

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 Bicycle Advisory Board

Jonathan Frazier
Aug 3 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:

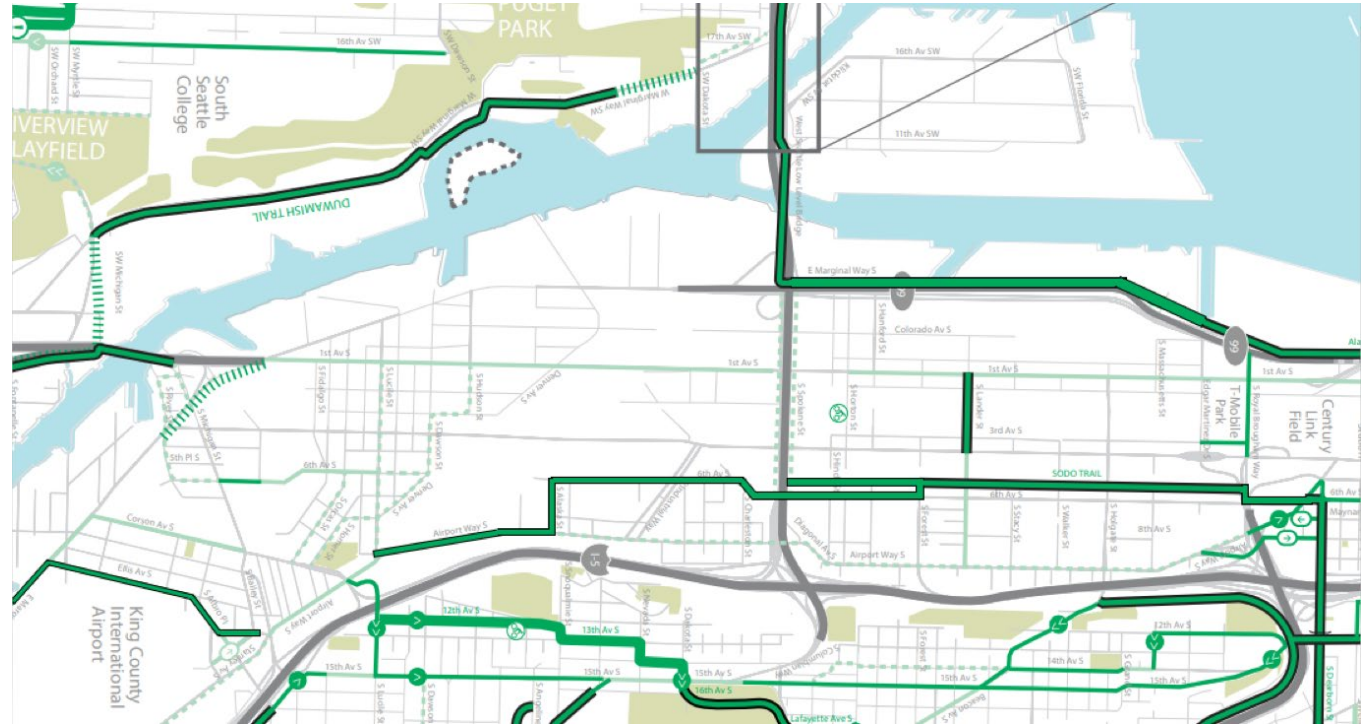
Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Project Background

Project 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.

