

# Workable SODO

*Safety First, Safety Now*



November 1, 2013

# Workable SODO

*Safety First, Safety Now*

## Table of Contents

SUMMARY ..... 1

ACKNOWLEDGMENTS ..... 2

SODO FOOTPRINT ..... 3

I. OVERVIEW ..... 4

II. WRONG SIDE OF THE TRACKS ..... 10

III. RAIL IMPACTS AND REALITIES ..... 13

IV. STADIUM LOGISITCS ..... 16

V. A ROAD MAP ..... 22

CASE STUDIES

HOLGATE PERSPECTIVE CONFLICTS ..... 25

ALASKA TRADE – TIES THAT BIND ..... 31

TAKE HOME: EXPORTS IN THE 9-8-1 ..... 33

# Workable SODO

---

## Safety First, Safety Now

### Summary

Local, regional, and statewide transportation planning efforts over the next 12 months will provide opportunities for elected leaders to address existing problems and future challenges in the evolving SODO industrial area south of downtown Seattle.

This report provides input for these efforts based on current conditions as they are experienced and perceived by people who work and manage transportation in SODO. Research for the report was initiated in 2013 in response to two major challenges: removal of the Alaskan Way Viaduct, and a proposal to build a third SODO sports and entertainment facility.

Input was received from more than 450 employees and managers. Research and input were reviewed by a steering committee of transportation managers for a cross-section of SODO office buildings and industrial sites. The steering committee developed the findings and recommendations detailed in this report.

Conflicts with railroad traffic, impacts of existing sports stadiums, general traffic congestion, poor sidewalk and pavement conditions, and declining bus service were topics of concern. Safety issues were tragically reinforced by a series of accidents involving collisions between cyclists, trucks, cars, trains, and pedestrians.

In spite of its many local challenges, SODO continues to work well as a regional crossroads for global commerce, interstate trade, and essential public services. How well SODO works in the future may depend on the planning efforts described in this report.

\* \* \*

### About the Report

This report was produced by the Duwamish Transportation Management Association (TMA). The TMA is an affiliate of the Manufacturing Industrial Council of Seattle (MIC), a 501C6 nonprofit business association. *Workable SODO* follows up on a 2012 TMA study, *Street Smart: Alternatives to Drive-Along Commuting in the Duwamish*, and a 2008 report about emerging pedestrian safety issues in SODO, *First Avenue South Safety Improvement Study*. All three reports are available online at [www.duwamishtma.org](http://www.duwamishtma.org).

For more information, contact TMA Executive Director Dave Gering at 206-762-2470, or by email at [dgering@seattleindustry.org](mailto:dgering@seattleindustry.org).

## Acknowledgments

### **Assistance provided by:**

The Boeing Company	Nucor Steel Seattle
Burlington Northern Santa Fe Railway	Seattle Port Commission
Casseday Consulting	Seattle Mariners
Duwamish TMA	Seattle Public Schools

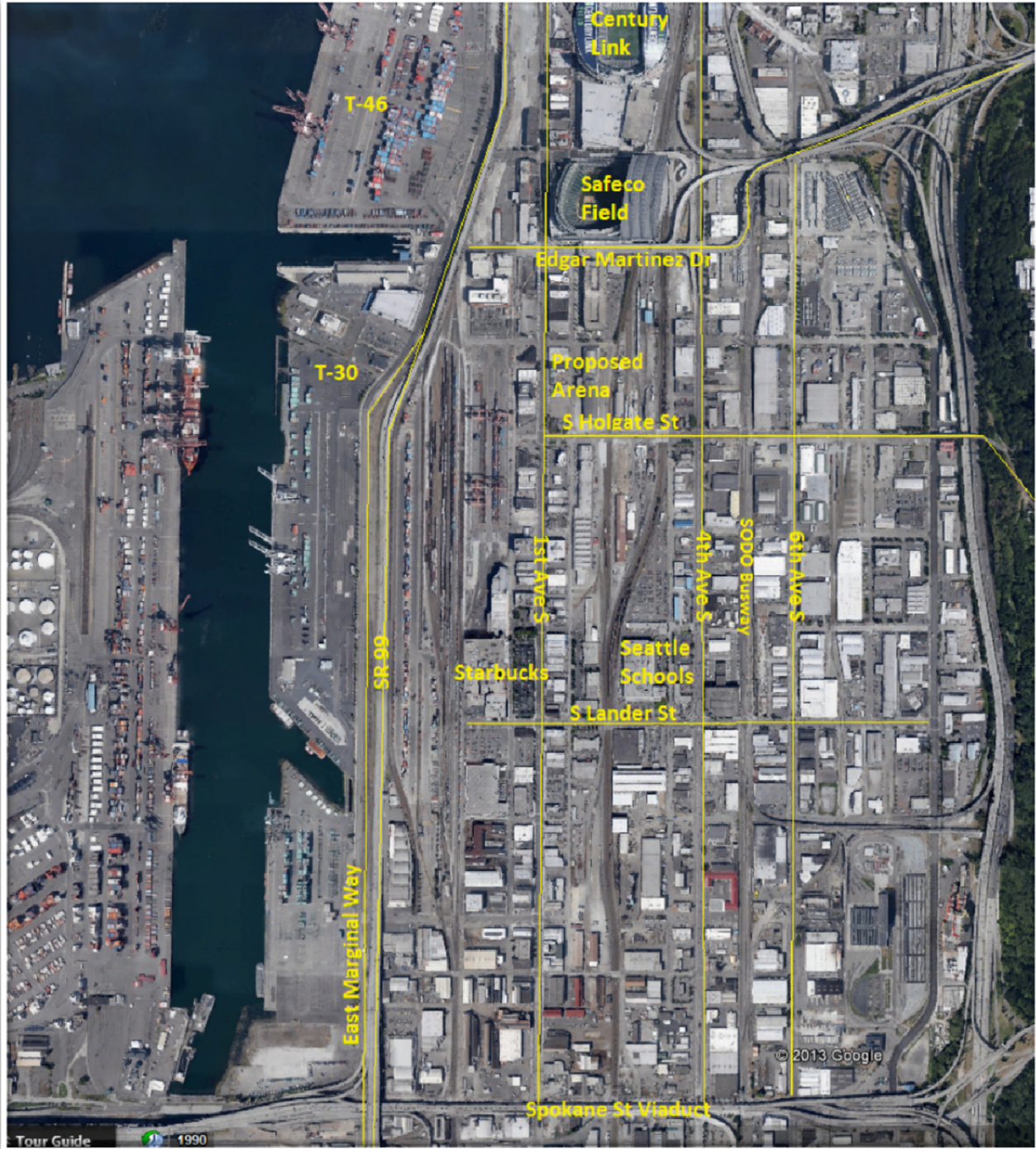
---

### **Interviews and surveys provided by employees at:**

A/E Consulting Services	Outdoor Research
Alaskan Copper and Brass	Pacific Coast Attorneys
Amtrak	Pacific Woodtech
Americas & US	Pius Kitchen & Bath
Ballard Oil	PSF Industries
Beck Electric Supply	Renewel by Andersen Windows
Cascade Designs	Sanyuan Cabinets and Granite
Charlie's Produce	SDOT Traffic Shop
Commercial Filter Services	SeaFreeze
DSHS	Seattle Parks and Rec
Fed Ex	Seattle Public Schools
Fireworks Galleries and Distribution Center	Seattle Public Utilities
Garden City Group	Sound Transit
Integral Consulting	Star Rentals
Jaymarc AV	Starbucks
Lighting Design Lab	The Color Store
Lumber Liquidators	Tile For Less
MacMillan Piper	UK Elite Soccer
Major Brands Floor Supply	United Army Corps of Engineers
McKinstry Co.	United Motor Freight
Mobile Equipment Services	US Travel
Nelson Trucking	Vulcan
Nuance	WA State Patrol Crime Lab
Oppenheimer Camera Products	Washington Chain

# SODO Footprint

*Stadium area south to the Spokane Street Viaduct*



# I. Overview

## Introduction

A survey of more than 420 employees in SODO shows many of them are concerned about safety – for good reasons. From May to November of 2013, the south Seattle industrial area was the site of these fatal or nearly fatal accidents:

- a bicyclist was killed in a collision with a cargo truck on East Marginal Way.
- a bakery worker died after she was hit by a motorist while crossing 1st Avenue South in Georgetown;
- a man suffered injuries described as “life threatening” when he was hit by a light rail train along Holgate Street in north SODO;
- a bicyclist suffered serious injuries colliding with a car on Airport Way east of Boeing Field; and
- a pedestrian was killed in a collision with an Amtrak train crossing Lander Street between 1st and 4th Avenues South.



Flowers for accident victim

The accidents and the conditions that contributed to them resulted in the safety emphasis in this report, *Workable SODO – Safety First, Safety Now.*

## The Report

This report was produced by the Duwamish Transportation Management Association based on a community-based research and outreach effort conducted in 2013 in response to two major challenges facing SODO.

One is the proposal for a third major-league sports and entertainment facility. That proposal is now under environmental and legal review.

If the proposal comes to fruition, the City of Seattle and King County agree to create a \$40 million SODO Transportation Fund to help address SODO traffic problems. The fund is designed to attract additional regional and federal resources. By itself, \$40 million won't go very far in SODO. The cost of one key SODO project, the long-planned Lander Street overpass, is estimated at \$180 million to \$200 million.

The other major challenge is the planned removal in 2016 of the Alaskan Way Viaduct.

For more than 50 years, the viaduct provided an elevated highway to carry State Route 99 over and to SODO as part of the SR 99 bypass of downtown Seattle. SR 99 will be diverted into a new deep bore tunnel now being dug beneath downtown Seattle. When the tunnel is complete, the viaduct will be torn down.

SR 99 carries about 100,000 cars, trucks, and buses every day. An unknown number of those vehicles will switch to SODO surface roads to get to and from south downtown Seattle when the viaduct is no longer available.

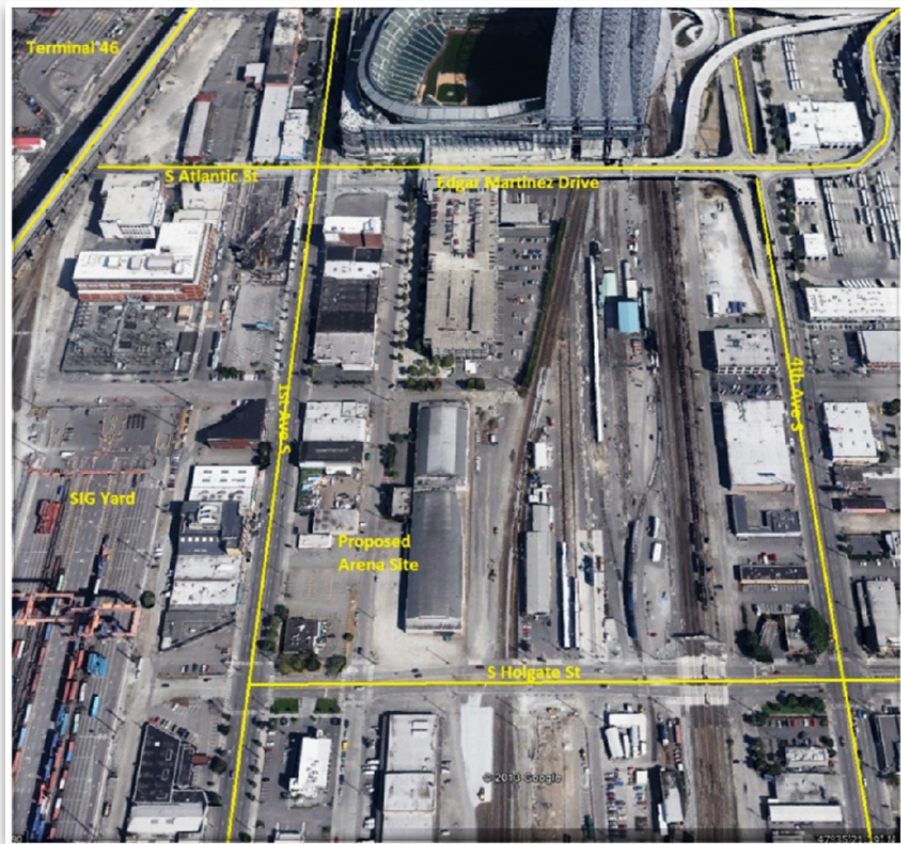
### ***Impact Zone***

Traffic impacts from the viaduct replacement project may be most severe in the stadium area in the northwest corner of SODO, located south of Pioneer Square and east of two large marine cargo terminals on Elliott Bay (officially named Terminal 30 and Terminal 46). That area includes the intersection of 1st Avenue South and Edgar Martinez Drive South, a critical junction for car, truck, and bus traffic between SODO, Pioneer Square, and Interstates 5 and 90.

The same area would be impacted by the traffic generated by a third SODO sports facility. The site for that project is at 1st Avenue South and Holgate Street. That site is just 800 feet south of the intersection between 1st and Edgar Martinez Drive South.

The capacity for road improvements in this impact zone is constrained by the largest single land use in SODO – heavy-gauge railroad traffic. More than 120 acres of land in north

SODO are occupied by railroad yards and tracks. To put that into context, just 10 acres are used by the buildings and parking lots of the Starbucks-Sears campus at 1<sup>st</sup> and Lander Street. Major rail facilities run like metal zippers along either side of the 1<sup>st</sup> Avenue South corridor in the impact area.



The east side of 1st and the existing two stadiums abut against a major logistics yard for the Amtrak passenger rail system. The area to the east also includes three sets of “mainline” tracks that connect Seattle with the transcontinental railroad network and carry 65-90 freight and passenger trains every workday.

The west side of 1st is bordered by the Seattle International Gateway (SIG) yard where cargo containers are transferred between trucks and trains. The west side of 1<sup>st</sup> also includes a “tail track” for train operations that runs north nearly to Pioneer Square.

The same rail facilities extend south along either side of 1st Avenue to Lander Street. Lander is a major east-west roadway in SODO, one of only 3 east-west surface roads in the heart of the area that do not dead-end at rail facilities. The others are Holgate and Horton streets. The lack of east-west access contribute to bad congestion and occasional gridlock during peak traffic times and major events at the stadiums.

The Starbucks Sears campus is on the north side of Lander along 1<sup>st</sup> Avenue. The Seattle School District administrative center is a few blocks east of Starbucks on Lander, literally on the “other side of the tracks” as defined by the mainline railroad tracks.

### ***Input***

Given those existing and emerging challenges, the TMA set out to identify and prioritize SODO transportation needs based on the experiences and perceptions of those who might know SODO best – the people who work there. The hope is to provide a baseline of information that can be weighed by those planning SODO’s future.

The focus was on workers because almost no one lives in SODO. Industrial zoning requirements and the lack of urban amenities preclude a residential community. The “community” in SODO is comprised instead of 40,000 to 50,000 working age adults with jobs or businesses there.

Input was gained through an on-line survey conducted over the Duwamish TMA website, a door-to-door survey of about 80 work sites, and two community forums. These efforts identified the views of about 450 people.

The online survey was a series of open-ended questions to give people a chance to comment about transportation issues important to them. Because it was distributed through a website used to promote alternatives to drive-alone commuting, outcomes are probably weighted toward people interested in those modes of travel. The survey was completed by 423 people at 40 SODO worksites.

Asked to name their traffic concerns:

- 71% (or 300) of the respondents mentioned traffic congestion and parking;
- 59% cited issues with railroad trains or tracks;
- 35% want better bus service;
- 35% are concerned about pedestrian issues;



- 29% expressed positive or negative issues about trucks; and
- 23% reported cycling concerns.

Reflecting the large number of government agencies located in SODO, 93 of the 423 online respondents were government employees, some with professional expertise in transportation. A traffic signal technician who works in SODO for the City of Seattle Department of Transportation commented, “Bicycle and truck traffic both need more improvements.”

Those eight words provide one of the tidiest summations available of SODO transportation challenges.

Input was reviewed by a steering committee of transportation managers responsible for major office buildings, seaport facilities, stadium operations, and the freight community. The steering committee was supported by Casseday Consulting, a firm with extensive experience with SODO issues and projects.

The steering committee helped develop findings and recommendations detailed in this report.

### ***SODO Works***

By its nature, the survey turned up more comments about what’s wrong with SODO than what’s right. But in spite of all the significant challenges, in major ways, SODO works.

Its two sports stadiums possess higher public profiles, but industrial transportation is SODO’s primary stock-in-trade.

Almost 400 of the 1,200 acres in SODO between Pioneer Square and Spokane Street are occupied by industrial transportation facilities. The largest private property owner, by far, is the BNSF Railway, with more than 120 acres. The abundant rail capacity combines with the deepwater harbor in Elliott Bay and highway access to support SODO as a major hub for global commerce and interstate trade.

The door-to-door survey found a number of SODO boosters, including Ron Beck at Beck Electric Supply near 1st Avenue South just north of the Spokane Street Viaduct.

The company moved north to SODO from South Park in 2011, in part to avoid disruptions from construction of the new South Park Bridge across the Duwamish River.

The company sells electric parts and systems for boats and ships. Customers include the US Coast Guard, with a major support base in SODO just west of the sports stadiums; the US Navy (including the Puget Sound Shipyard with 10,000 workers in Bremerton); Seattle-based tugs, barges, and fishing boats tied to Alaskan trade; the Washington State ferry system, and the marine cargo industry that generates so many of the big trucks that rumble past the company’s door.

Beck hopes the company will stay in SODO at least until he retires. “It’s so close to the waterfront,” he said. “We have so much more walk-in business than in South Park. It’s a great place for us to be.”

SODO's regional economic reach was illustrated in 2007 research for the Port of Seattle that documented home addresses for more than 12,000 people employed in different aspects of the marine cargo industry based in Elliot Bay. It found:

- 14% of the workers lived in Seattle;
- 38% lived outside Seattle but within King County;
- 22% lived in Pierce or Snohomish Counties;
- 21% lived in the state but outside King, Pierce, or Snohomish Counties; and
- 2% - 240 people – lived outside the state while holding jobs based in Seattle.

### ***SODO Smells***

In addition to its support for the maritime industry, SODO is a major hub for regional distribution of fuel and garbage disposal. In 2012, Seattle residents and businesses generated 1.4 billion pounds of garbage, every ounce of which was transported to and through SODO, including 714 million pounds of waste processed through a SODO recycling plant.

But the regional benefits or functions of SODO don't mean much if you're an office worker just trying to safely get to and from your job.

When the weather heats up, the long garbage trains that roll through SODO stink and some of the office workers who participated in the online survey don't like the smell.

Three employees at a SODO office building suggested the following solutions for the area's transportation problems.

“The train tracks will have to be moved.”

“Get rid of the stadiums.”

“The cargo trailer trucks should not be driving past the Mariner's stadium and plugging up traffic.”

The office building where the employees work opened in 2003. At that point, it might seem SODO's industrial character would have been obvious to anyone coming in.

Ten years later, the railroad tracks, stadiums, and cargo trucks remain - as do pressures for change, including the arrival of more office workers and a continuing discussion about what SODO is, and what it might someday be.

### ***Recommendations-A Summary***

Recommendations are detailed in the conclusion of the report, starting on page 21. A summary is provided here.

Four initiatives are under way at local, regional, state, and federal levels of government that could be tied together to address SODO's mobility and safety needs. They are:

- the Industrial Areas Freight Access Project by the City of Seattle and the Port of Seattle;
- the Port of Seattle Century Agenda, a countywide plan to add 100,000 jobs to the regional economy over the next 25 years;
- the Washington State Freight Plan, now being updated by the Washington State Department of Transportation; and
- MAP-21, an acronym that stands for the federal "Moving Ahead for Progress in the 21st Century Act."

Each of these efforts is sponsored by governments responsible for different aspects of SODO mobility.

Each is also a major employer in SODO with workers who face the same safety issues as do the people employed by private employers. Should elected officials choose to do so, all four initiatives could be tied together to support the first comprehensive review of SODO transportation safety and mobility issues in 15 years. A collaboration of that type is the paramount recommendation of the project steering committee.

Workable SODO concludes with three case studies highlighting the conflicting perceptions that some bring to SODO, and its role in supporting trade with Alaska and Washington state export distribution.

Major findings of the SODO outreach and research effort follow.

## II. Wrong Side of the Tracks

### *SODO Speaks*

In the online survey, one person offered the following traffic forecast for SODO:

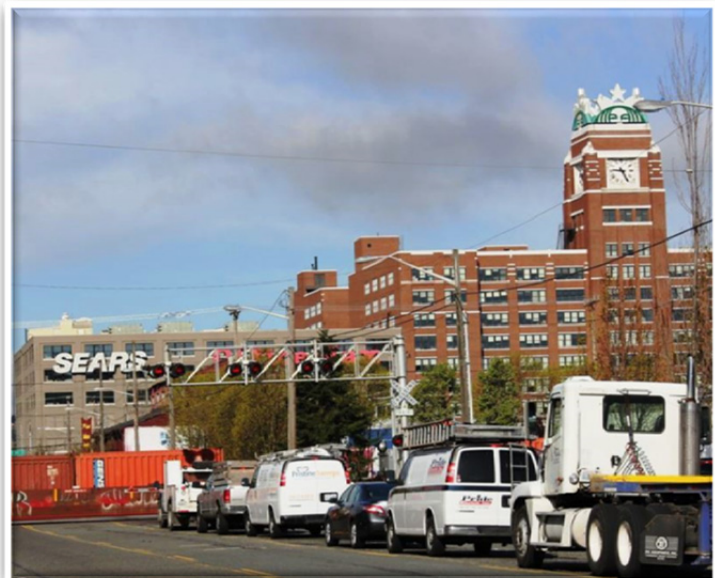
“Conditions are going to be worse and they are already unbearable.”

That was among the more extreme perspectives offered in the survey, but many of the 422 people who responded expressed high frustrations and strong opinions.

- More than 80% of the respondents believe traffic will get worse with the removal of the viaduct and/or construction of a new sports arena.

- “It will be a mess. I will avoid Pioneer Square and downtown Seattle like the plague. I will do my shopping and entertaining in Tukwila.”

- “I expect to see a lot more traffic on 1st and 4th from folks avoiding the tolls on the tunnel as well as increased traffic from the arena.”



Traffic backs up at the missing Lander Street overpass

- “There will likely be far more traffic and still not enough public transportation or bicycle access.”
- Just 5% percent expressed optimism that traffic will improve with completion of the deep-bore tunnel and the end of construction-related traffic disruptions.
  - “After the tunnel is completed, I believe it will be much better.”
- The remaining 15% were not sure or expect no change. But most feel traffic is already bad.
  - “Not much will change for the public transportation and train issues.”

## ***Wholesalers and Retailers***

SODO is home to a large number of companies that sell hardware, housewares, building materials, and other goods to both wholesale and retail customers. Retailers and wholesalers report customer complaints about traffic and the inability to find parking spaces, especially during daytime sports events. They worry about added impacts of a new arena, and congestion after the removal of the Alaskan Way Viaduct.

“I already have numerous complaints from customers saying, ‘It was terrible getting here! Incredibly bad traffic!’ I’m 100% sure that we lose a number of potential customers because of this,” wrote a manager for a company that sells cabinets.

Another manager wrote: “SODO will get more congestion so it will be hard for our customers to get here and park.”

High volumes of car traffic can be good for retailers if customers emerge from the flow. But most drivers passing through SODO are focused on getting somewhere else.

“The car traffic here is not the type of car traffic you want for business,” wrote the manager for a kitchen supplies store. “It will get so congested that a lot of retailers will move to Southcenter or to Bellevue.”

## **Parking Woes**

Neighborhood competition for curbside parking is stiffened by the lack of adequate on-site parking at some locations, including the Starbucks office campus and the Seattle School District building.

Parking facilities with 1,200 spaces were built for Starbucks employees in 2001. That was enough to provide one space for each of the 1,200 employees at that time. Since then, employment at the facility has nearly tripled to 3,500 people with no additional on-site parking. Starbucks attempts to make up for the shortfall by providing employee parking spaces at other locations.

The school district building has about 260 designated parking spots available. Its SODO workforce has ranged through the years from 500 to 800. District parking facilities are especially scarce when enrollment periods bring in hundreds of parents and students. The school district does not provide additional off-site parking.

As a rule, the City of Seattle discourages parking facilities as a way to encourage more transit use. SODO is a poor fit for that concept because transit service is limited and the types of jobs found in SODO do not conform to the “peak commute” patterns found in other Metro service areas that form the basis for creating bus schedules.

## ***Wrong Side of the Tracks***

While the two office facilities share some challenges, the school district building and Starbucks are on opposite sides of the railroad tracks – literally – when it comes to transit service.

The school district complex is on the good side of the mainline tracks for its employees to connect with transit services in the Busway. That’s the transit corridor on the east side of 4th Avenue South shared by

Sound Transit light rail and Metro bus service. Because the mainline tracks are to the west, pedestrian access from the school district building to the Busway is not impeded by passing trains.

At its campus on 1st Avenue South, Starbucks is on the wrong side of the mainline tracks.

Lander Street could provide a straight shot east-west for Starbucks employees to use transit services in the Busway. But they have to wait for the passing trains that close Lander to east-west traffic. Most workdays, more than 80 freight and passenger trains use the SODO mainline tracks, according to the Washington State Department of Transportation.

One compensating factor for the Starbucks location had been the availability of Metro bus service along 1st Avenue South. However, two years ago bus service was cancelled on 1st in the stadium area, and the Starbucks building is now served by just two limited bus routes between SODO and West Seattle.

It's not clear when or if the lost bus service will return. Metro faces ongoing funding shortfalls. SODO has a hard time competing for bus routes with other parts of the city or the region with far more riders. The reduction in bus services forces employees from Starbucks and other office buildings along 1<sup>st</sup> to cross the mainline railroad tracks if they want to get to the bus service that remains in the Busway.

### ***SODO Shuttle***

To help its employees deal with these commute challenges, Starbucks runs shuttle buses for 15 hours each workday. The shuttle transports workers to the building from off-site parking facilities. One of the satellite parking lots is near Holgate Street and Airport Way on the eastern side of SODO from the Starbucks building.

One Starbucks employee who uses that parking facility and the shuttle service has kept a log for about a year of her SODO commuting experiences. The shuttle takes her south on Airport Way to Lander Street, then west to the complex on 1st Avenue South.

“The single greatest cause of variation in my commute time is caused by freight trains,” the employee wrote.

“In addition to the delays caused by trains passing through and making the railroad crossing unavailable, general traffic congestion increased, adding an average 12 minutes to the final leg of my commute from off-site parking to my workplace or vice versa. When there is a Mariner’s game and a freight train, it can add up to 30 minutes for me to leave SODO.”

### III. Rail Impacts & Realities

Coal trains may not have much impact in SODO. That's not because their impacts will be small. It's because existing rail impacts are so big.



Nearly 250 of the 422 respondents picked “Trains and Tracks” as their leading traffic gripe about SODO.

The City of Seattle captured a snapshot of rail impacts through a video monitoring project during the 24 hours spanned by September 28, 2012, a Friday. The study attempted to gauge potential local effects of a proposed coal export terminal in Bellingham. The study projected that the Bellingham terminal would someday generate up to 18 one-way train operations per day, including 9 northbound trains running through Seattle (the other 9 trains, with empty cars, would exit the state via tracks over the Cascade Mountains).

To document existing rail activity, video cameras tracked all rail activity at several railroad crossings in the city on the target day, including Holgate and Lander Streets in SODO, and the Broad Street crossing at the north end of the central waterfront.

#### Trains & No trains

The video log shows that barriers came down on Holgate 107 times during the 24 hours, including 17 occasions when no train appeared. These “no train” closures are triggered by operations somewhere else on the track or in related rail yards that could impact a crossing. Barriers came down on Lander 87 times, with 81 train crossings. In comparison, the camera at Broad Street in the Central Waterfront recorded only 51 closures, with 49 trains passing through.

On both Holgate and Lander, closings also occur more than 100 times per workday due to passing Sound Transit passenger trains. Sound Transit trains don't take long to cross. But they create safety issues like the heavier trains do, as shown by the man who was struck by a Sound Transit train along Holgate Street on May 21.

Many in the survey want somebody to restrict the railroad operations. Wrote one: “No trains during rush hours (7-9 a.m., 4-6 p.m.)” Another advised, “Reroute trains to midnight-5 a.m.”

Odds of either change are slim to none – and that's probably putting too much weight on slim.

Railroading is a prosperous and essential element of the 21st century economy that is rooted in 19th century technology. Tracks are fixed. Train movements are cumbersome. Trains require long distances to start and stop. In SODO, just about every building or paved road you see near a railroad track came after the tracks went in.

For all these reasons, railroads are both regulated and protected by the federal government. As with airplane travel and marine waterways, federal policies prioritize through traffic. Local control over railroad operations is extremely limited.

As shown by the video project, rail exerts a deep footprint in SODO. The three heavy-gauge rail operators in SODO – BNSF, Union Pacific, and Amtrak – are the three largest railroads in the United States. BNSF and Union Pacific are freight haulers. Amtrak is the national passenger railroad. Amtrak leases its yards north and south of Holgate from BNSF. The Amtrak lease runs in perpetuity. In Latin, that’s forever.

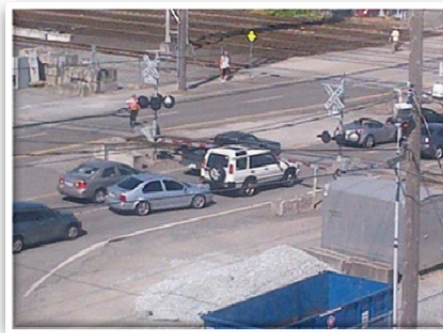
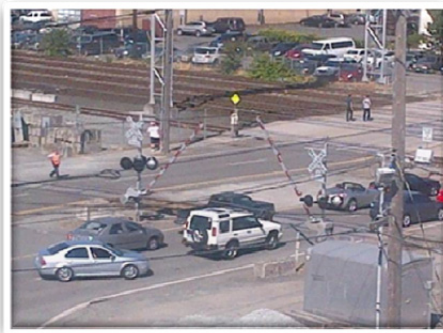
## Two-way track

Frustrations over rail operations cut both ways. While many in SODO fear railroad operations, many of the rail operators fear SODO. As part of their everyday duties, Amtrak workers must routinely walk and move equipment across Holgate Street which cuts through the middle of the Amtrak rail yard. The exposure to passing traffic prompts ongoing concerns about worker safety.

