

The background image shows a protected bike lane on Alaskan Way in Seattle. Several cyclists are riding along the lane, which is separated from the road by a raised curb and a planter bed containing small green plants. To the right, a blue and yellow bus is stopped at a bus stop. The scene is set against a backdrop of a large, grassy embankment and a bridge structure in the distance. The entire image has a blue tint.

Alaskan Way Protected Bike Lane

Virginia Street to Broad Street

Seattle Bicycle Advisory Board

April 6, 2022

Presentation Overview

1. Project background
2. Existing conditions & planned changes
3. Pier 66 sailing day operations
4. Proposed concept
5. Schedule
6. Questions and discussion

Project background

- Protected bike lane (PBL) on Alaskan Way from Virginia St to Broad St
- Will fill a 0.6-mile gap in the bike network between the Elliott Bay Trail and the new waterfront bike path, providing a continuous all ages and abilities bike facility along the central waterfront
- Planned completion by 2024



Existing Conditions

Street design

- 4 lanes with parking bays
- No bike facilities
 - Seattle Bicycle Master Plan recommends protected bike lanes (physically separate from car/truck traffic)

Land uses and destinations

- West (port) side:
 - Pier 66 Cruise Terminal & conference center
 - Pier 69 Victoria Clipper Terminal
 - Port of Seattle offices, hotel, and restaurants
- East (downtown) side:
 - South of Bell St: Condos, hotel, and restaurants
 - North of Bell St: BNSF railroad tracks



Planned Changes

Starting in 2022:

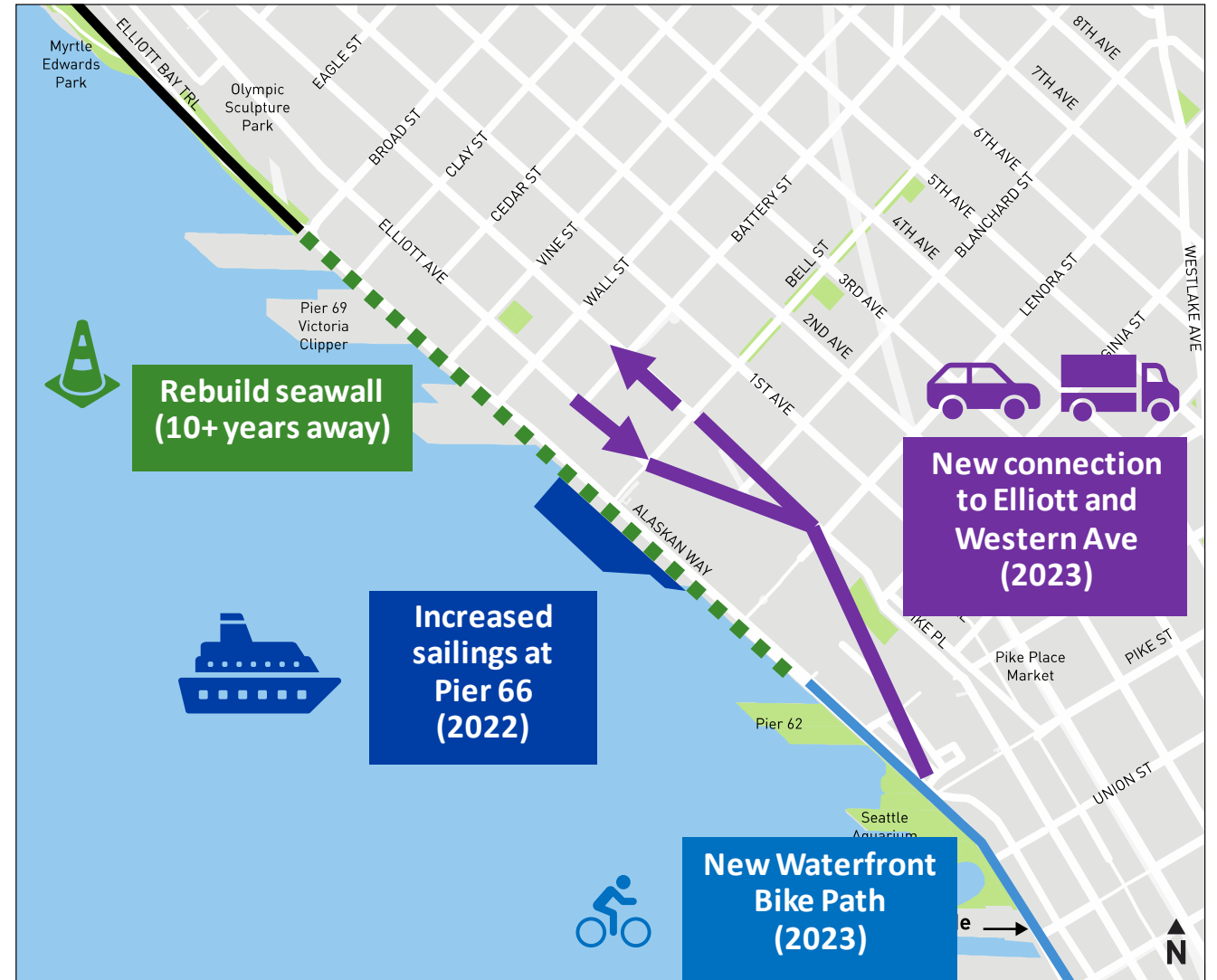
- Increased cruise ship sailings at Pier 66 from 3 to 5 sailings/week

