

Georgetown to Downtown Protected Bike Lane

- Beacon Hill 0.2  ↑
- Beacon Hill via S Albro 0.7  →
- Chief Sealth Trail 0.9  ↑
- South Park 2.0  →

Seattle Freight Board

Jonathan Frazier
Sep 6 2022

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.

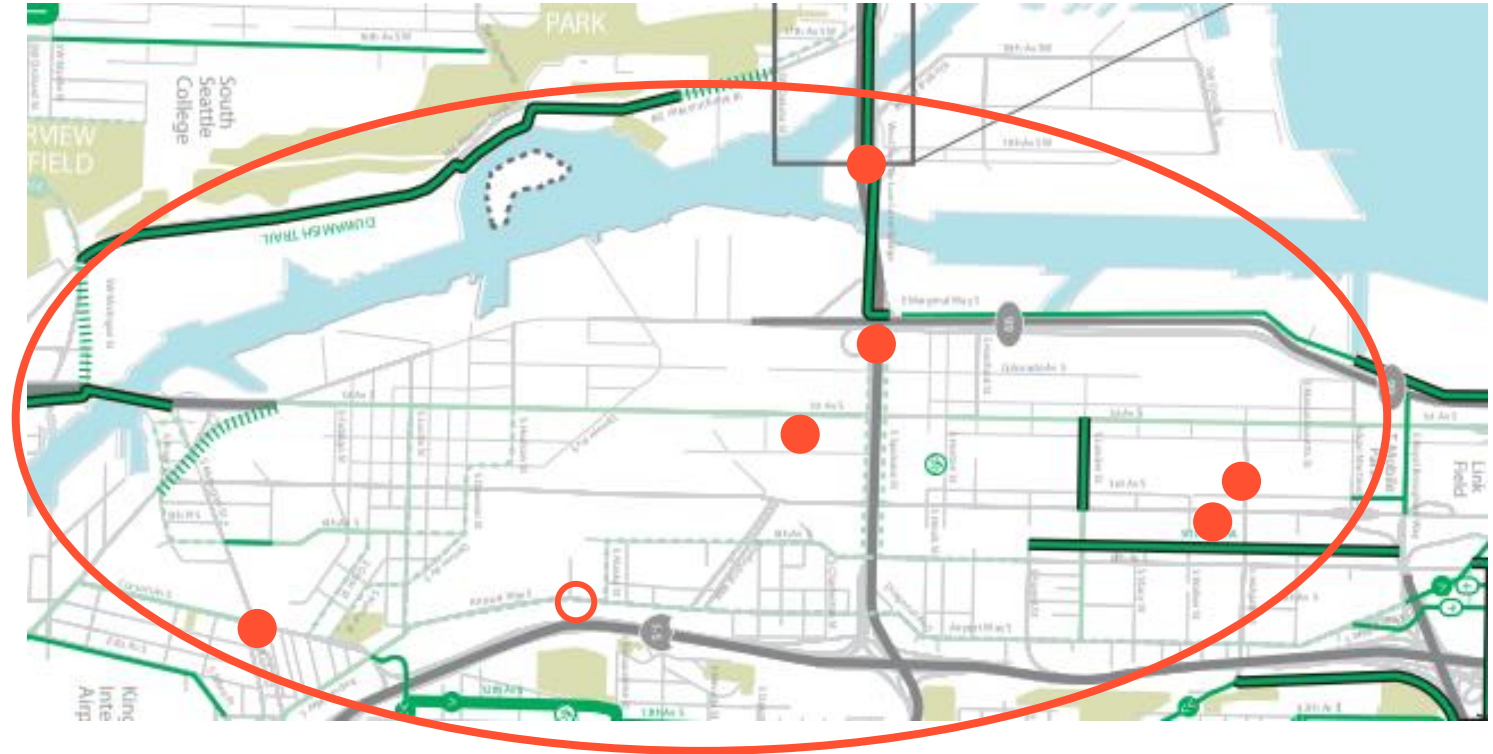
Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Project Background

Project Need

- SODO has long been a gap in the regional bike network
- 2019 Bicycle Master Plan Implementation Plan update saw a strong public support for projects in South Seattle
- Project restarted in 2021