According to representatives for railroad workers, train engineers and conductors also have serious concerns about operating trains through SODO because so often pedestrians and cars go around safety barriers to get through railroad crossings and avoid delays from oncoming trains.

Technically, crossing closed crossings is illegal trespassing on railroad property. According to the video project, illegal crossings are fairly frequent. On Lander Street, the video showed illegal crossings in 19 of the 87 closures. Only two of them occurred during “no train” closures. On Holgate, there were 27 illegal crossings during the 107 closures.

The pictures that follow show people illegally crossing Holgate Street. The photos were taken by an Amtrak employee. The last photo shows a crossing barrier coming down on top of a minivan.







## IV. Stadium Logistics & Scheduling

### *Sites*

While railroads operate 24/7, stadiums operate intermittently with major league sport schedules created through industry-wide processes based on game times, player collective bargaining agreements, team travel requirements, broadcast times and local conditions. Scheduling and site logistics would combine to determine many of the impacts of a third sports facility on SODO traffic, parking, and freight operations.

Only eight US cities have major league professional teams for baseball, football, soccer, basketball, and hockey. Those cities are New York, Baltimore/Washington, DC, San Francisco, Chicago, Dallas, Boston, Philadelphia, and Denver.

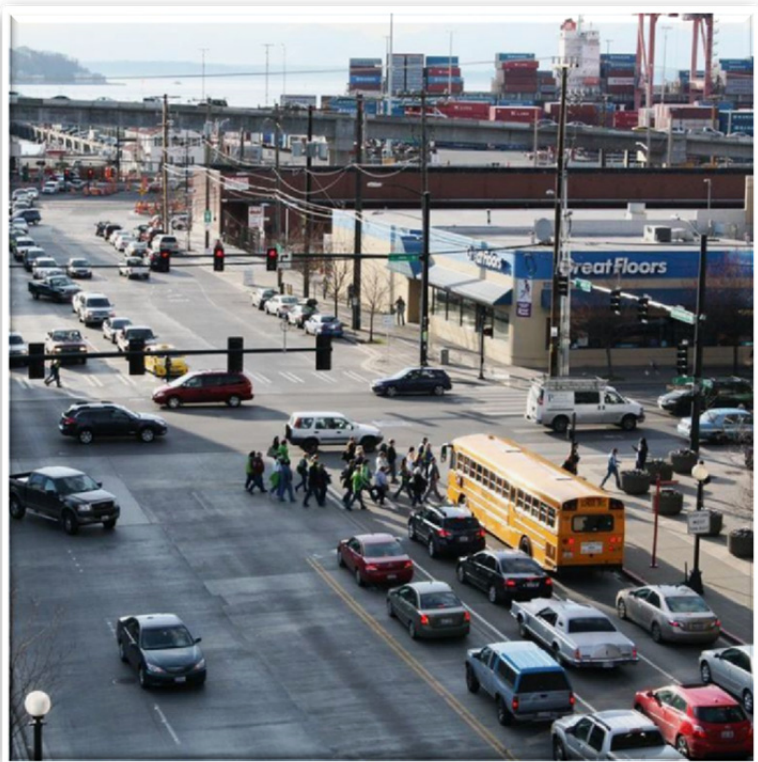
Seattle would become the ninth city on that list if the new arena brings basketball, and hockey teams to Seattle.

Seattle would join Philadelphia as one of only two cities with major league teams operating out of three sports facilities in such close proximity to each other.

As shown in the Google Earth images on page 17 three Seattle facilities would operate in a far different environment than those in Philadelphia.

In Philadelphia, three sports facilities form a triangle in a single campus of about 240 acres with parking lots for more than 20,000 cars. The campus is bordered on three sides by freeways and is crossed by several broad boulevards with many lanes of two-way traffic to facilitate car and bus access. Maritime and industrial uses are in the vicinity, but they are located along the Delaware River and are insulated from the stadium campus and most stadium-related traffic. At one end of the Philadelphia campus, a transit train operates for exclusive use by patrons of the sports complex.

The site configuration in Seattle would follow a different layout. In SODO, the three sports facilities would line up in a column covering about 60 acres north-south along one road, 1st Avenue South, bounded on the east and west by railroad tracks, rail yards, and marine cargo terminals.



**Late afternoon traffic for an evening Sounders game**

The SODO arena plan includes a concept that remains undefined for a related entertainment area. Google Earth images show how the existing SODO area compares with areas discussed as potential models for the SODO entertainment area, including the LA Live district in Los Angeles and the Kansas City Power and Light District (KCP&LD).

As with the Philadelphia stadium campus, LA Live and the KCP&LD are laid out differently than SODO. They also do not include football or baseball stadiums, heavy-gauge railroad tracks or operations, or marine cargo terminals.

As it does today, a state highway, State Route 519, would run east-west through the middle of the SODO stadium area via Edgar Martinez Drive South. In addition to trucks traveling to the Port, SR 519 carries cars bound for downtown Seattle ferry terminals, Pioneer Square, and south downtown Seattle.

Viewed from the perspective of Google Earth, the LA and Kansas City arena areas look much more like the Seattle Center than SODO.

### SODO



*Philadelphia*



*LA Live*



*KC Power and Light District*



*Seattle Center*



## ***Scheduling***

Between them, Seattle's three major league teams will host 115 home games in SODO during 2013. Their impact depends on when games are played and whether they are accompanied by a traffic mishap.

The slate includes 54 games on Saturdays and Sundays. Those events have no or little impact because so few SODO work sites are open on weekends, except for railroad operations and occasions when trucks pick up or deliver containers to the Port.

At the other extreme, most years include six weekday Mariner games that start at 12:40 p.m. and conclude in the late afternoon.

Weeknight games with 60,000-plus fans for the Seahawks are at the top of the potential impacts list. In 2013, there were two of those. And, new in 2013, the Sounders experienced weeknight games that also drew 60,000 people.

That adds up to 10 or more workdays in 2013 when SODO traffic conditions were highly prone to major disruption. It might not sound like much unless your business model depends on a 52-week year, in which case the potential for bad stadium days covers two workweeks.

Another 52 games were scheduled for weeknights in 2013. Impacts of those vary. Studies have shown that nighttime events in SODO have daytime impacts as local deliveries shift to hours earlier in the day, and traffic patterns start to change between 1 and 2 p.m. on afternoons that lead to an evening event.

Based on the 2012-2013 schedules for the Portland Trailblazers basketball team, and the San Jose Sharks hockey franchise, a new arena for those sports would probably add 47 more night games during the workweek.

Professional basketball and hockey don't play weekday games except on national holidays. According to documents submitted to the City, scheduling for the new arena envisions dozens of additional dates for concerts and other events.

## ***Wild Cards***

Several wild cards are in play when it comes to scheduling.

Port of Seattle marine cargo terminals are normally open during daytime business hours, but growth scenarios include night and weekend operations, and those operations occasionally take place now.

The arena developer stresses that events will only happen at night, but arena boosters believe the removal of the viaduct and building of a third sports facility will spark new energy and new operating hours in the stadium area.

A new concept plan for the stadium area calls for a streetcar that would extend down 1st Avenue South through its intersection with Edgar Martinez Way all the way to Lander Street on the south. The plan envisions a stadium area "that will attract people who will come early and stay late to enjoy the District for

all that it can become” (*Create Community Through Common Goals – Stadium District Concept Plan, December 2012*).

Right now there are many days in the stadium area when it works out fine to mix cargo traffic and sports fans. But, some days, things turn rotten.

On Wednesday August 7, 2013, the Mariners defeated the Toronto Blue Jays 9-7 in a game that began at 12:40 pm. As the 35,000 fans left the stadium, they merged with a regional traffic jam of epic proportions triggered by a wreck earlier in the day on the Evergreen Point Floating Bridge.

Traffic was so bad that it took 108 minutes to empty the Safeco Field parking garage. That was nearly 50 minutes longer than normal. As they trickled out, the 35,000 fans very slowly merged with the end of a business day in SODO that is best forgotten.

## V. A Road Map

In the late 1990s, a citizen planning committee assembled by the City of Seattle recommended that the SODO railroad network should be crossed by five new overpasses. The overpasses were intended to facilitate truck traffic between the freeways and Elliott Bay, and to support internal circulation in SODO while meeting traffic needs generated by two new major-league sports stadiums.

When the recommended plan was adopted, the number of new overpasses was reduced by city officials to three. Today, the number of actual new overpasses is down to 1.5.

Only one overpass comes close to matching the dimensions of those that were originally planned. That's the one that carries Edgar Martinez Drive past the south side of Safeco Field, taking vehicles over the railroad tracks below and connecting the freeways with 1st Avenue South.

The second overpass was planned to replace the old Royal Brougham Boulevard north of Safeco Field. Like the one at Edgar Martinez Way, it was originally designed to connect traffic between the freeways and the waterfront. But the original plan was scaled back so the overpass now serves only as a local connector between 4th and 1st Avenues. Originally planned as a major freight project, the reduced design is so challenging that trucks are prohibited from turning onto it if they are traveling south on 4th Avenue. That's half an overpass.

The third overpass, slated for Lander Street, remains on the drawing board after its start-up funding was reprogrammed by city leaders to support the two-way Mercer Street project in South Lake Union.

In an era of rising demands for public resources, SODO's infrastructure challenges can seem overwhelming. Yet if elected leaders choose to do so, a number of existing planning initiatives could be used to take a new, comprehensive look at SODO mobility and safety issues. Options include:

### **1. Industrial Areas Freight Access Project**

The City of Seattle Department of Transportation (SDOT) is working with the Port of Seattle, to conduct a study of freight access within and between the city's two designated industrial centers – the greater Duwamish Manufacturing and Industrial Center (including SODO), and the Ballard Interbay Northend Manufacturing Industrial Center (BINMIC).

This is the first freight study of its type conducted by Seattle city government. The goal is to lay groundwork for a citywide freight mobility program and a freight plan similar to those already prepared by the city for bicycles and transit.

The project will include review of a new heavy-haul corridor for trucks essential to Port operations.

### **2. City of Seattle Comprehensive Bicycle Plan**

A fatal accident between a cyclist and a cargo truck on May 1 on East Marginal Way near cargo Terminal 30 prompted an effort by the City of Seattle and the Port of Seattle to find ways to make East Marginal Way safer for cyclists.



If the route can more safely accommodate trucks and bikes, it would provide a better connection for cyclists between downtown Seattle and West Seattle. The Duwamish TMA *Street Smart* study published in 2012 identified another potential north-south route for cyclists along Airport Way.

Both routes might create alternatives for cyclists to avoid 1st and 4th Avenue South, which carry far more mixed vehicular traffic than Airport Way or East Marginal Way.

The Industrial Areas Freight Access Project presents an opportunity to consider bicycle and pedestrian improvements as part of a SODO mobility and safety initiative. An integrated approach is made possible by the fact every north-south through road in SODO serves as a major truck route.

### **3. Washington State Freight Plan**

The Washington State Department of Transportation is updating its statewide plan to develop and prioritize freight improvements to support trade, economic growth, safety, and the environment. The plan was last updated in 2006, and the update comes with new importance because of the new federal transportation program known as MAP-21.

### **4. MAP-21**

The acronym stands for the “Moving Ahead for Progress in the 21st Century Act.” It is the first framework for federal transportation planning and funding since 2005. It is expected to govern federal transportation resources and efforts for the foreseeable future, including funds for interstate freeways, major surface roads, safety improvements, railway-highway crossings, transit, bicycling, and other measures to reduce air pollution.

MAP-21 included a \$105 billion funding plan when it was enacted in 2012. Not all the funding has been secured, but \$37 billion was allotted in 2013 to the 50 states, with \$653 million for the State of Washington. Those funds included a grant that is being used to support the Industrial Areas Freight Access Project described above.

MAP-21 includes a new requirement that any local project must be included in a state freight plan before it can receive consideration for potential federal support.

That requirement could encourage the type of intergovernmental cooperation SODO needs. MAP-21’s potential application to railway-highway crossings could also provide an incentive for more engagement between the public sector in Seattle and the railroads.

### **5. SODO Transportation Fund**

If the new arena proposal moves forward following environmental review and legal challenges, it could lead to creation of a \$40 million SODO Transportation Fund to help improve SODO traffic. That sum could be used to attract additional federal and state resources to address SODO infrastructure needs if local SODO projects are included in the updated Washington State freight plan.

## 6. Century Agenda

The Seattle Port Commission recently embarked on a 25-year strategic vision to nearly double the number of containers moving through the Port of Seattle. The Century Agenda strives to add 100,000 jobs to the regional economy through countywide efforts to support maritime industries, international trade, and tourism. The agenda is available at [www.portseattle.org/about/commission/pages/century-agenda.aspx](http://www.portseattle.org/about/commission/pages/century-agenda.aspx).

## 7. Project List

One objective of the Workable SODO project was to prioritize SODO transportation needs based on input from SODO employees. That part of the effort produced the emphasis on safety. Easing or eliminating surface conflicts with railroad traffic should be at the top of any list to address SODO safety and mobility issues.

Other starting points are available from two earlier community-based efforts in SODO – the 2008 *First Avenue South Safety Improvements* report, and the 2012 report, *Street Smart*. Both resulted in consensus recommendations shared by retailers, freight operators, and advocacy groups for cyclists and pedestrians.

The steering committee reached strong agreement concerning the potential establishment of a \$40 million SODO Transportation Fund. The Memorandum of Understanding (MOU) adopted by the Seattle City Council and the King County Council to guide potential development of a third sports facility requires that the SODO Transportation Fund must be used only for existing SODO needs, not new measures to mitigate the new facility. The steering committee strongly agrees that the SODO Transportation Fund should not be used to mitigate the new facility.

The steering committee agreed on other infrastructure improvements including freeway improvements to improve access into SODO and the use of Intelligent Transportation Systems (ITS) to improve traffic flows at the key intersection between 1<sup>st</sup> Avenue South and Edgar Martinez Drive South.

### **Conclusion: Collaborate**

It may seem quaint or naive to suggest that public sector partners work more closely together. Yet that's the key to a very practical approach taken by public and private partners in Canada to build new West Coast port facilities and transportation infrastructure to secure growing volumes of international container traffic.

The strongest recommendation by the steering committee that oversaw the Workable SODO project is for greater collaboration between the many government entities that own a piece of the transportation puzzle in SODO.

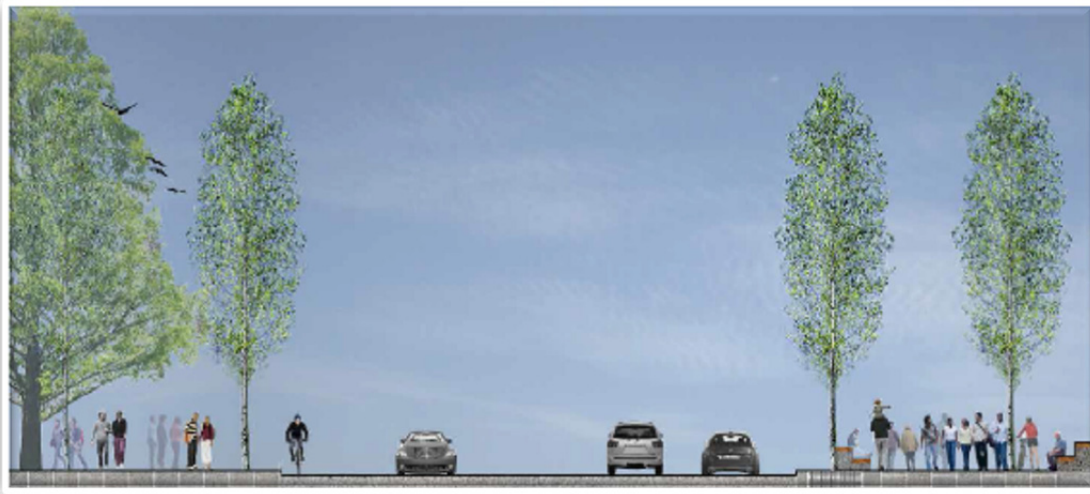
Individual aspects of SODO transportation are under the jurisdiction of about one dozen different agencies that answer to the City of Seattle, King County, the State of Washington, Sound Transit, the Port, and the U.S. government. The two existing stadiums that contribute to the transportation challenge are also operated by government entities – each stadium has its own.

SODO will remain workable if these partners can tie together their efforts to address the issues identified by SODO employees.

Cast Study 1

## Perspectives

People bring different perceptions to SODO. The one below is an artist's rendition of Holgate Street to support the new arena proposal. It shows a pedestrian promenade.



The photograph below looks at Holgate from a similar viewpoint. It shows an Amtrak passenger train rolling across the street. According to a report for the City of Seattle, Holgate was closed 107 times for railroad traffic during a 24-hour period in 2012.



The photo above and the ones that follow were taken during a 40-minute period on Friday, August 8.

This view to the east on Holgate shows it from its intersection with 1st Avenue South. Holgate bisects maintenance and staging yards for Amtrak passenger trains and Sound Transit commuter trains. An Amtrak administrative building is on the right.



During gaps in traffic, Amtrak workers move themselves and equipment across the street, as shown below.



A passenger train rolls through the crossing shown in the previous photo.



Below, a freight train travels through the same crossing.



Light rail trains cross Holgate more than 100 times per day in the Busway east of 4th.



During the walk-through on August 8, Holgate was entirely blocked for a few minutes by a truck dropping off a container at a business on the south side of the street. To back the container in, the driver had to block the street at a 90-degree angle.



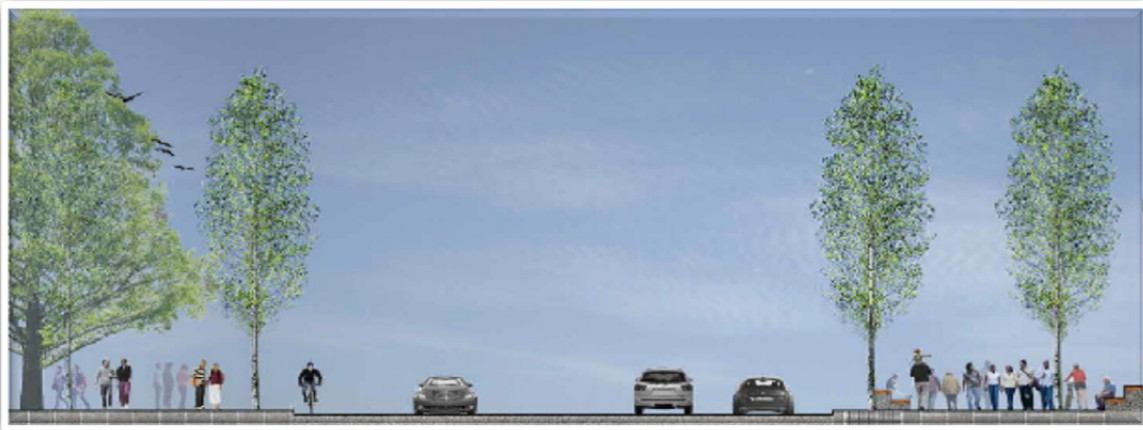
While the truck driver backed into the loading bay, traffic backed up into 4th Avenue.



Signs below warn about 17 pairs of tracks along Holgate.



Holgate's built-in traffic conflicts pose questions about how or if it would be possible to achieve the vision represented in the artist's drawing.





Case Study 2

## Ties that Bind

If you want to travel by rail from Seattle to Miami, you can get there through the King Street Station at the north end of SODO. But if you want to travel by rail to Anchorage, you can't get there from here.

A 1,200 mile chunk of very raw countryside separates the end of the Canadian railroad line in British Columbia from the eastern terminus of the Alaska rail system outside Fairbanks.



**Barge bound for Alaska from SODO**

That “missing link” is one of the most valuable pieces of real estate in Seattle’s economic portfolio and it’s one of the reasons why SODO streets are continually traversed by trucks and containers for companies such as TOTE, Lynden, Alaska Marine Lines, Ballard Oil, and Charlie’s Produce.

If you look at a globe, Vancouver, BC, stands out as the logical jumping-off point for trade with Alaska, and during the 1897 Gold Rush it should have become one. Instead the Seattle Chamber of Commerce intervened with a remarkable international marketing campaign that sold Seattle as the place to buy gear and head north.

Alaska trade has paid dividends ever since. It’s a highly asymmetrical, recession-proof regional exchange that works like this.

Because the Alaskan population is so small and isolated, it can’t support very many local companies that make goods or move things beyond Alaska’s vast distances.

So, manufacturers and farms in the Lower 48 provide nearly all the daily consumer goods required to support the 640,000 residents of Alaska. The same goes for nearly all the equipment, materials, and supplies required to support Alaska’s resource industries. The Al-Can Highway built by the U.S. Army during World War II provides an overland connection, but with no rail service the bulk of all trade is still transported by water.

Through the decades, Tacoma became the home port for the deepwater vessels that berth in Anchorage. All other towns along Alaska’s sprawling coastline are served by the tug and barge fleet of Puget Sound, which is based mostly in Seattle along the Duwamish River. A major portion of the “Alaska” fishing fleet is also

based in Puget Sound – much of it in Ballard at Fishermen’s Terminal, with other large-scale processor fishing boats moored at Interbay in the northeast corner of Elliott Bay.

Nobody knows what the trade is worth because no public agency keeps track of it. Interstate trade is not measured by the federal government. That includes trade between Washington and Alaska, even though the export-import relationship functions economically like trade between nations.

*Ties that Bind* was the name of a study cosponsored by the Seattle and Tacoma Chambers of Commerce that estimated Alaska trade was worth about \$4 billion to the Puget Sound region in 2003, with direct and indirect ties to about 75,000 industrial jobs. Adjusted for inflation, that figure would be closer to \$5 billion today. And that figure is most likely low.

Alaska is the leading US seafood producer with output valued at about \$6 billion per year. Kim Suelzle, of CityIce Cold Storage, speculates that about 20% of Alaska seafood winds up moving through Seattle, evenly divided between facilities in SODO and north Seattle. Alaska’s huge fishing grounds are among the best managed, most sustainable, large-scale commercial fisheries in the world.

Far more revenue is generated by Alaska’s leading nonrenewable resource – oil. North Slope crude oil accounts for 55% of all the petroleum products refined in the State of Washington, according to an ongoing study by the Washington Research Council. In 2012, that share would have been worth about \$16 billion in gasoline, diesel, home heating fuel, and jet fuel.

Much of that fuel is distributed to retail consumers and wholesalers through SODO, arriving and departing on trucks, railroad cars, and barges.

The name of the Chambers’ study, *Ties that Bind*, was not accidental. Both Washington’s lopsided benefits and Alaska’s dependency aggravate cultural and political differences.

Because of its remoteness from the major fuel pipeline systems in the US Midwest, Washington is highly dependent on marine imports of crude oil to fuel state refineries and meet local energy needs. That creates a major dependency by our state on the oil from Alaska.

Elected leaders and environmental groups from Washington are often outspoken in their opposition to oil development on the North Slope. That rubs many Alaskans raw.

But the imbalanced trade patterns continue to flow, uninterrupted. Adding insult to Alaskan sensibilities, Alaskans depend on Washington refineries for much of their own very highly priced gasoline supply. Large loads are carried by barge back to Alaska from the refineries in northwestern Washington. Specialized containers of fuel are even transported back north from SODO. Those containers go north by barge or truck because there is no overland rail connection.

### Case Study 3

## Take Home

### *Exports & the 9-8-1*

Exports of manufactured goods account for a fraction of the cargo that flows through the Port of Seattle – probably about 10%. But the ability to ship value-added goods through SODO and other local ports is essential to the export base of the State of Washington.

One way to understand this is through the railroad spur that runs into the logistics yard outside the production plant for Pacific Woodtech in Burlington, WA, about 90 miles north of Seattle.

Pacific Woodtech produces veneered wood products for a global customer base. The rail spur is a valued asset. It allows the company to load railroad cars on-site for delivery by rail to customers across the United States.



**Rail spur at Pacific Woodtech**

But when Pacific Woodtech is sending products to customers in Asia, the journey begins by truck. Products are placed in containers, then placed on trucks, and, if Pacific Woodtech has the option, the trucks travel south to SODO for export by ship.

Tacoma’s marine cargo terminals are not twice as far away from Burlington as the ones in Elliott Bay. But it usually costs twice as much for Pacific Woodtech to ship goods through Tacoma.

### ***Two Turns Per Day***

Trucks can make two deliveries per day to SODO – also known as “turns.” According to company spokesman Dan Semsak, “the trucks can’t make more than one turn per day if they go to Tacoma.” As for rail, Semsak doubts it will ever pencil out to send goods via rail from Burlington to any port on Puget Sound.

The vast majority of the local cargo borne by trucks to SODO travels to and from Terminals 30 and 46 due west of the sports stadiums on Elliott Bay. A major truck-to-train cargo transfer facility is located in the Seattle International Gateway (SIG) yard, also to the west of the stadiums.

The primary roadway connection to terminals T46, T30, and the SIG yard is State Route 519, which includes Edgar Martinez Drive South, the name for the ramp that connects the interstate freeways to the waterfront. Another entry point is available from the south via Spokane Street. These access points are keys to the freight planning effort now getting under way between the City of Seattle and the Port.

Good export numbers can be hard to come by, but by any measure the greater Seattle metropolitan area is one of the nation's leading export production centers. About half the exports are Boeing airplanes, which leave by air either from Paine Field near Everett or from Boeing Field along the Duwamish River just south of SODO. The other half is produced by local manufacturing firms that stay much closer to the ground, such as Pacific Woodtech.

One federal measure of exports is based on U.S. Postal Service Zip Codes. It tracks export sales to zip codes containing the companies that collect the export revenue.

Zip codes starting with the three digits 9-8-1 add up to the fourth largest zip code area in the nation for exports. In 2012, exports from the area were worth about \$30 billion. To put that sum into context, the entire National Football League generates about \$10 billion per year in gross business revenues.

Nucor Steel Seattle is in the heart of the 9-8-1 area, operating from a 108-year-old steel mill in West Seattle that is one of the most productive pieces of industrial real estate in the State of Washington.

Nucor workers turn out rebar and other steel products used for construction. All of its products are made from recycled metal that is brought in by railroad cars, barges, and trucks. After the old metal is melted and formed into new products, the goods depart by trucks, some of them bound for marine cargo terminals in SODO.

The value of metal goods and machinery exported from Washington State grew more than 200% during the past decade, reaching \$4.4 billion in 2012. Nucor contributed to that growth.



Steel billets roll red hot along the Nucor production line

In recent years, the company exported about 5,500 containers of steel billets annually through SODO for customers in Asia. Ten years ago, the company exported no such loads to Asia

Five thousand containers aren't much compared to the 1.8 million containers that moved through the Port of Seattle in 2012. But they were one key to the profitability of the Nucor plant.

"Every person here would feel it financially if we didn't produce 100,000 tons of steel billet exports," said Ed Shilley, Nucor's transportation manager.

Economic benefits generated by companies like Nucor extend far beyond their zip codes.

Nucor's workers in Seattle are highly paid and when they travel home, they take home paychecks that support communities all across the western half of the state.

Workers commute to the West Seattle plant from an area that ranges from Clark County on the Oregon border to the south, Whatcom County on the Canadian border to the north, Kittitas County to the east, and Kitsap County to the west.

A major driver in their “take home” pay is truck access to Port of Seattle cargo terminals on Elliott Bay.

# Survey Responses

## Workable SODO

*Safety First, Safety Now*



# Workable SODO

*Safety First, Safety Now*

## Survey Questions:

1. DO YOU HAVE ANY CONCERNS WITH TRAFFIC IN SODO?
2. WHAT ARE TRAFFIC CONCERNS FOR YOU AND YOUR BUSINESS?
3. WHAT DO YOU EXPECT TO CHANGE AFTER THE ARENA AND TUNNEL ARE COMPLETED?
4. WHAT DO YOU THINK SHOULD BE DONE TO IMPROVE TRANSPORTATION MOBILITY IN SODO?
5. WHO ELSE SHOULD WE TALK TO ABOUT THIS?

