

III. Georgetown

The 1st Avenue South Bridge across the Duwamish River leads into and departs from one of the most congested and challenging intersections in the region. The bridge is part of a four-way crossroads that combines tens of thousands of cars and heavy trucks traveling on East Marginal Way, which conveys SR 99 through the intersection, along with South Michigan Street, a key east-to-west thoroughfare connecting with Interstate 5, and with 1st Avenue South on the east side of the river.

Unfortunately, this intersection is the lead crossing point for cyclists and pedestrians, while a new bridge is being built nearby to replace the South Park Bridge, a facility that was far more hospitable to bike and foot traffic between South Park and Georgetown.

In assessing the non-motorized needs of their community, Georgetown businesses, residents, cyclists, and pedestrians placed a high priority on finding ways for non-motorized transportation to avoid the 1st Avenue South Bridge.

Georgetown and South Park are the only communities within the Duwamish M&I Centers with residential neighborhoods that flourished in the area before industry arrived.

2009 U.S. Census Bureau data estimated that 1,200 people live in about 575 households in Georgetown, while the area includes job sites for 34,400 workers. Georgetown employment is spread across all sectors of the workforce, with 41% of the jobs in manufacturing, 18% in construction, and just over 11% in some form of retail.

The census also showed that:

- Only 125 people both live and work in Georgetown, but
- 82% of Georgetown residents work within 10 miles of home with commutes far shorter than the citywide average for Seattle workers of more than 15 miles one way, and
- 43% of Georgetown workers live 10–24 miles outside the community.

Outreach in Georgetown was conducted through one-on-one visits to businesses, plus group meetings with the Georgetown Merchants Association and the new Seattle Design District Association. The Design District Association is focusing on the cluster of wholesale and retail design professionals located within and around the intersection of S Lucile Street and 6th Avenue South.

TMA staff also participated in the King County Metro “In Motion” program to promote alternatives to drive-alone commuting among Georgetown residents and employers.

Businesses and residences identified shared concerns about lack of signs, and poor road and sidewalk conditions. Lack of signs was a particular concern in the design district. The district is a

regional hub for home and office furnishings, with these businesses drawing customers from throughout the state as well as Oregon, California, and Alaska. Businesses in the district report that customers have a hard time finding their locations. Poor sidewalk conditions also make it difficult for customers to walk from one business to another.

A Cascade Bicycle Club survey found that Georgetown poses many of the same barriers to cyclists as those in other Duwamish communities, including drainage grates that can be hazardous to bike riders. In a 2011 survey of the city, Seattle Public Utilities found that one in five storm drains are hazardous to cyclists on Seattle bicycle routes.

As for the potential for a better bike route along Airport Way S, a survey of bike riders by the Cascade Bicycle Club showed that 80% of the cyclists traveling in or through Georgetown use Airport Way S for at least part of their journey.

Barriers

The multi-modal group agreed to the following barriers to safe pedestrian and bicycle travel in Georgetown.

CORRIDORS

Location	Existing or planned facilities	Barriers/Issues	Image
Airport Way S	Sharrows planned (S Lucile St to 13th Ave S) to increase driver awareness of cyclists.	Lack of bicycle infrastructure; high-speed traffic	
East Marginal Way S	Bike lanes planned (Ellis Ave S to south city limit); sharrows planned (Ellis Ave S to Corson Ave S).	Lack of bicycle infrastructure; high-speed corridor; freight route	

<p>4th Ave S</p>	<p>Improvements not planned (INP).</p>	<p>Lack of bicycle infrastructure, unsafe bridge crossings and approaches</p>	
<p>1st Ave S</p>	<p>INP</p>	<p>Higher volume and speed, lack of separated bicycle facility</p>	
<p>6th Ave S</p>	<p>INP</p>	<p>Poor pavement quality</p>	
<p>S Lucile St</p>	<p>INP</p>	<p>Direct bicycle route lacking bicycle infrastructure</p>	

S Michigan St	INP	Congested, high-volume roadway; complex intersections; unsafe access to the 1st Ave S Bridge crossing	
S Spokane St	Improvements under way	Lack of bicycle infrastructure; construction; complex intersections (freeway on/off-ramps)	