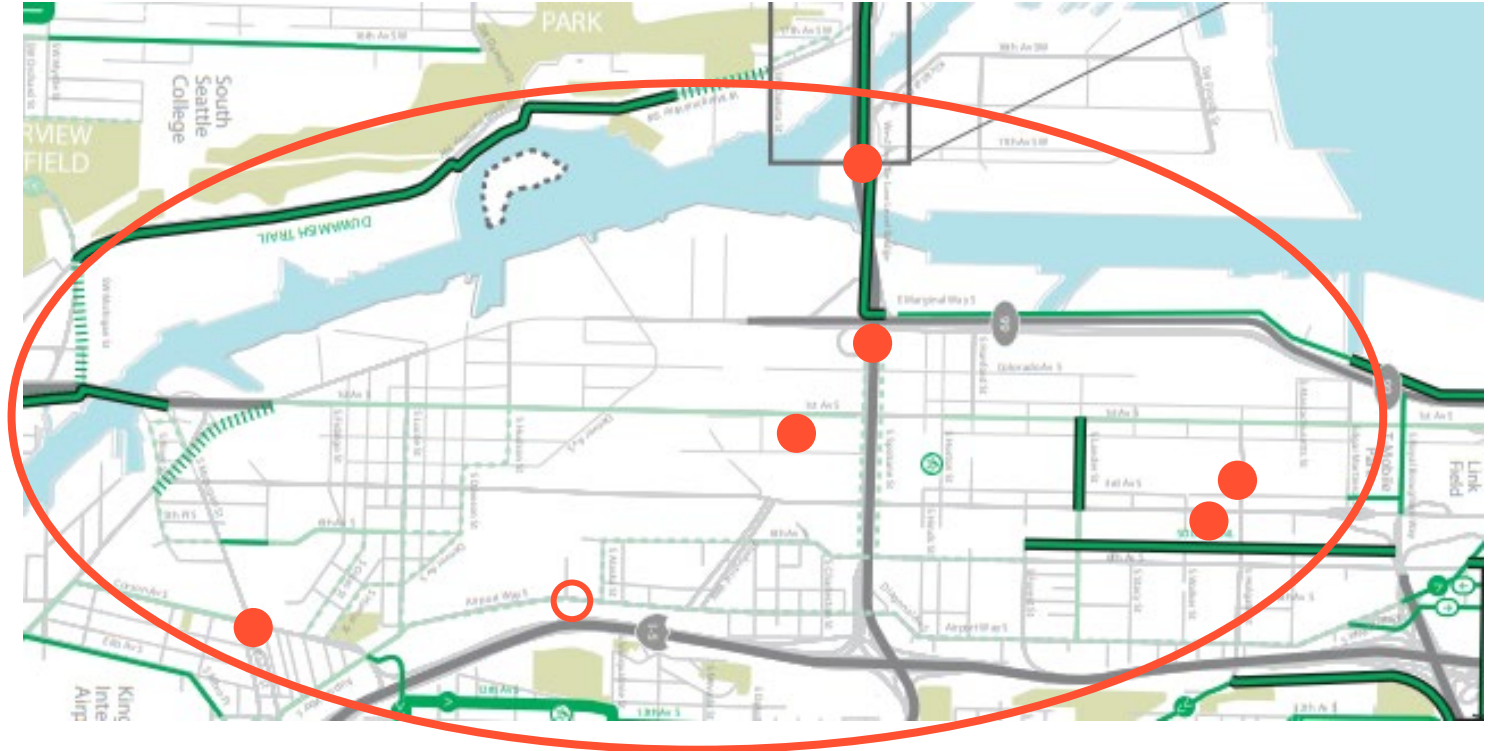


Future conditions (2032)

- 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 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
- Restarted in 2021 with potential funding



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.

Preferred Route and Cross Sections

Overview

Two-Way 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

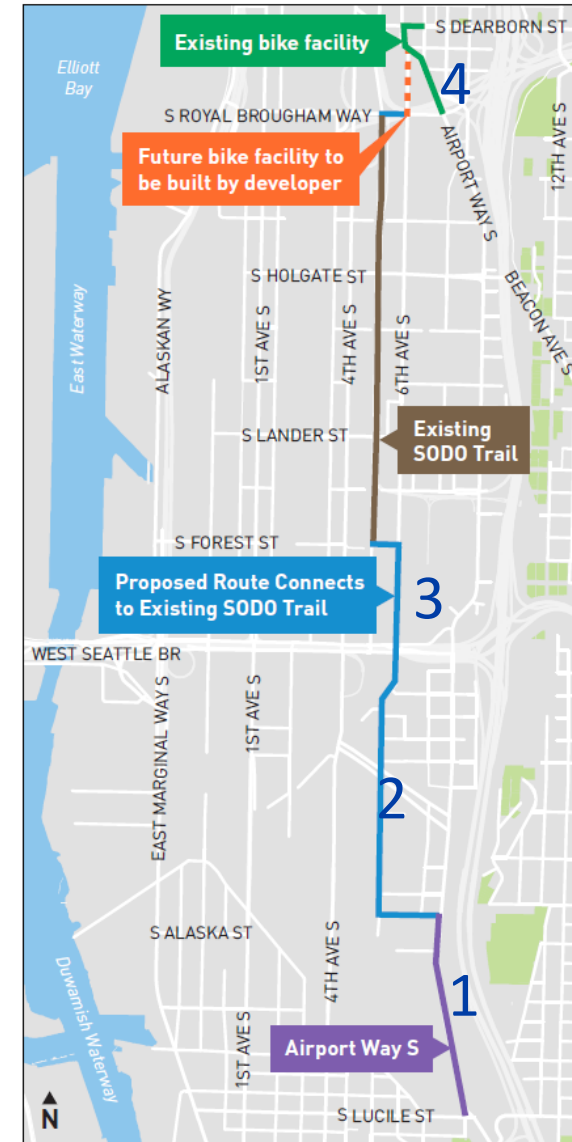
Follows existing SODO Trail (no change)