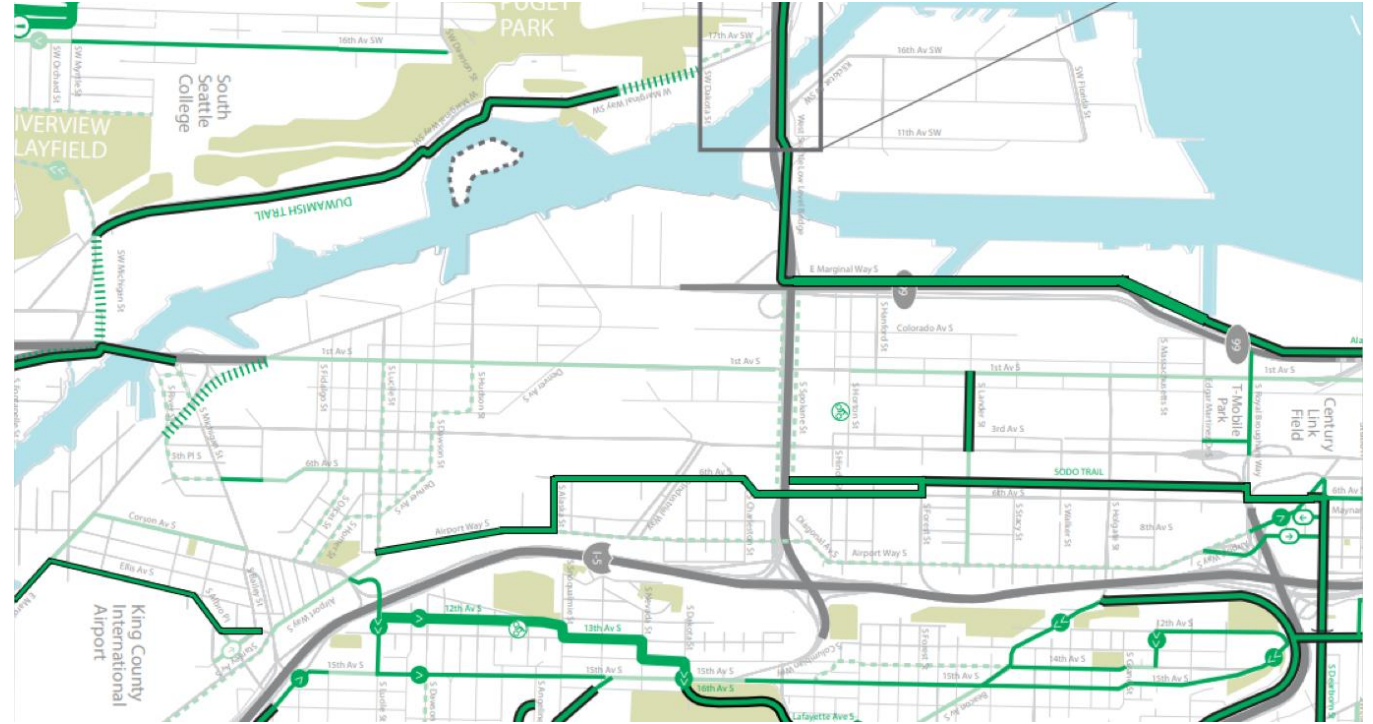


Three fatalities in 2022 – more than one third (6 of 15) bike fatalities since 2016 have happened in the circle above as well as one scooter collision. 40% of our bike fatalities on ~6% of our land.

Project Goals

By the end of 2024 we will have built a safe north/south bike route connecting Georgetown and Downtown.

Building the project will link neighborhoods to major job centers, provide safer local bike access within SODO, and fill a major gap in the region's bike network.



Future conditions (2032)

- Georgetown to Downtown & Georgetown to South Park provide a route on the eastern side of SODO
- East Marginal Way provides a route on the western side of SODO
- SODO Trail rebuilt and extended to S Spokane St

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

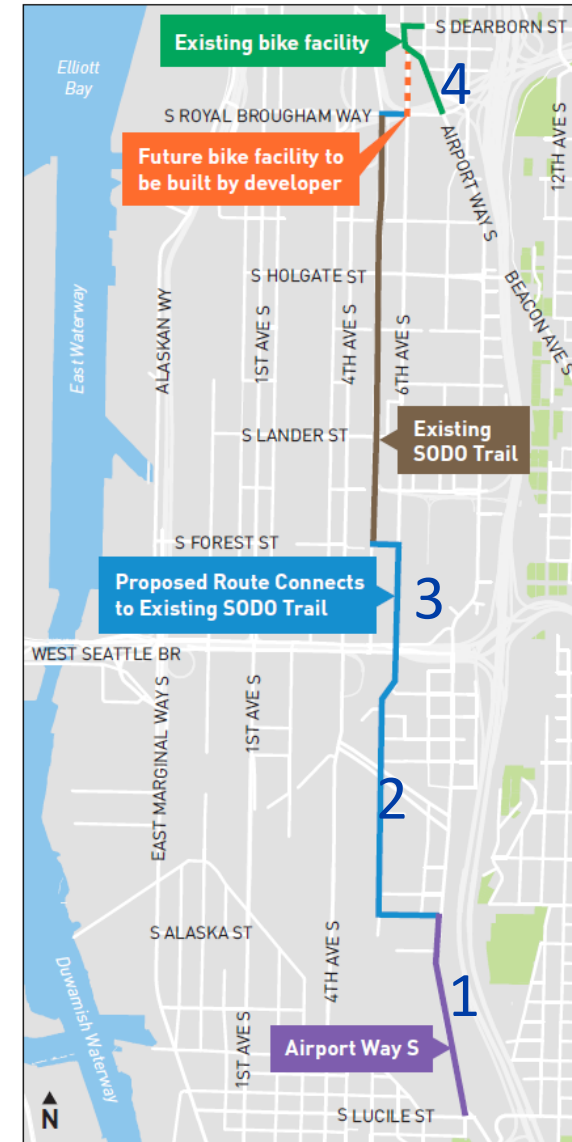
Follows existing SODO Trail (no change)

