

PROJECT BACKGROUND

- Major Truck Street – 10% of traffic volume is trucks.
- The City's Complete Streets ordinance requires SDOT to first consider the needs of freight on Major Truck Streets. SDOT will provide 12' wide vehicle lanes to accomplish this. Complete Streets also allows the city to consider other users of the roadway, including pedestrians and bicycles.
- The Airport Visioning Project (2007) recommends speed reduction, pedestrian improvements, bicycle improvements, and curb bulbs along Airport Way S through the Georgetown business district. The Advisory Committee for the project included representatives from the Georgetown Merchants Association, Georgetown Community Council, and the Sodo Business Association. Representatives of the Manufacturing Industrial Council (MIC) participated in workshops. The final report was presented to the Executive Director of the MIC in 2007.
- The Pedestrian Master Plan identified three top tier crossing improvement locations on Airport Way through Georgetown. Removing peak hour parking restrictions from the west side allows SDOT to install curb bulbs at S Carstens, S Nebraska and 13th Avenue S. This will make the crossings safer by reducing pedestrian exposure to vehicle traffic.
- The Bicycle Master Plan calls for further study of this corridor and does not recommend a specific facility type. After analyzing traffic data SDOT has determined that sharrows are an appropriate treatment in this five-block section of Airport Way S. The sharrows connect to an existing bike lane on S Lucile Street (to Beacon Hill) and existing sharrows on 13th Avenue S which will connect to bike lanes being installed on Ellis Avenue S in 2011.
- Between Corson Ave S and 13th Ave S, SDOT is reducing the speed limit from 35 to 30; adding curb bulbs on the west side where most of the retail business is located; providing 12' wide lanes for freight and transit; installing sharrows for cyclists.



Airport Way S

from Corson Avenue S to 13th Avenue S

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

- Traffic volume on Airport Way S between Corson Avenue S and 13th Avenue S has dropped approximately 36% since 1961. The construction of I-5 diverted much of the traffic off the surface streets but the configuration of the surface streets has not changed.
- The Georgetown business district reflects traditional business district land use with residential units located above retail businesses. The Georgetown Neighborhood Plan (1999) asked for marked crosswalks across Airport Way S which would not be possible with the current four-lane configuration without a traffic signal.
- Peak hour traffic is higher northbound at 979 vehicles per hour during the morning commute. The evening commute is more diffuse. Peak hour volume reaches 648 southbound. With this lower peak, the southbound peak hour parking restriction can be removed and pedestrian crossing improvements can be made.

	Average Weekday Daily Traffic 1961	Average Weekday Daily Traffic 2010
Airport Way S between Corson Avenue S and 13 th Avenue S	19,000	12,057