Short connecting segment on Royal Brougham way

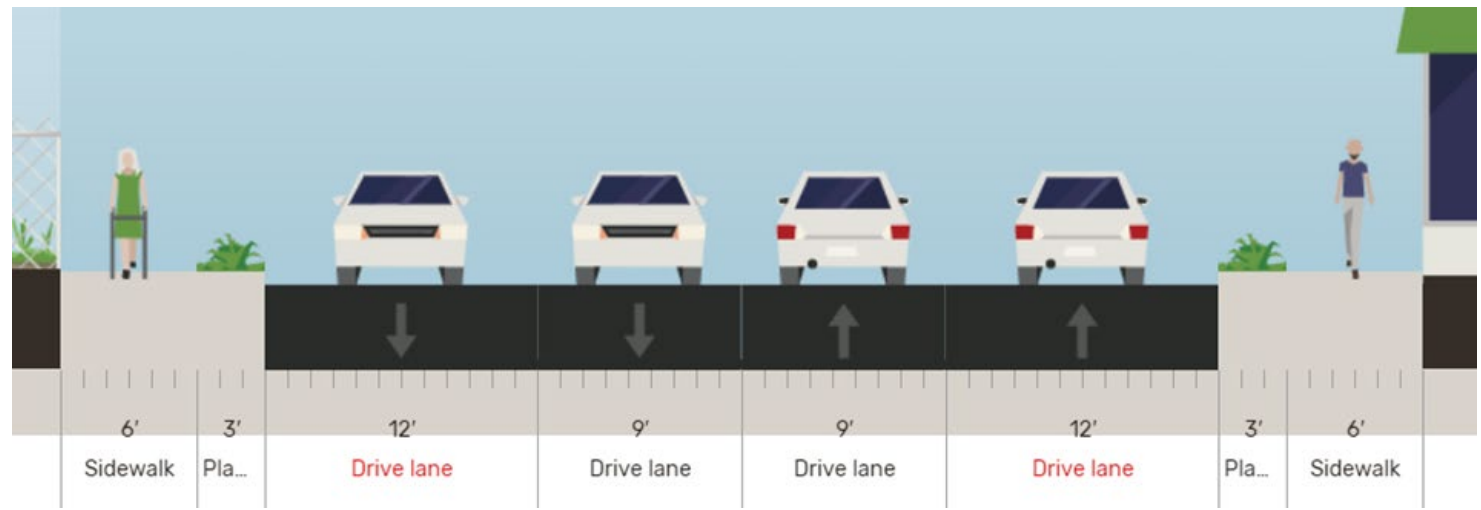
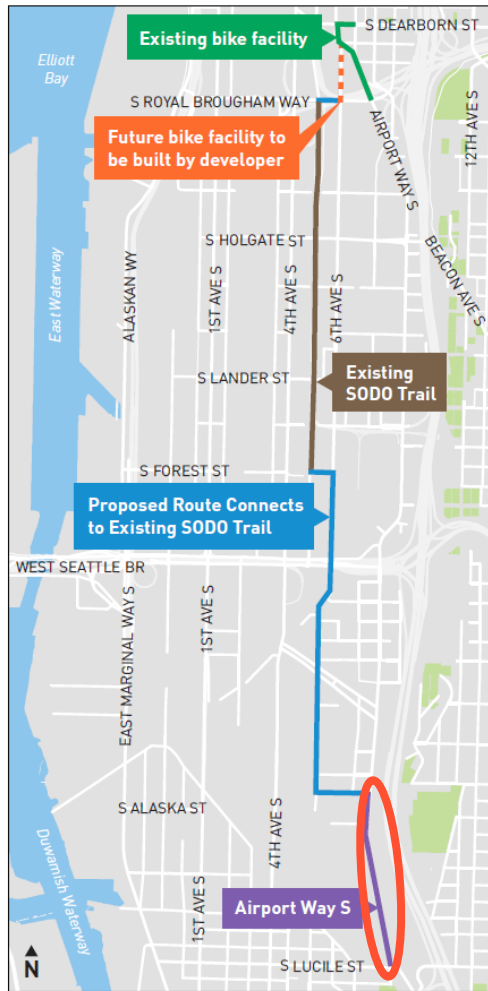
Short segment on 6th Ave S (to be built by developer)

