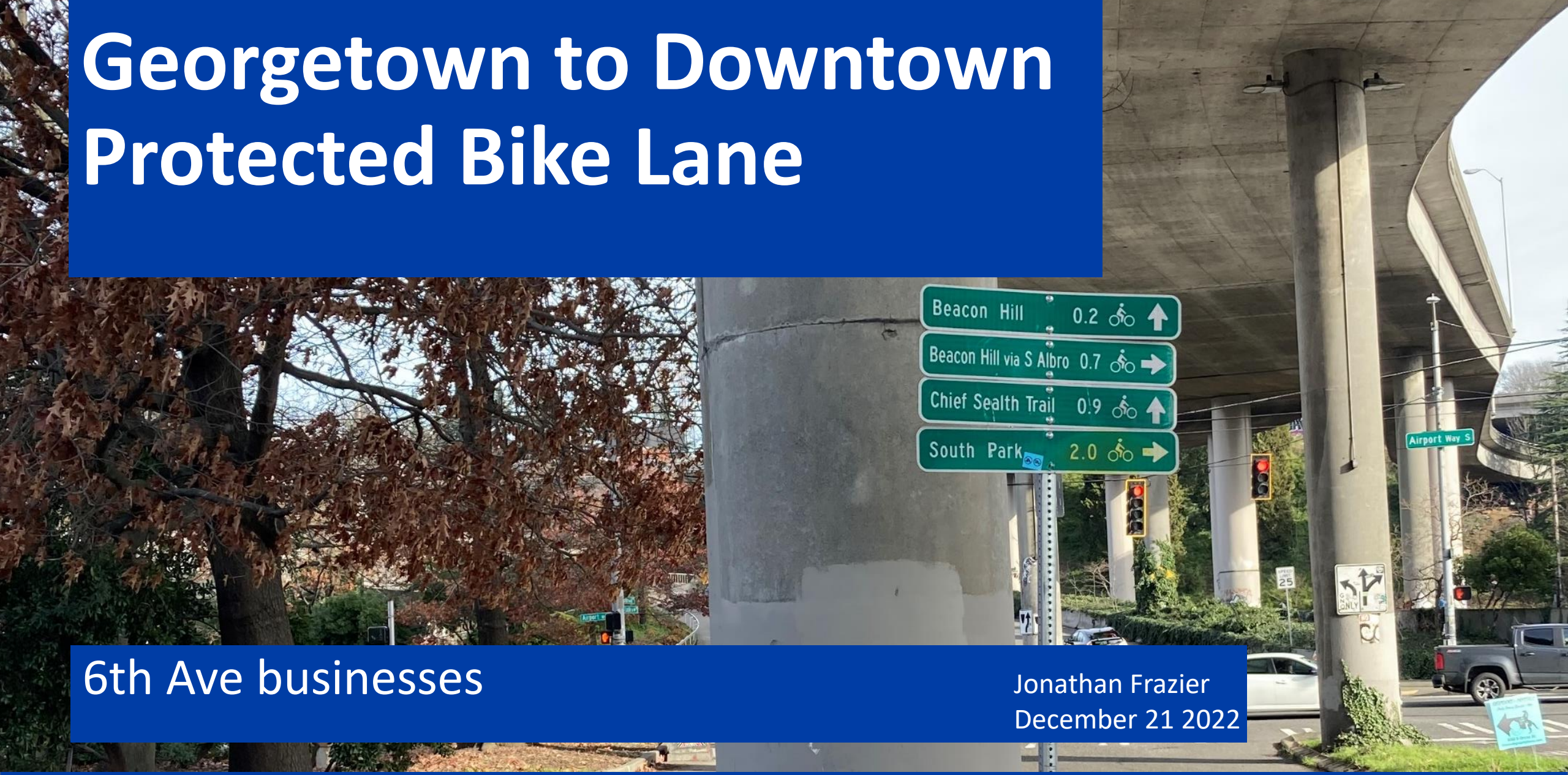
Georgetown to Downtown Protected Bike Lane