INTERSECTIONS

Location	Existing Facilities	Barriers/Issues	Image
S Corson / S Michigan & S Bailey Sts	Improvements not planned	Irregular intersection alignment (wide curb radii) with cars queuing and merging to access I-5	
Airport Way & S Lucile St south of Argo Bridge	Bridge reconstruction underway; curb bulbs built on Airport Way south of Lucile	Irregular intersection; free right turn lane; potential conflict for bicyclists heading south on Airport Way and vehicles turning west on S Lucile St from Airport Way	

<p>S Michigan St & E Marginal Way S/1st Ave S</p>	<p>Sharrows on 1st Ave S, north of this intersection</p>	<p>Complex intersection of major thoroughfares – access point to the 1st Ave S Bridge for bicyclists</p>	
<p>S Spokane St & E Marginal Way S</p>	<p>Spokane surface road being rebuilt with bicycle and pedestrian improvements</p>	<p>Difficult connections between W Seattle Bridge trail and East Marginal Way and/or S Spokane St</p>	

RECOMMENDATIONS

The multi-modal group agreed to the following recommendation for safer pedestrian and bicycle travel in SODO. Key recommendations are referenced on the map in Appendix A.

BIKE ROUTES

Location	Recommendation	Image
<p>1st Avenue S Bridge approach from Michigan</p> <p>See #8 in Georgetown on map</p>	<p>Help cyclists avoid the Michigan approach with new directional signs beginning at Hudson on 1st Avenue S for a route leading south on 4th Avenue to the S River St entrance to the 1st Avenue S Bridge.</p>	
<p>Airport Way</p>	<p>Provide sharrows on both sides north of S Albro St where right-of-way allows.</p>	

<p>East Marginal Way</p> <p>#9 on Map</p>	<p>Take advantage of currently planned bike lanes to bypass residential and commercial pockets of Georgetown while connecting with the new South Park Bridge.</p>	
<p>East Marginal Way</p> <p>#10 on Map</p>	<p>Extend sharrows from Corson Ave S to S River St, connecting to planned sharrows continuing south to city limit (connecting to South Park Bridge upon completion in 2014, including Bike Lanes, 2 sides from E Marginal Way S to 16th Ave S).</p>	
<p>S Lucile St</p> <p>#11 on Map</p>	<p>Provide sharrows on S Lucile St to strengthen the bike link between 1st Ave S and Airport Way.</p>	

<p>6th Avenue S</p>	<p>Directional signs along 6th Ave S between S Lucile St and S River St for better access to a safer crossing to the 1st Ave S Bridge.</p>	
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<p>Intersection Recommendations</p>		
<p>Location</p>	<p>Recommendation</p>	<p>Image</p>
<p>S Lucile St & Airport Way S</p>	<p>Improvements such as signage and bicycle facilities should be made at this intersection to facilitate safer bicycle movements.</p>	

PEDESTRIAN ROUTES

<p>Location</p>	<p>Recommendation</p>	<p>Image</p>
<p>4th Avenue S north of railroad bridge #12 on Map</p>	<p>Enforce sidewalk parking regulations to protect uninterrupted pedestrian path and to reduce sidewalk repair and maintenance.</p>	

<p>4th Avenue S Bridge over the railyard</p>	<p>Install a taller barrier between the roadway and sidewalk – the existing bar is insufficient.</p>		
<p>4th Ave S at S Industrial Way #13 on Map</p>	<p>Prevent flooding by drainage maintenance or creating a raised stop for transit users.</p>		
<p>4th Ave S sidewalk</p>	<p>Encourage local businesses near Costco and St. Vincent de Paul to adopt and keep sidewalks clean.</p>		
<p>S Lucile St between 4th Ave S and Airport Way S #14 on Map</p>	<p>Signage and Kiosk connecting 4th Ave S to the Design District and Airport Way S.</p>		

