

# Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.





Project Background

# **Project Need & Vision**

- Routes in Duwamish Valley a community priority during citywide 2019 Bicycle Master Plan outreach
- Connect Duwamish Valley and Georgetown neighborhoods to regional bike network
- Provide better access to SODO jobs and Link light rail
- Maintain freight and transit access



**Preferred Route and Cross Sections** 

### **Overview**

#### This project:

- 1 Two-Way PBL on Airport Way S
- 2 Two-Way PBL on S Alaska St
- 3 One-Way PBLs on 6th Ave S
- 4 Short connecting trail on S Forest St

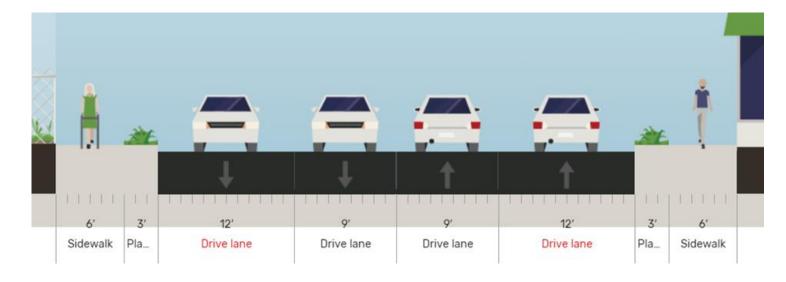
#### **Connection into downtown:**

- Follows existing SODO Trail (no change)
- Crew-built (as opposed to within the capital project) connection at north end of SODO Trail



# **Airport Way S**



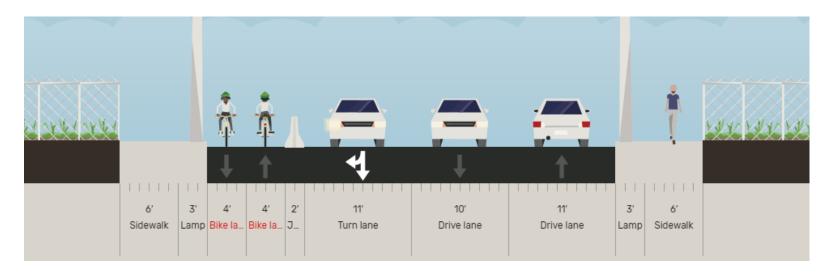


- Principal Arterial / Industrial Access
- Major Freight Street
- Structure over Union Pacific Yard
- One bus stop
- One intersection
- Driveways
- 42' curb to curb



# **Airport Way S**





#### **Future cross section:**

- Two Way PBL on west side of street
- Two SB travel lanes on bridge
- Center Turn Lane north of bridge
- Precast concrete barrier compatible with bridge



### S Lucile St and Airport Way S



- Add two-way protected bike lane to west side of Airport Way S Bridge
  - Removal of one southbound lane, leaving one northbound lane
- Close northwest corner slip lane & expand corner to slow turning
- Add new ADA compliant curb ramps and refresh crosswalk markings

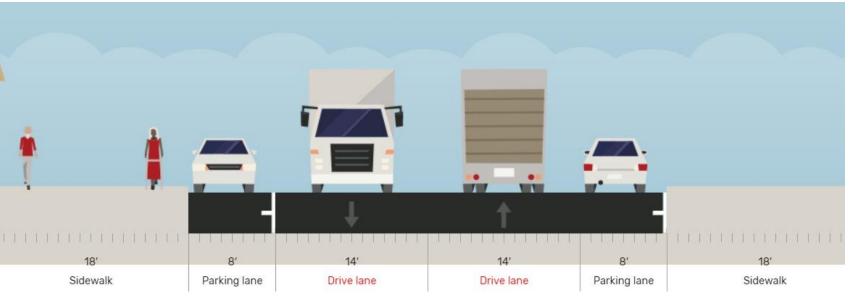






# Alaska St and 6<sup>th</sup> Ave S

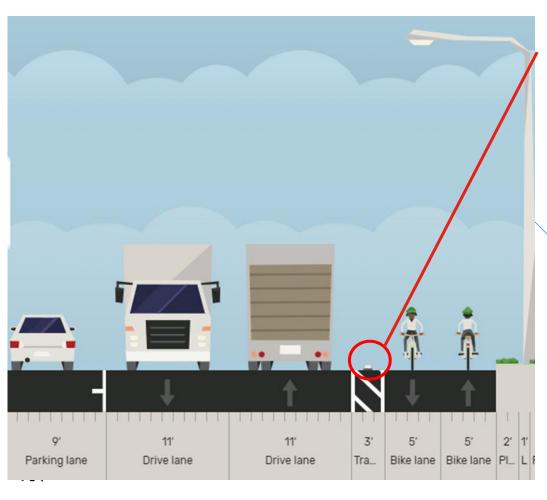




- Nonarterial/ Minor Industrial Access
- First/Last Mile Freight Street
- Multiple intersections
- Multiple driveways
- 44' curb to curb