Short connecting segment on Royal Brougham way

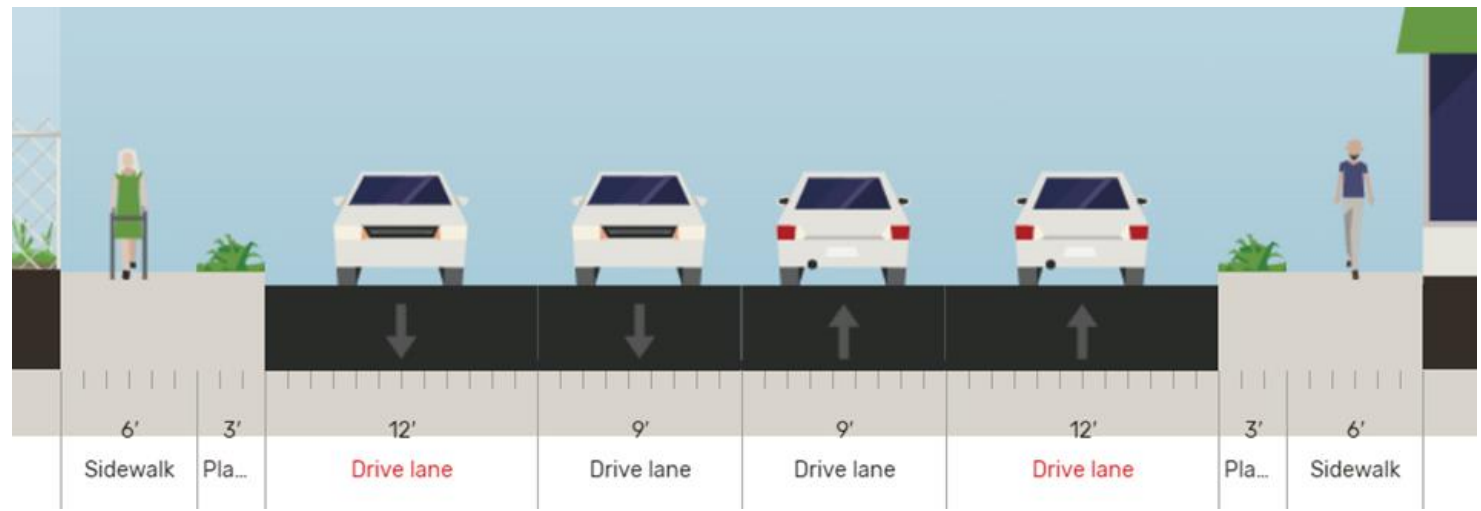
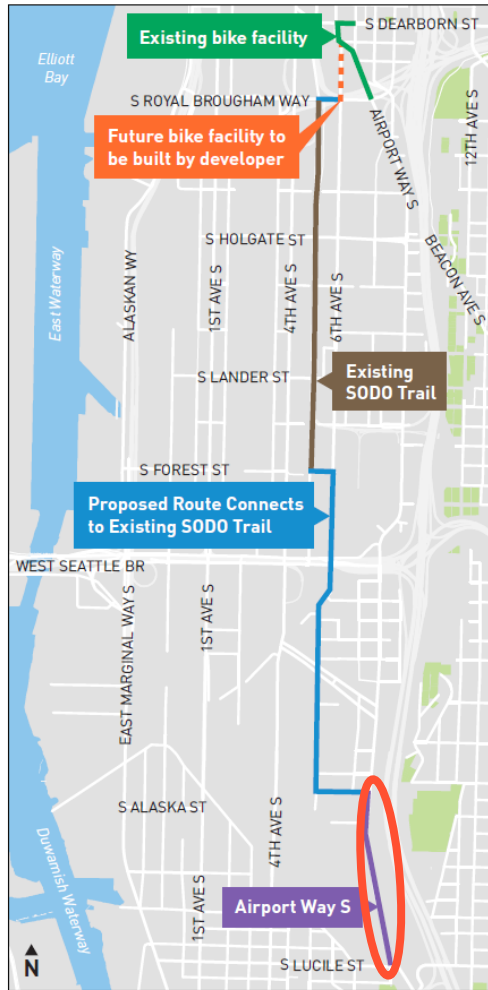
Short segment on 6th Ave S (to be built by developer)

Short segment on Seattle Blvd

One-Way PBLs on 6th Ave S



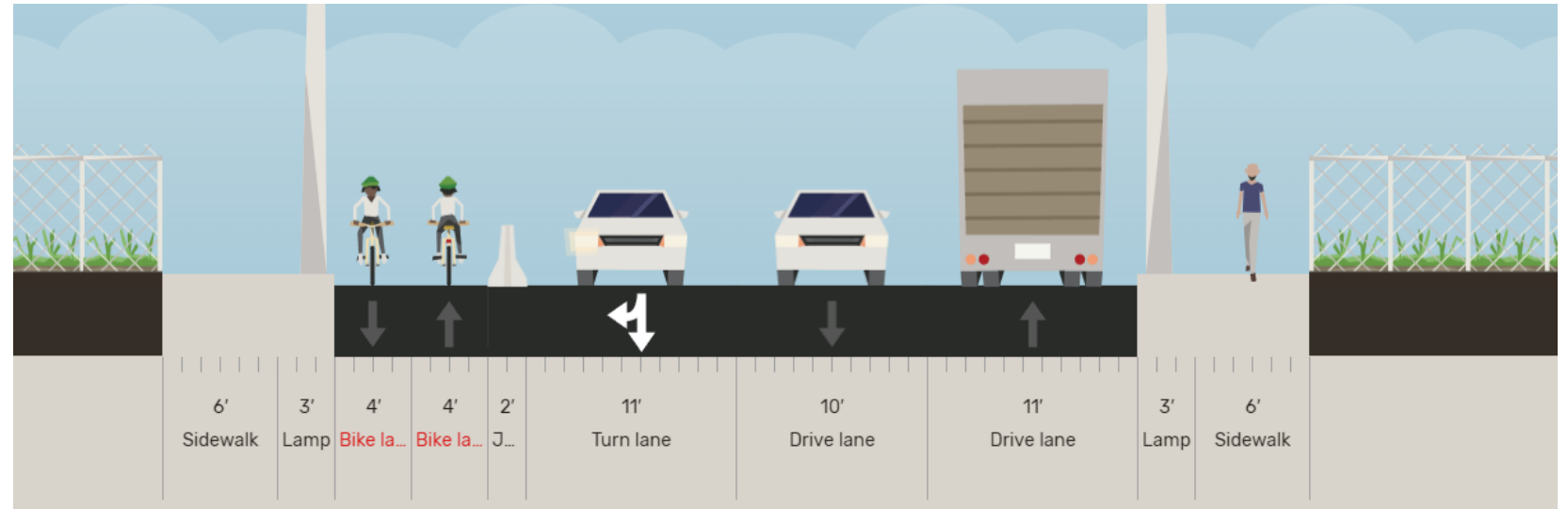
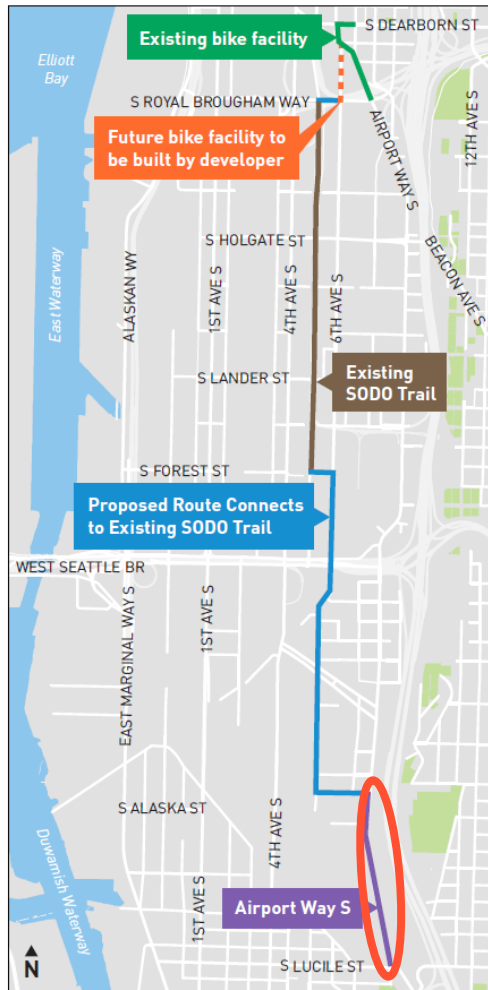
Airport Way S



