

Georgetown to Downtown Protected Bike Lane



Georgetown Community Council

Jonathan Frazier
Sep 19 2022

Project Background

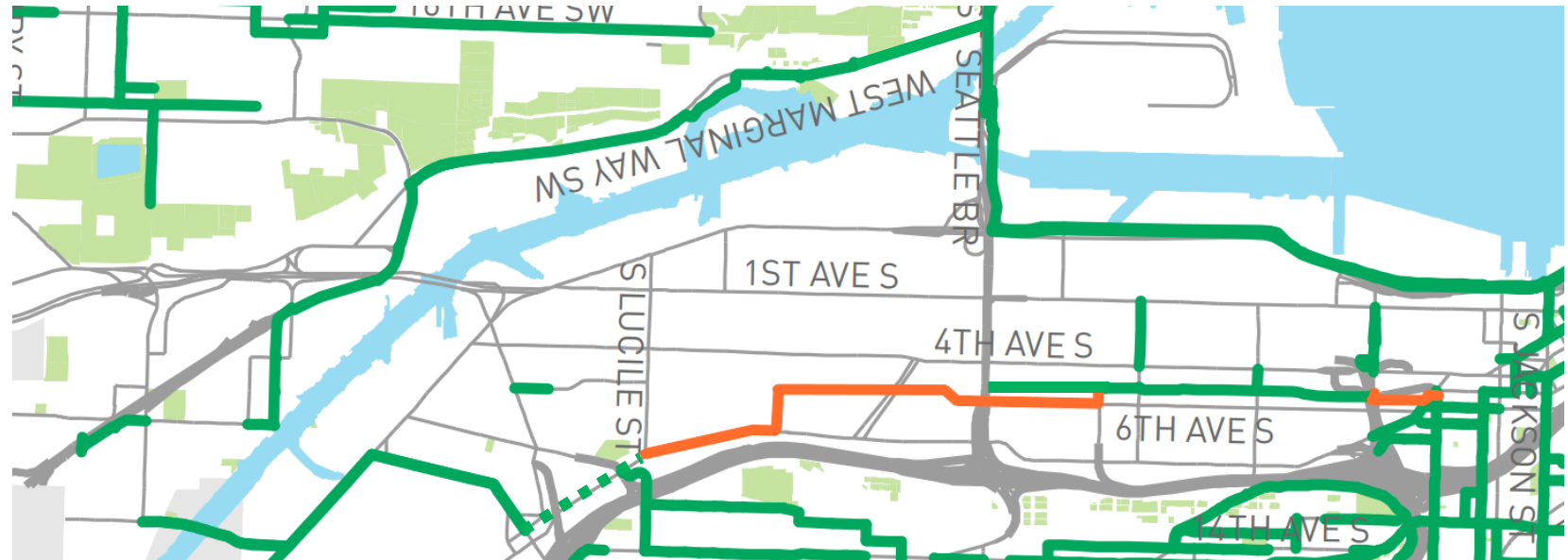
Project Goals

- Build an attractive north/south route through SODO by the end of 2024
- Provide better access to jobs and light rail in SODO
- Connect Duwamish Valley neighborhoods to regional bike network



Project Need and Benefits

- Fill a large gap in the regional bike network through SODO
- 2019 citywide bike planning saw strong public support for projects in South Seattle
- New urgency following three fatal bicycle collisions this year
- Will build off the Georgetown to South Park Trail



Map above represents 2032, with Georgetown to Downtown, Georgetown to South Park, SODO Trail Extension, West Marginal Way, and East Marginal Way projects complete