By 2023:

- New waterfront bike path south of Virginia St
- New connection to Elliott/Western Ave is forecasted to reduce non-sailing day traffic on Alaskan Way north of Pine St

10+ years away:

- Seawall north of Pier 62 will be rebuilt; provides opportunity to redesign northern portion of Alaskan Way



Pier 66 Sailing Day Operations

- Sailings from April-October
- 5 sailings/week during peak season
- Up to 5,000 passengers getting on/off each ship over a 10-hour period
- Passenger loading occurs on the west side and freight staging is on the east side
- Traffic control plan is in place to support loading/staging and maintain thru traffic
- Pier 69/Victoria Clipper Terminal has daily year-round sailings, but significantly less passenger loading activity



Photo of pre-pandemic sailing day operations at Pier 66 (Port of Seattle)

Proposed concept

Broad St to Wall St:

- West side 2-way PBL at street level

Wall St to Bell St:

- East side 2-way shared use path along existing sidewalk

Bell St to Virginia St:

- East side 2-way raised PBL/bike path along former streetcar alignment



Proposed concept

South of Wall St (east side bike facility)

- Avoids Pier 66 loading conflicts and maintains space for sailing day operations
- Separates bikes and pedestrians in busier area south of Bell St
- Shared use path is only proposed for a short segment where space is most constrained and pedestrian activity is lower

North of Wall St (west side bike facility)

- Connects directly to the Elliott Bay Trail
- Avoids intersection conflicts on east side
- Maintains loading space at Pier 69