Short segment on Seattle Blvd

One-Way PBLs on 6th Ave S



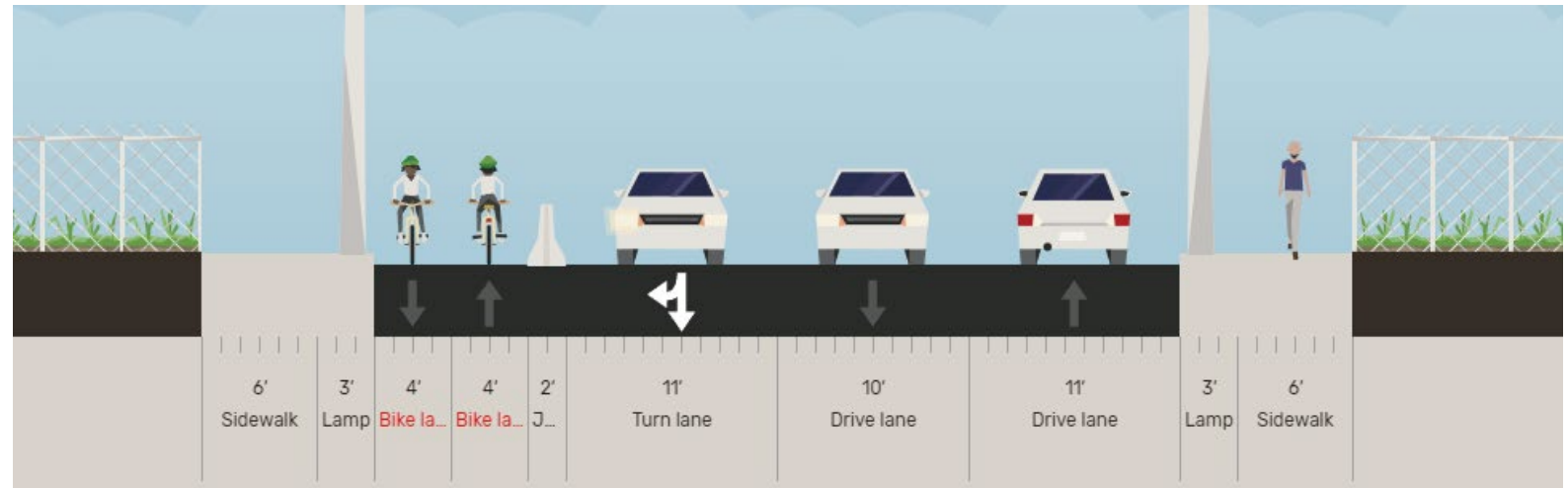
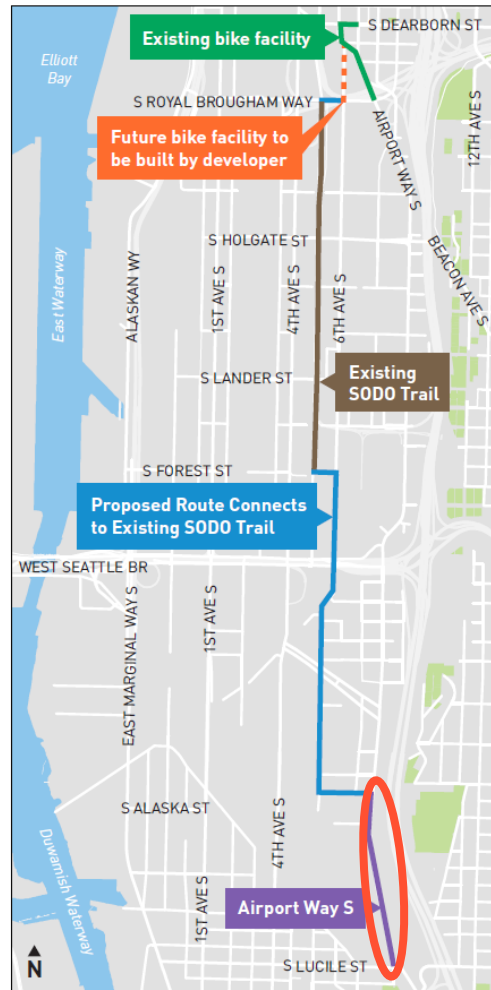
Airport Way S



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