- 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

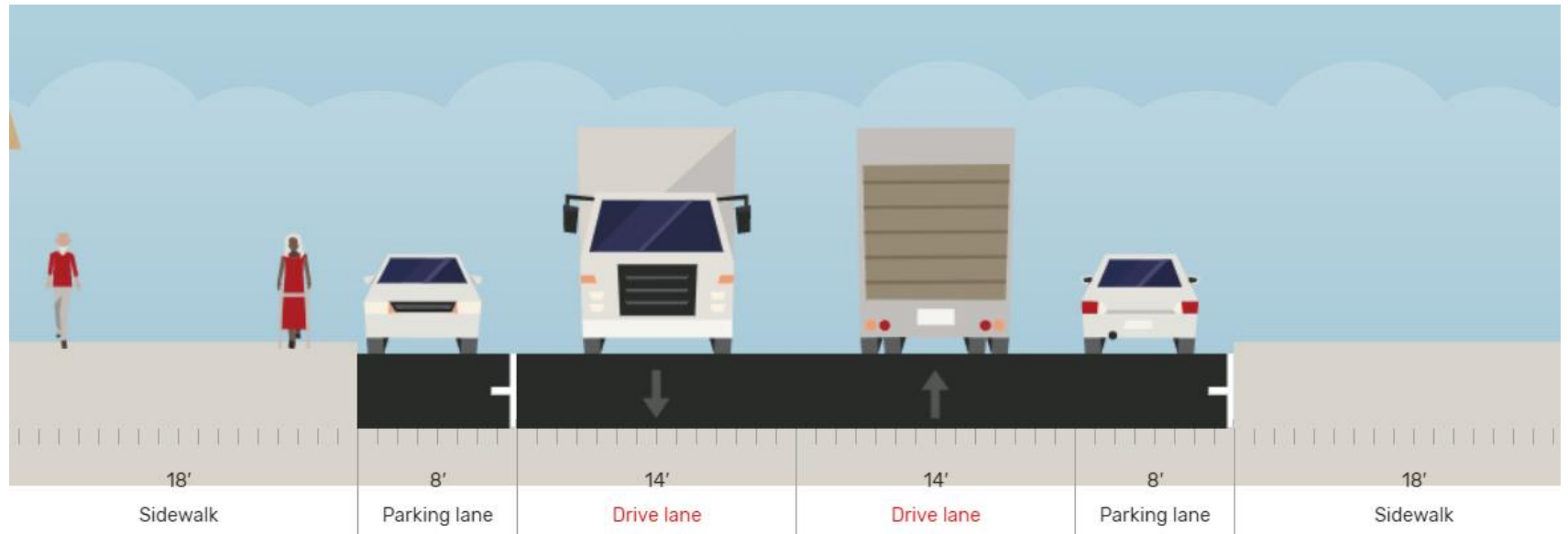
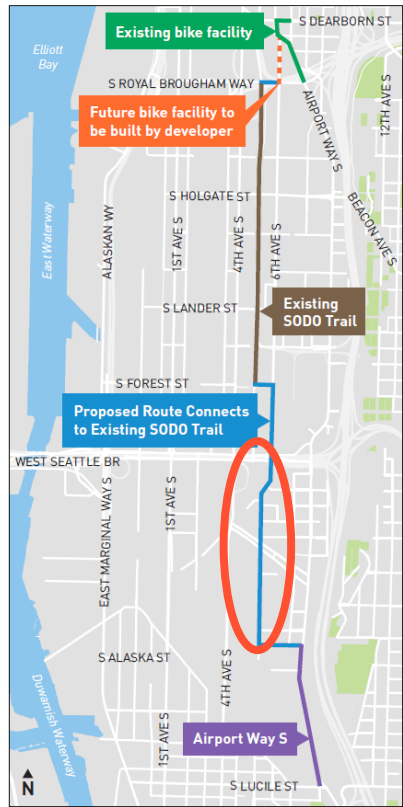
Two SB travel lanes on bridge

