On June 15, 2018 KOMO 4 News reported Seattle tourism brought 40 million visitors in 2017 contributing $7.4 billion to the Seattle, King County economies.

This huge financial growth is not unlikely to decline; instead, with all the new construction in downtown Seattle and the region, it is predicted to grow even higher.

The report was part of a larger report about a homeless man’s attack on a tourist and family man visiting the Space Needle.

As long as there is no safe transportation to the Duwamish Longhouse Cultural Center, the Duwamish will continue to be left out of the economic gains that tourism brings to Seattle, King County annually.
Photographic Illustrations of Transportation Issues Affecting the Public Access to the Duwamish Longhouse Cultural Center

Illustrations prepared by
Dr. Jeffrey Perkins, Jr., BS, MPA, Ph.D., Consultant, Planning & Program Development
TRAFFIC THREAT TO PUBLIC ACCESS
Herring’s House Park
Herring House Park near West Marginal way, on the Duwamish, by Mike McDonald
Capitol Hill E. John & Broadway

Metro Transit to Trails New Pilot Project,
Prepared by Dr. J. Perkins, Jr.
Metro Transit to Trails New Pilot Project,
Prepared by Dr. J. Perkins, Jr.
Metro Transit to Trails New Pilot Project,
Prepared by Dr. J. Perkins, Jr.

General no. Need help? 206-553-3000
Need help Water Taxi  Call 206-477-3979  watertaxi.info@kingcounty.gov  | Website
Upgrading our Seattle terminal
The King County Water Taxi is using a temporary dock on the downtown Seattle waterfront (see map at right). We’ll be there for a little over a year while we rebuild our passenger-only terminal on Pier 50. This upgrade is part of a larger project by the state to renovate Colman Dock. When our new facility is finished in Fall 2018, the passenger waiting area will be sheltered from the weather and connected to the Washington State Ferries terminal building by a pedestrian bridge.

Views of the new terminal

Outside, as seen from above

Inside the passenger waiting area

Stay updated
You can stay updated about this project by subscribing to service alerts.

Subscribe to alerts

View/download PDF (55 KB)
Our new terminal will open in fall 2018.
Seacrest Park Water Taxi Port
& Awaiting Metro Shuttle Transportation

Photos taken Dr. Jeffrey Perkins, Jr., Ph.D. Research
The Durkan Digest: Addressing Inequities Facing Our Neighbors and Building Economic Opportunity

Office of the Mayor <Do-Not-Reply-Mayor-Newsletter@SEATTLE.GOV>
Fri 6/20/2018 5:29 PM

% MAYORDURKAN@TALK2.SEATTLE.GOV; MAYORDURKAN@TALK2.SEATTLE.GOV;

This week, our City took a lot of important steps to build economic opportunity. Those steps included launching the Duwamish Valley Action Plan and the passage of a plan to provide free ORCA passes to our young people. Throughout the week, I was able to join roundtables with young people in Ramier Beach and South Park, visit with our preschoolers at Hoa Mai, a Vietnamese bilingual preschool, and discuss apprenticeship opportunities at the Family Wage Industrial Summit.

On Wednesday, I was in South Seattle to discuss Seattle’s actions toward realizing the community’s vision of a more equitable and vibrant Duwamish Valley with the launch of the Duwamish Valley Action Plan.

The plan’s launch is the result of an 18-month process that centered on equity, equitable development, environmental justice, and combating displacement. It includes: 50 actions in South Park and Georgetown from 2010 through early 2018 that address community priorities; 37 mid-term opportunities that the City will begin implementing this year; and five ambitious goals related to promoting equitable opportunity in these neighborhoods. In all our actions, we will strive to honor the special importance of healing and preserving the ecosystems on the land and in the waterways to Native peoples, including the Duwamish Tribe, which gives the Valley its name.

Not all our residents have benefited equally from our work to build a more affordable, safer, and healthier city. This week’s large fire on the Duwamish River in Georgetown is an example of the unique environmental and health risks that residents face in the Duwamish Valley. I want to say a special thank you to all our first responders from the Seattle Fire Department, and the Seattle Public Utilities workers who arrived quickly to assess the site.
Greater Harbor 2000
A vision for the future

Southwest Harbor Project Street Vacations

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1. Greater Harbor 2000 - Purpose
2. Location Map
3. T-5 Property Map
4. Proposed Vacated Street Map
5. Proposed Expansion Overlay
6. Existing Street & Property Map
7. List of Accomplishments and unresolved issues
8. GH2940 Additional Vacation Conditions
10. Map #2 - P1, P2
11. Map #3 - Spokane/Harbor Intersection
12. Map #4 - West Marginal/Spokane Intersection
MOBILITY & TRANSPORTATION IN THE DUWAMISH VALLEY

