

90% Design Survey Summary

Last updated: August 13, 2020

Overview

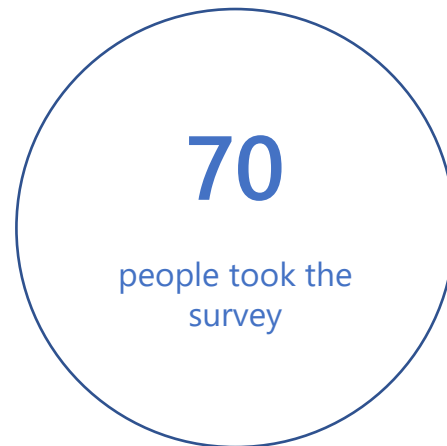
SDOT launched an online survey to collect input on the 90% design plans. Survey questions focused on gathering feedback related to wayfinding and signage, plans for construction detours along the corridor, and sharing how public feedback was incorporated following the 60% design phase. The survey was available June 22 through July 6, 2020. This document provides a summary of survey responses. Survey data can be found in the Appendix.

The SDOT project team is reviewing all survey responses and will incorporate feedback into the final design where possible.

The survey was live from...



And...



Advertisement

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

- Project webpage update
- Project email sent on June 22 to over 300 subscribers
- Reminder email sent on July 1 to over 300 subscribers

Summary of feedback

Seventy people completed the survey, providing 418 comments. Below is a summary of the findings. All survey questions are listed in the Appendix.

East Marginal Way Corridor Improvement Project

Travel modes

When participants were asked to select the modes of travel used along East Marginal Way S between S Atlantic St and S Spokane St, 85% said they use a bike, e-bike, or e-scooter. East Marginal Way is a major connection for people who bike between the West Seattle Bridge Trail, Downtown, and the SODO neighborhood.

Nearly 50% of participants use a car or personal motor to travel along East Marginal Way S, 14% use public transit and 11% walk.

Two participants responded that they drive a truck carrying freight. While commercial vehicle drivers are a key audience for this freight mobility project, this survey mostly focused on people biking and using personal vehicles along the route. A freight survey will be conducted in late August and September 2020.

60% design feedback

Berm (A small earthen wall/mound)

Most participants said they support the updated 60% design changes. Some participants said that 90% designs mitigate safety concerns raised during 60% design feedback. Many participants said they like the addition of the berm, but are concerned with berm maintenance, plant height, and water drainage.

Participants shared concerns about standing water (and the berm's relationship with this), emphasis that this corridor is used by people coming from the south (e.g. Georgetown) and not just those coming from West Seattle, as well as the need for a hardscape wall or concrete barriers to prevent vehicles from parking in the bike lanes

Signal crossing at S Horton Street

Participants support the idea of adding a new signalized crossing at Horton St for being walking and biking.

Overall feedback

Many respondents left positive remarks and commented with appreciation for making this project a reality.

Many noted the importance of wayfinding and city-/region-wide connections to helping people move safely throughout the area, especially given the urgency of the West Seattle High Bridge being closed.

To improve safety during construction, and as an overall outcome of the project, some respondents voiced additional ideas, including but not limited to:

- Re-routing non-freight traffic and educating people driving through the corridor
- Safe transitions from mixed-use trail to Protected Bike Lanes (PBLs), during construction and after
- Potential bike detour routes (such as Utah Ave S from Atlantic to Hudson or Hanford)

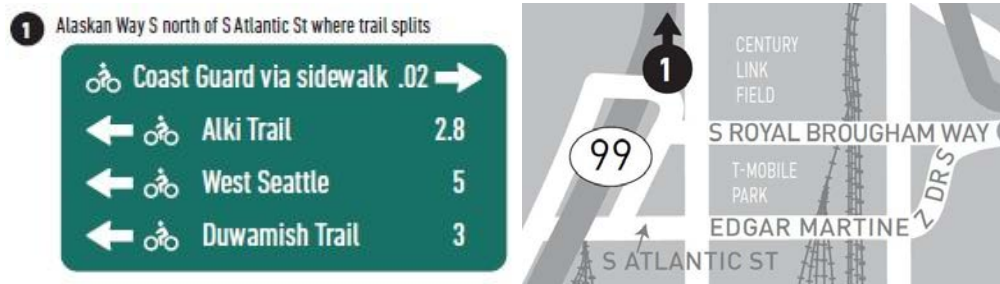
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- Really good directional signage, especially if there are northbound bikes on the sidewalk and southbound in bike lane.
- Widened 5-foot bike lanes separated by jersey barriers along East Marginal Way S.
- Remove fire hydrants from sidewalk.
- Use asphalt to smooth out concrete paving.

Wayfinding and signage

- Most participants responded that there is a need for more destinations and signage, specifically in destinations to aid those unfamiliar with the route or area
- Most participants responded that there is a need for directions to light rail stations, noting that transit stations are good destinations for wayfinding.
- There was a lack of consensus on whether mileage and units (i.e. miles) are necessary. However, several participants noted that destinations need to be specific when including mileage (e.g. 5 miles to West Seattle does not say where in West Seattle that 5 miles will get you).
- Two participants felt that confirmation signage (a second sign just past the decision point and first sign) would help confirm the bike rider is on the correct route and did not make a wrong turn.
- One respondent felt that signage needs enough lead time for someone to process the information and make a decision to turn off or continue straight, noting that they often see signs placed on downhill stretches right before turns or are placed too late for someone to make the turn in time.
- One respondent recommended that wayfinding signs be placed no higher than a bicyclist sitting on their bike. They noted that the common bicycle riding position tilts the head down slightly relative to a pedestrian, so placing a sign too high could cause a bike rider to strain their neck.

Sign 1

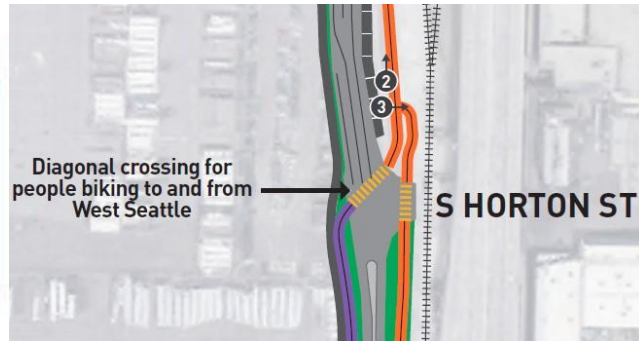


- Respondents felt the sign included several unknown or unpopular biking destinations. They recommended that the project:
 - Remove the Coast Guard station.
 - Edit “Duwamish Trail” to “Duwamish Trail (South Park)” so it includes a destination.
 - Reorder “West Seattle” above “Alki Trail,” remove its mileage, and specify destinations within West Seattle with mileage (e.g. Alaska Junction, Alki Trail, Morgan Junction etc.).
- A few respondents recommended other destinations to add, including Georgetown, Spokane St., and Harbor Island.

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Sign 2

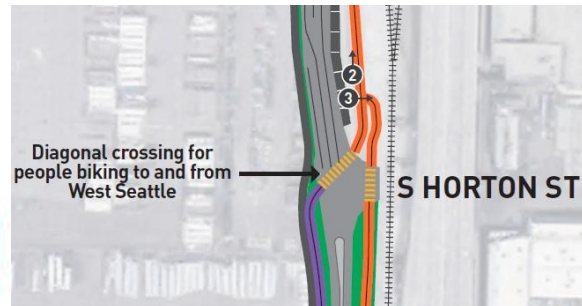
2 East side of East Marginal Way S before the trail splits



- Two respondents recommended adding destinations to “Continue South”, including Georgetown and Federal Center South, with mileage.
- One respondent noted that the mileage in Sign 2 for Alki Trail and Duwamish Trail are higher than the mileage noted in Sign 1, despite being closer to the trails.
- One respondent recommended editing “Duwamish Trail” to “Duwamish Trail (South Park)” so it includes a destination.
- One respondent recommended reordering “West Seattle” above “Alki Trail,” remove its mileage, and specify destinations within West Seattle with mileage (e.g. Alaska Junction, Alki Trail, Morgan Junction etc.).

Sign 3

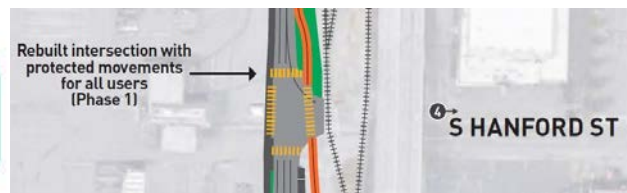
3 North of S Horton St; West side of PBL, facing E



- Several respondents recommended changing the sign to remove “Stadiums” because they are visible from the location and are private businesses
- Respondents recommended adding the several destinations to the sign, including Pioneer Square, Waterfront, Light rail station(s), Olympic Sculpture Park, and West Seattle (for redundancy).

Sign 4

4 S Hanford St facing E



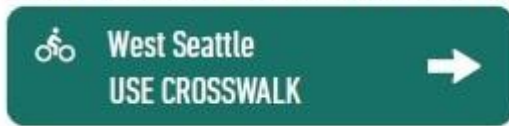
- Several respondents recommended adding additional destinations, including the Stadium Light Rail and SODO Light Rail stations, Georgetown and other destinations south, and the Waterfront, as well as more specificity of West Seattle.

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- One respondent recommended changing the sign to remove “Stadiums” because they are private businesses and violate signage guidelines (see quote below)
 - *“Stadiums need not be mentioned; the Waterfront should be mentioned. In fact the stadiums violate the signage guidelines of not promoting private businesses. While public financing may have helped with at least one stadium, usage of the facility requires payment to a private business and this cannot be considered a public entity. [Comment repeated on signs 3, 4, and 7]”*

Sign 5

- 5 East Marginal Way S and S Spokane St; West side of PBL, facing N



- Only one respondent left a comment for Sign 5, suggesting that “Use crosswalk” is rephrased to “Use crosswalk to connect to bike path” in order to convey to people biking that the bike facility continues and does not end at the sidewalk.

Sign 6

- 6 East Marginal Way S and S Spokane St (Eastbound), facing S



- One respondent left a comment for Sign 6, suggesting that “Use crosswalk” is rephrased to “Use crosswalk to connect to bike path” in order to convey to people biking that the bike facility continues and does not end at the sidewalk. They also mentioned that pavement markings (circular bike symbols with arrows pointing) would further aid people in keeping to the route.

Sign 7 (existing)

- 7 Existing sign



- While the survey did not collect feedback specifically on the existing sign 7, several respondents left specific feedback, suggesting additional locations:

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- 26th Ave Greenway
- Alki Trail
- Beacon Hill
- Duwamish Trail
- “Georgetown [straight-then-right arrow] USE CROSSWALK”
- South Park
- One respondent again noted that the stadiums are privately owned and should therefore not be included on the signage.

Additional signage locations, types, and destinations

- Many respondents recommended adding “SODO Light Rail” / “SODO Trail” to all applicable signs, some specifying that they should be north and south of Hanford along the PBL, as well as signage located at S Horton St given that Lander St. bridge should soon be complete. One recommended including “Mountains to Sound Greenway” on the same sign.
- Some respondents wrote about the importance of including locations located south of Spokane St. including Georgetown, South Seattle College Georgetown Campus, Federal Center South, 1st Ave S Bridge, Airport Way, and signage leading to the Duwamish Trail
- One respondent felt that existing signage should also be improved (noting signage underneath the Lower Spokane Bridge and split point for Duwamish Trail/Delridge/Alki Trail), in order to help people new to biking this route navigate and connect to trails.
- One respondent noted that other destinations should be included even if they don’t have a completed bike system to get there (e.g. SODO station). Riders still need to go to those locations.
- One respondent mentioned that a kiosk style sign with a “you are here” style map of the greater downtown bike routes would be helpful.

Freight-specific feedback

Two respondents said they liked the proposed concrete dividers and lane width increases. However, it was unclear to the two respondents the project’s impact on visibility. One said that landscaping usually blocks sight distances, while another noted that having people biking on one side of the street would help with visibility. Additional comments from two truck drivers included:

- One respondent felt that giving trucks the right of way was a great improvement.
- Both had comments about the signalized crossing:
 - One noted that the signalized crossing will improve safety by identifying priority and predictability.
 - One respondent asked if the bike crossing signal will automatically rotate or if a person biking would need to push a button to get the light to change. They said it would be better if the bicycle light did not activate unless a person biking were present and pushing a button.
- For the T-25 terminal, one of the two respondents felt that yield signs for people biking and walking on the pier 25 crossing are needed, noting that people biking southbound will be in blind spot of southbound trucks turning into pier 25.

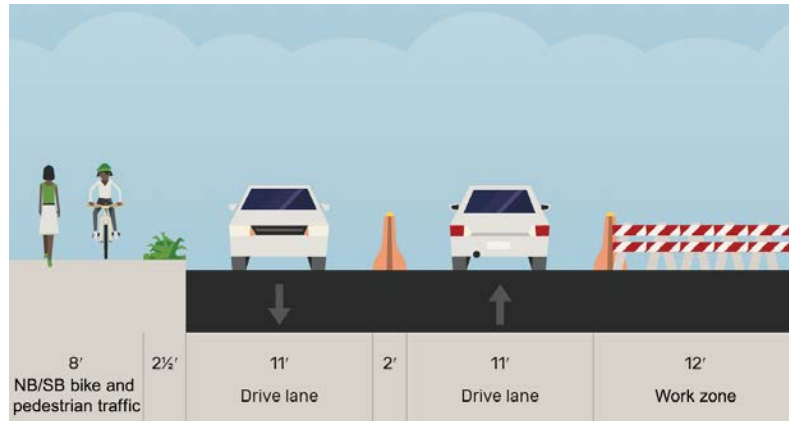
Construction detours

Most participants said they were satisfied with the proposed construction detours. However, participants recommended sidewalk improvements, additional safety signage and wayfinding (not just for people biking), speed enforcement, and traffic re-routing to ease anticipated congestion.

Detour 1

Respondents found this detour acceptable if sidewalk facilities are improved before detours begin.

