

An aerial, blue-tinted photograph of a busy Seattle street, Virginia Street, running parallel to the waterfront. The street is filled with cars, pedestrians, and cyclists. In the background, the Seattle skyline is visible, including the large Ferris wheel (Seattle Great Wheel) and the stadium. The text 'Alaskan Way Safety Project' is prominently displayed in large white letters across the middle of the image. Below it, 'Virginia St to Broad St' and 'Seattle Bicycle Advisory Board' are written in smaller white text.

Alaskan Way Safety Project

Virginia St to Broad St

Seattle Bicycle Advisory Board

July 5, 2023

Overview

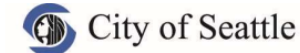
Purpose: Share updated 30% design for the Alaskan Way Safety Project

Agenda:

1. Prior SBAB feedback
2. Project overview
3. Initial design
4. Updated design
5. Project schedule & next steps
6. Questions & discussion

Prior SBAB Feedback

- **Spring 2022:** We shared a design that included an east side bike facility south of Wall St.
- **June 2022:** SBAB wrote a letter requesting SDOT work to provide a west side bike facility and avoid the need for people biking to cross Alaskan Way.
- **Today:** We will share a 30% design that is responsive to SBAB and other stakeholder feedback.



Seattle Bicycle Advisory Board



Date: June 2nd, 2022

Subject: SBAB Feedback on Alaskan Way PBL plans

To Simon Blenski and Project Team:

Thank you for your April presentation to the Seattle Bicycle Advisory Board on the Alaskan Way Protected Bike Lane. We're excited to see SDOT close the gap between the Elliott Bay Trail and the new waterfront bike path for a protected path through downtown that will serve both locals and tourists well. However, SBAB is disappointed that the project prioritizes short-term use for cruise ship sailings over a seamless and intuitive path for people who bike. **We urge the project team to work with the Port of Seattle to explore Transportation Demand Management (TDM) strategies to manage space with cruise sailings and push for a PBL design that does not include the arterial crossings.**

First, as the City of Seattle continues to work to advance its safety, climate, and equity goals, we believe projects should walk-the-talk and prioritize people who walk and bike over the cruise ship traffic. While we appreciate the thoughtfulness the project team has shown in trying to minimize the inconvenience of the diversion and mitigate potential bike and pedestrian conflicts, it is frustrating to see this project prioritize cruise ships over users who pass through the area on a regular basis. and require cyclists to take a more indirect route.

Second, intuitive and seamless bike infrastructure is an essential element to successful projects. As designed, when the bike trail crosses to the east side it becomes a narrow "shared use path", not unlike a sidewalk of its own. The crossings and varied types of infrastructure will be confusing and create a negative experience for the user. Further, when additional (and unnecessary!) turns are added to a route, it adds complexity for the user. Road crossings, though controlled, add risks for conflicts between road users. In asking people on bikes to cross Alaskan Way twice over a short section of road, this will discourage new users, deter existing users, and add perceived barriers to biking in Seattle.

Third, we worry that many riders will either mistakenly or intentionally avoid the proposed route with road crossings. It is likely people will either bike on the west sidewalk or on the road with no infrastructure or signage to keep pedestrians, bicycles, and cars separated.

Patrik Taylor, Co-Chair
Sarah Udelhofen, Co-Chair
Kashina Groves, Co Vice-Chair
Andrea Lai, Secretary
Yasir Alfarag
Andrew Dannenberg
Meredith Hall
Jose Nino
Douglas Migden
Maimoona Rahim
Yacovv Tarko
Diane Walsh