6th Ave businesses

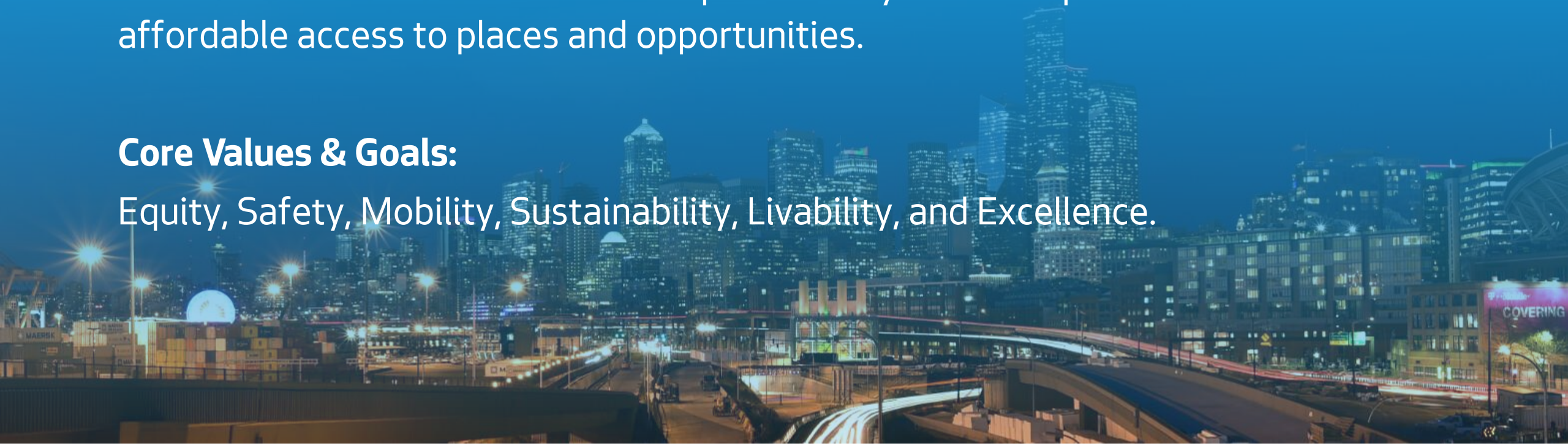
Jonathan Frazier
December 21 2022

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.