Airport Way S



Preferred cross section:

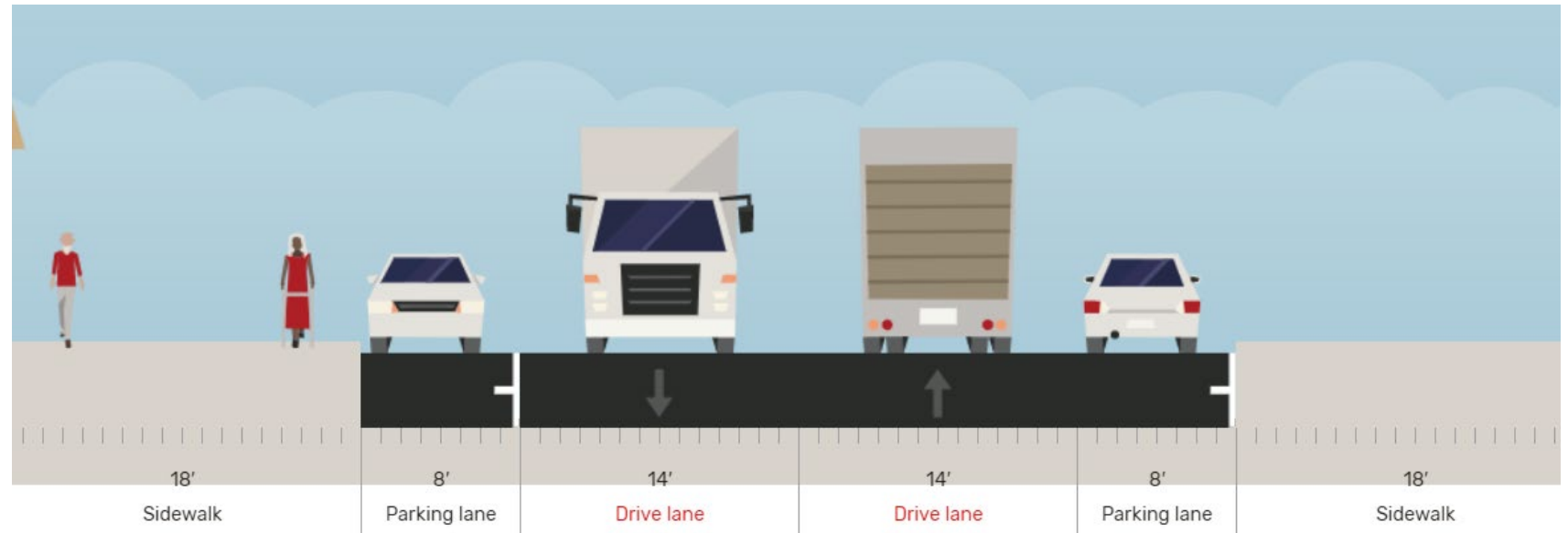
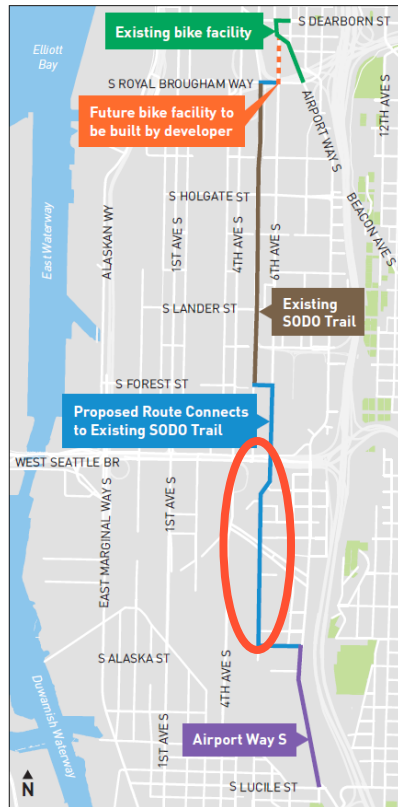
Two Way PBL on west side of street

