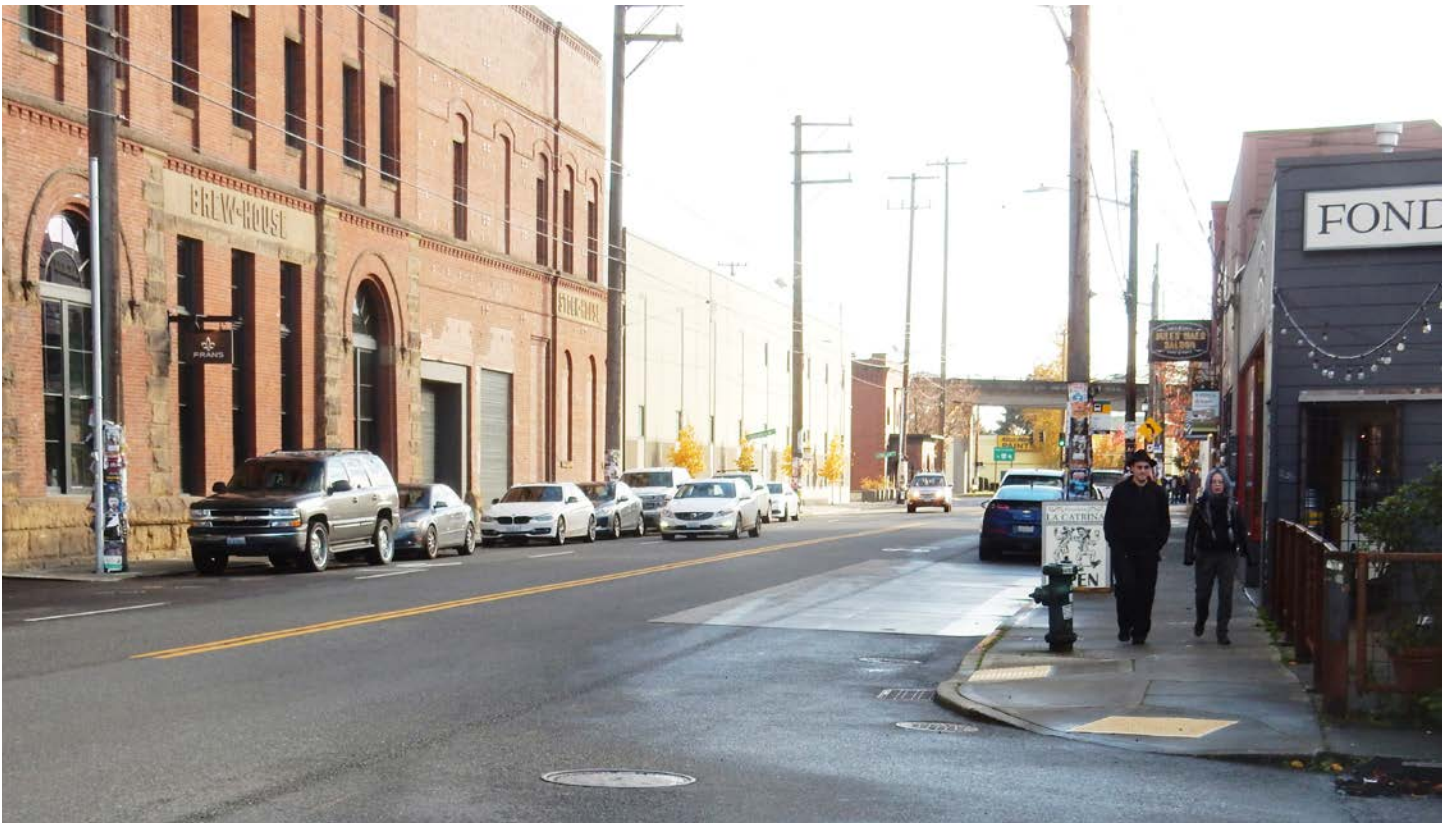


SEATTLE DEPARTMENT OF TRANSPORTATION

# GEORGETOWN MOBILITY STUDY



FINAL REPORT - 10/25/2017



**Seattle**  
Department of  
Transportation

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

## 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

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# 1. STUDY OUTCOMES

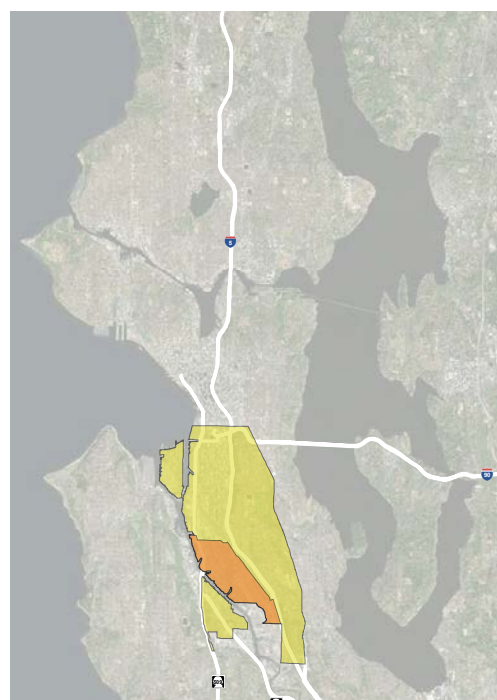
## PURPOSE

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.



**Figure 1-1**  
Seattle map showing location of Georgetown (orange) and the greater Duwamish Valley (yellow) which includes Beacon Hill and South Park.

## MOBILITY STUDY OBJECTIVES

The key objectives of this project include:

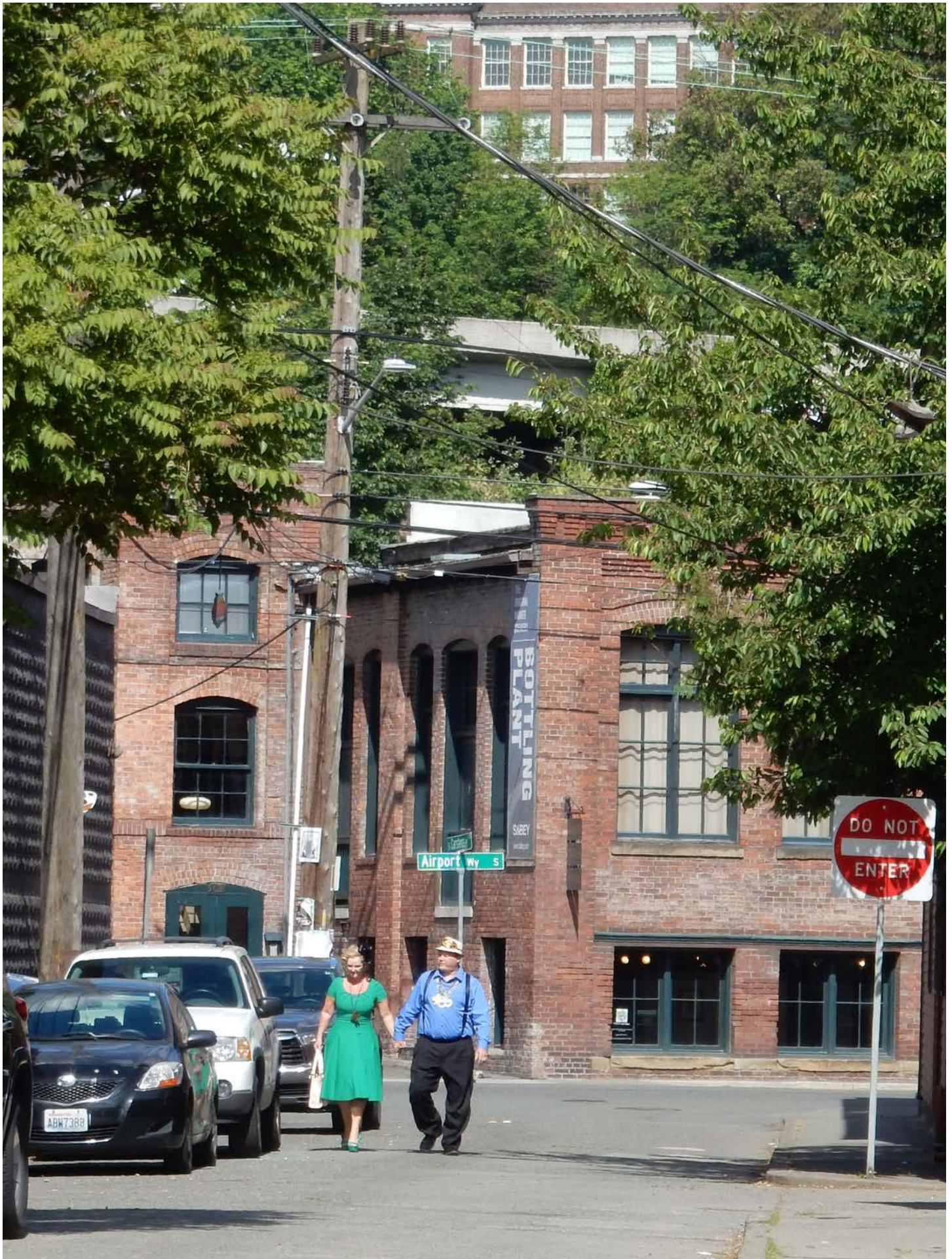
- Active engagement with a diverse range of community members, including residents, workers, business owners, and industry representatives
- Understand community transportation issues, needs, and priorities, including the intersection between transportation, neighborhood health, livability, equity, and 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

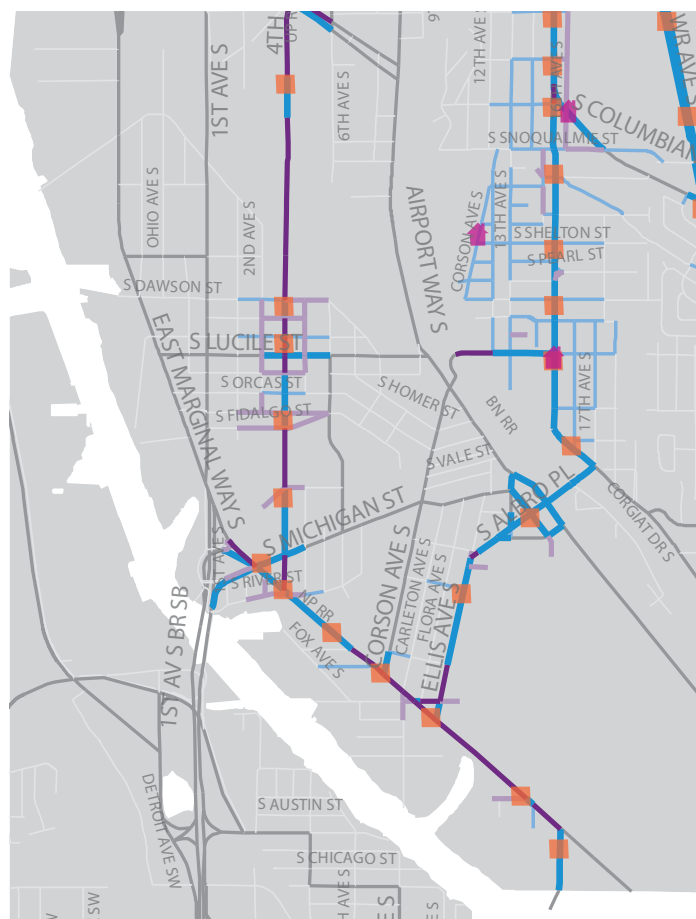
The Mobility Study builds on the research and public outreach conducted for our modal master plans, including the 2014 Bicycle Master Plan (BMP), the recently-updated 2017 Pedestrian Master Plan (PMP), the 2016 Freight Master Plan (FMP), and the Transit Master Plan (TMP). These plans, which were developed 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.

**Figure 2-1 PMP Priority Investment Network (PIN) for Georgetown**



#### 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
- Public School
- Lightrail Station
- Transit Hub
- Frequent Transit Bus Stop
- Rapid Ride Stop
- Future BRT Stop
- Streetcar Station

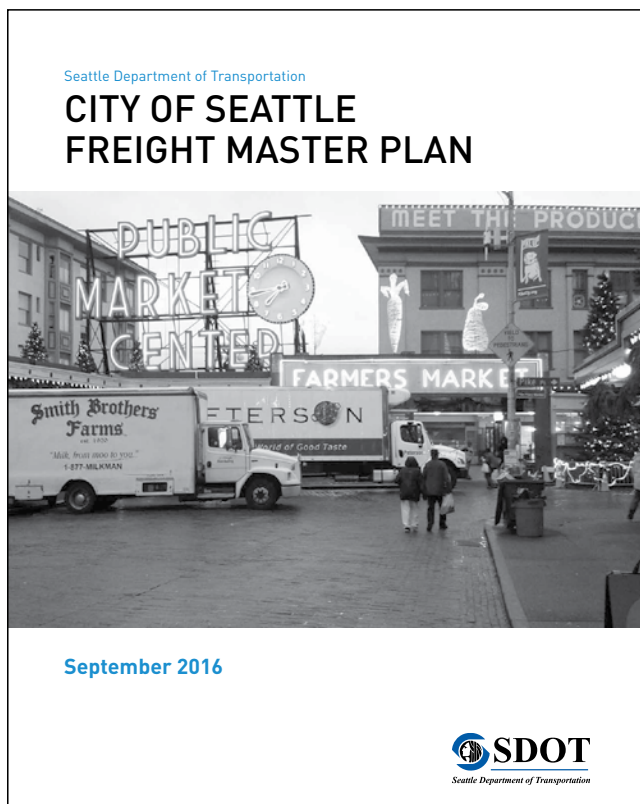




## Freight Master Plan

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](http://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

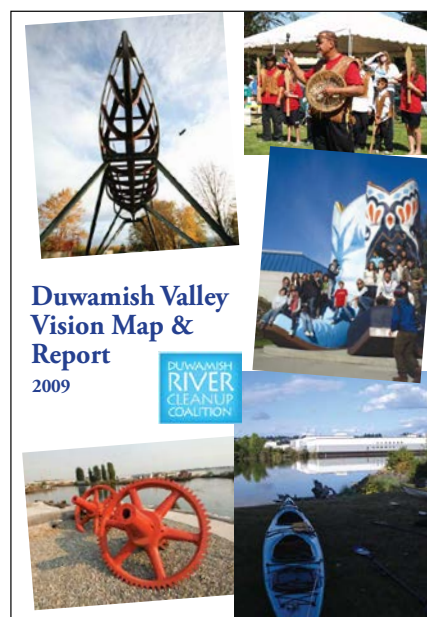
In early 2017, the Seattle Parks Foundation completed an in-depth study of open space needs within the Georgetown neighborhood. This vision plan included significant outreach with members of the local community, and it called attention to several areas where there was a desire for pedestrian and bike 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.

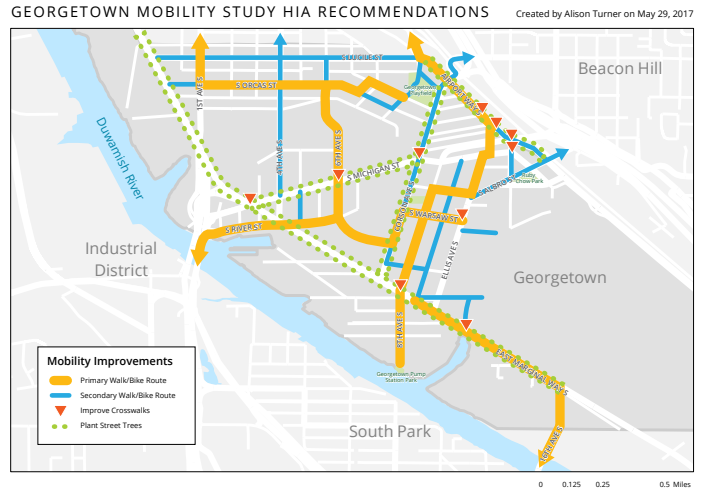
In order to bring more focus to the health challenges of the Georgetown community, SDOT engaged a class of University of Washington (UW) graduate students, who performed a Health Impact Assessment (HIA) for the neighborhood. (See caption under Figure 2-3 for a link to the full report.) The students researched 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

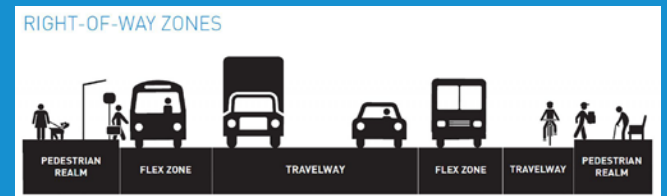


Figure 2-3 depicts the 3 basic zones of the right-of-way (ROW):

- **Pedestrian Realm:** Comprised of frontage, pedestrian mobility, and landscape/furniture zones between the property line and the flex or travelway zones. This space includes the sidewalk, planting areas, bus shelters, sidewalk cafes, and bike racks. See individual sections for design criteria.
- **Travelway:** Primarily used for mobility purposes. Lanes can serve all modes, or be dedicated to serve specific modes, such as a bus or bike lane.
- **Flex zone:** An essential zone for people and goods. It provides separation, access, and a space for users to transition between moving vehicles in the travelway and people in the pedestrian realm. This zone can contain multiple uses along a street including: transit stops, commercial deliveries, on-street parking, taxi zones, passenger loading, parklets, streateries, and shared mobility areas.