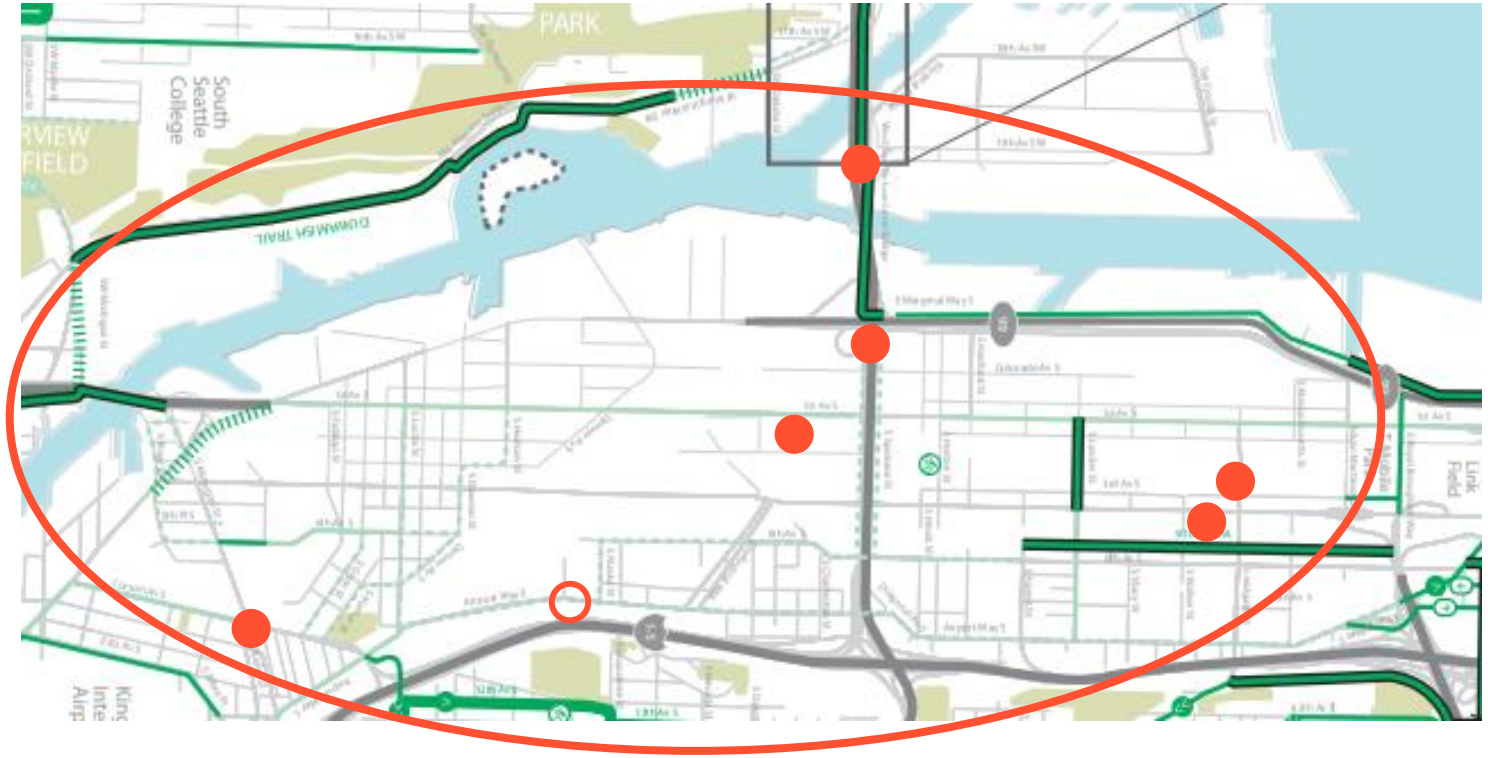


Project Goals

- 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

- 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



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 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)