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

#	Responses	Date
1	yes	5/23/2013 3:37 PM
2	Yes	5/9/2013 3:25 PM
3	The port traffic needs better access and much more queue storage to prevent delays to non port traffic. There are a tremendous amount of bicycle riders and very few North/South routes to keep them safe and prevent interference with motorized traffic. Airport way needs changes to accommodate the bicycle traffic from Georgetown to Downtown. The stadium and arena and surrounding area need to have better access for patrons that would take mass transit, walk or bike.	5/9/2013 11:10 AM
4	concerned about potential increase in traffic congestion and access during Viaduct and arena construction and once arena is built.	5/9/2013 8:44 AM
5	The Macrina Bakery vans block the road both with their vans and dumpsters on Utah Ave, S. The railway crossing adds undue time to our commute to and from walker street parking lot. There should be a over bridge constructed over these tracks so that the traffic is not impacted.	5/9/2013 8:18 AM
6	The railroad crossing on S. Lander causes delays when long trains come through, which is a concern for EMT access.	5/9/2013 7:48 AM
7	The trains hold up traffic way too often.	5/8/2013 5:36 PM
8	Due to limited parking options in SODO and at my work location, I must park at an off-site lot on Walker Street and take a shuttle bus in or walk. I have been recording my commutes for the past year. The single greatest cause of variation in my commute time is caused by freight trains. In addition to the delay caused by the train passing through and making the railroad crossing unavailable, general traffic congestion is increased adding on average 12 minutes to the final leg of my commute from offsite parking to my workplace or vice versa. When there is a Mariner's game and a freight train, it can add up to 30 minutes for me to leave SODO.	5/8/2013 2:27 PM
9	Yes	5/8/2013 10:42 AM
10	I preferred it when the buses came down first as it felt like there were more options.	5/7/2013 6:23 PM
11	Yes, in the morning the traffic can be very heavy on 1st avenue so that you can not exit the West Seattle Bridge.	5/7/2013 3:20 PM
12	Traffic is bad enough with 2 stadiums, but if a 3rd is built, with trucks for the port, it will be terrible. Traffic lights are not synced causing more delays	5/6/2013 1:14 PM
13	The trains that come through for the sounder will sometimes stop on the tracks on Lander causing a delay for getting across. This impacts my position directly as I cannot be late to work. Additionally, this can happen in the afternoons with a long freight train, or when there's a sports event happening. There's an issue of safety with parking in the surrounding areas. Starbucks thankfully provides some parking but the surrounding areas which are street parking sometimes have people who have been living in those parking spots. There are obvious towing signs near these campers, yet they remain.	5/6/2013 12:26 PM
14	Possible coal trains routed through SODO will have significant negative impact on traffic and pollution that may drive businesses out of the area. Ongoing/ upcoming 99 bridge closures and tunnel delays make it difficult to get in and out of SODO. Purposed budget cuts to public transportation will result in additional vehicles on the roads further impacting congestion.	5/6/2013 10:31 AM
15	yes	5/3/2013 3:54 PM
16	1st avenue is extremely congested. I often sit at the light 1st/spokane headed northbound for 20 minutes. It is frustrating and takes a lot longer to get into work. If I change my route and use Airport way/Lander I get stuck behind all of the trains, again, increasing my commute by 20 minutes at a minimum.	5/3/2013 12:01 PM
17	1. Safety for bicyclists. 2. Managing traffic surges related to sports events (Mariners games, etc.)	5/3/2013 9:37 AM
18	YES!	5/2/2013 9:00 AM



## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

19	It is almost always a mess, especially during commute hours and when there are games / events happening in the area.	5/2/2013 8:53 AM
20	Yes. Mariner & Sounder game day traffic.	5/1/2013 3:51 PM
21	vagrants, trains, semi trucks. drivers running red lights.	5/1/2013 12:36 PM
22	Area is getting more congested, backups daily at Airpost Way 4th Ave S. I use bike when possible - 4th and Jackson is dangerous intersection, would like better options around it.	5/1/2013 12:23 PM
23	Yes	5/1/2013 11:11 AM
24	yes	5/1/2013 9:44 AM
25	No	4/30/2013 2:18 PM
26	Yes: Port of seattle, mariners games, truck drivers in alley ways who block the road, mac rina bakery who thinks they own the alley, protests down 1st avenue, construction, PARKING, etc.	4/30/2013 1:30 PM
27	Yes, worried about increase in auto/truck traffic on surface streets after tunnel is built as it is only 2 lanes each way and requires a toll. Most people I talk to will avoid it. Also worried about the potential effect of the coal trains proposed to run up to Bellingham right through SODO.	4/30/2013 10:31 AM
28	Yes	4/30/2013 8:52 AM
29	Yes.	4/28/2013 8:39 AM
30	The intersection of 1st Ave and Lander Street is very dangerous for pedestrians.	4/26/2013 3:12 PM
31	Not right now.	4/26/2013 8:42 AM
32	buses going all the way there from North Seattle. Game time traffic issues	4/26/2013 8:22 AM
33	Yes, with the opening of a 3rd stadium	4/26/2013 7:59 AM
34	Yes. There is too much traffic from the existing taxpayer-subsidied billionaire-controlled stadiums. We do not need another sports complex to serve a small, vocal, drunken minority.	4/25/2013 11:19 PM
35	no	4/25/2013 11:08 PM
36	Mariner's day game traffic, pedestrian safety, potholes, 18 wheelers backing up on to I90 when there is a train	4/25/2013 5:14 PM
37	Yes, my afternoon is already impacted by baseball and soccer. I'm afraid of what will happen when basketball and 99 construction starts.	4/25/2013 4:25 PM
38	I ride the bus	4/25/2013 4:19 PM
39	Yes	4/25/2013 3:38 PM
40	keep express bus arriving and going every 5 minutes.	4/25/2013 2:12 PM
41	Not too much, as I typically am going in the opposite direction of downtown.	4/25/2013 2:12 PM
42	Yes	4/25/2013 1:45 PM
43	Yes	4/25/2013 1:43 PM
44	Yes, trains! The light rail and Sounder, even Amtrak are fine, but BNSF abuses their privileges, tying up busy intersections for 30 minutes or more.	4/25/2013 1:29 PM
45	I am concerned that increased coal exports will cause traffic and environmental conditions to worsen in the SODO area.	4/25/2013 1:08 PM
46	no	4/25/2013 1:01 PM
47	yes, the heavy semi trucks loads make it really dangerous to drive. poor road quality makes it impossible to bike safely! trains and train tracks are an issue too. Sometimes a train will be crossing a road SITTING there for over a half hour blocking traffic. need busses that go from West seattle to SODO/Georgetown	4/25/2013 1:00 PM
48	Port trucks on main streets	4/25/2013 12:26 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

49	Trucks	4/25/2013 11:51 AM
50	Post game traffic has very few options in terms of routes and so all are congested. Jams can last for hours when coinciding with rush hour. Also, needs more DUI patrolling for drunk drivers post-games Bus routes into SODO are minimal and ineffective	4/25/2013 11:44 AM
51	The mix of through traffic taking S 99 heading towards SeaTac airport; large trucks going to/from industrial areas. Th long wait for the on-demand pedestrian cross-walk signal at Federal Center South. As there is no cross-vehicular traffic, cars often run this light. The truck drivers seem aware, but car drivers aren't.	4/25/2013 11:40 AM
52	I wish there where more bus stops on W Seattle Bridge and 99 and 4 ave S, so it would be easier to catch buses going to Georgetown and down East Marginal, without having to go to downtown or Burien Transit Center. Also, would love to see a Boeing Field stop for the sounder, for Boeing Industry riders who frequently take the train.	4/25/2013 11:36 AM
53	Yes - traffic is already very congested during normal business hours. Train traffic is a constant disruption in the normal flow of traffic. Days with Mariner's games are even more painful due to increased congestion. Parking is already scarce as well.	4/25/2013 11:33 AM
54	No	4/25/2013 11:28 AM
55	lack of bus going to West Seattle area. New bus routes now by-pass SODO and go straight downtown. The only route left is route #50 which runs only every 30 mins and it does a big loop around alaska and california instead of just coming down admiral. My commute time doubled so now i drive instead of taking the bus.	4/25/2013 9:47 AM
56	Yes.	4/25/2013 8:03 AM
57	Yes	4/24/2013 4:02 PM
58	Traffic back up due to train on Lander and Holgate, baseball game and also viaduct project.	4/24/2013 12:44 PM
59	Typically sporting events are problematic and trying to get north as the SPD blocks off streets or ability to turn onto 1st.	4/24/2013 12:37 PM
60	There are many 'dead' BNSF tracks crossing streets that should either be removed for signed as being retired. Commercial drivers have to stop at every one of these tracks (even when they can see both ends of the track!) and this causes confusion for other drivers and an increased chance of accident. This is particularly bad on Lander.	4/24/2013 8:41 AM
61	Yes - the number of people commuting into and through SODO continues to increase, but parking & transportation access has not improved much, particularly for those who live on the Eastside.	4/23/2013 3:53 PM
62	yes - generally very poor flow through regardless of mechanism of travel. I drive 40% and Cycle 60%. Driving sucks, but is bearable. There are not enough parking options. Cycling is dangerous, the roads are terrible and there is no one seemingly paying any attention.	4/23/2013 1:13 PM
63	Yes, the sporting events cause havoc with the commute. Also crossing the street as a ped is really hard even with the light! on Seahawk games the drunken tailgaters harass everyone. It's horrible!	4/23/2013 12:01 PM
64	Yes - trains constantly block traffic moving east/west and container trucks block intersections and roads waiting for trains.	4/23/2013 9:41 AM
65	YES - I do not generally drive to work and two main observations. 1) It takes me longer to run the 4 miles than taking transit to work. 2) the buses don't stop in front of the building (some require you to walk in from 4th) 3) I got hit by a car while walking here (while at a crosswalk with walk sign) the car had a red light and ran the red light. I got hit by the car and after impact asked the driver to wait and I was getting a police officer - the car drove off. We had witnesses and when I went to follow up the police said that they did not have it as a priority to pursue the driver since "i did not die or lose a limb". I have completely lost faith in the priority for pedestriains from the SPD.	4/22/2013 1:55 PM
66	Yes, the trains cause many delays, building flyover would help alleviate these delays. The roads are poorly maintained around the area, causing vehicles to slow down to avoid pot holes and uneven surfaces.	4/22/2013 11:22 AM
67	Yes, game days cause huge problems. Getting to the office via bus or public transportation is difficult. Starbucks shuttles don't run often enough and are often full.	4/22/2013 10:32 AM
68	Yes	4/22/2013 8:29 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

69	Yes, I think anyone would	4/20/2013 7:57 PM
70	Constructions for the new arena and Alaska bridge	4/20/2013 5:58 PM
71	yes	4/19/2013 5:03 PM
72	Only during Mariners day games.	4/18/2013 1:50 PM
73	yes	4/18/2013 1:31 PM
74	Yes. I have to travel by the stadiums to get to the ferry everyday.	4/18/2013 1:25 PM
75	Yes, I have. I walk to work most days and what I have found is: 1. The sidewalks are generally in awful condition 2. The number of disused train tracks between 1st ave south and Airport Way is ridiculous. They should be either ripped out or paved over. They're a safety hazard. 3. The area is really poorly lit at night 4. Also, people drive like idiots. I can't tell you how many times I've almost been hit because some jerk is trying to beat the light or train or whatever.	4/18/2013 1:14 PM
76	YES. I live a mere 5 miles away in West Seattle and I can't get to work in less than 40 minutes by transit since the C went in. Parking is insufficient for the amount of people who choose to drive here due to poor transit options.	4/18/2013 11:05 AM
77	I have concerns about my commute to and from SODO	4/18/2013 10:32 AM
78	People Speed a lot on first avenue by Lander, Also by the baseball stadium on (the east west street south of safeco field) - Bikes cannot ride safely on those streets	4/17/2013 4:46 PM
79	Blockage of Occidental Ave by large trucks; closure of Occidental Ave during Mariners games; lack of road maintenance and striping; lack of well-maintained, reserved space and affordable parking; lack of pedestrian and bike-friendly overpasses.	4/17/2013 4:00 PM
80	Yes	4/17/2013 3:28 PM
81	bus transportation is not ideal as with the exception of downtown, transfers are required. Trains are often blocking car traffic for long periods of time during heavy traffic.	4/17/2013 2:33 PM
82	Yes -- as it is traffic is quite congested both with the stadiums and getting on/off 99. Very concerned with how much worse it might get as the work is further underway on 99 and with the new arena	4/17/2013 9:08 AM
83	Additional time is needed on days when there is a sporting event in order to travel anywhere.	4/17/2013 8:35 AM
84	No	4/17/2013 8:23 AM
85	Oh yes I do	4/16/2013 2:47 PM
86	Yes! 1) I do not feel safe walking in the area, especially outside of business hours (8 am to 5 pm) and when it is dark. 2) There is no direct bus line from Ballard where I live to Sodo/Starbucks. The express busses (15X, 28X or Rapid Ride D) all terminate downtown. Getting to Sodo requires a transfer. There is the local #28 route from which becomes the another route which is direct. However, it takes an hour (who has that kind of time - it's only 8 miles for crying out loud), the Sodo stop is almost 1/2 mile from my office, which is a long walk in Seattle weather, and I'm nauseous after an hour on a bus. 3) Too many trains and not enough alternative ways to get around them. Could use another overpass or two! 4) The roads need to be repaired. Too many potholes! 5) Plant some trees - green up the area! What about a small pocket park(s).	4/16/2013 2:38 PM
87	its going to be a mess	4/16/2013 2:15 PM
88	Getting on 99 during rush hour and traffic in general during games. Trains often stop on the tracks and back traffic up. During rush hour, trains should not be allowed to stop and block a road (including the tracks west of 1st Ave)	4/16/2013 12:00 PM
89	yes!!!!	4/16/2013 11:35 AM
90	Yes	4/16/2013 9:31 AM
91	No	4/16/2013 9:18 AM
92	yes	4/16/2013 8:10 AM
93	Yes. The traffic in SODO is already very congested. It is very difficult to find parking in this area because of ongoing construction, and especially when there are games. Freight trains in particular cause significant delays during commuting when roads become closed off.	4/15/2013 5:24 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

94	Not too much, the pending NBA/NHL stadium may push it to a tipping point, however.	4/15/2013 2:55 PM
95	Since I live in West Seattle at this time I don't have concerns. Game traffic usually is going North after the games or coming from the South when arriving for a game.	4/15/2013 2:51 PM
96	Not enough on-street parking (all day)	4/15/2013 2:28 PM
97	1. lack of parking but continued move of businesses into the area 2. traffic is paralyzing on game days 3. back ups due to trains	4/15/2013 1:51 PM
98	yes	4/15/2013 1:12 PM
99	The CONSTANT blocking of traffic in both the intersections of 1st and Edgar Martinez and 1st and Royal Brougham. Officers need to be positioned there daily!!!! The city could make a fortune on ticketing drivers who block those intersections because they need to be the last car through. This makes it virtually impossible to navigate either intersection (especially trying to get to 99) during the week.	4/15/2013 12:17 PM
100	Yes, it's a mess now and only getting worse.	4/15/2013 12:07 PM
101	Trains and signal timing frequently back up traffic on Atlantic St making it difficult to use the I-90 exit and avoid train traffic.	4/15/2013 11:12 AM
102	Combination of trains, congestion of semi-trucks, traffic caused by games at CenturyLink and Safeco field and lack of parking all contribute to difficulty planning a commute. A commute from Ballard can take 30 to 75 minutes depending on the above, making it impossible to gauge how much time it will take to get to/from work. Results in either a) being late or b) wasting a lot of time getting everywhere very early	4/15/2013 10:56 AM
103	Yes	4/15/2013 10:32 AM
104	YES! whenever there is a sporting event & all the tail gate parties, drinking. Fans have almost no regard for others using that street. they setup their tents in the road, use the road to "play" in. Its very unsafe for all trying to come/go esp. on a bike & 1st ave isn't much of an option as the car traffic is so heavy.	4/15/2013 10:03 AM
105	Yes	4/15/2013 10:01 AM
106	yes	4/15/2013 8:51 AM
107	I would really like to walk or bike (from Belltown), but once you get over towards SODO, there aren't safe places to do so without much crossing the street. Especially on bike - I'll be forced to ride in the street, and I'm not that hardcore in a downtown area. Additionally, I don't understand why the shuttles all go to the same 4 blocks downtown! Why isn't there a shuttle stop in Belltown, and perhaps one in S Lake Union? We don't need a separate shuttle to take us to Yesler and 1st versus Yesler and Alaskan Way... they are only 1 block apart!	4/15/2013 8:10 AM
108	ONLY DURING MARINER GAMES. POLICE DIRECTING TRAFFIC DO NOT SEEM TO HELP, AND IT DOESN'T HELP TO BLOCK OFF CERTAIN STREETS	4/15/2013 7:51 AM
109	Narrow roads & congested traffic. Gets worse when games are held in the Safeco fields close by.	4/15/2013 7:40 AM
110	Yes	4/15/2013 7:33 AM
111	Trains crossing Lander cause long delays.	4/15/2013 6:54 AM
112	Yes. There's an overall lack of parking available, either via paid lots or via street parking. Separately, truck traffic into the port in the mornings often back up traffic onto the I-90 off-ramp, requiring that you wait through several traffic lights to make a turn. Additionally, the train delays throughout the morning and afternoon often result in ridiculous delays to traffic.	4/14/2013 9:18 PM
113	Not traffic as much as parking.	4/14/2013 8:10 PM
114	When there are games, yes. And parking is terrible.	4/13/2013 3:30 PM
115	bus reroute to lander/airport way. airport way farther and extremely busy. Traffic speeds. Would like to have 124 back on 4th or closer to 1st ave. Railroad tracks dangerous. volume of traffic for pedestrian crosswalks dangerous. Would like to see lighted flashing crosswalks similar to Int'l blvd in Tukwila. Makes a big difference day and night.	4/12/2013 6:21 PM
116	- bus lines are not assessable for suburban neighborhoods. Takes too long to get to work - future stadiums will create congestion and limited parking - off ramp from west seattle bridge coupled with right hand only turn lane create congestion in AM commute north bound on first - future construction viaduct	4/12/2013 5:40 PM
117	yes	4/12/2013 5:33 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

118	Yes	4/12/2013 5:02 PM
119	YES! Game Days really clog up 1st Ave South. It would be wonderful to have an option for those of us traveling THROUGH the area, northbound, to get to the other side of the stadiums. I travel by bike and even that is a struggle with the jams. Otherwise I opt to walk to Pioneer Square - which is the fastest method.	4/12/2013 4:31 PM
120	Gameday traffic on 1st Ave and 99 is rather bad. The sidestreet parking available is very haphazard and crowded.	4/12/2013 4:19 PM
121	I feel that the Waste Management traffic makes this a dirty and congested area.	4/12/2013 3:08 PM
122	Yes	4/12/2013 3:03 PM
123	I'm a long-time bike commuter. Biking through SODO has several challenges. 1st Ave has sharrows but there are several places where the street narrows, the shoulder disappears and cars often pass too close to cyclists. (They don't have much choice.) These places include the bend in 1st just north of the arenas where the 99 temporary on-ramp juts into the street and south-bound 1st ave just south of Edgar Martinez Way where the lane narrows for the north-bound turn lanes. 4th Ave is very bike unfriendly and I avoid it. The bike path that travels next to the light rail/bus corridor is an OK option, but it doesn't connect to anything at its north termination and getting on or off of it is difficult. (The swinging safety doors at pedestrian crossings are incredibly cumbersome—I often ride into the street to avoid passing through them.) And if I use the path, I have to cross 4th Ave and several sets of train tracks (often blocked by trains) to get to 1st Ave so I try to avoid that route as well. There are a few back streets that would be good options for a cyclist, but the pavement on many of these streets is so terrible that they aren't really safe, viable options. 6th Ave, Occidental Ave and Utah Ave are all examples. During the 99 construction I've noticed that drivers have become increasingly (and understandably) aggravated. I have had near accidents in places that used to be very safe because drivers are driving more aggressively to get through the clogged streets. There are now places where I opt to ride on the sidewalks to avoid the more aggressive cars trying to get on 99 or I-5 or just around the cars waiting to get on. Generally I try to encourage my friends and coworkers to try commuting by bike if they're interested but while SODO is in the middle of these construction improvements I'm advising beginning cyclists to wait until things clear up and traffic calms back down before they try to negotiate SODO by bike. But I like commuting by bike and will continue to do so as long as I can safely manage.	4/12/2013 2:39 PM
124	Train traffic, and most of all the on-ramp to 99 at 5pm is terrible!	4/12/2013 2:24 PM
125	Not too many as I commute via bus to downtown and then light rail to SODO	4/12/2013 2:19 PM
126	homeless campers that park long term and leave garbage and human waste on and around buildings and in the street shoulders.	4/12/2013 1:52 PM
127	not really	4/12/2013 1:28 PM
128	YES	4/12/2013 1:09 PM
129	Game days create tremendous amounts of traffic extending normal commutes. Currently, we need to monitor day games at the office and adjust our work schedules accordingly. (not everyone has this luxury) In addition, shuttles which transport people to buses, ferries and trains cannot be counted on to get to those locations on time.	4/12/2013 1:03 PM
130	yes	4/12/2013 12:52 PM
131	Too much congestion during Mariners games; lights take too long; trains.	4/12/2013 12:39 PM
132	Trains that block the tracks. Its especailly a problem when trying to wak to the bus stop (bus way). It has caused me to miss buses.	4/12/2013 12:38 PM
133	With the new arena combined with Safeco Field and CenturyLink Field, we have three major sports arenas East of 4th Ave S. Going to and from our business to freeway entrances, either 4th Ave. ramp, or Spokane St. ramp, there will be even more traffic during regular business hours. I already have numerous complaints from customers saying, "It was terrible getting here! Incredibly bad traffic!" I'm 100% sure that we lose a number of potential customers because of this. Even for pick ups at our business, I have people expressing concerns of having to come in the afternoon because of game day traffic. It would be nice to have non-business hour games and games that are primarily on Sundays. It would also be nice for all three arenas to collaborate to make sure there are never two games on any given day.	4/12/2013 12:06 PM
134	tailgaters on game day and port of seattle trucks blocking the freeway exit on edgar martinez	4/12/2013 11:52 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

135	Northbound First Avenue bottleneck at westbound viaduct exit. The intersection (S Handord & First S) there is a nightmare of congestion in the mornings and will result in an ordinate number of accidents, potentially serious, given the kind of maneuvering I've seen drivers perform there when merging and changing lanes to avoid the "right only" in the easternmost lane and "no left turn" in the westernmost lane. And based upon the design, the city will likely face very expensive litigation. The offramp should have been placed on Fourth Avenue, which is plenty wide for such an installation. I've also seen frequent red-light runners speed through on Hanford heading east or west. More needs to be done with this intersetion now.	4/12/2013 11:30 AM
136	the train crossings are a huge impediment to traffic	4/12/2013 11:19 AM
137	Congestion due to train crossings, congestion due to sporting events, semi drivers who constantly run red lights and very poor roadway quality (potholes, exposed train tracks)	4/12/2013 11:08 AM
138	Not at this time, as I park far enough I'm not caught in 1st Avenue, traffic. I park on 6th street.	4/12/2013 10:08 AM
139	no	4/12/2013 9:59 AM
140	Cyclists and Trucks (and trains) - I think the truck routes should be changed (I sent a letter to the city council suggesting that trucks be routed to Spokane Street Exit off I-5 / and routed north on Alaskan Way - designate as Truck Route.	4/12/2013 9:26 AM
141	Yes	4/12/2013 9:26 AM
142	Yes, lots of concerns. It's a big bottleneck for everyone - Port of Seattle commerce, people who work down here, people who have to go through SODO to get to/from work and to/from home.	4/12/2013 9:23 AM
143	Yes, it is getting more contested and the fact that the trains decide to move tracks and can hold up traffic for over 10 minutes during rush hour traffic is a huge problem.	4/12/2013 9:22 AM
144	Safety at train crossings - especially on Lander as the lights are confusing; safety issues when using crosswalks (cars/trucks often don't give pedestrians right of way/don't see pedestrians); I used to take the bus but it took me 60 minutes to get from Northgate to SODO (and its only 20 minutes if I drive); lack of affordable parking/safe street parking); and conditions of roads.	4/12/2013 9:19 AM
145	Yes. The removal of 1st Ave buses to downtown limits my ability to be car-free. Also, the pedestrian experience on Holgate is dangerous. Finally, we need a pedestrian walkbridge over the train tracks on Lander. Especially with all the extra coal trains going through the area soon - standing and waiting to cross the tracks is just not going to be fun.	4/12/2013 9:10 AM
146	The bottleneck at 1st and Spokane headed north on 1st ave - could the lanes be reconfigured to keep it two lanes in each direction?	4/12/2013 9:01 AM
147	Yes, traffic congestion during events such as Mariner games, etc.	4/12/2013 9:01 AM
148	Yes	4/12/2013 8:54 AM
149	yesm,	4/12/2013 8:52 AM
150	Yes - the afternoon games kill the commute, especially when the police close down 1st ave. I find that when they leave it open, you are able to get to your destination without delay	4/12/2013 8:14 AM
151	I sugestion is to overpass	4/12/2013 8:13 AM
152	absolutely	4/12/2013 8:13 AM
153	YES!!!! Navigating around angry truck drivers who are on timetables and competing with trains and traffic lights is not only scary but unsafe. Trucks trying to cross the train tracks under 99 routinely back up onto the I90/I5 offramp and make a total traffic snarl. Then people get mad, start doing unsafe maneuvers like uturns, etc at high rates of speed and it's scary. TRUCKS need to be forced to use a more southern route and come north rather than the primary commuter routes near the stadium and soon to be arena. I am in my car - I would be terrified on foot.	4/12/2013 8:10 AM
154	Yes. General lack of parking; no direct bus access from where I live; walking from transit stops is not pleasant - either have to walk on a decent sidewalk next to loud, fast moving traffic and breath in fumes or have to walk on quieter roads with no sidewalks; train traffic causes frequent and often lengthy delays when using Starbucks offsite parking lot; Traffic during baseball and football/soccer games is horrible because tailgaters frequently start taking parking spaces 12+ hours in advance of the games and police shut down many routes. Also, have concerns related to vans and RVs parked semi-permanently on Utah street north of the Starbucks building. They take up valuable parking space and create safety concerns because of "unsavory activity observed in and around the vehicles.	4/12/2013 8:06 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

155	1. Congestion on Edgar Martinez between 1st Ave and 4th Ave (choke point for trucks and the port). 2. Bike and pedestrian safety along 1st Ave between Holgate and Lander.	4/12/2013 8:05 AM
156	YES. Pedestrians take their lives into their hands due to the lack of respect for traffic safety laws. I watch multiple vehicles (including Metro buses) routinely run red lights or ignore expired turn signals and active crosswalk signals to then cause pedestrians to have to run or dodge vehicles when they have the right to be walking in the crosswalk. Area parking is a joke now, what will it be with one more arena?	4/12/2013 7:46 AM
157	yes, it seems to be more and more congested with trucks in the area. Construction projects and unmaintained streets are also a challenge.	4/12/2013 7:41 AM
158	Parking and congestion Overnight campers blocking visibility Crossing train tracks - both by vehicle and walking	4/12/2013 7:33 AM
159	Yes, when I do have to drive in I have to come in really early and leave early so I can avoid the traffic and the wait getting to and from the freeway.	4/12/2013 7:12 AM
160	need more options for leaving the city when traveling 20+ miles out in either direction	4/12/2013 7:11 AM
161	only during games,	4/12/2013 7:06 AM
162	only that the shuttle that takes me to the train station can do so in a reasonable amount of time. Currently, I have no issues except on early afternoon game days for the Mariners.	4/12/2013 6:55 AM
163	Just that it is a mess	4/12/2013 6:23 AM
164	Yes	4/12/2013 6:08 AM
165	yes	4/12/2013 5:54 AM
166	Yes, combination of industrial and car traffic flow	4/11/2013 6:04 PM
167	Poor parking availability is frustrating and generating unnecessary traffic due to people hunting for parking daily.	4/11/2013 6:02 PM
168	yes. more buses need to come here! it is hard to get a bus downtown that stops at 1st & Lander. it seems like just the 21 comes here. also, on game days it can be a nightmare to navigate in and out of this neighborhood whether in car, on foot, or on public transport	4/11/2013 4:14 PM
169	Trains!	4/11/2013 4:13 PM
170	YES! Concerns about increased traffic during the Viaduct Replacement Project and if a basketball arena is sited in this already congested area and freight traffic zone. The traffic impacts of the proposed basketball arena need to be carefully studied.	4/11/2013 4:03 PM
171	Yes! SODO is not safe for pedestrians.	4/11/2013 3:49 PM
172	Yes	4/11/2013 3:36 PM
173	General congestion.	4/11/2013 2:37 PM
174	Heavy traffic along 1st Avenue involving dangerous drivers who consistently disregard traffic safety laws, especially around intersections where pedestrians cross. BSNF train lines - consistent observation of incompetence in managing train lines resulting in wasted time and increased traffic.	4/11/2013 2:32 PM
175	Yes - traffic is horrible before/after events at the stadiums. It gets backed up for blocks and blocks and it's hard to get out of the work garage and onto 1st Ave.	4/11/2013 2:23 PM
176	with offsite parking across the tracks from the office, the longest part of my commute ends up being the shuttle ride even though I come from Bellevue	4/11/2013 2:05 PM
177	Traffic flow is mismanaged around train crossings and with heavy equipment.	4/11/2013 1:59 PM
178	Traffic can be congested at times but I am really nervous about what will happen if the new arena goes in. Parking is limited now I can't imagine what is going to happen with a new stadium	4/11/2013 1:54 PM
179	Yes	4/11/2013 1:28 PM
180	Yes	4/11/2013 1:26 PM
181	The condition of the roads in SODO is very poor. Occidental is very pitted. 6th Ave is a series of potholes.	4/11/2013 1:12 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

182	The sounder trains are no issue but the long business trains can stop traffic for close to 20mins in many cases. Also, can they be sceduled mostly at night, early morning, late evening. Also, around game scedules.	4/11/2013 1:02 PM
183	In the mornings I come from the north and take the I5/I90 offramp onto Edgar Martinez Dr, and need to turn left onto Occidental. Often the route down the road is blocked by a passing train and the backup takes forever to clear. In the afternoons it takes a long time to get on SR99 norhtbound on-ramp, especially when it rains and when there's a game.	4/11/2013 12:57 PM
184	yes	4/11/2013 12:40 PM
185	No free parking	4/11/2013 12:35 PM
186	Yes -The right turn only lane between Spokane Street and Hinds. It creates terrible backup -Red light running at 1st Avenue & Lander (mainly on 1st Avenue -Crosswalks at 1st and Lander - driver not paying attention/too much traffic to "see" people walking	4/11/2013 12:21 PM
187	Not easily accessible via metro, traffic on 1st Ave sometimes are pretty backed up in the evening with the backed up from current WA99 on ramp and during the games.	4/11/2013 12:15 PM
188	Yes	4/11/2013 12:15 PM
189	Traffic seems fine, but parking is difficult. Having transit options that did not need to transfer in downtown Seattle would be helpful	4/11/2013 12:13 PM
190	The trains that run between 1st Ave 4th Ave can add several minutes (in some cases 20) to a simple trip that should take only a couple of minutes.	4/11/2013 11:30 AM
191	Potholes on side streets. Also, the right-turn only lane on northbound 1st Ave at Horton is frustrating. I go straight through the intersection every morning from the left lane. Cars in the right-turn only lane want to merge at the last minute to go straight, which causes a back-up. Or worse, I see people not even trying to merge early - they go straight through the intersection from the right-turn only lane and they get close to causing an accident. Very frustrating.	4/11/2013 11:28 AM
192	The trains blocking traffic during commuting hours are extremely inconvenient. The alleys are in horrible shape, with potholes and an overrun parking situation. It seems like nothing is well marked, and you don't know what is private vs. public parking. Game days become even worse. Trucks are often blocking the areas I need to drive through for my commute. I understand they are trying to run a business, but it makes working in SODO much less desirable and adds time & stress.	4/11/2013 11:13 AM
193	I bike to work, would be great to have a bike lane on 1st, or get Utah repaved.	4/11/2013 11:11 AM
194	There are a lot more people walking around SODO than there used to be, especially on the back roads. These roads have no sidewalks, I think this is something that needs to be addressed.	4/11/2013 11:06 AM
195	Yes!	4/11/2013 11:03 AM
196	Yes	4/11/2013 11:03 AM
197	Yes, the parking options are abysmal (expensive, limited street/free, parking ticketing is intense and merciless.	4/11/2013 11:01 AM
198	No	4/11/2013 11:01 AM
199	Yes, infrastructure is not in place to support truck routes and employees commuting to work places in SODO. Arena construction and tunnel construction will exacerbate existing issues. Also, traffic makes walking intersections unsafe. This is amplified when there are games at Safeco, with many people walking side streets that do not have sidewalks. Further, there is inadequate parking in the current environment for employees, and then fans attending games.	4/11/2013 10:56 AM
200	Yes	4/11/2013 10:55 AM
201	I find that 1st Ave often gets significantly backed up. I take the bus to work because parking is so awful, but am concerned about what will happen if Metro cuts more service this year. The trains used to be a big problem for me when I took a bus to the busway, but my bus currently runs down 1st. I feel there could be better enforcement of yielding to pedestrians, and wish that all of the walk lights turned automatically, rather than only turning if someone pushes the button when crossing 1st Ave S and 4th Ave S.	4/11/2013 10:46 AM
202	No	4/11/2013 10:37 AM
203	Yes	4/11/2013 10:36 AM



## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

204	train schedules unknown or not reliably known	4/11/2013 10:35 AM
205	The continual re-routing of traffic around the viaduct has doubled the length of my commute from 12 minutes to about 25!	4/11/2013 10:32 AM
206	Yes!! In the morning the trucks delivering containers to the port back up the Martinez freeway exit. After 5pm all traffic on northbound 1st Ave comes to a stop because so many driver are trying to get onto the viaduct because there is only one onramp. Traffic during games is horrible and I try to work from home or leave early so I can avoid it.	4/11/2013 10:22 AM
207	Absolutely	4/11/2013 10:17 AM
208	Lack of buses running N/S on 1st Ave.	4/11/2013 10:11 AM
209	There's not enough parking. Bus routes should return to 1st Ave once it's safe to do so.	4/11/2013 10:10 AM
210	Only on game days when most of the egresses north from the office's parking garages are blocked at 1st Ave S, with traffic routed south. This is a REAL PAIN for carpoolers trying to get on to 4th Ave S, to go north to the Cherry Street express tunnel.	4/11/2013 9:55 AM
211	(1) Train traffic at peak commuting hours should be curtailed to minimize congestion. (2) Road condition around SODO are terrible due to heavy trucks	4/11/2013 9:53 AM
212	Yes. Need better, safer options for bicycles. Frustration dealing with congestion during sporting events.	4/11/2013 9:52 AM
213	Only when there are games at the arenas.	4/11/2013 9:39 AM
214	Yes	4/11/2013 9:36 AM
215	No	4/11/2013 9:28 AM
216	Yes	4/11/2013 9:22 AM
217	construction	4/11/2013 9:18 AM
218	games, general peak commute times, occassional slow trains that move forward and backward near peak morning commute time - i take the bus and now there is only 1 choice for me to downtown.	4/11/2013 9:08 AM
219	Yes. Trains and sports events jam up traffic. There are limited sidewalks for pedestrians to get to light rail stations and the bus lines also seem to be reduced.	4/11/2013 9:02 AM
220	yes	4/11/2013 8:46 AM
221	YES	4/11/2013 8:46 AM
222	yes - as a pedestrian, it is dangerous with the limited or non-existent walkways in certain areas. In addition, at any time of the day the traffic flow can be awful, particularly when a train comes through. Lastly, it's unfortunate that KC Metro re-routed the buses - it compounds the problem for those of us who use public transportation.	4/11/2013 8:44 AM
223	Yes. The big trucks on Atlantic going over to the Port go too fast and are unsafe. Roads have inadequate drainage so pooling of water occurs and splashes on pedestrians. Delivery trucks park wherever they wish and block traffic around them (particularly at Macrina). Walking is difficult and dangerous, even on 1st Ave South. I tried biking to work, but getting from the bike path along the waterfront over to Starbucks Center is dangerous with many potholes and places to skid. Trains in the BN yard do their stacking of cars and block traffic. The noise is very unpleasant from all the traffic and the train whistles. Also someone should check into cleaning racks at Macrina and washing all that down the storm drains and into our water sources; it ought to be illegal.	4/11/2013 8:41 AM
224	Yes.	4/11/2013 8:35 AM
225	Trains can disrupt traffic at peak hours causing a bit of a mess for commuters	4/11/2013 8:29 AM
226	Traffic getting on and off of I-99 is bad. Very few local buses from Queen Anne direct to SoDo. Little street parking. Minimal paid lot parking	4/11/2013 8:27 AM
227	I noticed it took at very long time to get through traffic on Mariners opening day. But otherwise, no.	4/11/2013 8:26 AM
228	The constant train traffic makes it difficult for us to travel east and west at many times during the day.	4/11/2013 8:23 AM
229	Trucks that drive too fast through alleys.	4/11/2013 8:16 AM
230	not especially...i get off on the airport exit to avoid some additional 1-5 traffic nearer to the spokane exit	4/11/2013 8:10 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

231	Traffic does not stop for Pedestrians and there have been instances where people have been hit by cars in the cross walk. New access to West Seattle Bridge causes backups on Southbound 1st ave. There isn't good signage when traveling North on 1st ave, just under the West Seattle Bridge. Almost no notice the right lane is right turn only at the light. Many cars end up cutting left lane off to avoid turning.	4/11/2013 8:09 AM
232	Yes, bus routes are terrible in SODO and are more difficult since all the changes in metro last september. I started driving again because of how much harder it is to get here. The traffic has also been horrible. Thing are not well marked, traffic is not well routed, which leads to drivers that are doing stupid and crazy things, blocking intersections, etc.	4/11/2013 8:08 AM
233	Sometimes	4/11/2013 8:06 AM
234	yes	4/11/2013 8:05 AM
235	Yes, game traffic is extremely painful when added to typical business commute traffic and train crossing. Better coordination of game times and train schedule would be much appreciated especially during the typical peak commute hours. This will be especially true once the new stadium is built.	4/11/2013 7:56 AM
236	Yes	4/11/2013 7:52 AM
237	Yes--new arena & construction will create more traffic	4/11/2013 7:51 AM
238	Congestion, especially with games	4/11/2013 7:49 AM
239	Walking to/from Light Rail and work, crossing 1st and 4th and train tracks.	4/11/2013 7:46 AM
240	only on sporting event days	4/11/2013 7:33 AM
241	Condition of the roads concerned about potholes, dont come to SODO.	4/11/2013 7:24 AM
242	Only on baseball game days. I'll be more concerned if we get a basketball/hockey team.	4/11/2013 7:14 AM
243	Trains and game traffic	4/11/2013 7:11 AM
244	Yes	4/11/2013 7:11 AM
245	Very little bus service, traffic from the sports arenas, not safe for walking/biking	4/11/2013 7:03 AM
246	Yes	4/11/2013 6:46 AM
247	East West traffic is constantly stopped by trains, light rail. With more retail and sports venues opening in and industrial area there ar more people tha have no idea where they are or where they are going. Sutting down I90 for the Blue Angels or other air shows backup port traffic all through the area. All these events that shut down streets and add traffic at the same time makes it difficult to get around.	4/10/2013 3:53 PM
248	RAILROAD CROSSING DELAYS, LACK OF STREET IMPROVEMENTS ON SIDE STREETS (POT HOLES)	4/10/2013 2:26 PM
249	Yes, it is often difficult to navigate traffic at the end of the work day due to construction and/or game traffic .	4/10/2013 1:52 PM
250	YES! Getting on to the viaduct is a gamble each and every day. The light timing is always off. I've timed the left hand turn both at S Atlantic and EM Blvd. and have witnessed green light cycles as short as 4 seconds. It has taken me up to 30 minutes to get on to the viaduct.	4/10/2013 11:53 AM
251	Yes, traffic when games are at the fields and length of wait behind trains	4/10/2013 11:28 AM
252	Traffic parking	4/10/2013 11:16 AM
253	Yes, and for outline areas especially. All major highways as well as surface streets are impacted enormously.	4/10/2013 11:00 AM
254	2 Second yellow lights are dangerous with Truck traffic being so prevalent in SoDo. RV's take parking spots for extended periods of time on alleys. (Weeks-Months) Rail Traffic often blocks roads for 20+ minutes during lunc h hours. (11AM-1PM) Many streets/alleys/bridges are too narrow for freight traffic .	4/10/2013 10:18 AM
255	Pedestrian safety, bicyclist safety, parking	4/10/2013 10:15 AM
256	yes, parking is very difficult. Also, 1st, Lander, and Holgate are very congested on game days.	4/10/2013 10:08 AM
257	yes already on game days it's very difficult	4/10/2013 10:08 AM
258	Not really	4/10/2013 9:31 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

259	Some	4/10/2013 8:49 AM
260	Entrance ramps to the highways become easily congested.	4/10/2013 8:45 AM
261	Will affect my bus route, ST 510 to Everett?	4/10/2013 8:32 AM
262	3rd ave S has become a parking lot for Starbucks and Zullilly employess. It is also a bypass for drivers around the stop lights on 4th ave. The intersection of S. Stacy and 3rd ave s has become a hazard as drivers try to turn north or south from S. Stacy onto 3rd ave S. The motorhomes parked along the street block the vision of the drivers.	4/10/2013 8:18 AM
263	YES!!!	4/10/2013 8:07 AM
264	Yes	4/10/2013 7:58 AM
265	Yes, particularly during rush hour and games	4/10/2013 7:17 AM
266	lots of train traffic, stops traffic on Lander all the time, so loud, can't talk in the office when the horns are blowing. A bunch of coal trains will make it much worse.	4/10/2013 6:39 AM
267	excessive traffic back ups at railroad crossings; insufficient parking near our business	4/9/2013 8:35 PM
268	Traffic back ups due to events, trains and lightrail have significant impact to the area. With limited places to cross tracks, there is often congestion on a daily basis. Events at the stadiums can snarl traffic for hours, and parking is significantly impacted.	4/9/2013 6:24 PM
269	A better mousetrap in communicating upcoming events AND possible traffic problems AND the direction of travel problems	4/9/2013 4:35 PM
270	Want bike lanes on 1st Avenue. There is a disconnect for riders coming from the North, down 3rd or 2nd avenue, once you reach Jackson.	4/9/2013 4:27 PM
271	No, I realize this area is industrial and part of the stadium district so I expect some minor inconvenience. Access to freeways and arterials is excellent. I am also able to take light rail often.	4/9/2013 4:04 PM
272	not enough public transit	4/9/2013 3:56 PM
273	Traffic in the area is increasingly heavy. Getting to and from work is challenging, and teachers that travel here for meetings after school and in the evenings also express frustration with the traffic. It is often difficult to find a surface street without major traffic backups, especially during sports events.	4/9/2013 3:53 PM
274	more sidewalks!	4/9/2013 3:41 PM
275	Yes	4/9/2013 3:32 PM
276	Some of the lights are poorly timed and the most traffic I've run into has been from the trains-- occasionally sitting at the crossing for five to ten minutes. The Lander street overpass, once built, will be a huge help with traffic in this area.	4/9/2013 3:28 PM
277	Traffic up 4th Ave into down town	4/9/2013 3:19 PM
278	YES	4/9/2013 3:16 PM
279	There isn't a good bike corridor from Capitol Hill to Starbucks. From 12th and Jackson to Starbucks is very industrial and unprotected for riders. Also, commute from Capitol Hill to work is very clumsy with trains, concerts and sporting events.	4/9/2013 3:03 PM
280	No. Traffic is decent for the most part.	4/9/2013 3:01 PM
281	No	4/9/2013 3:01 PM
282	Not really. It's a bit of a hassle during baseball when the games are earlier in the day. Don't see a problem with football or evening basketball.	4/9/2013 2:58 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

283	<p>My main concern is with cars and parking. I feel very unsafe where I park near my building on Occidental. There are always motorhomes, RVs and homeless people everywhere. Sometimes parking enforcement comes down and the motorhomes are gone for a couple of days, but they always come back. Right now there is a tent set up among them and it has been there for at least 2 months. I'm not sure why the tent hasn't had to move. The vagrants who camp out in SODO make me feel unsafe. I once had a woman urinate right in front of me while I was sitting in my car! Not to mention the litter, trash and smell they create. Have you ever sat in your car on your lunch break with your windows down and had the smell of hot human poop waft by? It's just gross. My other concern - When I used to take the Edgar Martinez off ramp, sometimes it could get very very backed up, and you had to weasel through different lanes to bypass trucks just to get anywhere at 15 mph. Not sure what that was all about. Lastly, people are always jaywalking (like from the Zulily store to Starbucks). Often times cars will have to stop in the middle of the road to allow for a gaggle of them to cross safely. Not sure what can be done about that but its dangerous for pedestrians and drivers. Oh, one more thing - Is there an actual bike lane? I'm always switching lanes to avoid or pass bikers. A ton of people like to bike to work so that might be good.</p>	4/9/2013 2:56 PM
284	Yes	4/9/2013 2:54 PM
285	Yes! It is a nightmare to come/go on game days, and to add another stadium would clog up 1st avenue even worse than it already is!	4/9/2013 2:33 PM
286	Yes, I am concerned about growing congestion.	4/9/2013 2:11 PM
287	somewhat - although not critical concerns since I take the light rail/bus to and from work.	4/9/2013 2:09 PM
288	yes, when they have afternoon games you can not go north and get past the traffic and people.	4/9/2013 2:04 PM
289	NO	4/9/2013 2:03 PM
290	yes	4/9/2013 1:59 PM
291	I feel that the new stadium could have a significant impact on my daily commute to/from work during game seasons.	4/9/2013 1:52 PM
292	When traffic clogs up SODO, it backs up the W. Seattle Bridge and makes the commute terrible. The ferry access is also difficult, but I know that is because of the viaduct. There also seems to be a disappearing amount of parking for the few times I drive to SODO	4/9/2013 1:50 PM
293	no	4/9/2013 1:49 PM
294	Yes	4/9/2013 1:46 PM
295	Yes	4/9/2013 1:45 PM
296	Yes. Already busy with port truck traffic backed up to the freeway but gridlock on game days. Walking is unpleasant: not complete sidewalks, traffic lights, noisy, fumes.	4/9/2013 1:44 PM
297	No	4/9/2013 1:44 PM
298	YES! There's already enough traffic due to sports events. This makes it VERY difficult to commute home in a timely manner. At times it takes 30 - 40 minutes of sitting in traffic just to get up the on-ramp to I 90.	4/9/2013 1:40 PM
299	Mariners, events, other games.	4/9/2013 1:39 PM
300	no	4/9/2013 1:37 PM
301	4th Ave South on ramp to eastbound I-90 is prone to backups.	4/9/2013 1:36 PM
302	Trains - otherwise things seem to be moving pretty smoothly at the present time	4/9/2013 1:34 PM
303	yes	4/9/2013 1:33 PM
304	Yes I do, im worried that there will be a lot of traffic revisions and that it will be difficult to catch the Sound Transit to and from Tacoma in the early morning 5am and mid to late afternoon 2-4pm.	4/9/2013 1:30 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

305	Absolutely! The timing of the lights at 1st and Edgar M. is not coordinated with the lights at 1st and Royal Brohm. If you are westbound on EM and turn right onto 1st you should be able to get the left turn arrow at R.B to access 99 north. Some days it takes me 20 minutes to get to 99 northbound from 4th highrise to Edgar Martinez. A number of mornings and afternoons it has taken more than 30 because of the semi trucks and lights. If this stadium is to take place, please put in a special ramp for trucks going to the Port like they have on Harbor Island. I am on 1st S and 4th S every working day, at least 4 times during the day. I feel bad for the men and women truckers who are trying to make their livelihood, and me trying to get to the variety of places I need to access for work. Thank you for resurfacing Holgate east of 4th S.	4/9/2013 1:29 PM
306	Routing of traffic during construction and traffic congestion in the area on "game" days. Why so many construction projects on multiple streets at the same time? You cannot use alternate routes because they all have construction activity.	4/9/2013 1:29 PM
307	Yes. Sounder train blocks traffic. Games causes congestion getting on I-90 and I-5, including the one on Spokane st. Causing commute headaches for those that are trying to go home, not from the games, but from work.	4/9/2013 1:24 PM
308	Quite congested.	4/9/2013 1:22 PM
309	There already is too much traffic during football/baseball/soccer season in SODO. 1st Ave South is a parking lot during those times!	4/9/2013 1:21 PM
310	Yes. During events traffic comes to a complete halt in several directions with the increased volume. It is very challenging to deal with parking. With an arena right next door, school district security and parking will be heavily impacted. I catch buses, and they, too, come to a halt.	4/9/2013 1:20 PM
311	Yes, it's terrible to try to get anywhere these days. Too many people, too many trains, cars, construction projects. I avoid SODO as much as possible. I can't even imagine another stadium being built...sigh	4/9/2013 1:19 PM
312	No	4/9/2013 1:19 PM
313	yes. bottle necks during games and rush hours commute time. difficulty, safety wise, getting from SODO area to bike route connections in downtown. My two biggies... 1. a better way to route vehicles during high volume periods 2. establish multiple and dedicated, safe bike paths from SODO area to connections downtown	4/9/2013 1:17 PM
314	Yes, the traffic is going to get worse. It is already bad enough now during rush hours. Often time when there was a afternoon Mariners game, I would get stuck on 4th Ave S. for 15 to 30 minutes before I could get on I-90.	4/9/2013 1:16 PM
315	No	4/9/2013 1:15 PM
316	Timing of lights, North/south trains on both 6th and around 2nd, buses on 1st and 4th. HEAVY congestion on 1st between Holgate and stadiums all day long.	4/9/2013 1:14 PM
317	nope	4/9/2013 1:12 PM
318	Not much	4/9/2013 1:09 PM
319	none	4/9/2013 1:08 PM
320	Yes	4/9/2013 1:08 PM
321	NO	4/9/2013 1:08 PM
322	Yes. Trains are going to crash into buses that cannot get away due to congestion. It is already impossible to get to West Seattle on most days or to get to work because of the overflow of trucks. I am concerned about structural damage to the lower bridge due to the long lines of super heavy trucks parked on it waiting to enter the port and signage/directions at Spokane and East marginal are non-existent. I have spent as much as an hour trying to get home or to work because I stuck between trucks. What you are creating are impossible conditions for this area, Georgetown, Beacon Hill and West Seattle and SODO.	4/9/2013 1:07 PM
323	not at all. I welcome the new arena.	4/9/2013 1:07 PM
324	The traffic is terrible on days when both the seahawks and mariners play or any day when the convention hall and other venues are being used on the same day. the port traffic is effected by the trains which block traffic for 10 to 20 minutes at a time and cause a backup all along 1st ave, royal braum and along the waterfront, together or any part combined is a traffic bottleneck adding another stadium will be a total nightmare.	4/9/2013 1:07 PM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

325	No	4/9/2013 1:07 PM
326	Not during work hours.	4/9/2013 1:06 PM
327	The impact on traffic due to length of time the City Department of Transportation takes to begin and end tasks in comparison to the State DOT. City projects appear to be less efficient and impact the area a lot longer.	4/9/2013 1:05 PM
328	None what so ever. We need a basketball team in this city and the proposed locating is great.	4/9/2013 1:04 PM
329	Yes - traffic is already very heavy and there are severe parking problems. On game days, I have to adjust my work schedule to try to avoid the extreme traffic congestion and drivers who are maneuvering the roads in a distracted and very unsafe manner.	4/9/2013 1:04 PM
330	Not personally but of course it's heavy during Mariners, Sounders and Seahawk game days.	4/9/2013 1:03 PM
331	Traffic is already extremely heavy with two arenas in the area. A third will make it even more so when there are games the same days. Also, trucks need to get to the waterfront to do their business.	4/9/2013 1:03 PM
332	No	4/9/2013 1:03 PM
333	trains, baseball traffic	4/9/2013 1:02 PM
334	yes. Public transportation has degraded SIGNIFICANTLY since buses were routed off 1st Ave. There are 3000+ people working in my building alone (!) and the bus waits during rush hour are driving people to alternatives like single-occupancy vehicles.	4/9/2013 1:02 PM
335	Tractor Trailer drivers running lights. Pot holes, dips, old train tracks. Lack of dedicated bike commute lanes (as opposed to shared lanes). Trains sitting on the tracks at intersections - blocking it for long periods of time.	4/9/2013 1:01 PM
336	I am concerned about capacity and the ability to move traffic (especially freight traffic) at peak travel times.	4/9/2013 1:00 PM
337	I am in a 3 person car pool. I drive from my work location to downtown. Then from downtown back to SoDo district (because of work times with my car poolers) As it is I hit traffic at Safeco and Century Fields when there are games. Adding another stadium would be unbearable to my commute.	4/9/2013 1:00 PM
338	No	4/9/2013 1:00 PM
339	No	4/9/2013 1:00 PM
340	No, I take the bus.	4/9/2013 12:59 PM
341	no	4/9/2013 12:58 PM
342	Yes.	4/9/2013 12:58 PM
343	no	4/9/2013 12:57 PM
344	truck and train traffic during the day; difficult to access the West Seattle upper bridge during the day	4/9/2013 12:56 PM
345	Yes. And additional sports arena will make it more difficult for school personnel traveling to and from the district's administrative building.	4/9/2013 12:56 PM
346	Yes	4/9/2013 12:55 PM
347	Yes.	4/9/2013 12:10 PM
348	Bottlenecks during commute hours getting on/off 99 and I-90 near Royal Brougham/Edgar Martinez. Huge backup of semi's going to the port when exiting in the same location coming from I-90.	4/9/2013 12:02 PM
349	Game days are horrible! It's difficult to even pull out of our driveway at the end of the day just to go home.	4/9/2013 11:51 AM
350	bike lane obstructions, like street cleaning debris	4/9/2013 11:38 AM
351	1st Avenue already gets clogged up during game days, causing long delays. Adding more events and a new arena will only make it worse for more of the year. Also, a lack of over/underpasses with the train tracks (both BNSF and the Link) causes frequent and long delays crossing the area east/west. I hope that Seattle's industrial strength grows, however I have a lot of concern about additional delays due to the proposed coal transport trains and more frequent Link service (I strongly support light rail though!).	4/9/2013 11:31 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

352	Currently-No	4/9/2013 11:30 AM
353	Yes - access to and from Colman Dock and the walkability of the waterfront, Pioneer Square, and the Stadiums.	4/9/2013 11:19 AM
354	only on game days	4/9/2013 11:18 AM
355	My concern is that with train, light rail, and bus line lights along with new stadium and thraffic now on Airport Way which is over flow from the freeway the traffic is only going to be more congested.	4/9/2013 11:09 AM
356	I wish the buses would resume going down 1st Avenue. Maybe then there wouldn't be so many cars.	4/9/2013 11:01 AM
357	parking rates for workers in the area	4/9/2013 10:47 AM
358	YES	4/9/2013 10:45 AM
359	Both car and pedestrian traffic significantly increase with home games. Another stadium in SODO will only exacerbate that; I'm unsure of the basketball schedule overlap w/ football, soccer, and baseball schedules. It can get hard for people working in SODO to move around, much less keep commerce flowing, around the tourists/spectators.	4/9/2013 10:40 AM
360	Not very bike friendly. The only real concession seems to be Alaskan Way, which was rendered basically unusable by construction the last time I tried it. "Sharrows" don't really cut it. Some kind of separated bike path to the I-90 trail would be really nice.	4/9/2013 10:31 AM
361	Yes, I-99 new route	4/9/2013 10:23 AM
362	Sports events have a major negative impact on traffic. It is insane and greedy to add another sport arena to the Seattle downtown area.	4/9/2013 10:22 AM
363	Yes. Ability of buses to maintain schedules during construction.	4/9/2013 10:14 AM
364	Yes, mostly related to bus commuting, since that is my main transportation mode.	4/9/2013 10:08 AM
365	Congestion, Trains, Sporting events timed too close to working hours	4/9/2013 10:07 AM
366	Yes, avoiding the tunnel toll on surface streets.	4/9/2013 10:06 AM
367	Traffic on 1st and 4th Avenue	4/9/2013 10:03 AM
368	Yes - when the Mariners have afternoon games the surface streets are extremely clogged at the same time as people are getting off work. It seems there should be a better way to streamline the game traffic out of the area.	4/9/2013 10:00 AM
369	the amount of people parking on street near work location during events, thus taking away parking spaces for business guests	4/9/2013 10:00 AM
370	I think there should be better freeway access to and from I-90. Also, more east-west connectivity within SODO. Bike routes are also severely lacking.	4/9/2013 9:56 AM
371	Nothing terribly strong.	4/9/2013 9:55 AM
372	Yes! Most of it has to do with bus accessibility. Were more routes available to SoDo, I think it would lighten traffic quite a bit. Getting around the trains can also be challenging and impacts traffic a great deal.	4/9/2013 9:55 AM
373	yes	4/9/2013 9:55 AM
374	YES! terrible bike options on 1st avenue. Tons of potholes on 3rd avenue between holgate and massachussets. I reported this on the city's website. also on 3rd ave right by our building there are always big tow trucks taking up an entire lane.	4/9/2013 9:50 AM
375	Traffic is congested especially on game days. The side streets to get to the arterials are in horrid condition with all of the potholes that are not fixed. And the traffic signals are not synchronization. Walking is not that safe in this area because most of the traffic is not used to pedestrians and because of the drug + alcohol usage in the neighborhood there are a number of individuals that do not pay attention to lights or crosswalks and just randomly walk through intersections.	4/9/2013 9:25 AM
376	Yes	4/9/2013 8:44 AM

## Workable SODO - *Safety First, Safety Now*

### Q1 Do you have any concerns with traffic in SODO?

377	I LIVE IN GEORGETOWN AND WOULD PREFER RIDING MY BICYCLE TO WORK, BUT THE TRAFFIC ON 4TH AVE S AND AIRPORT WAY S IS QUITE INTIMIDATING IN THE MORNING RUSH. A WIDER, SAFER BIKE LANE FOLLOWING THE ARTERIAL, OR A DIFFERENT ROUTE LIKE THE 6TH AVE S BUS/BIKE PATH WOULD BE AMAZING. IF IT WERE SAFER MY CAR AND OTHERS WOULD BE OFF THE ROADWAY IN SODO. THERE IS A LOT OF VALUE IN SODO BECAUSE OF THE PROXIMITY TO DOWNTOWN. GETTING TO DOWNTOWN IS DIFFICULT WITHOUT A VEHICLE. SAFE BIKING FROM GEORGETOWN/SOUTH PARK WOULD INCREASE THE VALUE OF THE COMMUNITY.	4/9/2013 8:40 AM
378	Of course I do! I live within 3 miles of my workplace, just over Beacon Hill and up the next hill in the Mount Baker neighborhood. Traffic is already congested in SODO, particularly when the stadium is in use. It is dangerous just to cross Airport Way from our employee parking lot to our office, as there is no crossing light. Vehicles have run into others that stop for foot traffic. And getting out of the area at the end of the work day can be horrible, due to stadium traffic. Trucks and deliveries are a minor problem in comparison. We do not have enough employee and visitor parking, so parking is also an issue.	4/9/2013 8:37 AM
379	Trains running mid-day and rush hours, semi trucks, traffic light timing, very rough roads - Holgate especially and of course the Alaskan Way Viaduct fiasco are all traffic nightmares. Speeders on Ariport Way and traffic that does not stop for pedestrians in marked crosswalks.	4/9/2013 8:32 AM
380	timing of the lights on 1st and 4th	4/9/2013 8:31 AM
381	yes- the turn lane is blocked with crosswalk barriers but cars end up pulling in the space between, but their back ends stick out so it causes traffic build up. If it were just the normal turn lane with a lighted cross walk things would flow smoother. Remove concrete pedestrian 'safe zones'	4/8/2013 2:38 PM
382	yes - too much bottleneck with construction as well as on any game day.	4/8/2013 12:47 PM
383	The trains drive me crazy. I either get stuck when coming/going to work, I live in West Seattle. Or when I go for a run on the bike path heading north, I have been stuck by a train on the section of the bike path that goes behind the tracks, no way for me to get out. My only options were to be 20+min late back at work or jump the train.	4/8/2013 11:44 AM
384	High congestion trying to enter 99 (viaduct), no parking on Utah or surrounding streets after 7 AM.	4/8/2013 10:49 AM
385	Congestion with the port traffic makes is often challenging on a daily basis to get to or from work. I-90 often backs up due to road closures with games or port backups and having yet another area will only make all of these problems much much worse.	4/8/2013 10:48 AM
386	lack of parking and traffic signals/lights/intersections do not seem to be timed cohesively with one another which results in congestion.	4/8/2013 10:40 AM
387	I have no concerns. Just complaints without a solution to offer.	4/8/2013 10:38 AM
388	The road signs and lane changes after the onramp to the West Seattle Bridge was finally completed are very confusing. The "EXIT ONLY" left had turn lane when headed south seems to line up with the onramp, when in reality the next lane over has the option to either keep going straight or get on the onramp. There should be a second sign for that lane. When heading northbound, there aren't enough early signs to indicate the right lane is turn-only and EVERY morning at least half the cars in that lane are in the middle of the intersection before they realize they need to merge with the traffic on their left. Another sign would be welcome there as well. Also, there used to be a free parking lot near the Blue Water Taco Grill, but it has now been changed to 2 hour parking which means anyone arriving in SODO after 7-7:15am no longer has any free parking. There is simply not enough parking, and/or affordable parking where you don't have to move every 2 hours. Also, the bridges tend to go up during rush hour a lot, which seems like poor timing to make hundreds of commuters wait for one boat.	4/8/2013 10:29 AM
389	yes, specifically lack of bike lanes on E-W streets (Holgate, Lander). Also please change intersection of 1st ave and Horton so R lane is not turn only. this intersection pinches a crucial non train track impinged access point. next to no one goes right on Horton, they all cut in to the left lane which goes straight and therefore delay that single lane. Also access to 1st ave off of edgar martinez drive sucks when there is a container ship unloading and the trucks are basically parked here.	4/8/2013 10:25 AM
390	The lights are terrible. It is horribly planned, almost as if no effort goes into easing traffic concerns in this part of town.	4/8/2013 10:24 AM
391	Yep. They have no business putting a new stadium in the area. To anyone that says it won't effect traffic obviously hasn't travelled in this area	4/8/2013 10:22 AM
392	not enough lanes for traffic. it's gridlocked now... how bad is it going to be after the arena and tunnel are completed?	4/8/2013 10:21 AM



