

**Bruce A. Harrell**  
Mayor

**Rico Quirindongo**  
Director, OPCD

**Jill Crary**, Chair

**Adam Amrhein**, Vice Chair

**Matt Aalfs**

**Erica Bush**

**Elizabeth Conner**

**Puja Shaw**

**Molly Spetalnick**

**Phoebe Bogert**

**Kevin O'Neill**

**Ben Gist**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Strategic Advisor

**Windy Bandekar**  
Planner

**Juliet Acevedo**  
Administrative Staff

**Office of Planning and Community  
Development**

600 4th Avenue, Floor 5  
PO Box 94788  
Seattle, WA 98124-4019

**TEL** 206-615-1349

**FAX** 206-233-7883

[seattle.gov/designcommission](http://seattle.gov/designcommission)

## MEETING MINUTES

### Georgetown to SODO Bike Investments

**July 20, 2023**

Convened 8:30 am

Adjourned 3:00 pm

#### Projects Reviewed

City WSBLE update

Commission business

#### Georgetown to SODO bike investments

Block Z alley vacation

#### Commissioners Present

Jill Crary, Chair

Adam Amrhein, Vice Chair

Elizabeth Conner

Puja Shaw

Kevin O'Neill

Ben Gist

Phoebe Bogert

Molly Spetalnick

#### Commissioners Excused

Matt Aalfs

Erica Bush

#### Staff Present

Michael Jenkins

Valerie Kinast

Windy Bandekar



July 20, 2023,  
10:30 - Noon

**Project:** Georgetown to SODO bike investments  
**Type:** CIP  
**Phase:** 60% Schematic  
**Previous Reviews:** N/A  
**Presenters:** Ryan Moore, Jonathan Frazier, and Ching Chan, SDOT  
**Attendees:** Peter Trinh, SDOT



## Project Description

Seattle Department of Transportation (SDOT) is proposing a new protected bike lane (PBL) connecting the Georgetown and SODO neighborhoods south of downtown Seattle. The proposal will implement Seattle’s Bicycle Master Plan (BMP) in these neighborhoods by extending an existing north-south bike trail system north of Georgetown that provides connections to South King County bike investments. These changes will also provide important multimodal connections to Sound Transit’s light rail investments.

## Project Goals

SDOT established the following goals for this project:

- Enhance safety for all roadway users.
- Improve access and travel options from downtown Seattle to Georgetown and South Park by creating a new series of projected bike lanes.
- Retain parking as much as possible along the corridor.

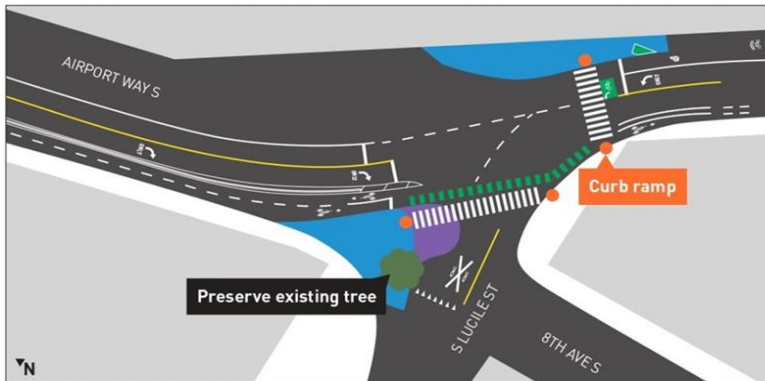
## Project elements

The following is a summary of the various project elements, designed to implement the goals of the project:

1. Two-way PBL on higher speed roadways or where alternative paths off rights of way are available.
2. One-way protected bike lanes elsewhere
3. Shared use path for short connecting segments

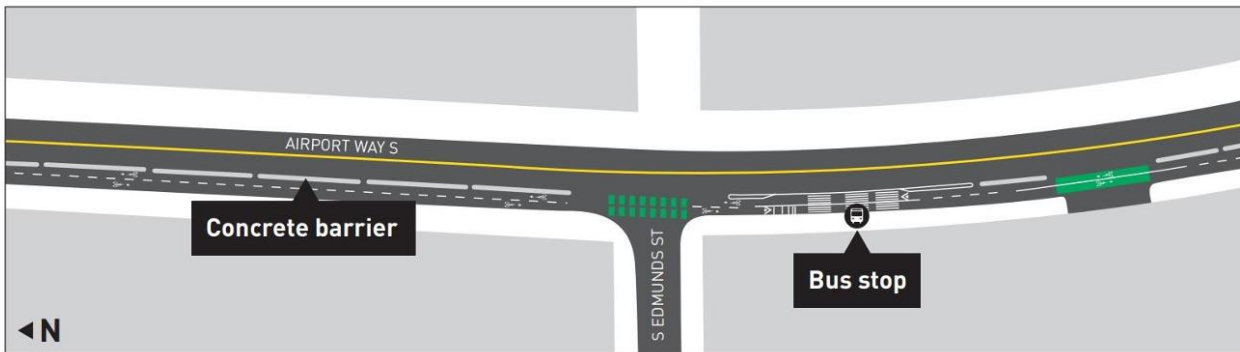
The following are selected images from key intersections or right of way segments, with a summary of proposed improvements:

**S. Lucile St. and Airport Way S**



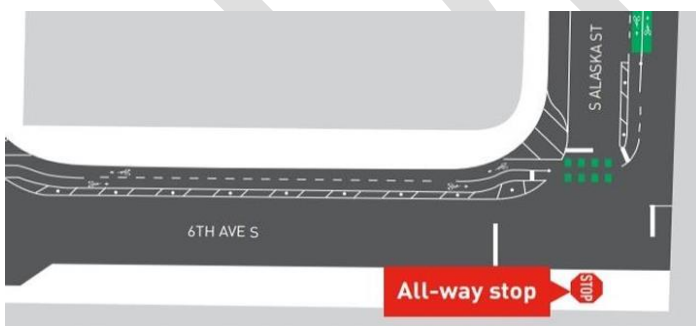
- Add a two-way protected bike lane to the west side of Airport Way S Bridge.
- Expand southeast corner to preserve trees and enhance crossing.
- Add a new curb ramp and refresh the crosswalk.
- Close northwest corner slip lane.

**S. Edmunds St. and Airport Way S.**



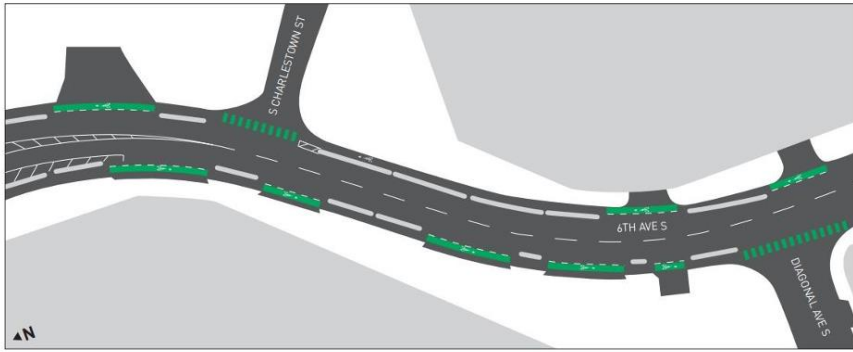
- Add a two-way protected bike lane to the west side of Airport Way S.
- Create a raised bus stop along Airport Way south of its intersection with S. Edmunds St.

**6th Ave. S at S Alaska Street**



- Create a transition from S. Alaska St to 6<sup>th</sup> Ave S. at new all-way stop.
- To protect 18 existing trees, options include moving bike lanes from sidewalk to street level, like adjacent segments. The solution may require removal of on street parking.

**6th Ave S between Diagonal Ave S and S Charleston**



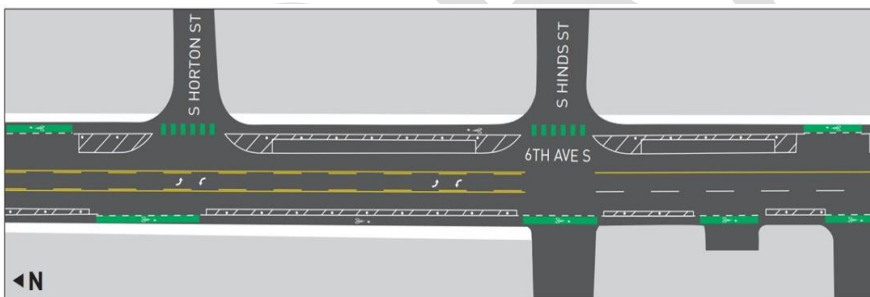
- One-way protected bike lanes on both sides of the street, with transitions at new all way stop at Nevada St.
- Concrete protection at curve

**S. Spokane Street/6th Ave S intersection/onramps to I-5**



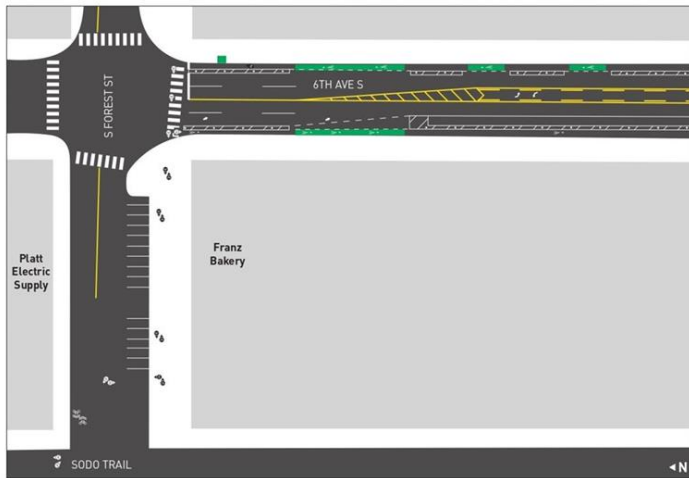
- Continue one-way protected bike lanes.
- New bike ramps and wayfinding to help reach S Spokane St. sidewalk.
- Additional signalization changes since 30%, more changes 60%-90%

**6th Ave S at S Hinds**



- Continue one-way protected bike lanes using interim materials in advance of Sound Transit construction.
- Preserve parking on east side of street south of S. Horton St. and west side north of Horton Str.
- Add center turn lane for business access and safety.

