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LIST OF ABBREVIATIONS

BMP: Seattle’s Bicycle Master Plan
BPSA: Bicycle and Pedestrian Safety Analysis
City: City of Seattle
DON: Seattle Department of Neighborhoods
FMP: Seattle’s Freight Master Plan
GOSVF: Georgetown Open Space Vision Framework (Seattle Parks Foundation, 2017)
GSI: Green Stormwater Infrastructure
HIA: UW Health Impact Assessment (Graduate student report, 2017)
HIA: Intelligent Transportation Systems
MIC: Manufacturing Industrial Council of Seattle
Mobility Study: Georgetown Mobility Study
SDOT: Seattle Department of Transportation
OPCD: Seattle Office of Planning and Community Development
PMP: Seattle’s Pedestrian Master Plan
SCL: Seattle City Light
SPU: Seattle Public Utilities
SSC: South Seattle College (Georgetown Campus)
SRTS: Safe Routes to School
TMP: Seattle’s Transit Master Plan
WSDOT: Washington Department of Transportation

Special thanks to the entire Georgetown community for their attendance and active participation in Mobility Study events, meetings, and surveys.
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1. STUDY OUTCOMES

PURPOSE

The purpose of the Georgetown Mobility Study (Mobility Study) is to identify and evaluate opportunities for street improvements to increase safety and health and upgrade conditions for people walking, biking, as well as improve safety and circulation for vehicles. These improvements should address community-identified needs and enhance the safety and livability of the neighborhood. The findings of this project will inform community stakeholders and city agencies on the benefits, costs, multimodal opportunities, and constraints of the improvements.

MOBILITY STUDY GOALS

The Mobility Study included a number of goals that helped to define and focus the planning effort:

- **Safety:** Help to achieve Vision Zero, Seattle’s commitment to end serious and fatal crashes by 2030, and increase the comfort of people walking and biking.
- **Access and mobility:** Improve movement between destinations and connect transportation facilities
- **Equity and Health:** Advance neighborhood health, satisfy needs expressed by under-served populations, and foster a sense of place or community identity.

MOBILITY STUDY OBJECTIVES

The key objectives of this project include:

- Active engagement with a diverse range of community members, including residents, workers, business owners, and industry representatives
- Understand community transportation issues, needs, and priorities, including the intersection between transportation, neighborhood health, livability, equity, and social justice
- Identify potential multimodal safety, access, and circulation improvements within the public right-of-way
- Identify streetscape enhancements
- Identify opportunities to implement mobility enhancements through City efforts and/or other projects
- Develop implementation recommendations and potential funding sources

STUDY APPROACH

The Study evaluated projects identified by the community and Seattle’s Department of Transportation (SDOT) in earlier plans and efforts. These included citywide plans such as, the Seattle Freight Master Plan (FMP), Pedestrian Master Plan (PMP), Bicycle Master Plan (BMP), and the Transit Master Plan (TMP). Local reference sources include the Duwamish Valley Vision, the Seattle Parks Foundation’s Georgetown Open Space Vision Framework (GOSVF), and proposed transit service changes to develop an initial strategy to improve mobility within the Georgetown area.

Mobility Study public engagement events and activities helped to further refine and integrate improvement opportunities shown in earlier plans, and identify new opportunities for improvements.
2. PREVIOUS PLANNING EFFORTS

CITY MODAL MASTER PLANS

The Mobility Study builds on the research and public outreach conducted for our modal master plans, including the 2014 Bicycle Master Plan (BMP), the recently-updated 2017 Pedestrian Master Plan (PMP), the 2016 Freight Master Plan (FMP), and the Transit Master Plan (TMP). These plans, which were developed at the citywide level, provided an important starting point for the Mobility Study to assess how they integrate at the local level. Another purpose of the Mobility Study is to test the recommended projects and proposed network of these plans to ensure that the facilities identified address existing conditions and the needs of the Georgetown community. Consistency with the modal plans is one of the criteria that is used to evaluate and tier the final project list.

Pedestrian Master Plan

In the 2017 update to the PMP, we identified a citywide Priority Investment Network (PIN), comprised of streets that serve as key pedestrian routes to public schools and frequent transit stops. The PMP’s analysis further identified opportunities for pedestrian improvements along the roadway (e.g. sidewalks) and across the roadway (e.g. crosswalks). The PMP emphasizes projects near transit and school. Given the limited number of schools within Georgetown, the focus for PMP funding should be near transit and on transit corridors.

Analysis conducted for the Mobility Study shows that approximately 28% of Georgetown sidewalks are included in the PMP’s Priority Investment Network (PIN). The analysis also showed that 39% of Georgetown’s street network currently lacks sidewalks.
Bicycle Master Plan

The BMP proposes a citywide bicycle network, which includes a range of facilities, from trails and protected bicycle lanes to neighborhood greenways and on-street facilities. The plan also includes a number of catalyst projects, which are transformational improvements that make connections significantly safer for riders. The following catalyst project was included in the Mobility Study project list:

- 6th Ave S connection over railroad tracks

In addition, the following facilities recommended in the plan’s proposed bicycle network were added to the Mobility Study’s project list, based on feedback received from the local community:

- Proposed bike facilities on E Marginal Way and Ellis Ave S (see the Georgetown to South Park Pedestrian and Bike Connection)
- Off-street connection between Corson Ave S and S River St
- S Orcas St neighborhood greenway
- In-street facility improvements along 6th Ave S

More details in Projects and Ratings (Chapter 6).

Although no projects within Georgetown were identified in SDOT’s recent 2017-2021 Implementation Plan for the BMP, the final list and project details compiled in this mobility study will provide helpful guidance as we develop future capital projects and investments.
Freight Master Plan

The FMP was an important input to the Mobility Study, as Georgetown has an active industrial community and plays a key role in the larger freight transportation network. Maintaining safe and efficient freight movement is critical, not only to the industrial community, but also to neighborhood residents and workers, who share concerns about roadway safety and pollution generated by vehicle traffic. Furthermore, roadway improvement projects identified in the FMP may also bring future opportunities for multimodal improvements, through the City’s commitment to building complete streets.

The FMP includes several large roadway reconstruction projects within Georgetown, which aim to maintain needed freight access between I-5, the Port of Seattle, and other industrial sites in SODO and along the Duwamish River. The large capital projects also bring opportunities to improve sidewalks and intersection crossings, and make universal access improvements. A map of the freight network is shown in Existing Conditions (Chapter 3).

The following projects identified in the FMP were added to the Mobility Study list:
- 1st Ave S Viaduct replacement
- 1st Ave S reconstruction
- 4th Ave S Viaduct replacement
- S Lucile St reconstruction

More details on these projects can be found in Projects and Ratings (Chapter 6).

Transit Master Plan

Georgetown, along with South Park, is identified in the TMP as a “priority area” for local transit network investment. These are areas outside (>1/2 mile) of the frequent transit network. The TMP is a 20-year vision for meeting Seattle’s transit service needs, and identifies investment priorities. King County Metro has direct control over bus transit service provision. SDOT purchases service hours and can improve transit stop amenities within the public right-of-way, and coordinates with Metro on planning efforts. Although no specific TMP projects were identified in Georgetown, the following project was identified through the Mobility Study process, based on the plan’s identification of the neighborhood as a local transit network priority area.
- Old City Hall Transit Hub, where there are both transit and ‘Microtransit’ (e.g. van shares, etc.) connections available

More details on these projects can be found in Projects and Ratings (Chapter 6).
SDOT ANALYSIS

Bicycle and Pedestrian Safety Analysis (BPSA)

We recently conducted a safety analysis for both bicyclists and pedestrians, as part of the Vision Zero goal to eliminate deaths and serious injuries on Seattle streets by 2030. The Mobility Study team reviewed this analysis and incorporated it as one of the criteria that is used to evaluate and tier the final project list.

BICYCLE AND PEDESTRIAN SAFETY ANALYSIS (BPSA)

[From the Vision Zero 2017 Progress Report]

The BPSA is a retrospective analysis of pedestrian and bicycle collisions occurring between 2007 and 2014. The study began with an exploratory analysis of the characteristics and common patterns of crashes involving people walking or biking.

We then conducted a multivariate analysis to understand the significance of the various factors. Finally, we developed a model to help identify locations with high potential for future collisions. The results will help us pro-actively identify locations and prioritize safety improvements.

Some key findings of the BPSA:

- There is a strong link between the presence of bicyclists and lower injury rates (there is safety in numbers)
- Developing infrastructure for people walking and biking improves safety for everyone, including people driving
- While more pedestrian collisions occur at signalized intersections, pedestrian crashes are more likely to be severe at locations without a traffic signal
- 66% of severe/fatal collisions involved downhill bicycles

We completed this analysis in 2016 and have started implementing recommendations from the BPSA. The BPSA will guide our work on projects big and small moving forward, including One Center City. Our research into these safety issues will continue in 2017 and beyond as we pursue data-driven strategies to reduce collisions.

You can read the full study at www.seattle.gov/vision zero/safety-data.
RECENT COMMUNITY PLANS

A central goal of the Mobility Study was to review and assess recommendations of SDOT’s modal plans, which were developed at a citywide level, and compare them with the existing mobility needs within Georgetown to ensure future investments address the needs expressed by the community. Georgetown, and the larger Duwamish Valley communities, have engaged in other community planning efforts in recent years. These local plans address many concerns and improvement opportunities related to street and mobility improvements, and provided significant input to the project identification phase of the Mobility Study.

Georgetown Open Space Vision Framework

In early 2017, the Seattle Parks Foundation completed an in-depth study of open space needs within the Georgetown neighborhood. This vision plan included significant outreach with members of the local community, and it called attention to several areas where there was a desire for pedestrian and bike facilities. Projects pertaining to the city’s right-of-way (the focus area for the Georgetown Mobility Study) identified in this plan were assessed for initial feasibility by SDOT staff, incorporated into early drafts of the Mobility Study project list, and shared with the community for feedback. More details are provided below in Projects and Ratings (Chapter 6).

Duwamish Valley Vision

An earlier study that focused on the larger Duwamish Valley area also provided information about opportunities for improvement. This plan was reviewed by the Mobility Study project team, and recommendations pertaining to the city’s right-of-way were incorporated into the draft project list.

Street Smart: Alternatives to Drive-Alone Commuting in the Duwamish

Spearheaded by the Duwamish Transportation Management Association, a non-profit group dedicated to improving transportation services for the Duwamish business community, this report provides community-based recommendations and personal tips for getting around Seattle’s SODO, Georgetown, and South Park neighborhoods and North Tukwila. The recommendations relevant to Georgetown were incorporated into the project list and descriptions.
UW Health Impact Assessment

Georgetown is home to a significant number of lower-income and historically under-served populations. Recent health studies of the Duwamish Valley show concerning health disparities between the Duwamish Valley residents and those who live elsewhere in Seattle.

In order to bring more focus to the health challenges of the Georgetown community, SDOT engaged a class of University of Washington (UW) graduate students, who performed a Health Impact Assessment (HIA) for the neighborhood. (See caption under Figure 2-3 for a link to the full report.) The students researched a broad range of conditions, from the physical and environmental context of the neighborhood, to the economic and social factors that influence residents’ daily lives and health. The report resulted in a number of key findings and recommendations that pertain directly or tangentially to the Mobility Study.

Key Recommendations

- **Green Space and Public Art**
  - Increase the amount of greenery and green barriers that help improve air quality and reduce community noise pollution.
  - Develop partnerships with private property owners to incentivize greening when jurisdiction and space become a limiting factor.
  - Create community and art development programs, such as the King County Metro Bus Shelter Mural Program and other similar community programs that help protect neighborhood culture and identity.

- **Partnerships**
  - Create an historic preservation overlay district protecting key buildings that add to the historic character of the Georgetown neighborhood.
  - Conduct a street lighting audit, to inventory and assess lighting conditions and identify needs

- **Pedestrian and Cyclist Safety**
  - Investigate public transportation options from central restaurant locations to ensure that those drinking will be able to travel home without driving or cycling.
  - Inventory, build, and maintain sidewalks and crosswalks.
  - Utilize traffic-calming measures, such as planting street trees near the curb, signage instructing drivers to slow down, and instituting road diets along busy roads leading up to intersections and pedestrian crossings.
  - Publicize a simplified School Walk Route Plan with distinct, designated routes.
  - Improve wayfinding with pedestrian-oriented signage, especially along Airport Way S, at South Bailey St and 13th Ave S, and at S Michigan St and E Marginal Way S.