- Most respondents gave recommendations on ways to improve sidewalk prior to detour implementation. These most frequently included:
 - Improve upturned and root-intruded parts of sidewalk and repair sidewalk joints
 - Remove landscaping when encroaching on path, and remove hardscape signs and “street furniture” hazards located in sidewalk
 - Improve driveways by adding narrowing of driveway and painting the sidewalk and bike lane sections in front of driveways, as well as consider adding flaggers or traffic control officers, at least during the first few days of the detour
 - Maintained sidewalk and bike lane (ensuring detour signs are out of way and pavement is swept clean)
 - Relocating fire hydrants out of the sidewalk
- Many respondents shared safety concerns about 8’ shared space for bike and pedestrian traffic being overcrowded and potentially unsafe, and that more people will be biking due to the West Seattle Bridge closure.
- Some noted that they would feel more comfortable using the roadway.
- Some had concerns about driver aggression, with suggestions to include signage reiterating laws that allow people biking to use traffic lanes, as well as alerting people driving to be patient if behind a slow-moving bicycle.



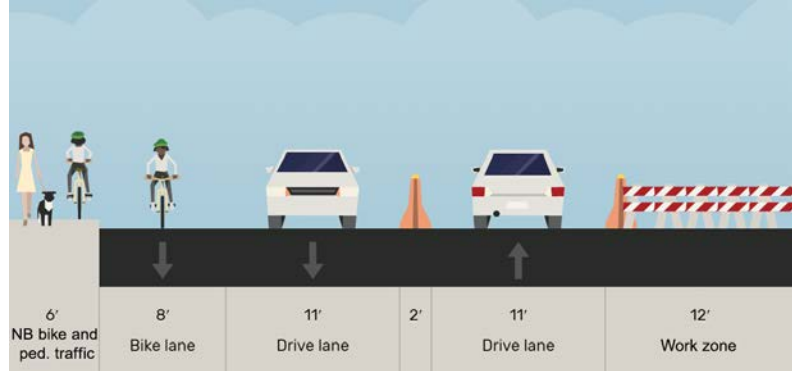
Feedback from the two respondents who reported using the corridor with a truck carrying freight preferred hardscape separation for people biking and walking from people driving. They shared visibility concerns of the roadway while driving in truck cabs. One shared a preference for people biking to use sidewalks given that they see few people walking along the corridor.

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Detour 2

The majority of respondents felt the detour is acceptable, with many requesting the same sidewalk repairs, maintenance, and signage as with Detour 1.

- Some respondents said they would feel more comfortable using the roadway
- A few noted concerns with people biking northbound needing to cross the southbound bike lane



Feedback from the two respondents who reported using the corridor with a truck carrying freight preferred hardscape separation for people biking and walking from people driving. One respondent said that bikes and pedestrians are difficult to see from a truck cab and it would be safer to have pedestrians and people on bikes using sidewalks rather than sharing the roadway.

Detour 3

Most respondents felt the detour is acceptable and like the final design.

- Some suggested additional signage directed at people biking and walking so each understands where they should be
- Some noted that they are more likely use the northbound travel lane rather than the sidewalk, with requests for speed limits to remain 20 mph to give faster riders and e-bike users a more realistic option to ride in the general traffic lane as well as signage to reduce road aggression

Feedback from the two respondents who reported using the corridor with a truck carrying freight preferred to have this stage of work completed in the winter during heavy rains (based on the assumption that fewer people will be biking in these conditions). They also voiced a discomfort with traffic lanes due to difficult visibility from truck cabs. One noted a preference for people biking to use sidewalks given few people seen walking.

West Seattle Bridge Closure Impacts

Many respondents emphasized the route's importance, noting that more people will bike, drive, and use East Marginal Way, despite COVID-19. The volume of people biking was especially important to many respondents, making the need for good detour planning and execution, as well as sticking to the project timeline, more important than ever. While people's experienced impacts of the West Seattle Bridge closure were varied (some bike more, others bike less, and still more bike for different reasons), it was clear that many will come to rely on the corridor even if they do not currently.

Congestion and speed of motorized vehicles were also a concern for some respondents. A few voiced concerns about non-freight vehicles using East Marginal Way S, and a concern about the speed people drive on the road (and how that relates to perceived safety of people biking).

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Suggested improvements outside the project area also came up. A few participants requested improvements to accessing East Marginal Way S, such as improved crossings of Port facility driveways from the east side of the Lower Spokane Bridge to S Spokane Street as well as biking north to S King Street.

Freight-specific feedback from the two respondents who reported using the corridor with a truck carrying freight included a note that East Marginal Way S has become more congested, which can be difficult for people driving trucks carrying freight to haul containers to/from the Port terminals. They strongly felt that given the anticipated congestion from construction, other traffic should be diverted away from this area.

Demographics

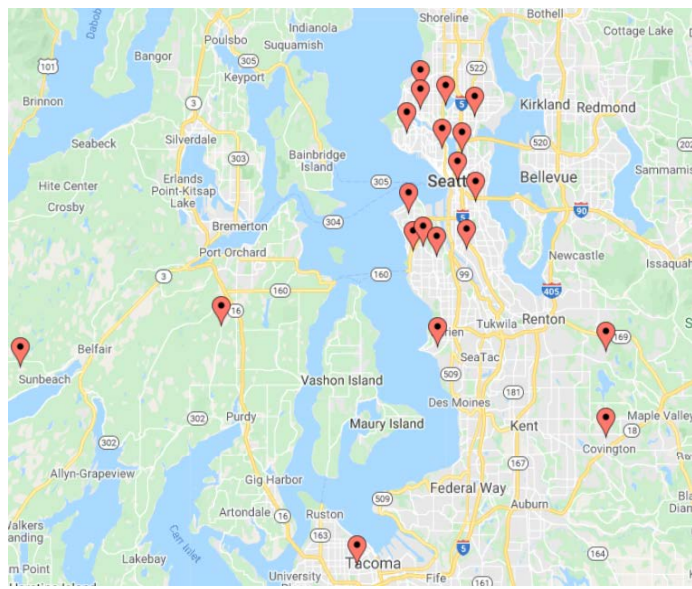
About two thirds of respondents were male and one third female.

All reported speaking English at home, though some spoke other languages such as Cantonese and Spanish, among others. None of the participants reported a disability that would limit or cause them serious difficulty moving, seeing, hearing, caring for oneself, learning, remembering, or concentrating.

About 97% of respondents identified as white, and 6% identified as Asian or Asian American (note: respondents could select multiple options, so percentages add up to more than 100%). Only one respondent identified as Hispanic, Latino/a/x, or of Spanish origin.

None of the respondents reported a household income below \$50k, and almost two thirds of respondents reported a household income between \$100k-\$200k.

The survey participant demographics do not represent the diversity of people who live near and travel along this corridor. For greater detail on survey respondent demographics, please see Appendix A.



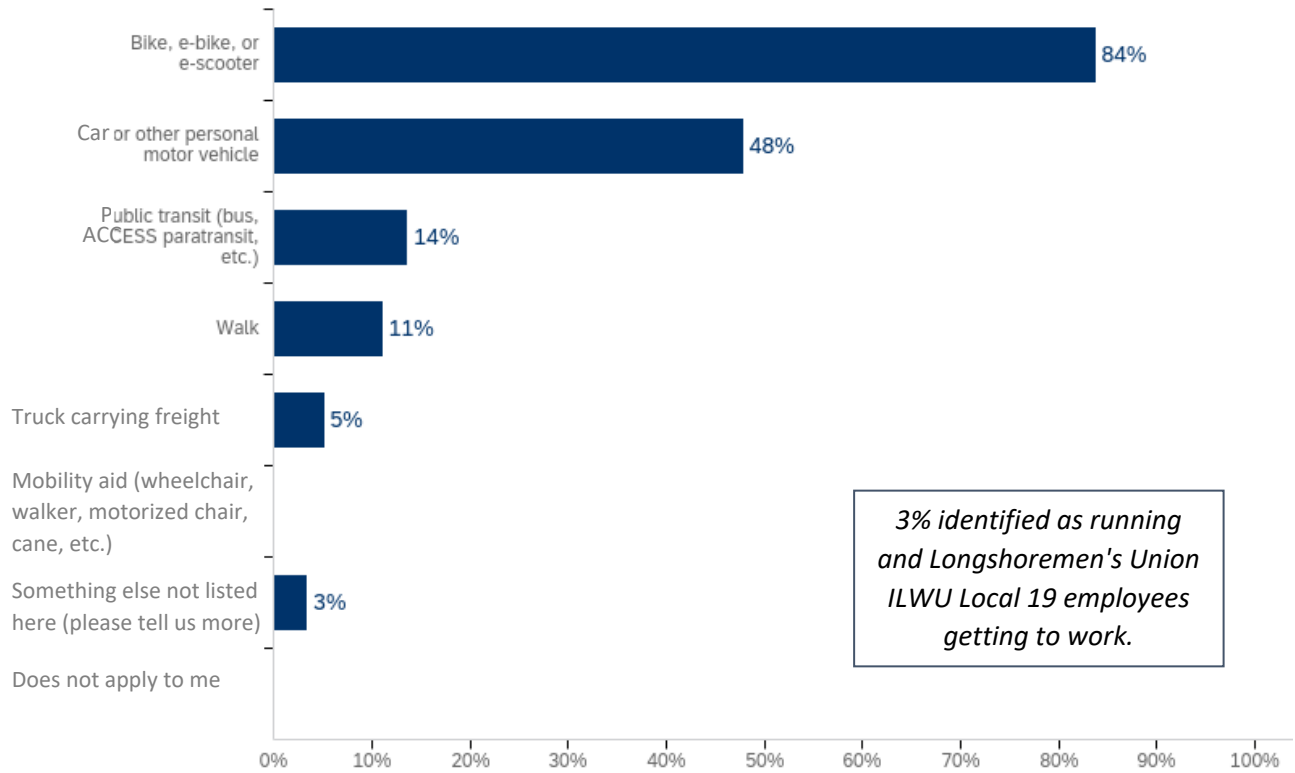
Map of zip codes from respondents who took the survey and shared this information.

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Appendix A – Survey Results

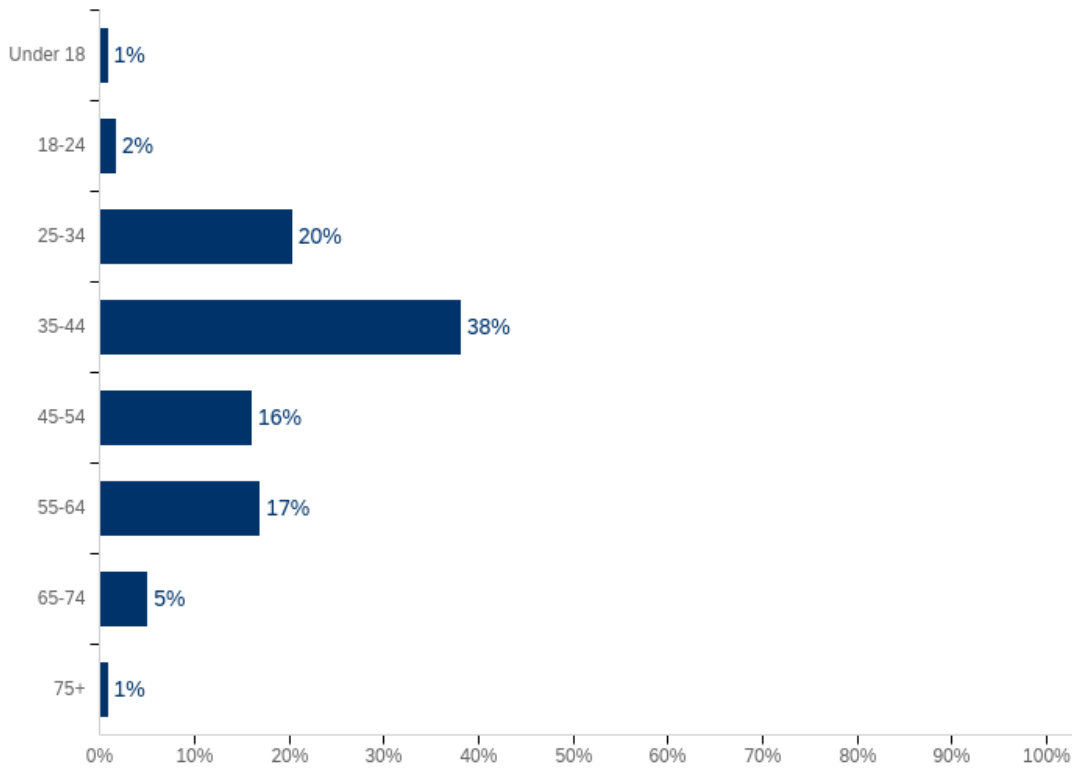
This section includes survey questions and responses. It also includes individual responses to open-ended questions.

Which of the following do you use to travel on East Marginal Way S between S Atlantic St and S Spokane St? Please select all that apply.



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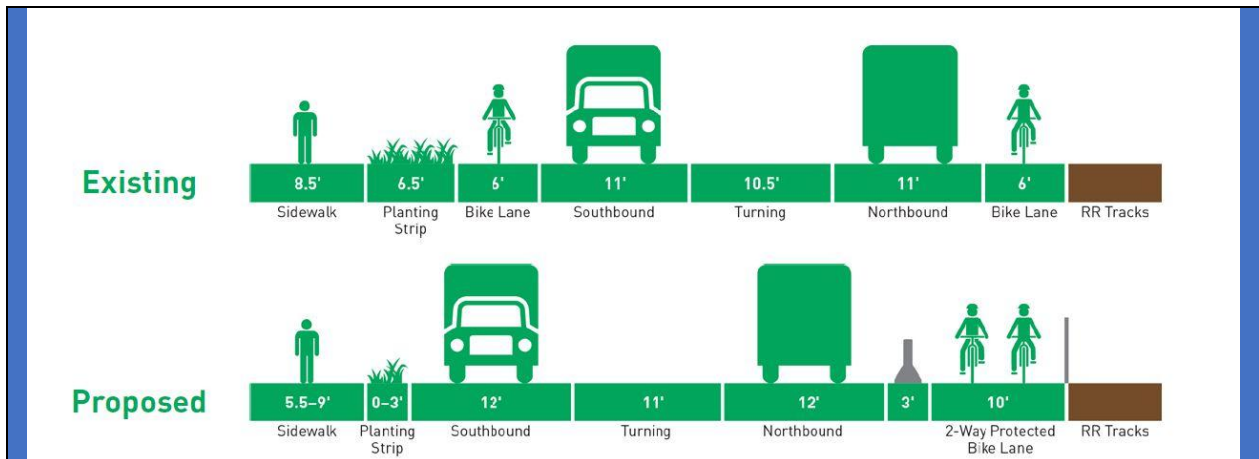
How old are you?



