

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-220	Ped improvements on Myrtle, near Ellis Ave	I think the issue in could be addressed by re-striping.	S. Myrtle Street - between Ellis Ave S. and E. Marginal Way S - near the new homeless encampment site	Pedestrian safety/walkability. Cars and semi trucks parking on the sidewalk area because ROW is not clearly defined.	Residents and businesses. Clearly defining the pedestrian path makes is safe for drivers and pedestrians alike by keeping people out of the street.	Georgetown	SDOT			
17-223	Improvements to Marginal Way & 8th	Define the intersection and make lanes more distinct. This could be done with paint or bollards or planters or a complete overhaul.	East Marginal Avenue and 8th Avenue and Carleton Avenue, on the westside leading down to 8th Avenue.	Multiple streets meeting at intersection and the lack of design is confusing. What exacerbates this problem is that many modes meet at this intersection: pedestrians, cars, bicyclists and semi-trucks so the conflicts are chaotic	Anyone who uses this intersection as well as all modes of transportation that use East marginal. This is a busy roadway with many modes using it so having areas of ambiguity is not safe or wise.	Georgetown	SDOT			
17-225	Traffic Calming near E. Marginal Way	Squaring up the intersection at Corson Avenue South and East Marginal. This intersection was widened years ago to increase turning radius. As a result, all vehicles who are travelling north on East Marginal and turn right onto Corson Avenue are able to make the turn at high speeds. Those cars continue down Corson accelerating. This is a residential street and squaring up that corner would benefit and make the area safer for all-pedestrians, children, students, bicyclists, and yes drivers.	The corner of Corson Avenue South and East Marginal. On the eastside by the telecommunications museum.	Traffic calming. Cars and commercial vehicles speed at excessive rates down Corson Avenue S.	Everyone. Residents. Drivers. Bicyclists. Children. Students. Vehicles. Animals.	Georgetown	SDOT			
17-228	Greening Ellis Ave S	We need tree cover in the neighborhood with the least amount of trees in Seattle. The sound and air pollution that comes from this part of the neighborhood could be solved by evergreens, that make an excellent noise barrier. The white slatted fence with the airplane equipment is almost purposely used to make it look run down. People live on Ellis. They deserve to have trees, protection from noise and air pollution and beautiful surroundings. Evergreens in an expanded strip would do the job. Ellis was once part of a road diet. Ellis still has problems with speeding. A bumped out tree strip could visually remind drivers that it's not all industrial.	6900 block of Ellis Ave S between S Willow and S Myrtle St.	Street trees are needed on the east side of Ellis Ave S between S Willow and S Myrtle St. This stretch of Ellis Ave has no vegetation and on the Boeing property to the east, they test jet engines and use heavy chemical detergents that emanate a chemical smell over the neighborhood. The trees, preferably evergreens, would block sound, odor and dust pollutants and increase beautification. There will be a sanctioned Homeless Encampment going in this area soon. Our new Georgetown neighbors will also benefit with the clean air produced by the evergreens and the sound proofing effects. The current narrow strip between road and fence could be difficult to install. This would take imagination and cooperation between Boeing, SDOT and the City of Seattle to address the neighborhood's issues with the multiple types of pollution that are inflicted with the lack of trees.	The residents and employees of the Georgetown neighborhood would benefit from a reduction in noise and air pollution that comes with evergreen trees. The beautification is really just the byproduct of the healthy environment that is trying to be cultivated in the Georgetown neighborhood.	Georgetown	SDOT			
17-229	Improve crossing at South Seattle Community College in Georgetown	If a flashing crosswalk is installed, it would facilitate a safe crossing. It would let industrial trucks and companies know people are walking in the area. The example that I could give is the crosswalk that is located at Avalon Way and SW Yancy St in West Seattle. Someone walking would just have to push a button for the flashing light to go off and alert drivers to let a student cross. There is no existing signal in place, just the crosswalk with flashing light. We need this in on Corson and S Willow.	Corson Ave S and S Willow St. at the entrance to South Seattle Community College.	