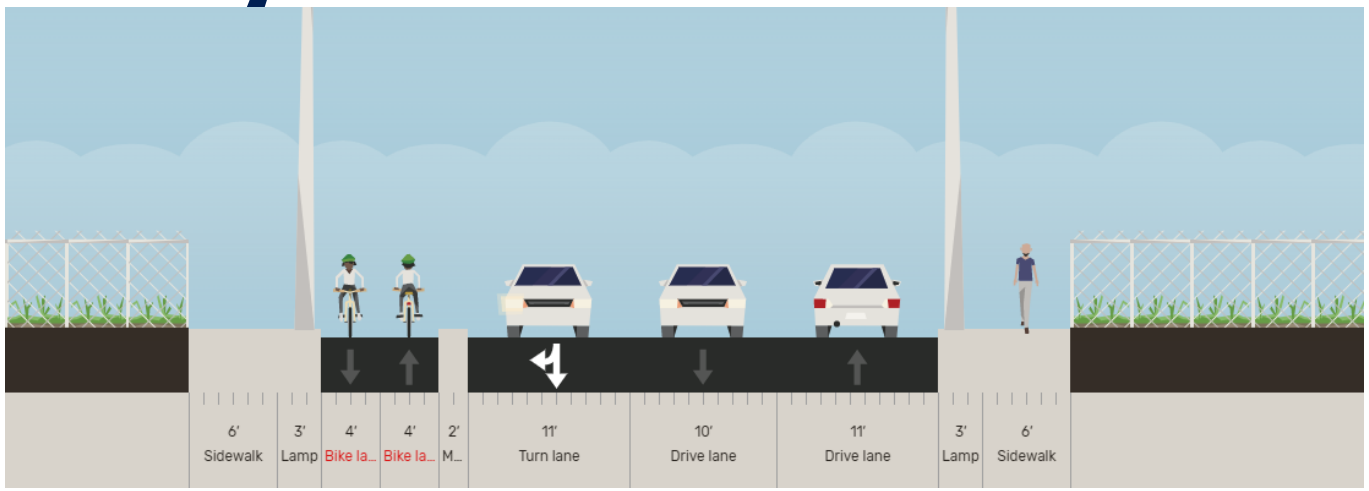
Short segment on Seattle Blvd

One-Way PBLs on 6th Ave S

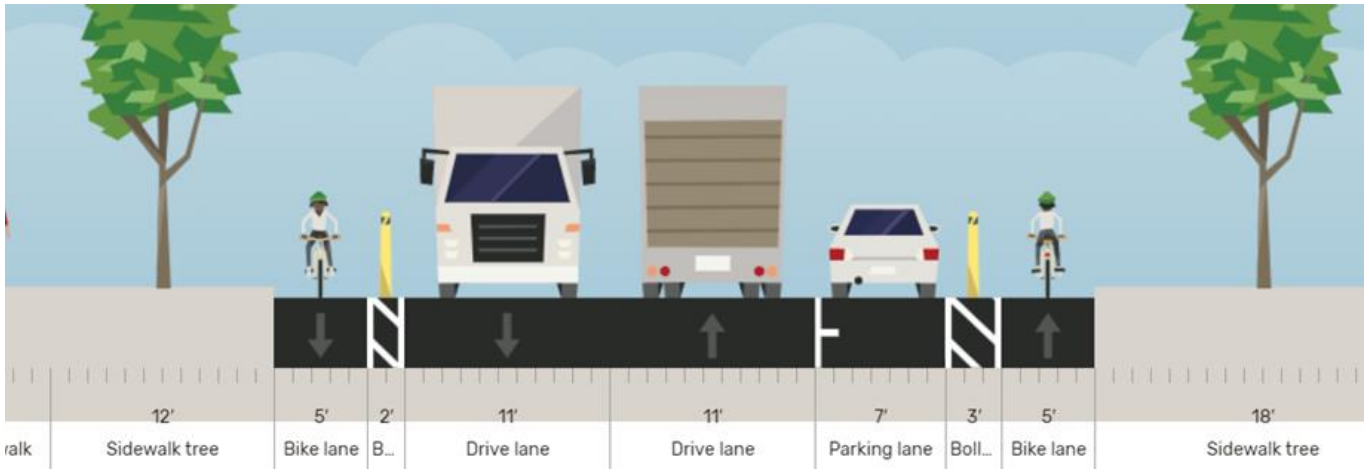
City of Seattle

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



City of Seattle

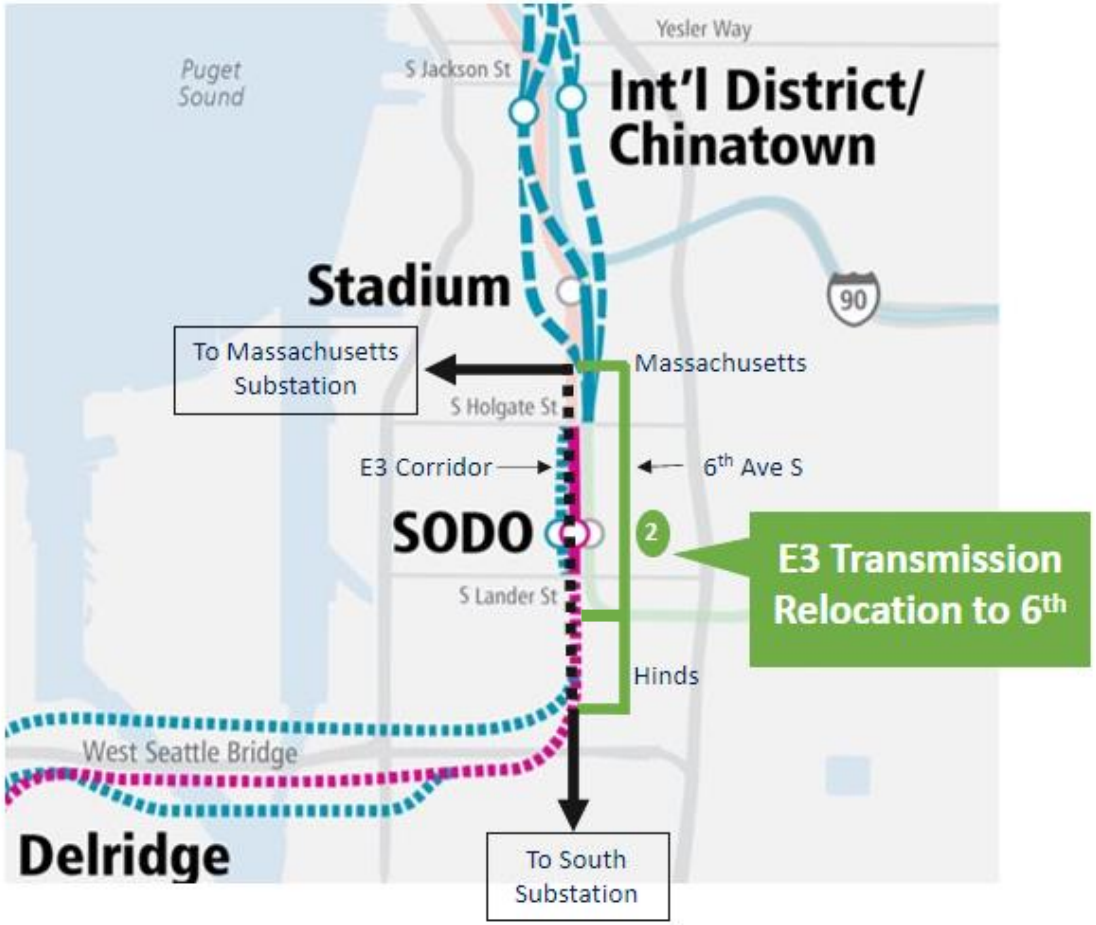
Cross section summary

Two-way protected bike lanes
NE 40th St, Seattle

One-way protected bike lanes with parking
Avalon Way SW, Seattle