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/>

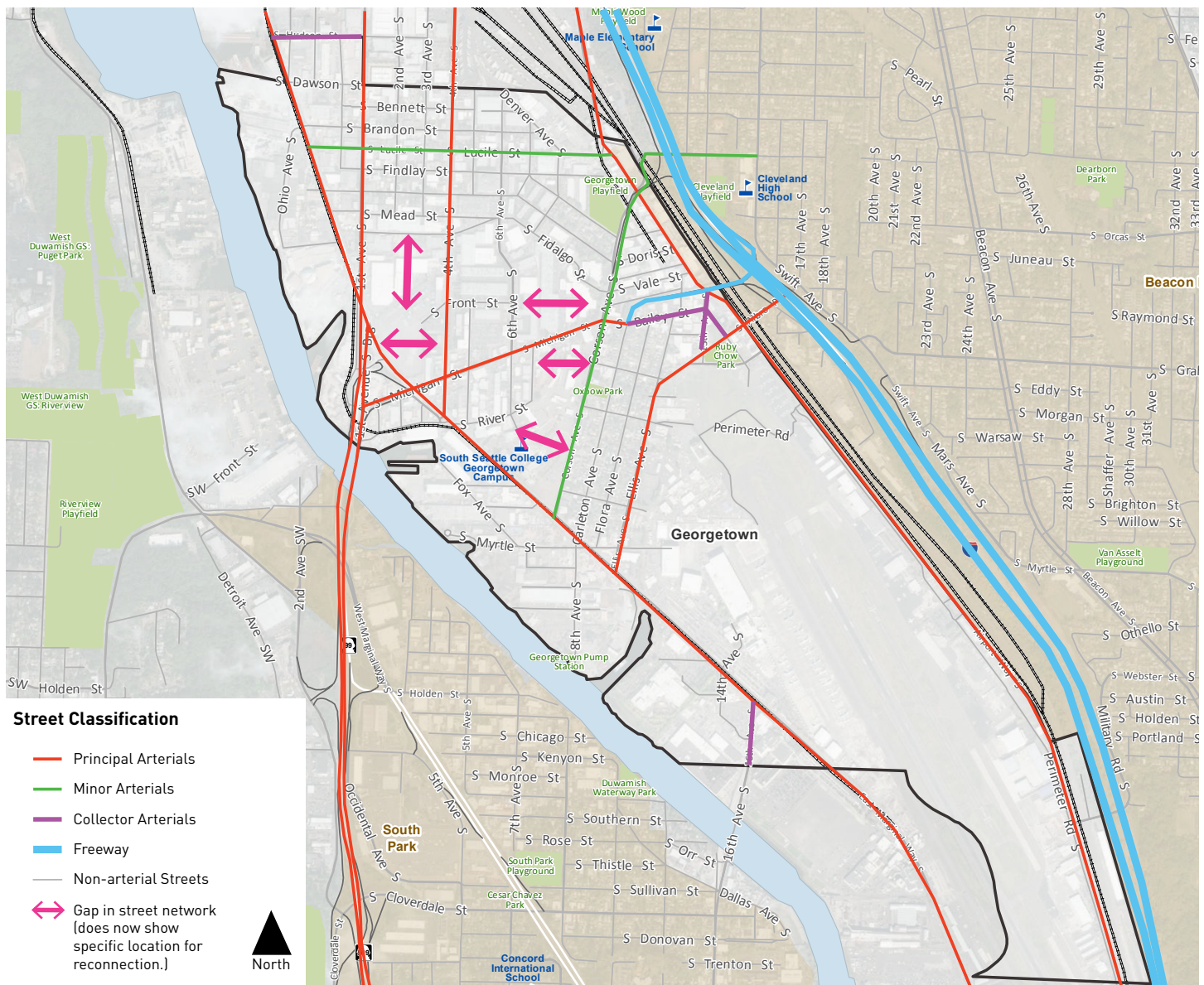


## STREET NETWORK

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.

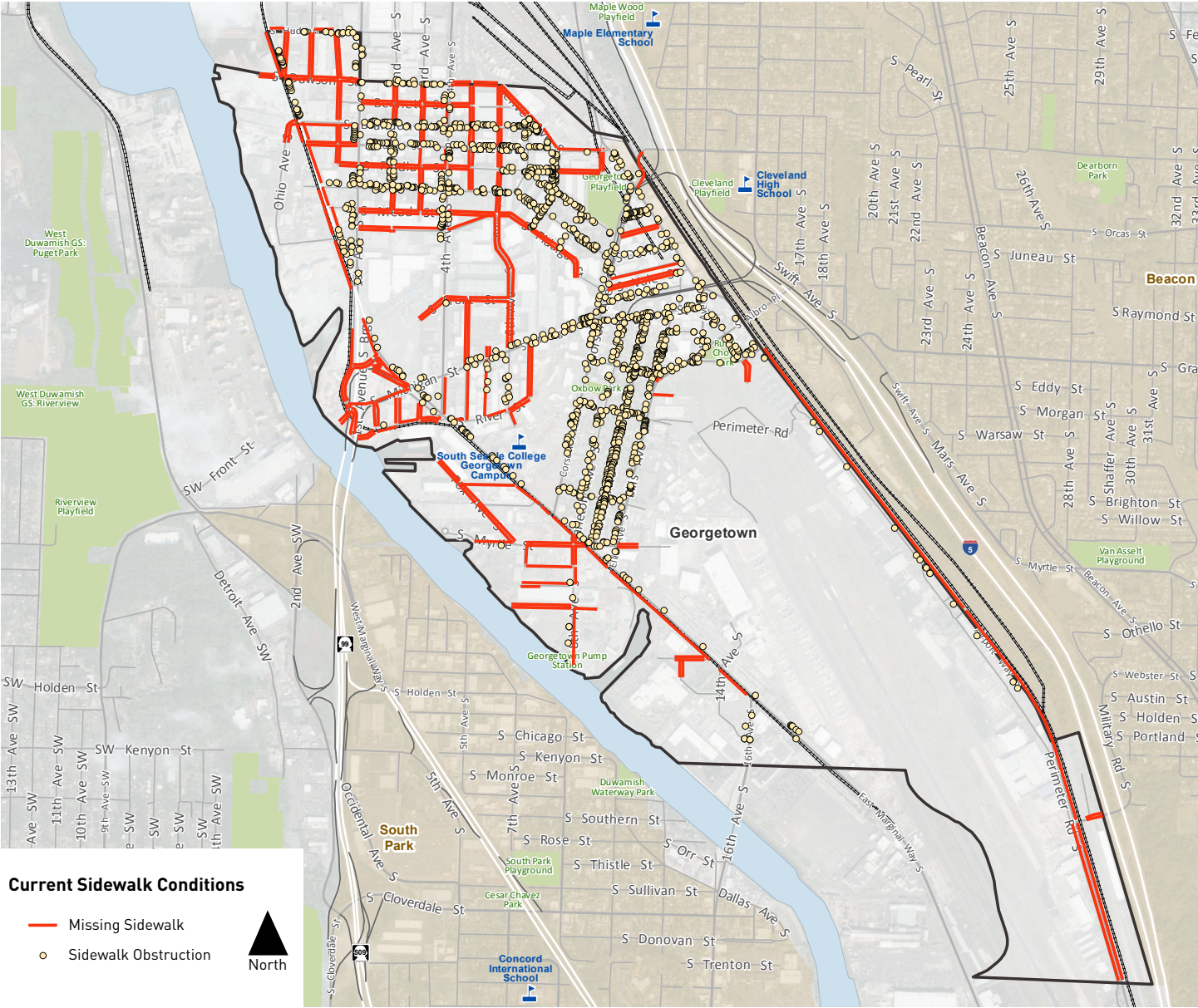
Georgetown's historic business hub on Airport Way S has seen significant growth in recent years, with a variety of new restaurants, bars, galleries, and special event venues. Recent investments, such as the new festival street along 12th Ave S and a new 1/2 signal and crosswalk planned at S Doris St, 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

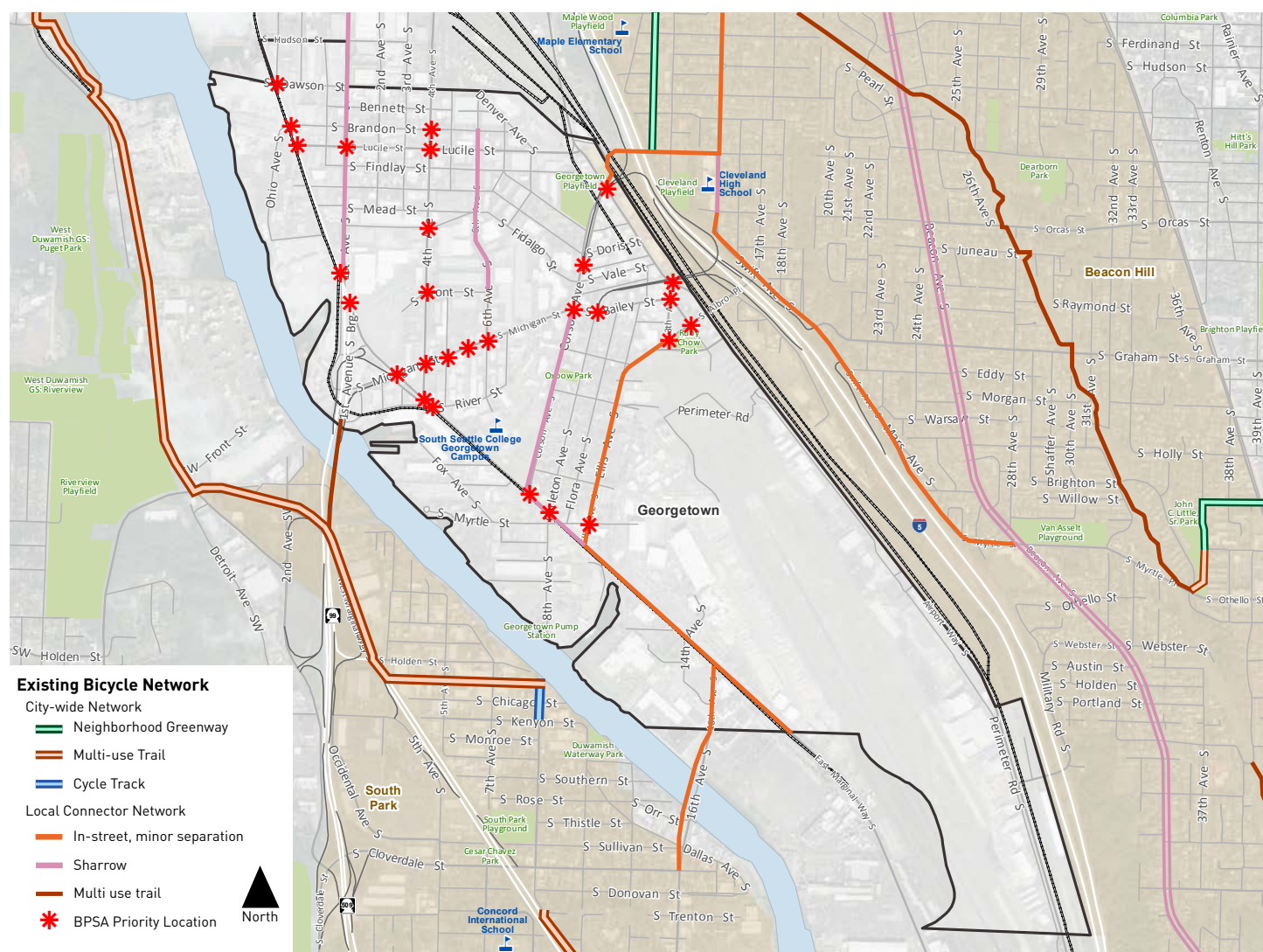
Georgetown is relatively flat, unusual for a Seattle Neighborhood and eliminates a commonly-cited barrier by would-be bicyclists in Seattle. However, getting into and out of Georgetown is challenging due to a number of factors. Flanked by Beacon Hill on the northeast side, travel to this neighborhood 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.

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.