Figure 2-3 Map of HIA recommendations

The UW HIA included a map of some of the recommended mobility improvements. The full study is available via this link: [https://www.seattle.gov/transportation/docs/GeorgetownMobilityStudyHIA_FinalReport_June2017.pdf](https://www.seattle.gov/transportation/docs/GeorgetownMobilityStudyHIA_FinalReport_June2017.pdf)
3. EXISTING CONDITIONS

Georgetown is a distinct Seattle neighborhood that hosts a lively and historic local business district, a thriving arts community, and residential areas that offer a mix of older single-family homes and newer townhouses. Nestled in and amongst the larger Duwamish Valley Industrial area, criss-crossed by railroads, and flanked on one side by the King County International Airport, Georgetown hosts a wide range of land-uses within about two-square miles.

While this complex mix of residential, local business, commercial and industrial uses both contributes to and reflects Georgetown’s gritty, do-it-yourself character, it also presents significant challenges to multimodal mobility and access throughout the neighborhood. The street grid is irregular, with many narrow streets and large gaps in sidewalk facilities. Railway remnants, some of which remain in the right-of-way, present a hazard to people who bike or use mobility devices. Active railway corridors and spurs present crossing challenges, particularly for people walking or biking. Vehicle traffic on the neighborhoods arterial streets is often heavy, and given the industrial context of the area, safe and efficient freight movement through the neighborhood is important to the City, as well as the region as a whole.

Georgetown also has a higher population of lower-income residents than Seattle as a whole, many of whom depend on transit and safe access to social services. Economic data provided in the Georgetown Open Space Vision Framework (GOSVF) showed that 37.5% of Georgetown residents live below the poverty line - nearly double the rate of Seattle residents as a whole. Recent health studies have identified significant health disparities between the residents of the Duwamish Valley and the city’s overall population, with life expectancy for Duwamish Valley residents being nearly eight years shorter than the average Seattle resident.

A key challenge of this study is to review and better understand the existing street conditions and mobility needs within the neighborhood, and to identify opportunities for improvement. This section provides more detail on the area’s street network, as well as specific mobility and access needs.

WHAT IS THE RIGHT-OF WAY?

The Right-of-way (ROW) is a publicly-owned strip of land that is legally established for the use of pedestrians, vehicles or utilities.

Figure 2-3 ROW zones

Property owners are generally responsible for the maintenance of sidewalk facilities and planting areas adjacent to their property. However, the City oversees the public ROW and may require permits for certain uses or activities. SDOT’s revised Right-of-Way improvements Manual - Seattle Streets Illustrated provides helpful guidance and information. You can read the full report at http://streetsillustrated.seattle.gov/
STREET NETWORK

Georgetown’s street network is comprised of a mixed grid structure, resulting in a pattern of complex intersection layouts, circulation challenges, and areas with limited sight-lines. There is also a wide range in block size, with a smaller, more walkable block structure in the residential and business hub along Airport Way S, and longer blocks with wider streets in areas where industrial uses predominate. Busy north-south arterials and freight routes along E Marginal Way, 1st Ave S and 4th Ave S present challenges to East-West circulation for all modes. Future opportunities to reconnect the street grid, such as with redevelopment, should be explored.

Figure 3-1 Street Classification Map
PEDESTRIAN NETWORK

Similar to the street network, the pedestrian network in Georgetown is wide-ranging in condition and quality. Streets within the residential areas east of Corson Ave S and west of Ellis Ave S, and the smaller community west of the Georgetown Playfield have lower traffic volumes, and the sidewalk network is more complete in these areas. Alleys between Corson Ave S and Ellis Ave S help to supplement north-south circulation within the area.

Elsewhere in the neighborhood, particularly along major arterials and designated freight routes, high traffic volumes and narrow sidewalks create an uncomfortable, stressful pedestrian experience. Crossing these major corridors is also a challenge, limiting circulation to signalized intersections. There are gaps in sidewalk facilities on major arterials, such as 4th Ave S, and sidewalks are also lacking on lower-traffic corridors, such as 6th Ave S, which might otherwise be appealing to pedestrians and bicyclists.

Georgetown is home to social services such as a food bank at St Vincent de Paul on 4th Ave S, which brings customers from the larger Duwamish Valley region. A new Tiny House community opened in 2017 and provides consistent shelter for people experiencing homelessness. Opportunity Skyway is a High School adjacent to the King County International Airport that provides education and other support for at-risk youth. These traditionally under-served populations often rely on low-cost transportation modes, such as transit and walking.

Georgetown’s historic business hub on Airport Way S has seen significant growth in recent years, with a variety of new restaurants, bars, galleries, and special event venues. Recent investments, such as the new festival street along 12th Ave S and a new 1/2 signal and crosswalk planned at S Doris St, provide needed pedestrian facilities in this area. However, Airport Way S remains a challenging corridor, due to limited right-of-way, narrow sidewalks (particularly along the northeast side of the street where there are sections that don’t meet the minimum standards of the Americans with Disabilities Act), and high traffic volumes from automobile, freight, and I-5 emergency access traffic.

Like much of Seattle, Georgetown is in a period of growth. Members of the community noted that many of the area’s minority, low-income Latino residents have left, particularly due to high housing costs. At the same time, some families are moving to, or coming back, to the neighborhood, increasing the need for access to neighborhood parks (of which there are only a few), community centers, libraries, and schools (nearly all of which are located outside of the neighborhood, in either South Park or Beacon Hill). Georgetown is divided from these neighbors by the Duwamish River and the active railway / I-5 corridor, respectively.

Figure 3-2 illustrates the current sidewalk conditions in the neighborhood. Streets highlighted in red indicate areas that are missing sidewalks. The yellow circles indicate an obstruction to the sidewalk, as observed during our 2017 sidewalk assessment. The most common form of sidewalk obstructions recorded in Georgetown were height differences, physical obstructions, surface conditions, and cross-slopes not compliant with current standards.
Figure 3-2 Current Sidewalk Conditions
BIKE NETWORK

Georgetown is relatively flat, unusual for a Seattle Neighborhood and eliminates a commonly-cited barrier by would-be bicyclists in Seattle. However, getting into and out of Georgetown is challenging due to a number of factors. Flanked by Beacon Hill on the northeast side, travel to this neighborhood requires significant hill climbs. Lacking, inconsistent, and/or narrow bike facilities are a significant barrier between Georgetown and Beacon Hill.

The connection to South Park is most limited by heavy traffic corridors and few bike facilities. Bike connections to SODO and Downtown are largely located on high-traffic arterial streets that are intimidating and uncomfortable for many riders.

Despite these challenges, some residents in Georgetown currently bike and others are interested in biking. A survey conducted for the Mobility Study received a high response from people who work in the neighborhood. Several new commercial spaces have opened in recent years, adding significant numbers of daytime workers to the neighborhood, who would also benefit from a connected bike network.

Figure 3-3 Current Bike Network

Internal circulation within the neighborhood is challenging, primarily due to lacking or inconsistent facilities and high-traffic corridors that are stressful to travel along and often challenging to safely cross. The map below shows the existing bike network, along with locations identified through our recent BPSA data. In addition to traffic concerns, poor roadway surface conditions and rail crossings present a persistent safety hazard for cyclists.
**FREIGHT NETWORK**

Efficient and safe goods movement is a key concern for the Georgetown community, including residents, workers, business owners, and freight operators. There are several freight routes that crossing the neighborhood that are critical to both the Seattle and regional economy. Maintaining access along these key corridors, while also identifying ways for people who walk, bike or drive to safely cross them, was a key focus of the Mobility Study. Maintaining efficient traffic flows through the neighborhood is important not only to the freight and industrial community, but also for residents concerned about air pollution, particularly from idling vehicles.

Major freight streets, shown in blue in the map below, carry significant volumes. The cluster of BPSA priority locations along S Michigan St illustrates one of the key challenges that arose during the study: how to more safely allow pedestrians and bicyclists to cross this corridor so they can access key neighborhood amenities, such as parks and local business hubs. Other priority locations coincided with project areas that have been identified by other plans, providing helpful information to project definitions.

Figure 3-4 Current Freight Network
TRANSIT NETWORK

Transit service in Georgetown is provided primarily by all-day routes 124 and 60, and supplemented by peak King County Metro bus service only on routes along E Marginal Way. The 124 provides a frequent service connection for Georgetown to both Downtown Seattle and the Tukwila International Boulevard Light Rail transit station. Route 60 provides all-day service connections to both Capital Hill and White Center/ Westwood Village, and is the main transit service connection to Beacon Hill, where many of Georgetown’s children attend school.

Improving transit service and access was a strong theme in Mobility Study public engagement activities, with comments coming from different community and stakeholder groups. In 2017 King County Metro re-routed routes 60 and 124 from existing stops along Carleton Ave S to Corson Ave S, per agreement from residents in the area who wanted calmer and quieter traffic along the core residential streets.

A bus stop along E Marginal Way recently gained national attention by winning a contest for the nation’s Sorriest Bus Stop (Streetsblog 2017). Bus stop and pedestrian (sidewalk) improvements are needed in the neighborhood, particularly along E Marginal Way and 4th Ave S. There is also a need to improve conditions for transit riders making transfers. KC Metro is currently reviewing bus stop locations in this area, and coordinating with SDOT on access improvement needs.

Figure 3-5 Current Freight Network
CIRCULATION ANALYSIS

In addition to the analysis of existing conditions covered in this chapter, the Mobility Study team also looked at the overall circulation challenges and opportunities in Georgetown. The map at right overlays the existing freight corridors that traverse the neighborhood with the residential and office/commercial areas, as well as the central business and restaurant hub along Airport Way S.

In the analysis it is clear that the S Michigan St corridor effectively divides the two residential areas of the neighborhood. The red lines indicate the general desired pedestrian and bike circulation that is needed to make the neighborhood work. These arrows are not intended to show actual street alignments, but the general circulation patterns that would improve access and mobility within the neighborhood.

This analysis served as an important testing ground as projects were identified and studied, and helped [the team] highlight where there may be improvement gaps.

We also heard through public engagement that traffic patterns tend to change quickly in Georgetown, due in part to the complex mix of land uses in the neighborhood. Given that data collected from traffic counts is valid for a limited period of time, traffic data was not collected as a part of this study. However, the Mobility Study recommends that future projects gather on-the-ground data during project early design phases, in order to better understand the local traffic patterns and volumes.
Figure 3-6 Existing and Desired Neighborhood Circulation

Neighborhood Multimodal Circulation (Existing & Desired)
- Existing Freight Routes
- "First/Last-mile" Freight Connection (Existing)
- Bike/Ped Circulation (Desired)
- Georgetown - South Park Circulation (Desired)
- Neighborhood Center (Retail/Service Businesses)
- Residential or Office/Commercial Areas
- Schools
4. COMMUNITY ENGAGEMENT

OVERVIEW

Outreach for the Georgetown Mobility Study builds on the extensive community engagement and planning studies conducted in the neighborhood in recent years, as well as the outreach gathered through SDOT’s pedestrian, bike and freight modal plans. The Mobility Study used this earlier planning work as the foundation for many of the projects that were identified and prioritized through the initial phases of the project.

SDOT is committed to employing Race and Social Justice Initiative principles in its public engagement efforts and to solicit diverse voices and opinions on planning projects. We worked in collaboration with the Department of Neighborhoods and their Community Liaisons (CL) to reach the many different communities within Georgetown. The CLs assisted with translation, residential and small business door knocking and staffing events. In addition to the open house and online survey feedback, SDOT staff reached out to several groups and stakeholders in the community that may not have been reached in earlier planning efforts. These groups included residents, businesses, social service providers, people experiencing homelessness, students, and visitors to the neighborhood.