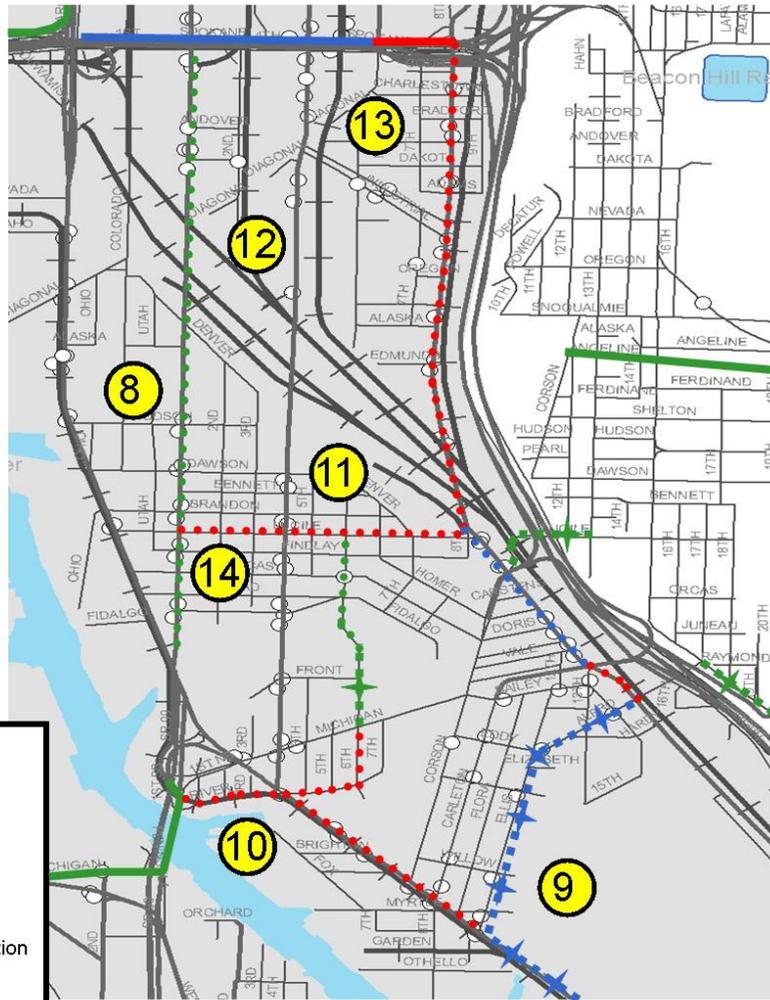
<p>S Lucile St between 4th Ave S and Airport Way S</p>	<p>Tree trimming and general upkeep of tree branches will keep canopies from causing lighting issues.</p>	
<p>S Orcas St and 6th Ave S</p>	<p>Line-of-sight problems plague this intersection – needs 4-way stop treatment or limits on parking near intersection.</p>	
<p>E Marginal Way</p>	<p>Crosswalks need restriping between S Hudson St and 4th Ave S.</p>	
<p>4th Ave S and S Industrial Way</p>	<p>Adjust crosswalk timing to pedestrian-scale.</p>	

<p>Throughout Neighborhood</p>	<p>Parking enforcement:</p> <ul style="list-style-type: none">• 30-foot distance from stop signs• Nighttime parking on sidewalk (note especially S Lucile St at 4th Ave S and 6th Ave S).	
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Non-motorized Commute Network through the Duwamish M&I Center Georgetown Recommendations



Created 12/2001 by Duwamish Transportation Management Association



Legend

Existing Facilities

- Multi-use Trail
- + + Bike Lane
- Sharrow

Planned/Under Construction

- Multi-use Trail
- + + Bike Lane
- Sharrow

Recommendations

- Multi-use Trail
- + + Bike Lane
- Sharrow
- Bus Stops

Definitions of bicycle facility terms

- **Multi-use Trail:** 10-12 foot-wide pathways designated for use by both pedestrians and cyclists.
- **Bike Lanes:** provide 4-5 foot-wide dedicated lanes for bicyclists to operate on the road.
- **Sharrows:** also known as shared lane markings, are on-street legends that reinforce the existing rules of the road. They are not separate bike lanes: a motorist can still drive over the sharrows. Motorists should expect to see and share the lane with bicyclists. Sharrows indicate to bicyclists the best place to ride in the lane. Sharrows are typically used in locations where the roadway width is not adequate to provide dedicated bike facilities or on downhill lanes where bicyclists might travel similar speed as motor vehicles.