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**

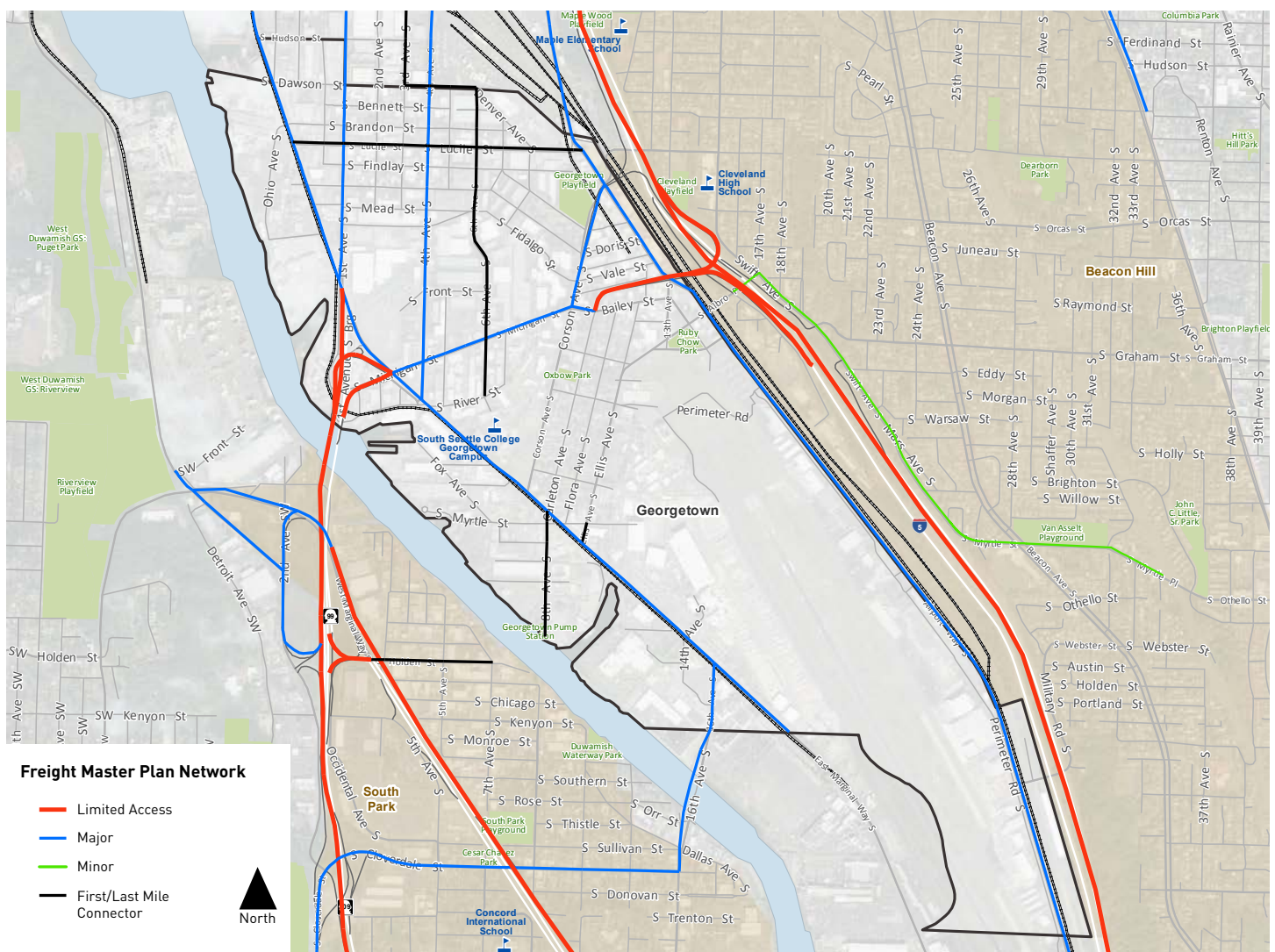


## FREIGHT NETWORK

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

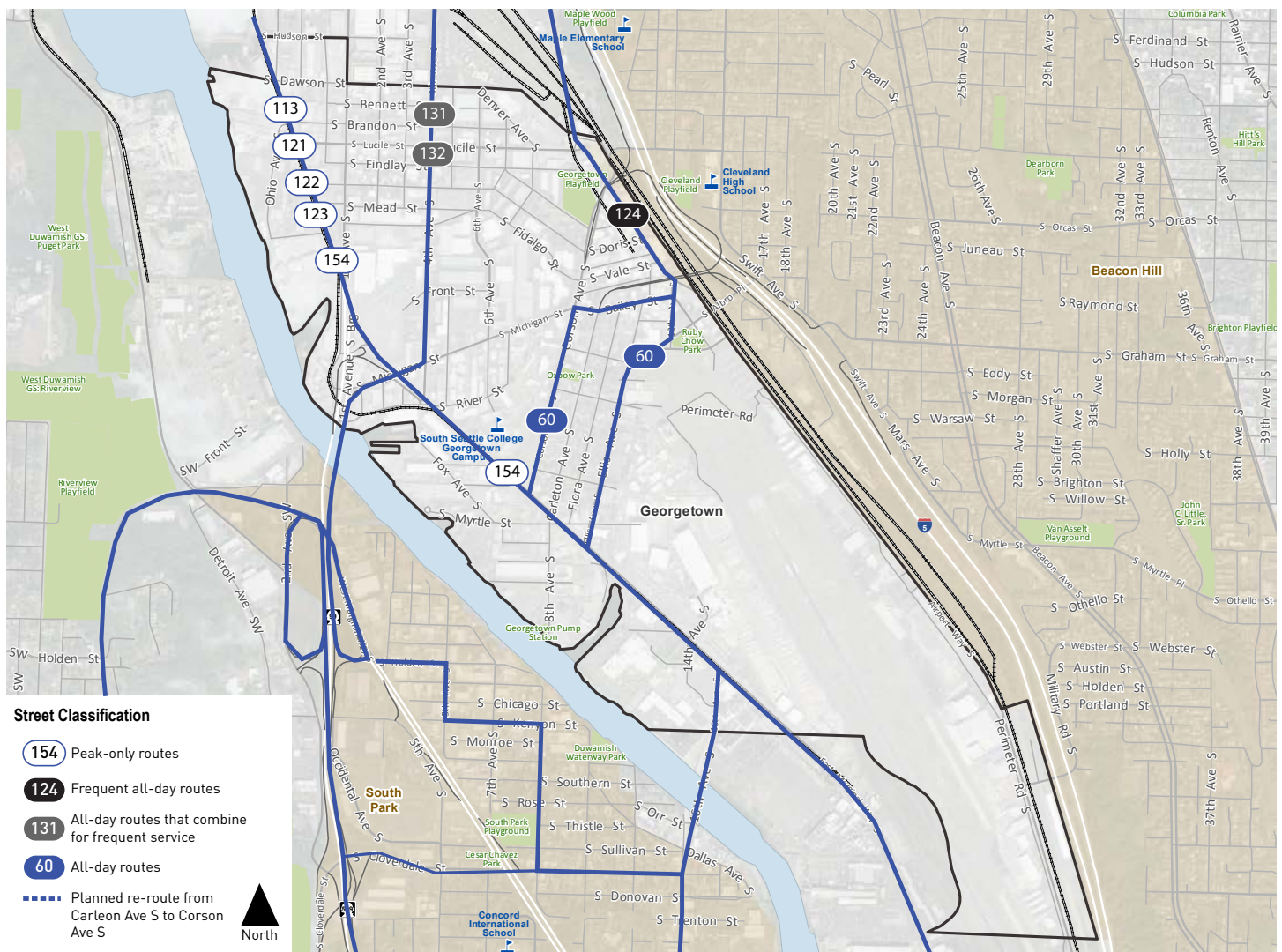
Transit service in Georgetown is provided primarily by all-day routes 124 and 60, and supplemented by peak King County Metro bus service only on routes along E Marginal Way. The 124 provides a frequent service connection for Georgetown to both Downtown Seattle and the Tukwila International Boulevard 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.

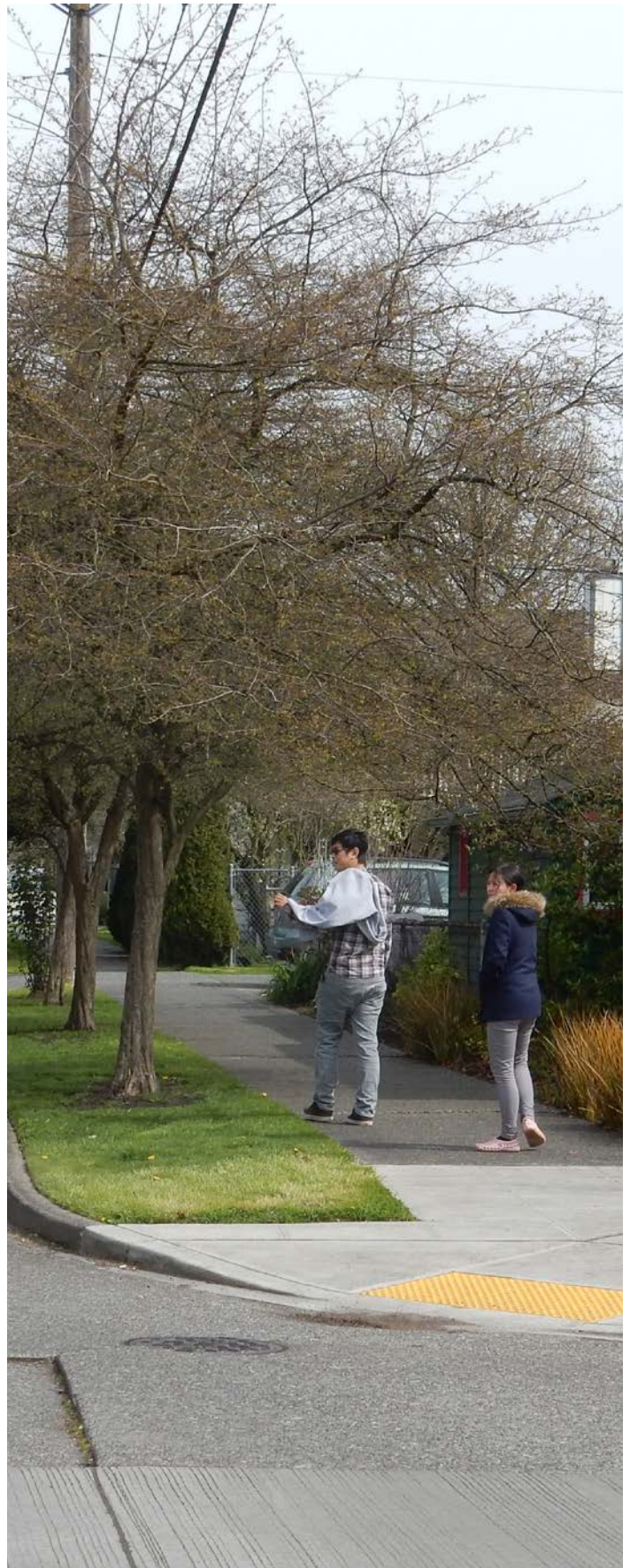
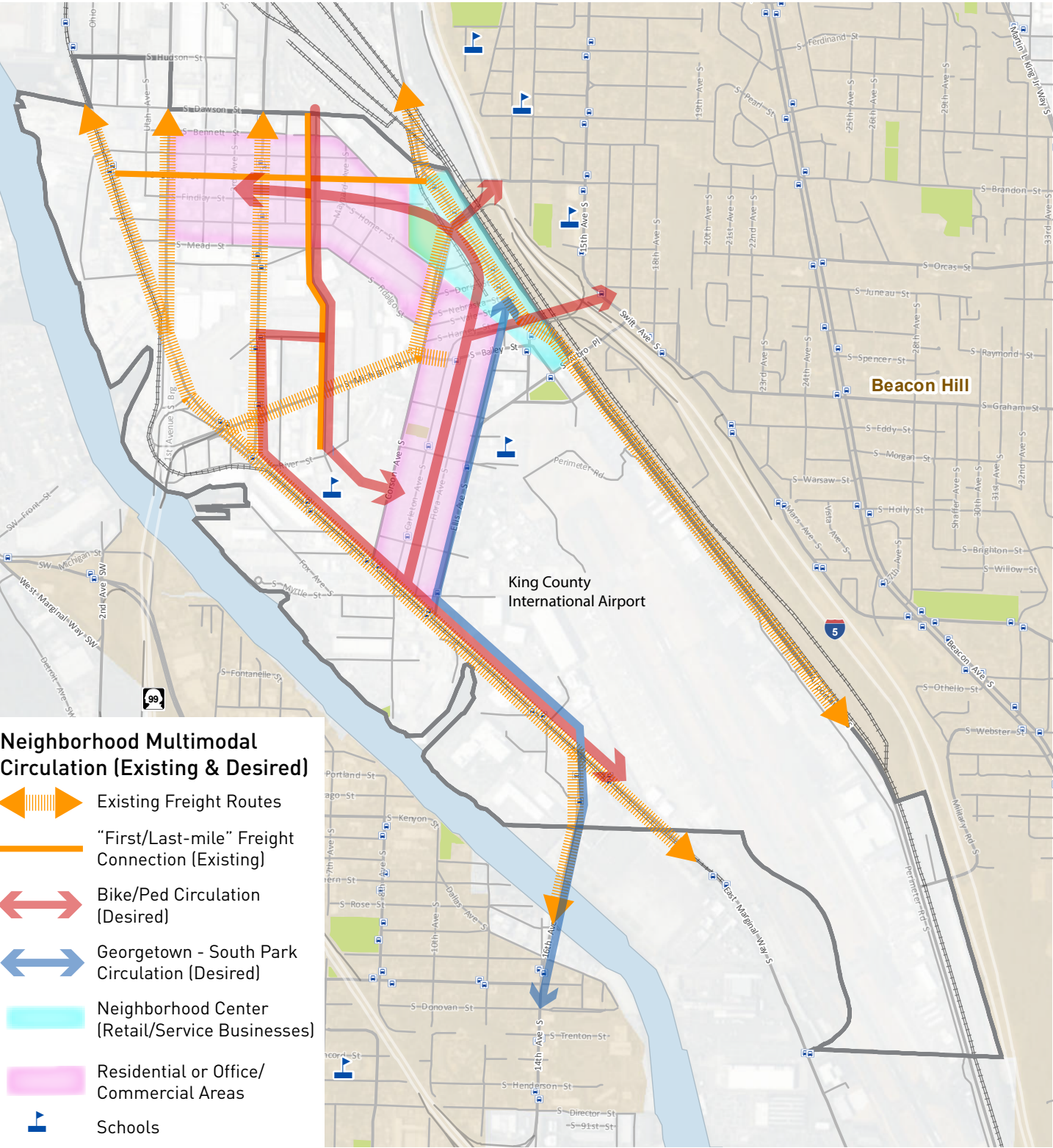


Figure 3-6 Existing and Desired Neighborhood Circulation









# 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:

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

## 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.

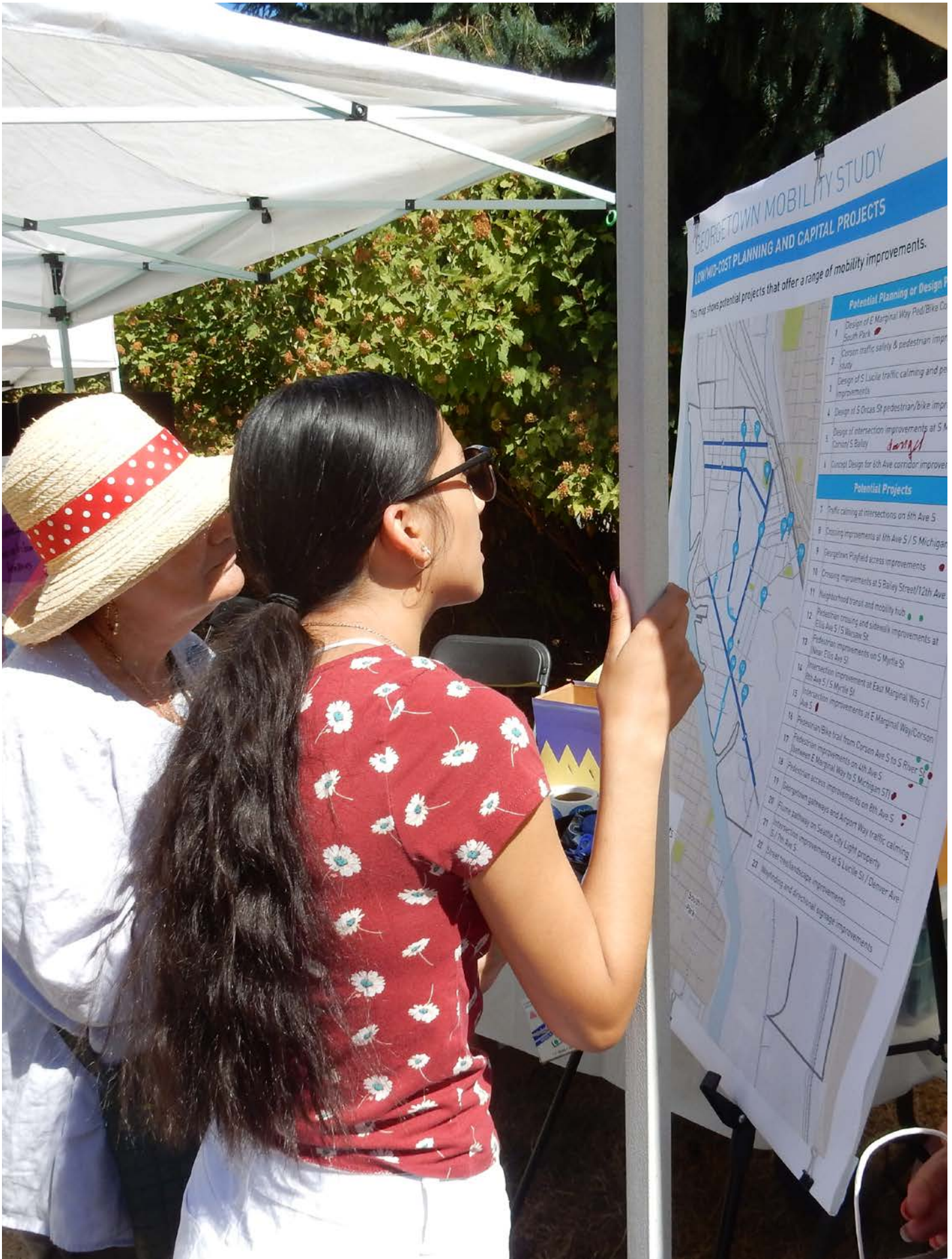
Adding more green space, and improving access to existing open spaces, are strong community priorities.

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

Outcome	Criteria
<b>Safety</b>  Improve the safety and comfort of people walking or biking	Addresses neighborhood desire for safer streets, speed management, and/or more awareness by drivers of people walking/biking around them
	Addresses neighborhood desire to have dedicated roadway space for bicycle and pedestrian travel
	Improves safety for priority bicycle and pedestrian safety intersections (identified by SDOT BPSA analysis)
	Improves high safety priority location (identified by SDOT analysis)
<b>Access and Mobility</b>  Improves movement between destinations and connects transportation facilities	Facilitates truck circulation and/or access.
	Improves access to transit stop(s)
	Improves access to civic, institutional, and/or health destinations (H)
	Improves community health by facilitating access to neighboring destinations (H)
	Provides missing link between two existing modal facilities



**Table 5-1 Evaluation Criteria (Continued)**

Outcome	Criteria
<b>Equity and Health</b>  Advance neighborhood health goals, satisfy needs expressed by under-served populations, and/or foster a sense of place or community identity	Improves ADA accessibility (H)
	Satisfies expressed need of minority populations
	Streetscape or pedestrian realm enhancement
	Promotes better air quality (H)
<b>Modal Plan Consistency</b>  Degree of consistency with the planned projects and/or goals in one of the City's adopted modal plans	Pedestrian Master Plan consistency
	Bicycle Master Plan consistency
	Freight Master Plan consistency
	Transit Master Plan consistency
<b>Implementation Assessment</b>  Assessment of how easy or difficult the delivery of project is expected to be	Project complexity
	Total project cost (estimated)
<b>Community Support</b>  Project is supported or desired by community at-large, including residents, employees, and other stakeholders	Support at Mobility Study open house (prioritization exercise, comment, etc.)
	Support in Mobility Study survey (modal improvement need (e.g., pedestrian crossings, bike lanes, etc.) or location mentioned)
	Support at Mobility Study community meeting or event (project, location or modal improvement need mentioned)



## 6. PROJECTS AND RATINGS

The Mobility Study planning review and early outreach process resulted in a list of projects that included low-cost improvements, complex projects that would require significant planning and design efforts, mid-cost implementation projects, and large capital projects. In order to provide more clarity for the public, and future implementers, the team divided the list into three sections.

- **Upcoming Projects:** Quick-win improvements that take advantage of concurrent work in the neighborhood.
- **Low-/Mid-cost Planning and Capital Projects:** Planning, design and construction projects that are low-to-mid-cost (\$100,000-\$500,000) and could be implemented through City funds with limited need for regional, state or federal funding.
- **Large Capital Projects:** Complex and/or high-cost (more than \$500,000) projects that will require significant planning and coordination, and support from outside funding.

Both the Low-/Mid-cost Planning and Capital Projects list and the Large Capital Projects list were evaluated using the same criteria. Ratings shown within each of the outcome categories are comparable across the lists. Given the uncertainty of future funding time frames and availability, this list structure will best serve future project staff as they look to make investments in the area and seek funding opportunities.

Other than the list of upcoming improvements, all of the projects shown are still potential improvement opportunities, and are yet to be scoped and funded. After reviewing the project details in the following pages, please see Next Steps (Chapter 7) for details about how SDOT will use the Mobility Study, and how members of the Georgetown community can stay engaged.