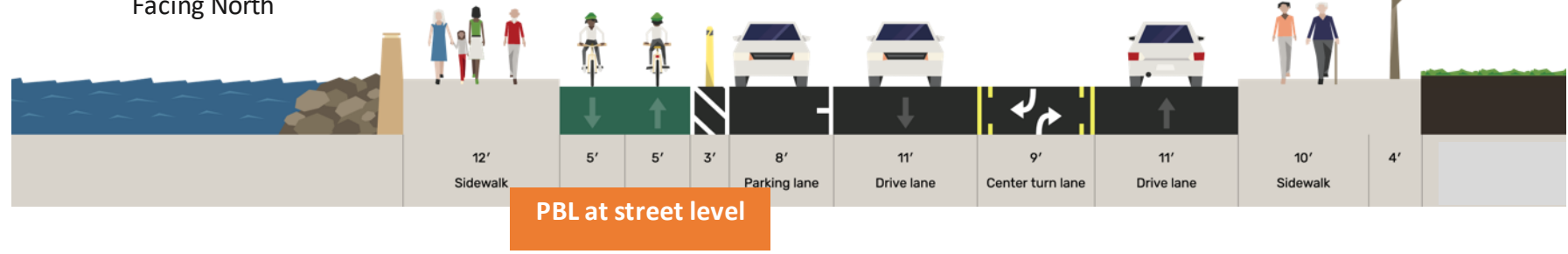


Proposed concept

Broad St to Wall St

Facing North

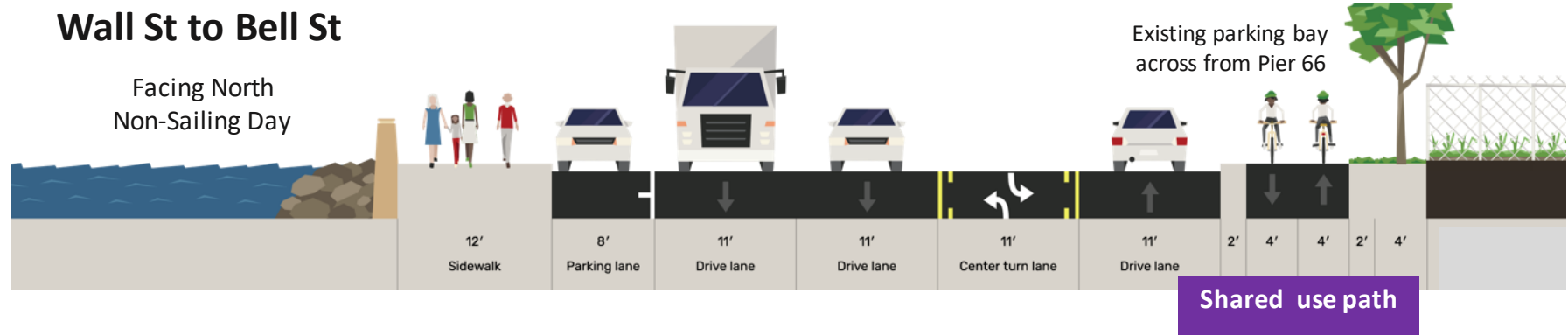
Proposed raised PBL and wider loading area at Pier 69



