigate this hazardous stretch does not exactly thrill me. The stretch between S. Hinds St. and Diagonal Way S. as it passes under the W. Seattle Bridge/Spokane St. Viaduct is particularly scary. I *literally* fear for my life every time I bike through there. So many trucks, such speed, so many railroad tracks and potholes. Uneven pavement (when there is pavement), cross streets, shadows/sun, trains, cement trucks...I could go on and on. Suffice it to say IT IS NOT SAFE TO RIDE A BIKE THROUGH THERE! Please do what you can to make it safer now!</p>	6/8/2017 1:56 PM
109	<p>Unsafe conditions for bicyclists: - Potholes on all roadway surfaces, including on frontage roads that bicycles must use under and south of the Spokane Street overpass, are out of control. At least one pothole is 17 inches deep and has never been repaired in 13 years! - A close second is the railway tracks, particularly tracks that I have never seen used once in 13 years of daily riding, that are deadly; this is particularly true where the rails cross a roadway diagonally, and worse yet have a curved radius. Even if the rails cannot be removed, the rails create vulnerabilities in the pavement, generating severe asphalt breakdown and potholes. - Tree roots crossing the multi-use path on the west side of the northern East Marginal Way segment are less dangerous than the above, but are quite annoying. - Freight trucks waiting (stationary sometimes for hours) in the center turn lane of the northern East Marginal Way segment narrow the N and S travel lanes considerably, even if only psychologically, making riding on the shoulder very dangerous. It gets even worse when other waiting trucks are also parked on the shoulder at the same time, forming a gauntlet to pass through -- or even worse when there are trucks (which happens on a weekly basis) parked across the marked bike lane. - Idling diesel freight trucks parked in the center turn lane and along the shoulder. Over the last 13 years, I have grown palpably sensitive to diesel fumes as a result. I feel I am losing a year of my life due to close proximity to diesel sources, with no way to avoid heavy ingestion, for each year gained by bicycle commuting. - Flagrant violations, by personal vehicles and motorcycles and occasionally by commercial vehicles, of the red left turn arrows at various intersections turning west (and sometime east) from East Marginal Way / Hwy 99.</p>	6/8/2017 1:30 PM
110	<p>Most cyclists ride along the existing dirt strip on the west side of East Marginal Way (south of Spokane St). The intersection of East Marginal Way S and S Idaho St is colloquially known in my office as "the intersection of death" because it is so difficult for cyclists to navigate with the curbs and trucks and drivers not paying attention. Not sure what could be done to improve this intersection, but the cyclists regularly get squeezed for space because of the curb along south side of S Idaho St. Overall, this whole stretch between S Spokane St and Diagonal Way S needs to be improved for safer cyclists/pedestrian passage.</p>	6/8/2017 12:55 PM
111	<p>I am 59 and bike 19 miles round trip to work every day all year round. the number one thing that makes me want to stop is the risky area from Spokane St. to Diagonal Way. Thank you for making this safer!</p>	6/8/2017 11:19 AM