### 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

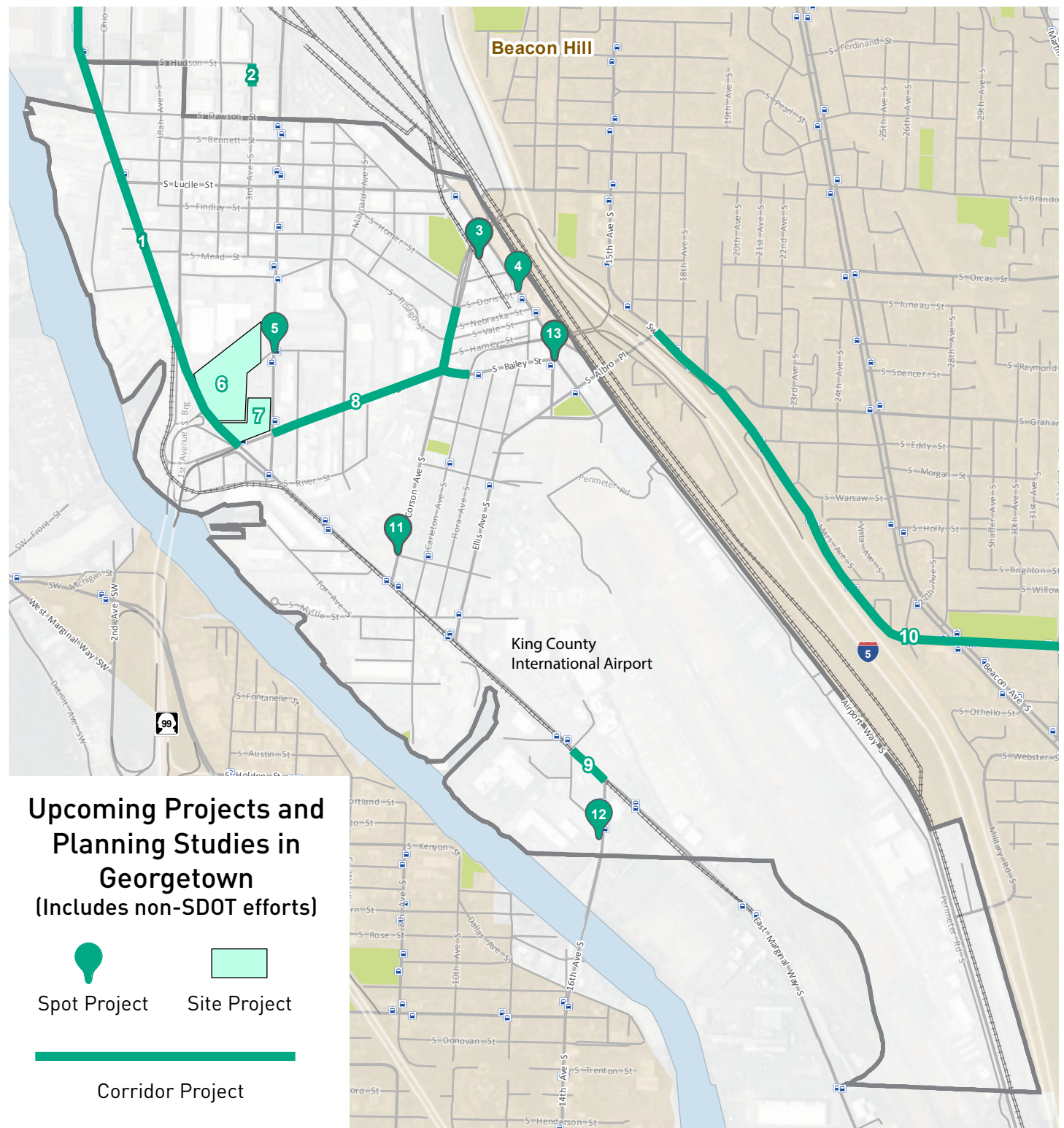
This report also captures upcoming improvements in the neighborhood currently underway by SDOT.

**Table 6-1 Upcoming Projects List**


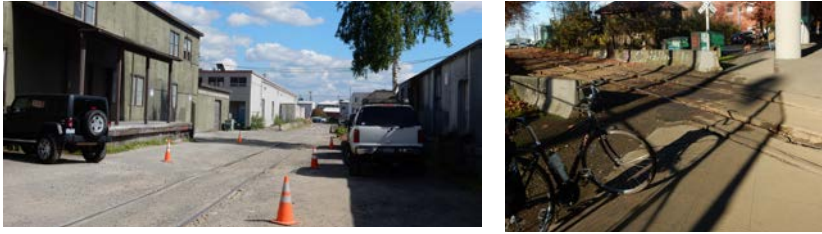

Upcoming Projects (2017-2018)	
1	Conceptual Design - E Marginal Way Corridor
2	Depaving Project - 3rd Ave S (at McKinstry)
3	UPRR corridor crossing improvements
4	New crosswalk on Airport Way at Doris St
5	New crossing and bus stop improvements at 4th Ave S / S Front St
6	Prologis warehouse construction & sidewalk improvements
7	Wet Weather Treatment Station & streetscape improvements
8	S Michigan St ITS & repaving project
9	New pathway on E Marginal Way (14th Ave S -16th Ave S)
10	Street repaving and ped. /bike improvements on Swift/Myrtle/Othello
11	New Crossing at Corson & Willow and bus reroute from Carleton to Corson
12	Pedestrian route improvements on 16th Ave S
13	Crossing Improvements at 13th Ave S/S Bailey St
Neighborhood-wide Projects (not mapped)	
14	City-wide Sidewalk Assessment Survey
15	Duwamish MIC Large Vehicle Parking Study
16	Street Tree Inventory & Plantings



**Figure 6-1 Upcoming Projects**






**Table 6-2 Upcoming Project Descriptions**

Projects	Descriptions and/or Photos
<p>1</p> <p><b>E Marginal Way Corridor Conceptual Design</b></p> <p>(Atlantic - S Michigan St)</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Improve safety and reliability for the movement of people and goods and support freight loads by rebuilding the roadway</li> <li>• Promote efficiency through signal modifications and intelligent transportation systems (ITS)</li> <li>• Improve safety by better separating non-motorized modes from freight traffic</li> </ul>
<p>2</p> <p><b>3rd Ave S Depaving Project</b></p> <p>(at McKinstry Building)</p>	<p>SDOT is working with staff at McKinstry about the opportunity for streetscape greening along 3rd Ave S, in front of the McKinstry building.</p> 
<p>3</p> <p><b>Crossing improvements at several locations along UPRR corridor</b></p> <p>(west of Airport Way S)</p>	<p>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.</p> 
<p>4</p> <p><b>New crosswalk at Airport Way S / S Doris St</b></p>	<p>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> 

Projects		Descriptions and/or Photos
5	New crossing and bus stop improvements - 4th Ave S / S Front St	<p>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.</p> 
6	Prologis warehouse construction and streetscape improvements	
7	Wet Weather Treatment Station and streetscape improvements	<p>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></p>
8	Michigan St ITS and repaving projects	<p>In addition to the roadway and ITS improvements, this project will provide or update several crosswalks and curb ramps along the corridor.</p>
9	E Marginal Way pathway (14th-16th Aves S)	<p>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.</p> 
10	Street repaving, pedestrian, and bike improvements on Swift Ave S / S Myrtle St/ S Othello St	<p>Concept design is underway.</p> <div data-bbox="469 1738 1451 1944"> <p><b>1 SWIFT AVE S: S ALBRO PL – BEACON AVE S</b></p>  <p><b>2 S MYRTLE ST, S MYRTLE PL: BEACON AVE S – HOLLY PARK DR S</b></p>  <p><b>3 S OTHELLO ST: HOLLY PARK DR S – MARTIN LUTHER KING JR WAY S</b></p>  <ul style="list-style-type: none"> <li>Remove on-street parking between Beacon Ave S and 32nd Ave S</li> </ul> </div>



Projects		Descriptions and/or Photos
11	<b>New Crossing at Corson Ave S / S Willow St and Bus Reroute from Carleton Ave S to Corson Ave S (w/ bus re-route)</b>	<p>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.</p> 
12	<b>Pedestrian route improvements on 16th Ave S</b>	<p>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.</p> 
13	<b>Crossing Improvements at 13th Ave S / S Bailey St/ Stanley Ave S</b>	<p>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.</p> 
14	<b>City-wide Sidewalk Assessment Survey</b>	Inventory of Georgetown sidewalks is complete.
15	<b>Duamish MIC Large Vehicle Parking Study</b>	SDOT is currently coordinating with the Port of Seattle to examine a large vehicle parking in the Duamish Manufacturing/Industrial Center (MIC).
16	<b>Street Tree Inventory and Plantings</b>	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.




## 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.

## PROJECT DETAILS LEGEND

### Criteria Analysis Results

-  Tier 1 - Highest Opportunity
-  Tier 2 - Moderate Opportunity
-  Tier 3 - Low Opportunity

### Implementation Assessment
















































-  Design/Engineering - Low effort to implement
-  Low effort to implement
-  Moderate effort to implement
-  Difficult to implement

### Community Support\*

-  Strong support
-  Some support

(\* Level of community support heard at Mobility Study outreach events. Blank columns indicate project was not specifically mentioned or highly ranked at events or meetings.)

**Table 6-3 Low-/Mid-Cost Planning Projects and Ratings Chart**

Low-/Mid-Cost Planning Projects		Evaluation Outcomes					Community Support		
		Safety	Access & Mobility	Equity & Health	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings
1	Design of Georgetown to South Park Pedestrian and Bike Connection								
2	Corson Ave S traffic safety & pedestrian improvements study								
3	S Lucile safety and design study								
4	S Orcas St design study								
5	Design of S Michigan/Corson Ave S / S Bailey St intersection improvements								
6	6th Ave corridor study / Street concept plan								



**Table 6-4 Low-/Mid-Cost Capital Projects and Ratings Chart**

Low-/Mid -cost Capital Projects		Evaluation Outcomes					Community Support		
		Safety	Access & Mobility	Equity & Health	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings
7	Safety and design improvements at intersections along 6th Ave S								
8	6th Ave S / S Michigan St crossing improvements								
9	Georgetown Playfield access improvements								
10	S Bailey St/12th Ave S crossing improvements								
11	Old City Hall Transit Hub								
12	Ellis Ave S / S Warsaw St pedestrian crossing and sidewalk improvements								
13	S Myrtle St pedestrian improvements (near Ellis Ave S)								
14	East Marginal Way / 8th Ave S / S Myrtle St intersection improvements								
15	E Marginal Way /Corson Ave S intersection improvements								
16	Pedestrian and bicycle trail from Corson Ave S to S River St/ 6th Ave S								
17	4th Ave S pedestrian improvements (east sidewalk between E Marginal Way to S Michigan St)								
18	8th Ave S pedestrian access improvements								
19	Airport Way S speed management and Georgetown gateways								
20	'Flume' pathway on Seattle City Light property								
21	S Lucile St / Denver Ave S / 7th Ave S Intersection improvements								
22	Street tree/landscape improvements								
23	Pedestrian lighting and wayfinding audit and improvements								
24	Freight, road, and directional signage improvements								

**Table 6-5 Large Capital Projects and Ratings Chart**

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





## 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**

		Corridor, intersection or location included in Modal Plan Network				BPSA
Planning or Design Projects		BMP	FMP	PMP	TMP	
1	Design of Georgetown to South Park Pedestrian and Bike Connection	✓	✓	✓	✓	✓
2	Corson Ave S traffic safety & pedestrian improvements study	✓	✓		✓	✓
3	S Lucile safety and design study		✓	✓		✓
4	S Orcas St design study	✓		✓		
5	Design of S Michigan/Corson Ave S / S Bailey St intersect. improvements	✓	✓		✓	✓
6	6th Ave corridor study / Street concept plan	✓	✓			✓
Projects						
7	Safety and design improvements at intersections along 6th Ave S	✓	✓			
8	6th Ave S / S Michigan St crossing improvements	✓	✓			✓
9	Georgetown Playfield access improvements					✓
10	S Bailey St/12th Ave S crossing improvements	✓			✓	✓
11	Old City Hall Transit Hub	✓		✓	✓	✓
12	Ellis Ave S / S Warsaw St pedestrian crossing and sidewalk improvements	✓		✓	✓	
13	S Myrtle St pedestrian improvements (near Ellis Ave S)			✓		✓
14	East Marginal Way / 8th Ave S / S Myrtle St intersection improvements	✓	✓	✓	✓	✓
15	E Marginal Way /Corson Ave S intersection improvements	✓	✓	✓	✓	✓
16	Pedestrian and bicycle trail from Corson Ave S to S River St / 6th Ave S	✓				
17	4th Ave S pedestrian improvements (E Marginal Way to S Michigan St)		✓	✓	✓	✓
18	8th Ave S pedestrian access improvements					✓
19	Airport Way S speed management and Georgetown gateways	✓	✓	✓		✓
20	'Flume' pathway on Seattle City Light property					
21	S Lucile St / Denver Ave S / 7th Ave S Intersection improvements		✓			✓
22	Street tree/landscape improvements*			✓		
23	Pedestrian lighting and wayfinding audit and improvements*			✓		
24	Freight, road, and directional signage improvements*		✓			

\* Indicates neighborhood-wide effort, not shown on map.

**Low-/Mid-Cost Planning and Capital Projects**

- Spot Project
- Corridor Project
- Initial Phase Planning or Design Study

King County International Airport

South Park

Beacon Hill



# 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).

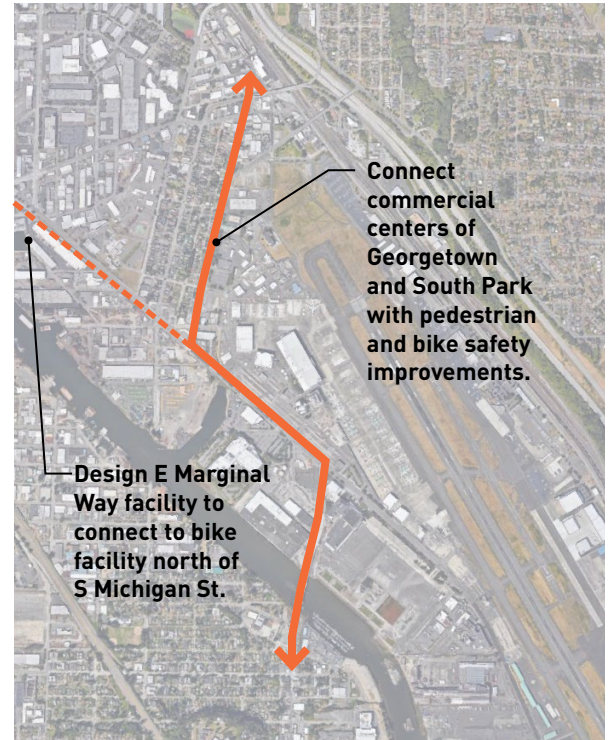
This project would cover 30% design and engineering. Implementation is addressed by project 25.

## 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.

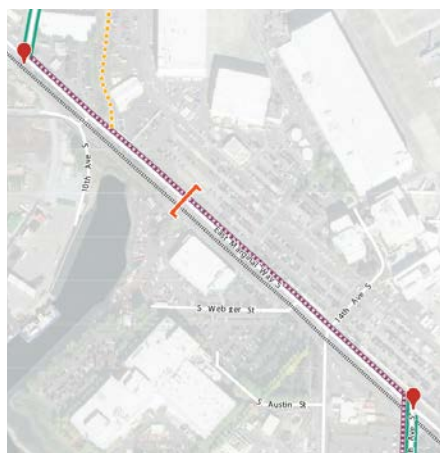
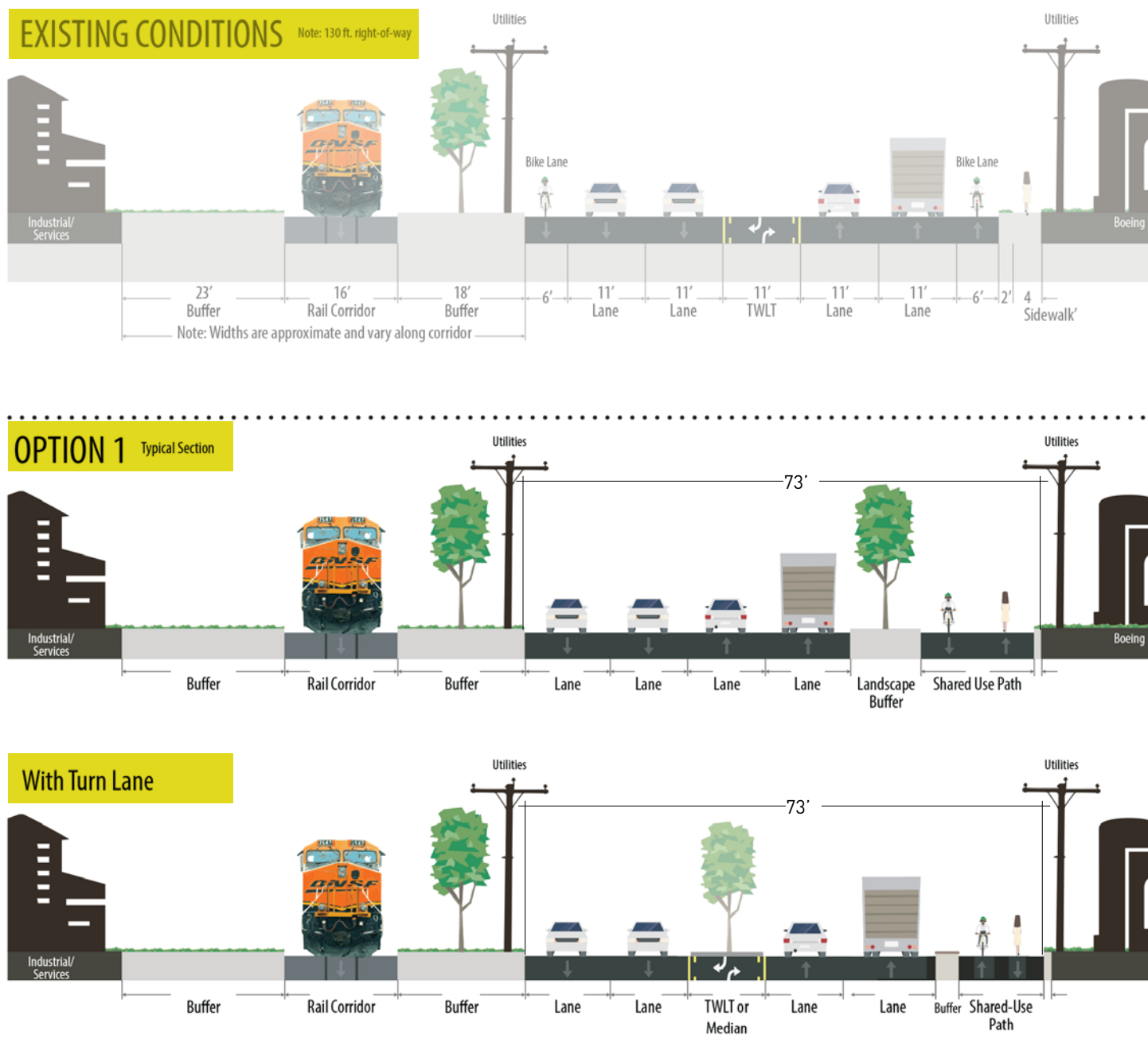