Center Turn Lane north of bridge

Raised island at bus stop

Barrier type TBD, structural analysis shows no restrictions

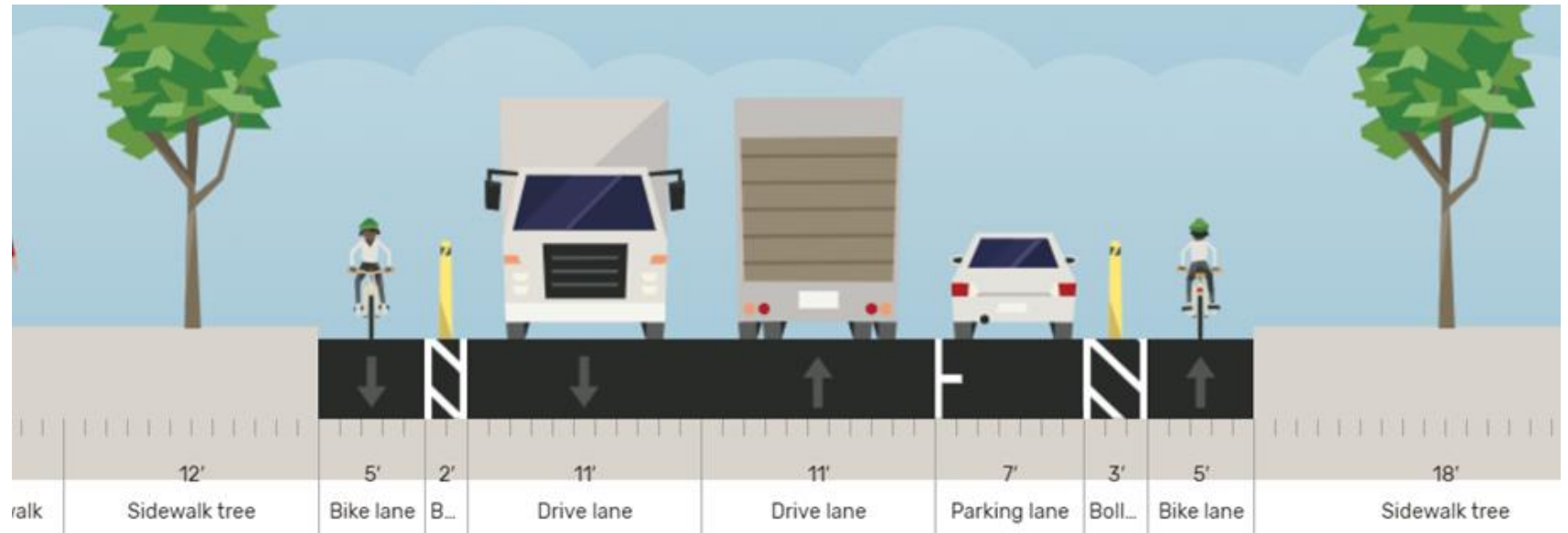
Alaska St and 6th Ave S



Nonarterial/ Minor Industrial Access
 First/Last Mile Freight Streets
 Multiple intersections
 Multiple driveways
 44' curb to curb
 S Alaska St: 571 ADT
 6th Ave S: 1,049 ADT



Alaska St and 6th Ave S

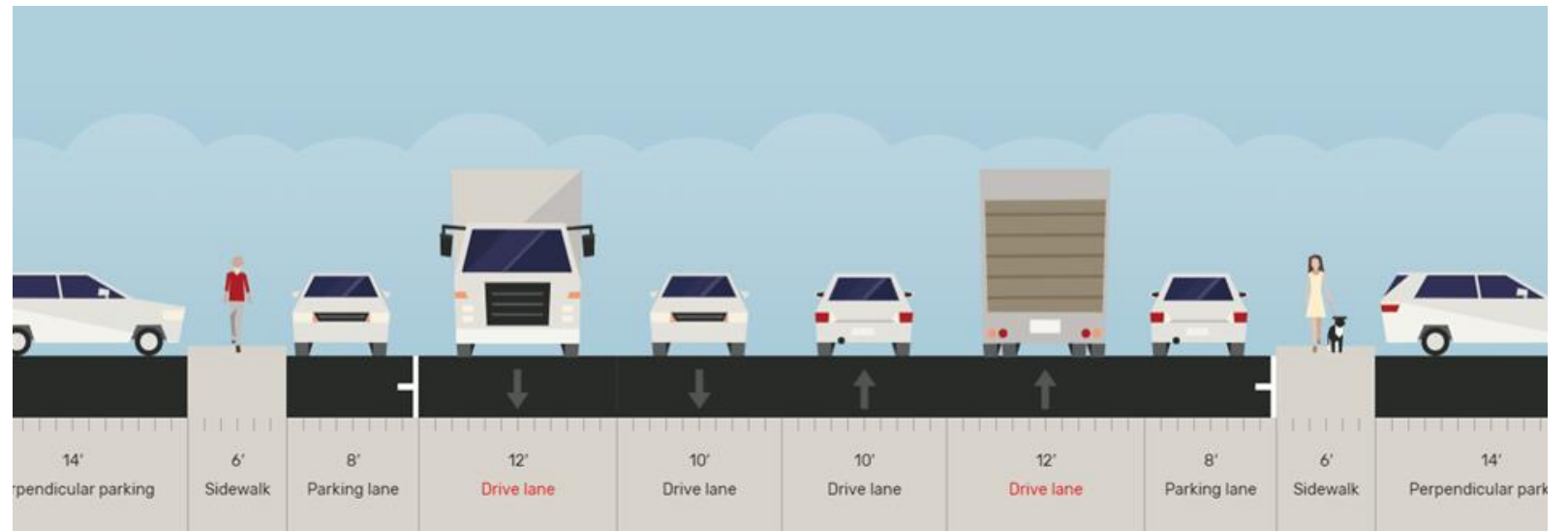
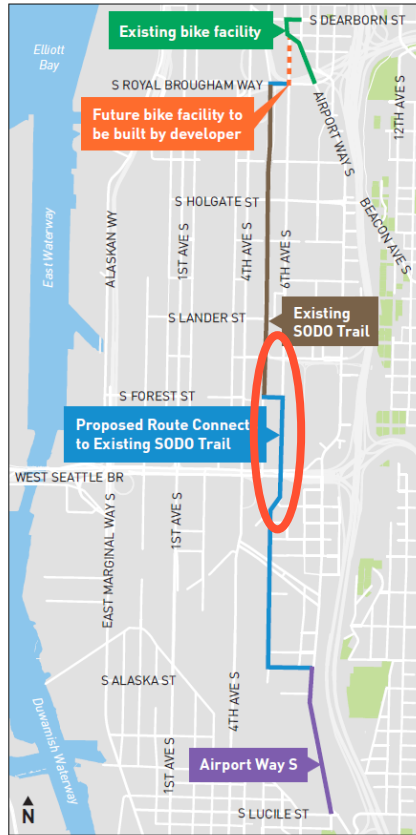