Wall St to Bell St

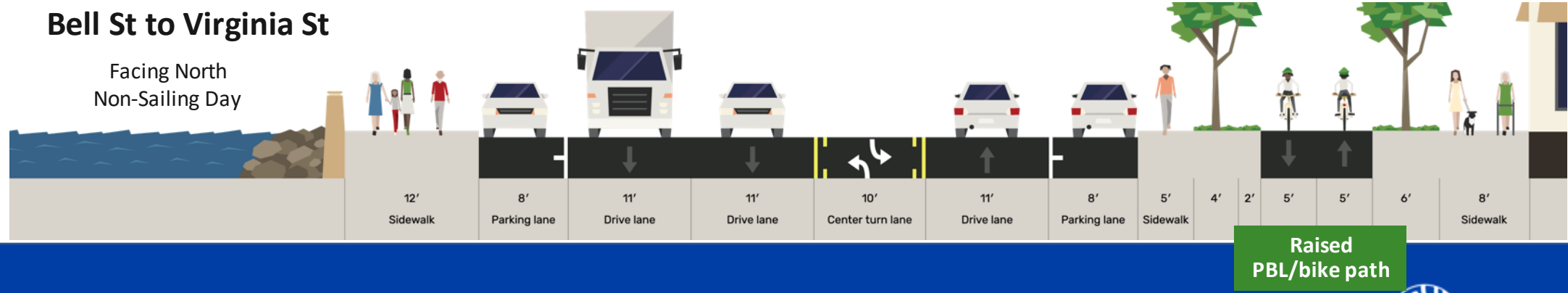
Facing North
Non-Sailing Day

Existing parking bay across from Pier 66

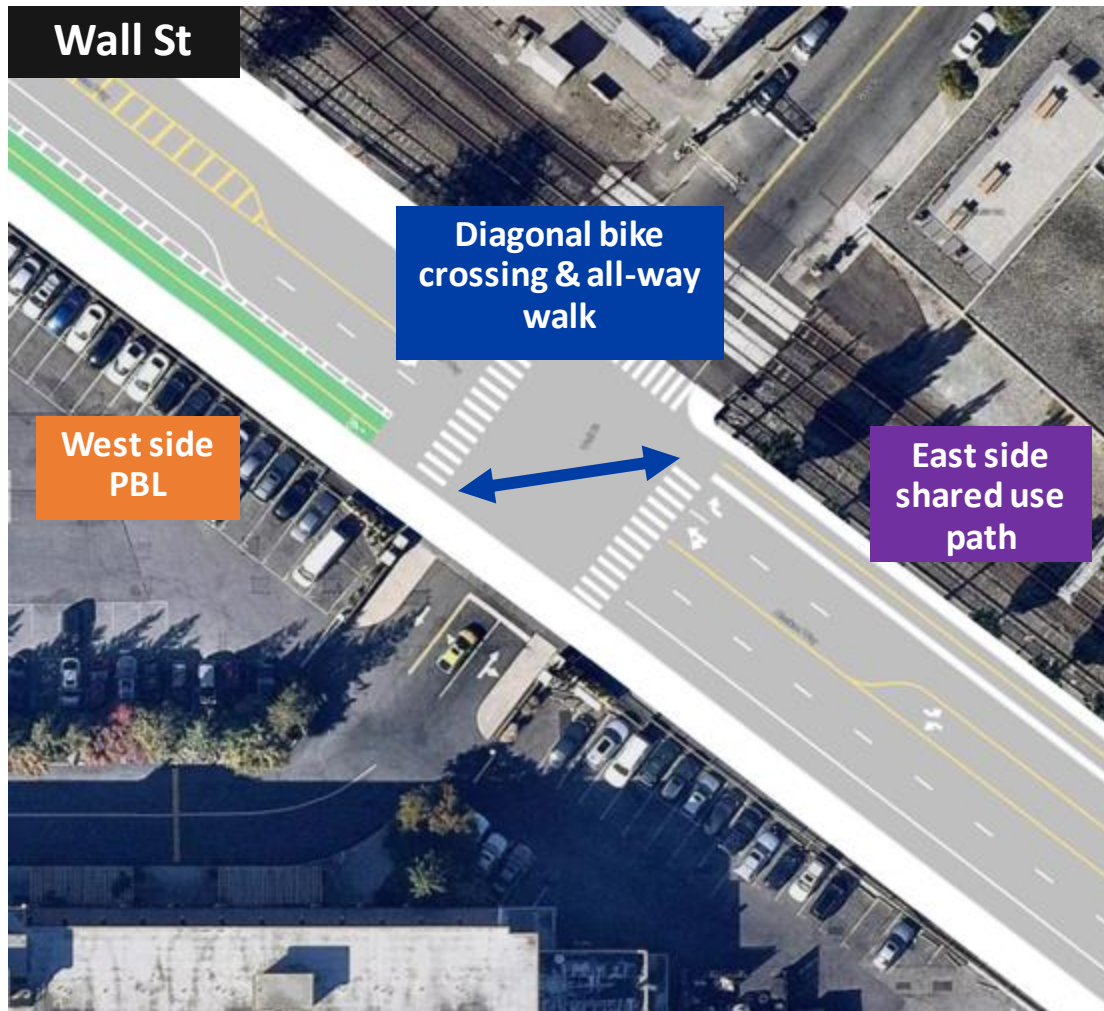


Bell St to Virginia St

Facing North
Non-Sailing Day



Proposed crossings at Wall St and Virginia St



At Bell St looking south

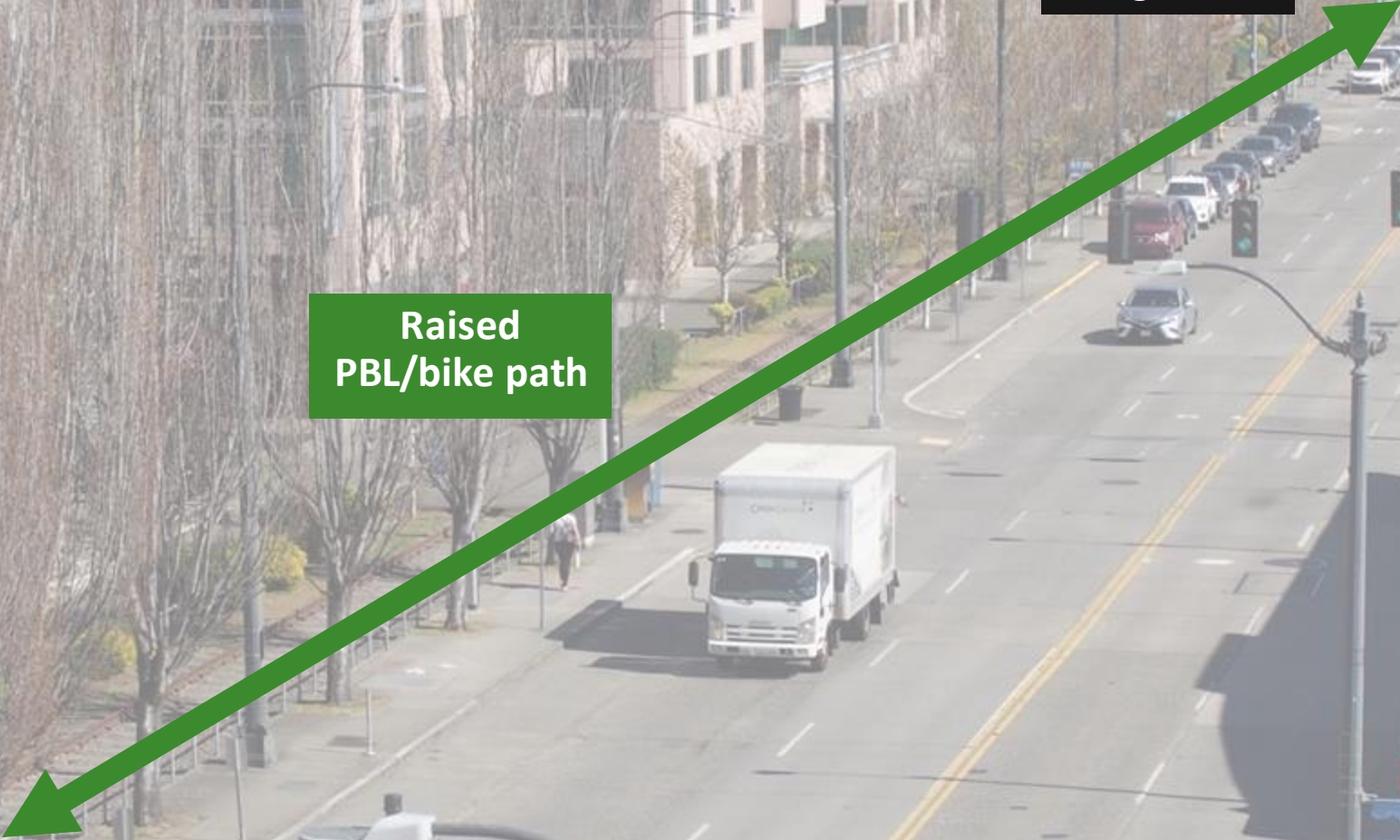
Virginia St

Waterfront
Bike Path



Crossing
shortened to 2
lanes with
flashing beacon

Raised
PBL/bike path



East Side

West Side

At Bell St looking north

Street Level
PBL



Wall St

Diagonal bike
crossing & all-
way walk

Shared Use
Path

Pier 66

West Side

East Side

Project schedule

Milestone	Year	Project Schedule
Planning	2021	Q3/4: Planning and project development
Design	2022	Q1: 10% design <i>March-April: Online open house, modal boards, additional outreach</i> Q2: 30% design Q4: 60% design
	2023	Q2: 90% and 100% design
Construction	2023	Q3/4: Construction start
	2024	Q4: Construction complete

Note: Waterfront bike path south of Virginia St to open by end of 2023

Questions?

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