Safety	Access & Mobility	Equity, Health, & Placemaking	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings





**Figure 6-3 Conceptual Alignments and Cross-sections**

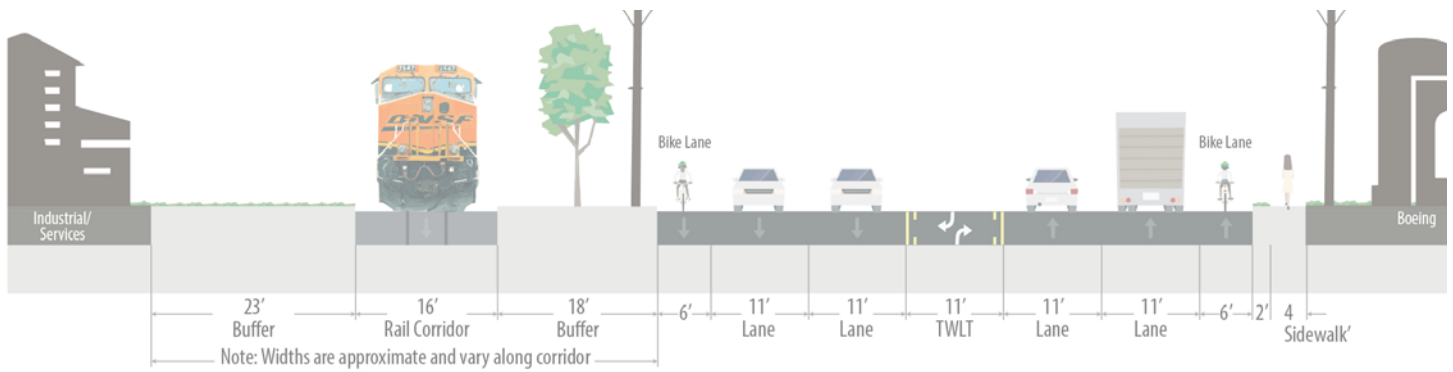


### Opportunities

- 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

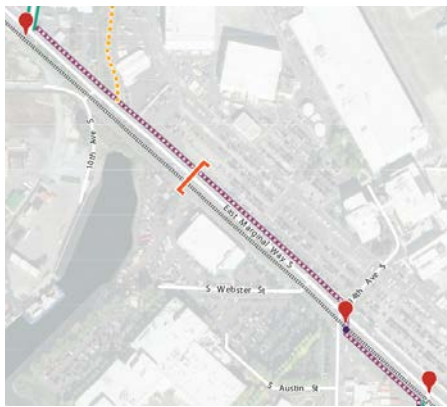
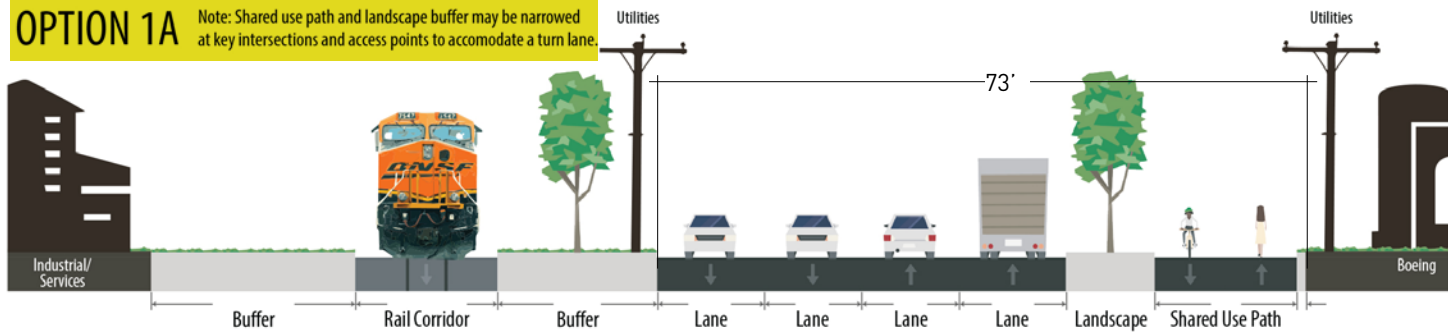
### Constraints

- Turn-lane option narrows trail width and buffer



## OPTION 1A

Note: Shared use path and landscape buffer may be narrowed at key intersections and access points to accommodate a turn lane.



### Opportunities

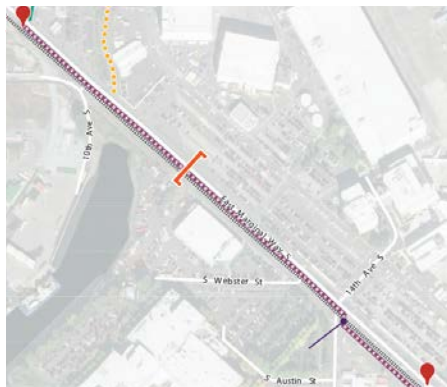
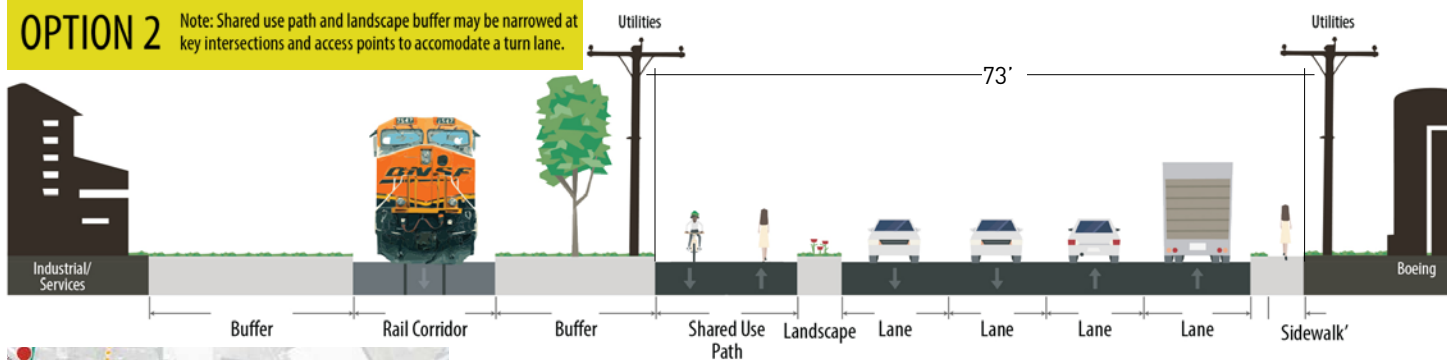
- Buffered path may have higher visibility, security and comfort for trail users

### Constraints

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

## OPTION 2

Note: Shared use path and landscape buffer may be narrowed at key intersections and access points to accommodate a turn lane.

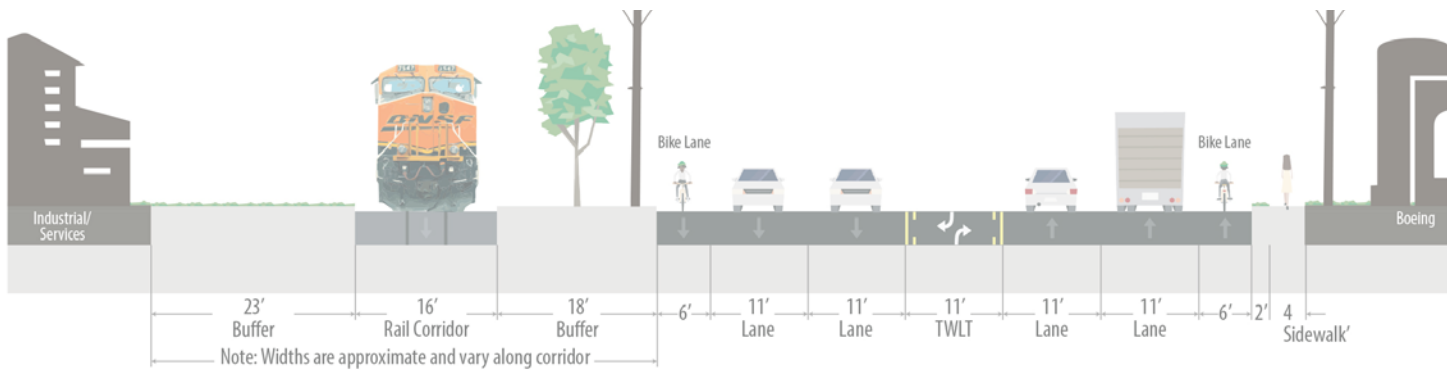


### Opportunities

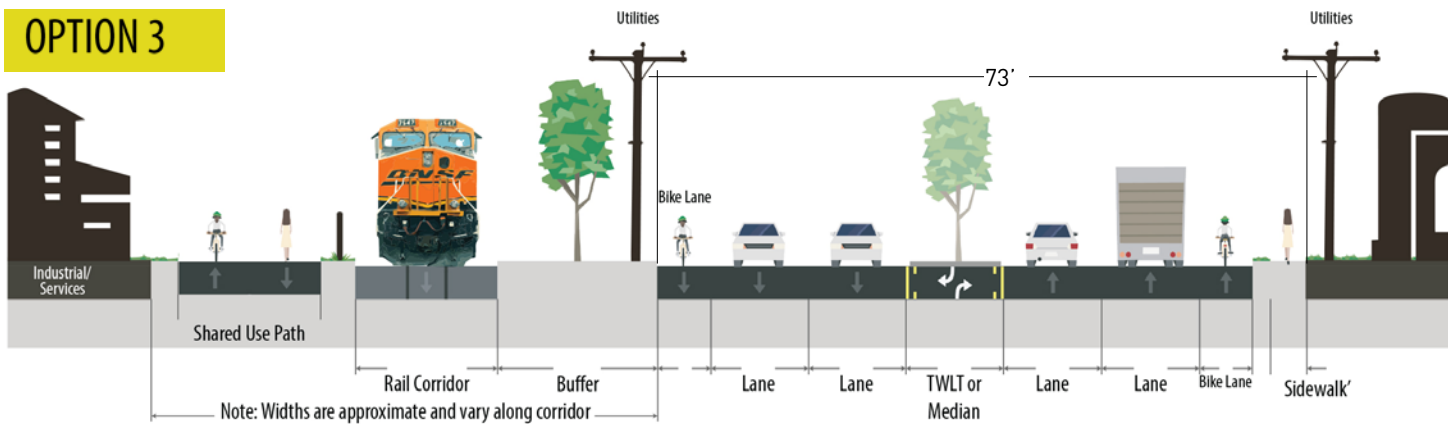
- Easier potential connection to E Marginal Way facility north of S Michigan St

### Constraints

- Narrower buffer from traffic



### OPTION 3



#### 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

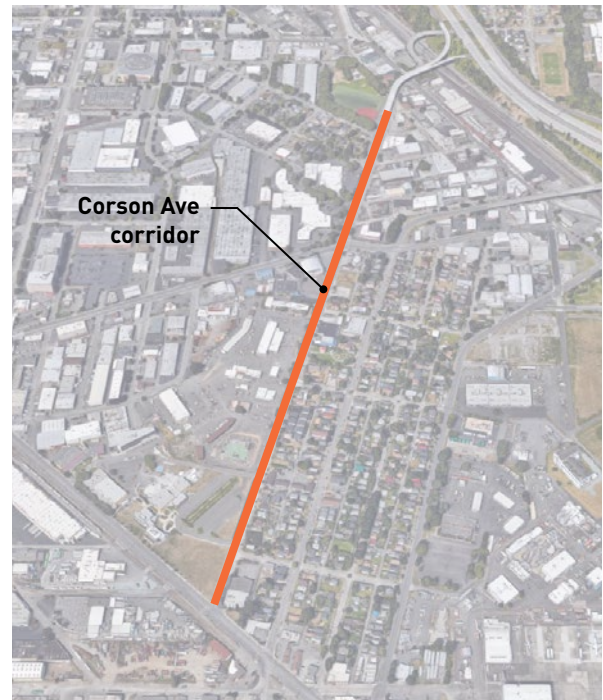
Study freight movement and corridor usage on Corson Ave S to determine feasibility of improvements.

### 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”.



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

## 3. S Lucile St Safety and Design Study

### Project Description

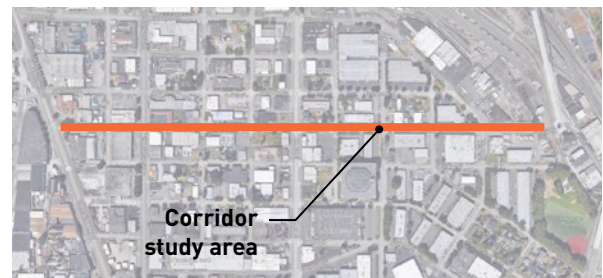
Design study for speed management and pedestrian and bike improvements along S Lucile St.

### 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.



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

## 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.



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

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

### Project Description

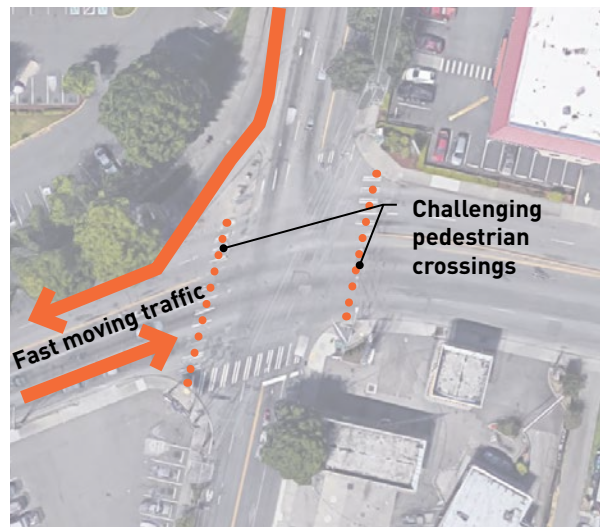
Study to assess feasible intersection improvements for better pedestrian, bicycle, and vehicular access and circulation.

### 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.



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



## 6. 6th Ave Corridor Study / Street Concept Plan

### 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.



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



## 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.



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

## 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.



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

## 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.



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



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

### Project Description

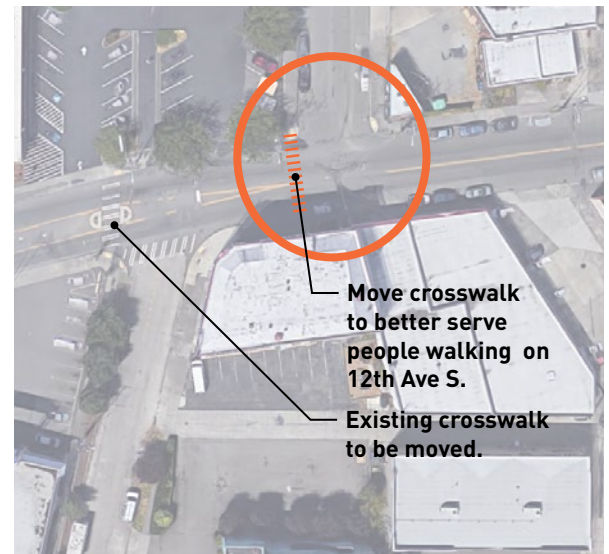
New crosswalk across S Bailey Street to align to 12th Ave S festival street, and replace existing crosswalk at S Ellis St.