A summary of community engagement events and meetings is shown in Table 4-1. This strategic community engagement served to groundtruth the project list, helping to ensure that the project and improvement opportunities identified reflected the needs of the broad Georgetown community, which includes residents, business owners, workers, and industry.
### Table 4-1 Engagement Activities

The Mobility Study included the following engagement events and meetings:

<table>
<thead>
<tr>
<th>Meeting/Presentation/Event</th>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advisory Group Meetings (4)</td>
<td>South Seattle College</td>
<td>April 19, 2017</td>
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<td>Old City Hall</td>
<td>June 13, 2017</td>
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<td></td>
<td>South Seattle College</td>
<td>August 8, 2017</td>
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<td></td>
<td>South Seattle College</td>
<td>October 25, 2017</td>
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<td>Online Survey and Interactive Map</td>
<td>Online</td>
<td>April 2017</td>
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<tr>
<td>Door-to-door surveys</td>
<td>Door-knocking</td>
<td>April 2017</td>
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<td>Georgetown Community Council</td>
<td>Old City Hall</td>
<td>February 27, 2017</td>
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<td></td>
<td></td>
<td>May 15, 2017</td>
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<td></td>
<td></td>
<td>September 18, 2017</td>
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<td>Bike Tour with community members and Duwamish Valley Safe Streets</td>
<td>Neighborhood-ride</td>
<td>April 11, 2017</td>
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<td>Georgetown Merchants Association</td>
<td>Old City Hall</td>
<td>February 14, 2017</td>
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<td></td>
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<td>July 11, 2017</td>
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<tr>
<td>St Vincent de Paul</td>
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<td>April 13-14, 2017</td>
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<td>McKinstry</td>
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<td>Martin Court Apartments</td>
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<td>April 25, 2017</td>
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<td>First Open House</td>
<td>South Seattle College</td>
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<td>Walk with UW HIA students</td>
<td>Neighborhood-walk</td>
<td>May 4, 2017</td>
</tr>
<tr>
<td>Opportunity Skyway School</td>
<td></td>
<td>May 16, 2017</td>
</tr>
<tr>
<td>SOBA/NOBA Walk (SRTS grant-sponsored event)</td>
<td>Georgetown Playfield</td>
<td>June 24, 2017</td>
</tr>
<tr>
<td>New Missionary Baptist Church Community</td>
<td>New Missionary Baptist Church</td>
<td>June 25, 2017</td>
</tr>
<tr>
<td>Georgetown Brewing Company</td>
<td></td>
<td>June 29, 2017</td>
</tr>
<tr>
<td>Merlino Foods</td>
<td></td>
<td>June 29, 2017</td>
</tr>
<tr>
<td>United Recycling</td>
<td></td>
<td>June 29, 2017</td>
</tr>
<tr>
<td>Bennett Properties</td>
<td></td>
<td>June 30, 2017</td>
</tr>
<tr>
<td>Manufacturing Industrial Council, King County International Airport and Port of Seattle</td>
<td></td>
<td>June 30, 2017</td>
</tr>
<tr>
<td>Duwamish River Cleanup Coalition</td>
<td>McKinstry Innovation Center</td>
<td>July 1, 2017</td>
</tr>
<tr>
<td>Trupanion</td>
<td></td>
<td>July 6, 2017</td>
</tr>
<tr>
<td>Georgetown Garden Walk info booth</td>
<td>Oxbow Park</td>
<td>July 9, 2017</td>
</tr>
<tr>
<td>Second Open House</td>
<td>Old City Hall</td>
<td>July 18, 2017</td>
</tr>
<tr>
<td>South Seattle College</td>
<td></td>
<td>August 1, 2017</td>
</tr>
<tr>
<td>Larry Reid</td>
<td></td>
<td>August 1, 2017</td>
</tr>
<tr>
<td>Duwamish River Festival info booth</td>
<td>Duwamish Waterway Park</td>
<td>August 26, 2017</td>
</tr>
<tr>
<td>Boeing</td>
<td></td>
<td>September 11, 2017</td>
</tr>
<tr>
<td>Meeting with people experiencing homelessness</td>
<td>South Seattle College</td>
<td>October 9, 2017</td>
</tr>
<tr>
<td>Mobility Study Community Report-Out</td>
<td>South Seattle College</td>
<td>October 25, 2017</td>
</tr>
</tbody>
</table>
PUBLIC ENGAGEMENT SUMMARY

Through the various public engagement strategies, the Mobility Study project team gained important insights about mobility issues and opportunities for improvement in Georgetown. This method helped the team test projects developed in other plans, identify new project opportunities, and hone project descriptions to address multimodal needs.

Below is a summary of the key issues and information that was learned through public engagement. Please see Appendix A for complete summaries of project outreach.

A better connection between South Park and Georgetown, particularly for bikes and pedestrians, is a strong community priority that was echoed throughout the public engagement.

Significant need for better pedestrian facilities, particularly sidewalks. Pedestrian safety and security is a community-wide priority.

Pedestrian challenges include lack of facilities, condition of existing facilities, and encroachment into pedestrian areas by parked vehicles or traffic.

Better bike facilities are desired on key routes to improve access and safety, and remove barriers for potential riders.

Crime and security concerns should be thoughtfully considered during project design phases that determine trail alignments and propose streetscape lighting, etc.

Georgetown, like other Seattle neighborhoods, is changing rapidly. Residential areas are becoming more dense, and there has been a significant expansion of commercial and office spaces, resulting in hundreds of new workers commuting to the neighborhood.

There is a growing number of families who are choosing to live in Georgetown. Safe access to schools, parks, and play areas is very important.

Roadway conditions and high traffic volumes are challenges throughout the neighborhood.

The Georgetown community includes people from at-risk or traditionally under-served populations; improvements that benefit this population are important.

Adding more green space, and improving access to existing open spaces, are strong community priorities.

There is a need to manage traffic speeds and flow throughout the neighborhood. Air and noise pollution are also concerns, and idling traffic contributes to poor air quality and noise issues in the neighborhood. Speed management and intersection improvement projects must also limit traffic congestion.

Improving access to transit is a strong priority for many community members and employees.

There has been a lot of planning work done in recent years. Now there is a strong desire for action.
5. PROJECT EVALUATION

EVALUATION APPROACH

In addition to identifying future opportunities for mobility improvements in Georgetown, we wanted to evaluate and rate projects, to aid in future planning and project scoping. A set of evaluation criteria were framed around the goals and key objectives of the Mobility Study and address:

- Safety
- Access and Mobility
- Equity and Health:
- Modal Plan Consistency
- Implementation Assessment
- Community Support

Given the wide range of project costs, complexities and coordination needs, as well as the uncertainties of future funding opportunities, the Mobility Study team decided that, in lieu of an overall project ranking where each project received a total score, it would be most valuable for future implementers to understand how projects scored within each of the outcome categories. Thus, the project pages provide a ranking of the projects within each of the evaluation categories, but have not ranked the project list based on the total project score.
EVALUATION CRITERIA

The Mobility Study team developed the following criteria to evaluate how each of the projects was meeting the overall goals and objectives of the study. In table 5-1 the criteria statements describe the ways in which projects could meet the overall project outcomes. The measures provides more specific details on how the projects could meet each of the criteria. Criteria followed by an (H) indicates an intention to assess whether the project will contribute to improving community health in Georgetown.

Table 5-1 Evaluation Criteria

<table>
<thead>
<tr>
<th>Outcome</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Addresses neighborhood desire for safer streets, speed management, and/or more awareness by drivers of people walking/biking around them</td>
</tr>
<tr>
<td></td>
<td>Addresses neighborhood desire to have dedicated roadway space for bicycle and pedestrian travel</td>
</tr>
<tr>
<td></td>
<td>Improves safety for priority bicycle and pedestrian safety intersections (identified by SDOT BPSA analysis)</td>
</tr>
<tr>
<td></td>
<td>Improves high safety priority location (identified by SDOT analysis)</td>
</tr>
<tr>
<td>Access and Mobility</td>
<td>Facilitates truck circulation and/or access.</td>
</tr>
<tr>
<td></td>
<td>Improves access to transit stop(s)</td>
</tr>
<tr>
<td></td>
<td>Improves access to civic, institutional, and/or health destinations (H)</td>
</tr>
<tr>
<td></td>
<td>Improves community health by facilitating access to neighboring destinations (H)</td>
</tr>
<tr>
<td></td>
<td>Provides missing link between two existing modal facilities</td>
</tr>
<tr>
<td><strong>Outcome</strong></td>
<td><strong>Criteria</strong></td>
</tr>
<tr>
<td>------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Equity and Health</strong></td>
<td>Improves ADA accessibility (H)</td>
</tr>
<tr>
<td></td>
<td>Satisfies expressed need of minority populations</td>
</tr>
<tr>
<td></td>
<td>Streetscape or pedestrian realm enhancement</td>
</tr>
<tr>
<td></td>
<td>Promotes better air quality (H)</td>
</tr>
<tr>
<td><strong>Modal Plan Consistency</strong></td>
<td>Pedestrian Master Plan consistency</td>
</tr>
<tr>
<td></td>
<td>Bicycle Master Plan consistency</td>
</tr>
<tr>
<td></td>
<td>Freight Master Plan consistency</td>
</tr>
<tr>
<td></td>
<td>Transit Master Plan consistency</td>
</tr>
<tr>
<td><strong>Implementation Assessment</strong></td>
<td>Project complexity</td>
</tr>
<tr>
<td></td>
<td>Total project cost (estimated)</td>
</tr>
<tr>
<td><strong>Community Support</strong></td>
<td>Support at Mobility Study open house (prioritization exercise, comment, etc.)</td>
</tr>
<tr>
<td></td>
<td>Support in Mobility Study survey (modal improvement need (e.g., pedestrian crossings, bike lanes, etc.) or location mentioned)</td>
</tr>
<tr>
<td></td>
<td>Support at Mobility Study community meeting or event (project, location or modal improvement need mentioned)</td>
</tr>
</tbody>
</table>
UPCOMING PROJECTS

Given the recent planning work that has been done in the community, and the need for investment and improvements in the area, SDOT staff used the Mobility Study process to identify a number of quick-win projects - those that could be implemented in the near-term through concurrent projects or collaboration with other City departments. This work extended throughout the Mobility Study process and resulted in a number of improvements, including:

- 4th Ave S / S Front St bus stop improvements
- 13th Ave S / S Bailey St crossing improvements
- 16th Ave S pedestrian route improvements
- New crosswalk at Corson Ave S / S Willow St
- Street tree inventory and plantings

This report also captures upcoming improvements in the neighborhood currently underway by SDOT.

Table 6-1 Upcoming Projects List

<table>
<thead>
<tr>
<th>Upcoming Projects (2017-2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
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<tr>
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<td>7</td>
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<td>8</td>
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<td>9</td>
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<td>10</td>
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<tr>
<td>11</td>
</tr>
<tr>
<td>12</td>
</tr>
<tr>
<td>13</td>
</tr>
</tbody>
</table>

Neighborhood-wide Projects (not mapped)

<table>
<thead>
<tr>
<th>Neighborhood-wide Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
</tr>
<tr>
<td>15</td>
</tr>
<tr>
<td>16</td>
</tr>
</tbody>
</table>
Upcoming Projects and Planning Studies in Georgetown
(Includes non-SDOT efforts)