Seattle City Light and Sound Transit

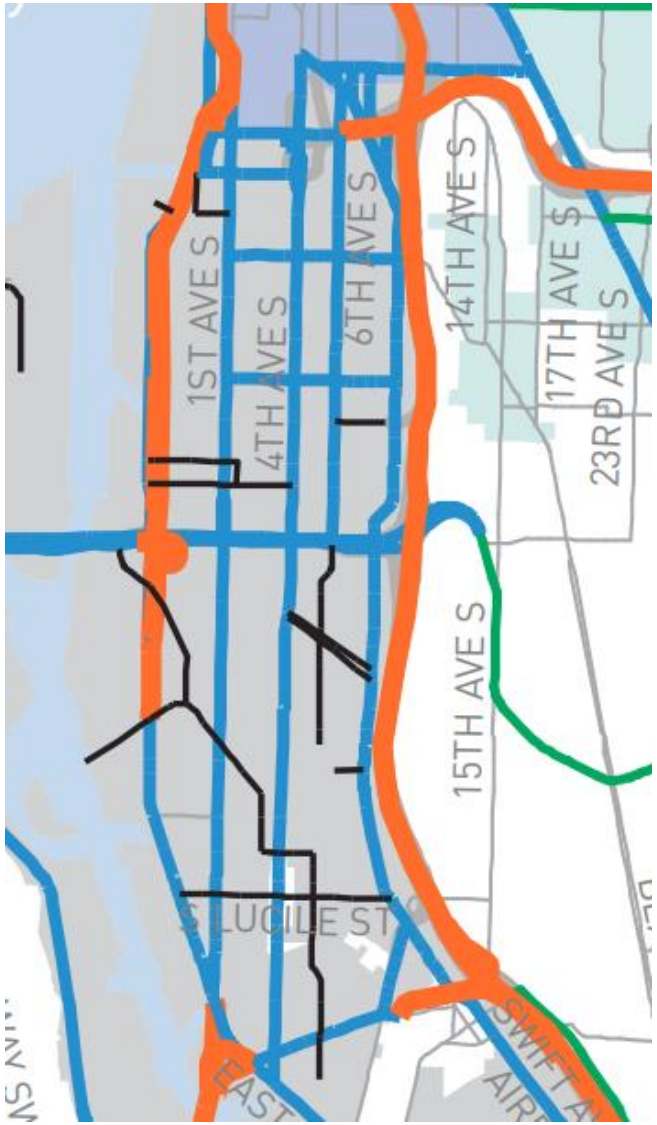
- South portion of the project will end with a facility on S Forest St
- Coordinating with Sound Transit and Seattle City Light
  - High voltage power transmission lines must move from E3 Corridor to 6th Ave S
  - Compatible with Georgetown to Downtown project
  - Will rebuild PBLs as-is at minimum
-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