Freight Questions

The project design features a 2-way protected bike lane on the east side of the street between S Atlantic St and S Spokane St. The protected bike lane will feature a physical barrier, either a concrete divider or a landscaping strip depending on the location, that separates people on bikes from people in vehicles. Eleven-foot lane widths will be maintained in the first phase of the project, with travel lanes widened to twelve-feet when the roadway is reconstructed. How will this feature impact the way you use the project corridor?

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Please note: this is the proposed configuration after Phase 2 has been completed. Thru lanes during Phase 1 will be 11' instead of 12' wide.

The lane width increase to 12' is a good improvement. Having bicycles on one side of the street only is a good improvement for safety and visibility from a truck driver's perspective.

Concrete dividers will assure keeping bikes safe and in the bike lane. Landscaping usually blocks sight distances.

The project design features an updated intersection at S Hanford St. A key safety feature of this intersection will be protected movements for all users, which would prohibit drivers from making a right turn on a red light, but which would hold all bicycle traffic when motor vehicles have a green light. The signal detection at this intersection will be upgraded to be more responsive to traffic conditions. How will this feature impact the way you use the project corridor?

S Hanford St Intersection

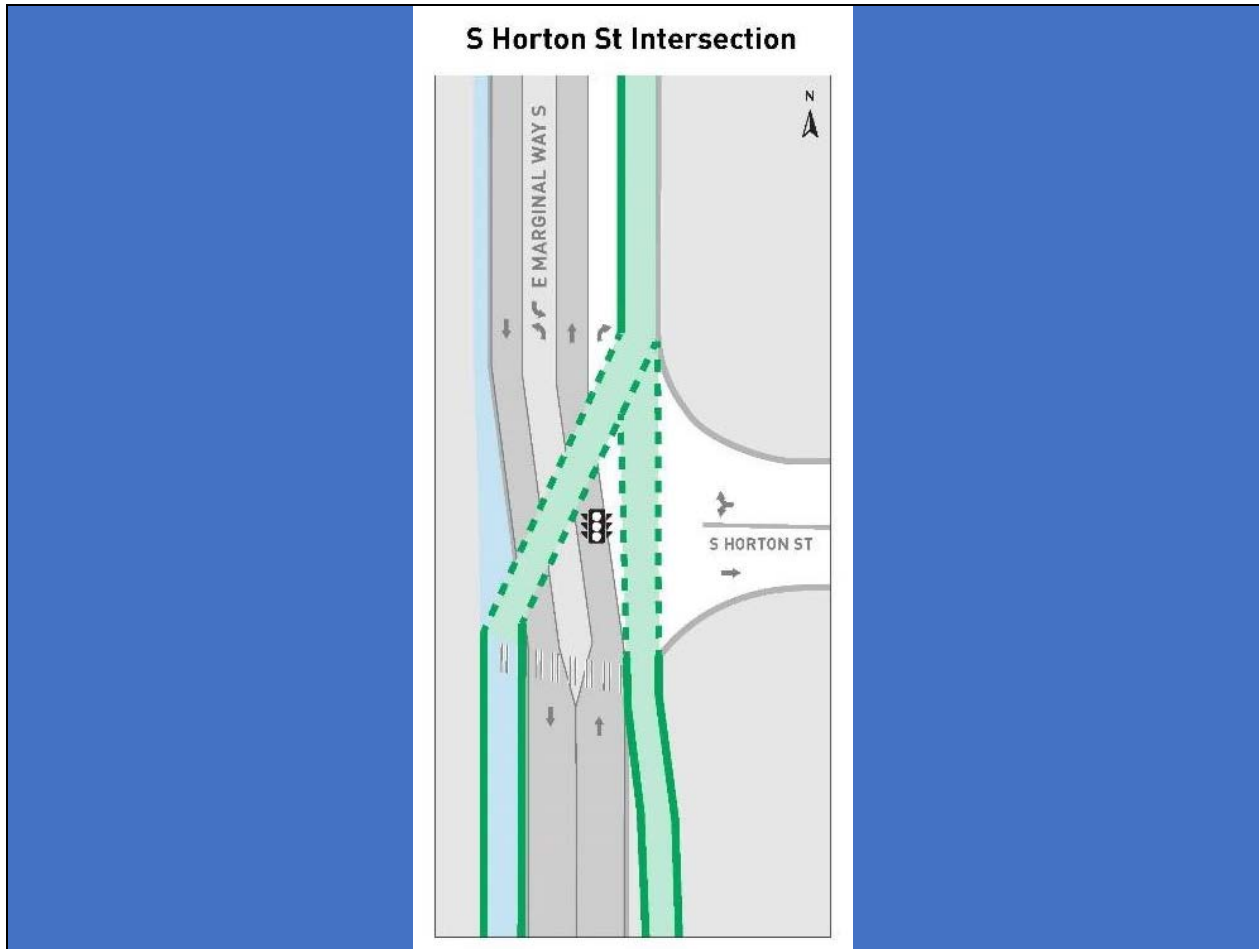


We use this intersection constantly for truck traffic. Holding bike traffic and giving turning trucks the right of way is a great improvement.

No change

SDOT will build a new signalized, diagonal crossing at S Horton St for people biking to and from West Seattle. These design recommendations are based on public desire to separate bikes and vehicles by providing a predictable, signalized crossing. The southbound left turn and westbound travel movements will be signalized. Do you think this will improve safety on East Marginal Way S? How will this change impact how you drive through the area?

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Yes, this should improve safety. Will the bike crossing signal be automatically in the rotation, or will a bicyclist need to push a button to get the light to change? From a trucker's perspective, it would be better if the bicycle light did not activate unless a bicyclist were actually present and pushing a button.

Yes and will clearly identify priority and predictability

This project will change the way parking is structured on East Marginal Way S, just south of S Spokane St. The current parking areas there will be reconfigured, with some parking changing to parallel parking only and some parking changing to back-in angled parking.

Additionally, there will be some parallel parking added to the east side of East Marginal Way S, between S Horton St and S Hanford St.

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How will these changes impact the way you use the project corridor?

These changes should not affect the way we use the corridor.

protect the sight distances from landscaping

60% Design Question

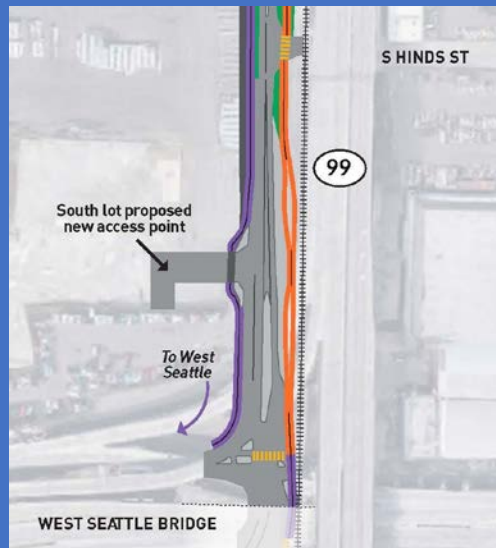
Based on feedback received in the 60% design survey, we made improvements to the design of Phase 1. The biggest changes you'll see are:

(1) Reconfigured the protected bike lane (PBL) on the northeast corner of S Horton St. We adjusted the merge between the two PBLs to occur further north of the intersection.

East Marginal Way Corridor Improvement Project



(2) Redesigned driveway for Terminal 25 South (about 200 feet north of S Spokane St). We worked with the Port of Seattle on a design that would improve visibility for people on bicycles and freight traffic by changing how the shared use trail crosses the driveway and the angle that trucks exit.



(3) Added a berm (a small earthen wall/mound) to prevent debris from reaching the PBL. We added a berm in landscaped areas where there are no barriers or ditches to protect the bike lane from road debris and standing water.

Do you have any comments on the above design changes?

1. Does the 'berm' make it harder to run a sweeper through periodically?
2. I don't see that the 'new access point to the South lot is significantly different than the current but maybe its just the graphic getting in the way.
3. Otherwise it looks good. even making an effort to help that diagonal cross traffic!. wow. I'm always suspecting a truck rolling me over there, as I was a coworker to David Allen, 1 May 2014? death while riding through that intersection. (there should be a marker there in memory of.

A surface bike crossing that goes across active car lanes is dangerous. Please install a bike bridge or underpass.

At item 1, PBL at S Horton St, signaling will be key to the success of the design. The biggest issue I have biking through that intersection now is that the signal won't turn unless I stop and press the walk signal request button, which is often also not working. So, I often have to just take a turn when the E. Marginal Way traffic is at a stop signal.

Definitely need a berm to protect the bike path because there is so much debris there.

detail of the berm? who maintains? weeding frequency? plant height?

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Diagrams don't show how diagonal crossing is controlled. Are you moving the existing Hawk crossing?
Excellent. Especially the move of the T-25 driveway. Care will be needed to prevent dirt and mulch washing from berm onto path.
General approval
Great responses to our feedback. I hope the truckers gain from the driveway placement too.
Great.
Happy to have a protected bike lane.
Heading south, can I merge onto the road to take the lane?
I have concerns that the berms may facilitate the formation of campsites, as has happened at the southern terminus of the Elliott Bay Trail at S Atlantic St
I like these proposed changes, they looks safer.
If I'm understanding the #2 graphic (Terminal 25 driveway access), it seems like freight vehicles' loads will block the the shared-use path while the vehicles are waiting to turn onto E Marginal Way.
If the West Seattle Bike Connection supports it, then I do as well.
Interesting.
Legends on these figures would have been really helpful! Why are they color coded?
Looks good to me.
Looks good!
Looks good. Regarding #3, I see how a berm would keep runoff from the street in the street and out of the PBL, but I don't see how it specifically mitigates standing water. You still need to address drainage on the PBL side with BMP/LID or catch basins. Presumably you've done that and the nuance is lost in the one sentence description. Thanks.
Need yield signs for bikes and peds at the pier 25 crossing. SB bikes will be in blind spot of SB trucks turning into pier 25
no
no
No
No.
No.
Please minimize signal wait times at the diagonal crossing
<p>Please please please make these bike lanes protected with strong heavy concrete. Semi trucks ALWAYS park in the shoulder (where these bike lanes are going to go) when the port is slow at unloading their trucks. This forces bicyclists to dart out into traffic - on a street that mostly has large trucks that can't see bicyclist very well.</p> <p>The bollards put up a couple years ago further north on E Marginal were not nearly strong or heavy enough. Cars and trucks would bump into them, destroy them, move them, etc. Also they weren't in the correct location. The protective barrier needs to be South of the port entrance because that is where the trucks enter the Port and the park in the shoulder South of the entrance.</p> <p>WE NEED A STRONG, HEAVY, PROTECTIVE WALL between the bike lane and the road. I ride this road all the time to get to work and I can't count how many times semi trucks have parked in that shoulder/future bike lane).</p>

East Marginal Way Corridor Improvement Project

<p>This is so important that I would much rather have no bike lane but have a heavy protective wall vs having a bike lane, that is how important it is. Its a safety issue.</p>
<p>protect bikes!</p>
<p>Seems like a good example of incorporating feedback while maintaining safety for people biking.</p>
<p>Seems like good ideas</p>
<p>So glad the berm was added and the intersection crossing and access point for freight could be accomodating of this complete street plan</p>
<p>Thank you for relocating the south lot access point a little further north. That's a dangerous intersection, and trucks pulling out are often pointed slightly to the northeast, creating an even greater blindspot for drivers looking to the south as bikers are turning up from the West Seattle access route.</p>
<p>The berm is a good idea. Debris can build up in a bike line, particularly if it's separated from the vehicle lane. How will the bike lane be cleaned on a frequent-enough basis to keep it safe for cyclists?</p>
<p>The light at S Hinds is currently terrible: won't trip for cyclist and favors non-existant truck traffic leaving the port. By moving the path over, it is setting up turning truck traffic for a right hook across the path (heading North). Assuming there will be a bike path crossing light- if it is not correctly timed or cyclists don't know if they've tripped it, folks will ignore it.</p>
<p>The merge at Horton seems okay. However, without lights (either traffic or RRFBs) this can be a difficult crossing especially at high freight volumes.</p>
<p>The new designs look great. I'm really happy about the berms, as there is always so much junk in the bike lanes these days. As long as the water drainage is sufficient for the bike lanes and road, I'm happy. And the barriers between the bike and traffic lanes need to be more substantial that what's currently there, as the current solution is torn down quickly.</p>
<p>The tail merges will be dangerous unless e-bikes are separated from other users.</p>
<p>there is too much emphasis placed on bike traffic to/from west seattle and not enough attention to those using the N/S corridor. typical.</p>
<p>There tends to be major pooling of rain water in the bike lane around the south lot access point that needs to be addressed during this project.</p>
<p>These are nice improvements.</p>
<p>These changes are great</p>
<p>These changes will make me feel safer biking the corridor. Thank you for the improvements.</p>
<p>They look good to me. Hopefully the drainage issues will be solved on the segment just north of the Terminal 25 entrance on the west side of E. Marginal Way S. Please make sure there is good lighting on the PBL.</p>
<p>This seems like it would be more straightforward with mostly one-way PBLs on opposite sides of the street, with people going from West Seattle to downtown crossing over East Marginal at Spokane. But (and I say this as a cyclist) Seattle's roadie culture has shown it's too stupid and impatient to do that, so... sure.</p>
<p>Updates are good! Curious if/the diagonal crossing at Horton would be signalized? Would be good to have a pretty sensitive sensor vs. a touch signal to cross E Marginal Way; could see less patient riders not wanting to stop, discount, tap, etc.</p>
<p>What is the connection for going south of the West Seattle Bridge.</p>
<p>Will the diagonal crossing be protected by red lights? Caution lights that are not automatic result in insurance companies shifting responsibility from driver to people that they hit in crosswalks.</p>

East Marginal Way Corridor Improvement Project

Wayfinding and Signage Questions

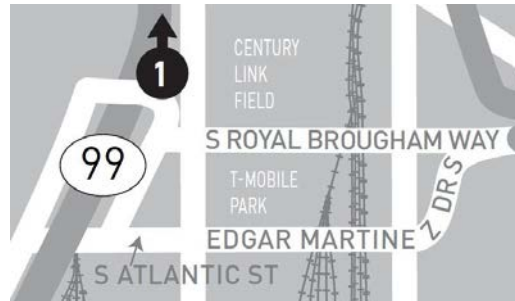
Bicycle wayfinding includes signs and/or pavement markings to help guide people biking to their destinations. Signs are placed at decision points along bicycle routes - typically at the intersection of two or more bikeways and at other key locations leading to or located along bicycle routes.