# 6<sup>th</sup> Ave S Between Nevada & Snoqualmie



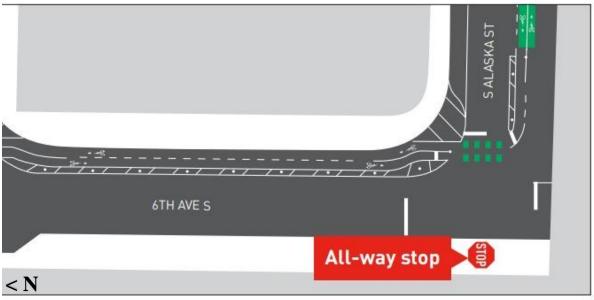
Concrete buffer will be 3' wide similar to this design:





#### 6th Ave S north of Alaska St



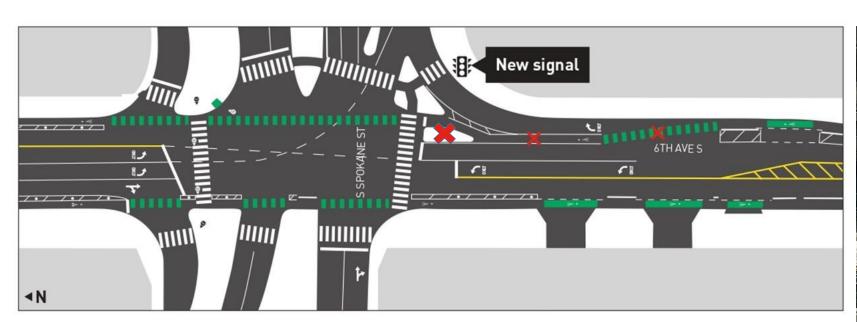


Transition from S Alaska St to 6<sup>th</sup> Ave S requires new all way stop

\*Will require removal of additional existing on-street parking on one side of 6<sup>th</sup> Ave S (likely west) in order to preserve two-way freight movement between Alaska & Industrial Way



### S Spokane St





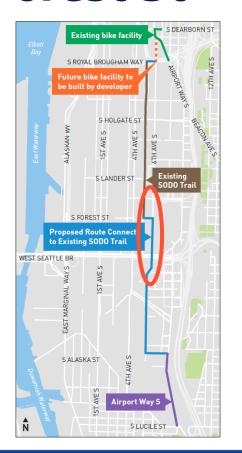
- Note: graphic shows 60% configuration, will reflect changes at 90%
- Continue north & south one-way protected bike lanes through intersection
- New bike signal for slip lane crossing, ramps and wayfinding signage
- Slip lane will have concrete buffer directing bikes on to sidewalk where they will use push button for signal to cross after traffic stopped

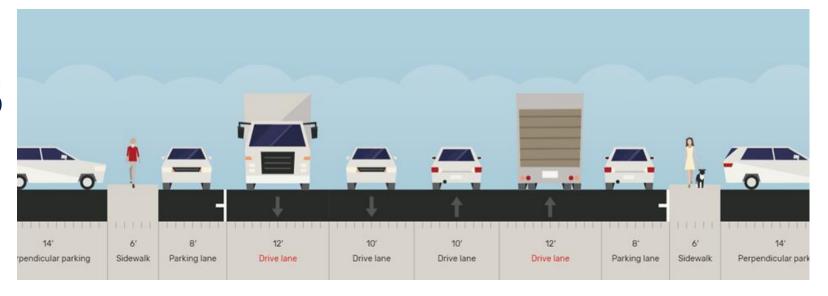
**Coordination and Expansion** 

- Design, utility relocation and construction coordination with Sound Transit
- SODO Station access coordination
- Northern & southern extensions
- East/West connections as future projects