Spot Project

Site Project

Corridor Project

Figure 6-1 Upcoming Projects
Projects Descriptions and/or Photos

<table>
<thead>
<tr>
<th>Projects</th>
<th>Descriptions and/or Photos</th>
</tr>
</thead>
</table>
| **1** E Marginal Way Corridor Conceptual Design (Atlantic - S Michigan St) | Conceptual design is underway for E Marginal Way, which is a major freight corridor that provides access to the Port of Seattle terminals, rail yards, industrial businesses and the regional highway system. It is also a transit service corridor, and is a connection for people who bike between the West Seattle Bridge Trail, downtown, and the SODO neighborhood. This project will:  
  - Improve safety and reliability for the movement of people and goods and support freight loads by rebuilding the roadway  
  - Promote efficiency through signal modifications and intelligent transportation systems (ITS)  
  - Improve safety by better separating non-motorized modes from freight traffic |
<p>| <strong>2</strong> 3rd Ave S Depaving Project (at McKinstry Building) | SDOT is working with staff at McKinstry about the opportunity for streetscape greening along 3rd Ave S, in front of the McKinstry building. |
| <strong>3</strong> Crossing improvements at several locations along UPRR corridor (west of Airport Way S) | SDOT is coordinating with UPRR as they make rail corridor improvements along this spur adjacent to the Georgetown Business District. Locations under review include: S Lucile St, 8th Ave S and S Findlay St, Corson Ave S, S Carstens Pl, S Homer St, and S Doris St. |
| <strong>4</strong> New crosswalk at Airport Way S / S Doris St | SDOT will be installing a new crosswalk and half-signal on Airport Way S at S Doris St in the fall/winter of 2017-2018. The project will also include signal improvements along the Airport Way S corridor from Royal Brougham to the southern city limit. The goals is to improve travel efficiency and safety, including increase crossing times and upgrades to some pedestrian signals. |</p>
<table>
<thead>
<tr>
<th>Projects</th>
<th>Descriptions and/or Photos</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>New crossing and bus stop improvements - 4th Ave S / S Front St SDOT is coordinating with METRO and Prologis development street improvements to add new crosswalk and bus stop facilities, which will improve access, safety and comfort for pedestrian and transit riders visiting the St Vincent De Paul food bank.</td>
</tr>
<tr>
<td>6</td>
<td>Prologis warehouse construction and streetscape improvements</td>
</tr>
<tr>
<td>7</td>
<td>Wet Weather Treatment Station and streetscape improvements This project will help reduce combined sewer overflows into local water bodies and protect public health and the environment. When constructed, the station will treat up to 70 million gallons of combined rain and wastewater a day that would otherwise have discharged directly to the Duwamish without treatment during storm events. Construction is underway. For more details visit: <a href="http://www.kingcounty.gov/depts/dnrp/wtd/capital-projects/active/georgetown.aspx">http://www.kingcounty.gov/depts/dnrp/wtd/capital-projects/active/georgetown.aspx</a></td>
</tr>
<tr>
<td>8</td>
<td>Michigan St ITS and repaving projects In addition to the roadway and ITS improvements, this project will provide or update several crosswalks and curb ramps along the corridor.</td>
</tr>
<tr>
<td>9</td>
<td>E Marginal Way pathway (14th-16th Aves S) Spot improvements this year will add asphalt surface to the existing crushed rock path west of the RR corridor along E Marginal Way, between 14th and 16th Aves S, to provide a better walking and bike connection to South Park.</td>
</tr>
<tr>
<td>10</td>
<td>Street repaving, pedestrian, and bike improvements on Swift Ave S / S Myrtle St/ S Othello St Concept design is underway.</td>
</tr>
<tr>
<td>Projects</td>
<td>Descriptions and/or Photos</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>11 New Crossing at Corson Ave S / S Willow St and Bus Reroute from Carleton Ave S to Corson Ave S (w/ bus re-route)</td>
<td>As part of metro relocation of bus routes from Carleton Ave S to Corson Ave S, a new crosswalk will be built across Corson Ave S at S Willow, near South Seattle College.</td>
</tr>
<tr>
<td>12 Pedestrian route improvements on 16th Ave S</td>
<td>Spot improvements made earlier this year added wheel stops and changed parking configurations, to protect pedestrian corridor from parked cars. Additional work in this area in 2017 will remove existing curb.</td>
</tr>
<tr>
<td>13 Crossing Improvements at 13th Ave S / S Bailey St/ Stanley Ave S</td>
<td>Add crosswalk across south leg of 13th Avenue S / S Bailey Street / Stanley Avenue S intersection near Old City Hall. This would replace a previous crosswalk that was removed when this section of roadway was repaved.</td>
</tr>
<tr>
<td>14 City-wide Sidewalk Assessment Survey</td>
<td>Inventory of Georgetown sidewalks is complete.</td>
</tr>
<tr>
<td>15 Duwamish MIC Large Vehicle Parking Study</td>
<td>SDOT is currently coordinating with the Port of Seattle to examine a large vehicle parking in the Duwamish Manufacturing/Industrial Center (MIC).</td>
</tr>
<tr>
<td>16 Street Tree Inventory and Plantings</td>
<td>SDOT inventory is complete. Seattle Parks Foundation and SDOT staff are working with other City departments and community groups to identify new street tree planting opportunities throughout Georgetown. 16 new trees have been planted as a result, and locations for over 40 new street trees were identified.</td>
</tr>
</tbody>
</table>
PROJECTS AND RATINGS

The following charts provide a comparison of the Low-/Mid-cost Planning and Capital Projects, and the Large Capital Projects, per the results of the project evaluation process. The project numbers relate to maps shown in the following pages and do not reflect the results of the evaluation criteria or infer overall project prioritization.

The projects shown in the following pages have yet to be scoped and funded. SDOT anticipates additional community notification, engagement, and coordination in the future, prior to implementation of these projects.

Table 6-3 Low-/Mid-Cost Planning Projects and Ratings Chart
### Table 6-4 Low-/Mid-Cost Capital Projects and Ratings Chart

<table>
<thead>
<tr>
<th>Low-/Mid-cost Capital Projects</th>
<th>Evaluation Outcomes</th>
<th>Community Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Access &amp; Mobility</td>
<td>Equity &amp; Health</td>
</tr>
<tr>
<td>7 Safety and design improvements at intersections along 6th Ave S</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>8 6th Ave S / S Michigan St crossing improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>9 Georgetown Playfield access improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>10 S Bailey St/12th Ave S crossing improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>11 Old City Hall Transit Hub</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>12 Ellis Ave S / S Warsaw St pedestrian crossing and sidewalk improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>13 S Myrtle St pedestrian improvements (near Ellis Ave S)</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>14 East Marginal Way / 8th Ave S / S Myrtle St intersection improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>15 E Marginal Way / Corson Ave S intersection improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>16 Pedestrian and bicycle trail from Corson Ave S to S River St/6th Ave S</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>17 4th Ave S pedestrian improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>(east sidewalk between E Marginal Way to S Michigan St)</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>18 8th Ave S pedestrian access improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>19 Airport Way S speed management and Georgetown gateways</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>20 ‘Flume’ pathway on Seattle City Light property</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>21 S Lucile St / Denver Ave S / 7th Ave S Intersection improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>22 Street tree/landscape improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>23 Pedestrian lighting and wayfinding audit and improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
<tr>
<td>24 Freight, road, and directional signage improvements</td>
<td><img src="chart" alt="Safety" /></td>
<td><img src="chart" alt="Access &amp; Mobility" /></td>
</tr>
</tbody>
</table>
### Table 6-5  Large Capital Projects and Ratings Chart

<table>
<thead>
<tr>
<th>Large Capital Projects</th>
<th>Evaluation Outcomes</th>
<th>Community Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Access &amp; Mobility</td>
<td>Equity &amp; Health</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 Georgetown to South Park pedestrian and bike connection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Corson Ave S traffic safety and pedestrian improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27 S Orcas St bike and pedestrian improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 6th Ave corridor improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29 S Michigan St/ Corson Ave S / S Bailey St intersection improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 1st Ave S Viaduct replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 1st Ave S reconstruction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 4th Ave S Viaduct replacement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33 4th Ave S pedestrian and bus stop improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 E-3 busway trail extension</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 6th Ave S overpass</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36 S Lucile St reconstruction and pedestrian improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37 Airport Way S streetscape improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38 Georgetown River Walk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>39 S Bailey St channelization and signal improvements for I-5 ramp access</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40 Pedestrian and bicyclist connections to Beacon Hill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41 8th Ave S roadway, drainage and pedestrian improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>42 16th Ave S / E Marginal Way S intersection improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>43 Bicycle Master Plan network completion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>44 Airport Way S / S Lucile St intersection improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45 Pedestrian Master Plan network completion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 WSDOT ramp replacements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
LOW- / MID-COST PLANNING AND CAPITAL PROJECTS

The following projects address low and mid-cost planning and capital improvement project opportunities that would bring significant mobility improvements to residents and workers in Georgetown. These projects were identified through SDOT modal plans, community plans, and through Mobility Study public engagement events and meetings. This list includes both implementation projects, and initial planning studies for some of the highest priority large capital improvement projects.

The projects were evaluated by the same criteria as the large capital projects (see page 58) Results are indicated in the charts on page 38 and with the project descriptions.

Table 6-6 Low-/Mid-Cost Planning and Capital Projects List

<table>
<thead>
<tr>
<th>Planning or Design Projects</th>
<th>Corridor, intersection or location included in Modal Plan Network</th>
<th>BPSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Design of Georgetown to South Park Pedestrian and Bike Connection</td>
<td>✓ ✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>2 Corson Ave S traffic safety &amp; pedestrian improvements study</td>
<td>✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>3 S Lucile safety and design study</td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>4 S Orcas St design study</td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>5 Design of S Michigan/Corson Ave S / S Bailey St intersect. improvements</td>
<td>✓ ✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>6 6th Ave corridor study / Street concept plan</td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>7 Safety and design improvements at intersections along 6th Ave S</td>
<td>✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>8 6th Ave S / S Michigan St crossing improvements</td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
</tr>
<tr>
<td>9 Georgetown Playfield access improvements</td>
<td>✓ ✓ ✓ ✓</td>
<td></td>
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<tr>
<td>10 S Bailey St/12th Ave S crossing improvements</td>
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<td>11 Old City Hall Transit Hub</td>
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<td>12 Ellis Ave S / S Warsaw St pedestrian crossing and sidewalk improvements</td>
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<td>13 S Myrtle St pedestrian improvements (near Ellis Ave S)</td>
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<td>14 East Marginal Way / 8th Ave S / S Myrtle St intersection improvements</td>
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<td>15 E Marginal Way /Corson Ave S intersection improvements</td>
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<td>16 Pedestrian and bicycle trail from Corson Ave S to S River St / 6th Ave S</td>
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<td>21 S Lucile St / Denver Ave S / 7th Ave S Intersection improvements</td>
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<td>22 Street tree/landscape improvements*</td>
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<td>23 Pedestrian lighting and wayfinding audit and improvements*</td>
<td>✓ ✓ ✓ ✓</td>
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<td>24 Freight, road, and directional signage improvements*</td>
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* Indicates neighborhood-wide effort, not shown on map.
Figure 6-2 Map of Low-/Mid-Cost Planning and Capital Improvement Projects
1. Design of Georgetown to South Park Pedestrian and Bike Connection

**Project Description**
A conceptual design study to assess feasibility and study potential alignments that would provide better connections for people biking and walking between the "historic Main Street" commercial centers of South Park and Georgetown. This study would further develop preliminary alternatives for a multi-use trail along a portion of E Marginal Way that the Mobility Study explored (see page 43).

This project would cover 30% design and engineering. Implementation is addressed by project 25.

**Objective**
Provide a safer bicycle and pedestrian connection between the centers of Georgetown and South Park, neighborhoods that depend on one another’s assets and services, but where access between them by foot or bike is challenging.

**Background**
The need for better connections between Georgetown and South Park was heard throughout the Mobility Study outreach. The Mobility Study focused specific attention on a section of E Marginal Way, where the connection would be technically challenging. This corridor includes several BPSA locations. It was also identified as part of the Priority Investment Network in the PMP. There was discussion at Mobility Study meetings about the safety and security of an alignment southwest of the rail corridor and some within the community had strong concerns about this alignment, while others felt it offered an opportunity and warranted further study. Bus stops along E Marginal Way are often difficult to access, so this project should also consider transit access improvements.

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Connect commercial centers of Georgetown and South Park with pedestrian and bike safety improvements.
Figure 6-3 Conceptual Alignments and Cross-sections

**EXISTING CONDITIONS**

- Buffered path may have higher visibility, security and comfort for trail users
- Can accommodate a turn-lane on E Marginal Way, as desired
- Fewest travel interruptions for bicyclists

**Opportunities**

- Turn-lane option narrows trail width and buffer

**Constraints**
**Option 1A**

**Opportunities**
- Buffered path may have higher visibility, security, and comfort for trail users

**Constraints**
- Requires crossing of E Marginal Way in the middle of trail

**Option 2**

**Opportunities**
- Easier potential connection to E Marginal Way facility north of S Michigan St

**Constraints**
- Narrower buffer from traffic
**OPPORTUNITIES**
- Takes advantage of the ROW west of the rail corridor

**CONSTRAINTS**
- Trail would need to cross rail tracks multiple times through the switch yard
- Security and comfort concerns about trail alignment west of the rail
2. Corson Ave S Traffic Safety and Pedestrian Improvements Study

**Project Description**
Study freight movement and corridor usage on Corson Ave S to determine feasibility of improvements.

**Objective**
Improve vehicle and pedestrian safety along central north-south route.

**Background**
Community would like a more comfortable pedestrian environment, and better management of travel speeds from I-5 into the neighborhood. There are several BPSA priority locations along this corridor. The BMP proposed network indicates an in-street facility, but this study should assess feasibility. The GOSVF indicates opportunities for more street trees, as well as a segment of the interpretive “River Walk”.