We would like your feedback on the planned signs for people biking on East Marginal Way S.

There are seven sign locations planned for the project, shown in the maps below. Below are the proposed destinations for the signs:

Sign 1

1 Alaskan Way S north of S Atlantic St where trail splits

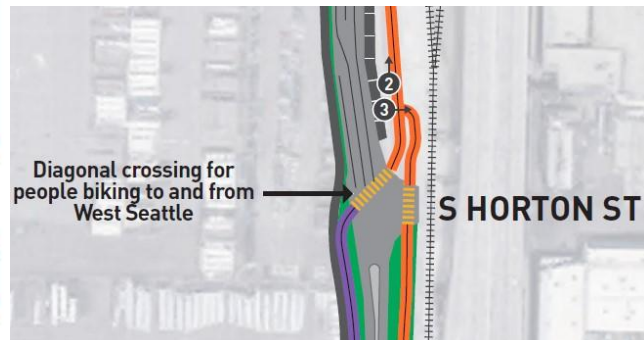
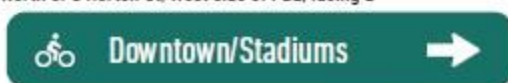


Signs 2 and 3

2 East side of East Marginal Way S before the trail splits

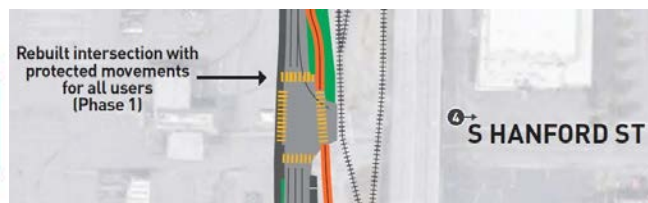


3 North of S Horton St; West side of PBL, facing E



Sign 4

4 S Hanford St facing E



East Marginal Way Corridor Improvement Project

Signs 5, 6, and 7

*Note: Sign 7 is existing and is included for reference only.

- 5** East Marginal Way S and S Spokane St; West side of PBL, facing N



- 6** East Marginal Way S and S Spokane St (Eastbound), facing S



- 7** Existing sign



SDOT's bicycle wayfinding signs are meant to guide people on bicycles to destinations which they can reach through dedicated bicycle facilities. The East Marginal Way S project will complete the bicycle network between S Atlantic St and S Spokane St. Destinations without dedicated bicycle facilities leading to them, such as Georgetown or the SODO Light Rail station, are not eligible destinations for wayfinding signs.

Proposed wayfinding destinations:

- Coast Guard
- West Seattle
- Duwamish Trail
- Downtown
- Stadiums

Other potential wayfinding destinations:

- Beacon Hill
- SODO Bike Trail > I-90 Bridge Trail
- Waterfront Trail
- Olympic Sculpture Park
- Elliot Bay Trail
- South Park
- Alki trail
- Herring's House Park (Tualtwx)

Eligible Destinations include:

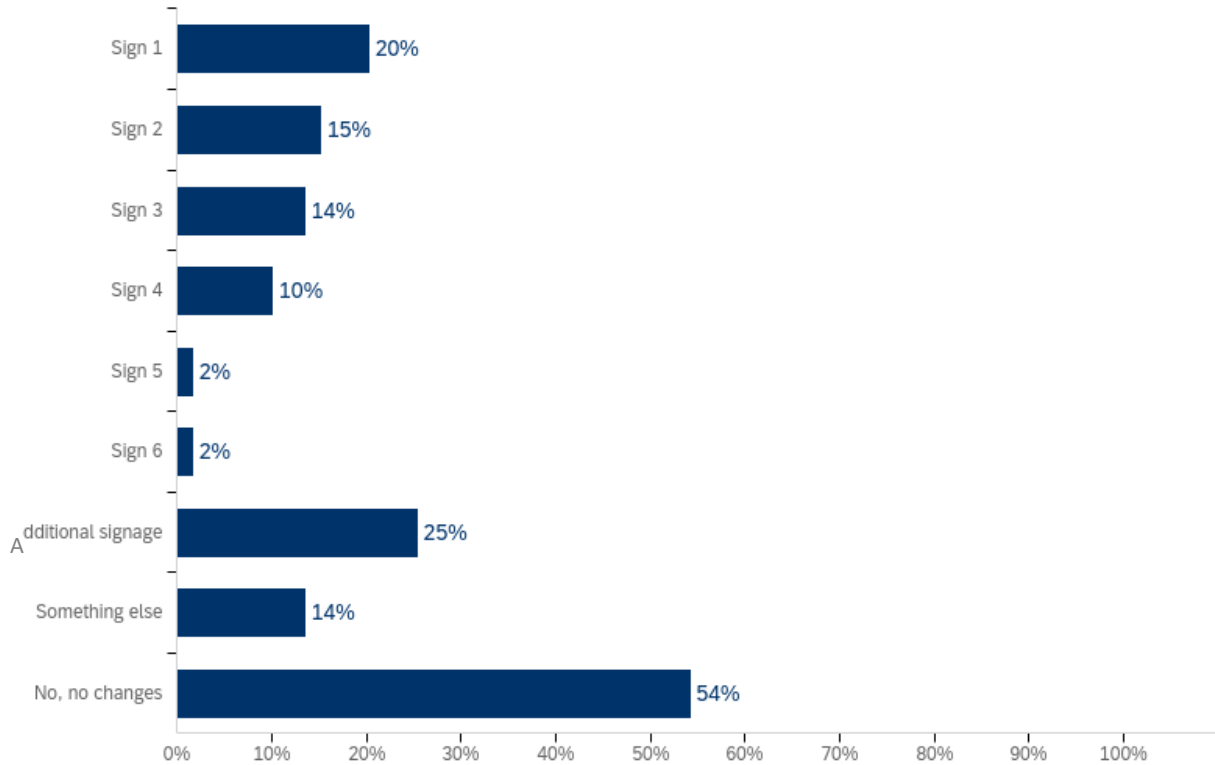
- Transit station names
- Urban center names
- Neighborhood names
- Regional bicycle route names
- Street name of greenway or direction of greenway
- Park names when adjacent to bicycle facilities
- Higher education facilities

Ineligible Destinations include:

- Privately owned/operated business
- K-12 Schools
- Common public landmarks
- Museums

East Marginal Way Corridor Improvement Project

Do you have any changes to suggest to the planned signs? Please select all that apply.



Sign 1

What suggested changes do you have to Sign 1?

1 Alaskan Way S north of S Atlantic St where trail splits

🚲	Coast Guard via sidewalk .02	➔
← 🚲	Alki Trail	2.8
← 🚲	West Seattle	5
← 🚲	Duwamish Trail	3

A little unclear, makes it look as though you'd head east to go to W Seattle? Have point somewhat at an angle to suggest still moving south.

Add wayfinding for south. e.g., Georgetown.


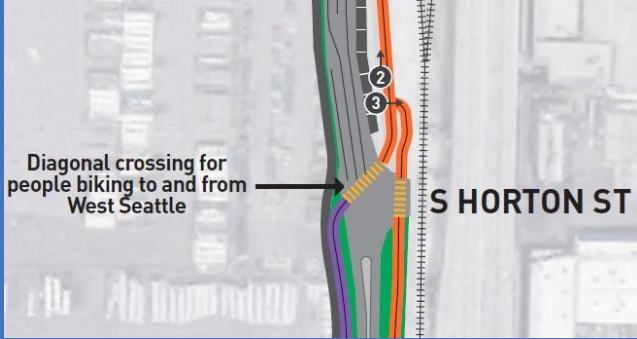
Duwamish Trail is not that well known as a trail and it doesn't have a destination in its name.

Coast Guard routing is just confusing IMHO

East Marginal Way Corridor Improvement Project

Maybe signs should include Duwamish Trail (South Park)
I do not believe the Coast Guard is a major destination, and even if it were a major destination I do not believe that an overwhelming majority of its visitors would arrive by bicycle
I don't think the coast guard station is a well recognized destination
I don't think you need the Coast Guard waypoint on there, since it's pretty obvious where it is. Also, it's not a big destination for bicyclists. If you are going to the Coast Guard building, you probably already know how to get there.
I'd like an elevation line to show relative difficulties, that could be placed to the left or right of the mileage #'s. I'd also like to see the Int'l District on the sign.
If you are giving mileage to West Seattle, the destination should be more specific. Mileage to Morgan Junction is different than mileage to Alaska Junction and is different than mileage to Admiral Junction or even Alki beach. Where does that 5 miles get me to?
Include bike directions to light rail stations on any of these that make sense!
Move West Seattle up and delete mileage. As soon as you cross the Spokane Street bridge you are in West Seattle and at the Duwamish route /Alki trail intersection.
Sign needs units next to number. Miles? Kilometers? Furlongs?
Spokane St Harbor Island

Sign 2

<p>What suggested changes do you have to Sign 2?</p>	
<p>2 East side of East Marginal Way S before the trail splits</p> 	
<p>A little unclear, makes it look as though you'd head east to go to W Seattle? Have point somewhat at an angle to suggest still moving south.</p>	
<p>Duwamish Trail is not a well known trail name and doesn't include an obvious destination in its name. Would suggest Duwamish Trail (to South Park) or similar.</p>	
<p>Change "continue south" to "Georgetown". And, same comment as for sign 1. And, check your mileage. How did Alki trail and Duwamish trail get further apart than on sign 1? Define Alki trail vs. West Seattle Bridge trail.</p>	
<p>Continue south to where? Should have a destination or end mileage or end of trail call out.</p>	
<p>Federal Center South</p>	
<p>I think the informal skate park on East Marginal Way under 99 and the community fishing street end on Spokane should be both on the signage, as community acknowledgements if anything.</p>	
<p>Include directions to light rail stations (if it makes sense here)</p>	

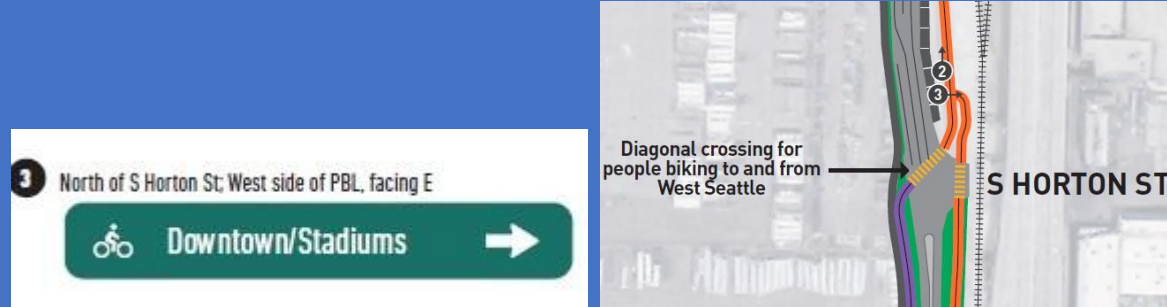
East Marginal Way Corridor Improvement Project

Same comment as for sign 1, where does 5 miles get me to in West Seattle? Be more specific. Is this to Morgan Junction, Alaska Junction, Admiral Junction or Alki beach?

Sign needs units next to number. Miles? Kilometers? Furlongs?

Sign 3

What suggested changes do you have to Sign 3?



3. You should also add directions for West Seattle on this sign.

Add "West Seattle <"

Add distance to Olympic sculpture park. Add a distance mark to a east/west reference point that is/will be a protected bike lane to go east from Atlantic/water front

Change to Downtown/Pioneer Square.

I would consider including West Seattle on this sign. Going through the intersection at Spokane can be confusing, and people might have missed or misread the signs there. Doesn't hurt too much to have redundant signage.

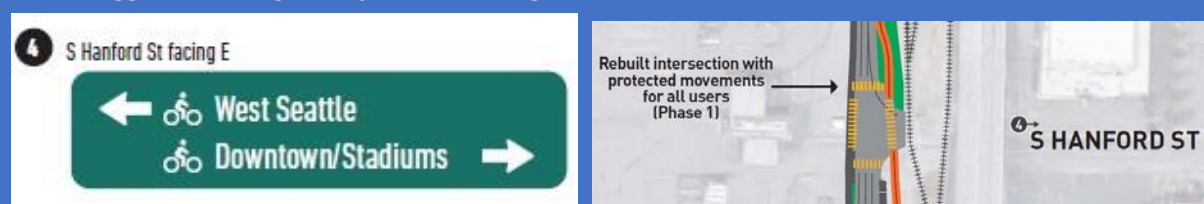
Include directions to light rail stations (if it makes sense here)

Should point to informal skate park, and also not just have Downtown, but also Coleman Dock or Elliot Bay trail. Option to instead of having names like Coleman dock, just use the symbol of a ferry boat, similar to how Sound Transit does their signage

Stadiums need not be mentioned; the Waterfront should be mentioned. In fact the stadiums violate the signage guidelines of not promoting private businesses. While public financing may have helped with at least one stadium, usage of the facility requires payment to a private business and this cannot be considered a public entity. [Comment repeated on signs 3, 4, and 7]

Sign 4

What suggested changes do you have to Sign 4?



add wayfinding for south. Add Georgetown.

East Marginal Way Corridor Improvement Project

Again, more detail for West Seattle (including symbol for water taxis) and downtown (Elliott Bay trail, ferry dock, nearest light rail station - likely int'l district or pioneer square in terms of elevation)

Change "Downtown/Stadiums" to "Downtown/Pioneer Square".

Include directions to light rail stations (if it makes sense here)

Should include SODO and/or Stadium Light Rail name(s)

Stadiums need not be mentioned; the Waterfront should be mentioned. In fact the stadiums violate the signage guidelines of not promoting private businesses. While public financing may have helped with at least one stadium, usage of the facility requires payment to a private business and this cannot be considered a public entity. [Comment repeated on signs 3, 4, and 7]

Sign 5

What suggested changes do you have to Sign 5?



rephrase to "USE CROSSWALK TO CONNECT TO BIKE PATH" or something. Sometimes the USE CROSSWALK ends up being dumped onto a sidewalk or end of bike path. It'd be nice for people to know the trail continues after the crosswalk.