Preferred Cross Section **DRAFT**:

- 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



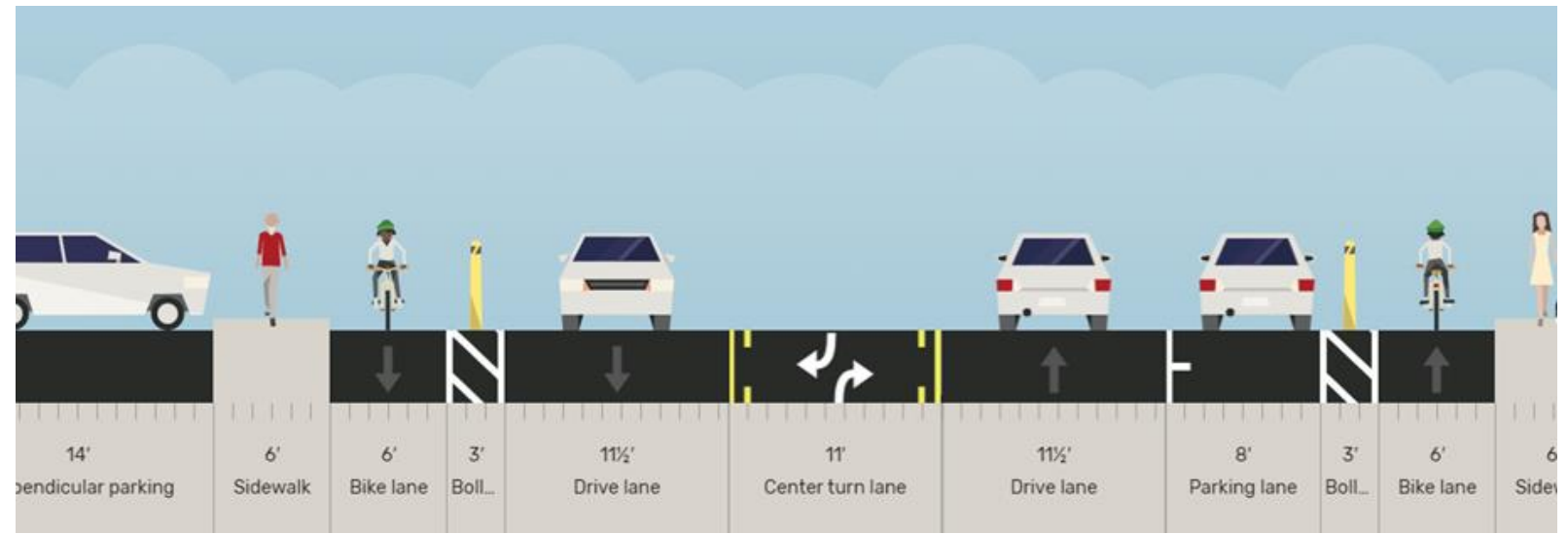
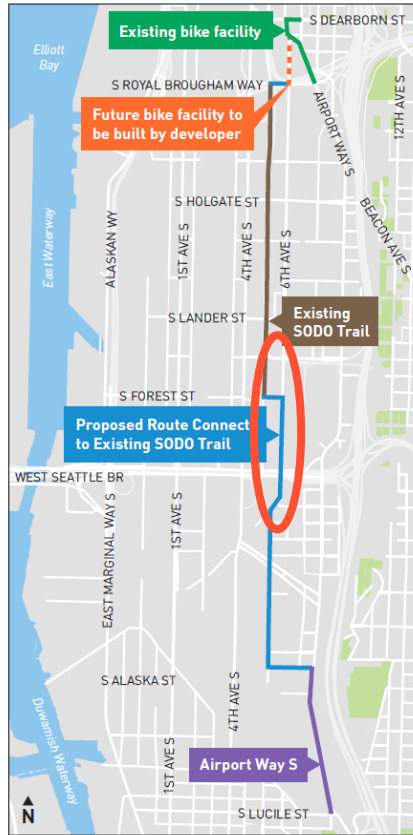
6th Ave S - S Spokane St to S Forest St



- Minor Arterial / Industrial Access
- Major Freight Street
- Multiple dead end intersections
- Multiple driveways
- Upcoming SCL / ST work in 2025-2026
- 60' curb to curb
- 6th Ave S: 9,657 ADT



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



Preferred Cross Section:

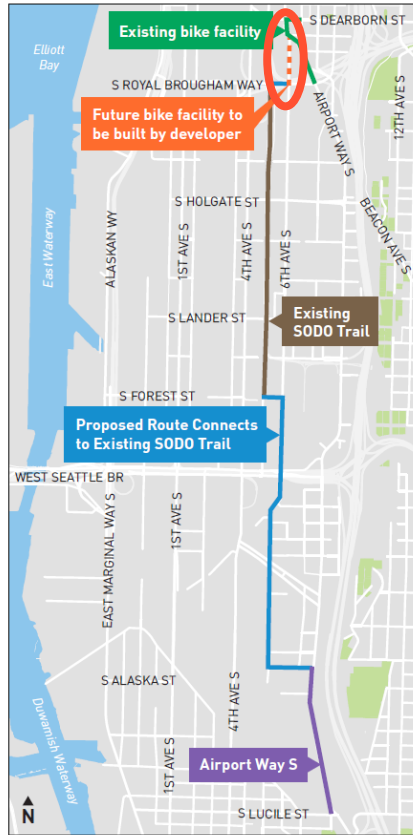
One-Way PBLs

Preserve one lane of parking

Add Center Turn Lane

Drop one travel lane in each direction

North Connections



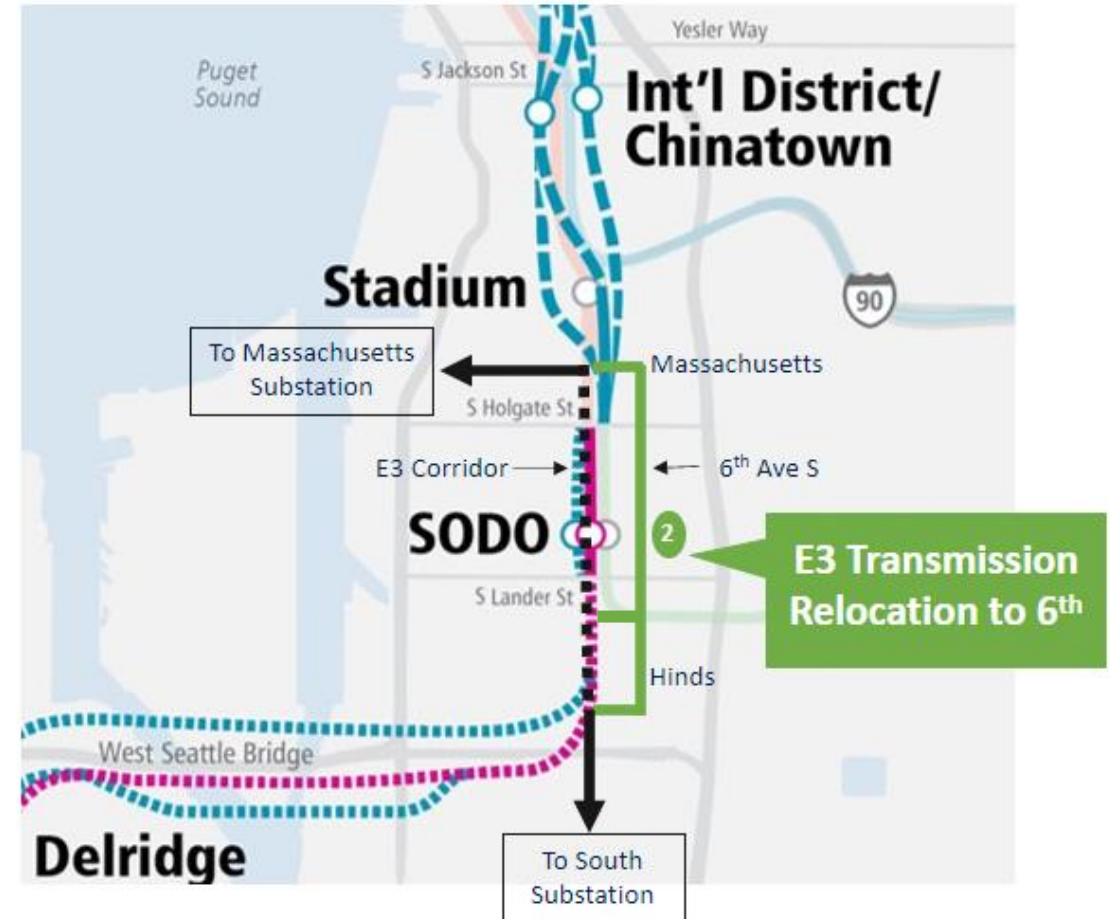
Royal Brougham Way : Multiuse Path
6th Ave S: Closed for construction, but developer plans PBLs
Seattle Blvd and 6th Ave S: Short PBL segments