There is a crosswalk that is needed at the corner of Corson Ave S at S Willow St. Currently, South Seattle Community College students have to run across the street in heavy morning truck traffic. It is the way used by public and private elementary school students in the mornings and afternoons walk to school. Corson was taken off the freight master plan. However, heavy freight still speeds down Corson making it unsafe to cross. Whether you are an elementary student, teenager or adult, you still deserve a safe way to cross to continue your education. With the lack of open space in Georgetown, residents and workers will use the college open space to walk, run, bike or fly a kite in SSSC open space. Our community farm is on the SSSC property. If residents want to access, we have to run across, hoping trucks will slow down. A crosswalk at this intersection could help slow traffic and provide a safe way to cross for everyone.	Students, residents, and employees of Georgetown neighborhood. Everyone benefits with safe ways to cross.	Georgetown	SDOT			

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17-233	Crosswalk Installation on Ellis Ave S at S Warsaw Street.	Crosswalk needed across Ellis Ave S at S Warsaw Street.	Crosswalk across Ellis Ave S at S Warsaw Street.	Crosswalk needed across Ellis Ave S at S Warsaw Street. Currently the only crosswalk across Ellis Ave S, a busy arterial, is all the way down at S Myrtle St. A crosswalk at Warsaw will allow students of Opportunity Skyway High School to safely cross Ellis Ave S on their way to school and also to classes they take at South Seattle Community College, Georgetown Campus. This crosswalk will also help residents access Jet City Crossfit and other businesses on the east side of Ellis Ave S. Furthermore, City Light is planning a major redevelopment of the Georgetown Steam Plant to make it a museum open to the public, and this crosswalk at S Warsaw St will be vital for providing pedestrian access.	Students of Opportunity Skyway High School, residents of Georgetown	Georgetown	SDOT			
17-235	Walkway improvements on 4th Ave S, between E. Marginal Way & Michigan	We need drainage, sidewalks, curbs and street trees. This has been supported in the past by a grant that was given to the Georgetown community then taken away. I was told we needed drainage, so we got nothing instead.	4th Ave S between East Marginal way and Michigan.	The sidewalk is missing on the part of 4th Ave S between East Marginal to 4th Ave S between Michigan. This area is where residents walk to access the food bank at St. Vicent de Paul on 4th Ave S. It is where students from SSCC walk to get lunch at a variety of restaurants. Employees from our local industrial community have also complained that accessing food in this area is dangerous. There are many cars that have been run off the road purely because you can't tell where the street or parking lot begins or ends. Street trees would also be needed to reduce noise and air pollution. When a sidewalk with street trees are in place, the walk for residents and employees to access food would become safe and beautiful.	Residents accessing the local food bank, employees accessing lunch and students accessing lunch would benefit from safe sidewalks and street trees. Drivers would benefit by having safe roads and businesses could actually provide safe parking.	Georgetown	SDOT			
17-236	Sidewalk Demarcation Improvements	Ideally building out the sidewalk but painting of planters could help with make the distinction between the intended sidewalk/pedestrian area and the car lane.	The location is a 4th Avenue and Michigan near the Teriyaki shop. If driving north on 4th, the far right "lane" at Michigan is actually the pedestrian area (level sidewalk).	Very confusing intersection where the sidewalk feels like and looks like a turn lane. Cars are often seen driving into this space and running up against pedestrians.	Everyone. Pedestrians. Vehicles and drivers. Bicyclists. Those traversing along that stretch.	Georgetown	SDOT			
17-240	Install crosswalk near Georgetown Old City Hall	Put in a crosswalk between the bus stop on 13th Ave S and Old City Hall	13th Ave S between S Bailey St and S Angelo St, crosswalk needed between the bus stop on 13th Ave S and Old City Hall across the street	There is no cross walk across 13th Ave S in Georgetown to get from the main part of the neighborhood to Old City Hall, which is where our community council meetings are now being held.	The community members of Georgetown who want to safely attend the Community Council meetings	Georgetown	SDOT			
17-242	Traffic Calming near Corson	Traffic exiting off of I-5N (Corson) that turns right onto the Michigan Mess merges quickly with traffic on Michigan. This is especially unsafe as traffic from Corson turns left onto Michigan: those lanes merge and traffic often consists of semi-trucks speeding as they exit I-5. Those going from Corson onto Michigan trying to then merge lanes to get into the Starbucks parking lot are especially brave because there are many conflicts occurring in a short span (I-5, Michigan, Harbor Freight)	I-5N exit (Corson) and Michigan and Corson.	Vehicles speeding off I-5 merge with oncoming traffic from Michigan and Corson. Conflict is unsafe.	Everyone using that intersection. Vehicles. Commercial freight. Pedestrians. Other modes.	Georgetown	SDOT			