Project Route

Two-Way protected bike lane (PBL) on Airport Way S

Two-Way PBL on S Alaska St

One-Way PBLs on 6th Ave S

Short connecting segment on S Forest St

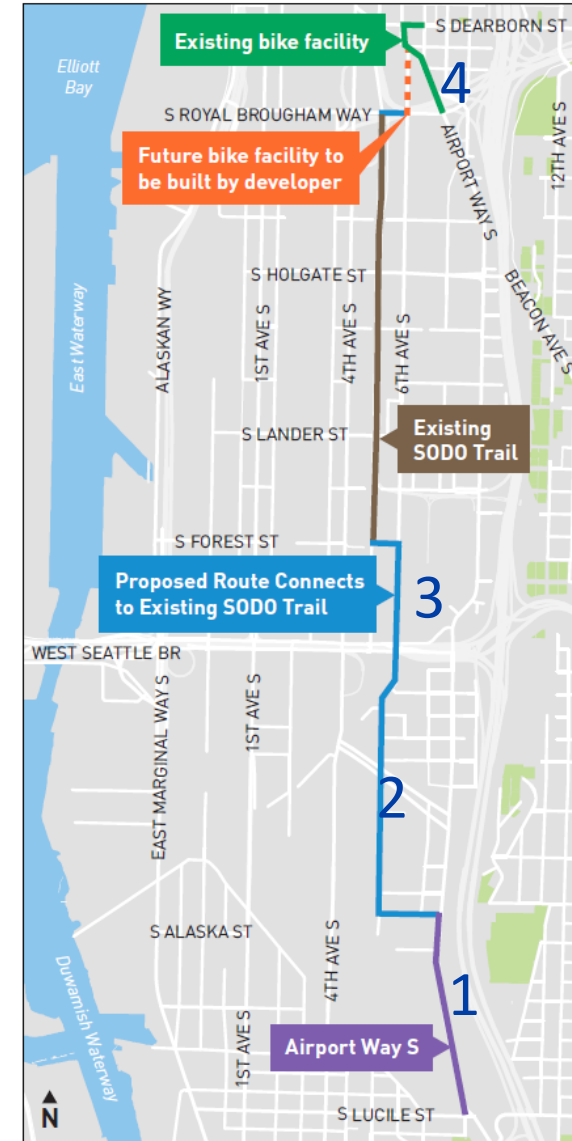
Follows existing SODO Trail (no change)

Short connecting segment on Royal Brougham way

Short segment on 6th Ave S (to be built by developer)