Two SB travel lanes on bridge

Center Turn Lane north of bridge

Structural analysis underway to help identify barrier type

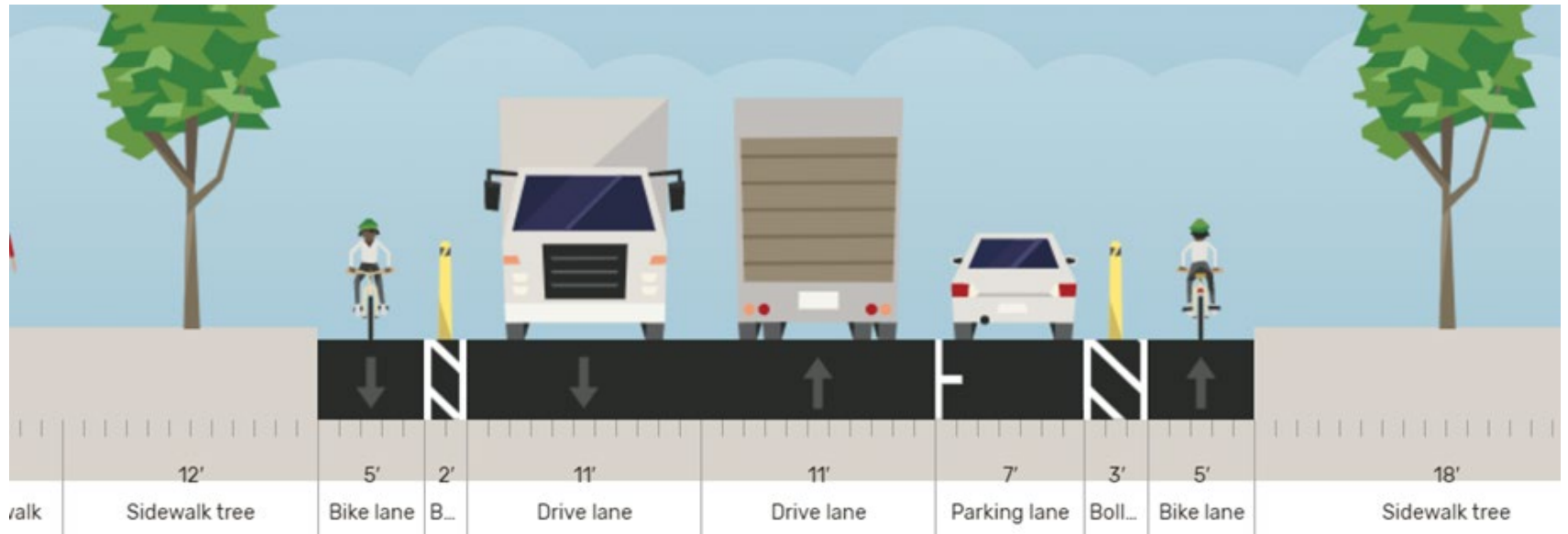
Alaska St and 6th Ave S



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



Alaska St and 6th Ave S

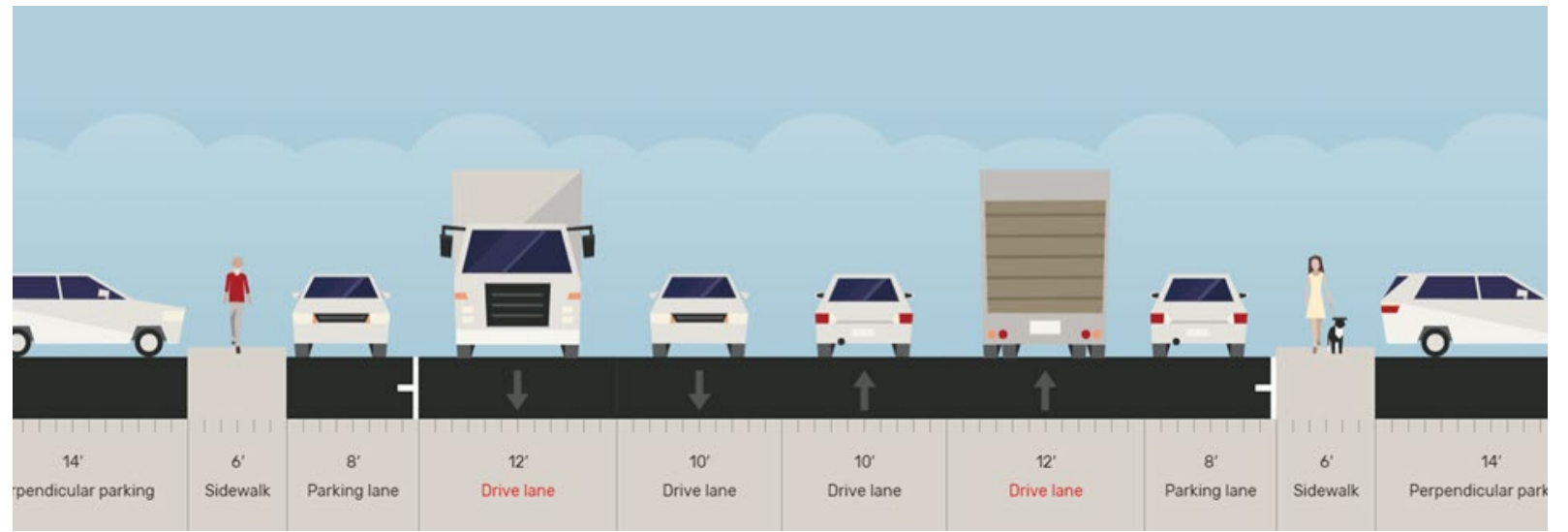
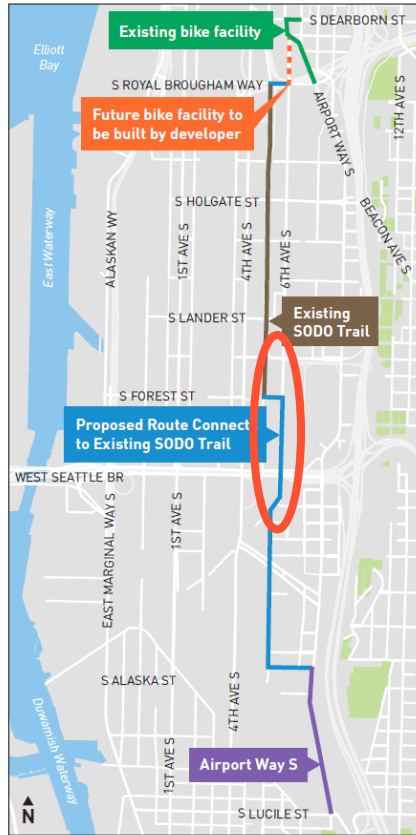


Preferred Cross Section **DRAFT**:

- 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
- Widen PBL buffers where not