17-243	Improve crossing at S. Bailey St & Ellis Ave	Rectangular Rapid Flashing Beacons on both sides of the crosswalk that pedestrians would push a button to activate when they want to cross.	S. Bailey St crosswalk near Ellis Ave S, between Bank of America & Tacoma Screw	There is an existing crosswalk that has had many iterations to help improve safety and yet it is still a challenge to get cars to stop for pedestrians who want to cross S Bailey St. One of the design challenges of this crosswalk is that people on the south side of the intersection are located BEHIND a telephone pole and so oncoming traffic cannot see them waiting to cross. This section of S. Bailey street also leads cars to the I-5 on-ramp, as well as down to the 1st Ave Bridge which connects to SR-99. It seems to be human nature for drivers to speed up and get into highway-driving mode as they approach highways. For this reason it is even more imperative to provide a crossing that calms traffic and increases safety. This community request is documented in the Georgetown Open Space Vision Framework, page 48.	pedestrians and drivers; residents trying to access the merchant core of "downtown Georgetown"	Georgetown	SDOT			

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17-249	Radar Speed Sign Installation on Corson Ave South at South Nebraska Street	Install a Radar Speed Sign facing the exit ramp in advance of this crosswalk, drawing driver's attention and promoting safe, legal traveling speeds. This community request is documented in the Georgetown Open Space Vision Framework (pg.72).	The west side of Corson Ave South at South Nebraska Street	At peak commuting hours and especially in the morning, pedestrians can get trapped on the traffic island at the northwest corner of this intersection by a constant stream of trucks making a right turn to enter the neighborhood. This is unsafe for young families who use this as a walking route to school. The speed limit is 25mph on Corson Av S. Cars and trucks exiting I-5 travel at illegal and unsafe speeds heading for the "free" right hand turn onto S Michigan St. where people rely on driver courtesy to cross this un-signalized crosswalk.	All people, families, residents who are walking to school, visiting the shopping mall, the Georgetown playfield or the residential area of S Orcas street.	Georgetown	SDOT			
17-251	Add stop signs in Georgetown near 12th & Vale	I believe if we could have stop signs and stop lines put at the end of these two streets, it would improve safety for all.	12th Ave S & S Vale St - AND - 12th Ave S & S Harney St	The area around 12th & Vale was transformed into a Festival Street a couple years back which was a natural upgrade since the many Spring and Summertime events that happen in Georgetown often center around this area, which is a hub of retail businesses. There are two streets which T-bone into 12th Ave S, which for some reason did not get STOP signs placed at them. It seems these should be an "understood" stop, however many cars just roll right through into a busy area without even realizing it.	pedestrians, business owners, families, drivers	Georgetown	SDOT			
18-026	Improvements on Holgate St. from 8th Ave. S. to 4th Ave. S.	Start with basics in Sodo. Run asphalt grinder over Holgate St. from 8th Ave. S. to 4th Ave. S. Just smooth out the patch over patches.	See above.	There is already a lack of drainage, curbs, sidewalks esp. on S. side of Holgate. At least make the street passable for vehicles.	All businesses, busses, employees and visitors in Sodo. Holgate surface is a mess.	Sodo	SDOT			
18-033	Improvements at 4th Avenue/East Marginal and River Street	Redesigning intersection at 4th Avenue/River/East Marginal. Many streets intersect and it is confusing and not well-designed or safe!	Neat Matt's Famous Chili Dogs. 4th Avenue/East Marginal and River Street. West side.	Many streets intersect and it is confusing. This intersection is frequently by those patronizing business AND there's also an Amazon distribution center here so it is busy with vehicular traffic. There's confusing egresses and left turns, plus rail tracks. Needs to be redesign to provide distinct usage and make it safer for all modals.	Those patronizing businesses, employees, pedestrians, bicyclists, and the list goes on.	Georgetown	SDOT			
18-216	Improvements on 6th Ave S	See page 48 SDOT "Georgetown Mobility Plan" : 6th Ave South Corridor Study / Street Concept Plan - Corridor study to assess feasibility and design of pedestrian and bike improvements along 6th Ave S. 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.	Study should explore full corridor, from Denver/Dawson south to River St	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.	Freight mobility, area businesses, people walking, people biking, people with disabilities, children, elderly	Georgetown	SDOT			