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3. S Lucile St Safety and Design Study

**Project Description**
Design study for speed management and pedestrian and bike improvements along S Lucile St.

**Objective**
Provides improved east-west pedestrian and bike access for residents and growing worker population in NW Georgetown.

**Background**
The FMP indicates reconstruction of S Lucile St as a future need, as it is a first/last mile connector within the freight network. There are several BPSA priority locations along this corridor. This study should investigate both short-term improvements and long-term investments that may be associated with the corridor reconstruction project. Because S Lucile St has signalized crossings of 1st Ave S and 4th Ave S, this study could be combined with a S Orcas St study.

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4. S Orcas St Design Study

**Project Description**
Design of potential bike and pedestrian greenway improvements on S Orcas street.

**Objective**
Provides a stronger east-west pedestrian and bike access for residents and growing worker population in NW Georgetown.

**Background**
The BMP indicates a potential greenway along S Orcas St; however, given the lack of signals at 1st Ave S and 4th Ave S, crossing those busy corridors via S Orcas St will remain a challenge. Planning study could be combined with the S Lucile St, to explore alternate crossings and/or greenway routes. The GOSVF proposes an interpretive River Walk along a part of S Orcas St.

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5. Design of S Michigan St / Corson Ave S / S Bailey St Intersection Improvements

**Project Description**
Study to assess feasible intersection improvements for better pedestrian, bicycle, and vehicular access and circulation.

**Objective**
Improve pedestrian and bicycle safety and comfort for residents and workers while maintaining freight and vehicle movement through this central circulation point.

**Background**
This intersection is challenging for pedestrians given high traffic volumes, fast speeds from I-5 ramps, reports of insufficient crossing times, and inconstant sidewalks. Maintaining traffic flows is priority for the Freight Network; there is a need to limit pollution generated by idling traffic. This is a priority BPSA location and an existing bike route.

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Project Description
Corridor study to assess feasibility and design of pedestrian and bike improvements along 6th Ave S.

Objective
Develop an overall corridor plan to add new pedestrian and bike facilities that improve neighborhood circulation and critical access across S Michigan St. The corridor plan could also consider opportunities for implementation over time through private investment and redevelopment, and provide clear guidance for future street improvements.

Background
6th Ave S is a first/last mile connector within the Freight Network. It is a part of the current bike network, but facilities are intermittent. The BMP proposed network includes a significant expansion of facilities along 6th, including a proposed bridge over the existing rail corridor to the north. There is one BPSA priority location at 6th and S Michigan St. The corridor was not included in the PMP Priority Investment Network, but the corridor lacks consistent sidewalks.

Study should explore full corridor, from Denver/Dawson south to River St, paying particular attention to how the corridor relates to other projects included in the Mobility Study list: Corson Ave S to S River St trail; the 6th Ave Overpass; and the E-3 Busway Trail Extension.
7. Safety and Design Improvements at Intersections along 6th Ave S

**Project Description**
Intersection safety and design improvements at key locations along 6th Ave S.

**Objective**
Manage traffic speeds and address pedestrian safety concerns at intersections, which are important for east-west circulation in NW Georgetown.

**Background**
New commercial offices in this area of Georgetown are bringing significant numbers of new workers to the neighborhood. Several participants in the Mobility Study survey identified the 6th and S Orcas St intersection as a key location of concern.

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8. 6th Ave S / S Michigan St Crossing Improvements

**Project Description**
Improve pedestrian and bicycle access across S Michigan St.

**Objective**
Improve north-south circulation and critical access across S Michigan St for neighborhood pedestrians and bicyclists. Improvements here would enhance the value of the proposed off-street pathway between S River St and Corson Ave S.

**Background**
This crossing was first identified in community plans as an opportunity for a better connection across S Michigan St. Feedback from Mobility Study public engagement activities supported the project. This intersection is a BPSA priority location and a key crossing in the existing bike network.

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9. Georgetown Playfield Access Improvements

Project Description
Pedestrian access improvements to, and through, the Georgetown Playfield and children’s play area.

Objective
Provide safer pedestrian street crossings and improve access to open space for neighborhood residents and families.

Background
Better access to the area’s few green open spaces facilitates overall community health and is a top priority for area residents. Pedestrian improvements could also better connect NW Georgetown to Airport Way businesses. The BMP proposes a greenway connection along S Homer St, the southern boundary of the park. The interpretive “River Walk” proposed in the GOSVF also envisions a link through the park.

10. S Bailey St/12th Ave S Crossing Improvements

Project Description
New crosswalk across S Bailey Street to align to 12th Ave S festival street, and replace existing crosswalk at S Ellis St.

Objective
Improve pedestrian and bicycle access for area residents to Airport Way businesses and services.

Background
The recent crosswalk installed at S Bailey S and Ellis Ave S has challenging sight-lines, and signage installed to bring greater attention to the facility has been damaged by vehicle traffic. Redevelopment in this area is anticipated, so this project may be able to take advantage of street improvements associated with future development projects.
11. Old City Hall Transit Hub

**Project Description**
Development of neighborhood transit and mobility hub with enhanced amenities, street/intersection reconfiguration and public space improvements near Old City Hall.

**Objective**
Improve transit access and transfers and provide transit facilities (e.g. shelters) and alternate travel options, such as car sharing services.

**Background**
A transit and mobility hub at Old City Hall could help streamline transfers, and provide better service to the neighborhood. Mobility hubs bring multiple transit and "microtransit" options together at one location. This area serves Metro routes 124, 107, and 60. Some existing pavement could be removed for GSI or Pavement to Parks.

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12. Ellis Ave S / S Warsaw St Pedestrian Improvements

**Project Description**
Crossing and sidewalk improvements at intersection that may include: a new crosswalk, sidewalk and curb ramp improvements, and potential art/placemaking.

**Objective**
Provide a safer pedestrian crossing for the Opportunity Skyway High School students, area middle-school students and transit riders.

**Background**
Opportunity Skyway is a vocational high school serving at-risk youth. The crosswalk would connect to a new planned park, and provide better access to SSC, which students routinely visit. The intersection also includes a bus stop, and is the site of a middle-school drop-off location. There may be Safe-routes-to-schools (SRTS) partnership opportunities.

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13. S Myrtle St Pedestrian improvements (near Ellis Ave S)

**Project Description**
Define and separate the pedestrian walkway from street parking area by adding wheel stops on both sides of S Myrtle St.

**Objective**
Improve pedestrian safety and access for area residents, including those living in the Georgetown Tiny House Village.

**Background**
This project was identified through the 2017 Your Voice Your Choice program, but didn’t advance through the final voting process. This area is indicated as part of the Priority Investment Network in the PMP and includes a BPSA priority location at Ellis Ave S / S Myrtle St. Consider expanding project to assess opportunities for street trees and/or GSI.

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14. E Marginal Way / 8th Ave S / S Myrtle St Intersection Improvements

**Project Description**
Improve intersection for both freight movement and pedestrian access/safety.

**Objective**
Improve pedestrian safety and access through intersection, and better define vehicular circulation and sightlines.

**Background**
A 2009 community-initiated redesign of the intersection, funded through a DON grant, provides conceptual direction for future improvements, but further study is needed. The intersection is a BPSA location, and is also identified as a future project in the FMP as an opportunity for improvement. The project area should be limited to the intersection due to environmental clean-up constraints along 8th Ave S.

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15. E Marginal Way / Corson Ave S Intersection Improvements

**Project Description**
Manage traffic speeds and repaint crosswalk across Corson Ave S, possibly via a pilot study of low-cost interventions (such as a painted curb and bollards) to reduce curb radius.

**Objective**
Manage speeds for residents along Corson Ave S, improve pedestrian and bicycle safety at the intersection, and enhance access to SSC.

**Background**
This intersection was identified as a safety concern in earlier community planning efforts. Traffic turns off of E Marginal, and travels quickly along Corson. KC Metro will also reroute bus traffic to Corson in 2017. It is a priority BPSA location.

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16. Ped/Bike trail from Corson Ave S to S River St/6th Ave S

**Project Description**
Coordinate with WSDOT and SSC to assess feasibility of a bike connection from Corson Ave S to River St / 6th Ave S.

**Objective**
Provide an off-street trail facility to facilitate east-west connections where public access streets are limited. The trail would also connect residents and SSC students to pedestrian and bicycle improvements proposed by the Mobility Study along 6th Ave S.

**Background**
The GOSVF identified a better connection between Corson Ave S and S River St as providing a significant benefit to pedestrian and bike circulation in Georgetown. This segment would also contribute to the interpretive “River Walk” proposed in that plan.

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17. 4th Ave S Pedestrian improvements

**Project Description**
Provide new sidewalk on the east side of 4th Ave S, between E Marginal Way and S Michigan St.

**Objective**
Improve pedestrian safety and access to key neighborhood resources and services, such as the food bank at St Vincent de Paul and businesses around SSC.

**Background**
This project was identified through the Your Voice Your Choice program, but was not selected through the District 2 public voting process. It is a BPSA priority location and was included in the PMP Priority Investment Network.

---

18. Pedestrian Access Improvements on 8th Ave S

**Project Description**
Improve pedestrian access to Gateway North Park along 8th Ave S by protecting and formalizing the pedestrian route.

**Objective**
Improve pedestrian safety and access to open space.

**Background**
Better access to the Duwamish River is a strong community priority. The intersection with 8th Ave S, East Marginal and S Myrtle St is a BPSA location, and a portion of the corridor is included in the PMP’s Priority Investment Network. Improvements may include the addition of paint, wheel stops, and/or the addition of fill material to provide a more accessible walking surface. Maintenance of such temporary improvements is a concern, so traffic and parking impacts and site contamination must be carefully considered.
19. Airport Way S Speed Management and Georgetown Gateways

**Project Description**
Speed management, signage, and gateway treatments to heighten driver awareness of pedestrians and bicyclists and manage traffic speeds along Airport Way.

**Objective**
Improve pedestrian and bicycle safety, manage traffic speeds, and increase access to Georgetown Business District.

**Background**
The Georgetown Business District is a key neighborhood destination, while Airport Way S is a significant freight and vehicle corridor. The area includes two BPSA locations and it is part of the existing bike network. Improvements could include radar-speed signs, in-street markings, and curb bulbs. Artistic gateway elements could be added to the project provided there was community interest and initiative.

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20. “Flume” Pathway on Seattle City Light Property

**Project Description**
Pedestrian connection improvements on Seattle City Light (SCL) property between S Myrtle St and E Marginal Way.

**Objective**
Provide an off-street route to bus stops and businesses on E Marginal Way, and improve connection to South Park.

**Background**
This project, first identified by the GOSVF, requires significant coordination to determine feasibility. SDOT initiated a few coordination meetings with Seattle City Light during the Mobility Study to determine feasibility. This pathway would provide an important connection from the Georgetown Tiny House Village community to E Marginal Way.

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21. S Lucile St/ Denver Ave S/ 7th Ave S Intersection Improvements

Project Description
Pedestrian and landscape improvements at intersection to better connect existing sidewalks, improve crossings and add green space.

Objective
Improve pedestrian and bicycle safety and access, improve sightlines, reduce paved areas, and manage speeds by adding green space.

Background
The sidewalk network in this area is inconsistent, and does not align at the intersection to provide a safe, accessible crossing. Georgetown Brewing workers and patrons frequent this area. The BMP proposes a neighborhood greenway along Denver Ave S/7th Ave S. Possible community-led effort, with City and/or private support.

---

22. Street Tree/Landscape Improvements

Project Description
Collaboration between SPU, Seattle OPCD, Seattle Parks Foundation, and SDOT to increase tree canopy in the neighborhood.

Objective
Manage traffic speeds, protect pedestrian space and improve health and air quality by adding street trees and landscape.

Background
Adding more green space and tree canopy was a strong desire expressed in the GOSVF. This was also heard through Mobility Study public engagement activities. A recent SDOT tree inventory identified 46 feasible planting sites in the ROW for trees in Georgetown. (https://www.seattle.gov/transportation/STMP.htm)

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Criteria Goals

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Community Support

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23. Pedestrian Lighting and Wayfinding Audit and Improvements

Project Description
Neighborhood-wide audit of pedestrian lighting, wayfinding, and improvement recommendations.

Objective
Improve pedestrian security and access through the neighborhood, and enhance placemaking.