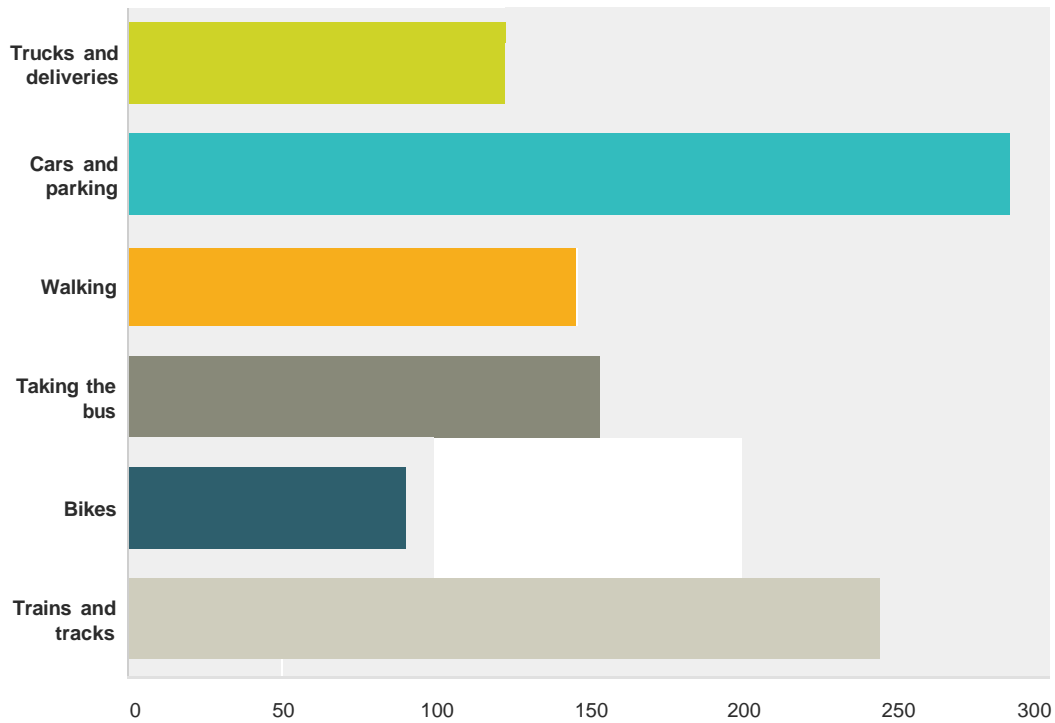
**Workable SODO - *Safety First, Safety Now***  
**Q1 Do you have any concerns with traffic in SODO?**

393	I often miss the bus that only leaves for my neighborhood once every 30 minutes because I often get stuck by trains when walking over the railroad tracks on Holgate. Allowing an extra 20 minutes for possible trains makes my hour bus ride home even longer. It takes 15 minutes to get to my neighborhood by car, 45 minutes by bike. 75-90 minutes by bus including the walk & train delays.	4/8/2013 10:13 AM
394	Yes. Street side parking on 6th was taken away when the work begin on Spokane Street. This has never been given back. This is as valuble for employee parking as for Customer parking. Also, the inc rease in commuter rail, commercial rail and increased tunnel construction vehicles is making SODO a plac e where Contractors no longer want to do Will-Call business. The traffic and parking issues are chasing all this good business to Tukwila, Renton and Kent. Whay try and keep this area industrial if you can't keep the business here?	3/27/2013 12:19 PM
395	Only if the new arena holds a multitude of functions during daytime hours. I do not see the container port activity increasing enough to require hoot or late gates anytime in the foreseeable future.	3/26/2013 4:34 PM
396	we are a transporter of supplies and heavy construction equipment in the greater Puget Sound Area. Projects like the stadium construction, the new Alaska Way tunnel, the Seattle Seawall project all have impacts for moving materials and equipment into the area. Some of our real concerns is maintaining over-dimensional truck routes to service the SODO and duwamish basin area.	3/26/2013 3:32 PM
397	Traffic is a problem in SODO, worsened by the trains and really worsened by events at one or two stadiums. Three stadiums . . . you gotta be kidding me.	3/26/2013 3:20 PM

## Workable SODO - *Safety First, Safety Now*

### Q2 What are traffic concerns for you and your business?

Answered: 389    Skipped: 34



Answer Choices	Responses
Trucks and deliveries	31.62%    123
Cars and parking	73.78%    287
Walking	37.53%    146
Taking the bus	39.59%    154
Bikes	23.39%    91
Trains and tracks	62.98%    245
<b>Total Respondents: 389</b>	

#	Other (please specify)	Date
1	Traffic during sporting events	5/9/2013 3:25 PM
2	sporting events traffic	5/6/2013 1:14 PM
3	Game day traffic	5/3/2013 9:37 AM
4	congestion on game day	5/1/2013 3:51 PM
5	Game day traffic	4/26/2013 8:22 AM
6	It's really hard to find free street parking, or any parking. The trains also cause traffic jams	4/26/2013 7:59 AM
7	DRUNKS in the alleys before games, and leaving all their bottles and litter after the games	4/25/2013 11:19 PM
8	I work off hours and wish I could take the bus home after 1am but there aren't any.	4/25/2013 11:08 PM
9	free-way back ups	4/25/2013 2:12 PM



## Workable SODO - *Safety First, Safety Now*

### Q2 What are traffic concerns for you and your business?

10	Potholes	4/25/2013 1:08 PM
11	Sporting events	4/24/2013 12:37 PM
12	there is not enough parking near our building	4/22/2013 10:32 AM
13	event traffic	4/18/2013 1:31 PM
14	stadium traffic	4/18/2013 1:25 PM
15	Tailgating for the stadiums really affects our area.	4/18/2013 11:05 AM
16	THERE IS NOOOOO PARKING!!!!	4/16/2013 11:35 AM
17	game traffic	4/15/2013 1:51 PM
18	The sharrows don't really provide adequate spacing for bicycles	4/15/2013 11:20 AM
19	Better shuttle locations	4/15/2013 8:10 AM
20	PARKING	4/15/2013 7:51 AM
21	Congested roads & traffic	4/15/2013 7:40 AM
22	Game days at either stadium	4/12/2013 4:31 PM
23	Construction and road quality	4/12/2013 2:39 PM
24	often experience delay for garbage trains	4/12/2013 1:28 PM
25	Mariners game traffic; police directing traffic one way	4/12/2013 12:39 PM
26	Parking is primary concern	4/12/2013 11:52 AM
27	Traffic	4/12/2013 9:26 AM
28	closing 1st ave during a game	4/12/2013 8:14 AM
29	Traffic during baseball and football/soccer games.	4/12/2013 8:06 AM
30	Overnight campers	4/12/2013 7:33 AM
31	traffic being slowed and the danger of truck drivers who often speed	4/12/2013 6:08 AM
32	Pedestrian Safety	4/11/2013 3:49 PM
33	Sporting events	4/11/2013 3:36 PM
34	Wait on 1st avenue going under new offramp onto 1st. It has increased significantly as there is only 1 lane. Right lane must merge which causes 'cheaters' to bump the rest of us who have waited.	4/11/2013 1:26 PM
35	None	4/11/2013 11:01 AM
36	the re-routing of traffic coming off 99 through the back streets is a traffic nightmare and has added way too much time to my commute!	4/11/2013 10:32 AM
37	roads in horrible shape	4/11/2013 10:17 AM
38	Sporting Events (in SoDo) & political figures (passing through SoDo or downtown)	4/11/2013 9:55 AM
39	Congestion during game days	4/11/2013 9:22 AM
40	Sports events	4/11/2013 9:02 AM
41	The amount of traffic has increased significantly. Trucks continually get stuck blocking intersections on 1st Ave in the morning. The employees at Macrina Bakery continually park in the middle of the street on Utah Ave with their hazard lights on, creating traffic congestion and a tight space for cars to fit through.	4/11/2013 8:46 AM
42	Stadium traffic redirects can clog things up	4/11/2013 8:29 AM
43	Working late and no shuttles available to Sounder area	4/11/2013 7:49 AM
44	Game days	4/11/2013 7:11 AM
45	transients wandering across the streets at any unpredictable time	4/10/2013 3:53 PM



## Workable SODO - *Safety First, Safety Now*

### Q2 What are traffic concerns for you and your business?

46	Traffic light timing	4/10/2013 11:53 AM
47	Getting through that area to other places. ie West Seattle	4/10/2013 11:00 AM
48	RV's and Tents.	4/10/2013 10:18 AM
49	Homeless campers, trucks, etc	4/10/2013 8:49 AM
50	None, I carpool.	4/9/2013 3:01 PM
51	none	4/9/2013 1:49 PM
52	Don't forget sitting through the same light 5 or 6 times - or more	4/9/2013 1:40 PM
53	traffic congestions	4/9/2013 1:24 PM
54	Don't have any real concern...I ride the bus mostly and just deal with the traffic when necessary.	4/9/2013 1:22 PM
55	There's a huge transient population living on the streets in SODO. This is both a health a safety issue, and those with vehicles (RV's, etc.) end up taking up parking spaces on the street.	4/9/2013 1:19 PM
56	crowds of sports stadium patrons!!!! swaming the streets	4/9/2013 1:17 PM
57	none	4/9/2013 1:08 PM
58	Pollutioon!!!!!!!	4/9/2013 1:07 PM
59	No concerns, commuting from/to Mercer Island is easy anytime of day.	4/9/2013 1:07 PM
60	Flow of traffic in the area when work is sponsored by City DOT	4/9/2013 1:05 PM
61	No traffic concerns. There is traffic all over the city.	4/9/2013 1:04 PM
62	volume	4/9/2013 10:47 AM
63	Sporting events timed too close to working hours	4/9/2013 10:07 AM
64	traffic delays along 1st and 4th avenue	4/9/2013 10:03 AM
65	There needs to be more roads over the tops of the train tracks, this is especially difficult to get around in the middle of the day when trains stop and start on the waterfront, blocking traffic from I-5 through the waterfront	4/9/2013 10:00 AM
66	Stadium traffic	4/9/2013 8:37 AM
67	Terrible road surfaces - pot holes and rough train tracks	4/9/2013 8:32 AM
68	timing of the lights	4/9/2013 8:31 AM
69	driving	4/8/2013 12:47 PM
70	Ridiculous waist at traffic lights. Stupid light sequences that result in gridlock.	4/8/2013 10:24 AM
71	Over dimensional truck routes	3/26/2013 3:32 PM
72	residential gentrification of industrial SODO	3/26/2013 3:20 PM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

Answered: 376   Skipped: 47

#	Responses	Date
1	harder to get to SODO	5/23/2013 3:37 PM
2	Nothing	5/9/2013 3:25 PM
3	The arena will likely cause even more traffic congestion and the tunnel may provide some congestion relief.	5/9/2013 11:10 AM
4	More congestion/traffic.	5/9/2013 8:44 AM
5	Less train traffic above ground and more efficient roadways.	5/8/2013 5:36 PM
6	not much	5/8/2013 10:42 AM
7	I'm hoping for more frequent buses	5/7/2013 6:23 PM
8	more of the same	5/7/2013 3:20 PM
9	do not even want to think about traffic then. Hoping the Sonics do not return to Seattle because of the traffic and litter	5/6/2013 1:14 PM
10	not much - worse traffic. With more sports arenas comes more traffic and way more back ups.	5/6/2013 12:26 PM
11	Hopefully these projects will be properly planned with enough foresight to anticipate future growth. However, the next several years while the construction is taking place will have negative impacts on traffic flow in, around, and through SODO and the surrounding areas (Pioneer Square, West Seattle, etc.)	5/6/2013 10:31 AM
12	i expect more traffic	5/3/2013 3:54 PM
13	I expect it will be worse...a lot worse.	5/3/2013 12:01 PM
14	Don't know.	5/3/2013 9:37 AM
15	there will be no parking. Traffic during working hours will be constant gridlock with 3 competitives teams overlapping schedules, combine with the already busy port, and traffic on 99. Its a mess. the area is unsafe and filled with homeless people, so street parking is ridiculous. The garage is EXPENSIVE unless you are a carpool... if we want this to be a desirable place to work we need to think about all this because it impacts our partners day to day.	5/2/2013 9:00 AM
16	I expect the arena will place more traffic in this area. The tunnel will probably help alleviate some of the gridlock.	5/2/2013 8:53 AM
17	hopefully re-routed traffic routes to ease end of day commute home	5/1/2013 3:51 PM
18	I expect more vagrants and petty crime	5/1/2013 12:36 PM
19	MOre traffic, more congestion. limited access to 99.	5/1/2013 12:23 PM
20	Add'l traffic that effect the amount of time it takes to compute, safely crossing the street, and issues with very limited parking that already exists	5/1/2013 11:11 AM
21	it will get overcrowded after arena	5/1/2013 9:44 AM
22	Less parking in the area and more metered parking.	4/30/2013 2:18 PM
23	Tunnel - TBD on accessibility. If there is a toll traffic down 1st ave will suck. Arena for sonics? If that is what you're talking about I'm hoping game schedule will cause no issues. Games should be at nights.	4/30/2013 1:30 PM
24	More surface traffic. Either from people avoiding the tunnel toll or because the tunnel is maxed out and it's two lanes are full.	4/30/2013 10:31 AM
25	Less people will use tunnel due to tolls. More congestion on 1st Ave	4/30/2013 8:52 AM

**Workable SODO - *Safety First, Safety Now***  
**Q3 What do you expect will change after  
the arena and tunnel are completed?**

26

trucks will re-route

4/29/2013 1:46 PM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

27	More vehicular traffic on surface streets, from people who do not want to take the tunnel, either because they do not want to pay the toll, or because of the limited number of entrances/exits from the tunnel.	4/28/2013 8:39 AM
28	I expect to see a lot more traffic on 1st and 4th ave. from folks avoiding the tolls on the tunnel as well as increased traffic when those stupid idiots get another basketball team.	4/26/2013 8:42 AM
29	Traffic will get worse	4/26/2013 7:59 AM
30	More congestion prior to and following events.	4/26/2013 7:29 AM
31	Funny you state that the arena will be 'completed'. I guess we know who is sponsoring this survey.	4/25/2013 11:19 PM
32	won't impact me	4/25/2013 11:08 PM
33	Not sure	4/25/2013 5:14 PM
34	My commute will truly suck.	4/25/2013 4:25 PM
35	Late and overpacked buses	4/25/2013 4:19 PM
36	I am concerned that my commute will be longer because there will not be an exit for sodo off the tunnel.	4/25/2013 3:38 PM
37	less traffic	4/25/2013 2:12 PM
38	The view of the sound, the great wheel, and the towering buildings of downtown will no longer be in sight. I think that is the worst part about it. Driving in traffic is bad enough, but having a view makes it bearable.	4/25/2013 2:12 PM
39	Added congestion.	4/25/2013 1:45 PM
40	I expect more congestion on foot, slightly better car traffic and significantly worse transit options	4/25/2013 1:43 PM
41	More traffic, hopefully more money for public transit!	4/25/2013 1:29 PM
42	heavier traffic, making it harder to get through	4/25/2013 1:00 PM
43	Ease	4/25/2013 11:51 AM
44	Post game traffic will worsen.	4/25/2013 11:44 AM
45	increased traffic on S 99 / East Marginal Way South. Excess speeds as vehicles transition from freeway type roads to surface streets.	4/25/2013 11:40 AM
46	I expect traffic to get substantially worse	4/25/2013 11:36 AM
47	I expect traffic and congestion to increase, due to new stoplights, traffic routes and especially increased traffic on game days. I see it increasing, which would really make navigating this area unbearable.	4/25/2013 11:33 AM
48	traffic increase	4/25/2013 11:28 AM
49	Train crossings will create an even bigger congestion as more cars try to get into the area. The roads just near the train crossings need some major repair. The pot holes are so big that cars are driving very slowly through the area which make it even slower.	4/25/2013 9:47 AM
50	I'm not sure, but would hope there will be better flow!	4/24/2013 4:02 PM
51	Simpler on/off to 99	4/24/2013 12:37 PM
52	As far as the arena I'd expect more traffic to the North of my work-site. For me I do not believe the tunnel will have any impact.	4/24/2013 8:41 AM
53	More traffic and demand for parking on top of an already significant amount of traffic.	4/23/2013 3:53 PM
54	I think traffic will get worse.	4/23/2013 12:01 PM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

55	Slightly more traffic later at night on Winter evenings due to arena/Sonics. Since the Mariner's only average around 20,000 over the course of the season, now, it'd be like having a Mariner's game every night. The tunnel should correct the current mess generated every night by cars trying to go northbound on 99.	4/23/2013 9:41 AM
56	Large spikes in traffic with the related delays and more distracted drivers.	4/22/2013 1:55 PM
57	Not much, I think traffic congestion will stay the same or get worse.	4/22/2013 11:22 AM
58	not sure of any change	4/22/2013 10:32 AM
59	When the arena is built, I expect even more parking and traffic issues.	4/22/2013 8:29 AM
60	I expect there to be much more traffic that will come and cause huge traffic delays and businesses moving. The car traffic is not the traffic you want for business. It will be congested that lot of retailers will move to south-center or Bellevue downtown.	4/20/2013 7:57 PM
61	increased congestion with arena, more efficiency with tunnel	4/19/2013 5:03 PM
62	I expect good things and am not concerned with any short term challenges (traffic, congestion, etc.)	4/18/2013 1:50 PM
63	Worse traffic problems	4/18/2013 1:31 PM
64	no	4/18/2013 1:25 PM
65	I'm hoping increased traffic will bring increased visibility to the area, and maybe the sidewalks, lighting and paving issues will be fixed.	4/18/2013 1:14 PM
66	Only to get worse with no new transit solution put in place.	4/18/2013 11:05 AM
67	I don't know if the new car tunnel will affect my concern. I've heard that buses will stop using the Metro tunnel within a few years. I'm concerned about heavy traffic on surface streets that will increase my commute time.	4/18/2013 10:32 AM
68	more traffic - the tunnel was a flawed idea. The project will probably take longer than planned causing lots of delays (after the thing should have been completed).	4/17/2013 4:46 PM
69	Major congestion during construction and significant additional traffic and pedestrian volume around the arena.	4/17/2013 4:00 PM
70	Hopefully a lander overpass so trains will not be such a traffic issue and hopefully better parking options.	4/17/2013 3:28 PM
71	Why would the tunnel help anyone, anywhere? I expect that traffic will increase, parking will be harder to find and public transportation will not improve.	4/17/2013 2:33 PM
72	That traffic will be even worse.	4/17/2013 9:08 AM
73	I don't expect traffic to get any worse, but I don't expect it to improve either.	4/17/2013 8:35 AM
74	Heaver volumes	4/17/2013 8:23 AM
75	I expect there to be more congestion and even less free parking options. It is incredibly hard to find any free parking for more than 1hr near Starbucks already	4/16/2013 2:47 PM
76	More congestion. I don't think the new tunnel will have the same capacity as the viaduct. Plus, if they make it a toll road, that will decrease usage. Another arena will add to the congestion - even if games are scheduled after work hours since the fans arrive early to tailgate, etc.	4/16/2013 2:38 PM
77	more surface roads, difficult entry/exit on north of tunnel, less bike lanes	4/16/2013 2:15 PM
78	Even worse!	4/16/2013 11:35 AM
79	I have no idea.	4/16/2013 9:31 AM
80	We always have traffic on game days, there may be a little more but not significant because they sports don't really overlap	4/16/2013 9:18 AM
81	less parking, more traffic and congestion	4/16/2013 8:10 AM



## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

82	The traffic will become worse, and it will be more difficult to find parking.	4/15/2013 5:24 PM
83	After the tunnel, I believe it will be much better.	4/15/2013 2:55 PM
84	I think traffic patterns will change; people will adapt to the changes over time. I'm looking forward to the changes.	4/15/2013 2:51 PM
85	Increased traffic during off-hours	4/15/2013 2:28 PM
86	I expect that the one season head-ache of baseball traffic will become a year-round mess. There simply is not the infrastructure in place to handle that kind of traffic. It's hard enough having to battle traffic through downtown - adding another area is a death blow to those of us that work in SODO and live in or north of the city.	4/15/2013 1:51 PM
87	Even more congestion in conflict with cargo rail hards and the many trucks "finding small routes" to get through the congestion with the cars.	4/15/2013 1:12 PM
88	If nothing is done to address traffic flow (see comments above) and parking in the SODO area, the addition of the arena will make traffic congestion extremely challenging. The addition of the tunnel is great IF you can get to it!	4/15/2013 12:17 PM
89	Congestion waiting to get over the train tracks. Pedestrians getting hit by trains and buses.	4/15/2013 12:07 PM
90	I think that there will be more surface traffic once the tunnel is completed as people will be avoiding the tolls.	4/15/2013 11:20 AM
91	Further pressure on access to and from I-5 and I-90 from SODO.	4/15/2013 11:12 AM
92	Congestion will get worse.	4/15/2013 10:56 AM
93	If there is a third arena, I anticipate minimal parking and heavier traffic leaving work. It is already bad with Safeco and CLink, it will only get heavier during construction and after it is built.	4/15/2013 10:32 AM
94	easier access to Hwy 99 and navigation out of SODO	4/15/2013 10:05 AM
95	not much	4/15/2013 10:03 AM
96	I think SODO area will be more congested due to limited access to tunnel.	4/15/2013 10:01 AM
97	Parking will be more difficult, but congestion will be somewhat alleviated	4/15/2013 9:34 AM
98	heavier evening traffic	4/15/2013 8:51 AM
99	I HOPE there will be a bike path I can safely use to get all the way from downtown to SSC.	4/15/2013 8:10 AM
100	EASIER TRAFFIC FLOW, MORE PARKING	4/15/2013 7:51 AM
101	Not sure	4/15/2013 7:40 AM
102	A mess. I will avoid Pioneer Square and downtown like the plague. I will do my shopping, entertaining in Tukwila.	4/15/2013 7:33 AM
103	I would like First Avenue buses to start running through to the Pike Place Market again.	4/15/2013 6:54 AM
104	Hopefully traffic flows will be better when the tunnel is complete.	4/14/2013 8:10 PM
105	no idea	4/13/2013 3:30 PM
106	more traffic	4/12/2013 6:21 PM
107	More congestion and less parking. Not sure about tunnel	4/12/2013 5:40 PM
108	I don't think the arena is a big issue, but concerned for the tunnel being charged and cars getting off to avoid the tolls	4/12/2013 5:33 PM
109	Increased traffic on arterials and around SODO	4/12/2013 5:10 PM
110	VEHICLE CONGESTION	4/12/2013 5:02 PM
111	Don't know. Perhaps by then there will be THREE stadiums.	4/12/2013 4:31 PM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

112	Fewer backups of cars waiting to enter Hwy 99.	4/12/2013 4:19 PM
113	I think (hope), that the tunnel traffic will not be a problem when construction is complete. However, I do think that the added traffic from the Arena will put a strain on congestion in the area.	4/12/2013 3:08 PM
114	I believe the arena will make congestion worse in the SODO area, especially when events coincide with games at Safeco/Century Link. In addition, parking in this area of the city is minimal and difficult on a normal day, what happens when thousands of additional vehicles are looking for parking?	4/12/2013 3:03 PM
115	Unknown. But I hope that cyclists are considered while these improvements are being made.	4/12/2013 2:39 PM
116	I expect there will be more traffic in and around the SODO area.	4/12/2013 2:19 PM
117	With the tunnel eliminating down town exits from 99 additional traffic on I-5 and side streets	4/12/2013 1:52 PM
118	more traffic - still WANT the Arena to move forward	4/12/2013 1:28 PM
119	I don't know how I will be able to get home to northeast Seattle from here when there are games going on in the evenings.	4/12/2013 1:09 PM
120	More events will introduce congestion in this area. Off street parking will become more limited. Pay parking will get more expensive.	4/12/2013 1:03 PM
121	increased traffic. Especially on game days.	4/12/2013 12:52 PM
122	Not sure about impact of tunnel but with arena, anticipate even more traffic.	4/12/2013 12:39 PM
123	Even more traffic along 4th Ave. S. It takes me more than 35 minutes to go from my business to the freeway ramp, which is less than 1 mile away.	4/12/2013 12:06 PM
124	they'll keep taking free parking away by limiting parking hours. there are not direct buses to SODO on 1st ave from where i live. takes 1hr 40 min. takes 10 min to drive	4/12/2013 11:52 AM
125	Increased traffic, accidents, pedestrian deaths.	4/12/2013 11:30 AM
126	I think they tunnel will help the car traffic be reduced, and the arena will have no impact on traffic.	4/12/2013 11:19 AM
127	Unsure how the tunnel will impact traffic, but the Arena will definitely add to the congestion and chaos (due to drivers who are unfamiliar with the area and are overly emotional and/or drunk after the game) that already exists.	4/12/2013 11:08 AM
128	Arena - more traffic; delays in getting to work and home Tunnel - DK	4/12/2013 10:08 AM
129	Improved flow.	4/12/2013 9:59 AM
130	Unless a truck route is determined to bypass the stadiums and arena - then I wouldn't expect much to change.	4/12/2013 9:26 AM
131	I believe that on games days, and it could be that there is an event at the same time for all 3 venues, will cause major traffic.	4/12/2013 9:26 AM
132	I think the traffic in SODO will be even worse than it is right now and it's really painful during rush hour.	4/12/2013 9:23 AM
133	Nothing	4/12/2013 9:22 AM
134	I don't anticipate that those situations which I noted above will improve. Parking fees will go up; traffic will be even worse; traffic flow wont improve etc.	4/12/2013 9:19 AM
135	More traffic re: tunnell, as no one will take it due to tolls and lack of entrances and exits downtown. Re: arena - not concerned about the extra traffic, as long as there are buses and Link.	4/12/2013 9:10 AM
136	I expect traffic to increase exponentially.	4/12/2013 9:01 AM
137	More traffic to contend with on a daily basis	4/12/2013 9:01 AM
138	More traffic and congestion, especially on multiple game days and less parking.	4/12/2013 8:54 AM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

139	Potentially more backed up traffic, due to limited streets and additional cars in the area.	4/12/2013 8:20 AM
140	it will only get worse	4/12/2013 8:14 AM
141	longer commute	4/12/2013 8:13 AM
142	I do not know what to expect, I hope traffic planners are more engaged than they are currently on what is really happening on the roads.	4/12/2013 8:10 AM
143	Expect traffic to get significantly worse and for there to be even less parking.	4/12/2013 8:06 AM
144	I expect the arena to make the congestion on Edgar Martinez worse and to increase likelihood of pedestrians getting hit by cars. I don't know what the tunnel will do.	4/12/2013 8:05 AM
145	I think we are screwed. I think there will no longer be affordable parking options for employees that work in this area and I think the effect of additional game days on the commute will be absolutely disastrous. I am already terrified to be a pedestrian on days when people are trying to deal with the additional traffic/parking on game days. Anyone that thinks an additional arena will not affect traffic in this area likely did that study during the middle of the night when there were no sports in season.	4/12/2013 7:46 AM
146	not much	4/12/2013 7:41 AM
147	More congestion, less parking, noise, potential for increased litter, more crowding in limited restaurants	4/12/2013 7:33 AM
148	Hopefully ease of access.	4/12/2013 7:12 AM
149	Traffic will suck, i will avoid driving in the area at all costs.	4/12/2013 7:06 AM
150	Not much really for me. Basketball games are generally in the evening therefore wouldn't impact me that much	4/12/2013 6:55 AM
151	It will still be a mess	4/12/2013 6:23 AM
152	More port drivers will have longer freeway for speeding and causing dangerous traffic conditions	4/12/2013 6:08 AM
153	I have no idea. Seems like there is lots of room for improvement.	4/12/2013 5:54 AM
154	I expect there to be a designated route for the port and industrial transportation. I expect that there will be order to traffic flow in and out of the area during games at the stadiums.	4/11/2013 6:04 PM
155	More parking available with easy access from I90 and less than 5 min walking distance to Starbucks SSC	4/11/2013 6:02 PM
156	probably a ton more traffic and way less parking?	4/11/2013 4:14 PM
157	Unknown, but traffic diversion caused by tolling is a concern.	4/11/2013 4:03 PM
158	I expect the arena to bring more traffic to an area that already gets very congested during sporting events, especially at the intersections to get onto I-90 and I-5.	4/11/2013 3:36 PM
159	Less surface street traffic during the day, increased congestion during the evening.	4/11/2013 2:37 PM
160	Not much, just more traffic.	4/11/2013 2:32 PM
161	Worse traffic with another arena/stadium in the area. Hopefully better general flow with the tunnel completed.	4/11/2013 2:23 PM
162	Traffic will become unmanageable for normal evenings when arena is in use. Unlotted parking will become more chaotic.	4/11/2013 1:59 PM
163	Less parking because of the arena and I'm not sure of the impact of the tunnel.	4/11/2013 1:54 PM
164	Growing concerns of parking, traffic	4/11/2013 1:28 PM
165	No expectations	4/11/2013 1:26 PM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

166	I believe that the tunnel will create even more backups as it won't be able to handle the same volumen as the viaduct does today. This will force more cars onto other surface streets.	4/11/2013 1:12 PM
167	With the new stadium I'll be stuck in traffic all the way from my office to the SR99 ramp since my route will go past both the new one and the existing one (I park just off Occidental Avenue).	4/11/2013 12:57 PM
168	Less congestion in the shortterm, but more once things settle.	4/11/2013 12:40 PM
169	No parking, heavy traffic, people will quit because they can't get to work or can't afford to park, won't be able to hire new people because they can't park here.	4/11/2013 12:35 PM
170	Increased traffic from arena better traffic flow once tunnel is completed.	4/11/2013 12:33 PM
171	I would expect that traffic will increase on 1st Avenue.	4/11/2013 12:21 PM
172	hope some traffic can be diverted	4/11/2013 12:15 PM
173	More conjestion	4/11/2013 12:15 PM
174	I would expect my commute would be easier (from the tunnel improvements) but that game days would be more difficult and more frequent.	4/11/2013 12:13 PM
175	I hope the road surfaces are improved, there are additional parking garages built to support the area and thus those of us that work in the area on a daily basis. I don't expect any traffic or parking problems to affect me because of the new staduims. In fact I expect the area to improve as a result of the additonal business that will come in as a result of the new arena.	4/11/2013 11:30 AM
176	Arena - worried about how game-time will affect traffic on SODO surface streets. Tunnel - Not sure. There are so many differing positions on the matter. I'm trying to keep an open mind about it and not believe everything I hear.	4/11/2013 11:28 AM
177	At best, nothing. At worst, the traffic will back up even more & add significant time to our commute.	4/11/2013 11:13 AM
178	I am worried about increased traffic on surface streets making my bike commute through downtown more dangerous. Can't stand the idea of the tunnel, have very low expectations for a 2 lane road replacing a 3 lane road and charging a toll. Waste of precious money in my book. People will take surface streets to get around the tunnel, Alaska way, 1st, 2nd, etc. I bike from the Zoo to SODO every day, rain or shine (not snow) and more cars and more frustrated drivers will mean less safety for me.	4/11/2013 11:11 AM
179	I hope it will be easier to get on and off of 99.	4/11/2013 11:06 AM
180	Depends on the toll, but probably increased traffic/visits to SODO	4/11/2013 11:03 AM
181	I expect parking to be worse.	4/11/2013 11:01 AM
182	People to adjust as they do to other changes.	4/11/2013 11:01 AM
183	The situation will be worse during and after construction in SODO	4/11/2013 10:56 AM
184	Signficant increase in traffic on event days.	4/11/2013 10:55 AM
185	I suspect worse congestion on game days and increased danger when trying to cross the street as the crowds gather/disperse at peak commute times.	4/11/2013 10:46 AM
186	No idea	4/11/2013 10:37 AM
187	More Traffic & Congestion, Less Parking, More pedestrian/bike traffic in a condensed area, longer drive times through the 1st Ave area between the Stadiums & W. Seattle Bridge on/offramps	4/11/2013 10:36 AM
188	no idea. what will change?	4/11/2013 10:35 AM
189	I think my commute will be even worse!	4/11/2013 10:32 AM
190	I do not expect a positive improvement because completion of the tunnel may restore some traffic flow, but the increased arena traffic will off-set that.	4/11/2013 10:22 AM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