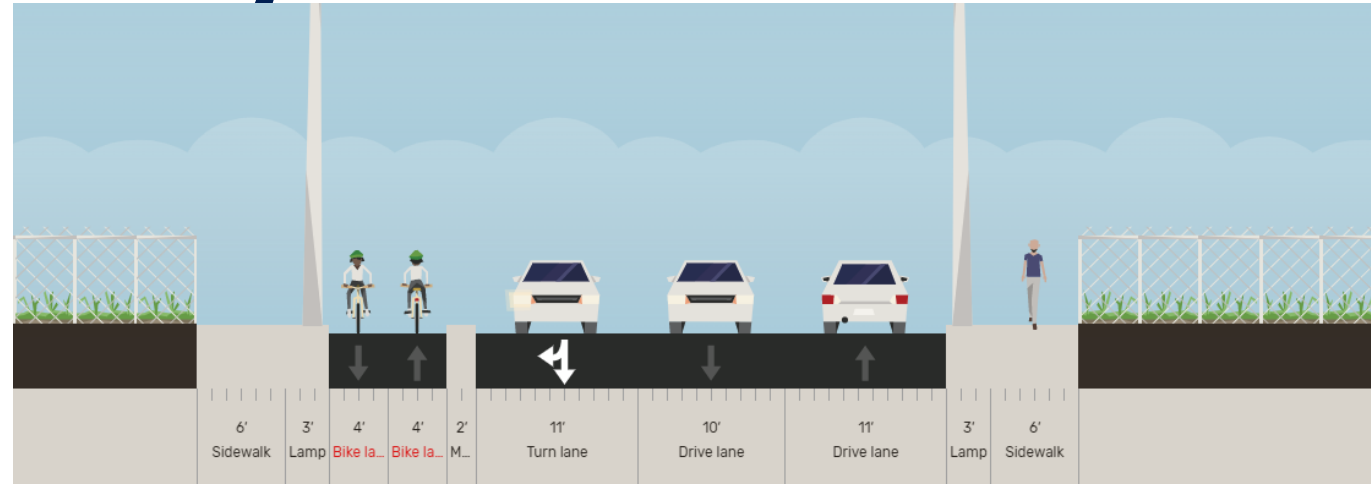
Short segment on Seattle Blvd

One-Way PBLs on 6th Ave S

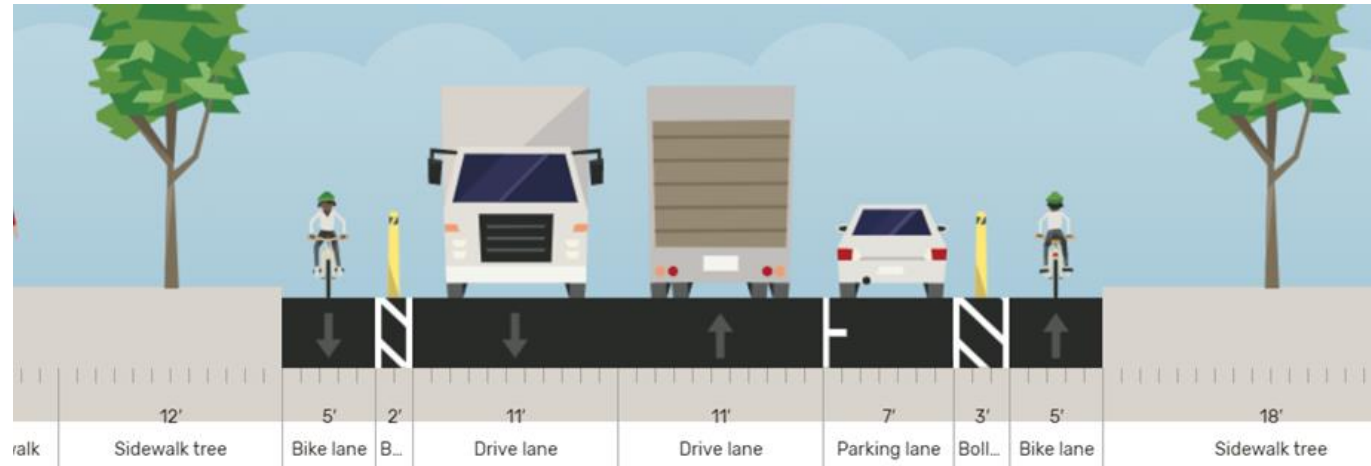


Cross section summary

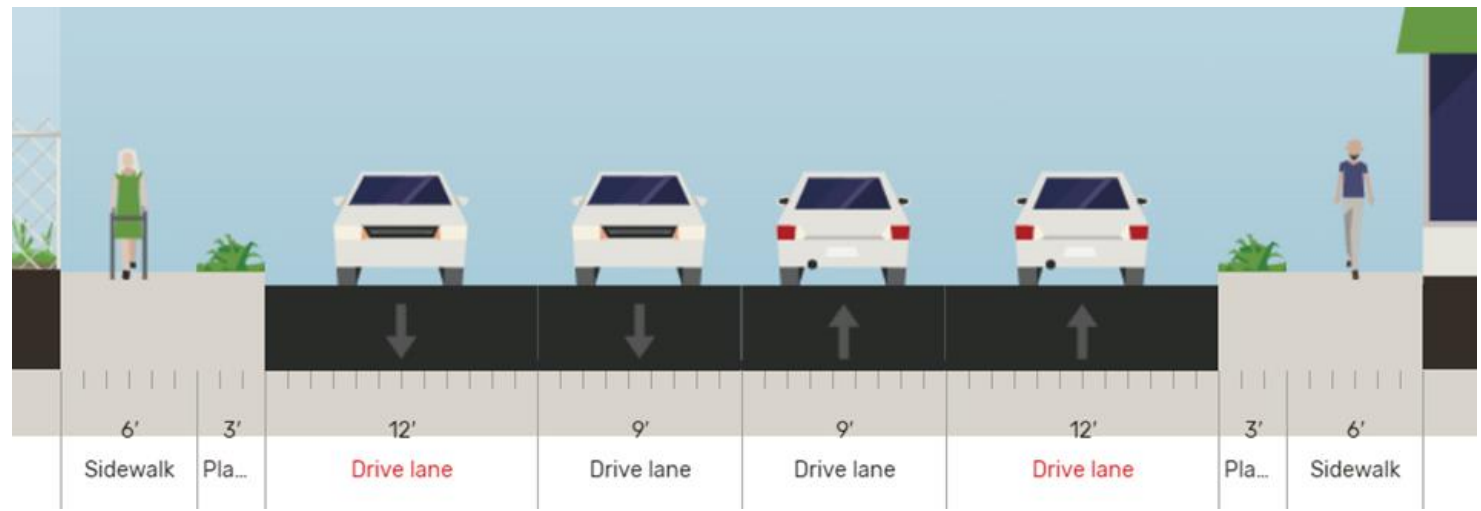
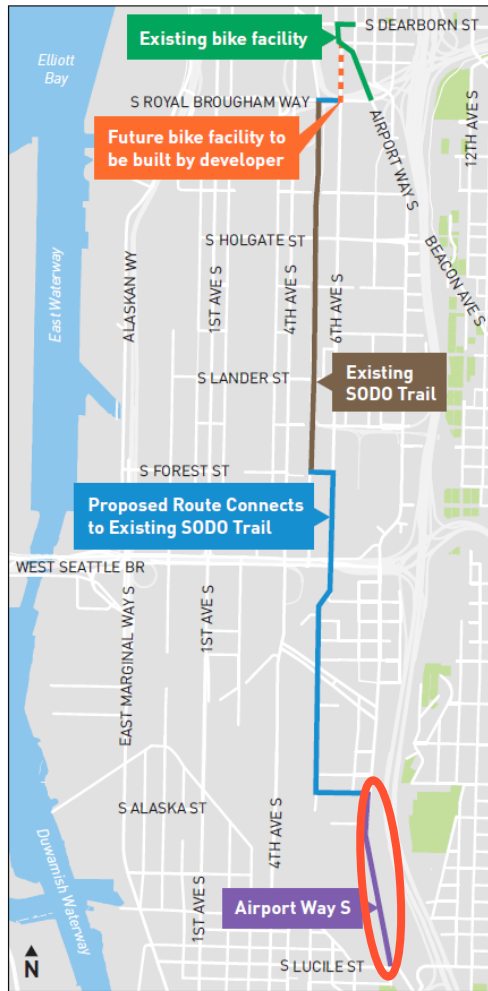
Two-Way PBLs on Airport Way S preserves enough space for second southbound / center turn lane