### 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.



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





## 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.



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

## 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.



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



### 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.

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



### 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.

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



## 15. E Marginal Way / Corson Ave S Intersection Improvements

### Project Description

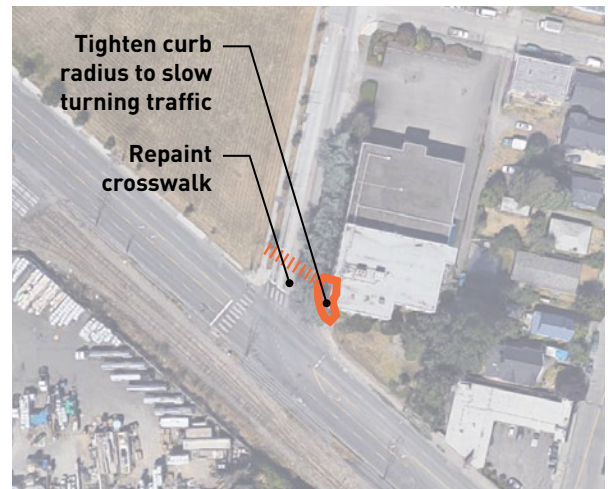
Manage traffic speeds and repaint crosswalk across Corson Ave S, possibly via a pilot study of low-cost interventions (such as a painted curb and bollards) to reduce curb radius.

### 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.



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

## 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.



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



## 17. 4th Ave S Pedestrian improvements

### Project Description

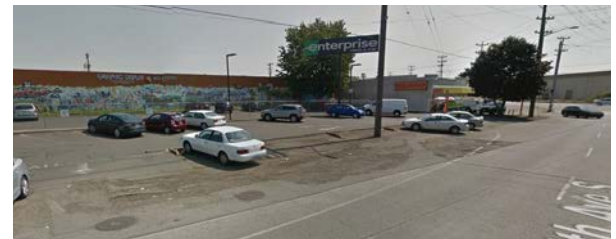
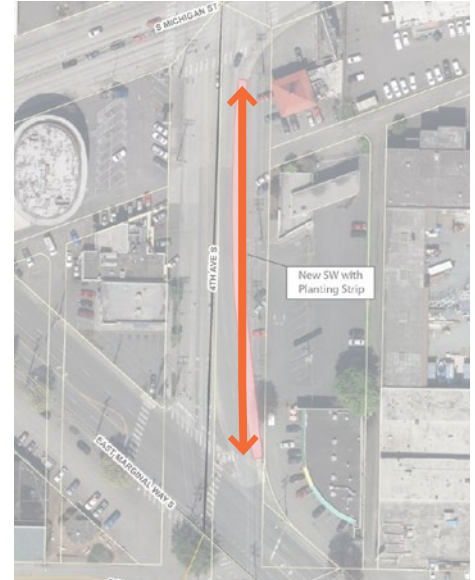
Provide new sidewalk on the east side of 4th Ave S, between E Marginal Way and S Michigan St.

### 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.



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

## 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.



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



## 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.

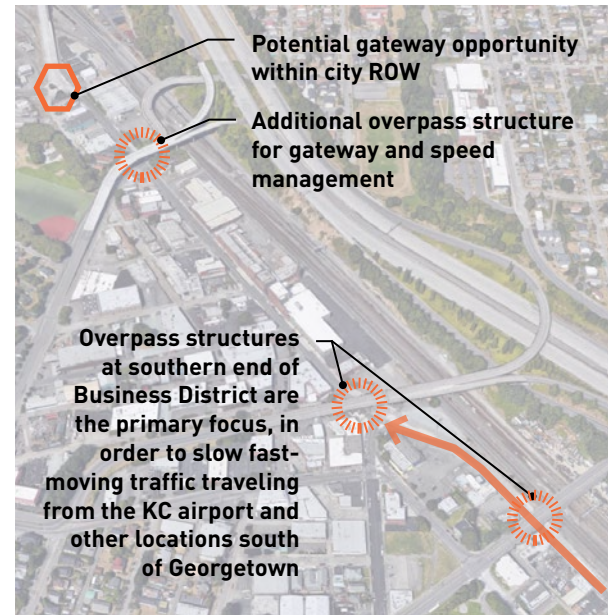
### Objective

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.

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



## 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.



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



## 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.



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

## 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>)



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

## 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.

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

## 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.

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



## 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.

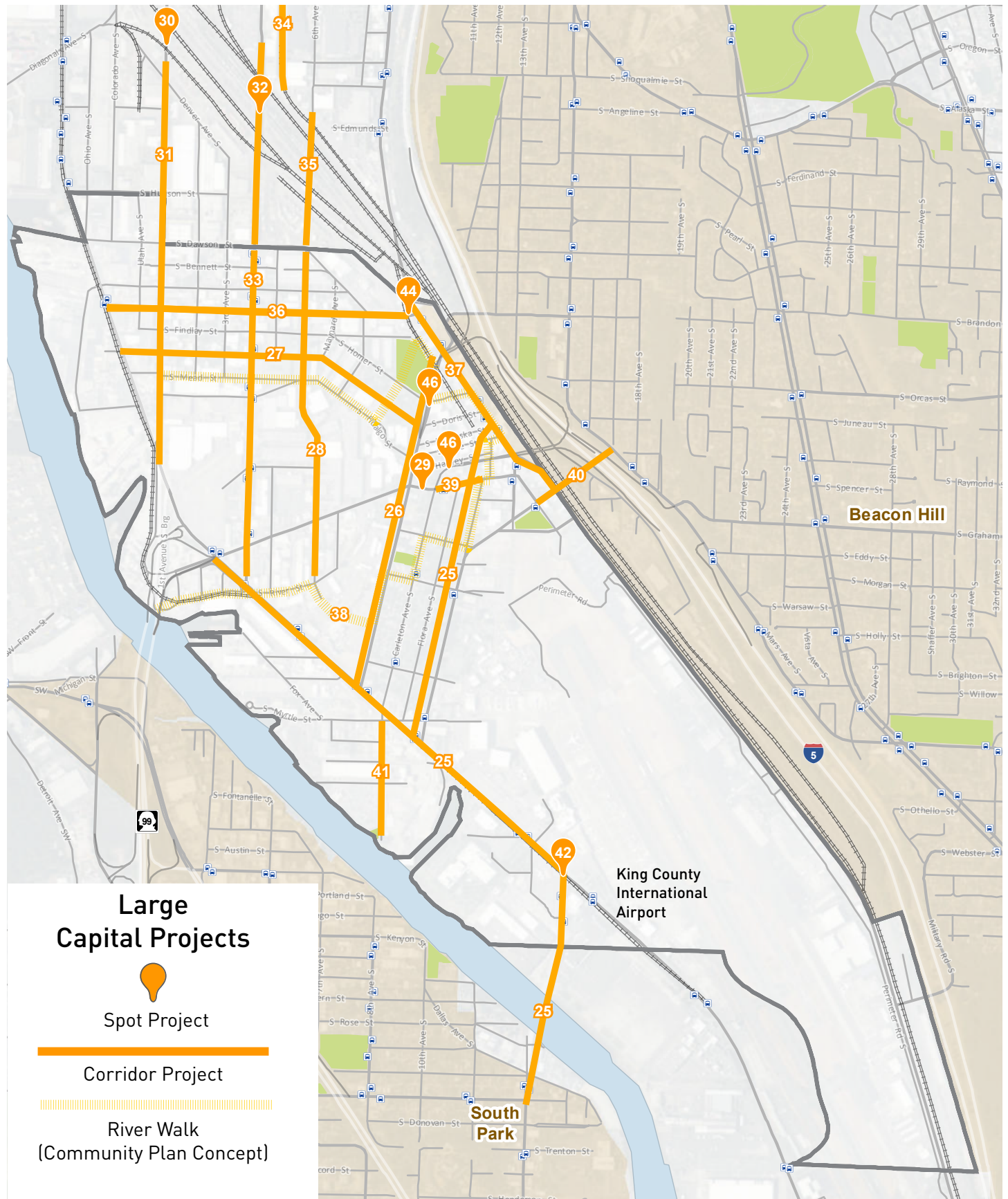
The projects were evaluated by the same criteria as the low-mid cost planning and capital projects (as covered in the Project Evaluation section on page 27.) Results are indicated in the chart on page 36 and with the project descriptions. SDOT anticipates significant community engagement and coordination,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

**Table 6-7 Large Capital Projects List**

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

\* Indicates neighborhood-wide effort, not shown on map.

**Figure 6-4 Map of Potential Large Capital Improvement Projects**





## 25. Georgetown to South Park Pedestrian and Bike Connection









### Project Description

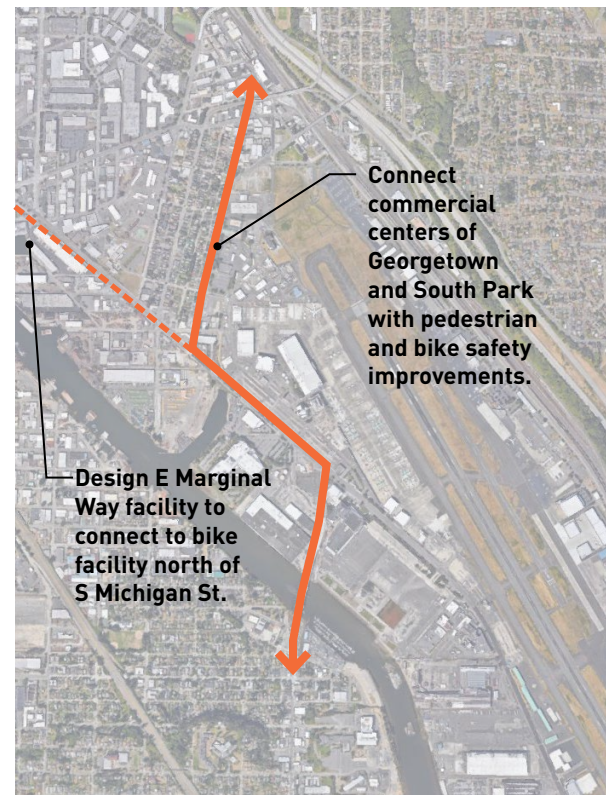
Final design and construction of the Georgetown to South Park pedestrian and bike connection. This includes the implementation of the E Marginal Way multi-use trail segment, as well as additional improvements to provide a safe pedestrian and bike connection between the historic “Main Streets” of Georgetown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

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











## 26. Corson Ave S Traffic Safety and Pedestrian Improvements

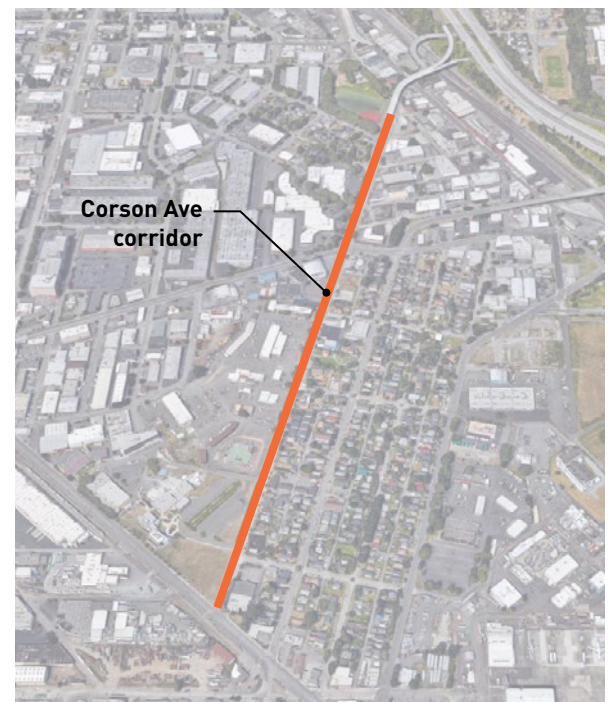
### Project Description

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.

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





## 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.



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

## 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.



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

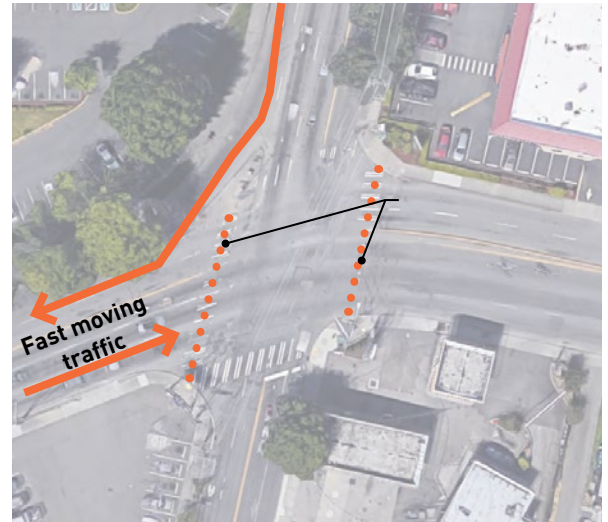
## 29. S Michigan St / Corson Ave S / S Bailey St Intersection Improvements

### 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.



Safety	Access & Mobility	Equity & Health	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings
●	●	◐	●	🔧	👍	👍	👍

## 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.



Safety	Access & Mobility	Equity & Health	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings
◐	◐	◐	●	🔧	👍	👍	



## 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.

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



## 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 time frame (by 2035).

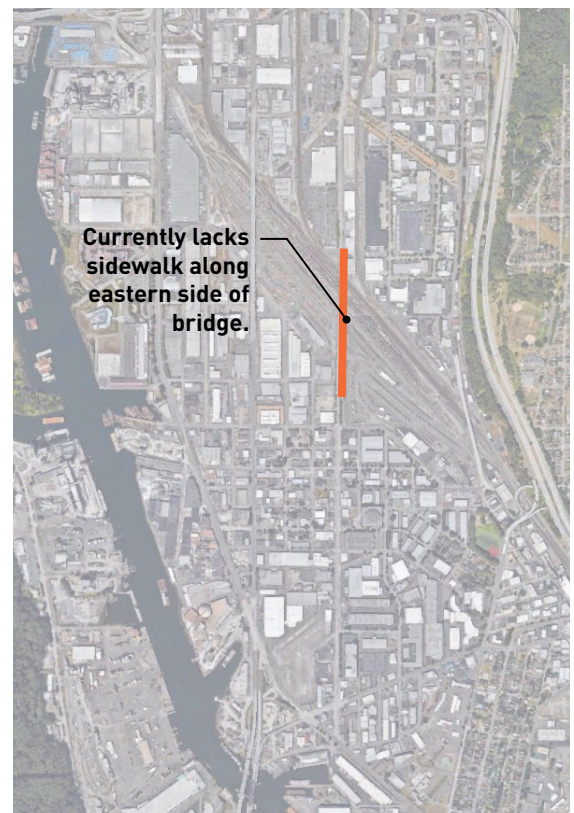
### Objective:

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.

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





### 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.

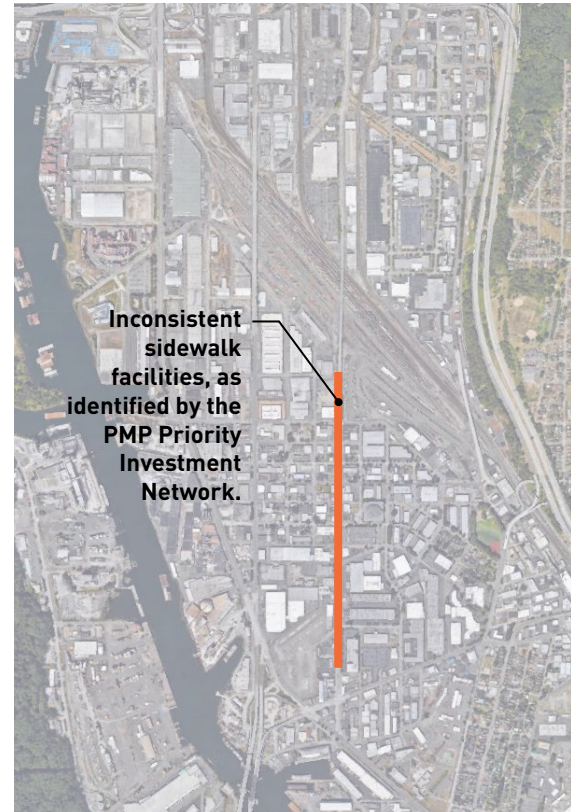
#### Objective:

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.

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



### 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.

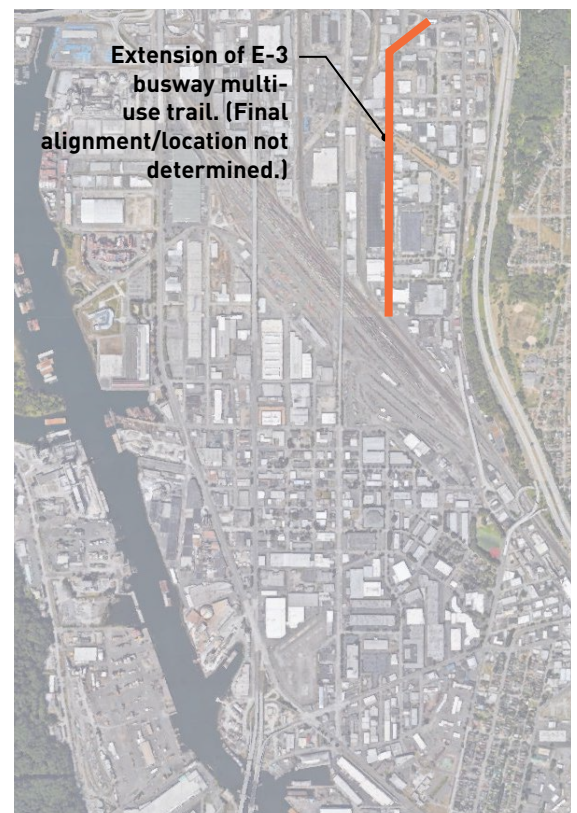
#### Objective:

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.