191	surface traffic will be a nightmare during events / rush hour	4/11/2013 10:17 AM
192	With the tunnel, improved traffic conditions. With the arena, more traffic (both cars and pedestrians).	4/11/2013 10:11 AM
193	I hope to see buses return to 1st Ave. Unfortunately I believe there will be LESS parking than we have currently.	4/11/2013 10:10 AM
194	Traffic will get worse ALL Year instead of just in the spring/summer.	4/11/2013 9:55 AM
195	Much worse than today	4/11/2013 9:53 AM
196	Arena: WORSE Traffic congestion. Tunnel: Improved flow onto / off of 99.	4/11/2013 9:52 AM
197	Not sure	4/11/2013 9:39 AM
198	I don't think adding an arena is an issue since it will be used at different times of year than Centurylink and Safeco. I think the tunnel will help less than anticipated since I hear it won't have an exit into the SODO area and there will be a toll.	4/11/2013 9:36 AM
199	More congestion on Game days. Hopefully less overall congestion for rush hour commute once the tunnel is complete.	4/11/2013 9:28 AM
200	Different congestion; perhaps moving from Hwy 99 to surface streets. I don't believe that either mass transit or bicycling access will be substantially improved, while more events will negatively affect mobility.	4/11/2013 9:22 AM
201	I'm having a hard time clearly imagining it, to be frank.	4/11/2013 9:18 AM
202	To use the tunnel I still have to walk several blocks, games at arenas will clog streets further, I imagine.	4/11/2013 9:08 AM
203	I expect an increase in traffic with the arena. I'm not sure how the tunnel will affect traffic.	4/11/2013 9:02 AM
204	will get more congested so will be hard for our customers to get here and park	4/11/2013 8:46 AM
205	Better ways to route pedestrian and truck traffic to allow the	4/11/2013 8:46 AM
206	Re the arena: both foot traffic and vehicular traffic will be even worse. I don't know that the tunnel will alleviate any of these issues, so I can't really comment at this time.	4/11/2013 8:44 AM
207	Hopefully our waterfront will become more picturesque and pleasant. Traffic should be reduced as more efficient ways of moving cars take hold.	4/11/2013 8:41 AM
208	I think that traffic through the 1st and 4th Ave corridors will worsen once the tunnel is complete if a toll is charged for 99. A new arena would also increase traffic congestion, but it's generally after work hours so it's not as impactful.	4/11/2013 8:35 AM
209	More traffic will occur with more events around SODO, but I think think trains are a bigger problem than stadium traffic	4/11/2013 8:29 AM
210	idk	4/11/2013 8:27 AM
211	Nothing	4/11/2013 8:26 AM
212	I'm expecting that the Arena traffic north of here will be a nightmare however i'm hoping we are far enough south to not be effected.	4/11/2013 8:23 AM
213	Unsure	4/11/2013 8:16 AM
214	i don't know: surprise me! :)	4/11/2013 8:10 AM
215	I expect everything to be much worse and more congested. More people will take I-5 instead of 99 (including me if there's tolling, I can't afford a toll on top of all the other expenses that come with driving).	4/11/2013 8:08 AM
216	More parking available on non-game days	4/11/2013 8:06 AM
217	Game day traffic will increase causing a lot of potential congestion regular commuters in the area	4/11/2013 8:05 AM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

218	More traffic/congestion	4/11/2013 7:56 AM
219	Maybe slightly more traffic on game days, but not that concerned	4/11/2013 7:52 AM
220	more traffic	4/11/2013 7:51 AM
221	More surface traffic due to tunnel, no change due to arena, at least during day.	4/11/2013 7:46 AM
222	more congestion on game nights but thats about it	4/11/2013 7:33 AM
223	pioneer square harder to navigate by bike. more car traffic into downtown along 1st and 4th ave.	4/11/2013 7:26 AM
224	Nothing More traffic	4/11/2013 7:24 AM
225	not sure.	4/11/2013 7:14 AM
226	More game traffic and general traffic	4/11/2013 7:11 AM
227	More traffic	4/11/2013 7:11 AM
228	T traffic will be worse with more people attempting to drive through an already stressed area to avoid the tunnel tolls, and more traffic from the new sports arena.	4/11/2013 7:03 AM
229	Increased volumes and frequency of traffic challenges	4/11/2013 6:46 AM
230	Worse traffic jams making it a nightmare to get through the SODO area. You add it up. T rains, light rail, several events, streets shut down for events, I90 shut down for Seafair, I5 shutdown for work, 520 shut for work, 99 down to one lane. =total mess.	4/10/2013 3:53 PM
231	TRAFFIC WILL GET WORSE	4/10/2013 2:26 PM
232	I expect it will be a big mess until the tunnel is finished if another stadium is added to the mix.	4/10/2013 1:52 PM
233	I'm not sure about after the tunnel completion - hopefully it will be better. Re: the arena - I can only imagine it will heavily impact our area traffic - no matter how much "they" say it will not.	4/10/2013 11:53 AM
234	Much more traffic and delays	4/10/2013 11:28 AM
235	Too much traffic	4/10/2013 11:16 AM
236	Much more congestion. The tunnel only has 2 lanes - replacing a highway that had 3&4 lanes. Another arena is ridiculous.	4/10/2013 11:00 AM
237	More Afternoon traffic jams during events. More Tourist Traffic at all times. Fewer Parking spaces.	4/10/2013 10:18 AM
238	T traffic improvement, routing through traffic around SODO. Improved traffic ingress/egress to allow of heavy attendanc e at arena events. Increased free public parking to allow for growing businesses in SODO. Improved pedestrian walkways, crosswalks, bikepaths	4/10/2013 10:15 AM
239	More traffic , less parking	4/10/2013 10:08 AM
240	even more cars and trucks in the area	4/10/2013 10:08 AM
241	Expect improvement	4/10/2013 9:31 AM
242	Nothing	4/10/2013 8:49 AM
243	More evening traffic. Would need to coordinate our calendar with the schedules to avoid serious confilcts.	4/10/2013 8:45 AM
244	More traffic	4/10/2013 8:32 AM
245	Traffic will return to normal	4/10/2013 8:18 AM
246	traffic will get much worse. Parking will move further south to Lander with the arena on Holgate. there could potentially be 3 events happening at the same time. The arena is not going to be just for basketball. They are going to book it as much as possible.	4/10/2013 8:07 AM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

247	Heavier traffic on event days. Possibly more trucks in my area if they use alternate routes to avoid this increased traffic near the arena.	4/10/2013 7:58 AM
248	I don't know. I can only hope it will alleviate some of the traffic	4/10/2013 7:17 AM
249	Traffic will always be a problem around here. But I don't think the arena will make it any worse. Doubt I would go to a basketball game anyway. If I did I would ride the light rail.	4/10/2013 6:39 AM
250	better traffic flow on 99, more parking	4/9/2013 8:35 PM
251	Increased number of events in the area due to new arena, which will increase the parking problem - especially if there continues to be multiple events on the same day, like when there are Sounders and Mariners Games on the same date. Once the tunnel is complete, I expect that the spectacular view will not be accessible any longer for a great many people and the ancillary benefit of drawing people to the waterfront will be slightly reduced, especially if the window for paying for parking and the cost to park increases.	4/9/2013 6:24 PM
252	More businesses would flourish in the area; busier traffic; City of Seattle would look at the traffic flow and make proper changes where deemed necessary. Leakages in the tunnel.	4/9/2013 4:35 PM
253	Bike lanes	4/9/2013 4:27 PM
254	I do not expect much improvement with the tunnel project. While I do expect added traffic for games and concerts at the new arena, most traffic problems will be in the evenings, after work hours. I support the development.	4/9/2013 4:04 PM
255	More pedestrians, cars, busses, bikes, trucks	4/9/2013 3:56 PM
256	Not sure.	4/9/2013 3:53 PM
257	i think traffic will get bad, especially with the train tracks	4/9/2013 3:41 PM
258	I expect that my afternoon commute will be very painful as increased afternoon game traffic will cause me to miss my train even more frequently.	4/9/2013 3:32 PM
259	Assuming the Lander Street overpass is also built, the traffic in this area will improve in my opinion. Its fairly quick getting through SODO, its getting through Downtown or on the freeways is the problem. As long as lights are timed, on-ramps are more accessible during busy times and games (use of traffic police), I believe it should be fine.	4/9/2013 3:28 PM
260	More surface traffic. poorly timed stop lights.	4/9/2013 3:19 PM
261	Smoother exit and entry of the tunnel. Less back-ups and bottlenecks.	4/9/2013 3:16 PM
262	Harder to go north with 99 entrances going to close	4/9/2013 3:07 PM
263	I foresee that the tunnel will improve traffic, while there will be heavier traffic on game days.	4/9/2013 3:01 PM
264	Less traffic.	4/9/2013 3:01 PM
265	Not much really. Since most games are in the evening, I don't see much of an impact.	4/9/2013 2:58 PM
266	I expect the free parking on Occidental will become even more crowded and crappy. When there are games, fans park anywhere they can and tailgate.	4/9/2013 2:56 PM
267	more traffic and confusion	4/9/2013 2:54 PM
268	Greater congestion and delays	4/9/2013 2:11 PM
269	more traffic, more cars, more garbage on the walkways.	4/9/2013 2:09 PM
270	scared to think about how over crowded we will be	4/9/2013 2:04 PM
271	Not much - games will rarely be during the work day.	4/9/2013 2:03 PM
272	alot of traffic	4/9/2013 1:59 PM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

273	Heavier traffic in the area. My biggest concern is that parking spots at the Stanford Center will be taken by people not on school district business. As the person in charge of meeting scheduling for the Stanford Center, lack of available on-site parking due to game day attendees taking up spaces concerns me greatly.	4/9/2013 1:52 PM
274	More backup on W. SEattle bridge, terrible clogging on the surface streets for those of us trying to get into downtown	4/9/2013 1:50 PM
275	I'll be able to walk to all major sports events from my office and I will visit the waterfront more because of improved access	4/9/2013 1:49 PM
276	Greatly increased traffic; longer travel times; more traffic jams	4/9/2013 1:46 PM
277	not much	4/9/2013 1:46 PM
278	Arena: increased food businesses, traffic congestion Tunnel: safer commute, similar or reduced congestion	4/9/2013 1:45 PM
279	It will be much worse after the arena. It will be better after tunnel construction is done.	4/9/2013 1:44 PM
280	Nothing normally. During games, there will be more traffic....to be expected	4/9/2013 1:44 PM
281	Even more traffic and frustration. Pollution from traffic, and really bad gas mileage.	4/9/2013 1:40 PM
282	Not sure. Better traffic flow, hopefully	4/9/2013 1:39 PM
283	nothing	4/9/2013 1:37 PM
284	More evening and weekend traffic related to arena events and visitors to the waterfront.	4/9/2013 1:36 PM
285	Not sure	4/9/2013 1:34 PM
286	too much traffic	4/9/2013 1:33 PM
287	Total and absolute chaos and a complete traffic nightmare.	4/9/2013 1:30 PM
288	More cars will be on the side streets to avoid the toll on the tunnel.	4/9/2013 1:29 PM
289	My commute will get longer and more expensive	4/9/2013 1:29 PM
290	For the arena, more traffic during game nights.	4/9/2013 1:24 PM
291	Additional game days/nights when we can expect more traffic.	4/9/2013 1:22 PM
292	Much more traffic after new arena is built; hopefully after the tunnel is completed, some of the surface street traffic will utilize the new tunnel.	4/9/2013 1:21 PM
293	Not much will change for the public transportation and train issues.	4/9/2013 1:20 PM
294	More traffic problems, and an even more difficult time trying to get around in SODO.	4/9/2013 1:19 PM
295	Nothing	4/9/2013 1:19 PM
296	my understanding is the tunnel project will have less traffic and volume capacity than the old viaduct. Less capacity to handle the current volume of traffic and adding another arena will increase the current volume of traffic. Even if it were possible to create a schedule where no more than one arena host an event on the same day, which doubt that will happen... there will be more days during the year with bogged down traffic congestion and long long longer commutes	4/9/2013 1:17 PM
297	None	4/9/2013 1:15 PM
298	Heavier traffic flow for people trying to access stadiums/arena and on/off ramps for tunnel access and I-90/I-5	4/9/2013 1:14 PM
299	nothing, except we will have spent another couple of billion dollars we don't have	4/9/2013 1:12 PM
300	Not much	4/9/2013 1:09 PM



## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

301	more traffic congestion	4/9/2013 1:08 PM
302	Traffic will be WAY WORSE.	4/9/2013 1:08 PM
303	A wonderful site for south Seattle	4/9/2013 1:08 PM
304	Conditions are going to be worse and they are already unbearable.	4/9/2013 1:07 PM
305	nothing the tunnel will only funnel more vehicles into the area	4/9/2013 1:07 PM
306	None	4/9/2013 1:07 PM
307	There will be more traffic but it will also bring more business to the area and the city itself. not sure about the tunnel yet but that should help the traffic near the downtown waterfront.	4/9/2013 1:06 PM
308	More surface traffic on city streets to avoid using the tunnel. Not concerned with the building of the arena in the SODO neighborhood. I support it!	4/9/2013 1:05 PM
309	Everyone around here will get used to the new way	4/9/2013 1:04 PM
310	I expect to see even more problems with congestion, more traffic hazards (for vehicles, pedestrians, and anyone else in the area such as bicyclists), and more crime.	4/9/2013 1:04 PM
311	The quick access to North Seattle from West Seattle	4/9/2013 1:03 PM
312	Traffic will completely bog down in this area.	4/9/2013 1:03 PM
313	We are south of the arena and I do not expect too much will change because we have access to I-5 without going north towards the athletic complexes.	4/9/2013 1:03 PM
314	Traffic will be at a standstill anytime there is an event. Public transportation during events will be worthless as well.	4/9/2013 1:02 PM
315	Better thoroughfares to move through traffic through SODO. Better marked intersections. smooth streets. bike lanes. visual clean up of sidewalks and addition of more green (trees, grass, etc.)	4/9/2013 1:01 PM
316	I am hoping for better connections, improved mobility for freight and better access to port activity. I fear this will be compromised if we continue to encroach on our industrial core	4/9/2013 1:00 PM
317	excessive traffic (more so than already)	4/9/2013 1:00 PM
318	Better freeway access for waterfront businesses, freight haulers, etc.	4/9/2013 1:00 PM
319	More traffic, less parking	4/9/2013 1:00 PM
320	Once the tunnel is completed, I expect improved traffic flow.	4/9/2013 12:59 PM
321	hopefully more options and less congestion	4/9/2013 12:58 PM
322	More dangerous gridlock. The train tracks will have to be moved.	4/9/2013 12:58 PM
323	nothing	4/9/2013 12:57 PM
324	I don't expect many traffic problems during the work day due to the new arena.	4/9/2013 12:56 PM
325	More traffic.	4/9/2013 12:56 PM
326	Decreased parking options, increased traffic and commute times	4/9/2013 12:55 PM
327	After the arena is completed, I expect additional traffic added annually to the SODO area, however I expect addition paid parking and less on street parking. Folks visiting SODO for other merchants may end up paying more to go to those merchants if they do not have their own store parking lots.	4/9/2013 12:10 PM
328	When tunnel is completed, my expectation is that the above concerns will be somewhat alleviated. Don't know what to expect after arena is built, but assume that traffic will be increased around game days, just like it is for baseball and football games.	4/9/2013 12:02 PM
329	Higher volumes of traffic.	4/9/2013 11:51 AM
330	More business to the south of King street for walking customers.	4/9/2013 11:38 AM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

331	I'm concerned about streetside back up due to avoidance of the tolls. Hopefully the plans do not call for a stoplight left hand turn to enter the tunnel, as the current entry to the Viaduct involves. I'm dreading the heavy traffic during basketball/hockey games/concerts, etc. when combined with other events at the two current stadiums.	4/9/2013 11:31 AM
332	Heavier traffic in and around the SODO area	4/9/2013 11:30 AM
333	Hopefully there will be fewer impediments to pedestrian traffic and better separation of car, bicycle, and pedestrian traffic.	4/9/2013 11:19 AM
334	No	4/9/2013 11:18 AM
335	The arena will be bringing more people to the area. Yes, the tunnel will help transport people in and out. There will always be people that will drive in. Where is everyone going to park?	4/9/2013 11:09 AM
336	Not sure - the arena shouldn't be a problem - traffic will increase in the late afternoon, so routes to get out of the SODO area should be thought out.	4/9/2013 11:01 AM
337	parking rates will rise....and commute times will double	4/9/2013 10:47 AM
338	Increased car and pedestrian traffic associated with the arena during home games. Increased car surface street traffic due to lack of downtown off-ramps in the tunnel.	4/9/2013 10:40 AM
339	Not a whole lot, honestly	4/9/2013 10:31 AM
340	Ease of travelling from Queen Anne area to SODO	4/9/2013 10:23 AM
341	An hour to get through the area instead of 30 minutes. Buses and traffic at a standstill.	4/9/2013 10:22 AM
342	More cars in the area and slower drive times. Need dedicated bus lanes or a secondary busway.	4/9/2013 10:14 AM
343	With the tunnel only being two lanes in each directions I don't feel it will do much to lessen the traffic issues at all. I also have spoken to numerous people who say they refuse to use it for it's being built in an earthquake zone, underwater and in silt. I have to agree, all those factors don't increase my confidence on the project either.	4/9/2013 10:11 AM
344	More congestion, more traffic in general.	4/9/2013 10:08 AM
345	More congestion because of the arena plus more congestion from commuters using SODO streets to avoid toll.	4/9/2013 10:07 AM
346	Biggest change will be how much surface traffic increases to avoid tunnel toll.	4/9/2013 10:06 AM
347	I expect more traffic will move to the tunnel	4/9/2013 10:03 AM
348	My expectations are low - I don't see any elevated roads over train tracks or any additional free parking for workers in the area.	4/9/2013 10:00 AM
349	hopefully - more parking garages or lots for event parking	4/9/2013 10:00 AM
350	Nothing.	4/9/2013 9:56 AM
351	I hope to see more bike lanes.	4/9/2013 9:55 AM
352	There will likely be far more traffic and still not enough public transportation or bicycle access.	4/9/2013 9:55 AM
353	Traffic patterns (both cars and people) will change, due to the increased number of large scale activities (games, etc) that will be happening.	4/9/2013 9:55 AM
354	more traffic!	4/9/2013 9:50 AM
355	That the traffic will be worse than it is now because of the decreased capacity	4/9/2013 9:25 AM
356	More traffic along Alaskan Way, Safety of Bike Commuting.	4/9/2013 8:44 AM
357	SAME PROBLEMS, BUT ON A LARGER SCALE. MORE CONDOS AND BUSINESS.	4/9/2013 8:40 AM

## Workable SODO - *Safety First, Safety Now* Q3 What do you expect will change after the arena and tunnel are completed?

358	I expect traffic will be even more congested.	4/9/2013 8:37 AM
359	More traffic on surface streets. The viaduct should have remained a bridge with more and wider lanes and several on & off ramps instead of a narrow 2-lane tunnel with no extra entry or exits. We do not need another sports arena. We did not support the overpaid spoiled Sonics, what makes anyone think we'll support them now? Unless it is work related I do not travel in SODO because of road surfaces and traffic.	4/9/2013 8:32 AM
360	More congestion - especially container freight. Three arenas, really??? If we toll the tunnel, folks will opt for surface streets further compounding the congestion.	4/9/2013 8:31 AM
361	more back ups on 1st, especially on the on ramp to west seattle bridge, and like wise getting on to first from the west seattle bridge. it all funnels to one lane	4/8/2013 2:38 PM
362	hopefully a better flow that is more efficient and able to deal with traffic on the game days.	4/8/2013 12:47 PM
363	More traffic once the arena is done.	4/8/2013 11:44 AM
364	More traffic, easier access to 99, better bike routes to SODO	4/8/2013 10:49 AM
365	Street traffic will be worse in SODO. I expect there to be solid gridlock on most morning and evening commute due to people trying to get to a game or avoid the tunnel.	4/8/2013 10:48 AM
366	Better planning by city officials to help alleviate downtown and SODO traffic.	4/8/2013 10:40 AM
367	I expect it will be much of the same. When a Seahawks game or Mariners game lets out, traffic is nuts. I don't see how adding another team will make this any different unless there are two arenas in use at the same time. Heaven forbid that all three are in use and let out at the same time!	4/8/2013 10:38 AM
368	It will get worse.	4/8/2013 10:29 AM
369	I will have to pay attention to yet another sports calendar and make sure I ride my bike on game days.	4/8/2013 10:25 AM
370	Worse traffic.	4/8/2013 10:24 AM
371	Traffic will get substaintually worse	4/8/2013 10:22 AM
372	A lot more traffic- it will be a more popular place for non-sodo workers to come.	4/8/2013 10:21 AM
373	As long as Basketball stays a night game, there should not be too much of an issue.	3/27/2013 12:19 PM
374	Traffic flow will be just like it was with the viaduct. All it will do is move the traffic from an elevated roadway to an underground tunnel.	3/26/2013 4:34 PM
375	I hope that an emphasis on maintaining lanes of vehicle traffic remains a high priority. having more walking trails and bike lanes that eliminate vehicle lanes will only complicate trying to do business in the industrial corridor.	3/26/2013 3:32 PM
376	The tunnel will help, unless tolls cause traffic diversion. The third arena will create traffic disasters.	3/26/2013 3:20 PM

## Workable SODO - *Safety First, Safety Now*

### Q4 What do you think should be done to improve transportation mobility and access in SODO?

Answered: 359   Skipped: 64

#	Responses	Date
1	move buses back to first avenue.	5/23/2013 3:37 PM
2	More direct buses during commuting hours	5/9/2013 3:25 PM
3	Bicycle and truck traffic both need considerably more improvements.	5/9/2013 11:10 AM
4	Better timing of traffic lights for traffic flow, better timing of projects to reduce impact to area.	5/9/2013 8:44 AM
5	There should be over bridge constructed to cross the rail crossings. Also the traffic from the games also impacts us. Either work hours on these needs to be adjusted. or there should be traffic detours to enable smooth commute.	5/9/2013 8:18 AM
6	Car and pedestrian traffic overpass over train tracks on S Lander west of 4th Avenue.	5/9/2013 7:48 AM
7	I don't know.	5/8/2013 5:36 PM
8	1. In general, E-W transportation across SODO needs to be improved. Make it easier and safer to walk to parking options. 2. Consider ways to minimize or reduce the impact of freight trains. They are unpredictable and can have a huge impact on congestion. If I at least knew when a train was coming through I could adjust my plans in advance and minimize any delay. Ideally, lowering the track for a raised car/ walk crossing would remove the problem. 3. Create a direct link from SODO to the I-5 express/ HOV lanes and bypass the collector-distributor. This would be a huge improvement to SODO access and help reduce congestion in the downtown corridor.	5/8/2013 2:27 PM
9	the big trucks coming off the freeway on 4th ave south and heading to the docks create a huge back up - it seems like they all come at the same time, also the volume of train traffic, some mornings I wait for up to 3 trains between Airport Way and 1st avenue - it seems like there is a train ever 5 mins or less	5/8/2013 10:42 AM
10	More frequent buses.	5/7/2013 6:23 PM
11	Have signals on the lower bridge to alert if trains are blocking access to 1st avenue or try to have freight trains not block roads during commute times.	5/7/2013 3:20 PM
12	Better timing on traffic lights. Limit freight train traffic during afternoon rush hour.	5/6/2013 1:14 PM
13	Bridges over railroads. Fixing pot holes. Towing campers, etc.	5/6/2013 12:26 PM
14	Better public transportation, ideally that which doesn't rely on our existing roads (i.e. light rail tracks that travels the west side of the city). Proper planning for future growth, not just current issues.	5/6/2013 10:31 AM
15	widen and repair the roads - elevate or lower the roads to go over or under the train tracks	5/3/2013 3:54 PM
16	I would think that more one way streets allowing for more traffic to get through....or roundabouts work well in other communities.	5/3/2013 12:01 PM
17	Have better bicycle lanes, ex West Seattle bridge where a cyclist was just killed by a truck.	5/3/2013 9:37 AM
18	NO NEW STADIUM. Build another garage. Reduce the price of the garage. Get direct busses from the Eastside to come directly to sodo.	5/2/2013 9:00 AM
19	I vanpool with a group of 10 colleagues and this does have advantage on the freeway because we can use the carpool lane, but just getting from our building to the freeway, which is only about a mile away, can sometimes take us 20-30 minutes. Having an overpass of expressway to get in and out of the area for buses, vanpools and carpools would help.	5/2/2013 8:53 AM
20	stop running trains and peak times	5/1/2013 12:36 PM
21	Help us with better and SAFE bike access	5/1/2013 12:23 PM
22	I would have think about that.	5/1/2013 11:11 AM
23	Increase bus frequency.	5/1/2013 9:44 AM

**Workable SODO - *SafetyFirst, SafetyNow***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

24	separate pedestrian and vehicle traffic during events. Better timing of lights to move traffic away from stadiums. Stop cops from directing vehicle traffic and let the traffic lights do the work. Cops should be there to maintain crowd control and safety. Have SDOT set traffic lights differently for stadium events.	4/30/2013 2:18 PM
25	extend parking hours (1 hour to 2 hour etc). Don't toll. Address port traffic, it's terrible. Trade the mariners.	4/30/2013 1:30 PM
26	Fix I-5 through downtown so it is more than 2 lanes each direction. Remove left hand entrances and exits from I-5.	4/30/2013 10:31 AM
27	Dedicated Port traffic routes	4/30/2013 8:52 AM
28	slow down speed on 1st Ave S.	4/29/2013 1:46 PM
29	An overhead pedestrian crossing of the railroad tracks in the SODO area. Safer bicycle routes.	4/28/2013 8:39 AM
30	Take the toll off the tunnel and keep basketball out of SoDo. I'd actually prefer it kept out of Seattle.	4/26/2013 8:42 AM
31	Make sure busses go all the way there from North Seattle (28X, 15. Need to bring back the early 15X's leaving North Seattle at 6:30 am, and leaving 3rd/Main at 3:30 pm)	4/26/2013 8:22 AM
32	Build an overhead pass on Lander St, so traffic isn't held up by trains	4/26/2013 7:59 AM
33	Provide access now with ability to expand in the future. Don't create grid-lock like I5 without the ability to expand.	4/26/2013 7:29 AM
34	Move the Seahawks stadium and Safeco field to the East side (or south) where they have most of their supporters. Restore bus service to 1st ave (it would work after the stadiums are gone).	4/25/2013 11:19 PM
35	would be nice to have an after hours shuttle to the light rail station (hourly to midnight).	4/25/2013 11:08 PM
36	more pedestrian/bicycle overpasses, over/under pass or different route for large trucks to get to the port	4/25/2013 5:14 PM
37	Stop construction of the arena and put a 100 year \$1 toll on 99 instead of the badly inspired variable rate.	4/25/2013 4:25 PM
38	More buses Rte 152 and 190 leave sodo about 5 min apart they should be 15min apart and there should be a bus that stops at every freeway station.	4/25/2013 4:19 PM
39	I think there should still be an exit into sodo versus having to take 4th ave.	4/25/2013 3:38 PM
40	More buses! There are a surprising number of people coming through the SODO district, and my current bus (50) only comes every 20 minutes.	4/25/2013 2:12 PM
41	Don't allow the arena. Build ramps to go up and over railroad tracks.	4/25/2013 1:45 PM
42	Better transit options coming from the north side	4/25/2013 1:43 PM
43	Fewer commercial trains, more walking friendly sidewalks. Maintaining clear sight lines is crucial for safety.	4/25/2013 1:29 PM
44	Don't allow coal exporting to be expanded.	4/25/2013 1:08 PM
45	transit busses from the north end (Community Transit 412, 413, 435 for example) should go further south than Jefferson	4/25/2013 1:01 PM
46	get trucks to have their own routes, better control to get on lower bridge for them so they do not block cars going across. better bus access, better bike lanes that are safe!!!	4/25/2013 1:00 PM
47	Port overpass to keep port trucks off main streets	4/25/2013 12:26 PM
48	New truck route to port	4/25/2013 11:51 AM
49	Off site parking and shuttle buses for the new arena. Other cities have this for large events - park off-site, take a dedicated bus to the event and return. This decreases the number of cars heading straight to limited parking near the event site.	4/25/2013 11:40 AM
50	limit road traffic and increase public transportation options and waypoints in the SODO area.	4/25/2013 11:36 AM