One-Way PBLs on 6th Ave S and northern connections ensure safety and preserve parking where possible



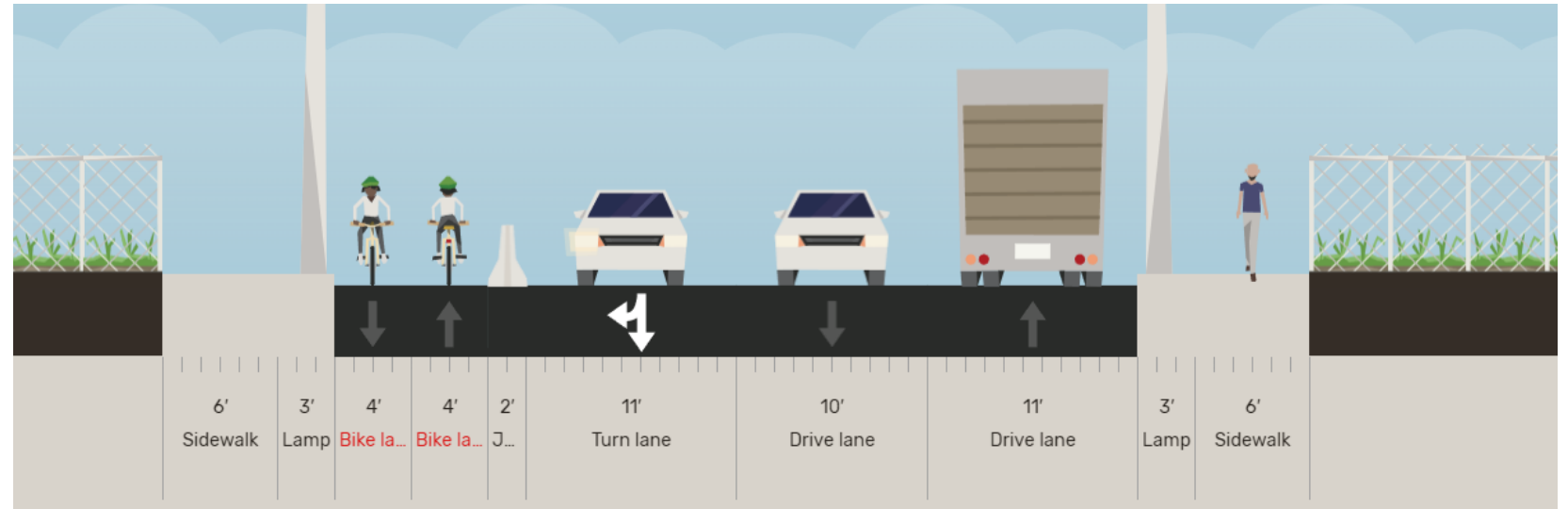
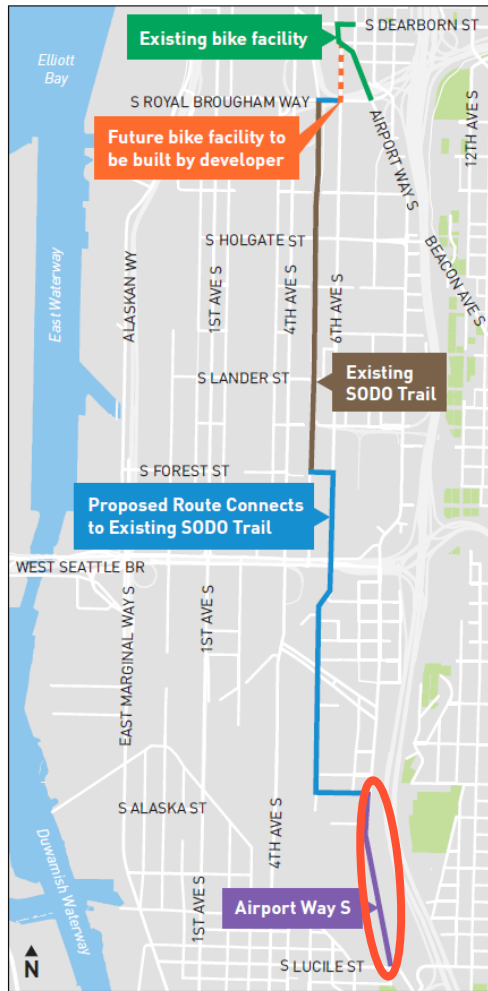
Airport Way S