# 6<sup>th</sup> Ave S - S Spokane St to S Forest St



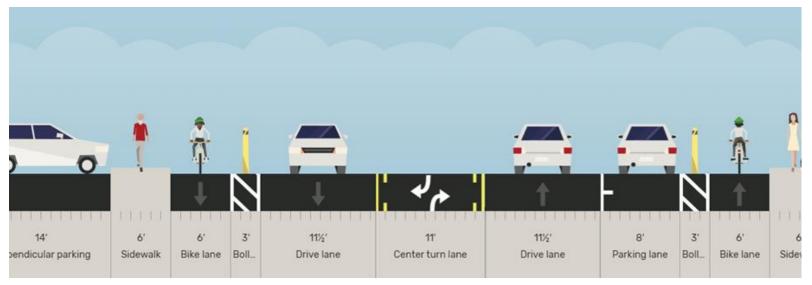


- Minor Arterial / Industrial Access
- Major Freight Street
- Multiple dead end intersections
- Multiple driveways
- Upcoming SCL / ST work in 2025-2026
- 60' curb to curb



# 6<sup>th</sup> Ave S - S Spokane St to S Forest St

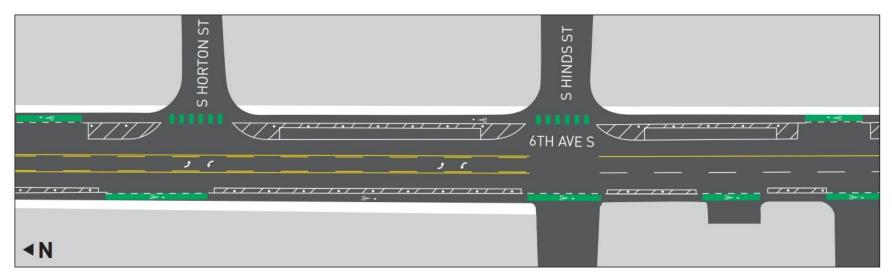




#### **Cross Section:**

- One-Way PBLs
- Preserve one lane of parking
- Add Center Turn Lane
- Drop one travel lane in each direction

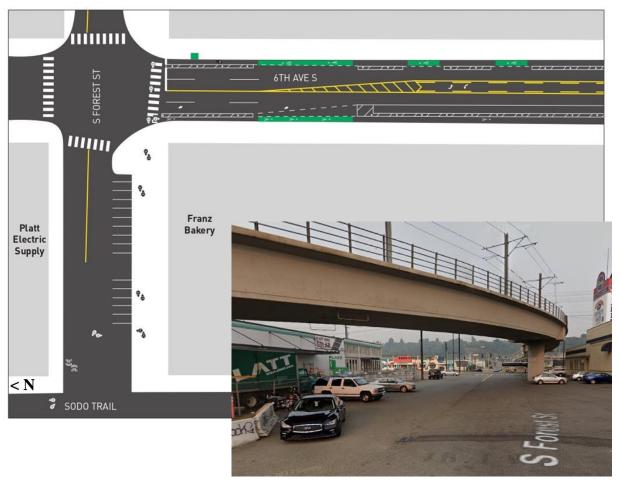
# 6<sup>th</sup> Ave from S Spokane St to S Forest St



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



#### **S Forest St**



- Connect to existing SODO Trail using S Forest St, similar to current use
- Short multi-use trail on the south side of S Forest St behind current onstreet parking
- Designed to avoid loading docks
- No physical changes to roadway, just pavement markings

**Next Steps** 

# Schedule & Next Steps

2022 2023 2024

#### Planning

Complete

#### Design

- 60% design completed
- 90% design to be completed by fall 2023
- Complete design in 2023

#### Construction

- Construction expected to be complete end of 2024
- Continue coordination with Sound Transit

Schedule subject to change



#### **Interim North Connection**

- Upgrade protected bike lanes and paths
- Short new protected bike lanes and trail segments
- Improve wayfinding for the SODO Trail
- Construction by SDOT crews in 2024



#### **Future Southern Extension**

- Gap between the Georgetown to South Park Connection and Georgetown to Downtown
- Prepare for planning study and outreach in 2023 or 2024
- Options include:
  - Airport Way S bike lanes
  - Rail-With-Trail along spur track
  - Alternate route on side streets
  - Hybrids between above



Potential links between the two facilities in central Georgetown



### **Questions?**

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#### www.seattle.gov/transportation