**Workable SODO - *SafetyFirst, SafetyNow***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

51	Not build a new stadium. Also, whether the stadium is built or not, it would be beneficial to build overpasses or underpasses for train and bus traffic. Also having more onramps to 99 would help.	4/25/2013 11:33 AM
52	light rail	4/25/2013 11:28 AM
53	Look at Vancouver. Sports arena are right next to the sports arenas. Most folks prefer to take public transportation out the of the area. It is fast and easy. For SODO, with 3 sports arenas, there are no real good public transportation to move mass of people in and out of the area. If everyone drive to the arena, you will never have enough parking and the congestions around the area will be unavoidable.	4/25/2013 9:47 AM
54	100% pay for Orca cards to encourage public transportation.	4/25/2013 8:03 AM
55	More free parking options for people that work in Sodo. Dedicated bike paths, not sharrows.	4/24/2013 4:02 PM
56	Add express lane north bound on 99 and provide direct link from 99 to I5 North to avoid Mercer mess.	4/24/2013 12:37 PM
57	Take Lander over or under the BNSF main-line tracks - these cause a LOT of dealy especially when BNSF is building its garbage trains. More sidewalks on the lesser used but still busy streets, it is often necessary to walk in the street.	4/24/2013 8:41 AM
58	Add additional freeway access that does not require you to go by the stadiums. Add more parking (paid is fine) and additional public transportation connections to the Eastside.	4/23/2013 3:53 PM
59	Better, walking, cycling and bus options north and south as well as east to west.	4/23/2013 1:13 PM
60	We need polic e out there doing a better job escorting traffic. Closing off the street in front a building that holds 3,000 employees on game nights is not the answer!	4/23/2013 12:01 PM
61	Add an additional overpass to reduce train congestion, and do not allow an increase in train travel from coal trains through Washington.	4/23/2013 9:41 AM
62	Have a bus that stops in front of the workplace of a couple thousand people! Also there have been accounts of assaults and muggings so lights, reducing places where people can hide and safety would be good.	4/22/2013 1:55 PM
63	Building flyover's over train tracks would help alleviate these traffic delays. Fixing the roads, potholes and uneven surfaces around the train tracks would help traffic move more smoothly. Have a train schedule would help predict traffic stops. Having better, more affordable parking and bus routes. I have to take two buses to get to SODO from the ravenna neighborhood which takes 45 minutes one way.	4/22/2013 11:22 AM
64	increased public transportation and parking near the business (Starbucks Corp offic e) instead of offsite parking that adds a considerable amount of time to individuals' commutes.	4/22/2013 10:32 AM
65	I think not building a stadium where there already two large stadium built which already create huge traffic. I believe that the city has to consider the negative externalities before they say yes to stadium. There need to be more money invested into creating fluid transportation where they don't need to close streets during games. It is unbearable. Revenue is generated from the port of Seattle, small business and multinational corporations like starbucks that create livable wages not unstable minimum wage jobs that the stadium says it would. Business will move and so will your taxable dollars too. Downtown seattle suffers as Bellevue offers better alternatives.	4/20/2013 7:57 PM
66	An overpass (like the one by stadium) should be available on Lander Street to avoid traffic being stuck by the trains	4/20/2013 5:58 PM
67	I think it is pretty good the way it is, it is actually a nice neighborhood to take a walk in (at least in the daytime).	4/18/2013 1:50 PM
68	no new stadium foot traffic brdges in stadium areas better traffic control by polic e	4/18/2013 1:25 PM

**Workable SODO - *SafetyFirst, SafetyNow***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

69	The area needs some serious paving work. Driving through SODO practically requires a 4x4. Either rip out or pave over the existing and disused railroad tracks along Lander. Sidewalks need to be better tended to. Further thought should be given to the freight trains that run along 2nd/3rd area. Currently you're either stopped for a million years as four engines pull the slowest-moving train ever (and then stop. and then reverse. and then stop again), or you have to shoot up 4th ave south to Edgar Martinez Way to flyover the tracks and get caught up in I-5/90 traffic or ballgame traffic. This was so poorly designed; there should be other ways to bypass the tracks. I've seen traffic get stopped for blocks by long, slow-moving trains, especially during peak travel times.	4/18/2013 1:14 PM
70	Fix the transit into the area to alleviate parking and congestion issues in this area. Trying to connect between unscheduled C Rapid Ride buses to a scheduled 50 (or 116,118, 119, 21) is near impossible. The scheduled buses leave early and to catch a scheduled bus, I NEED to know when the C Rapid Ride will arrive...the timing is not done well. There are also not sufficient options from downtown back to Sodo. If the city is going to use the spoke & hub system, they need to do it better because the 'mixed' system of scheduled and unscheduled is not working for the SoDo area.	4/18/2013 11:05 AM
71	Keep some bus routes in the Metro tunnel or make a north-south street in the downtown core exclusive to buses.	4/18/2013 10:32 AM
72	Do not build a basketball stadium here.	4/17/2013 4:46 PM
73	See 5 above.	4/17/2013 4:00 PM
74	Lander street & Holgate street overpasses over the train tracks	4/17/2013 3:28 PM
75	More direct bus routes to SODO to minimize transfers, Ensure traffic is not directed into the streets of SODO that are not managed with lights. If possible, limit trains during heavy traffic periods.	4/17/2013 2:33 PM
76	Separate train tracks from roads. Introduce more bike pathways that connect with other trails	4/17/2013 8:35 AM
77	improve streets such as Occidental, and 6th A S	4/17/2013 8:23 AM
78	How about an overpass over the tracks on Lander	4/16/2013 2:47 PM
79	Create an "express lane" for workers in Sodo when there are games. Build more overpasses to get up and over the trains and away from stadium traffic. Better and more east/west options!	4/16/2013 2:38 PM
80	more bike lanes, more parking	4/16/2013 2:15 PM
81	More bus routes stopping in SODO instead of bypassing and going downtown. Not enough parking- until public transit is improved to the area, need more parking. Currently, public transit is not a convenient option for many.	4/16/2013 12:00 PM
82	Build out more parking garages that are NOT as expensive as downtown - b/c that makes no sense. And people will park in the street then causing even more cluster!	4/16/2013 11:35 AM
83	Install sidewalks and add bus stops.	4/16/2013 9:31 AM
84	Change the timing of the traffic lights. They don't seem to be timed very well.	4/16/2013 9:18 AM
85	parking is very limited and public transit from where i live is also very limited	4/16/2013 8:10 AM
86	Add a trolley or light-rail along 1st ave.	4/15/2013 7:37 PM
87	More parking needs to be made available that is not reserved for games. There needs to be a solution to deal with the extra traffic	4/15/2013 5:24 PM
88	I would take the bus if there was a route that would drop me off on 1st Ave S in less than an hour without a transfer. As it stands, I can't take the bus from Phinney Ridge (74th and Greenwood N) to SODO in under one hour and 15 minutes (and usually one transfer).	4/15/2013 2:55 PM
89	?	4/15/2013 2:51 PM
90	dedicated arena/field lanes for games dedicated port of Seattle lanes for trucking dedicated "through" lanes for us commuters.	4/15/2013 1:51 PM

**Workable SODO - SafetyFirst, SafetyNow**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

91	1. route cargo trucks via royal brougham to a dedicated truck on ramp to I90. 2. Covered walkway down Lander from 4th ave to 6th and 1st ave (with walk over train tracks). walking to 1st rd in Seattle weather is a commuter deterrent.	4/15/2013 1:12 PM
92	Improve Utah as it is almost impassable, more parking	4/15/2013 12:17 PM
93	Don't build until overpasses are made to improve problems	4/15/2013 12:07 PM
94	Freight train timing to avoid peak commute times (am and pm). Signal timing to facilitate flow in and out of SODO.	4/15/2013 11:12 AM
95	Fix current roads (serious potholes everywhere), attempt to schedule freight trains outside of rush hour as often as possible, provide more parking structures, improve timing of light in front at 1st and Atlantic.	4/15/2013 10:56 AM
96	More public (Free) parking garages, similar to the transit stop at 4th and Lander	4/15/2013 10:32 AM
97	have Seattle Police do more patrols, enforce the law during games. There is a lot of drinking before the games & people get very wild & crazy back there & very little to no regard for partners trying to commute to/from work	4/15/2013 10:03 AM
98	More overpasses for the train tracks & over 99. Continue improving bike and pedestrian access.	4/15/2013 10:01 AM
99	better bike lanes and more pedestrian-friendly crosswalks that don't take so long to cross	4/15/2013 9:34 AM
100	more train options	4/15/2013 8:51 AM
101	Better shuttle locations downtown, and better bike path.	4/15/2013 8:10 AM
102	MORE STREET PARKING, IMPROVED ROADS	4/15/2013 7:51 AM
103	There are not many buses which run in this particular area near Starbucks Corp	4/15/2013 7:40 AM
104	Bring back my bus #21 in West Seattle. Since the service was reduced, I drive to SODO, my neighbor drives to SODO, my sister drives to First Hill, my son drives to Lake Union.	4/15/2013 7:33 AM
105	Viaduct over train tracks at Lander.	4/15/2013 6:54 AM
106	Overpasses should be provided for train tracks to minimize the number of delays on surface streets and back-ups. Some kind of flyover needs to be provided to enable trucks to enter the port without backing up traffic onto I-90.	4/14/2013 9:18 PM
107	improved conditions on streets like Utah Ave. and Occidental. They are terrible for parking and allowing bums to reside there makes it unsafe.	4/14/2013 8:10 PM
108	Better parking - and more clearly marked parking so people know where it is ok to park	4/13/2013 3:30 PM
109	Improved Pedestrian visibility and safety with the additional traffic. trains under or over road as they did in Kent Valley. Traffic flow is not stopped by trains. Pedestrians do not cross tracks.	4/12/2013 6:21 PM
110	would be nice to have both express buses that move downtown as well as buses that move through SODO.	4/12/2013 5:40 PM
111	better service from NE Seattle Ravenna area - no direct service to this area. Light rail, or something.	4/12/2013 5:33 PM
112	More parking options	4/12/2013 5:10 PM
113	Provide an option for through traffic - especially taking into account people on bikes and on foot. Not everyone is "going to the game".	4/12/2013 4:31 PM
114	More street parking. Clean the streets more, especially around the Stanford Center, so it feels safer to park there.	4/12/2013 4:19 PM
115	Move the Waste Management facility(s). Add a vehicle/pedestrian underpass for the tracks at Lander. Improve or add bike lanes on 4th or 1st	4/12/2013 3:08 PM



**Workable SODO - Safety First, Safety Now**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

116	I personally utilize the Sounder to come to work (provided it is running and there has not been mudslides) however, the Sounder does not run on weekends, evenings and is extremely limited in service to the northern areas even on week days. In order to encourage people not to drive their cars, there has to be some kind of alternative. Sounder does run for most Seahawk games but only a select few Mariners games and to my knowledge, no Sounder games. This is an issue.	4/12/2013 3:03 PM
117	More room and safety considerations for cyclists on 1st Ave.	4/12/2013 2:39 PM
118	Tougher laws to handle camper and long term parking that fill up large amounts of parking space and limit the ability of employees and customers from parking nearby. Limit freight trains from crossing Holgate and Lander streets during morning and afternoon rush hours or build overpasses. Improve street conditions in SODO as too many streets are in desperate need of repair, for example 6th ave s from lander st to spokane st.	4/12/2013 1:52 PM
119	put trains underground - build more bridges including pedestrian options	4/12/2013 1:28 PM
120	Reroute the trucks from the Port; Prohibit building another arena in this area; Ask the trains not to block intersections during rush hour (again); Do not schedule games on workdays during the working hours 8 - 5; Do not schedule more than one game on one day; improve access to highway 99.	4/12/2013 1:09 PM
121	Encourage off site parking and use buses or light rail to transport people to events.	4/12/2013 1:03 PM
122	More bus service	4/12/2013 12:52 PM
123	Pedestrian overpasses; train overpass similar to what was done at Edgar Martinez Way.	4/12/2013 12:39 PM
124	More buses to Alki	4/12/2013 12:12 PM
125	Better traffic control after games. Right now it's just an entire mess with police officers navigating traffic. They should open up the Express lanes going North for single occupants in the carpool Express lane entrances in downtown.	4/12/2013 12:06 PM
126	Timing of lights, increased installation of marked and lighted crosswalks, moving more bus lines back to Fourth Avenue.	4/12/2013 11:30 AM
127	The train crossings are the biggest issue. There has got to be additional train overpasses in this neighborhood	4/12/2013 11:19 AM
128	More focus on road surface quality- normal cars should not have to slow to a crawl to avoid blowing a tire or bending rims. Overpasses (with pedestrian access) over RR crossings on Lander and Holgate. Arenas should be required to incentivize attendees to take public transportation and/or provide shuttles to the events from major Park and Rides to reduce the additional vehicles crowding into the area.	4/12/2013 11:08 AM
129	Personally, I think we waited too late to improve. (50 years too late)	4/12/2013 10:08 AM
130	Pave side streets to eliminate potholes and smooth out routes to increase travel path options	4/12/2013 9:59 AM
131	See my suggestion above about re-routing truck traffic to Spokane Street and Alaskan Way. / Utah Street needs to be paved and potholes repaired. Cyclists need to obey traffic laws - keep them OFF the sidewalks and stop them from running RED lights. DO NOT add Coal trains to the route or traffic will come to a standstill.	4/12/2013 9:26 AM
132	The tunnel should be completed prior to the arena.	4/12/2013 9:26 AM
133	Better light synching around Qwest and Safeco Field stadiums, particularly for those of us who need to travel on the viaduct and/or Alaskan Way to get home. The signals are off and the flow is bad when you have to turn left to go East. And it's even worse when the police block off 1st Ave during the games and those of us who are trying to get home, cannot get access to the viaduct to go home! This is a very tough area in which to work. It's dangerous at night and not safe. The buses are time-consuming and inconvenient, particularly for those of us who live in Seattle, Queen Anne, Ballard, Magnolia, Capital Hill.... The lights on the Holgate and Lander, going East and West, need to be in synch with the trains, particularly the Sounder, the busway and the light rail. The reality is that Holgate and Lander need to be flyovers instead of surface streets to get over the railway lines. But I know that costs money we do not have right now.	4/12/2013 9:23 AM

**Workable SODO - Safety First, Safety Now**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

134	More parking garages available and the trains should not be allowed to change tracks during rush hour. we also need to make it easier for people to get from the train in the ID to their work place.	4/12/2013 9:22 AM
135	The lights at the train crossing on Lander must be improved. The traffic lights should be placed before the train crossing lights rather than on the other side of the busway to make them more noticable. Is there anything that can be done to make the crosswalks (and people in them) more visible so that drivers take notice and yield to pedestrians? Also improve (and continue to allow for free) street parking in the area (make more available, clean up the actual parking areas, improve the surface in those areas, provide more lighting, provide other options for those who live in campers/tents in the alleyways), and fix the potholes in the alleyways.	4/12/2013 9:19 AM
136	1 - Cancel the tunnel project (pipe dream there). 2 - Add pedestrian walkbridge over Lander. Barring that, add a shelter for pedestrians along the track crossing at Lander. Standing out in the rain waiting for freight trains crossing would be more palatable with a shelter. 3 - Remove parking from 1st ave and replace with separated and protected bike lane.	4/12/2013 9:10 AM
137	More lanes, changing game schedules so they are not starting/ending during peak commute hours.	4/12/2013 9:01 AM
138	Parking garages, bike lanes and railroad crossings.	4/12/2013 8:54 AM
139	easier access to freeways and highways to come and go out of the SODO district.	4/12/2013 8:20 AM
140	They need a better plan for managing traffic in this area during events. with yet another stadium in an area where the infrastructure has no way of supporting the amount of traffic is a BIG mistake. i think SODO already suffers from its surroundings, so adding another stadium and the traffic without any thought is ridiculous.	4/12/2013 8:14 AM
141	Train problem near work. Need overpass or underpass for Trains	4/12/2013 8:13 AM
142	not so much here as getting here. There is no direct way for me to get from Kenmore to here via mass transit without it taking hours (bus) and no trains. I am trying to get in a vanpool which will be helpful	4/12/2013 8:13 AM
143	add light rail which service the north part of downtown. I live at Eastlake and would gladly ride a train (I get carsick and can't do buses). In addition there needs to be more separation of trucks and commuters.	4/12/2013 8:10 AM
144	Improve the overall system and create more routes out of the area – pave/maintain secondary roads in the area (like Utah north of Starbucks); Add sidewalks/walking routes on secondary roads; Create safe/designated bike pathways into the area – I would consider biking but there is not safe way to get from where the I-90 trail end to the Starbucks building; Don't allow police to block off potential routes out of the area during games days; prohibit trains from stopping on the tracks during peak traffic times (the Sounder or Amtrak coming through is perfectly acceptable but to sit and wait while a train is simply being moved and sits on the track blocking traffic for an extended period of time should not be permitted); Require new businesses to build underground parking space and additional parking garages and to put money into adding pedestrian/bicycle infrastructure; Provide additional incentives for taking the bus (the cost for Orca passes is ridiculously expensive and the subsidy provided by Starbucks only a little less so – it does not provide adequate incentive to change to a different transportation).	4/12/2013 8:06 AM
145	Expand access from I-90 into the area to clear the choke point at Edgar Martinez and 1st. I don't know what to do about pedestrian safety - clear sight lines, maybe?	4/12/2013 8:05 AM
146	Do not put in another arena in this area. ENFORCE traffic laws.	4/12/2013 7:46 AM
147	?	4/12/2013 7:41 AM
148	Move the trains underground	4/12/2013 7:33 AM
149	Discourage professional sports during working hours.	4/12/2013 7:12 AM
150	more mid day commute options	4/12/2013 7:11 AM
151	not building another stadium	4/12/2013 7:06 AM
152	Would be awesome to connect link light rail to the sounder train!	4/12/2013 6:55 AM
153	More police, red light cameras	4/12/2013 6:08 AM

**Workable SODO - Safety First, Safety Now**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

154	Make first Ave two full lanes Northbound for a while longer after it passes under the West Seattle fwy. One lane has to exit now that the ramp is in the middle of the street! Keep the lower level west seattle bridge open to traffic during peak. That would encourage bike riders and relieve congestion on the upper.	4/12/2013 5:54 AM
155	Increase areas to bypass train passing Designated Port of Seattle routes Increase game day options for the Sounder	4/11/2013 6:04 PM
156	Add the right parking less than 5 mins walking from Starbucks SSC and without requiring to cross train tracks. Add light-rail from the east-side Re-pave, clean roads	4/11/2013 6:02 PM
157	more buses stopping at 1st & Lander!	4/11/2013 4:14 PM
158	The traffic impacts of the proposed basketball arena need to be carefully studied. North/south traffic corridors, like 2nd Avenue and 4th Avenue need to be protected and not made more congested with the addition of bike lanes/amenities	4/11/2013 4:03 PM
159	More parking. Better on & off routes to I-90 and I-5.	4/11/2013 3:36 PM
160	Railroad overpasses to avoid trains causing congestion.	4/11/2013 2:37 PM
161	Would prefer an public underground rapid transit system to safely transport pedestrian traffic through out the downtown core, and reduce car/truck traffic congestion. This should eventually replace the light-rail.	4/11/2013 2:32 PM
162	Direct traffic somewhere besides down 1st ave.	4/11/2013 2:23 PM
163	Limit non-commuter trains during key commuting periods. Encourage development of public use parking structures. Enforce street parking laws.	4/11/2013 1:59 PM
164	I'm not sure.	4/11/2013 1:54 PM
165	More parking garages for workers or parking options	4/11/2013 1:28 PM
166	More affordable parking.	4/11/2013 1:26 PM
167	Repair the streets. Provide more parking options. Add a Sounder stop at Lander - this would allow more commuters to easily use the Sounder train. Address the long delays caused by trains changing tracks at Lander. An additional overpass would be very helpful.	4/11/2013 1:12 PM
168	More affordable parking options. Train schedules that do not conflict with heavy traffic areas and games.	4/11/2013 1:02 PM
169	Preferably, the new arena should not be built. As far as the existing situation goes, limit cargo trains during peak traffic hours as they take forever to clear the crossing - that will speed up access to and from I-5. When driving on 1st ave northbound in the afternoon, both left-turn signals on each end of the arena should stay green for an extended period of time. Sometimes only two or three cars can make it. Instead of pedestrian crossings around the arena, there should be skybridges so that it eliminates the crowds from being in the crosswalk when their light is already red. Current parking is also an issue - a highrise reasonably priced parking lot on Occidental ave somewhere between Holgate and Stacy St would come in handy too.	4/11/2013 12:57 PM
170	Pedestrian bridges over train tracks. A safe cycling route to/from the waterfront.	4/11/2013 12:40 PM
171	More free parking	4/11/2013 12:35 PM
172	Offer more buses. Recent reduction in buses going through Sodo has impacted my commute time.	4/11/2013 12:33 PM
173	Increased police presence - particularly in the morning at 1st and Lander. Red light cameras. Better marked crosswalks at 1st and Lander.	4/11/2013 12:21 PM
174	add more bus route especially connecting to downtown Seattle or the bus tunnel; also add another overpass on Lander or Holgate to help ease the train track traffic	4/11/2013 12:15 PM
175	Starbucks should be required to have garage parking equal to the number of employees in the building. They are a huge contributor to street congestion. I have garage parking so am not saying this just to get garage parking. Starbucks impacts the SODO area more than any other company.	4/11/2013 12:15 PM

**Workable SODO - SafetyFirst, SafetyNow**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

176	Extend the light rail north or provide bus routes from north to south without needing a transfer. Put in pedestrian overpasses on the train routes to provide more east/west walking routes.	4/11/2013 12:13 PM
177	Add more parking, remove the current parking restrictions, move the car campers to another area.	4/11/2013 11:30 AM
178	I'm lucky because things already improved for me when the 1st Ave ramp to the W Seattle bridge re-opened. Ficing the potholes on the side streets would be nice.	4/11/2013 11:28 AM
179	Better train schedules, build a bridge over the tracks, and fix the potholes in the alleys. Increase free street parking (vs. 1 hour parking) so it's not such a free-for-all in the alleys and side streets.	4/11/2013 11:13 AM
180	Bike lane on 1st and a route to connect to the bike trail down south.	4/11/2013 11:11 AM
181	More side walks are needed. Also the back roads are in need of repairs. Less trains would be great, but I don't think that will happen.	4/11/2013 11:06 AM
182	Starbucks need to have enough parking for everyone in the building, and not charge for it	4/11/2013 11:03 AM
183	Free parking. More parking. Less parking tickets.	4/11/2013 11:01 AM
184	Parking	4/11/2013 11:01 AM
185	There should be overpasses and commuter lanes, with trucks taking separate lanes to get to the port. Also, sidewalks need to be improved.	4/11/2013 10:56 AM
186	More overpasses to avoid backups at railroad crossings.	4/11/2013 10:55 AM
187	Trains should be timed to not block traffic during peak commute times, no more stadiums!	4/11/2013 10:46 AM
188	re-routing trucks if possible to separate roadways than cars/bus; bus specific lanes; limiting expansion of things like arenas; requiring arenas to provide ample parking	4/11/2013 10:36 AM
189	Access to light rail around the stadiums and better solutions for mass parking structures. Private parking lot options are typically gravel pits in disrepair. They seldom support the local needs during typical business hours or during game times.	4/11/2013 10:22 AM
190	Get port traffic out of SODO, fix the roads they have damaged, add more safe parking, add better lighting on Utah Ave, sync train crossings better during rush hour	4/11/2013 10:17 AM
191	Pedestrian bridge over/under the train tracks. When a train travels N/S, it can hold up traffic on Lander for up to 20 minutes and can back up traffic onto 1st and 4th Ave.	4/11/2013 10:11 AM
192	Provide an express lane north for carpoolers and some way to actually get to it during events without being routed south first, only to sit in backed up traffic for an hours with everyone else, praying a train doesn't try to come through at the same time as well. I thought there was a project (rumor, for years now) that the E-W streets were going to be raised (like Edgar Martinez) to overpass the tracks? Is this ever going to happen? If not, then the new tunnel needs some type of dedicated on ramp from this area, bypassing the stadium mess.	4/11/2013 9:55 AM
193	(1) No basketball arena (2) Repave roads	4/11/2013 9:53 AM
194	Grade separation of Trains and Cars. Need more overpasses. More bike lanes, so more people can commute without cars, safely. Extend train, bus, and bike options for sporting events: Discount Event tickets if non-auto travel to the event! The Stadiums need to be paying / covering more of the cost / impact on neighborhood of ALL the cars that come to their events. More parking garages to deal with spor	4/11/2013 9:52 AM
195	More bike lanes!	4/11/2013 9:39 AM
196	Bus route to/from alternate neighborhoods (Cap. Hill) to 1st and Lander in addition to the 21 & 50.	4/11/2013 9:28 AM
197	Improve freight mobility; better manage congestion on game days; improve bicycle infrastructure/safety and connectivity to dedicated bike trail (s) on waterfront; improve "friendly" infrastructure such as sidewalks, street trees, etc. Lastly, a pet peeve: Require buses waiting on game days to turn off their engines while waiting and loading. Improve transportation options for game days; for example, the no-longer-available bus service to Seahawk games; or better bike parking (and safe routes) for Sounders games.	4/11/2013 9:22 AM

**Workable SODO - *SafetyFirst, SafetyNow***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

198	The city should not allow so many street closure and reroute projects to happen at the same time. Metro should make it easier to take the bus from Sodo to downtown if working on 1st avenue.	4/11/2013 9:08 AM
199	I think traffic patterns before and after sports events need to be evaluated. The way traffic is directed after games does not seem to be effective. There should be more sidewalks and regulated crosswalks for the influx of pedestrians during sporting events and also to encourage the use of public transportation. There should be better access to light rail stations by buses.	4/11/2013 9:02 AM
200	More busses going north that pick up closer to the SB building (verses taking a shuttle to jackson and then a bus north)	4/11/2013 8:48 AM
201	Better access to the water front, cross streets have been removed with the temporary tunnel. GAME DAY TRAFFIC!!!! Find a way to allow those of us that work here access to the freeway. Whether that be pedestrian overpasses so the freeway entrance can remain open or another solution, it is extremely frustrating.	4/11/2013 8:46 AM
202	I think the things that would improve mobility/ access in the SODO area are beyond the cost and expertise of any one group - both the light rail and buses are just a little beyond where it could better serve a larger group. My company offers a shuttle service to the ferry/bus tunnel and Sounder which helps us, but we still have to endure the rush hour traffic near C-Link/Safeco - the flow of traffic in that area is terrible. Light synchronizations are poor and the lanes don't allow for a good flow.	4/11/2013 8:44 AM
203	Get the big trucks off of Atlantic and give them an overpass to the Port. 1st Ave, Utah, Occidental all need to be repaved and more attention paid to drainage. The free parking is driving more homeless people to live around here which is not attractive; there should be more parking garages where the parking lots are today and low daily rates to park there.	4/11/2013 8:41 AM
204	Improve signal timing along the 1st Ave corridor (which I've already complained to SDOT about and they've ignored my request to review). Limit train crossings and stagings during rush hour. Build an overpass at Lander between 1st & 4th Ave like we were told would be done years ago. Improvement road conditions i.e. potholes. And don't take away all day parking since Starbucks has limited parking options as is.	4/11/2013 8:35 AM
205	Have Lander and/or Holgate be a bridge over the train tracks. Do not allow trains during peak driving hours.	4/11/2013 8:29 AM
206	better public transit	4/11/2013 8:27 AM
207	limit the train trips north and south.	4/11/2013 8:23 AM
208	Add bus service from more areas without needing to transfer downtown.	4/11/2013 8:16 AM
209	Have walk only cross walks to improve walking safety	4/11/2013 8:09 AM
210	Better bus routes (and a few more) would be helpful. Timing of lights would also help. The timing seems to be a major contributing factor to all the congestion in the morning and evening.	4/11/2013 8:08 AM
211	More public parking options for the 8am-6pm time period	4/11/2013 8:06 AM
212	Hopefully the plan will include a lot of parking (not at \$20-\$30 a car...since those are the prices that influence people to look for alternatives. As well as options including train schedules during commuting hours, more overpasses, more direct bus lines down 1st ave	4/11/2013 8:05 AM
213	As mentioned above, better coordination of game times and train schedule durning peak commute hours. lets work together to spread the load of congestion.	4/11/2013 7:56 AM
214	There should be a 99 exit in SODO	4/11/2013 7:52 AM
215	Offer later shuttles - especially to Sounder station even if trains don't run, close to buses	4/11/2013 7:49 AM
216	Overpass for train tracks, more safety for pedestrians, more options to not drive.	4/11/2013 7:46 AM
217	need bus every 15 minutes to go south of spokane st. on 1st ave. currently no transit access south of spokane street for e. marginal way or 1st ave. keep improving bike access - build bike path on Holgate.	4/11/2013 7:26 AM
218	Don't shut down streets for foot traffic on game days. Edgar Martinez is always shut down and it causes bottlenecks getting on to 90.	4/11/2013 7:14 AM

**Workable SODO - SafetyFirst, SafetyNow**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

219	More on ramps in and around Sodo to the highways. Move the on ramp to 99 away from Safeco/C-Link.	4/11/2013 7:11 AM
220	Minimize the length of trains during peak traffic. Develop routes that are ez access from I-5 to new arena.	4/11/2013 7:11 AM
221	Buses running down 1st Ave to the Pioneer Square, Downtown area, sidewalks on both sides of the roads, bike lanes, and no new sports arena.	4/11/2013 7:03 AM
222	Not sure; accessibility is already a challenge given all roads tend to lead to the same way out.	4/11/2013 6:46 AM
223	Make parking on the right side of the street approaching an intersection illegal. Making about one half a block clear of parked cars would allow cars to turn right when cars are lined up at a red light. Police enforcement of all parking not just the hot golden parking ticket producing ares.	4/10/2013 3:53 PM
224	No new stadium.	4/10/2013 1:52 PM
225	environmental impact statement focusing on traffic and potential delays and mitigating measures or denying the projects if impacts are too severe	4/10/2013 11:28 AM
226	Raise train tracks	4/10/2013 11:16 AM
227	build arenas somewhere else.	4/10/2013 11:00 AM
228	Rail road crossings removed/redesigned. (Pedestrian Overpass' added.) Traffic lights should be computer controlled ,Intelligent, intersections to reduce congestion.	4/10/2013 10:18 AM
229	Traffic improvement, routing through traffic around SODO. Improved traffic ingress/egress to allow of heavy attendance at arena events. Increased free public parking to allow for growing businesses in SODO. Improved pedestrian walkways, crosswalks, bikepaths	4/10/2013 10:15 AM
230	stop building large gathering places so close to each other	4/10/2013 10:08 AM
231	My biggest concern is the crrrent sert up is not convient. I live in Edmonds and if I take the train to the city I then have to take the elevator up to Union station, elevator down to the light rail, get on the light rail, go to 6th and Lander and then walk to my job at 3rd and Lander. I am disabled, bad knees, and all that is justy too much or a hassel, so I drive to work. The other thing, it seems like there should be a big, wide, pedetrian overpass from 4th ave to CentryLink field. I also think that with the new Sonic stadium and Safeco field close by that a Sounder train stop at Holgate would be very beneficial.	4/10/2013 9:31 AM
232	There was talk of an overpass on S Lander St to eliminate the train trouble. That would be helpful.	4/10/2013 8:49 AM
233	More busses	4/10/2013 8:32 AM
234	The main issue is train traffic at the Lander and Holgate crossings. I have sat at the tracks at Holgate for 15 to 20 minutes as the sounder trains switch tracks in the morning.	4/10/2013 8:18 AM
235	traffic engineers! They have done a great job fixing the mess coming off of the viaduct at Edgar Martinez Way this week.	4/10/2013 8:07 AM
236	Fewer, but wider thru-ways for large trucks running from yard to yard with restricted travel elsewhere. Improved walkability and pedestrian safety. Roads near my building have pot holes that could swallow cars and no clear edges or parking areas. Most have no sidewalk at all.	4/10/2013 7:58 AM
237	Many of us commute from the far north, Lynnwood & Everett. Currently there are not enough bus / light rail options that accommodate our work schedules so we are forced to drive our personal vehicles to work every day when we would prefer a more economic al option. Also, most of us who commute from this distance would have to change buses at least 3 times, which just delays the overall commute time, making it impossible to get to and from work on time.	4/10/2013 7:17 AM
238	Get people out of thier cars commuting here, build light rail farther north, east to Bellevue, and maybe a line to West Seattle.	4/10/2013 6:39 AM
239	I wish the train crossings were either raised or below street level	4/9/2013 8:35 PM