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

- City Council
Resolution 25534

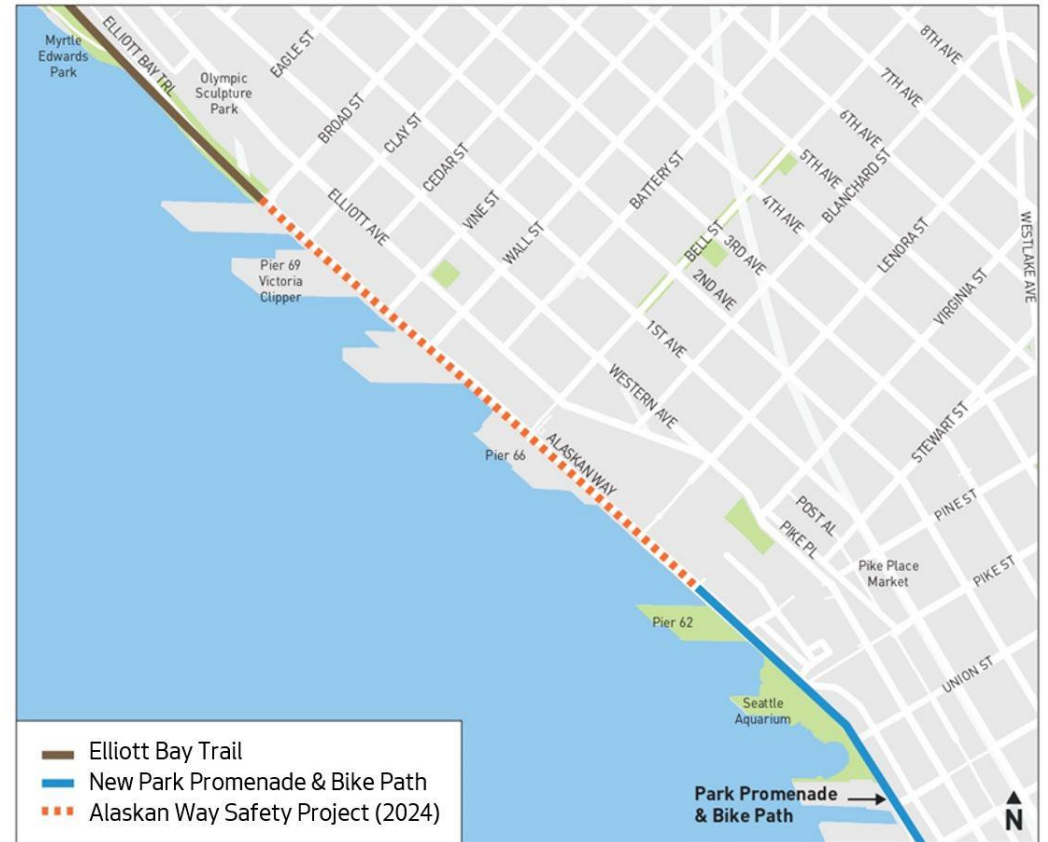
SMT, 700 5th Avenue, Suite 3800, Seattle, WA 98124-4996



Project Overview

The Alaskan Way Safety Project will create seamless connections for people walking and biking, by building a protected bike lane (PBL) on Alaskan Way from Virginia St to Broad St to connect the future Waterfront bike path with the Elliott Bay Trail.

The project will also create intersection safety improvements, lane reconfiguration, and sidewalk and curb repair to make Alaskan Way a safe and accessible route for Seattleites and visitors alike.



Alaskan Way Safety Project area

Waterfront Changes

The Office of the Waterfront is leading several nearby projects that are improving bike access and changing vehicle traffic patterns along Alaskan Way and Seattle's central waterfront.



Completed waterfront bike path on Alaskan Way from S King St to Yesler Way



Waterfront bike path under construction between Yesler Way and Virginia St, planned opening by 2024



Recently opened Elliott Way provides grade-separated through route for vehicles between central waterfront and Belltown

Pier 66 Cruise Operations

- Approximately 100 cruise sailings from April-October
- Up to 5,000 passengers getting on and 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 cruise operations and maintain through traffic
- Pier 69/Victoria Clipper Terminal has daily year-round sailings, but significantly less passenger loading activity