Background
The community cited the need for pedestrian lighting and wayfinding improvements, and an audit could be the first step towards making improvements. Wayfinding improvements must be requested by the community and are not usually initiated by SDOT. A community-led audit could work with SDOT to identify needs and improvement opportunities. The Street Smart plan recommended lighting, signage and sightline improvements on 6th Ave S and S Lucile St.

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<th>Criteria Goals</th>
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24. Freight, Road, and Directional Signage Improvements

Project Description
Study to improve directional signage throughout the neighborhood to better direct large vehicle traffic to appropriate arterials.

Objective
Improve freight wayfinding through the neighborhood.

Background
The need for better signage was a consistent request through recent community planning efforts, and Mobility Study public engagement activities.

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<th>Criteria Goals</th>
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Final Report - October 25, 2017
LARGE CAPITAL PROJECTS

The following projects cover large capital improvement opportunities. They would serve as catalysts to the local bike and pedestrian network, or address freight, pedestrian and bike needs along a significant corridor within Georgetown. Similar to the low-mid cost planning and capital improvement opportunities, these projects were identified through SDOT modal plans, community plans, and through Mobility Study public outreach and engagement.

This list focuses on implementation, and includes implementation phases for the low-mid cost planning projects.

The projects were evaluated by the same criteria as the low-mid cost planning and capital projects (as covered in the Project Evaluation section on page 27.) Results are indicated in the chart on page 36 and with the project descriptions. SDOT anticipates significant community engagement and coordination, prior to implementation of these large capital projects.

Table 6-7 Large Capital Projects List

<table>
<thead>
<tr>
<th>Projects</th>
<th>Corridor, intersection or location included in Modal Plan Network</th>
<th>BPSA</th>
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<tr>
<td>25 Georgetown to South Park pedestrian and bike connection</td>
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<tr>
<td>26 Corson Ave S traffic safety and pedestrian improvements</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>27 S Orcas St bike and pedestrian improvements</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>28 6th Ave corridor improvements</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>29 S Michigan St/ Corson Ave S/ S Bailey St intersection improvements</td>
<td>✓</td>
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<tr>
<td>30 Replacement of Viaduct</td>
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<tr>
<td>31 1st Ave S reconstruction</td>
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<tr>
<td>32 4th Ave S Viaduct replacement</td>
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<td>33 4th Ave S pedestrian improvements</td>
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<tr>
<td>34 E-3 busway trail extension</td>
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<td>35 6th Ave S overpass</td>
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<tr>
<td>36 S Lucile St reconstruction and pedestrian improvements</td>
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<tr>
<td>37 Airport Way S streetscape improvements</td>
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<tr>
<td>38 Georgetown River Walk</td>
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<tr>
<td>39 S Bailey St channelization and signal improvements for I-5 ramp access</td>
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<tr>
<td>40 Pedestrian and bicyclist connections to Beacon Hill</td>
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<td>41 8th Ave S roadway, drainage and pedestrian improvements</td>
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<td>42 16th Ave S / E Marginal Way S intersection improvements</td>
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<tr>
<td>43 Bicycle Master Plan network completion*</td>
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<td>44 Airport Way S / S Lucile St intersection improvements</td>
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<td>45 Pedestrian Master Plan network completion*</td>
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<tr>
<td>46 WSDOT ramp replacement</td>
<td>✓</td>
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</table>

* Indicates neighborhood-wide effort, not shown on map.
Figure 6-4 Map of Potential Large Capital Improvement Projects

Large Capital Projects

Spot Project

Corridor Project

River Walk (Community Plan Concept)
**25. Georgetown to South Park Pedestrian and Bike Connection**

**Project Description**
Final design and construction of the Georgetown to South Park pedestrian and bike connection. This includes the implementation of the E Marginal Way multi-use trail segment, as well as additional improvements to provide a safe pedestrian and bike connection between the historic “Main Streets” of Georgetown and South Park.

Final design, engineering, and construction of this project is expected to be a complex and potentially lengthy effort requiring significant stakeholder coordination and funding.

**Background**
This project follows the conceptual design study identified in the Low-/Mid-cost Planning Projects list.

---

![Design E Marginal Way facility to connect to bike facility north of S Michigan St.](image)

---


**Project Description**
Construction of traffic safety and pedestrian improvements on Corson Ave S.

**Background**
This project follows the conceptual design study identified in the Low-/Mid-cost Planning Projects list.

---

![Corson Ave corridor](image)
27. S Orcas St Bike and Pedestrian Improvements

**Project Description**
Construction of bike and pedestrian improvements on S Orcas Street.

**Background**
This project follows the conceptual design study identified in the Low-/Mid-cost Planning Projects list.

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28. 6th Ave Corridor Improvements

**Project Description**
Construction of pedestrian and bike improvements along 6th Ave S.

**Background**
This project follows the conceptual design study identified in the Low-/Mid-cost Planning Projects list.

Implementation of improvements along this corridor may come with redevelopment and occur in phases over time.

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</table>
29. S Michigan St / Corson Ave S / S Bailey St Intersection Improvements

**Project Description**
Construction of pedestrian, bike, and vehicular access and circulation improvements through this central intersection.

**Background**
This project follows the conceptual design study identified in the Low-/Mid-cost Planning Projects list.

---

30. 1st Ave S Viaduct Replacement

**Project Description**
Replace the existing viaduct structure spanning the Union Pacific rail yard.

**Objective:**
Maintain crucial freight and vehicular circulation between SODO and Georgetown and improve roadway. Incorporate pedestrian and bicycle improvements.

**Background**
Project first identified in the Freight Master Plan. Feedback from the Georgetown community requested that pedestrian and bike improvements be integrated into all future corridor improvement projects.
31. 1st Ave S Reconstruction

Project Description
Reconstruct and make operational / ITS improvements to 1st Ave S.

Objective:
Maintain crucial freight and vehicular circulation between SODO and Georgetown and improve roadway. Incorporate pedestrian and bicycle improvements.

Background
Project first identified in the Freight Master Plan. Feedback from the Georgetown community requested that pedestrian and bike improvements be integrated into all future corridor improvement projects. There are two BPSA priority locations along this corridor.

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32. 4th Ave S Viaduct Replacement

Project Description
Replace the viaduct structure spanning the Union Pacific Railroad (UPRR) yard at the conclusion of its service life, which is expected to occur within the 20-year planning timeframe (by 2035).

Objective:
Maintain crucial freight and vehicular circulation between SODO and Georgetown and improve roadway. Incorporate pedestrian and bicycle improvements.

Background
Project first identified in the Freight Master Plan. Feedback from the Georgetown community requested that pedestrian and bike improvements be integrated into all future corridor improvement projects.

Currently lacks sidewalk along eastern side of bridge.
33. 4th Ave S Pedestrian and Bus Stop Improvements

**Project Description**
Improve existing or add new sidewalks and enhance existing bus stops along 4th Ave S.

**Objective:**
Improve pedestrian safety and transit access along corridor.

**Background**
Sidewalk facilities are intermittent along 4th Ave S, which is an important north-south travel and transit corridor through Georgetown. The PMP indicates several segments of 4th Ave S as part of the Priority Investment Network that currently lack sidewalks. There are a number of BPSA priority locations located along 4th Ave S.

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34. E-3 Busway Trail Extension

**Project Description**
Explore the feasibility of extending the E-3 busway to the railroad tracks to better facilitate safe bicycle movement from Downtown through SODO and to Georgetown neighborhoods.

**Objective:**
Create new bicycle and pedestrian route for residents and commuters between SODO and Georgetown.

**Background**
This project originated in the BMP, and would connect with the proposed 6th Ave Overpass, which was a catalytic project also identified in the BMP. Alignment for the E-3 trail extension is yet to be determined.

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35. 6th Ave S Overpass

Project Description
Provide a pedestrian and bike crossing of the railroad tracks (possibly in conjunction with a potential E-3 busway extension).

Objective:
Create new bicycle and pedestrian route for residents and commuters between SODO and Georgetown.

Background
This project was noted as a catalyst project in the Bicycle Master Plan, and could help provide a safer route north to SODO and Downtown Seattle. It could also build on proposed pedestrian and bike improvements along the 6th Ave corridor.

Safety | Access & Mobility | Equity & Health | Modal Plan Consistency | Implementation Assessment | Open House Support | Survey | Community Meetings
---|---|---|---|---|---|---|---

Currently lacks sidewalk along eastern side of bridge.

36. S Lucile St Reconstruction and Pedestrian Improvements

Project Description
Reconstruct S Lucile St from Airport Way S to E Marginal Way with operational / ITS improvements.

Objective:
Maintain freight circulation, improve roadway, and provide stronger east-west pedestrian and bike access for residents and growing worker population in NW Georgetown.

Background
This project could draw from earlier planning study, identified in the Low-/Mid-cost Planning Projects list.

The FMP indicates reconstruction of S Lucile St as a future need, as the street is a first/last mile connector within the freight network. There are several BPSA priority locations along this corridor.

Safety | Access & Mobility | Equity & Health | Modal Plan Consistency | Implementation Assessment | Open House Support | Survey | Community Meetings
---|---|---|---|---|---|---|---

Corridor study area

Currently lacks sidewalk along eastern side of bridge.
37. Airport Way S Streetscape Improvements

Project Description
Streetscape corridor improvements that improve pedestrian safety, manage traffic speeds, increase neighborhood connectivity, add vegetation where feasible, and provide placemaking opportunities.

Objective:
Improve pedestrian and bicycle safety and access.

Background
This project originated in the GOSVF. Support for streetscape improvements on Airport Way S was heard through the Mobility Study public engagement. There are two BPSA priority locations along Airport Way S, which is also part of the BMP’s existing bike network. A pedestrian overlay area may be considered along this corridor to guide future redevelopment. New pedestrian lighting should also be considered in this project.

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38. Georgetown River Walk

Project Description
Interpretive walk through the neighborhood on both public right-of-way and private property. Some of the improvements identified in the Mobility Study Low/Mid Cost Planning and Capitol Projects are along or nearby this proposed neighborhood walking route.

Objective:
Improve pedestrian safety and access, and promote neighborhood placemaking.

Background
This project originated in the GOSVF. Implementation would likely be phased over time, and/or community-initiated. Several projects indicated through the Mobility Study could address mobility and access improvements within the public right-of-way that could contribute to this route.

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Image above of the proposed route (orange) for the interpretive River Walk from Seattle Parks Foundation Georgetown Open Space Vision Framework (GOSVF) Plan (2017). Additional walking routes identified in that plan are shown in green.
39. S Bailey St Channelization and Signal Improvements

Project Description
Improvements for the eastbound left-turn movement to access the I-5 ramps on S Bailey Street, including a review of signal operations and channelization changes.

Objective:
Maintain freight and vehicular access, improve roadway, and improve pedestrian safety and access.

Background
This project originated in the Freight Master Plan. Complete street improvements should be explored and implemented with this project, such as the expansion of the sidewalk on the north side of S Bailey St or recommendations from the GOSVF. This corridor includes three BPSA priority locations. The BMP proposes an on-street bike facility on this corridor.

40. Pedestrian and Bicyclist Connections to Beacon Hill

Project Description
Improve pedestrian and bicycle connections to Beacon Hill on S Albro Place.

Objective:
Promote pedestrian and bicycle safety and access.

Background
Improving pedestrian and bicycle connections to Beacon Hill is particularly important for families with young children who attend school in Beacon Hill. The existing sidewalk facilities are narrow, with high curbs. There are two BPSA priority locations along the S Albro corridor. The BMP proposes a cycle-track along this corridor.
41. 8th Ave S Roadway, Drainage and Pedestrian Improvements

**Project Description**
Improve facilities along 8th Avenue S from E Marginal Way to Georgetown Pump Station Park (shoreline street end).

**Objective:**
Environmental clean-up, roadway and drainage improvements, and improve pedestrian safety and access.

**Background**
This area has been a focus of concern for community members for some time. 8th Ave S provides the only access to Gateway Park North, which is the best open space on the Duwamish River in Georgetown. This project has strong community support, but also faces significant cost and complexity barriers, due to environmental contamination in the area.

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42. 16th Ave S / E Marginal Way S Intersection Improvements

**Project Description**
Improve northbound right-turn curb radius for freight and heavy vehicles.

**Objective:**
Improve freight movement through intersection, improve roadway, and enhance pedestrian and bicycle safety and access.