Sign 6

What suggested changes do you have to Sign 6?



Change to "USE CROSSWALK TO CONTINUE ON BIKE PATH" or something that communicates to people that you're not just merging into traffic after using the crosswalk. I think pavement markings (circular bike symbols with arrows pointing) would be great to help people know where to go.

East Marginal Way Corridor Improvement Project

Additional Signage

Where should additional signage be located, what type (e.g. sign, pavement markings, etc.), and what destinations should listed be on them (if any)?
Add Federal Center South to sign along with Continue South
Add signage to 1st Ave S Bridge, Georgetown, and Airport Way
At S Horton St, add direction to SODO Bike Trail/Mountains to Sound Greenway. At signage to Duwamish Trail, add Georgetown and South Seattle College Georgetown Campus.
Beacon , SODO, Herring House Park, South Park, all transit
For new cyclists the route underneath the Spokane Bridge is very poorly signed as is the split point for the Duwamish Trail, Delridge and Alki Trail south of the low bridge.
Not sure if improving signage at this point is in scope, but anything that helps new cyclists navigate and connect to trails is really beneficial.
Georgetown is a business and residential due south. Why is it not included, when it is closer than West Seattle? oh, because rich people live in West Seattle. right.
I think the "Other potential wayfinding destinations" listed should be put on signs at appropriate locations - I (and others) stop at branches where there are multiple choices to try and figure out which one of the two choices leads to where we are trying to get when we are unfamiliar with the route or area.
More signs would be great in downtown Seattle to let people know how to get to West Seattle and the other locations along the way or beyond it. Otherwise, who'll know to find the bike path to begin with? I would also like to see a lot of pavement markers (usually circles with a bike inside and an arrow pointing) to help guide people when turns are unclear or their merging to/from crosswalk onto mixed use path/sidewalk. Definitely SODO trail and light rail station and Beacon hill should be on the list of destinations. As well as Elliot Bay trail and Herring's House park. It's a vicious cycle to not put these destinations on the signs, because if people don't know they are close by, they won't try and reach them by bike, and consequently they won't push to have safe or safer bike connections built to reach them. Alki beach would be an important destination for visitors coming from downtown (a lot of people take bikes from outside West Seattle to access the beach and separated bike path - let's tell them about it before they even enter West Seattle! Elliot Bay trail is also a great connection that leads to interurban and should be easily known if coming along East Marginal Way.
On or near Sign 7: Add "Georgetown [straight-then-right arrow] USE CROSSWALK" At S Horton St for S/B and N/B riders on share-use path, add "SODO light rail station" w/arrow directing riders to turn onto S Horton St. Add additional signage where necessary to direct riders to SODO light rail station via new Lander St bridge.
Painted centerline in PBL where N & S are not separated. Add signs N and S of Hanford in PBL facing S & N saying "SODO Station/SODO Trail" with arrows pointing east.
Primarily would like to see additional signage warning vehicle traffic of bike traffic.
Something at Hanford on the trail (N&S bound) indicating SODO trail (with Lander completed it should be mentioned and frankly the connection of bike facility might as well be finished off too)
There should be a second sign just past each decision point to confirm that you have not made a wrong turn.
There should be additional signage emphasizing that cyclists have right of way and that motorists will be held liable for murder if they intentionally try to threaten and intimidate cyclists.

East Marginal Way Corridor Improvement Project

Other Suggestions

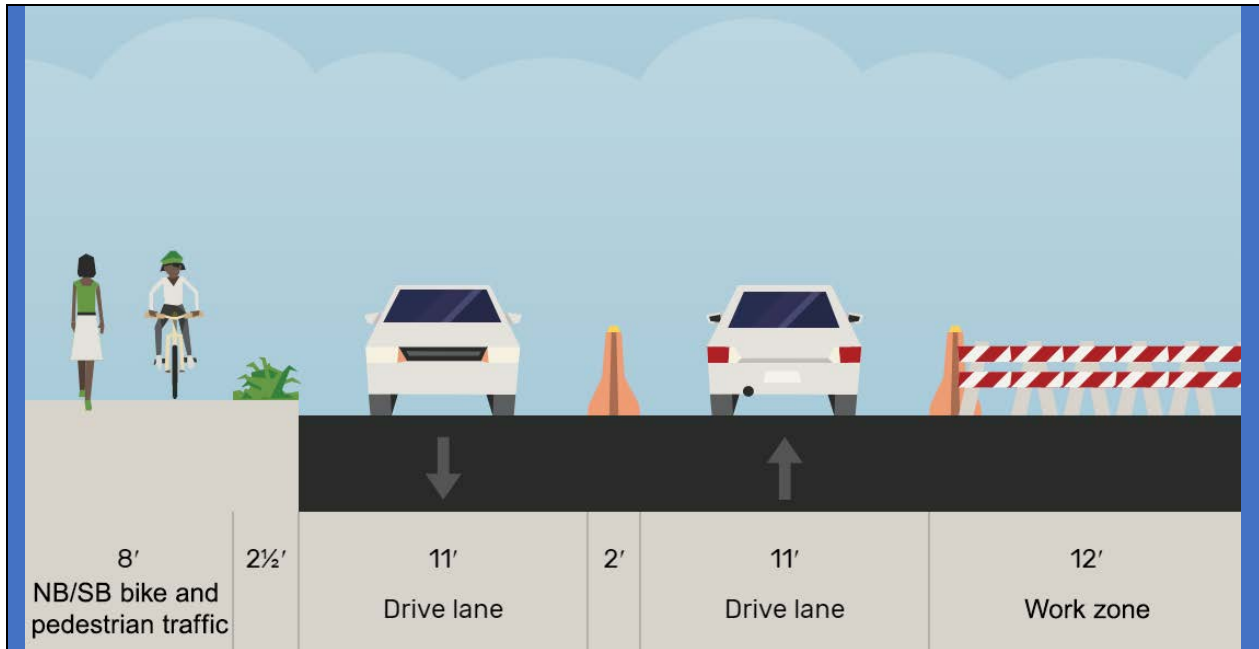
What else would you like to suggest for the planned signs and wayfinding?
All signs need units next to numbers. Miles? Kilometers? Furlongs? Numbers are meaningless without units.
Ensure signage gives enough lead time for someone to process the information and make a decision to turn off or continue straight. Too often I see signs placed on downhills right before a turn, as if people going faster than usual can read, slow down, signal, and make the right turn in time.
I'd like to see the following directions on signs as well: Duwamish Trail Beacon Hill South Park Georgetown Alki Trail 26th Ave Greenway
Sign 7: Stadiums need not be mentioned; the Waterfront should be mentioned. In fact the stadiums violate the signage guidelines of not promoting private businesses. While public financing may have helped with at least one stadium, usage of the facility requires payment to a private business and this cannot be considered a public entity. [Comment repeated on signs 3, 4, and 7]
Sometimes signs designed for bicycles are placed too high. It is important to consider that the normal bicycle riding position tilts the head down slightly relative to a pedestrian. If a sign is placed too high the rider must strain the neck to read the sign.
There should be a second sign just past each decision point to confirm that you have not made a wrong turn.
Transit stations are great destinations for wayfinding
Your sign placement graphics are confusing. The arrows attached to the sign numbers seem to point the opposite direction a person would look to view them.

Detours

Detour 1

For an estimated 10-12 weeks, there will be construction in the existing northbound bike and vehicle lanes, and a portion of the left-turn lane north of S Hanford St. During that time, all bike and pedestrian traffic will be directed to the existing sidewalk on East Marginal Way S. Southbound bicyclists would enter this detour at S Massachusetts St. Northbound bicyclists who use the detour on the sidewalk would need to stay on the sidewalk until S Atlantic St. Bicyclists would have the option to remain in the vehicle lane. In this configuration, there would be one southbound vehicle lane and one northbound vehicle lane, with a barrier between the two lanes and a construction barrier between the work zone on the east.

East Marginal Way Corridor Improvement Project



What are your thoughts on this proposed detour route? Would you feel comfortable using it? Please explain.

8' is a very narrow and likely unsafe space for two-way bike and pedestrian traffic.

As a cyclist I'm not comfortable sharing a lane with a vehicle as the road is bumpy and the vehicles that typically travel this road are larger. The sidewalk may be difficult to share with both directions traveling on it and isn't very smooth which may cause more difficulty sharing in both directions. I'm not sure I'll find it safe and would be less likely to bike.

Concern staying in drive lane not safe/practical with freight traffic and no safe way to pass. Sidewalk detour probably OK, since relatively few pedestrians in this stretch. Bikes on sidewalks are likely to travel at speeds too fast for "normal" sidewalks. May want to consider temporary striping to help people stay focused and "in their lane" as this will be treated more like a bike trail in the interim.

Currently I bike on the sidewalk because the street is unsafe, especially when there is heavy truck traffic or speeding cars. There is heavy use by bikes on this route, so it is absolutely critical that a safe detour route for bikes be maintained at all times. PLEASE have the Coast Guard maintain the vegetation just south of their entrance on the property they lease. Blackberry vines are obscuring the sidewalk. I have reported this in the past with little effect.

Depending on the speed of the traffic, I would prefer to ride with vehicle traffic in the lane rather than sidewalk. If the traffic is slow due to traffic or posted speed, I would ride there. If traffic moved at greater than 25 mph, I would feel like I was impeding traffic and move to the sidewalk, probably. The sidewalk would be considerably slower to commute on and be potentially dangerous as trucks enter or exit the port. I might even make the decision to ride a different route.

Fine

i think the sidewalk is too narrow for the amount of bike that will be going in both directions. If there are as many bikers commuting as predicted since they can not drive over the West Seattle bridge this could too narrow for the amount of bikes.

I think this is fine.

I usually use the sidewalk when I bike downtown. So it would be okay. It's kind of bumpy.

East Marginal Way Corridor Improvement Project

I would detour to 1st Ave S instead so I could ride in the vacant parking lane. Sharing the lane with that volume of heavy trucks, knowing the huge blind spot in front of them, it's too dangerous to ride on street.
I would feel comfortable using it but please note that it will add delay for bicyclists. The sidewalk surface is not good enough to travel at the typical speeds (my ebike does 20 mph and I am routinely passed by road cyclists on Marginal Way). Many will likely choose to take the vehicle lane, but I don't think I would be comfortable with the speed and type of traffic that usually uses the road.
I would prefer to ride with traffic. But, am OK with proposal. Sidewalks joints in disrepair and space limitations with peds (infrequent) are hazardous.
If COVID-19 is still around, I would likely opt as a cyclist to ride in the vehicle lanes
I'm comfortable with the detour. My only comment is that there is a lot of upheaval along that route that can be a problem for bikes.
it would be safer if the sidewalk were repaired and some of the obstacles were removed prior to this detour taking affect.
It's all we got, but if \$ available fixing concrete and removing obstacles would be good. I would have previously said it was just fine but with the bridge out I'm expecting bike volumes that will be a challenge. Any ability to increase visibility or warning flashers at heavy driveways might be good.
it's fine
It's unclear from this diagram if/how the bike/ped lane would interact with driveways of the adjacent businesses. I would hope that additional signage would be installed to remind patrons of the proximity of the trail, and would hope that a traffic control officer could be present during the first few days of this phase to ease all users in to the construction phase
Love it
maintain the landscaping better, put a two foot gravel edge along sidewalk. Improve the driveway stops, detour signs need to be on posts not sandwich boards, lower speed, marl the curb ramps in yellow so you see them, put gravel around the hydrants, sweep the bike lane daily, paint the driveways at crossings both on sidewalk and bike lane
Need to provide more space for bikers/peds especially as more are/will be using this route in the near term as a result of the pandemic/bridge closure. Cars have other options through SODO but bikes do not; have one lane be a two way bike path.
no big deal
No problem
Not enough room for two-way bike use - especially at speed
Please include signage clearly indicating that bikes are allowed to use traffic lanes, and respond to any issues involving driver aggression toward cyclists that (reasonably!) choose the roadway over squeezing onto the sidewalk. Cyclists, who don't have any great options here, will take on the brunt of driver aggression if this isn't clearly managed.
Port traffic often uses the center turn lane to queue (northbound), some times stretching from Terminal 30 to S Hanford. When this happens there is heavy turning traffic across both the bike lane and sidewalk, setting up conflict. Terminal 30 entrance will needs some narrowing/barriers to prevent cyclists getting hit. Not a fan of sidewalk riding...but many fast cyclist will choose to take the lane over the sidewalk; port traffic needs to understand this is a legal option.
prohibit bikes in the travel lane - direct them into their facilities except where they have to turn. Cannot mix with general purpose traffic
Remove the barrier so that when I take the lane, vehicles can pass.
Sounds reasonable to me. I would be comfortable with the sidewalk detour.