City of Seattle

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



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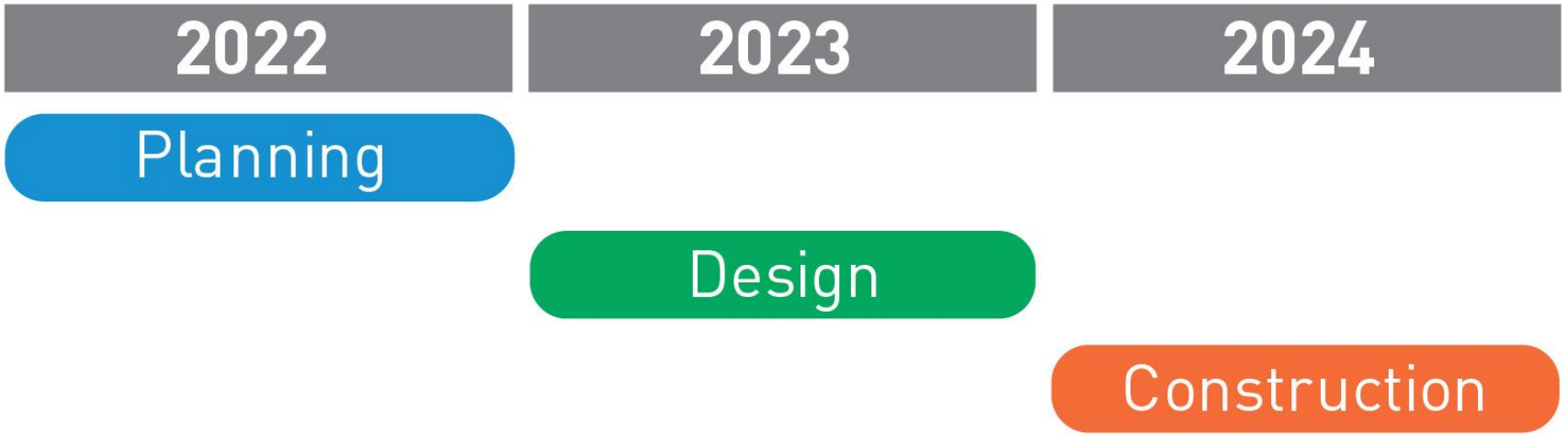
Outreach/Communications

- First stage of outreach is meeting with major stakeholder groups
  - Bike Board (Aug 3) SODO BIA (Aug 23), Freight Board (Sep 6), Georgetown CC (Sep 19), South Park NA (Oct 11),
- 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