- Principal Arterial / Industrial Access
- Major Freight Street
- Bridge over Union Pacific Yard
- One bus stop
- One intersection
- Driveways
- 42' curb to curb
- Airport Way S: 10,155 ADT



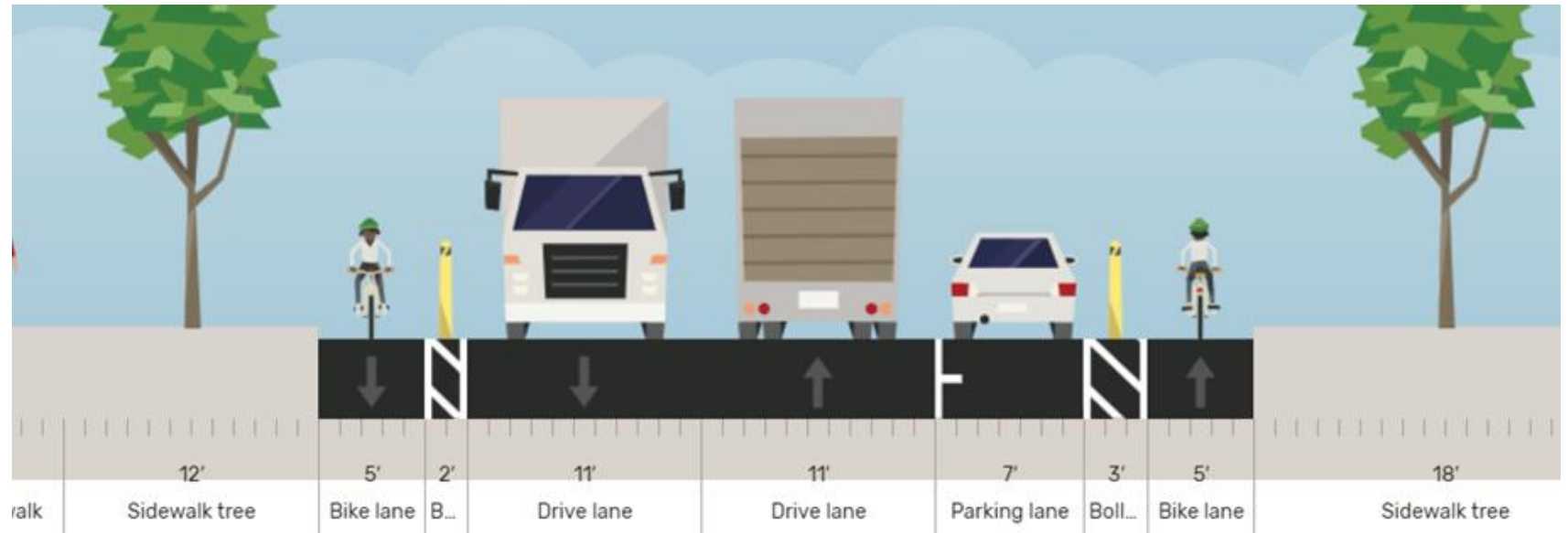
Airport Way S



Preferred cross section:

- Two Way PBL on west side of street
- Two SB travel lanes on bridge
- Center Turn Lane north of bridge
- Raised island at bus stop
- Barrier type TBD, structural analysis shows no restrictions