East Marginal Way Corridor Improvement Project

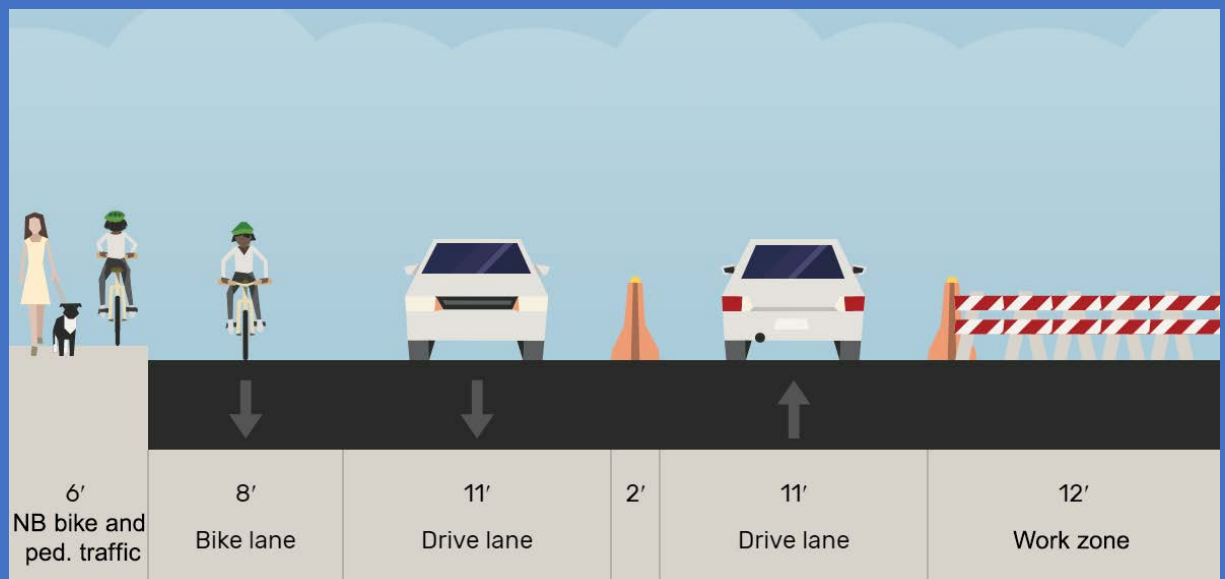
That sidewalk has fire hydrants and SDOT signs blocking it. They should be moved first.
That's fine to me. The sidewalk is wide enough to accommodate two cyclists but narrow enough that people would slow down. I might or might not use the road, depending on how rough it is and whether there's standing water.
The Detour 1 statement should be revised to acknowledge the closure of the West Seattle Bridge, and to state how the proposed detour will or will not impact the traffic resulting from the Bridge closure.
The sidewalk along East Marginal Way is severely warped. While usable, some sections should be improved/flattened for safety (especially where tree roots have pushed the sidewalk up).
The sidewalk is going to be very crowded. Is it possible to configure the roadway so that the southbound bike lane remains in place? This could reduce the congestion on the sidewalk by making it one-way (northbound).
The sidewalk is in VERY bad shape. It also often has glass and road debris making it more dangerous and more likely to cause flats to cyclists. Ideally, the sidewalk could have some patches put in, and it could be swept/maintained during the detour.
The sidewalk is mostly okay for biking, but there are places where there is narrow room between tree planters/signs/hydrants and the port of seattle fence. caution signs would be welcome. there are also a few places where the concrete has upheaved and could be smoothed out to reduce wear on bikes.
The sidewalk is still broken up from the Nisqually earthquake and needs to be repaired ASAP.
The sidewalk there is terrible and not suitable for biking bidirectionally. Better to remove the barrier between the motorized traffic lanes so bicyclists can more easily use the roadway.
There are a few fire hydrants and poles (signs) that are in the middle of the sidewalk. In these locations, it can be harrowing for both a person walking and person biking to navigate, especially if someone is coming from the opposite direction.
There should be signs up alerting motorists to the fact that they may end up driving behind a slow-moving cyclist, and that there's literally nothing they can do about it, and that they should not complain, whine or throw a tantrum because they have the right to be in the entire lane. Try to fit that on one sign please.
Theres not much of a choice here as there are no real alternative routes out of West Seattle that don't quickly get you stuck at train crossings.
Side walk is very narrow in places and esp for bikes in both directions and pedestrians to share. Theres also a lot of 'street' furniture hazards on the side walk (ie signs in the middle of the path) that makes this small space hard to share between S Hanford and S Hinds (also are hard to see at night).
Area around the Coast Guard HQ can have a lot of pedestrian traffic and has poor sight lines for bicycles crossing the main entrance.
This does not seem like enough space to share between both directions of bikes and pedestrians.
This sidewalk currently is not level and makes it hard to ride a bike on. With all the new e-bikes going fast, this could get dangerous. Can we fix the sidewalks or put signs reminding bikes to go less than 15mph
Those uncomfortable with sidewalk riding (anyone riding faster than 15-20 mph) should be encouraged to use the traffic lane. Ensure that signs make this clear to reduce aggression from drivers.
And please, please, please enforce speed limits for cars.
Too narrow of the median
Use temporary concrete barriers to separate bike & ped from traffic in stead of landscaping

East Marginal Way Corridor Improvement Project

We would have to use this route for truck access to the port terminals. We would not feel comfortable having bicycles in the traffic lanes. They are too difficult to see from a truck cab. There are not a lot of pedestrians in the area, so it would be better to have the bikes use the sidewalks as well.
Will be fine during winter but summer months would have dangerous level of bike traffic for the sidewalks.
Would be great if they could do some spot improvements to the existing sidewalk in preparation for this. So many curbs and potholes on the crossings. It might be nice to also have people flagging the crosswalk at the truck terminals, since I am every other week having to slam on my brakes when a truck doesn't look for me and decides to exit while I'm in the bike lane.
Would request signs with speed limits and delineating lines painted on sidewalk
Yes
Yes
Yes I think I would feel comfortable using it. The sidewalk is lightly traveled by pedestrians, although an 8' sidewalk is not very wide for cyclists going in opposite directions passing each other, particularly if there is heavy cycle traffic at certain times of day.
Yes, Acceptable.
Yes, I have used this option before traveling on the sidewalk either way N/S. Some sections are little bumpy but generally its all bike traffic if any on the sidewalk. some but not many pedestrians. may need speed limit reminders for all those e-bikes!...
Yes, that would work fine for me.

Detour 2

For an estimated 2-3 weeks, there will be construction in the existing northbound bike lane and a portion of the existing northbound vehicle lane between S Spokane St and S Hanford St. During this period, northbound bicyclists would be directed to either take the northbound vehicle lane or use the existing sidewalk on East Marginal Way S between S Spokane St and S Hanford St. The southbound bike lane and vehicle lane will remain unchanged.



East Marginal Way Corridor Improvement Project

What are your thoughts on this proposed detour route? Would you feel comfortable using it? Please explain.
Again, please include signage indicating cyclists may use the full lane, and respond to driver aggression.
As a cyclist I'd be comfortable using this.
concrete barriers to separate
Crossing improvement at Hanford would help
Fine
Fine with proposal. Yes, comfortable.
I already take the lane northbound for this stretch- turning port traffic at Hanford present a right hook danger. I would make sure the signage for north bound traffic is clear where the cyclists will be.
I personally would only use the northbound traffic lane if there were low to no traffic. Otherwise, I would choose the sidewalk to head northbound. However, again this can be challenging to navigate with fire hydrants sign posts located in the middle of the sidewalk.
I think this is fine.
I use the sidewalk northbound on my bike in this area already because I don't cross the road until I get to S Hanford St.
I would feel better with this, but I ride too fast for sidewalks typically and would prefer to find an alternate route.
I would reluctantly take the NB cycle lane - unless the speed limit in the NB drive lane is reduced to 20 mph.
If you are got to place a barrier, use it to protect the bike lane. Then cars can pass as I take the lane going north.
Include signage in the NB lane for caution for cars/bikers sharing the road. Some bikers will want to stay on the road and flow of traffic.
it's fine, as long as there is some kind of barrier between the bike and drive lane
Make sure sidewalk is maintained/cleaned. Include clear signage about bikes merging with traffic for cyclists who want to take the driving lane so drivers are aware they are allowed to be there and to watch for them.
No changes to detour recommended.
no problem
ok
Only suggestion is maybe a temp separation barrier between the sidewalk and bike lane. Occasionally, there are already people that ride north in the southbound bike lane to get off the sidewalk while they try to time their crossing the street with traffic while not slowing down. People may try to use the bike lane to go north or assume it is a shared lane (or should be in their opinion). Temporary signage striping will need to make clear which lane(s) are for what travel.
Repair the sidewalk
Same as previous comment. Make it clear that faster bikes should be in general traffic lane and aggressively enforce speed limits.
Same concerns about the sidewalk as previously noted.
See earlier comment, an auto lane should be a two way bike path instead.
Seems ok especially if Bikes can take the lane rather than using sidewalk.
Sounds good
sounds reasonable to me.

East Marginal Way Corridor Improvement Project

Southbound, fine. Although, northbound cyclists turning east into the business district would need to cross over that southbound lane -- potentially dangerous. Similar sidewalk issues for cyclists as previously mentioned... potentially dangerous situations crossing driveways where trucks would be entering/exiting E Marginal Way.
Terrible solution. Counterintuitive design. Better to use the traffic lanes.
That is too narrow to mix peds and bikes on sidewalk
That would work for me.
That's good, just heads up that so many people use the sidewalk when going southbound because the bike lane doesn't have protection. Can you make the bike lane narrower and add jersey barriers so fewer people will ride southbound on the sidewalk? it'd be great to have barriers up for the many riders who don't feel safe biking with the fast traffic.
The Detour 2 statement should be revised to acknowledge the closure of the West Seattle Bridge, and to state how the proposed detour will or will not impact the traffic resulting from the Bridge closure.
There should be physical separation between the bike lane and auto lane
This is fine. Seems pretty similar to how it is now anyway, the way so many NB cyclists use the sidewalk and then cut over at Horton.
This looks good!
This will be confusing as some southbound users use the sidewalk instead of bike lane. If changes are during winter then this will elevate confusion because of low use at that time.
this would be fine
We would have to use this route for access to/from the port terminals. We do not feel comfortable having bikes using the same lanes as trucks. We would prefer that they use the sidewalks. Bikes are too difficult to see from a truck cab.
When riding N/B, I would likely opt to use the N/B vehicle lane instead of use the sidewalk.
Yes
Yes, acceptable.
Yes, I think I would feel comfortable using it. Having a dedicated 8' southbound bike lane will be helpful, as long as northbound cyclists know to use the sidewalk instead.
Yes, I'm comfortable riding with traffic too.
Yes, probably. Please enforce the establishment of safe detour routes during construction.
Yes.

Detour 3

For at least two periods of 2-3 weeks each, all pedestrians and bicyclists would be asked to use the new 2-way protected bike lane on the east side of East Marginal Way S between S Spokane St and S Hanford St while work is completed on the west side of the street. Bicyclists would also have the option to ride in a vehicle lane.
What are your thoughts on this proposed detour route? Would you feel comfortable using it? Please explain.
Acceptable for 2-3 weeks. I use this now going northbound. Southbound seems challenging for stacking bikes waiting to use crosswalk. Visibility is a bit limited and lanes are not wide with turning trucks there.
As a cyclist I'd be comfortable with this.

East Marginal Way Corridor Improvement Project

good
I am not a fan of the east side bike route. It requires crossing E. Marginal Way S./Alaskan Way twice. I would rather stay riding on the west side all the way with safe crossing of driveways provided. But I was overruled by the design that was chosen that crosses the arterials twice. It seemed overly complicated and didn't make sense to me. So I am not exactly sure how safe I would feel on this hybrid route.
I don't trust bike lanes that cross intersections. I would take the lane for a while at least.
I think this is fine.
I would definitely use the new bike lane.
I would feel comfortable with this
I would use the protected lane rather than ride in the street.
If you have to do this do the construction winter when it is raining heavily and minimum bikes are being used
I'm comfortable with that on my bike, but not when I run home. Bikes will speed through there and that could be dangerous. Is there a way to stripe off a pedestrian lane?
My guess is most bikers who use the vehicle lane.
No image. New bike lane plus pedestrians probably OK in this stretch with limited pedestrians. If no separation or means for traffic to pass, don't think bike using the traffic lane is a very good idea with freight traffic. Also, traffic often gets backed up during freight pickup/delivery. They currently use the center lane as a parking lane. Will need to consider how to manage this freight traffic while it's waiting throughout the multiple detours.
no problem
Not a huge issue for cyclists, mainly for pedestrians who would need to navigate this pathway.
Not sure i understand it - we'd be asked to use the bicycle infrastructure instead of the sidewalk? For me that's no problem, and just so people are courteous to all the path's users, I think there should be clear signage about which side of the path people walking should be on (my guidance is people should always be on the right side of the direction they're walking).
Ok
Only issue might be encounters with pedestrians. but there not many. I suspect many will ride in vehicle lane. will there be access to the vehicle lane from the PBL? once you are in it?
Pedestrians are unpredictable in bike lanes, particularly in a noisy area where they may be unable to hear cyclists. Ideally there could be a separated area for pedestrians still
prohibit bikes in the travel lane during this period - way too dangerous
Seems fine, that path is probably wide enough for everyone.
Seems ok in principal.
Seems unsafe for peds especially
Should be fine.
Signage should be clear that bikes are allowed and encouraged both on the trail and on the street. SDOT should check regularly and frequently during the detour to ensure signage, barriers, etc. remain in the right place.
signs/ sweep daily
Sounds fine, so few pedestrians
Sounds good
Sounds good. There are rarely pedestrians in this area.

East Marginal Way Corridor Improvement Project

That would be fine during the work period.
The Detour 3 statement should be revised to acknowledge the closure of the West Seattle Bridge, and to state how the proposed detour will or will not impact the traffic resulting from the Bridge closure.
The least problematic of the detour sequence. However, I would recommend that speed limits continue to be 20 mph throughout this area during the detour to give faster bikers and e-bike riders a safe option for riding in the traffic lane.
This is probably ok, given the low levels of pedestrians on the route.
This sounds more like a "project completed" phase than a "during construction" phase and as a cyclist I have no qualms
this would be ok.
Totally tolerable. That's what the PBL is for. I would feel comfortable.
Transitions are always the tough part, it depends on how easy it will be south bound to connect to the W Seattle Bridge trail. If there is a beg button and a signal that never trips I will take the lane southbound, but this will likely be a source of honking and friction.
We would not feel comfortable having bikes use the truck lanes. They are too difficult to see from a truck cab. We would prefer that the bikes use the bike lane only.
Without knowing how wide this lane is, it's hard to know how much space bikes and pedestrians would need to share. At certain times of the day, there is a LOT of bike traffic, so those times would likely be dangerous for pedestrians. Similar story with the sidewalk sharing.
Yep.
yes
yes
Yes
Yes but if this is during the summer it will be very congested.
yes this would be fine
Yes, it will more closely relate to the final design, and while I expect more foot traffic than today, it's still relatively light and will resemble a lightly used multi use path.
Yes, that seems safe.

General Questions

Is there anything else you want SDOT to know about wayfinding, signage, or construction impacts on East Marginal Way S for phase 1 of this project, which is between S Atlantic Street and S Spokane Street?
2 way bike lanes suck. Sorry for the language but you messed this up from the beginning. Please make large signs that say "cyclists may take lane" that I can point to when I get yelled at about "why don't you use the bike lane that I payed for!"
Any work that is proposed in this area should acknowledge that the West Seattle Bridge is closed and traveling south for all vehicles is really messed up for the foreseeable future (YEARS). OH, thank you for the next slide!!!
complete the bicycle network between S Atlantic St and S Spokane Street!!!
Good communication is essential ;)
How about a wayfinding Kiosk that has maps of all routes in the area and downtown?