## 6<sup>th</sup> Avenue S, south of S. Forest St.



- Connect to SODO Trail at S. Forest St.
- Short multiuse trail on south side of S. Forest St.

### **Public comments:**

None

### **Agency Comments:**

None

### **Commissioner questions:**

After SDOT's presentation, Commissioners asked a series of questions along with requests for clarifications, summarized by the following issues:

#### **1. Safety and Infrastructure:**

- Concerns about high death rates in the area and the absence of significant bicycle infrastructure in SODO.
- Discussions around safety measures that will address increased cyclist deaths, including collaboration with SDOT's Vision Zero group.
- Commissioners asked questions around safety improvements including green paint, concrete barriers, and signalization.
- Addressing unauthorized parking and protective measures for cyclist visibility, including the use of flexible concrete posts to help better define and distinguish between auto and bike lanes of travel.
- Challenges and plans related to the transitions between bike lanes, including signalization designed for transitions between 2-way to 1-way protected bike lanes (PBL).
- Questions about potential additional wayfinding to aid pedestrians, like those found on downtown cycle tracks.

## **2. How public engagement has shaped project features:**

- Commissioners requested that the project team provide more information on the difference between public engagement strategies (public meetings for general feedback versus focused meetings on operational details) along the project area and how these sessions formed design solutions.
- Commissioners raised concerns concerning the lack of information on the collection of demographic data from public meetings, and how that data was used to shape project details. Commissioners also noted the challenges and obligations in collecting data from the nearby homeless communities that use or will use the bike facilities and how that data will shape project outcomes.
- Questions about plans for future public meetings, with potential collection of demographic information.

## **3. Project Specifics and Operational Details:**

- Commissioners expressed interest in additional information about how bike investments will integrate with planned and existing facilities along 6th Ave S north of Alaska, including the provision of a three-way stop north of the intersection as well as moving bike lanes into the 6<sup>th</sup> Avenue S right of way.
- Commissioners asked questions about the plan to remove parking to facilitate bike investments.
- The role of existing lighting within the right of way and its adequacy for bicycles.
- Scope of work discussions, with notes about temporary extensions in the north end.
- Control complexities at intersections like truck turns and existing challenges with east-west connections due to a railyard.

## **4. Environmental and Sustainable Concerns:**

- Discussion on options for using sustainable materials including recycled plastic and precast barriers using recycled materials.
- Confirmation that the 6<sup>th</sup> Ave S bridge has the structural capacity for concrete barriers to support bike infrastructure.

## **5. Traffic and Transportation Concerns:**

- Discussion around the use of wayfinding practices for bike facilities in SDOT's Streets Illustrated Manual, including signage, painting, and stripping, and how it will be applied.
- Discussion around the expected daily traffic figures within the corridor (approximately 10,000 a day) and how these trips are informing bike investments.
- Details about signal prioritization at the Airport Way and S Lucile intersection, designed to be like those used on the 2nd Ave bike lanes in downtown Seattle.

## **6. Funding and Budgetary Concerns:**

- Concerns about the safety efficacy of certain barriers possibly based on budget constraints, discussing combinations of plastic and concrete barriers.
- Funding challenges post the 2024 levy expiration and implications for the remainder of the work.

## **Commissioner deliberations:**

The following is a summary of the main themes from the Commissioners deliberations on the scope and concepts for CIP 60%

- Commissioners expressed dissatisfaction with the current stage of the project presentation, noting it doesn't reflect its progression beyond 60%. They emphasized the need to understand what additional project details would be required to advance the project.
- Concerns were raised about the northern terminus, specifically the connection at Royal Brougham Way, due to the presence of light rail tracks. Commissioners expressed concerns about the ability of the future bike facility's ability to integrate with the ROW at this location.
- Questions were posed regarding East-West connections to other transportation modes. The potential implications of proposed S. Holgate closures to cars were discussed. While connections to S. Lander weren't included in the current project scope, it was identified as a future connection. Discussions about prioritizing these East-West connections in upcoming plans were mentioned.
- On the topic of public outreach and equity, recommendations were made to involve groups like the Toros bicycle club and other similar groups. Queries were made about the timing of outreach initiatives, especially considering the project's urgency. There was a consensus on the importance of expansive outreach, especially in areas with a high incidence of accidents.
- Several commissioners discussed wayfinding and the need for places where cyclists could rest or orient themselves. The project's complexity was acknowledged, with suggestions for incorporating more details from the Bike Master Plan. Consistency in presentation, such as the use of north arrows, was also mentioned. Clear signage, especially in transition zones, was emphasized. Concerns were voiced about uneducated drivers interacting with cyclists and the potential hazards therein.

**Action:**

There was no action taken on this project briefing. However, the commission requested an update presentation soon addressing their comments and concerns.