**Background**
This project was first identified in the FMP. The community requested through Mobility Study public engagement activities that pedestrian and bike improvements be integrated into future corridor improvement projects. The intersection is a priority BPSA priority location, and part of the existing bicycle network. This project could coordinate with the proposed multi-use trail along E Marginal Way.

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Georgetown Mobility Study
43. Bicycle Master Plan Network Completion

Project Description
This project will review the network proposed by the BMP and addressing gaps not filled by other Mobility Study projects.

Objective:
Assess feasibility of bicycle mobility and connectivity improvements in locations identified by the BMP, but not addressed by project identified in the Mobility Study.

Background
A number of projects identified through the Mobility Study engagement process build on or identify alternatives to improvements proposed by the BMP. This project would review remaining facilities not analyzed or implemented through projects on this list, assess the facilities feasibility based on current conditions, and identify opportunities for implementation.

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44. Airport Way S / S Lucile St Intersection Improvements

Project Description
Assess feasibility and improve pedestrian, bike, bus and vehicular access, turning movements, and circulation.

Objective:
Improve bus and vehicular circulation, increase pedestrian bicycle safety and comfort, and manage speeds entering Georgetown’s business district.

Background
There is a strong interest throughout the Georgetown community for improvements on Airport Way S. This intersection is a key gateway to the business district, and Airport Way S is also part of the existing bike network. Community feedback cited poor lane delineation and traffic back-ups caused by turning movements. Project could be combined with the S Lucile St Safety and Design Study, and/or S Lucile St reconstruction.

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45. Pedestrian Master Plan Network Completion

Project Description
This project will review the priority investment network established by the PMP not implemented through other projects identified by the Mobility Study, and look for opportunities to construct or relocate facilities to areas that provide enhanced mobility and connectivity.

Objective:
Assess feasibility of pedestrian mobility and connectivity improvements in locations identified by the PMP, but not addressed by projects identified in the Mobility Study.

Background
A number of projects identified through the Mobility Study engagement process build on or identify alternatives to improvements proposed by the PMP. This project would review remaining facilities not analyzed or implemented through projects on this list, assess the facilities feasibility based on current conditions, and identify opportunities for implementation.

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Priority Investment Network
- **Arterial Street**
- **Non-arterial Street**
- **Arterial Missing Sidewalk**
- **Non-arterial Missing Sidewalk**
- **Arterial Street not in the PIN**
- **Non-arterial not in the PIN**
### 46. WSDOT Ramp Replacement

**Project Description**
When WSDOT improves and/or replaces I-5 on and off-ramps, incorporate complete street improvements, and replace with designs that reflect the urban context of the neighborhood.

**Objective:**
Improve pedestrian and bike safety, maintain vehicle and freight circulation and improve urban form and livability.

**Background**
WSDOT makes periodic improvements to I-5 infrastructure, including on and off-ramps located within urban neighborhoods. This project recommends that ramp designs, and complete street improvements associated with such a project provide safety improvements for all modes, and help reconnect a neighborhood divided by highway infrastructure. This project would be initiated by WSDOT, but would involve SDOT staff through coordination efforts.

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7. NEXT STEPS

The projects listed in the previous pages establish opportunities for multimodal street improvements to increase safety and health, and enhance conditions for people walking, biking, and driving. All of the projects listed are potential improvement opportunities and have not yet been selected for implementation. Below is an overview of how SDOT will use the results of the Mobility Study, along with information about how the community can stay informed and engaged in future neighborhood investments.

HOW SDOT WILL USE THE MOBILITY STUDY

The Mobility Study is an important tool for SDOT staff, in that it provides a detailed list of projects that address community concerns and improve safety and multimodal access in Georgetown. The information included in the project descriptions will inform future project scoping efforts. Results from the project evaluation criteria also provides helpful guidance to SDOT staff as they are identifying future project funding and partnership opportunities. Additionally, as new developments seek review and permit approvals from SDOT, there may be opportunities for private development to deliver improvements identified in the Mobility Study.

Several SDOT Divisions may play a role in implementing the Georgetown Mobility Study, such as Project Development, Transit and Mobility, Urban Forestry, and Transportation Operations. The Study will also help inform Complete Street assessments for projects in the area.

TRACKING IMPROVEMENTS

Future street and mobility improvements in Georgetown are expected to utilize the information gathered and referenced in this report. SDOT gathered two datasets which could be used to benchmark progress over time: sidewalk assessment and tree survey data.

In early 2017, SDOT conducted a city-wide assessment of existing pedestrian facilities, starting in Georgetown. Also in 2017, SDOT’s Urban Forestry team conducted an inventory of existing street and SDOT-maintained trees in the neighborhood. Because increasing tree canopy cover and green-spaces in the neighborhood is a key community concern, this data could also be helpful in benchmarking progress over time.

WORKING TOGETHER AND STAYING ENGAGED

Direct engagement with Georgetown community members helped to shape the mobility needs and potential projects identified in this Mobility Study. The report will be used by SDOT staff as they scope future projects and identify funding and partnership opportunities. However, the report is also a resource for members of the community who are interested in seeing opportunities implemented.

Several of the projects noted in this list include opportunities for direct community partnership, or could be community-led efforts, in coordination or with support from SDOT or other City departments. These project include, but are not limited to:

- Georgetown to South Park Pedestrian and Bike Connection
- Artistic gateways on Airport Way S
- Pedestrian lighting and wayfinding audit
- Placemaking or art treatments with the Ellis Ave S / S Warsaw St pedestrian improvements
- Placemaking or landscape improvements at S Lucile St / Denver Ave S / 7th Ave S intersection
- Streetscape enhancements on Airport Way S
- Neighborhood-wide street tree and landscape improvements
- Georgetown River Walk

Once again, we would like to thank the wide range of community members for their involvement to-date with the Mobility Study. We look forward to continuing to work with you on future street and mobility improvements.
THANK YOU GEORGETOWN!
APPENDIX A: PUBLIC ENGAGEMENT

ADVISORY GROUP

The Mobility Study Advisory Group included several members of Georgetown’s residential and business community; representatives from community groups, such as the Duwamish River Cleanup Coalition; the Duwamish Valley Safe Streets group; Equinox Studios; the Georgetown Community Council; and the Seattle Parks Foundation; and the King County International Airport. Additional representatives were included in pre- and post-meeting correspondence, but did not attend the meetings.

The group met three times during the study, prior to each open house, and again before the final report was released. The first meeting focused on defining the scope of the Mobility Study, effective engagement strategies within the community, and a workshop discussion about priority areas within the neighborhood.

At the second meeting, the Mobility Study team provided an update on recent public engagement, shared detailed information on the draft project list, and discussed alignment concepts for the E Marginal multi-use trail.

During the third meeting, the Mobility Study team presented the proposed project evaluation criteria, along with the initial prioritized project list.

Members of the Advisory Group also gathered before the Community Celebration on October 25th, to cover project next steps and provide information on resources and how the community can be engaged in the future.

What we heard:

- Take advantage of summer community events in the neighborhood.
- Specific neighborhood concerns and focal areas raised during charrette discussion were considered as the team developed the project list.
- Need to be inclusive with public engagement events, and ensure there is adequate notice prior to the events.
- Adding new trees to the neighborhood should be a priority - green space is key to larger community health concerns.

- E Marginal Trail Concepts
  - General support for and excitement about this project moving ahead. A better connection between South Park and Georgetown is really important.
  - Mixed opinions about an alignment that would run west of the UPRR corridor, due to entrapment and safety concerns.

  - Community wants to see action following the Mobility Study, and is looking for information on how they can continue to advocate for improvements in the neighborhood.

How we responded:

- Discussion about engagement opportunities suggestions resulted in focused community clinic and intercept survey events.
- Refined project list and descriptions based on Advisory Group discussions.
- Added Advisory Group meeting to discuss opportunities for implementation and how the community can stay engaged.
ONLINE PUBLIC ENGAGEMENT

The Georgetown Mobility Study conducted a community survey to gather feedback about how members of the community, including residents, workers, and those attending school or accessing social services, traveled to and around the neighborhood. The survey was available online for over two weeks and received over 200 responses. Over half of the survey responses were from people who work in the neighborhood.

The Georgetown Mobility Study also created an interactive online map. Participants were able to identify both spot and corridor locations where improvements were needed. We received 76 responses. Below is a summary of the type of improvements and locations that were commonly identified through this outreach.

What we heard:

- Travel to Georgetown is relatively mixed, but foot and car travel predominates within Georgetown

Frequently mentioned issues:

- Add and improve sidewalks
- Add and improve street crossings
- Bike improvements (connectivity)
- Address road conditions / fix potholes
- Improve transit service
- Address parking issues
- Need to manage speeds or calm traffic

Frequently noted locations:

- 6th Ave S and S Orcas St
- Airport Way S
- Rerouting of the buses to Corson Ave S
- E Marginal Way improvements

How we responded:

- Feedback generally supported what was heard at the public open house regarding the need for more pedestrian and bike improvements in the neighborhood.
- Added projects to the list, such as traffic calming at 6th Ave S and S Orcas St, to address input received from NW Georgetown.
- Where feasible, develop holistic project scopes in order to better address roadway improvements, traffic concerns, and provide new or improved pedestrian and bike facilities.
ONLINE SURVEY FEEDBACK SUMMARY

Key Takeaways

- Received over 200 responses, the majority of whom primarily worked in the neighborhood.
- 76 responses to online map
- Travel to Georgetown is relatively mixed, but foot and car travel predominates within Georgetown.
- Sidewalks, crosswalk and bike improvements were popular pedestrian/bike recommendations.
- Numerous responses about improving road conditions, such as fixing potholes, improving transit, addressing parking issues and traffic calming.
- 6th and Orcas, Airport Ways and the rerouting of the bus line to Corson Ave S were all locations that received multiple responses on the online survey and interactive map. Improvements to E Marginal Way also received several mentions.

Survey Responses

Do you live or work in Georgetown?

- live: 42
- work: 29
- both: 24
- neither: 115

Do you have any conditions that impact your mobility?

- Yes: 186
- No: 21

How do you get to Georgetown?

- Walk: 129
- Bike: 51
- Transit (bus): 33
- Drive alone: 32
- Carpool: 39
- I live here!: 5

How do you travel around Georgetown?

- Walk: 152
- Bike: 61
- Transit (bus): 47
- Drive alone: 108
- Carpool: 21
- Other: 2

Final Report- October 25, 2017
FIRST OPEN HOUSE

We hosted an open house with members of the public to introduce the Mobility Study and obtain feedback on several improvement opportunities identified through previous planning studies.

Approximately 24 people attended the open house, which began with a brief presentation to introduce the project, provide an overview of work done thus far, and describe the voting portion of the meeting. A primary goal of the open house was to gather feedback on projects that had been identified in earlier plans, and categorized as short-term or long-term opportunities by SDOT staff. Participants were asked to provide input via two types of dots. Orange dots showed general interest in the projects. Participants were given 8 total dots, 4 for the short-term board, and 4 for the long-term board. They were also given Georgetown-themed (Hat n’ Boots) “priority” dots. Participants were asked to select 1 short-term and one long-term project that they felt should be the highest priority. Participants were also invited to add projects or notes to the maps directly.

What we heard:
• Pedestrian and bike improvements are important for the community
• Project voting and prioritization revealed:
  • Better access to the Duwamish River via 8th Ave was a high priority, through both short-term interventions and longer-term reconstruction
  • Better connections between South Park and Georgetown via a multi-use trail along E Marginal Way and improvements along 16th Ave S also received high votes
  • Better pedestrian and bike connections to Beacon Hill are desired, even though project may be complex and long-term

How we responded:
• Used meeting feedback to shape the draft prioritized project list
• Emphasized short-term improvement opportunities to provide maximum near-term benefit to the community
• Used the Mobility Study to explore long-term opportunities and include recommendations in Mobility Study final report to inform future project development
Feedback from First Open House
SECOND OPEN HOUSE

We hosted a second open house on October 25, 2017 at South Seattle College to share the draft project list, following the refinements based on feedback from the first open house and meetings with members of the community. Draft project descriptions and area photos were shared with the community. The Mobility Study team also shared conceptual alignment options for the proposed bike and pedestrian trail along E Marginal Way to better connect Georgetown with South Park.

The meeting also provided details on work in Georgetown that would happen in 2017, much of which was a result of SDOT staff coordination through the Mobility Study process.