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



## 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).

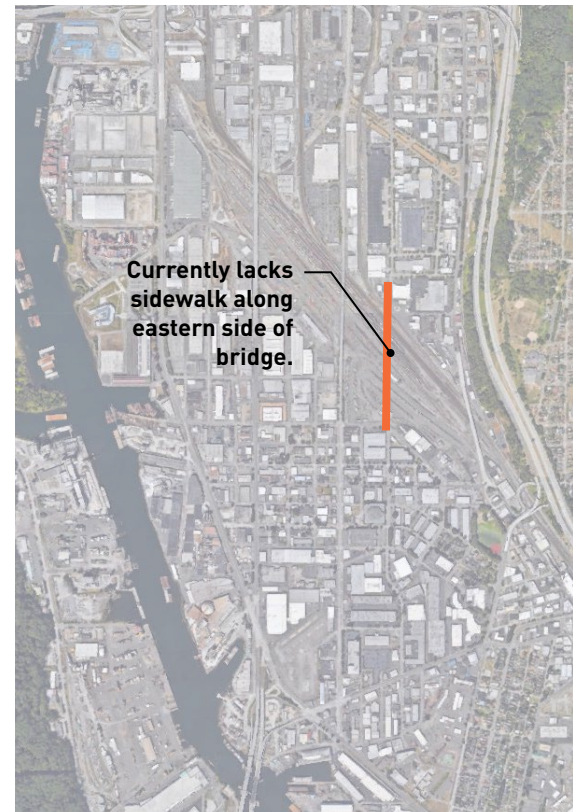
### Objective:

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



## 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:

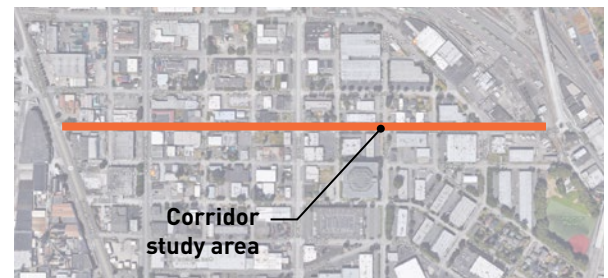
Maintain freight circulation, improve roadway, and provide stronger east-west pedestrian and bike access for residents and growing worker population in NW Georgetown.

### 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





## 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.

Safety	Access & Mobility	Equity & Health	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings
●	●	●	●	🔧	👍	👍	👍



## 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.

Safety	Access & Mobility	Equity & Health	Modal Plan Consistency	Implementation Assessment	Open House Support	Survey	Community Meetings
●	●	●	●	🔧	👍		👍



*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

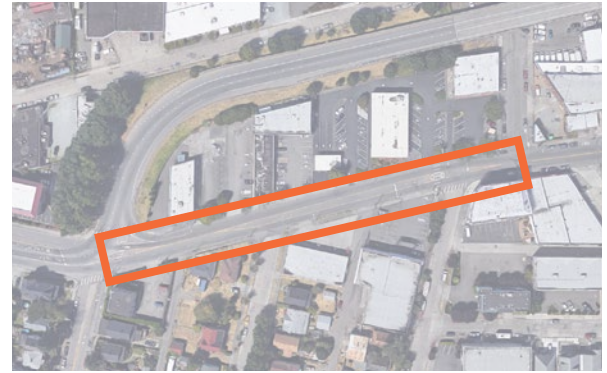
Improvements for the eastbound left-turn movement to access the I-5 ramps on S Bailey Street, including a review of signal operations and channelization changes.

### 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.



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

## 40. Pedestrian and Bicyclist Connections to Beacon Hill

### Project Description

Improve pedestrian and bicycle connections to Beacon Hill on S Albion 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 Albion corridor. The BMP proposes a cycle-track along this corridor.



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



## 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.

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



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

### Project Description

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

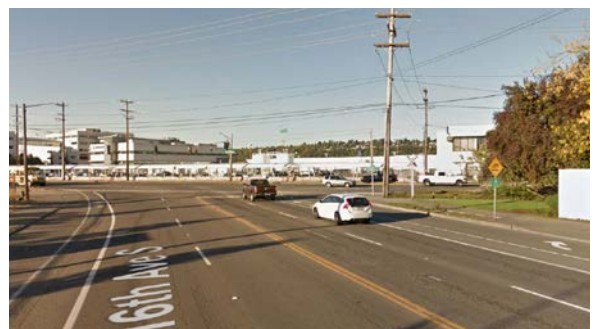
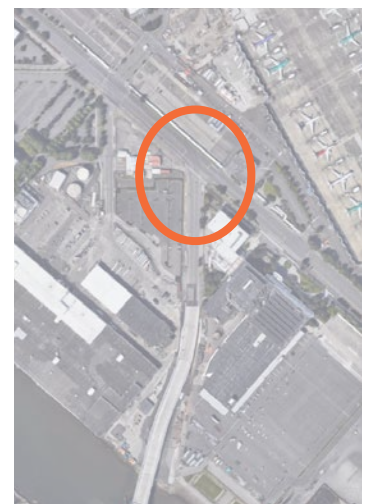
### Objective:

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.

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





## 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.

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



## 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.

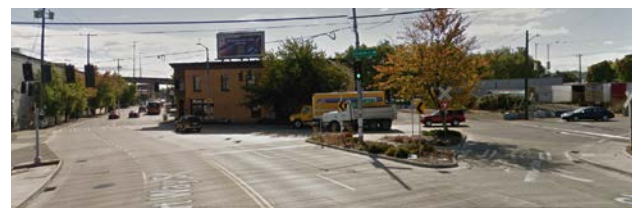
### Objective:

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.

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





## 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.

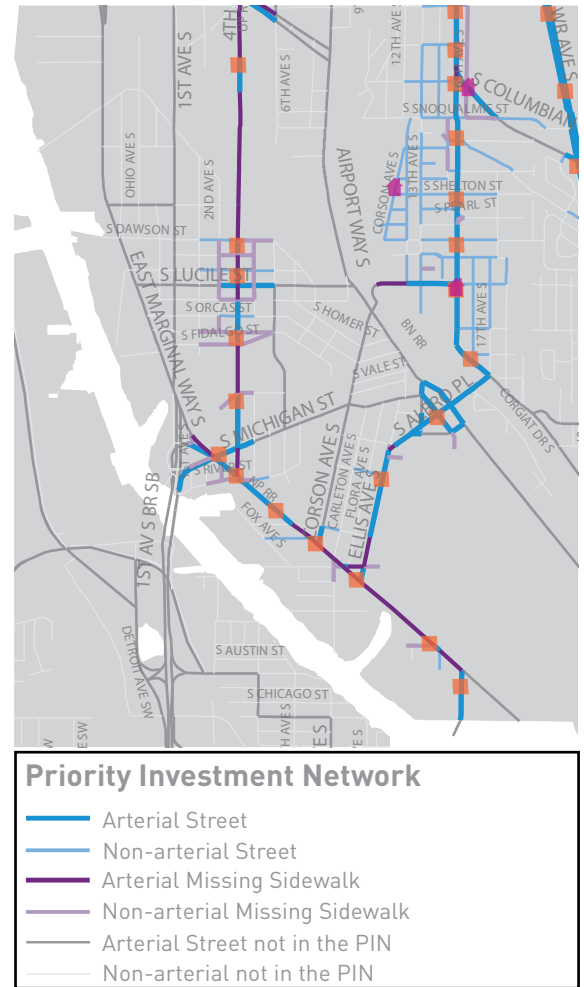
### Objective:

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.

	<b>Safety</b>
	<b>Access &amp; Mobility</b>
	<b>Equity &amp; Health</b>
	<b>Modal Plan Consistency</b>
	<b>Implementation Assessment</b>
	<b>Open House Support</b>
	<b>Survey</b>
	<b>Community Meetings</b>



## 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.



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







# 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!



**TELL US WHAT YOU LOVE ABOUT GEORGETOWN...**

Historic Buildings +1  
Community, Small business  
CLOSE TO WORK & HOME +1  
converted spaces for art & living  
AFFORDABLE +1  
Work  
quality

People is respectful,  
neighborhood is calm and safe

I did love  
University  
after class  
Hanging  
with many families  
but it's gone

My neighbors!  
the community of  
welcoming "hello's"  
and bundle of  
growing families!

The book is  
the author's  
own personal  
experiences and  
observations  
and is a  
very good  
read.

Work  
uniqueness

Kawai Family Restaurant  
Great Neighbors & Cnty Spirit!  
Vibrant Community

The History! Great Community  
THE Downish River!

Beautiful, historic ARCHITECTURE ✓  
ART

## THE POTENTIAL

THE "CAN DO" "NEVER QUIT" SPIRIT

The people  
who live here!  
Dance, make-R  
Arts community!

EVERYTHING  
ONE OF A KIND  
STRONG COMMUNITY OF  
AGING RESIDENTS  
MAKERS

LOVE ~~the~~ The  
"HOT &  
BOOTS"!



# 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.



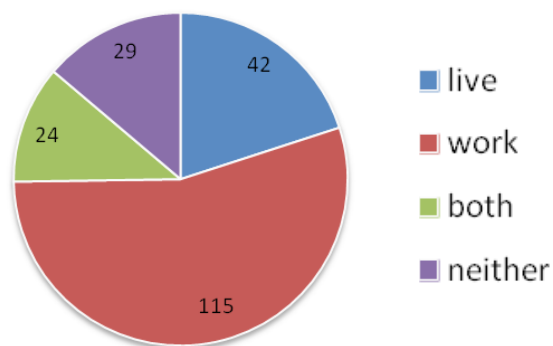
## ONLINE SURVEY FEEDBACK SUMMARY

### Key Takeaways

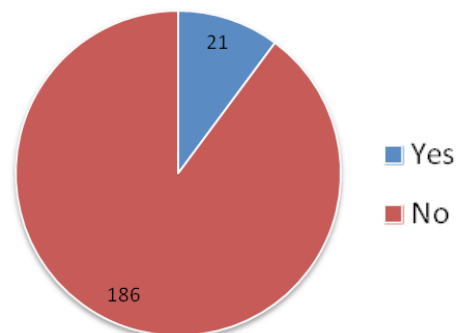
- Received over 200 responses, the majority of whom primarily worked in the neighborhood.
- 76 responses to online map
- Travel to Georgetown is relatively mixed, but foot and car travel predominates within Georgetown.
- Sidewalks, crosswalk and bike improvements were popular pedestrian/bike recommendations.
- 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 Demographics

#### Do you live or work in Georgetown?

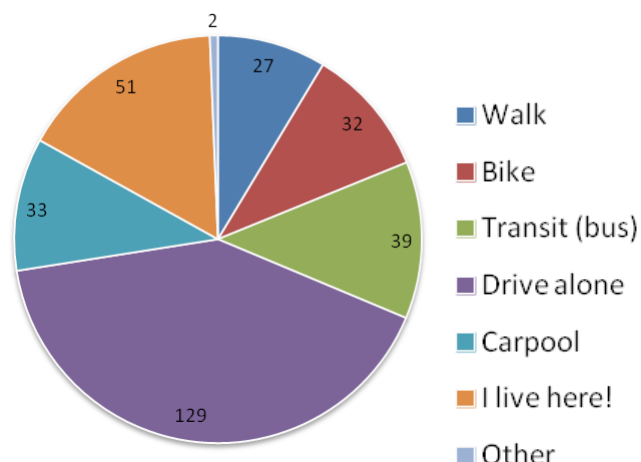


#### Do you have any conditions that impact your mobility?

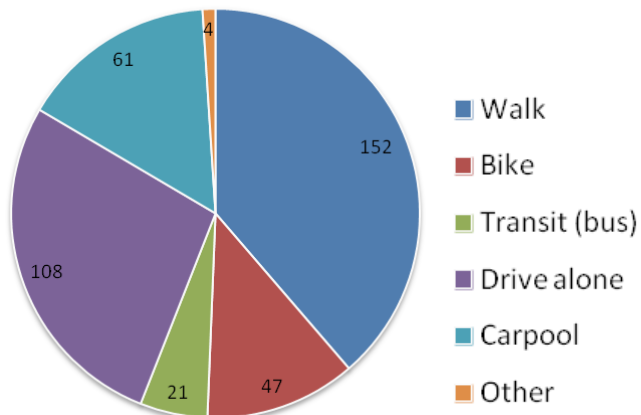


### Survey Responses

#### How do you get to Georgetown?

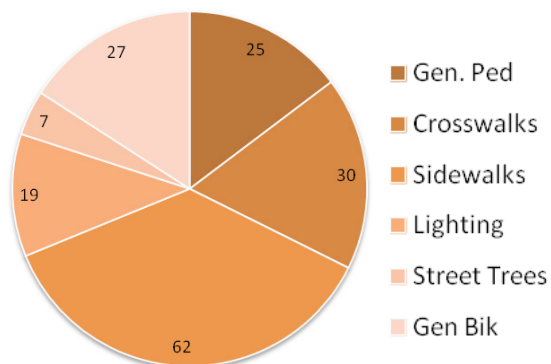


#### How do you travel around Georgetown?

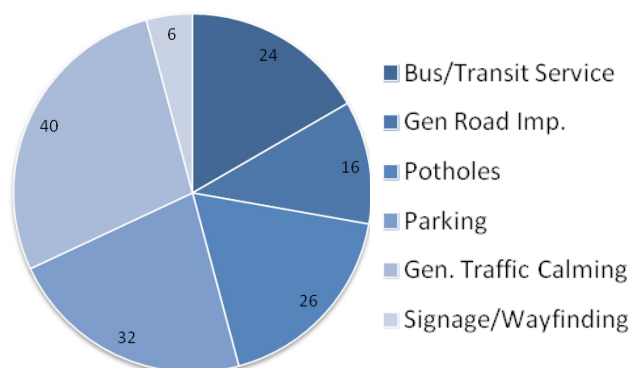


## Open Ended Question Responses - Summary

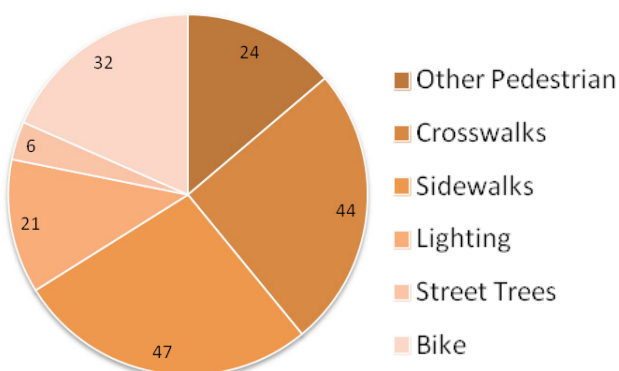
Transportation Comfort - Pedestrian/Bike Responses



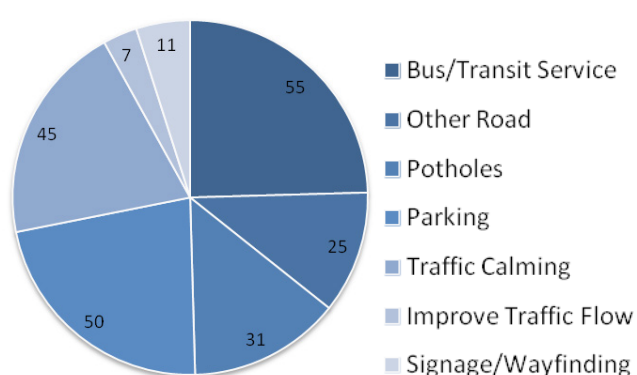
Transportation Comfort - Road/Transit Responses



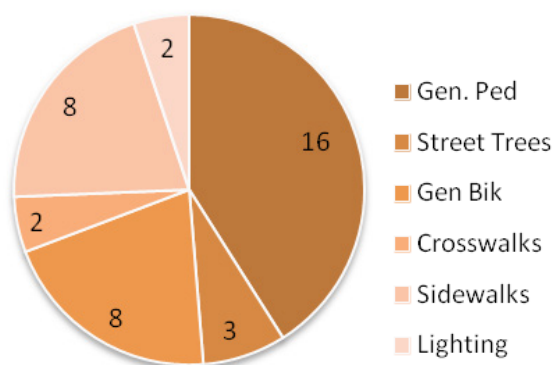
Priority Projects - Pedestrian/Bike Responses



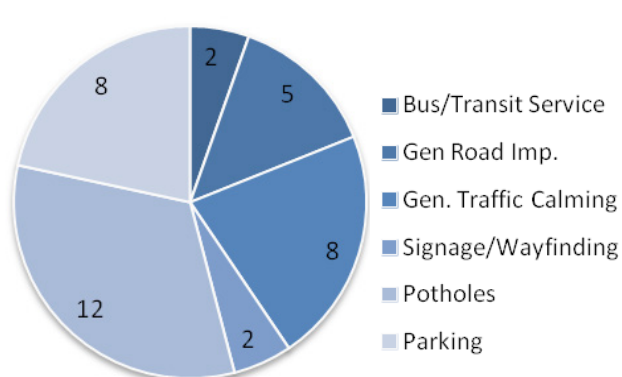
Priority Projects - Road/Transit Responses



Online Map Feedback - Pedestrian/Bike Responses



Online Map Feedback - Road/Transit Responses



## 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

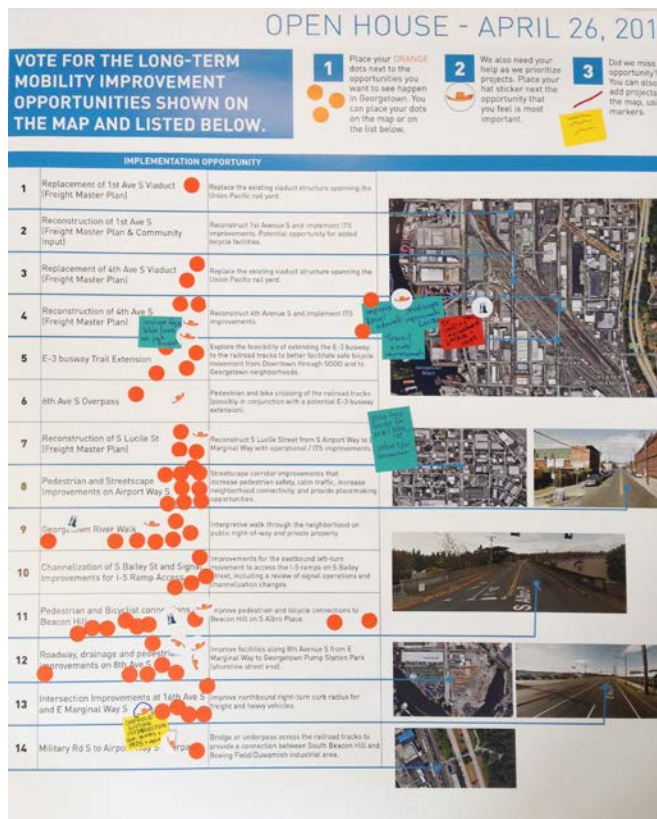
### How we responded:

- 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





## 30





## 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

# GEORGETOWN MOBILITY STUDY

## POTENTIAL PROJECT DETAILS

### 1 Georgetown Playfield Access Study

Identify feasible pedestrian access improvements at the Georgetown Playfield and children's play area.