Alaska St and 6th Ave S

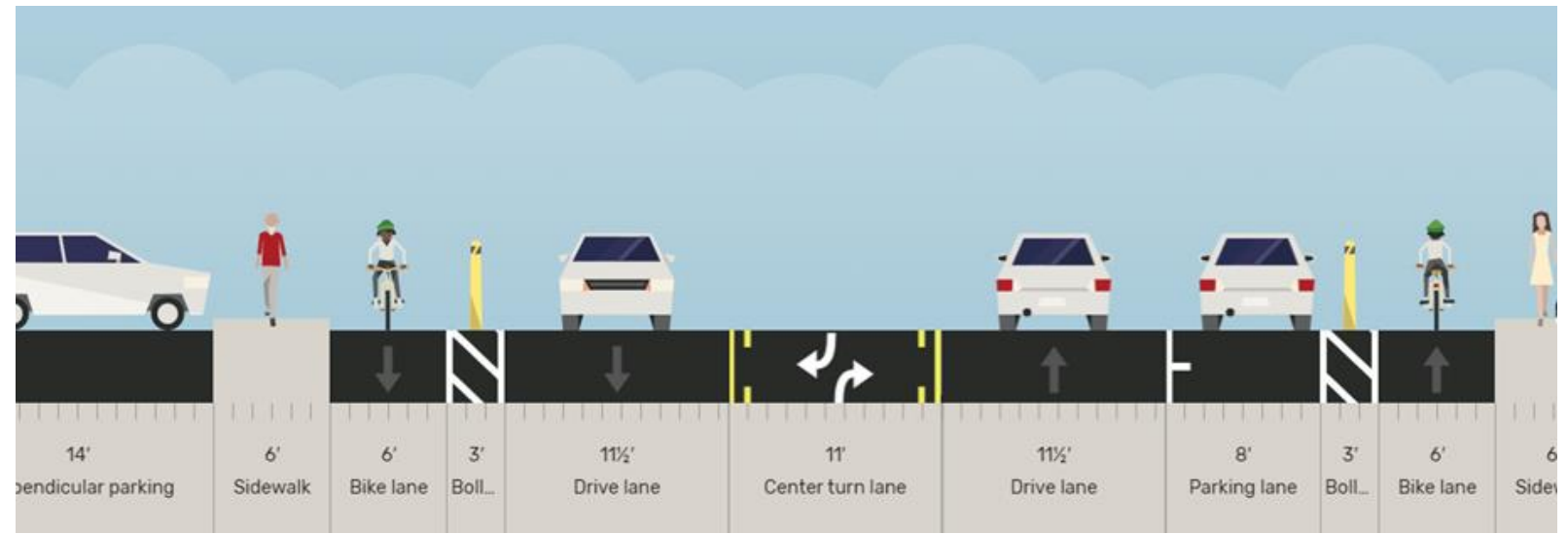
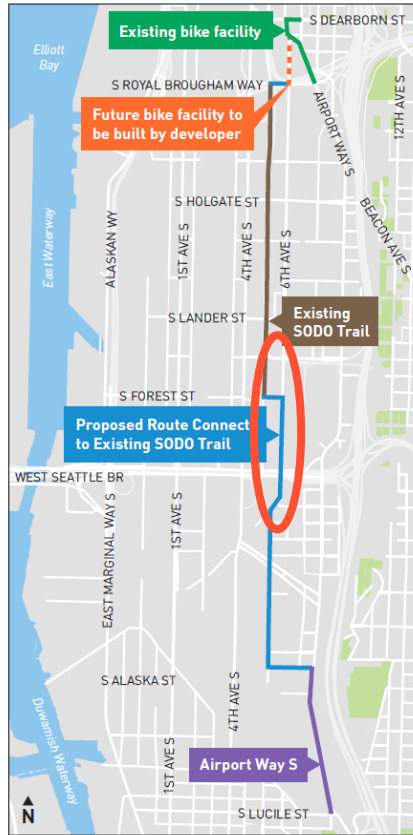


Preferred Cross Section **DRAFT**:

- Continue Two-Way PBL onto S Alaska St
- Transition to One-Way PBL at 6th & Alaska
- Width allows for One-Way PBL with parking and travel lanes
- Potential for off-street path on east side of street
- Preserve one side of parking where possible



6th Ave S - S Spokane St to S Forest St



Preferred Cross Section:

One-Way PBLs

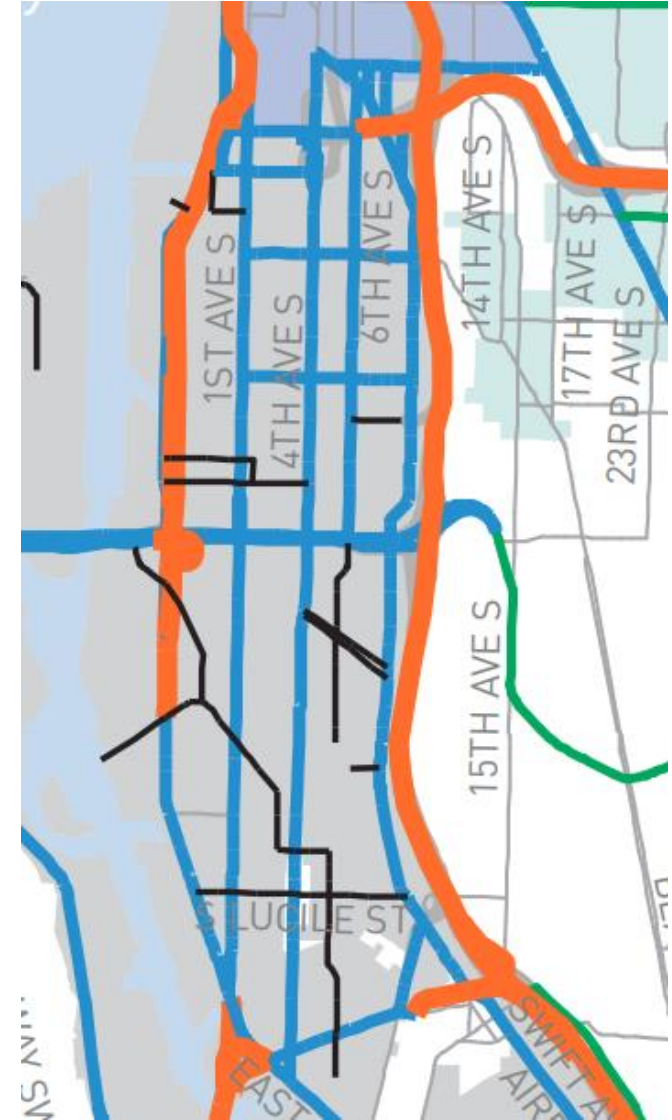
Preserve one lane of parking

Add Center Turn Lane

Drop one travel lane in each direction

Freight and Traffic

- Preferred route avoids major impacts to key freight pinch points
 - Traffic impact at S Lucile St
 - 6th Ave S has negligible travel time impacts elsewhere
- Parking removals on 6th Ave S
 - Commonly used for overnight and weekend truck and trailer parking
- Maintaining wider travel lanes for freight



Georgetown Elements

- Gap between the Georgetown to South Park Trail and Georgetown to Downtown
 - Prepare for planning/outreach in 2023 or 2024
 - Future options: Airport Way S, rail-with-trail, alternate route on side streets
- Potential opportunity for art or public space at S Lucile St & Airport Way