18-260	Improvements at 8th Avenue and East Marginal Way	Redesign the intersection of 8th Avenue and East Marginal Way. Several streets intersect at this point. It is confusing and not safe.	8th Avenue/Carleton Avenue and East Marginal.	It is a confusing intersection for automobiles that doesn't have distinct entry points or lanes. It is even more confusing for pedestrians which is important since this is the only entry point to Georgetown's water access..	Anyone using 8th Avenue. 8th Avenue houses many businesses and is the only entry point in Georgetown, allowing water access to the Duwamish River.	Georgetown	SDOT			
18-262	Improvements on Corson Ave S between E Marginal Way S and Airport Way S	Corson Ave S Traffic Safety and Pedestrian Improvements Study. (SDOT mobility study project #2 page 46)	Corson Ave S between E Marginal Way S and Airport Way S	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.	Improve vehicle and pedestrian safety along central north- south route.	Georgetown	SDOT			
18-263	Crossing Improvements on Corson Ave S	Rapid Flashing Beacons and street crosswalk lines at ADA crosswalks on Corson st between Michigan and Orcas streets.	Corson st connecting at Nebraska St and Vale st from east side of Corson to west side of Corson	to safely connect two new ADA crosswalks to west sidewalk and business square	everyone - neighbors, visitors, businesses, workers	Georgetown	SDOT			

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18-265	Improvements on Orcas Ave S between E Marginal Way and Corson Ave S	Orcas St Design Study (Sdot Gerorgetown Mobility Study Project#4 page 47). Bicycle master plan indicated potential for Neighborhood Greenway Street on Orcas.	Orcas Ave S between E Marginal Way and Corson Ave S	Provides a stronger east-west pedestrian and bike access for residents and growing worker population in NW Georgetown.	workers, residents, people walking and biking east/west in north georgetown	Georgetown	SDOT	OK, \$90k can only build a section of sidewalk		
18-266	Improvements on S Homer St between Airport Way S and Corson Ave S	Fill in the holes and chip seal S Homer St in Georgetown.	S Homer St between Airport Way S and Corson Ave S - at the exit of the Georgetown Trailer Park Mall	the condition of the road is such that when it rains, the potholes fill and make the road impassable and unable to be traveled by any mode - ped, bike, car, etc.	Patrons and workers of the businesses along this corridor. This will be better for delivery to businesses. Improved conditions will also benefit greater connectivity for pedestrians between the Georgetown playfield and the AWS, historic business district.	Georgetown	SDOT			
18-268	Street Repair in Georgetown	Fix our streets	7th Ave S., S. Homer Ave., S Orcas Ave., S. Fidalgo St., S. Findlay St.	The amount of potholes and deteriorating streets has become a hazard that has only worsened with the amount of increased traffic and 18-wheeler. Seeing chunks of asphalt and new holes is a common occurrence and extremely dangerous hazard	Drivers and Pedestrians on foot. Business owners and residents.	Georgetown	SDOT			
18-2014	Equipment Refurbishment at Georgetown Playfield	Refurbished Basketball & Tennis Courts	Georgetown Playfield	The current sate of the courts are deplorable and an eyesore for an otherwise great park that has seen other tremendous renovations	Georgetown residents, like myself, young and old, who would love to take advantage of playing basketball and tennis locally. As well as any other visitors to the park, as we have daily soccer and ultimate frisbee games with several bystanders.	Georgetown	SPR			
18-2024	Lighting Improvements in Oxbow Park	Increased lighting in Oxbow Park (home of the Hat n Boots).	Along the walking path and in the gathering spaces.	Sketchy activity happens when people feel they have places to hide - especially in the cover of darkness. The idea for more lighting came up during a community meeting where over 70 people agreed that taking a crime prevention through environmental design (CPTED) to the park would make it safer. Additional lighting extend the park hours use during our short winter days and long winter months.	Residents, businesses and visitors will benefit from this project. Extending the access to the park by increasing lighting in it will make the iconic Hat n Boots available to more people.	Georgetown	SPR			
18-2025	Pathway Improvements at Georgetown Playfield	Pedestrian access improvements to, and through, the Georgetown Play field and children's play area. (Sdot Georgetown Mobility Study page 50)	Between Georgetown play field park's eastern/middle area and the eastern side of Corson Ave S	No ADA facilities linking Corson Ave to park without going a really long way.	People walking, people with strollers, and those with mobility challenges going between the park and Airport way business center.	Georgetown	SPR			