How Residents Commute

<table>
<thead>
<tr>
<th>Mode</th>
<th>South Park</th>
<th>Georgetown</th>
<th>Seattle</th>
</tr>
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<tbody>
<tr>
<td>Walking</td>
<td>14%</td>
<td>16%</td>
<td>10%</td>
</tr>
<tr>
<td>Biking</td>
<td>2%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Transit</td>
<td>14%</td>
<td>22%</td>
<td>15%</td>
</tr>
<tr>
<td>Car 5</td>
<td>27%</td>
<td>4%</td>
<td>6%</td>
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Households Without a Vehicle

<table>
<thead>
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<tbody>
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<td>12%</td>
<td>22%</td>
<td>24%</td>
</tr>
<tr>
<td>Georgetown</td>
<td>14%</td>
<td>22%</td>
<td>17%</td>
</tr>
<tr>
<td>Seattle</td>
<td>10%</td>
<td>22%</td>
<td>17%</td>
</tr>
</tbody>
</table>

Walking Score (out of 100)

<table>
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<tr>
<th></th>
<th>South Park</th>
<th>Georgetown</th>
<th>Seattle</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Park</td>
<td>52%</td>
<td>45%</td>
<td>26%</td>
</tr>
<tr>
<td>Georgetown</td>
<td>45%</td>
<td>52%</td>
<td>36%</td>
</tr>
<tr>
<td>Seattle</td>
<td>26%</td>
<td>36%</td>
<td>52%</td>
</tr>
</tbody>
</table>

Adults Not Participating in Any Physical Activity

<table>
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<tr>
<th></th>
<th>South Park</th>
<th>Georgetown</th>
<th>Seattle</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Park</td>
<td>42%</td>
<td>45%</td>
<td>36%</td>
</tr>
<tr>
<td>Georgetown</td>
<td>45%</td>
<td>52%</td>
<td>36%</td>
</tr>
<tr>
<td>Seattle</td>
<td>36%</td>
<td>52%</td>
<td>45%</td>
</tr>
</tbody>
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Bicycle Collision Rate (per 100,000 people)

<table>
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<tr>
<th></th>
<th>South Park</th>
<th>Georgetown</th>
<th>Seattle</th>
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</thead>
<tbody>
<tr>
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<td>388.5</td>
<td>0</td>
<td>75.4</td>
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<tr>
<td>Georgetown</td>
<td>0</td>
<td>155.4</td>
<td>75.4</td>
</tr>
<tr>
<td>Seattle</td>
<td>75.4</td>
<td>155.4</td>
<td>0</td>
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</tbody>
</table>

GOALS

- Safe connection between Georgetown and South Park that increases access to services and amenities for Duwamish Valley communities.
- Improvements to transportation infrastructure that fosters mobility and safety for pedestrians and bicyclists and that allow for existing and future economic activities in the Duwamish Valley.

NEAR-TERM ACCOMPLISHMENTS

- 14th Ave S and S Concord St. Sewer Improvements: The City of Seattle funded King County Metro to add rail, bus, and light rail stops along 14th Ave S. SPC also installed sewer improvements along the south side of S Concord St.
- Bus Service Changes and Improvements: The City of Seattle funded King County Metro to add rail, bus, and light rail stops along 14th Ave S. SPC also installed sewer improvements along the south side of S Concord St.
- Area-Wide Mobility Improvements: SDOT undertook the Mobility Study, a study that identified quick-win improvements (low-cost, high-visibility, such as wayfinding). A larger prioritized list of projects was also produced that could inform the City’s future investments in the area.
- 5th Michigan St. Improvements: SDOT required 5th Michigan St, an underused street, to be closed to traffic.
- Sidewalk Assessment: SDOT conducted a condition survey of Seattle’s sidewalks, for SDOT’s Sidewalk Condition Assessment Project. They released the first public maps in 2018. These maps will allow for data validation.
- Airport Way S Signal: In April 2018, SDOT added a traffic signal on Airport Way S.
- Truck Parking: SDOT conducted a condition survey of Seattle’s sidewalks, for SDOT’s Sidewalk Condition Assessment Project. They released the first public maps in 2018.

The icons show which racial equity outcomes we will work to achieve and our progress toward each opportunity. The icons will help us prioritize actions that advance achieving our overall environmental justice and anti-displacement goals.