East Marginal Way Corridor Improvement Project

I hope that every time someone in SDOT staff sees the "Continue South" wayfinding sign near Horton they feel a pang of shame for what was left out of the scope of this, and apparently all foreseeable work.
I like the radar sign that tell each vehicle their speed and what the speed limit is.
I often use Utah Ave S from Atlantic to Hudson or Hanford as an alternate bike route to avoid truck traffic and the train crossing at Atlantic. This could be a viable route for more users if a northbound bike lane was added between S. Forest and S. Lander and pavement improvements could be made throughout the length of this route.
It sounds like it may be out of scope, but I have concerns regarding the connections to this trail. The final segment of the Elliott Bay has become a congregation destination and I do not always feel safe riding through the area. I hope this project will not introduce more elements that make the area conducive to loitering
Just like a chain is only as strong as its weakest link, a route composed of signs is only as good as the least accurate sign. If even one turn is missed, the chain is broken. I have ridden countless routes throughout the world where there is one sign missing.
My only other concern is the transition between these sections and the existing sections. Especially where traffic would need to cross over, such as the NB v. SB sidewalk/lane usage. What happens if bikes chose the traffic lanes, then decide that they are not feeling safe... would there be an opportunity to bail out back to the sidewalk? Please make sure that the transitions back to areas where the current infrastructure will remain unchanged are well thought out and safe. Lots of hazards in that area and people are impatient trying to get to work or get home and they are driving FAST.
No, just looking forward to riding on it when it's there!
No. Thanks for all the work.
Nope
Nope, thanks.
please add Georgetown as a southbound destination on all relevant road signage. this should serve all residents and users, not just rich people in West Seattle. check a Seattle map if you are unsure where Georgetown is. http://clerk.seattle.gov/~public/nmaps/html/NN-1460S.htm
Please do this work ASAP. So many more people are riding from West Seattle because of the bridge and many of them are not regular riders. This needs to be safer for people who are not used to the dangers that the existing conditions create.
Please recognize that wayfinding helps people understand connections, and that it's only when people start using routes to make connections that bicycle infrastructure reaches its true potential. That's to say, please add signage and pavement markings to help guide people along East Marginal Way, in addition to connecting from other places to East Marginal Way and the destinations it leads to.
Please sweep the street. Bike lanes in Seattle are full of debris and glass shards, including these segments.
Remember it is a major truck street
See previous comment re: managing freight traffic during wait times for pickup/deliveries at terminals.
separate the trucks and bikes as much as possible. the truck exhaust is terrible.
Signage should be included for vehicle traffic alerting them to bike traffic on E Marginal Way from Hinds St., Horton St., and S Hanford Street. E Marginal Way is often busy with truck traffic and vehicles do not always see bike traffic. These signs should be flashing/noticeable.
some reminder signage maybe available from Cascade.. safe speed. courtesy bell ring, voice shout outs on passing and such might help too.

East Marginal Way Corridor Improvement Project

Some thought needs to be given to the east edge of the PBL to provide a good separation at the train tracks.
Study street name signs, too, Verify that bike riders will be able to clearly see the cross street names from the bike lanes where separated from GP traffic lanes. Just I like vehicle drivers, bike riders need street name signs.
temp controls were absolutely terrible during the tunnel work, changes not notified and construction crews did not think it mattered. Stronger wording in specifications and crew information, enforcement on crews not cyclists. This time is hard bc more bikers and the drivers may resent the ped/ bike improvements. Note: this information seems light on pedestrians- there will be more- at minimum install some pause points for peds to pull off.
Thank you for making this happen.
thanks a million
Thanks for the improvements you are making. It's going to make a huge difference.
The sooner this project is completed the better.
This is a busy corridor and interactions between port traffic and cyclists is already contentious- any work you can do with the Port to reroute and educate CDL drivers would be much appreciated.
use lots of upstream signage to direct people, its so confusing with the 99 interchange and the ferries , have adequate "escape" routes
We need a strong, heavy protective barrier between the road and the bike lane to protect against the semi trucks that park in the shoulder while waiting to get into the port
What about riders who wish to continue east on Spokane?
Yeah, I want cars to understand their secondary place in this arrangement, and if they don't like it, TOUGH COOKIES. You can get on the freeway.

West Seattle Bridge Closure

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

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

I will continue to bike commute as normal.

bike and walk. Detour signs have small print and confuse those not familiar

Biking to work now, I am now very aware of the poor shape roads are in and how little Seattle cares about cyclists safety.

Bridge closure has had and will continue to have humongous impacts all through the southern portion of the SODO, Georgetown, South Park, etc. Gridlock traffic anticipated to occur pretty much all day. Out of the box action plans are needed.

Continue to use it via bike as is and will appreciate the additional dedicated infrastructure

East Marginal Way Corridor Improvement Project

<p>Doubled my use of East marginal Way S as I must travel north on it to arrive at work every day. When heading to other parts of the city, depending upon how extensive the back-ups from the 1st Ave Bridge are (and they can be significant), I will opt to stay on E. Marginal Way S until I can exit by the stadiums to reach the freeways. When the bridge is open, we've seen backed-up traffic all the way back to Hudson street. If it's that bad during the pandemic, I'm very concerned about the impact when more people return to work.</p>
<p>Due to COVID, not much, but when I'm allowed back to the office it means I will always be biking (so an increased use of the E Marginal way).</p>
<p>East Marginal Way S. is becoming more congested, which is making it more difficult for us to haul containers to/from the port terminals. We are a captive audience since there is no other way to get to the terminals. As much other traffic as possible should be diverted away from this area since the traffic will become so much worse during the E Marginal Way construction.</p>
<p>Even as Covid-19 phases move forward, I do not expect much impact on me since I drive so little.</p>
<p>I already cycle to work most days Monday-Friday, now the few days I drive to work will be far fewer. But with Covid-19 I've yet to go back to the office.</p>
<p>i am biking less for commuting, but I still use EMW on the weekends and for errands downtown during the week. It's really gross using it after 7:30 am since the freight pollute so much idling, but at least the bike lane isn't congested.</p>
<p>I am much more likely to bike now for recreation and errands in any neighborhood north or east of downtown. Normally I would just drive if it wasn't during rush hour but having to drive all the way around makes a bike almost time-competitive with driving.</p>
<p>I bike commute down E Marginal Way past S Spokane toward S Hudson Street. I am impacted by more vehicle traffic in this area.</p>
<p>I continue to Bike on it daily. I now completely avoid the Duwamish side due to increased traffic.</p>
<p>I currently use in less due to COVID, but anticipate increase in use (by myself and others) as business re-open. I am concerned about the number of bicyclists through these areas out of WS.</p>
<p>i don't know, not currently commuting due to covid19</p>
<p>I exclusively ride the route on bike so very little impact to date (less traffic over the swing bridge is nice). I anticipate our bike facilities to be very crowded and there will be problems with that and with new riders. WSBC will be assisting in educating the new riders</p>
<p>I no longer ride in areas where I need to ride on the road - people are driving MUCH faster than the posted speeds and weaving in and out of lanes wherever they can and there is NO enforcement at all any time of the day.</p>
<p>I presume there will be much more truck and other vehicle traffic using E. Marginal Way S than before, since the vehicles cannot use the high bridge to reach their destinations. I anticipate this will make the route feel less safe and might also lead to worsening pavement condition, which is a critical factor for cycling.</p>
<p>I rarely driver out of West Seattle now. I've always been a bike commuter but I see many more people riding now.</p>
<p>I think the volume of bikes will quickly overwhelm the ability to safely ride on this path. Although the construction of this new work is necessary, it adds to the misery factory for bikers.</p>
<p>I use EMWS less frequently now but will be bike commuting on EMWS exclusively for the foreseeable future</p>
<p>I use it primarily for bike commute, so no change at all. I do worry about the sidewalk detour with increased bike usage. Probably would not have been an issue before the bridge closure.</p>

East Marginal Way Corridor Improvement Project

I will be biking a lot more to work and thus be using E Marginal Way. Please add a protective barrier between the road and bike lane. A STRONG and HEAVY one.
I will bicycle work everyday (there's no other option unless Metro can expand service in West Seattle).
I work on Harbor Island. As a cyclist, buses and vehicles detouring often block crosswalk access before the bridge heading east. Making sure stop lines are well maintained would be appreciated. As a driver, working on harbor island but not being able to use the low bridge is a major access issue. Special passes to be allowed to use the low bridge for drivers who commute to/from harbor island would be challenging, I'm sure, but if possible, would be incredible.
I've used it a lot in the past but it is now our main route into downtown; we bike much much more to get downtown and imagine this will be the case for years/indefinitely looking forward. This is a huge priority and we're glad to see it getting elevated, this is in a way our missing link to downtown. Now the lack of bike lanes IN our neighbor leading to the lower bridge is another challenge for a different time...
If required to commute to my office in SODO I will be biking regularly across the low bridge.
I'll likely continue using this avenue regardless, but might start at the Highland Park/Duwamish Trail intersection moving North. (its a close option). As a once upon a time regular bike commuter on this route (now working from home) I've not experienced the current traffic load (ebike/regular bike, pedestrians etc.) but I figure it will be much higher as time goes on and reopening happens. I wonder about that truck/car/bike intersection just after the bridge on the east side is that in scope for some redesign/signage?
It has had no impact on me personally--I continue to ride my bicycle on E Marginal Way S like before.
It has impacted my delivery routes and time it takes to travel to West Seattle, increasing my payroll.
It has not. I bike commute from Normandy Park through White Center using a mix of roads, neighborhood greenways and the WS Bike route across the low bridge.
It has. I've used it more on the weekend when we do use the lower bridge when driving north of Spokane.
it hasn't
It hasn't affected my bike or pedestrian route through there, but I don't take a car on that route any more.
It hasn't impacted me yet. It will impact me if they open up the low bridge to more traffic during daytime hours.
It hasn't. I haven't been commuting because of COVID. If/when I resume commuting it'll be by bike or motorcycle on East Marginal Way S. If traffic backs up I'll just ride around it to continue south.
It will make bicycling the most important way for people to connect to transit and services in the downtown area, since driving will be infeasible. Cycling improvements should receive the highest priority in city transportation planning and funding.
It won't affect how I use the lane, but there's definitely been an increase in bicycle traffic. I'm not sure if there has been a study of current volumes, but I expect that bicycle volumes will increase over baseline while the West Seattle Bridge remains closed.
It won't.
its a disaster
Many, many more people will bike on EMW. This project is more important than ever. Any way the City can expedite it without taking short cuts in quality will help mitigate the impacts of the bridge closure. Perception of unsafe conditions with trucks and bikes on EMW is the #1 deterrent for most people who would like to commute from West Seattle to downtown but are afraid to do so.

East Marginal Way Corridor Improvement Project



Maybe I'll be exposed to more car traffic along East Marginal? It probably doesn't affect me much personally.
more bikers, but nervous for how things will be come the fall.
needs to be used when 99 is heavily impacted NB
No impact. I use the bridge infrequently and only by bike.
Not at all
Not much impact on me
once I stop working from home and returning to my office downtown, I'll bike every time.
open for people walking and biking, no changes for me!
Significantly impacted. I'm concerned about the greater bike traffic on E. Marginal way. Can we get plastic delineators installed until this project begins. This should be for both the north and southbound bike lanes for the entire stretch from Hanford to Atlantic.
The closure probably means I'll bike to work more frequently once my company is back in offices, but that's not likely to happen until 2021
The West Seattle Bridge closure impacts me quite a bit. However, my work location is on East Marginal Way S south of Spokane (Phase 2 of this project). I will likely use the Phase 1 portion during weekends and if I need to go downtown for work and the improved bike infrastructure will be helpful.
Very high impact. We need the bridge fixed asap
well now lower bridge is open to cars at night, so this has been updated. personally i am not impacted by this, other than it's exacerbated traffic congestion in my home neighborhood of Georgetown. newsflash: THERE ARE OTHER PEOPLE BESIDES WEST SEATTLITES WHO USE MARGINAL WAY
Well, I had to visit a family member in Harborview Hospital several times and biking seemed the only feasible way versus a huge traffic jammed detour by car. There are a lot more bikers on the trail over the Spokane St. Bridge and most of them are not wearing face coverings which makes me uncomfortable. I am not happy with the current restrictions getting by bike from the trail onto King Street. The detour is for pedestrians, not cyclists. Detour signage is not good. This is a major access point into the Pioneer Square and International District neighborhoods and needs to be maintained and clearly marked at all times.
Will not.
Yes
Yes! I will be using it more to commute.

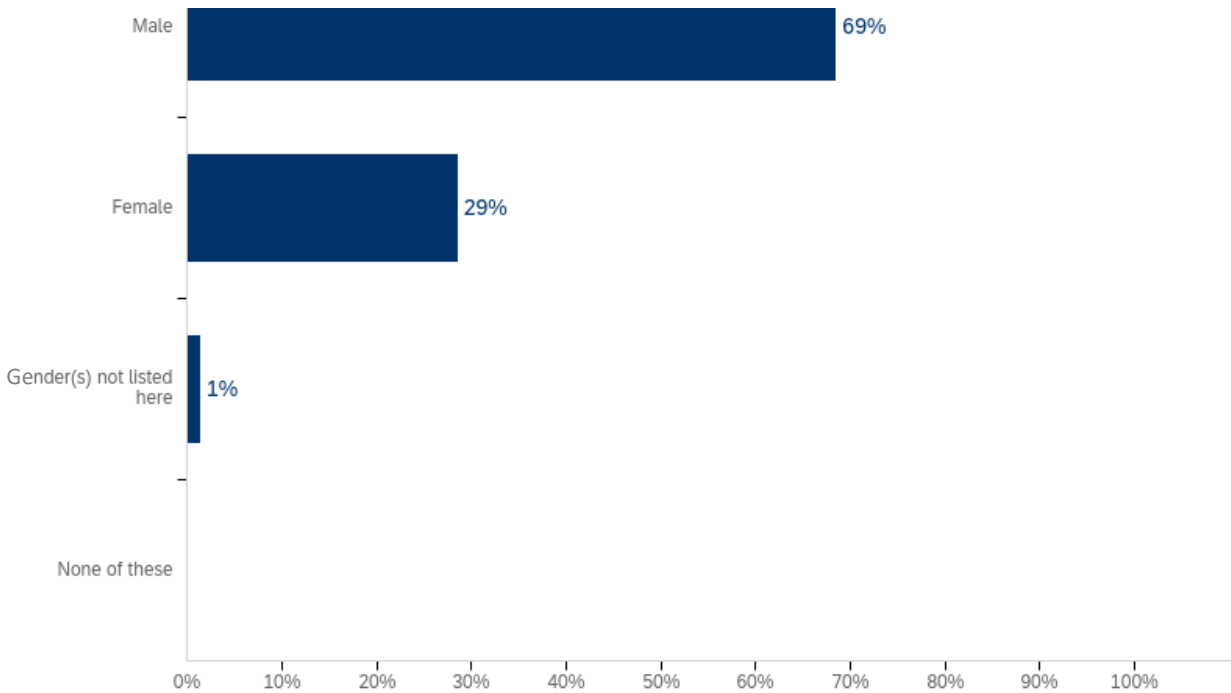
Demographic Questions

What is your home ZIP code?