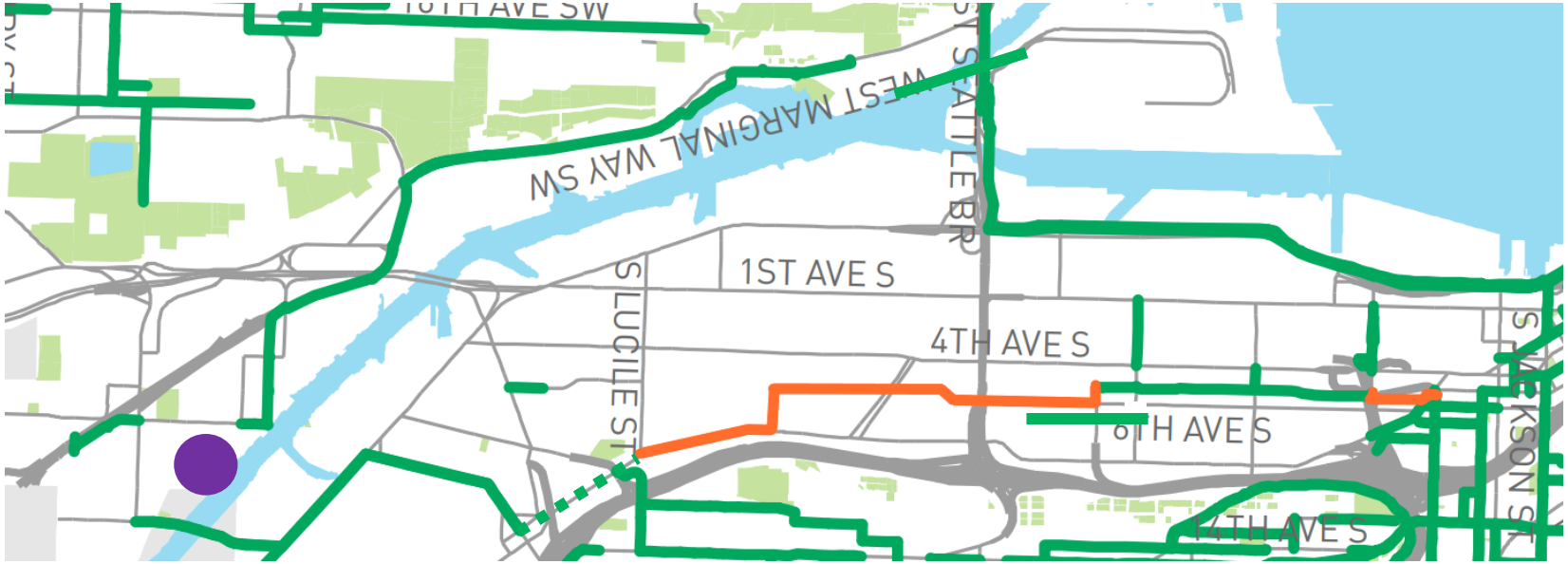
- Early outreach, planning, and conduct land survey
- Moving towards 10% design in October, 30% early winter

- Complete design and begin pre-construction in late 2023

- Construction begins as soon as 2024
- Continue coordination on SODO Trail or potential 6th Ave S detours

Future Trips from South Park

- If all planned projects are built, South Park residents will have two routes into downtown
  - West Marginal Way
  - Via Georgetown



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

Questions?

GeorgetownToDowntownPBL@seattle.gov | (206) 900-8734

www.seattle.gov/transportation

City of Seattle

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**
Bicycle Safety – Design / Construction (Pending Budget Approval September 2022)	*$1.7 M*
Bicycle Master Plan Levy – Construction (Pending Budget Approval September 2022)	*$3.0 M*
PSRC Non-Motorized Grant Request (Pending final PSRC decision in January 2023)	*$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

City of Seattle

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. 6th 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, 6th 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