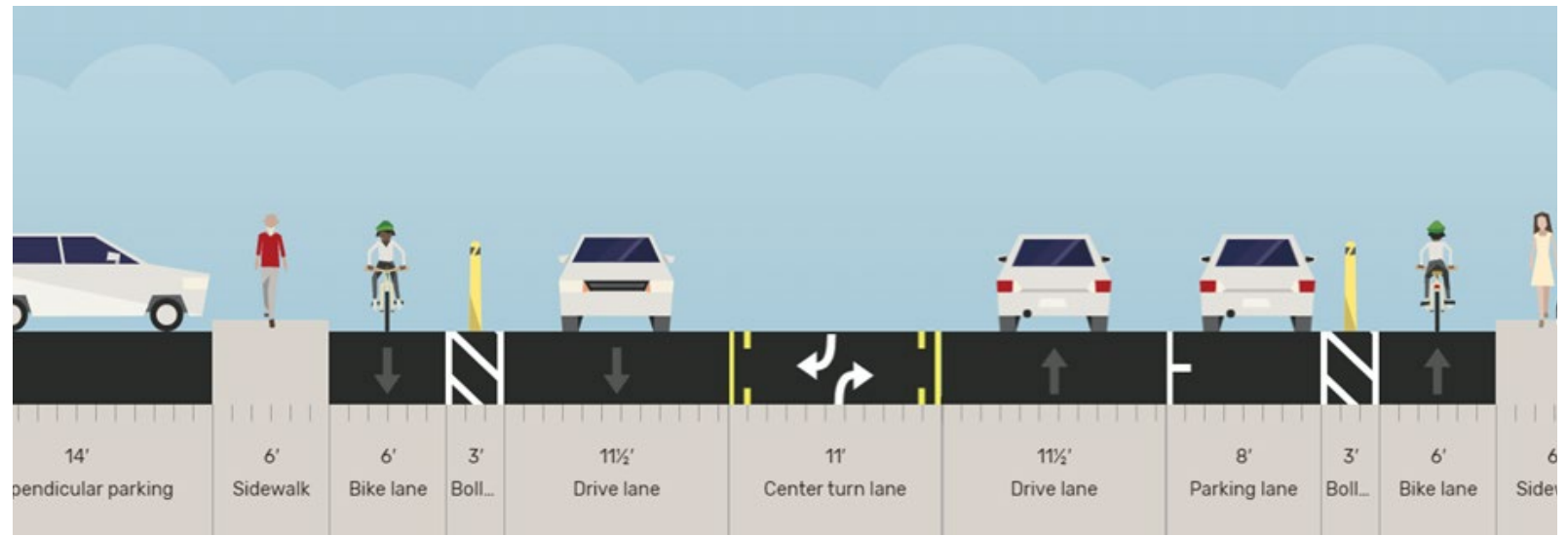
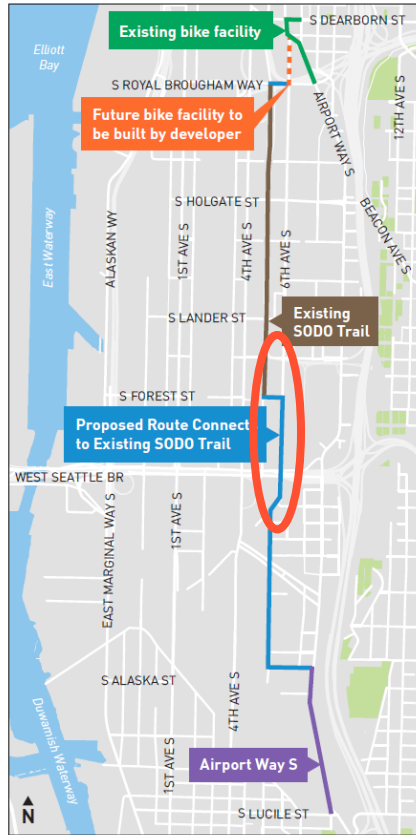
6th Ave S - S Spokane St to S Forest St



- 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 - S Spokane St to S Forest St



Preferred Cross Section:

One-Way PBLs

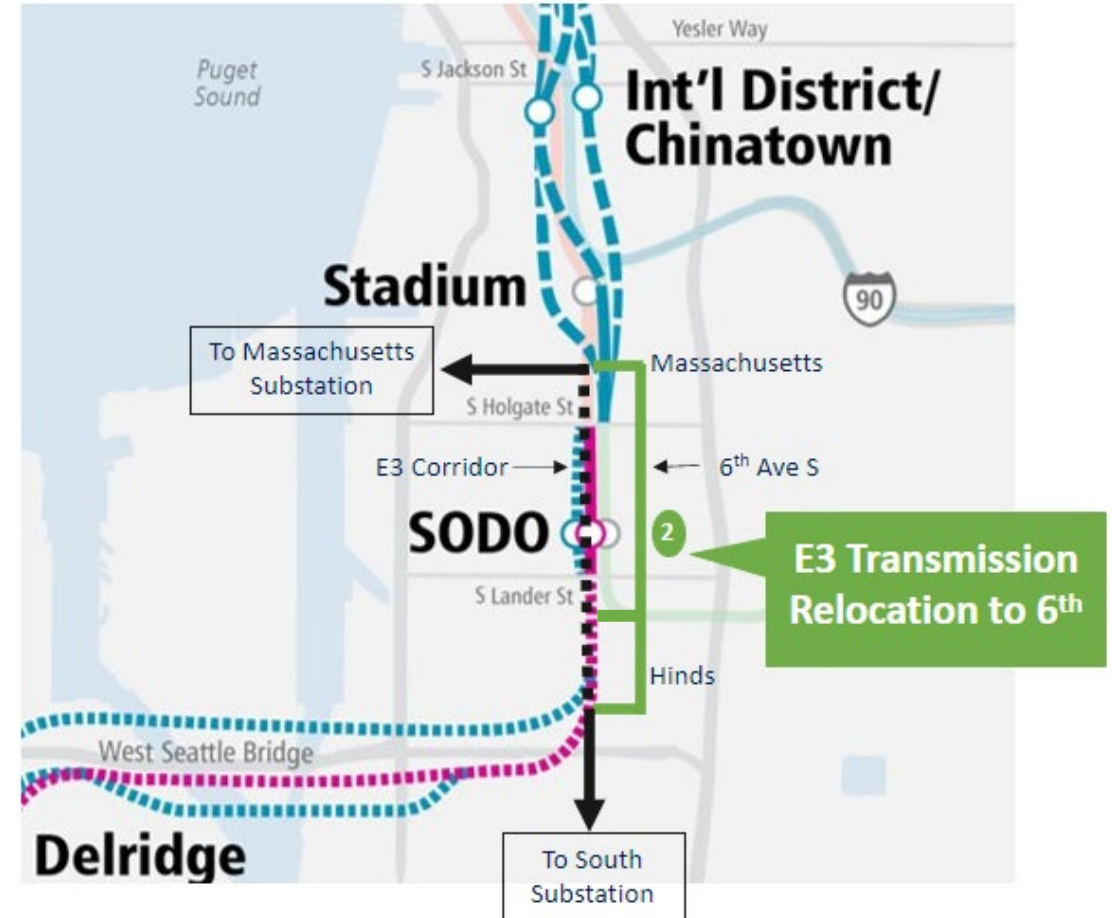
Preserve one lane of parking

Add Center Turn Lane

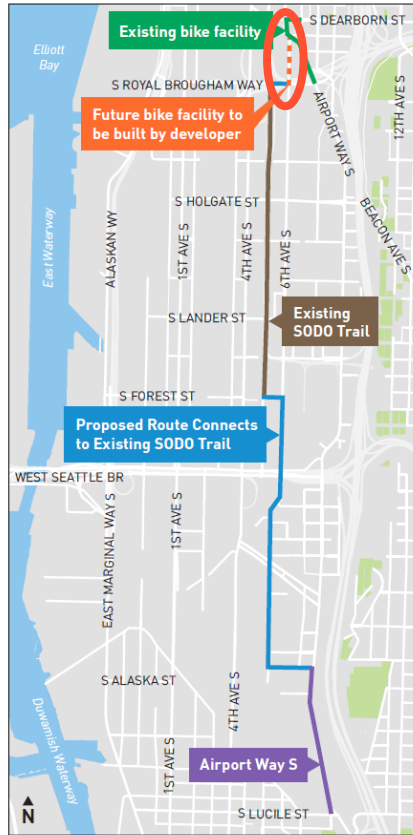
Drop one travel lane in each direction

S Forest St and SODO Trail

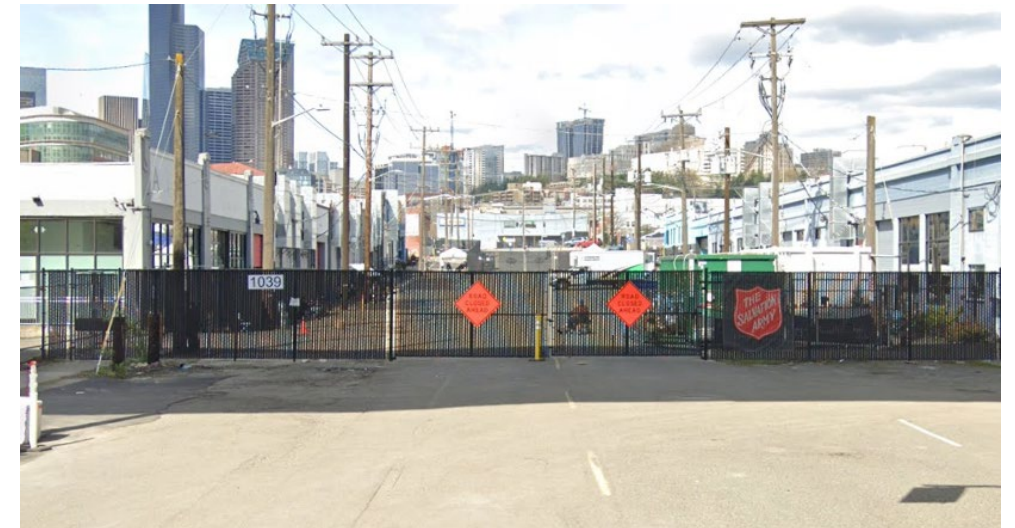
- South portion of the project will end with a facility on S Forest St
- Coordinating with Sound Transit and Seattle City Light
 - High voltage power transmission lines must move from E3 Corridor to 6th Ave S
 - Compatible with Georgetown to Downtown project
 - Will rebuild PBLs as-is at minimum
- No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



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



Outreach/Communications

- First stage of outreach is meeting with major stakeholder groups
 - Bike Board (that's now!) SODO BIA (August), Duwamish Valley Safe Streets, Freight Board
- Discussions with wider community to inform on project's progress and receive high level input
- Outreach to project neighbors to further develop cross sections, understand access needs and truck movements

Schedule & Next Steps

2022

Planning

- Begin outreach and reach 10% milestone this summer
- Moving towards 30% design milestone this 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?

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www.seattle.gov/transportation