East Marginal Way Corridor Improvement Project

112	<p>I'm so glad someone is looking at this area for bike/pedestrian safety. It's always been a scary place to walk or bike, with the poor conditions of the roads & sidewalks and the aggressive truck and car traffic. North Segment - I prefer Option 3 for the North Segment, mainly because it would cut down on the hazardous road debris (rocks, glass, large pieces of metal) and potholes caused by the heavy truck traffic. It would be ideal if the bike and pedestrian sections could be well-defined, similar to the Westlake bicycle path. South Segment - I'm very concerned about the swap from the East to West side of E Marginal Way S at Duwamish Ave S. This area has a lot of fast-moving traffic with blind turns, which would pose an extreme hazard to pedestrians and cyclists trying to switch sides to follow the path. Having this major obstacle without a clear solution could jeopardize the entire goal behind this project. Due to the amount of intersections the proposed multi-use path would cross and the heavy truck traffic turning onto these streets, it would be nice to have a series of flashing lights at each interaction point that would be automatically triggered by bikes (as the Westlake track has) and could also be activated by pedestrians. The proposed path also ends abruptly at S Idaho St instead of continuing to Diagonal Ave S; continuing the path to Diagonal would be a more sensible endpoint for it and allow commuters to the businesses at that intersection to have a safer endpoint to their trips.</p>	6/8/2017 11:08 AM
113	<p>I would like to see improved bike lane access and sidewalks from the West Seattle Bridge to Diagonal Way on East Marginal Way. I am looking forward to this project.</p>	6/8/2017 11:01 AM
114	<p>I like the west-side multi-use path idea. Since pedestrian traffic is pretty light along this stretch, the number of conflicts with bikers and pedestrians will be very manageable. However providing only a 10 feet min for a major 2-way bike arterial that will also accommodate pedestrians seems much too narrow. Is there any way that option can be widened? Why is 1 foot being added to the general purpose lane? Could that be given to the path? And perhaps narrow the planting strip slightly? The area South of Spokane Street is a disaster for pedestrians and cyclists, so really anything you do here for walking and biking is an improvement and much appreciated! That said, could you use this opportunity to improve the ped/bike connection crossing at East Marginal Way S & 1st Ave S? There is currently no safe way to access the 1st Ave Bridge trail from the north.</p>	6/8/2017 10:51 AM
115	<p>I like option one. In my experience, the experiment like 2nd Ave in downtown Seattle with bikes on the left (with two way bike traffic and multiple lights) is dangerous and not intuitive for drivers to understand, especially while cars turn left. I do like your bike lane/traffic/ pedestrian experiment on Mercer under 99. That seems to work. I have ridden around Seattle for 35 years, with more then 40,000 Seattle bike miles. I drive too, so I understand it from both angles. I have bike commuted this segment for 15 years, with over 10,000 bike miles - just on this specific short segment. I am thrilled you are considering improving this segment, as it is the worst segment of road in my experience in my 40 plus years of bike riding in multiple major cities -- all cities with better and worse climates and/or older/younger city infrastructure. So, thank you! Our bike commute group at work calls the sub section near the concrete plant "The Hydra", from mythology - due to the multiple hazards. Nearly everyone has had multiple accidents, mainly with the active and abandoned railroad tracks. I personally have crashed twice on abandon railroad tracks and been almost hit many times. The hazards include: speeding, really bad potholes everywhere, unclear north/south bike pedestrian corridors, blinds spots everywhere, crosscutting inter sections, unclear merges for cars/bikes, large fast truck /cement trucks, dirt pathways, rats, needles, crazy homeless people (heroin addicts) harassing me, unclean roads (hazardous debris). In priority: fix the massive and many bad potholes first.... then make it safe over all railroad tracks. Finally make an obvious route, avoiding dirt and vehicles. A light, for dark morning commutes, would be helpful in the dirt section just south of the concrete plant (paralleling 99), would help (that's Port of Seattle property). Thank you for your consideration Larry Schick</p>	6/8/2017 10:47 AM
116	<p>- Context: I'm a Civil Engineer working at Federal Center South. I commute by bus, bicycle, or motorcycle. - Regarding fatalities: I thought there was a motorcyclist fatality in the last few years near the Spokane St Viaduct, just on the North side.</p>	6/8/2017 10:46 AM
117	<p>The project area map does not show the new(ish) "flyover loop" that is just south of Spokane St. The flyover loop is a significant impedance to cyclists, so it should be considered when addressing bike options (ideally cyclists would be routed around it on the ground-level street). I work along E. Marginal Way at Diagonal Ave S., and bike to work. After attempting the Marginal Way "path" a few times, I realized it was much to dangerous. I currently take an alternate route, which is significantly out of my way, but safer. I am very eager to be able to take Marginal Way again if safety is improved.</p>	6/8/2017 10:41 AM
118	<p>While this is not the worst bike route it is differently not the best, I see the ghost bike every day on my commute. Without something that truckers do not drive through (trees, jersey barriers, planter boxes) this will always be the wild west of bike routes. The little plastic bollards do nothing in this area.</p>	6/8/2017 10:01 AM

East Marginal Way Corridor Improvement Project

119	<p>I have been regularly commuting by bicycle between West Seattle and downtown along the north section of E. Marginal since 2009. I'm so pleased to hear this missing link will finally be addressed! I have two overall comments: - For the north section, I would strongly favor a two-way multi-use path along the West side of the street, with raised crossings and other safety features at the handful of driveway entrances along the way. I think a few driveway crossings are far preferable to forcing bicyclists to cross E. Marginal every time they come from the West Seattle bridge. - I think the South section is quite important: I can think of many times in the past eight years when the low bridge has been stuck open, closed for maintenance, or otherwise impassable. In that case, the only available detour for bikes & peds is via the 1st Avenue bridge. This detour is quite pleasant along the west side of the Duwamish, but along the east side is incredibly dangerous. I think the full south segment, from the First Avenue bridge trail to the Spokane street trail, should be improved with bikes & peds in mind. This would increase connections in SODO, but also provide an important bike/ped detour during any unforeseen short-term or long-term closures of the lower Spokane bridge. It's a small investment right now that could pay off in volumes during any future disaster or emergency scenario.</p>	6/7/2017 3:25 PM
120	<p>The project area map does not show the new(ish) "flyover loop" that is just south of Spokane St. The flyover loop is a significant impedance to cyclists, so it should be considered when addressing bike options (ideally cyclists would be routed around it on the ground-level street).</p>	6/7/2017 3:00 PM
121	<p>Thank you for starting the process to improve these sections!</p>	6/7/2017 2:39 PM
122	<p>I've ended up on a bicycle down E Marginal at times out of necessity, often because a train was changing cars and there was no other way for me to get home (from downtown to Georgetown). I don't take that commute any more, but I always dreaded the Georgetown / South SODO stretch of E Marginal--no separation, lots of tracks and broken pavement. I was always worried about getting hurt down there.</p>	6/7/2017 2:37 PM
123	<p>Option #2 is the best bet for N of Spokane St. By a long shot.</p>	6/6/2017 3:29 PM