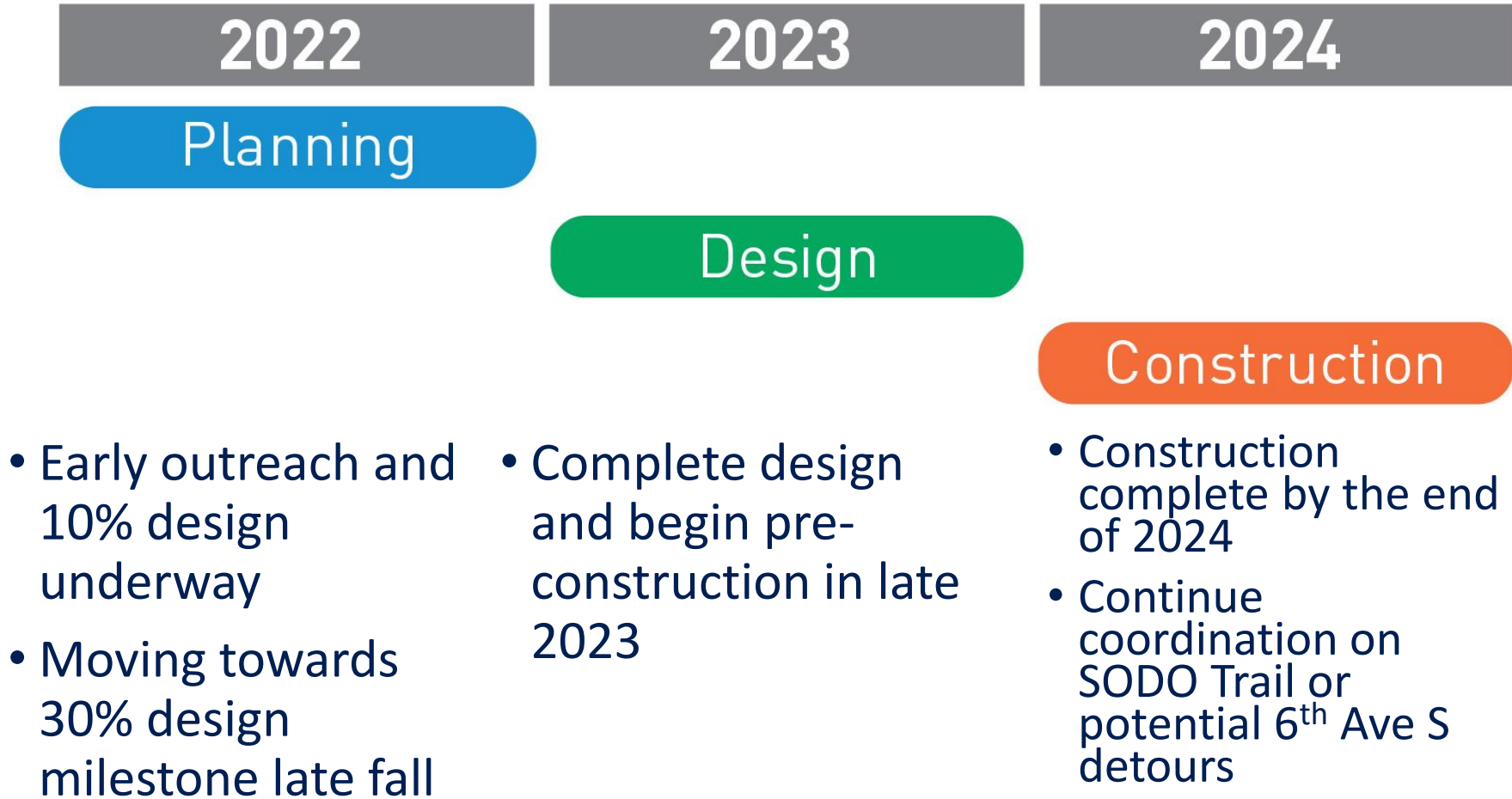


Potential links between the two facilities in central Georgetown

Outreach/Communications

- First stage of outreach is meeting with major stakeholder groups
 - Bike Board (Aug 3) SODO BIA (Aug 23), Freight Board (Sep 6), Georgetown Community Council (Sep 19)
- Discussions and public meeting with wider community to inform on project's progress and receive high level input
 - Public meeting to be scheduled after 10% design milestone
- Ongoing outreach to project neighbors to further develop cross sections, understand access needs and truck movements
 - Will be asking survey questions on needs to neighbors

Schedule & Next Steps



Questions?

GeorgetownToDowntownPBL@seattle.gov | [\(206\) 900-8734](tel:(206)900-8734)

www.seattle.gov/transportation



Project Alternatives

Alternatives

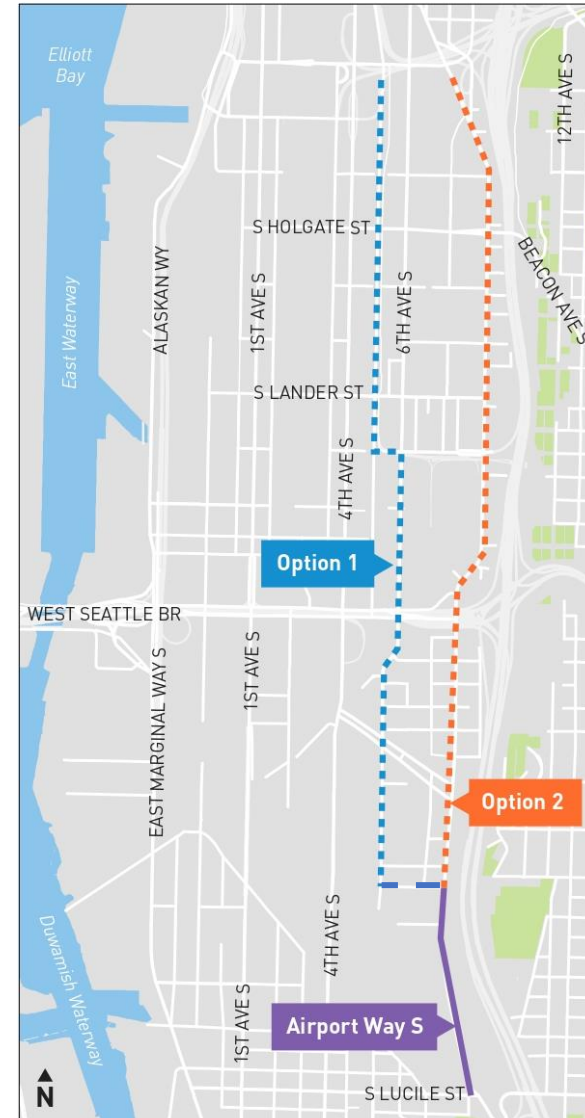
Both options begin at Airport Way S and S Lucille St

Option 1: 6th Ave S starting at S Alaska St

Option 2: Airport Way S into downtown

Not considered in detail:

- 4th Ave S PBL – Traffic, transit, and bridge impacts; distance from Georgetown
- Hybrid between Option 1 and Option 2 – Worse performance for bikes and no significant improvement for other modes than Airport Way S
- New bridge along 6th Ave S alignment – Cost and rail coordination



Alternatives analysis

Evaluation Category	6th Ave	Airport	Details
Access to jobs and destinations in SODO			Traffic speeds and volumes make crossing Airport Way S difficult to reach destinations. I-5 means there are very few destinations east of Airport Way S. 6 th Ave S serves light rail.
Bike facility conflicts			6th Ave S has more driveways, Airport Way S has more intersections to cross.
Traffic operations			Both alternatives impact Airport Way S & S Lucille St, but 6th Ave S avoids other impacts at signalized intersections
Parking and loading impacts			Project will require removing at least one side of parking through most of the route on 6th Ave S. Parking is already restricted on most of Airport Way S.
Planning guidance			Airport Way route is more compatible with the Bicycle Master Plan, 6 th Ave S route more compatible with Freight Master Plan
Impacts to transit			6th Ave S route requires one bus stop treatment, Airport Way S requires 12. Both routes impact one transit intersection, Airport Way impacts additional intersections.

No significant differences for bike facility directness, bike network connectivity