Project Coordination and Next Steps

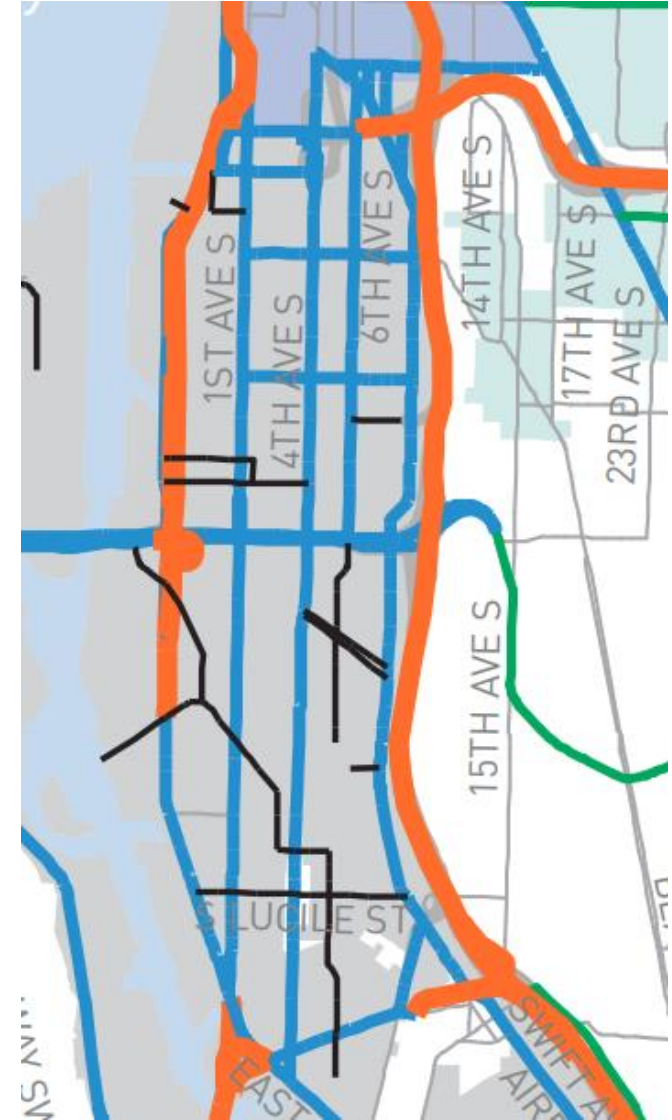
Seattle City Light and Sound Transit

- South portion of the project will end with a facility on S Forest St
- Coordinating with Sound Transit and Seattle City Light
 - High voltage power transmission lines must move from E3 Corridor to 6th Ave S
 - Compatible with Georgetown to Downtown project
 - Will rebuild PBLs as-is at minimum
- No changes to SODO Trail from this project, but changes with ST3 construction



Freight and Traffic

- Approximately 60% of the route is on Major Freight Streets, 30% First/Last Mile Connector, 10% Not Designated
 - Preferred route avoids impacts to Airport Way S N/S and S Spokane St E/W truck routes, including I-5 access
- Traffic impact at S Lucile St under both alternatives
 - 6th Ave S has negligible travel time impacts elsewhere
- 6th Ave S is a commonly used for overnight and weekend truck and trailer parking
- Maintaining 11' lanes for freight



Outreach/Communications

- First stage of outreach is meeting with major stakeholder groups
 - Bike Board (Aug 3) SODO BIA (Aug 23), Freight Board (Sep 6)
- 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

2022

Planning

- Early outreach and reach 10% milestone this summer
- Moving towards 30% design milestone late fall

2023

Design

- Complete design and begin pre-construction in late 2023

2024

Construction

- Construction complete by the end of 2024
- Continue coordination on SODO Trail or potential 6th Ave S detours



Questions?

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

www.seattle.gov/transportation



Funding Plan

Funding Sources	Amount
Reconnect West Seattle - Planning	\$0.1 M
Bicycle Master Plan – PBL Plan/Design	\$0.25 M
Bicycle Bridge Safety - BRRP	\$0.75 M
Secured Budget	\$1.1 M
<i>Bicycle Safety – Design / Construction (Pending Budget Approval September 2022)</i>	\$1.7 M
<i>Bicycle Master Plan Levy – Construction (Pending Budget Approval September 2022)</i>	\$3.0 M
<i>PSRC Non-Motorized Grant Request (Pending final PSRC decision in January 2023)</i>	\$2.4 M
Total Unsecured Budget	\$7.1 M

Project Alternatives

Alternatives

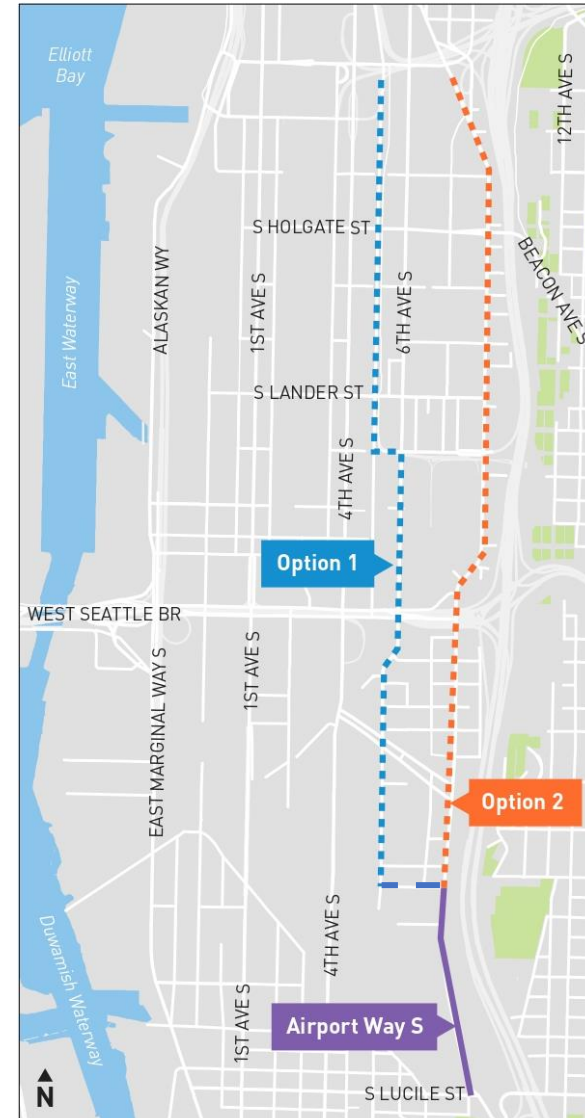
Both options begin at Airport Way S and S Lucille St

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