Yes! What can we do here? (See map for details)

single buffer zone between sidewalks

yellow buffer zone

yellow buffer zone

### 2 Intersection improvement at S Michigan St/Corson/S Bailey\*

Feasibility study to assess potential intersection improvements to improve pedestrian, bicycle and vehicular access and circulation

### 3 Crossing Improvements at S Bailey

Crosswalk improvement across S Bailey St study of existing midblock crosswalk.

### 4 Neighborhood transit hub

Development of neighborhood transit hub with enhanced amenities near Old City Hall. Includes Malm roads 126, 127, and 48.

### 5 Crossing Improvements at 12th Avenue S/S Bailey St/ Stanley Ave S Intersection

Crosswalk improvement across south leg of 12th Ave S/S Bailey Street / Stanley Avenue S Intersection. Provides direct connection between southbound bus stop and Old City Hall.

### 6 Corson traffic safety & pedestrian improvements study

Study freight movement and corridor usage on Corson Avenue S to determine feasibility of traffic calming and additional pedestrian improvements.

### 7 Pedestrian improvements at Ellis Ave S/S Warsaw St\*

Crossing and sidewalk improvements at intersection adjacent to the Opportunity Skyway school and near a bus stop/stop location and Metro bus stop. Improvements may include a new crosswalk, sidewalk and curb ramps improvements, and potential art/installation.

### 8 Pedestrian improvements on S Myrtle St, near Ellis Ave

This project was identified through the recent Your Voice Your Choice program, and would add wheel stops on both sides of S Myrtle St to better define the pedestrian walkway in this area.

### 9 Improvement at East Marginal Way S/ 8th Ave S/ S Myrtle St Intersection

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

Don't just do it. Do it right.

✓

Don't just do it. Do it right.

AMERICAN FOUR PEERS

Georgetown Mobility Study

# GEORGETOWN MOBILITY STUDY

## POTENTIAL PROJECT DETAILS

### 10 Intersection improvements at E Marginal / Corson Ave S\*

SODT exploring feasibility of painted curbs and bollards, or other low-cost traffic calming intervention at the intersection and adjacent crosswalk across Corson.

### 11 4th Ave S Corridor Study / Street Concept Plan\*

Corridor study to assess feasibility of pedestrian and bike improvements along 4th Ave. from Denver/Dawson south to River St., and develop street concept plan to bid with incremental implementation.

### 11a Traffic calming at 4th Ave S / Orcas\*

As part of the 4th Ave S Corridor Study, SODT will explore feasibility and implementation of traffic calming at intersection of 4th Ave S and Orcas St.

### 11b Crossing Improvements at 4th Ave S x 5 Michigan St\*

A key intersection along the 4th Ave Corridor. This effort would be a part of the larger study, and would assess opportunities to improve pedestrian and bike access across S Michigan St., and provide a connection to potential pathway between S River St and Corson Ave S.

### 12 Pedestrian/Bike trail from Corson Ave S to S River St / 4th Ave S\*

Coordinate with WSODT and SCC to assess feasibility of a bike connection from Corson Ave S to River St / 4th Ave S. \*This effort includes assessing feasibility of connecting to downtown S Campbell St. to connect to downtown S Main St. - to connect to downtown S Main St. - to connect to downtown S Main St.

### 13 Walkway Improvements on 4th Ave S

This project was identified through the Your Voice Your Choice program, and would add sidewalk on the east side of 4th Ave between E Marginal and S Michigan St, providing better access to the food bank, and businesses near SSC.

### 14 Pedestrian access improvements on 8th Ave S\*

Improve pedestrian access to Gateway North Park along 8th Ave S by protecting and formalizing the pedestrian route. Improvements may include the addition of paint, clear signage and/or the addition of all material to provide a more accessible walking surface.

### 15 E Marginal Way Pedestrian/Bike connection to South Park\*

Early conceptual study to develop and assess potential alignments for a bicycle and pedestrian connection to South Park along E Marginal Way.

[see concept boards](#)

### Street tree/Landscape improvements

SODT may help with early coordination between local community leaders and private landowners to identify areas where there is more opportunity for strategic plantings, including street trees.

### Wayfinding and directional signage

Study to assess whether pedestrian and directional signage throughout the neighborhood, to direct large vehicle traffic to appropriate arterials, and improve wayfinding and placemarking.

MAY 2023 TOWN OF GEORGETOWN

Georgetown Mobility Study  
Project Information Page

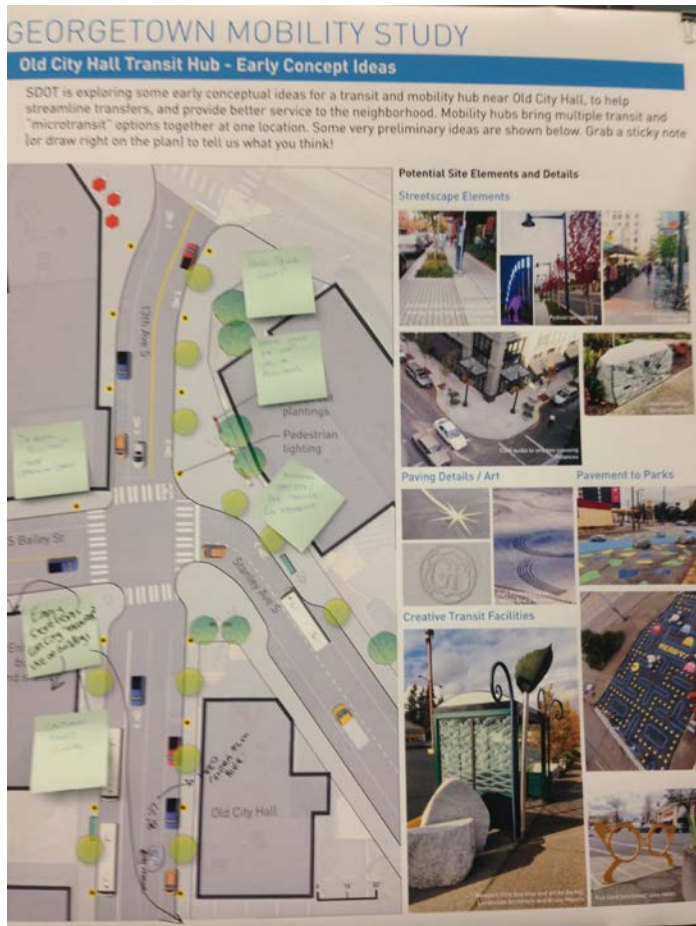
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## COMMUNITY CELEBRATION

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

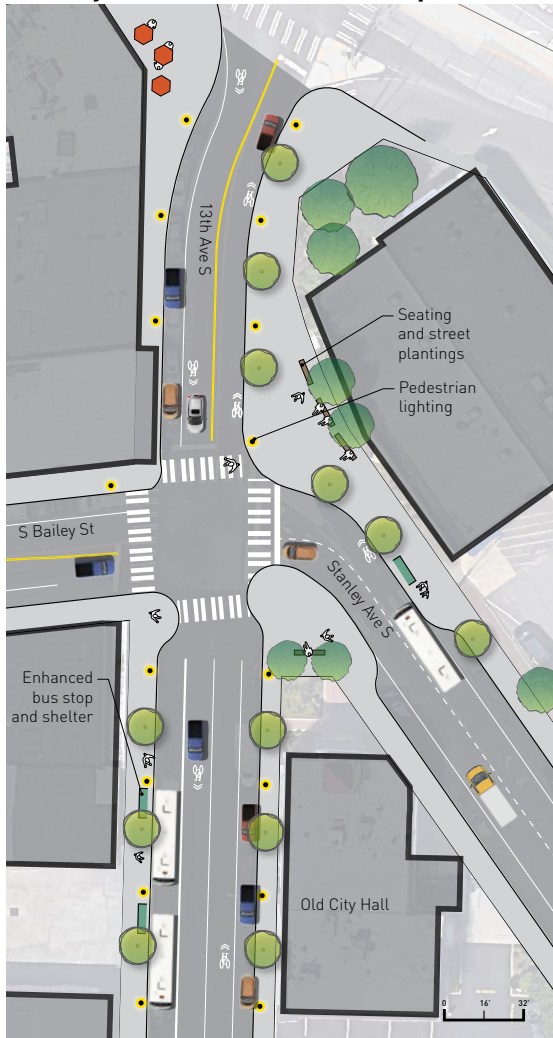
### How we responded:

- SDOT staff have agreed to meet with members of the Advisory Group into 2018, to provide updates on projects identified by the Mobility Study



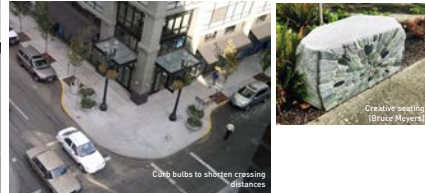
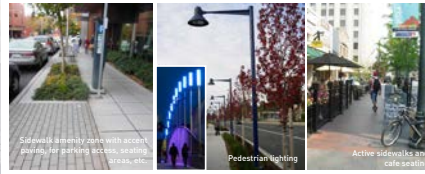


## Old City Hall Transit Hub Conceptual Ideas

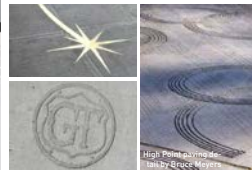


### Potential Site Elements and Details

#### Streetscape Elements



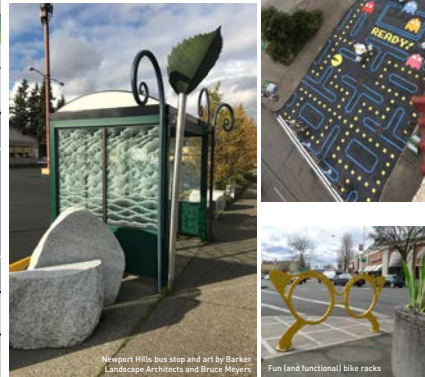
#### Paving Details / Art



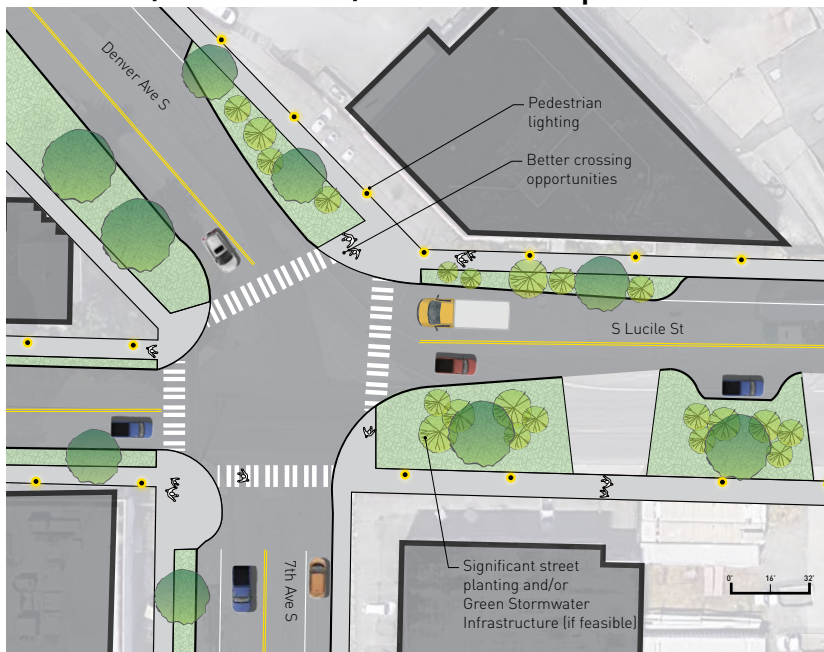
#### Pavement to Parks



#### Creative Transit Facilities



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

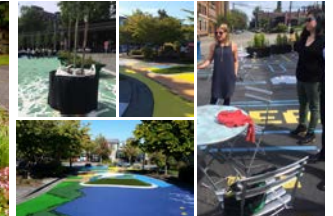


### Potential Materials & Site Elements

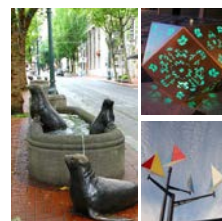
#### Streetscape Plantings and Green Stormwater Infrastructure



#### 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. A 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 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/NOBA 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 a 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 Lucille 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.

Summary of Comments and Responses		
	Comment / Date	Follow-up
Mick Shultz, Public Affairs - Port of Seattle 10/16/2017	"The Port of Seattle wants to ensure that the freight community has an opportunity to review and influence designs of individual projects in the report as they are developed, in order to protect and enhance freight mobility in the context of improving connectivity."	Public engagement and coordination with the Port and the Georgetown community is anticipated for upcoming projects.  Added language to the report to clarify this.
Jesse Moore Duwamish Valley Safe Streets 10/16/2017	"General GMS comment: I hope to see more consciousness in SDOT studies of the Vision Zero goal and looking for ways to maximize dollars spent on studies like this one in making real progress toward that goal. I recognize that the GMS points to the BPSA which is good. 2030 is coming up fast, and so far we're doing worse than last year."	Added language to the goals to reflect the City's VisionZero commitment.
	"What is the modal plan inconsistency with this project?"	Updated the chart to accurately reflect modal plan consistency.
	"Project 18. 8th Ave S pedestrian access improvements and project 41. 8th Ave S Roadway, Drainage and Pedestrian Improvements overlap so much, consider combining them"	#18 and #41 are different projects. The former is an interim, low-cost measure to provide more protection for people who are walking to the waterfront. The latter is a complex, multi-million dollar permanent fix. We understand 41 is strongly preferred to 18, but given 18 could be many years in coming, we feel it is important to keep these as separate projects.
Larry Reid, Georgetown Merchants Association (GMA) 10/16/2017	"While several of the improvements included in the Mobility Study Draft deal with conditions in the historic Airport Way S business corridor, the GMA would suggest many of our concerns weren't adequately vetted or prioritized, perhaps as a result of limited engagement opportunities....  "The GMA generally supports the findings of the Mobility Study Draft. However, the project would benefit from further discussion of issues surrounding the Airport Way S business district...."	SDOT notes GMA's support for more future investments on Airport Way S, and has included comments on specific project in the chart below.
	<b>10. S Bailey/12th Ave S Crossing Improvements</b>  "This would seem a very low priority and redundant to existing conditions..."	Added text in final report to clarify that existing sidewalk could be moved to better align to 12th Ave S, which is central to the business district.  This is a project SDOT engineers reviewed and would be addressed by future development so folks can access the festival street and nearby businesses.

Summary of Comments and Responses		
Comment / Date		Follow-up
<b>Larry Reid, Georgetown Merchants Association (GMA)</b> <b>10/16/2017</b> <b>(continued)</b>	<b>11. Neighborhood Transit/Mobility Hub</b> <p>“This gateway area is neglected due to the unoccupied properties of an absentee owner. Any improvements or amenities would be welcome. [See #19.]”</p>	<p>SDOT notes the GMA's support for this improvement.</p>
	<b>19. Airport Way Speed Management and Georgetown Gateways</b> <p>“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!”</p>	<p>Agreed. Project is in the final Georgetown Mobility Study.</p>
	<b>22. Street Tree/Landscape Improvements</b> <p>“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.”</p>	<p>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.</p>
	<b>37. Airport Way S Streetscape Improvements</b> <p>“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.”</p>	<p>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.</p>