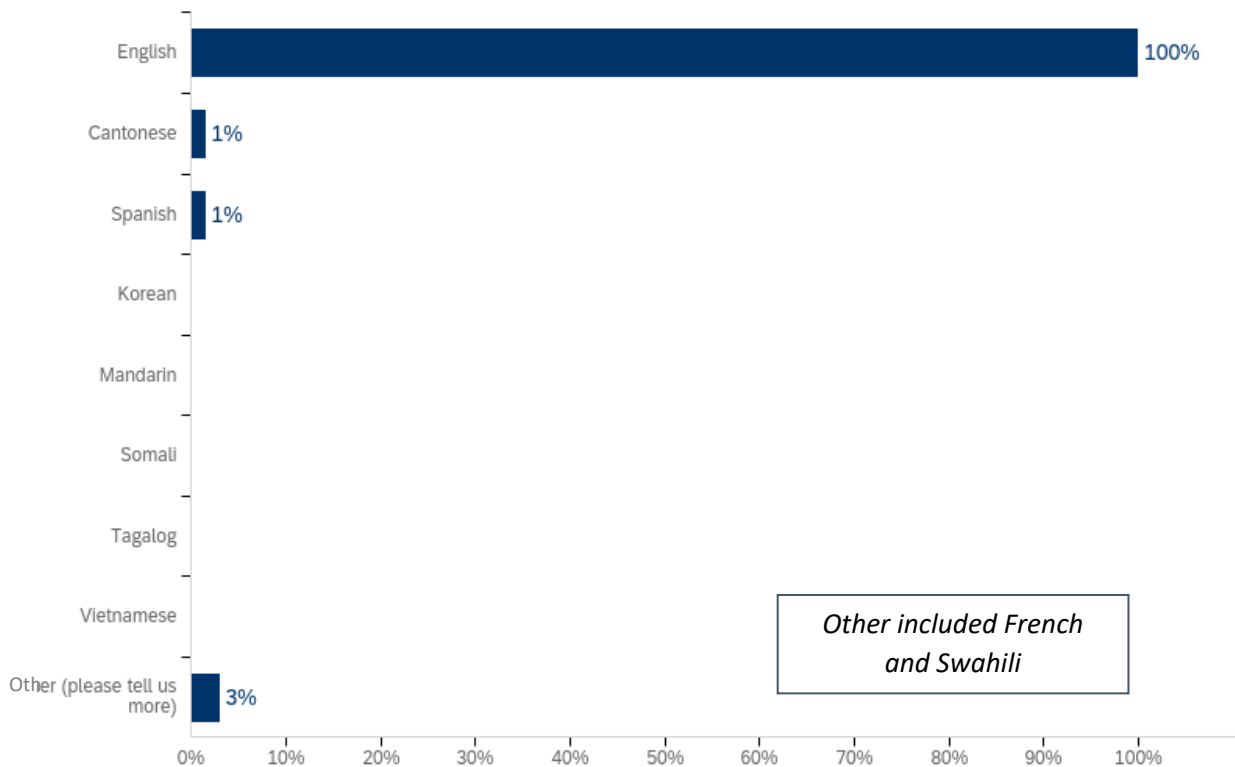
Summary of unique zip codes	
98116 - 16% (n = 11)	98117 - 1% (n = 1)
98106 - 15% (n = 10)	98367 - 1% (n = 1)
98126 - 15% (n = 10)	98405 - 1% (n = 1)
98136 - 12% (n = 8)	98528 - 1% (n = 1)
98108 - 7% (n = 5)	98042 - 1% (n = 1)
98103 - 4% (n = 3)	98104 - 1% (n = 1)
98102 - 4% (n = 3)	98166 - 1% (n = 1)
98144 - 4% (n = 3)	98058 - 1% (n = 1)
98107 - 3% (n = 2)	98105 - 1% (n = 1)
98199 - 3% (n = 2)	98109 - 1% (n = 1)

East Marginal Way Corridor Improvement Project

How do you identify?

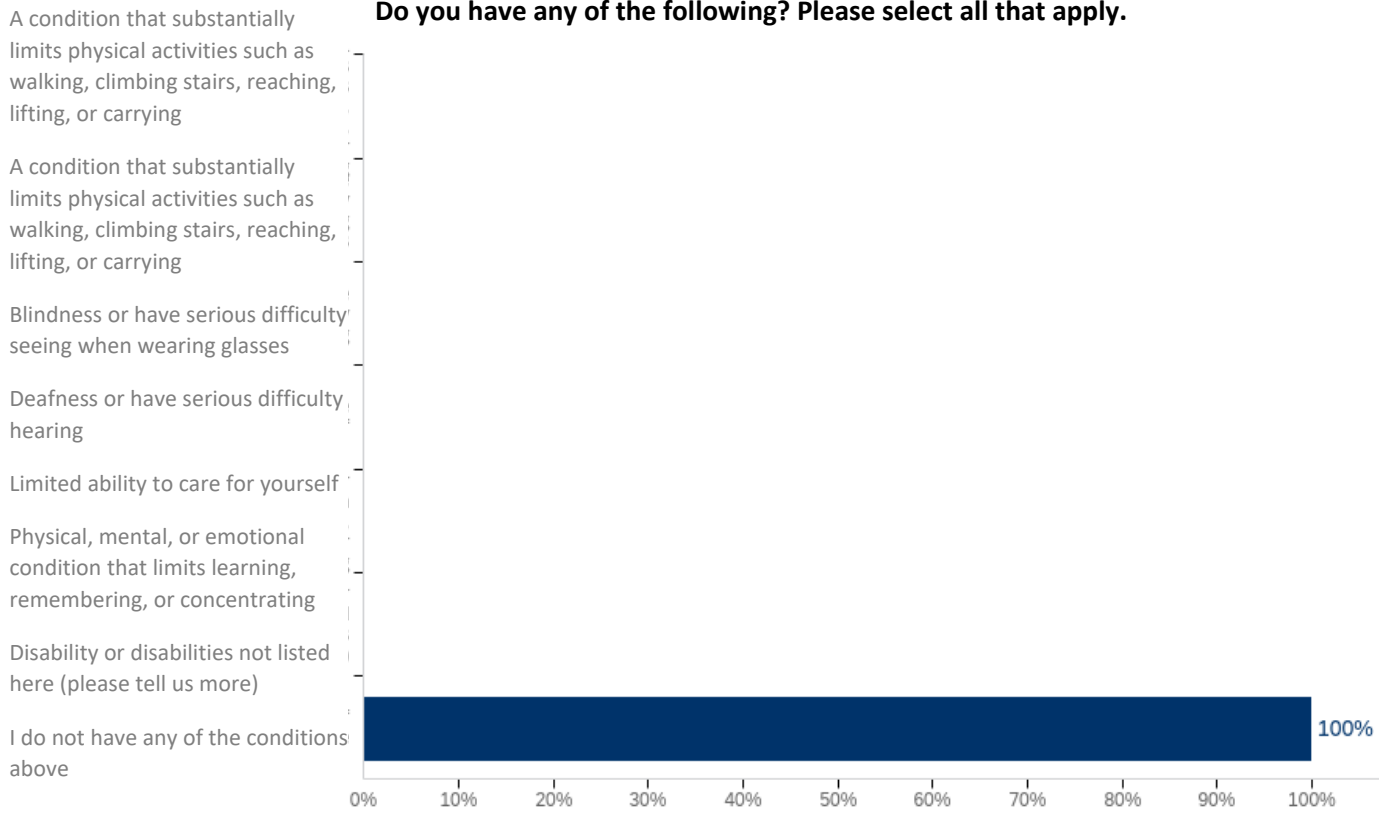


Which language(s) do you speak at home? Please select all that apply.

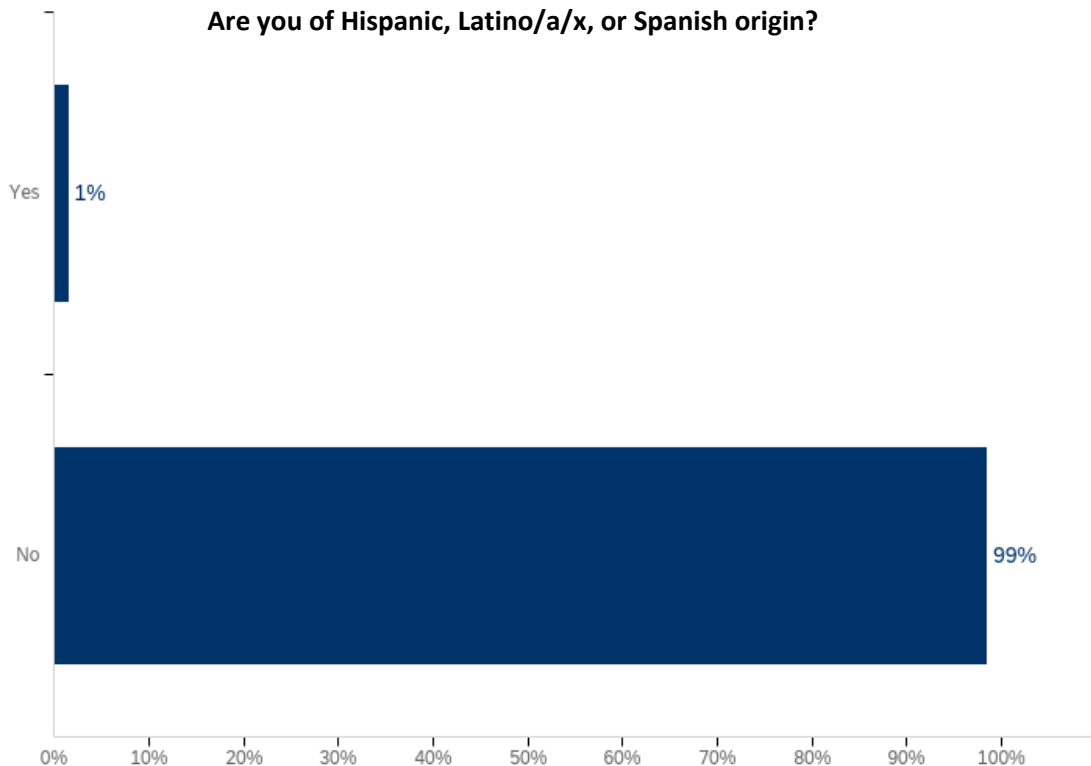


East Marginal Way Corridor Improvement Project

Do you have any of the following? Please select all that apply.

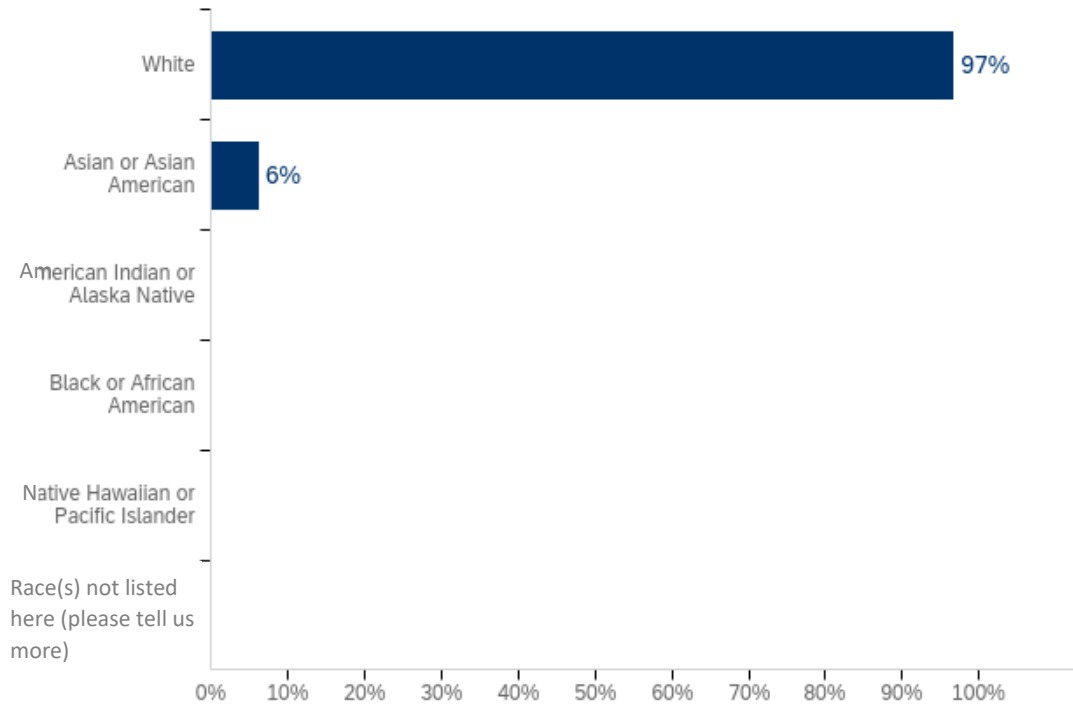


Are you of Hispanic, Latino/a/x, or Spanish origin?



East Marginal Way Corridor Improvement Project

How do you identify? Select all that apply.



What was your total household income in 2019 before taxes?