**Workable SODO - *Safety First, Safety Now***  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

240	Increasing the places where people can cross the train tracks without impeding the train or light rail could improve car traffic, bicycle traffic and foot traffic. I think that improving the pavement would be good as well, since there are large holes along 4TH AVE S between Holgate and Lander. The improvements to 6TH AVE, between Lander and Spokane St have encouraged me to use that Freeway on ramp instead of the one off 4TH AVE.	4/9/2013 6:24 PM
241	Free shuttle services to/from International District to the West Seattle Freeway Bridge...making stops at the Metro stops on 6th Ave S	4/9/2013 4:35 PM
242	Bike lanes	4/9/2013 4:27 PM
243	Improved public transit	4/9/2013 3:56 PM
244	Do not build additional public sports facilities in SODO. There is not enough access to the area; surface streets are clogged; I-5 and 99 ramps backed up.	4/9/2013 3:53 PM
245	sidewalks. more light/security in the sodo walkway	4/9/2013 3:41 PM
246	Another Train stop could be added south of the stadiums so that traffic not associated with them would have additional options.	4/9/2013 3:32 PM
247	When traffic police are helping mediate traffic during game times, there should be clear communication to drivers. Oftentimes roads that are temporarily closed and which ones you should take are not indicated and sometimes the traffic mess would be alleviated by large signs telling drivers where to go (this lane for south bound I5, this lane for Northbound I5, etc). Have a plan for busy times and close certain roads to game traffic to help. Steer them in and steer them out--start to finish. Also road improvements are a must; these roads are horrible in SODO and slow down truck drivers due to rough driving. Also, these roads wear down our vehicles and are safety hazards in several cases.	4/9/2013 3:28 PM

**Workable SODO - *Safety First, Safety Now***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

248	Bus Lanes.	4/9/2013 3:19 PM
249	Eliminate bottlenecks	4/9/2013 3:16 PM
250	Trains present a hassle going east/west during rush hour times	4/9/2013 3:07 PM
251	Create a safe bike corridor from downtown/CD to Starbucks. Create car corridors that prevent commuters from getting stuck in weeknight game traffic.	4/9/2013 3:03 PM
252	More bus/shuttles from parking areas (needed) to stadiums.	4/9/2013 3:01 PM
253	Change the schedules for the baseball afternoon games.	4/9/2013 3:01 PM
254	Improve the freeway access on 6th Ave South and Spokane Street.	4/9/2013 2:58 PM
255	It would great to have the pothole issue addressed. They're everywhere and become bothersome when rains and huge ponds develop everywhere.	4/9/2013 2:56 PM
256	hopefully it will be handled much better than the Mercer Mess.	4/9/2013 2:54 PM
257	Segment port traffic from surface traffic. Establish arena parking outside the area and then provide more public transportation directly to the arena from established parking out of area.	4/9/2013 2:11 PM
258	encourage bus and train transportation. Add more buses on game nights. (my bus runs only once an hours in the evening)	4/9/2013 2:09 PM
259	The cargo trailer trucks should not be driving past the mariners stadium and plugging up traffic. Should have better truck route away from the area.	4/9/2013 2:04 PM
260	better transportation	4/9/2013 1:59 PM
261	No comment	4/9/2013 1:52 PM
262	Widen I-5 downtown, repair the Alaska Way potholes and pits for bike riders, look at some of the recommendations from the tunnel opposition members for street access only	4/9/2013 1:50 PM
263	provide more mass transit access (link rail expansion to the north will help) or perhaps shuttles to sports venues	4/9/2013 1:49 PM
264	Make sure the tunnel toll is low enough for people to use it instead of avoiding it; created overpasses over the train tracks (would really help)	4/9/2013 1:46 PM
265	No trains during rush hours (7-9am, 4-6pm); Attach Light Rail to West Seattle and to UW	4/9/2013 1:45 PM
266	Not build the arena. Add sidewalks across the tracks at Holgate. Extend the walking path along the Light Rail to the International Dist. Make another walking path for continuous walking (no lights) & away from the noise/fumes.	4/9/2013 1:44 PM
267	More light rail and sound transit options. Add a bus lane or a lane dedicated during certain times for just the bus.	4/9/2013 1:44 PM
268	Have all games scheduled before or after major rush hour times.	4/9/2013 1:40 PM
269	Better connections between light rail and buses. Better ways to walk from SODO to and from downtown.	4/9/2013 1:39 PM
270	more over pass for people to walk over so traffic wont be held up	4/9/2013 1:37 PM
271	Build fly-over at South Lander.	4/9/2013 1:36 PM
272	Not sure	4/9/2013 1:34 PM
273	multiple routes over train tracks	4/9/2013 1:33 PM
274	have most of the work done after and before the normal working/business day	4/9/2013 1:30 PM
275	I think there should be a special ramp designed to get trucks to the Port, and off the travel portion of the roads us cars use to traverse the area.	4/9/2013 1:29 PM
276	Hopefully, after construction is completed the extra truck and construction work traffic in the area will ease up. Looking for tunnel to make pedestrian life easier (and more beautiful) access to waterfront, but don't anticipate that the tunnel will make the commute to or from work any better.	4/9/2013 1:29 PM



**Workable SODO - *Safety First, Safety Now***  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

277	Not a whole lot. SODO has many challenges geographically with the Sound on one side, Beacon hill on the other and Downtown to the north, there's only 1 open space, and that's south. The arena should be located somewhere down in Georgetown or Tukwila.	4/9/2013 1:24 PM
278	No ideas.	4/9/2013 1:22 PM
279	Re-route traffic/adjust traffic lights during game times	4/9/2013 1:21 PM
280	Holgate overpass.	4/9/2013 1:20 PM
281	Move that new stadium to Bellevue!! And, put a Sounder "stop" at 3rd S. and S. Lander, so a huge bunch of people who work in south SODO don't have to walk or bus it from King St Station all the way back to where they just passed by on the train. Once that train leaves Tukwila, it doesn't stop again until King St. Station..that's crazy!	4/9/2013 1:19 PM
282	Finish the Tunnel	4/9/2013 1:19 PM
283	encouge use of the light rail and busing for sports events. Provide/create large park & ride areas outside of the SODO area that are easily accessible to Lightrail / busing.. incentives for not driving. incentives for using city transportation... - Free Bus zone during Arena Game events and have some of the Arena's Event Ticket cost help cover the city's costs of providing a Free Busing Zone during the arena event... .	4/9/2013 1:17 PM
284	No more arena.	4/9/2013 1:16 PM
285	Nothing	4/9/2013 1:15 PM
286	Build under/overpasses for train intersections. Create side-street access for highways. Create additional biking/walking paths. Increase light-rail service to other parts of the city, north, south and east, to reduce vehicle traffic.	4/9/2013 1:14 PM
287	Do not let the train stop on the cross of road	4/9/2013 1:09 PM
288	not sure	4/9/2013 1:08 PM
289	Get rid of the stadiums.	4/9/2013 1:08 PM
290	Better paved streets	4/9/2013 1:08 PM
291	Keep the new statdium in Hansen or McGinn's back yard!	4/9/2013 1:07 PM
292	there should be a way to get around the train traffic and routing the port traffic away from the stadiums	4/9/2013 1:07 PM
293	Get rid of Mariner games.	4/9/2013 1:07 PM
294	na	4/9/2013 1:06 PM
295	I think we should focus on other congested parts of the city. Like Montlake during husky activities.	4/9/2013 1:04 PM
296	better safety patrols and enforcement, and don't add to the already congested traffic and parking problems by bringing in a new arena!	4/9/2013 1:04 PM
297	More public transportation stops right next to the stadiums on game days and the train's schedule revised during game days especially after game when the crowds are leaving most all at the same timeis not the time for a long train to slowly roll through.Larger lighted parking lots with free shuttles alittle bit away from the stadiums to help dispurse traffic.	4/9/2013 1:03 PM
298	Finishing the Lander Street overpass would help, although things would be a mess until it is finished. Designate certain streets for truck traffic (not past the arenas) so cars can avoid them. Maybe east and west on Spokane Street between I-5 and the waterfront streets. Going past the arenas just backs trucks up because there is such a short section of road west of 1st for them to use to get to the waterfront..	4/9/2013 1:03 PM
299	A pedestrian overpass(es) in the most congested areas would be nice, but it doesn't impact my place of work. It would just help in the traffic flow on game/event nights.	4/9/2013 1:03 PM

**Workable SODO - SafetyFirst, SafetyNow**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

300	Add more frequency to public transportation. Stop trying to funnel people to the light rail. It is an alternative, but not a desirable one if you don't work way over on 4th or 6th. Create bus lanes and priority signaling for buses on 1st ave. Route buses back onto 1st ave (with new lanes and signaling). Add a street car line from SODO to Georgetown. This would really liven up both neighborhoods and create an ALTERNATIVE form of transportation.	4/9/2013 1:02 PM
301	?	4/9/2013 1:01 PM
302	More attention to freight mobility - okay and safer bike lanes (but that is my selfish request)	4/9/2013 1:00 PM
303	Games scheduled before or after work commute times	4/9/2013 1:00 PM
304	Bridges over RR tracks at Holgate & Lander	4/9/2013 1:00 PM
305	Parking lots	4/9/2013 1:00 PM
306	Time traffic lights to improve traffic flow.	4/9/2013 12:59 PM
307	More above-surface bridges and ramps.	4/9/2013 12:58 PM
308	I DO NOT KNOW. THINGS ARE WHAT THE ARE.	4/9/2013 12:57 PM
309	the John Stanford Center needs to provide more parking for its employees	4/9/2013 12:56 PM
310	Do not build the stadium here.	4/9/2013 12:55 PM
311	I think a study should be conducted to look at all modes of transporation and all demand sources for traffic, then look at opportunities (projects) to improve SODO and recommendations made on the prioritization.	4/9/2013 12:10 PM
312	Increase throughput of roads, more lanes, etc. Fix access to 99. More overpasses of rail tracks to get from 1st to 4th on more crossstreets.	4/9/2013 12:02 PM
313	Satellite parking areas for sporting events with shuttles to reduce congestion.	4/9/2013 11:51 AM
314	Fast, frequent bus service from bus tunnel/light rail to 1st Ave S.	4/9/2013 11:38 AM
315	Additional on/off ramps from the freeway, there should not be cross-traffic left hand turns to enter the tunnel or freeway onramps; ensure that if there is a new arena that they provide plenty of parking garage space so as not to further clog street parking. Do not close Occidental without providing another access road - it takes a lot of pressure off of 1st Avenue during peak times. 1st Avenue needs a lot of improvements if it is expected to handle traffic for another arena, industry traffic and tunnel traffic. It doesn't currently have that capacity. Bus service is currently not good enough to mitigate, and with Metro's continuing budget problems, it doesn't look to be getting any better - i.e. Rapid Ride does not stop anywhere in the area. Walking routes to/from Link are also not sufficient to encourage attendees to the arena - the area is not well lit and is sketchy at night and the proposed arena location is too far away from the station - and industrial train tracks are difficult/dangerous to cross in daylight, let alone at night.	4/9/2013 11:31 AM
316	better access to I-5	4/9/2013 11:30 AM
317	Create bicycle and pedestrian paths; route vehicular traffic to avoid high use areas (i.e. the Stadiums and Pioneer Square); and implement a street trolley system to serve the Stadiums, the International District, King Street Station, Pioneer Square, and the Waterfront/Coleman Dock. That whole area should be "walkable" with convenient (frequent, and free or low cost) and accessible public transportation providing connection between the neighborhoods.	4/9/2013 11:19 AM
318	Better paved road, less pot holes	4/9/2013 11:18 AM
319	Not having events all at the same time.	4/9/2013 11:09 AM
320	More buses	4/9/2013 11:01 AM
321	Pedestrian overpasses, where possible, to keep both people and cars moving more smoothly and independently. Make sure good/extra mass transit options are available on game days.	4/9/2013 10:40 AM
322	Bike lanes and pedestrian friendly development. Make non-car options more appealing to loosen up traffic.	4/9/2013 10:31 AM

**Workable SODO - Safety First, Safety Now**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

323	More/better free parking in SODO	4/9/2013 10:23 AM
324	I think that all sports events should sell parking in the SODO area prior to the event only and not allow non-scheduled parking for the events. Anybody who doesn't have a parking spot would have to access the event via shuttle buses from pre-arranged lots. I'll bet the parking "off-site" could be negotiated low because owners would welcome income for unused, non-earning land. Fans would probably welcome the lack of parking hassle. They have to allow time to park anyway so they would just allow for this.	4/9/2013 10:22 AM
325	Bus only lanes or a new busway that would be open to buses only.	4/9/2013 10:14 AM
326	Work out a schedule with the trains not to block tracks during rush hour hours if at all possible. Increase public transportation to the area.	4/9/2013 10:11 AM
327	More parking areas, more alternate routes to ease congestion.	4/9/2013 10:08 AM
328	Emphasis on buses, carpooling, other alternative commute. Relocating arena elsewhere. Bridges over train tracks. Trains need to be dealt with.	4/9/2013 10:07 AM
329	Analyze truck traffic and optimize their routes to avoid conflict with arena traffic. Toll the tunnel at a price that will not drive traffic onto the surface streets. Improve stadium public transit to outlying lots so fewer cars congest around games - perhaps game ticket also serves as fare for public transit to/from games.	4/9/2013 10:06 AM
330	Keep the freight trucks away from 1st and 4th Avenue in SODO	4/9/2013 10:03 AM
331	There needs to be accessible free parking for workers as well as elevated options for driving over train tracks.	4/9/2013 10:00 AM
332	not allow trains to switch tracks during 'normal business hours' This can tie up traffic for a really long time	4/9/2013 10:00 AM
333	Access to I-90 and I-5 should be improved and bike routes should be improved.	4/9/2013 9:56 AM
334	More bike lanes.	4/9/2013 9:55 AM
335	Add more bus routes and stops that actually come to SoDo. Repave the parking areas that are available. Add an overpass or some other method for bypassing the train tracks between 1st and 2nd Ave.	4/9/2013 9:55 AM
336	increase bus service (it has been decreased over the last 2 years)	4/9/2013 9:55 AM
337	a separate bike lane on 1st avenue.	4/9/2013 9:50 AM
338	signal synchronization and more traffic cops on game days	4/9/2013 9:25 AM
339	Better/Safer Bike Route Options	4/9/2013 8:44 AM
340	SAFE BIKING ARTERIALS TO LANDER LIGHT RAIL STATION. BIKE TRAIL IS MY FAVORITE OPTION.	4/9/2013 8:40 AM
341	DONT put another arena in the area! Arenas should be situated in the suburbs, where traffic and parking are less of an issue.	4/9/2013 8:37 AM
342	Resurface the streets with long-lasting products made for our weather. Remove and smooth out unused train tracks. Reroute trains to midnight-5:00 AM. Make sure traffic signals are timed properly for ease of movement. Utilize the pressure pads in Georgetown intersections to actually work 24/7 instead of relying on timers. More fly-overs like Edgar Martinez Way for truck traffic.	4/9/2013 8:32 AM
343	HOV lanes on 1st and 4th. Reversible lanes during commute (three lanes northbound on both 1st and 4th for the a.m. commute, and reverse to 3 lanes southbound during the p.m. commute. Eliminate street parking on 1st & 4th during the am/pm commutes. Trucks prohibited during commutes. Make using single occupancy vehicles so unattractive that more people are forced to take public transportation, carpool or walk/bike to work.	4/9/2013 8:31 AM
344	need for bus lines to run through SODO with regularity.	4/8/2013 12:47 PM



**Workable SODO - Safety First, Safety Now**  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

345	The bus only lane on the West Seattle Bridge. Heading into work by car, if the bus only lane was also for folks getting off at 1st Ave exit I wouldn't have to wait so long. The majority of the traffic is getting onto 5. Make that lane an exit only/bus only lane.	4/8/2013 11:44 AM
346	Better bus routes so no transfers are needed downtown to head north (#355, #358). Better bike lanes south of the stadiums. More free public parking on Utah and surrounding streets. Better entry to 99. Rework train schedules to not happen during rush hour and lunch hour.	4/8/2013 10:49 AM
347	Find a better way to manage traffic in SODO during game times so people trying to get home/ out of SODO can more easily get to the freeway or onto other streets. Make more public transportation options to encourage people to take public transit down here. Create a better parking option farther away from SODO with a shuttle to and from games to help keep the congestion down for those of us who earn a living in this area. Getting trapped in SODO due to games is extremely difficult and make is hard for employees to get to and from work.	4/8/2013 10:48 AM
348	look into a city wide light rail system i.e. Portland.	4/8/2013 10:40 AM
349	Taking a fresh look at the light sequencing. Also halting train traffic when the arenas are in use or during rush hour.	4/8/2013 10:38 AM
350	CLEARLY marked lanes to avoid last minutes merges. No 5pm games. Restrictions on when boats can make the bridges raise: At least once a week it seems the bridges go up between 5&6 pm when the majority of people are leaving work. More affordable & all-day parking options.	4/8/2013 10:29 AM
351	no more stadiums. create more E-W access that are not affected by (or affect) train traffic.	4/8/2013 10:25 AM
352	Better bike paths! Safer bike paths throughout the city! More carefully thought out traffic patterns.	4/8/2013 10:24 AM
353	No stadium!!!!	4/8/2013 10:22 AM
354	Add more lanes for traffic and better parking.	4/8/2013 10:21 AM
355	1. Make crossing the tracks easier for bus commuters. 2. Ensure safe bike passage from Waterfront over to 1st Ave.	4/8/2013 10:13 AM
356	Rail Over passes on Lander, over 5th Ave and 4th Ave South.	3/27/2013 12:19 PM
357	Get the bikes away from the piers. Close Hanford street from East Marginal Way to First Ave to truck traffic only.	3/26/2013 4:34 PM
358	more "fly-over" crossings to avoid R/R track crossings.	3/26/2013 3:32 PM
359	Better public transit. NO THIRD ARENA. Additional train track overpasses.	3/26/2013 3:20 PM

## Workable SODO - *Safety First, Safety Now*

### Q4 What do you think should be done to improve transportation mobility and access in SODO?

Answered: 132    Skipped: 291

#	Responses	Date
1	Starbucks Coffee Company Transportation Services	5/8/2013 2:27 PM
2	more free parking for sodo area business employees	5/8/2013 10:42 AM
3	Transit systems to set up alternate routes for when things get hemmed up.	5/6/2013 12:26 PM
4	?	5/6/2013 10:31 AM
5	A city that has been successful with traffic management?	5/3/2013 3:54 PM
6	There needs to be an open forum. We arent doing enough to drum up support on this issue. I know for a fact there are a lot of people in the building who feel the same way, but they feel like they dont have a voice. I wont lie, I stumbled on this survey on accident.	5/2/2013 9:00 AM
7	SDOT, SPD	4/30/2013 2:18 PM
8	Everybody who wanted the Sonics gone the first time around.	4/26/2013 8:42 AM
9	Non-government, community/citizens	4/26/2013 7:29 AM
10	People who actually work in SODO, not Sonics fans.	4/25/2013 11:19 PM
11	Bright Horizon's daycare in Starbucks building - they often take the older children on field trips on the busses and walking to nearby businesses and have a lot of teachers in the building who use public transportation	4/25/2013 5:14 PM
12	Everyone who drives	4/25/2013 4:25 PM
13	Not too sure!	4/25/2013 2:12 PM
14	Everybody!	4/25/2013 1:29 PM
15	Cascade bike club	4/23/2013 1:13 PM
16	SPD	4/22/2013 1:55 PM
17	Not sure	4/22/2013 11:22 AM
18	not sure	4/22/2013 10:32 AM
19	You need to spend more money to find out the true statistical impact of traffic and business before you say yes to building the stadium.	4/20/2013 7:57 PM
20	Other Starbucks partners (employees)	4/18/2013 1:50 PM
21	city	4/18/2013 1:25 PM
22	i have no idea, but I do hope some things are able to be resolved!	4/18/2013 1:14 PM
23	everyone else - maybe put it to a vote - oh yea we did that and the people were not listened too	4/17/2013 4:46 PM
24	the mayor	4/17/2013 8:35 AM
25	Commuters utilizing public transportation.	4/17/2013 8:23 AM
26	No idea	4/16/2013 9:18 AM
27	Metro.	4/15/2013 2:55 PM
28	BNSF, Trucking companies, SDOT, WADOT	4/15/2013 2:51 PM
29	Local delivery companies	4/15/2013 10:32 AM
30	City of Seattle	4/15/2013 10:03 AM



**Workable SODO - *SafetyFirst, SafetyNow***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

31	cascade.org	4/15/2013 10:01 AM
32	FREQUENT SPORTING EVENT GOERS	4/15/2013 7:51 AM
33	Not sure	4/15/2013 7:40 AM
34	Anyone who lives in Arbor Heights	4/15/2013 7:33 AM
35	SPD	4/14/2013 8:10 PM
36	Perhaps the new WashDOT director	4/12/2013 4:31 PM
37	Waste Management	4/12/2013 3:08 PM
38	Anyone who can do something about it.	4/12/2013 3:03 PM
39	Howard Schultz :)	4/12/2013 1:28 PM
40	Port, Mariners, Sounders, Basketball, railroad, Sounder	4/12/2013 1:09 PM
41	Metro	4/12/2013 12:52 PM
42	?	4/12/2013 12:39 PM
43	All of the businesses in the SODO area.	4/12/2013 9:23 AM
44	THE PORT - they are all about themselves, even calling lawsuits without any regard for commuters or anyone else's time and they are normally the problem.	4/12/2013 8:10 AM
45	Whoever knows about both pedestrian-friendly and truck-friendly design.	4/12/2013 8:05 AM
46	Anyone that has ever tried to walk in the crosswalk WITH a signal that has been nearly run over by cars ignoring the traffic laws.	4/12/2013 7:46 AM
47	don't know.	4/12/2013 7:06 AM
48	?	4/12/2013 6:55 AM
49	Just get out and try the drive yourself. It is ridiculous. Especially the 1st Ave jam up.	4/12/2013 5:54 AM
50	Surrounding neighborhoods like Beacon Hill whereby there is overflow and pass through (Spokane and Columbian Way area)	4/11/2013 6:04 PM
51	metro transit	4/11/2013 4:14 PM
52	The County	4/11/2013 2:32 PM
53	Other major cities with three arenas in close proximity.	4/11/2013 1:59 PM
54	would you talk to them?	4/11/2013 12:35 PM
55	King County Metro	4/11/2013 12:33 PM
56	You should contact Starbucks about a focus group of employees.	4/11/2013 12:21 PM
57	I'm not sure.	4/11/2013 11:28 AM
58	People who actually use the area everyday.	4/11/2013 11:06 AM
59	The kids who have to park on Utah to go to see their favorite bands play at Showbox SODO - not very safe, not enough options.	4/11/2013 11:01 AM
60	Don't know	4/11/2013 11:01 AM
61	Other Starbucks employees.	4/11/2013 10:56 AM
62	everyone	4/11/2013 10:22 AM
63	anyone at Starbucks!	4/11/2013 10:17 AM
64	Any other business or commuter trying to exit/enter this area during sporting event seasons.	4/11/2013 9:55 AM



**Workable SODO - *SafetyFirst, SafetyNow***  
**Q4 What do you think should be done to  
improve transportation mobility and  
access in SODO?**

65	Businesses, workers, Port of Seattle, train operators. Please be active in assessing impacts of proposed coal export terminals.	4/11/2013 9:22 AM
66	Unsure - city of seattle - metro and whoever authorizes construction projects.	4/11/2013 9:08 AM
67	I have no idea.	4/11/2013 8:35 AM
68	Any and all of the business owners and employees around the SODO area.	4/11/2013 8:23 AM
69	n/a	4/11/2013 8:06 AM
70	Areana/stadium team owners and railways	4/11/2013 7:56 AM
71	WSDOT	4/11/2013 7:11 AM
72	people that cannot take the bus or light rail due to work hours or other reasons.	4/10/2013 3:53 PM
73	As many people as you can.	4/10/2013 11:53 AM
74	I don't know - it's very discouraging.	4/10/2013 11:00 AM
75	the many hundred homeless people who camp/live on the streets.	4/10/2013 10:18 AM
76	The Seattle School District has a north parking lot that is in serious disrepair. I think you should make a deal with the district for a parking garage on that property that could accomodate a garage and a sounder train stop. Thatt would seriously benefit traffic from the north and south for Sonic, Mariner and SeaHawk games.	4/10/2013 9:31 AM
77	Metro & Sound Transit	4/10/2013 8:32 AM
78	good question.	4/10/2013 8:07 AM
79	you need a better social media presence and outreach.	4/9/2013 8:35 PM
80	Port of Seattle, Seattle Police Department (who direct traffic after events), San Francisco Department of Transportation.	4/9/2013 6:24 PM
81	StarbucksBike Community at the SODO headquarters	4/9/2013 4:27 PM
82	everyone	4/9/2013 3:53 PM
83	anyone in the sodo area	4/9/2013 3:41 PM
84	n/a	4/9/2013 3:01 PM
85	City of Seattle.	4/9/2013 3:01 PM
86	People who commute into SODO (Sbus workers, etc) and people who utilize the free parking on Occidental.	4/9/2013 2:56 PM
87	Metro, Sound transit,	4/9/2013 2:09 PM
88	not sure	4/9/2013 2:04 PM
89	everyone in my building	4/9/2013 1:59 PM
90	All Seattle Public Schools employees working at the John Stanford Center.	4/9/2013 1:52 PM
91	more traditional industrial businesses that are historical core of SODO.	4/9/2013 1:49 PM
92	Bus drivers, truck drivers	4/9/2013 1:46 PM
93	Mayor if you ahven't already done so	4/9/2013 1:40 PM
94	No one	4/9/2013 1:34 PM
95	Metro -- Pierce Transit -- SoundTtransit	4/9/2013 1:30 PM
96	Maybe our Warehouse people...	4/9/2013 1:22 PM
97	Not sure; but an environmental study definitely needs to be done	4/9/2013 1:21 PM



**Workable SODO - *Safety First, Safety Now***  
**Q4 What do you think should be done to improve transportation mobility and access in SODO?**

98	Sound Transit	4/9/2013 1:19 PM
99	No one	4/9/2013 1:19 PM
100	The communities on the perimeter of the SODO/Duamish neighbor hoods... because whatever traffic issues created by the new tunnel and 3rd arena will be felt by our neighbors as well	4/9/2013 1:17 PM
101	Nobody - Go sonics	4/9/2013 1:15 PM
102	Sound Transit	4/9/2013 1:14 PM
103	n/a	4/9/2013 1:08 PM
104	All Done	4/9/2013 1:08 PM
105	Families and children	4/9/2013 1:07 PM
106	My husband	4/9/2013 1:07 PM
107	na	4/9/2013 1:06 PM
108	fans who will be attending the new games, and those who go to the current stadiums.	4/9/2013 1:04 PM
109	I think everyone who wants a say has had opportunities.	4/9/2013 1:03 PM
110	King County Metro, Sound Transit, Seattle Streetcar Authority	4/9/2013 1:02 PM
111	Port of Seattle, Industry and business that are directly affected	4/9/2013 1:00 PM
112	N/A	4/9/2013 1:00 PM
113	History books?	4/9/2013 12:58 PM
114	TRAFFIC ENGINEER	4/9/2013 12:57 PM
115	All stakeholders in the area.	4/9/2013 12:10 PM
116	Zulilly; the Port; Amtrak/BNSF; Cascade Bicycle Club	4/9/2013 11:31 AM
117	Parking	4/9/2013 11:09 AM
118	Sound Transit/Metro (game-day mass transit options to decrease car traffic)	4/9/2013 10:40 AM
119	This traffic hits the freeways too so it has a bad impact on all of downtown Seattle, not just SODO.	4/9/2013 10:22 AM
120	Arrogant train people. City council.	4/9/2013 10:07 AM
121	Sound/Metro Transit	4/9/2013 10:03 AM
122	If you are engaging transportation experts, workers, business owners and visitor's bureaus (more tourist activity will be a result of the new stadium) I would think you have it covered.	4/9/2013 10:00 AM
123	GEORGETOWN/SOOUTH PARK COMMUNITY	4/9/2013 8:40 AM
124	Really, has anyone ever actively listened and heeded public opinion on these issues?	4/9/2013 8:37 AM
125	Anyone who has to travel in SODO.	4/9/2013 8:32 AM
126	?	4/8/2013 11:44 AM
127	SODO area business owners.	4/8/2013 10:48 AM
128	General Public	4/8/2013 10:40 AM
129	BNSF, Port of Seattle, Cascade Bicycle Club	4/8/2013 10:25 AM
130	The Mayor.	4/8/2013 10:24 AM
131	That people that actually work in this area	4/8/2013 10:22 AM
132	Other Business in the SODO area that depend on customers to access their business property	3/27/2013 12:19 PM