What we heard:
- General support for projects identified on the list
- Michigan/Corson/Bailey received multiple comments and appears to be very important to the community
- Support for Georgetown Playfield Access, with a desire for implementation, not just planning
- Although the UPRR corridor is not within the SDOT right of way, and thus is not a focus of the Mobility Study, this corridor continues to raise frustration about safety, noise, and crossing conditions in this area
- Noise is a concern in the neighborhood, particularly train noise, but also from traffic and the airport
- Improvements on 8th Ave S (to provide river access) continues to be a priority for some in the community
- As is seen throughout the city, there are changing dynamics in Georgetown associated new development and questions about how this will impact traffic. NW Georgetown was noted as an area where change is happening particularly fast, due to the increase in office space and the changing nature of industrial uses (e.g. more service industry)

How we responded:
- Added projects to the list to address needs in NW Georgetown
- Discussed the importance of Corson/S Bailey/S Michigan St intersection with the Advisory Group, and noted the strong community support for the project in the final report
- Looked for implementation opportunities as the project descriptions were refined for the final report
- Provided an update to the Advisory Group on UPRR crossing improvements slated for 2017
Feedback from Second Open House
COMMUNITY CELEBRATION

At the end of the project, once the Final Report was complete, we hosted an ice cream social community celebration to share the final list of Georgetown Mobility Study projects, gather feedback on some early conceptual ideas for two locations, and share information about the next steps.

The meeting also included presentations from other City departments on ongoing work in Georgetown and the Duwamish Valley community.

What we heard:

- General support for the Georgetown Mobility Study project list and interest in seeing implementation on projects in the near future
- Interest in the Old City Hall Transit Hub, particularly opportunities for public space enhancements, such as pavement to parks
- Questions about how stops would accommodate bus routes as currently defined
- Interest in pedestrian and landscape improvements on S Lucile St

How we responded:

- SDOT staff have agreed to meet with members of the Advisory Group into 2018, to provide updates on projects identified by the Mobility Study
Old City Hall Transit Hub Conceptual Ideas

Potential Site Elements and Details

**Streetscape Elements**

- Sealing and street plantings
- Pedestrian lighting

**Paving Details / Art**

- Creative Transit Facilities
  - Creative seating (Bruce Meyers)

**Pavement to Parks**

- Gateways / Sculptural Elements

**Potential Materials & Site Elements**

- Significant street planting and/or Green Stormwater Infrastructure (if feasible)
- Better crossing opportunities
- Enhanced bus stop and shelter

S Lucile St / Denver Ave S / 7th Ave S Concept Ideas

Potential Site Elements and Details

**Streetscape Plantings and Green Stormwater Infrastructure**

- Pedestrian lighting

**Pavement to Parks**

- Gateways / Sculptural Elements
COMMUNITY CLINICS

We held community clinics at key locations in Georgetown that provide housing and social services to traditionally under-served populations in the area. In partnership with community liaisons from the City’s Department of Neighborhoods, staff conducted intercept surveys to gather information about opportunities to improve access and provide better transportation services in the neighborhood. Clinics were held with the following community organizations and/or groups:

- **St Vincent de Paul**: Food bank located on 4th Ave S near Front St which draws customers from throughout the Duwamish Valley and South Seattle region.

- **Opportunity Skyway**: A high school in Georgetown located on Ellis Ave S and S Warsaw St. Most students arrive by Metro bus and indicated the difficulties they have crossing the street to get to the school. Students also access library and computer lab services at the SSC campus on Corson Ave S.

- **Martin Court**: transitional housing located in Georgetown at the intersection of 4th and Michigan.

- We also met with members of the Georgetown community who are experiencing homelessness and are currently living in vehicles in the neighborhood.

**What we heard:**

- The majority of people using the food bank at St Vincent de Paul arrive either by bus or by car. About half as many walk, and a few travel by bike.

- Pedestrian and transit access to the food bank at St Vincent de Paul is challenging, particularly for folks with mobility constraints who have to cross the busy 4th Ave S arterial, and/or who have to wait for the bus without overhead shelter.

- Bus stop improvements, such as shelter and a bench, would aid people carrying groceries home from the food bank.

- Students were interested in a safer crossing at Ellis Ave S and S Warsaw St.

- Martin Court residents cited pedestrian challenges at 4th Ave S and S Michigan St, parking issues throughout the neighborhood, bus transfer challenges due to distance between transfer bus stops, and safety and security issues.

- Many folks are living in their vehicles in Georgetown, and struggle to find consistent places to park.

- Georgetown is valuable to people who are experiencing homelessness because people can develop strong community ties, there are places for commercial vehicle parking, St Vincent de Paul is a good service, and there is affordable food at small stores and gas stations.

**How we responded:**

- Mobility Study project team coordinated with City and KC Metro staff to ensure crosswalk and bus stop improvements would happen in conjunction with the Prologis Development street improvement construction, slated for 2017 or 2018.

- New crosswalk at S Warsaw St added to the project list, to better serve students getting to school.

- Worked with KC Metro to get a new crossing of Corson Ave S at S Willow St, in coordination with the rerouting of Metro buses from Carleton Ave S to Corson Ave S.
COMMUNITY GROUP PRESENTATIONS, EVENTS AND MEETINGS

SDOT staff and Mobility Study team members also met with several of Georgetown’s community groups and organizations, and gathered feedback on mobility needs in the neighborhood. Following-up on a suggestion from the Advisory Group, Mobility Study team members also hosted information booths at summer events, such as the Georgetown Garden Walk and the Duwamish River Festival. Below is a list of those meetings and events, and a summary of feedback that we heard.

- Georgetown Community Council
- Bike Tour
- SOBA/NBOA Walk
- New Missionary Baptist Church
- Duwamish River Cleanup Coalition
- Georgetown Garden Walk info booth
- Duwamish River Festival info booth
- Door-to-door neighborhood outreach

What we heard:
- Growing number of families in the neighborhood, so there is a need for better access to schools, parks, and play areas. Desire for safer routes to walk with children in the neighborhood.
- Getting to the Georgetown Playfield is a challenge from the residential area SE of Michigan street.
- Uncontrolled rail corridor running behind Airport Way is a significant safety concern and is intimidating to cross, particularly for children.
- Residents and community members were supportive of pedestrian and bike improvements in the neighborhood, and generally approved of the circulation analysis presented on the map. The following needs for local neighborhood circulation was heard from multiple groups.
  - Need better connection to businesses on Airport Way S
  - Need better connections to parks
  - Need better safe pedestrian and bike routes to local schools, particularly in Beacon Hill
  - Need a better connection to South Park
  - Need to manage traffic speeds and flow throughout the neighborhood, and to have better signage (both roadway and pedestrian wayfinding).

How we responded:
- Added a project to address east-west access through the Georgetown Playfield
- Refined project description for intersection improvements at Corson Ave S / S Bailey St / S Michigan St intersection to reflect concerns about pedestrian safety and crossing challenges.
- Added projects to address directional signage and wayfinding concerns.
BUSINESS AND FREIGHT COMMUNITY PRESENTATIONS AND MEETINGS

We held several meetings with representatives from Georgetown’s business, freight, and industrial communities. Feedback helped build the overall project list and refine project descriptions to ensure the needs of all modes were considered.

- Georgetown Merchants Association
- McKinstry
- Georgetown Brewing Company
- Merlino Foods
- United Recycling
- Bennet Properties
- Manufacturing Industrial Council
- King County International Airport
- Port of Seattle
- Trupanion
- South Seattle College
- Boeing

What We Heard:

- Pedestrian safety is a key issue. Concerns about conflicts with increase in infill residential development. ADA curb ramp improvements are also needed.
- Provide predictability for all roadway users.
- Airport Way S - Importance and key concerns
  - Multimodal access and safety improvements are needed on this key travel corridor and destination business district.
  - Workers in the neighborhood would like better access to food service businesses for lunchtime breaks, etc.
- Access and safety challenges result in many choosing to drive
- There were multiple suggestions to lift parking restrictions
- Loading/unloading zones for businesses is also a challenge
- Some expressed concern about the I-5 detour route agreement

- Other key locations of concern:
  - Better pedestrian access along 4th Ave S is needed. Roadway congestion and back-ups are concerns. Improve access to St Vincent de Paul
  - Multiple suggestions to manage traffic speeds and turn movements off of Corson Ave S
  - The South Park/Georgetown connection is important
  - Denver Ave sidewalks need improvement, and intersections at 6th Ave S/ Dawson and at S Lucille St feel dangerous
  - Improve transit stops along E Marginal Way.
  - Improve Airport Way S and S Lucile St intersection
• There is a desire for more transit service in the neighborhood and to adjacent neighborhoods (SODO, West Seattle, etc.)

• Large vehicle parking is an issue throughout the neighborhood that takes up pedestrian space and makes walking even more challenging. This also results in dangerous sight lines, particularly at oversized or odd-angle intersections.

• Roadway conditions are a challenge throughout the neighborhood, both for drivers and cyclists.

• Suggestions for improving directional signage, and providing a better awareness of truck routes.

**How we responded**

• We will conduct a large vehicle parking study for the SODO area, and anticipate recommendations that may also be applied to Georgetown.

• Multiple projects included in the Mobility Study final list address pedestrian safety concerns and aim to improve pedestrian conditions.

• Mobility Study team identified spot location, intersection, and corridor improvement opportunities for Airport Way S.

• Mobility Study team revised the project list and descriptions to address the key locations of concern.

• Added project to address directional signage improvements in the neighborhood.
**COMMENTS ON DRAFT REPORT**

We shared a draft final version of the report with the Advisory, to ensure the plan reflected community needs and interests from a diverse range of stakeholders. The following is a summary of comments we received, and how these were addressed in the final draft.

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<th>Summary of Comments and Responses</th>
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<tr>
<td><strong>Comment / Date</strong></td>
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<tr>
<td>Mick Shultz, Public Affairs - Port of Seattle 10/16/2017</td>
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<td>Jesse Moore Duwamish Valley Safe Streets 10/16/2017</td>
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<td>Larry Reid, Georgetown Merchants Association (GMA) 10/16/2017</td>
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<td>10. S Bailey/12th Ave S Crossing Improvements</td>
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| Larry Reid, Georgetown Merchants Association (GMA) 10/16/2017 (continued) | 11. Neighborhood Transit/Mobility Hub  
“This gateway area is neglected due to the unoccupied properties of an absentee owner. Any improvements or amenities would be welcome. (See #19.)”  
SDOT notes the GMA's support for this improvement. |
| 19. Airport Way Speed Management and Georgetown Gateways  
“This is the highest priority of the GMA and would benefit the entire community, as well as contribute to pedestrian, bicyclist, and motorist safety. Many of these improvements could be accomplished expeditiously with minimal investment. The GMA would truly welcome the opportunity to partner with SDoT on the gateway amenities suggested here. In 2017, the GMA was twice denied funding by the Department of Neighborhoods (DoN) for a welcoming/wayfinding amenity on the south portal near the transit/mobility hub. To add an additional amenity at the north entry would be ideal. We have carefully considered this project in crafting our grant proposals to DoN. If SDoT could devote fairly modest resources to this project, we would be very, very happy. See? We love SDoT!”  
Agreed. Project is in the final Georgetown Mobility Study. |
| 22. Street Tree/Landscape Improvements  
“The GMA has little interest in adding more tree pits or vegetation along Airport Way S. This presents maintenance issues involving invasive weeds, trash accumulation, and pet waste disposal. It also serves to block views of historic buildings. Tree roots can eventually damage sidewalks and passing truck trailers can damage tree limbs.”  
SDOT notes maintenance and use conflict concerns by GMA to additional landscape along Airport Way S. Project #22 addresses opportunities to increase tree canopy throughout the Georgetown neighborhood, where there is adequate space. |
| 37. Airport Way S Streetscape Improvements  
“The GMA would like to be closely consulted on potential streetscape improvements to Airport Way S. Please note the GMA was excluded from any meaningful participation in formulating the Seattle Parks Foundation’s Georgetown Open Space Vision Framework. (Though interestingly, we were invited to participate in the implementation phase.) While we have little quarrel with the GOSVF in general, we ask that you disregard specific findings as they relate to the Airport Way S business corridor.”  
SDOT’s coordination with GMA and other Georgetown community stakeholders is anticipated during future design/planning phases and prior to implementation of this and other projects on Airport Way S or within the Georgetown Business District. |