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

Initial Design

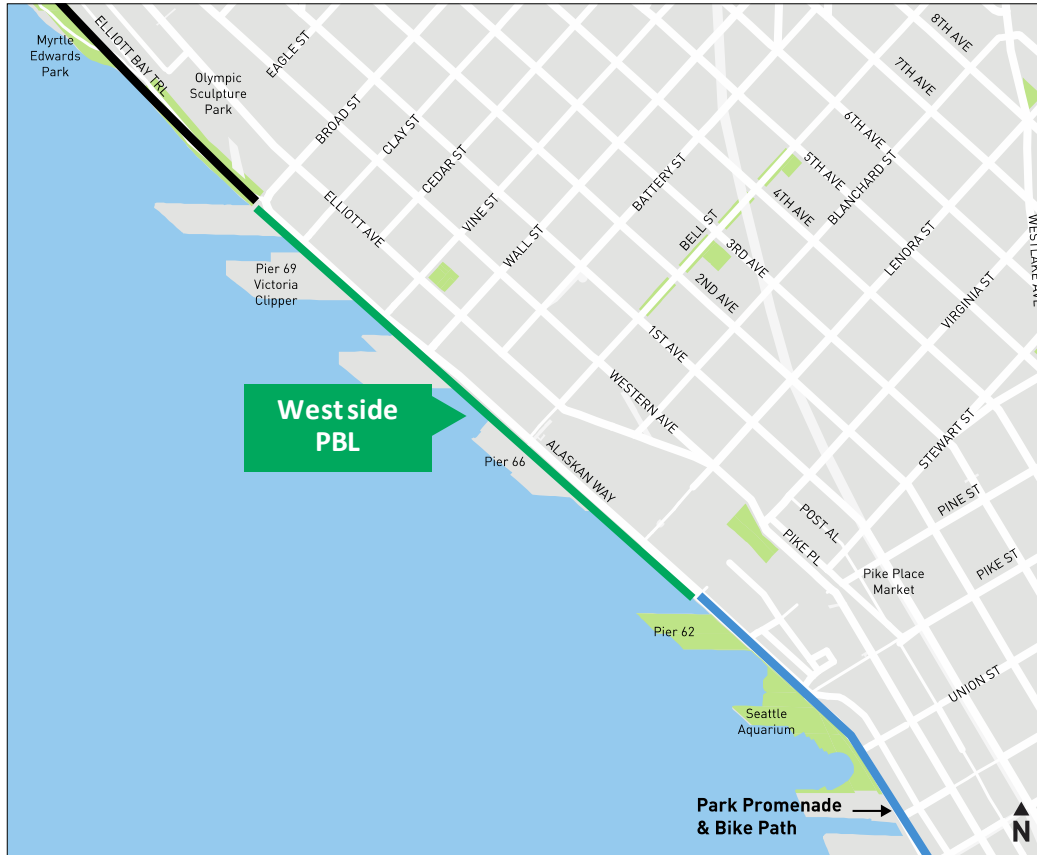
- In spring 2022, we shared a design that included a full-time east side bike facility south of Wall St.
- This design avoided cruise operations at Pier 66, but required people biking to cross Alaskan Way twice, even on non-cruise sailing days.
- We received a substantial amount of feedback from people concerned about this design, and we worked to evaluate a continuous west side option.



Initial design for Alaskan Way (spring 2022)

Updated Design

Normal Operations



Continuous two-way PBL on the west side of Alaskan Way

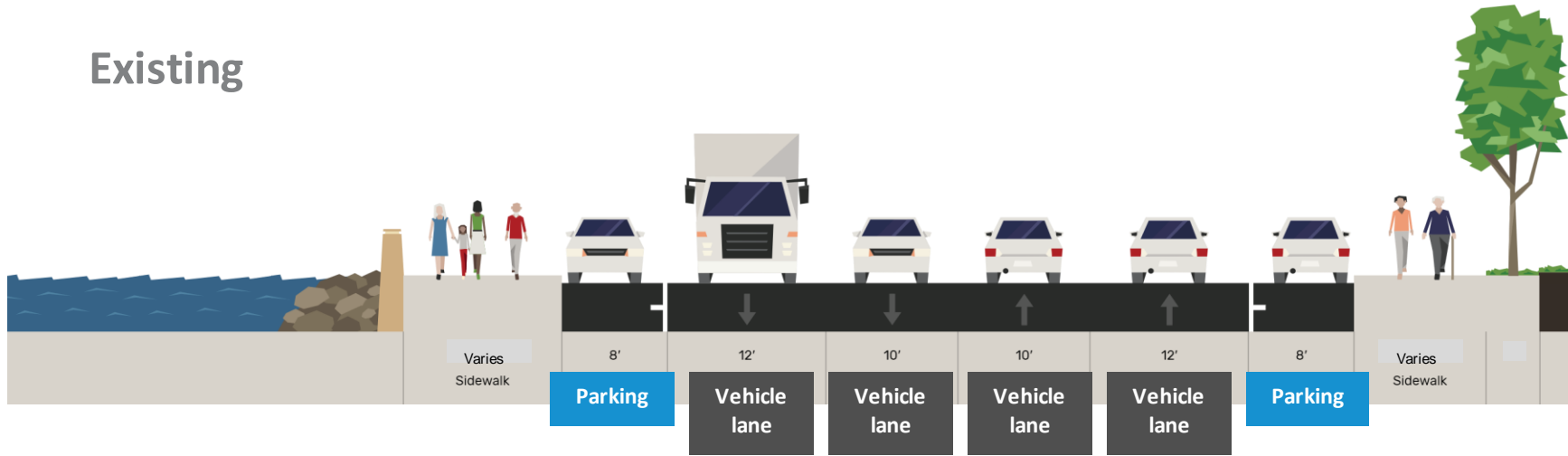
Cruise Operations



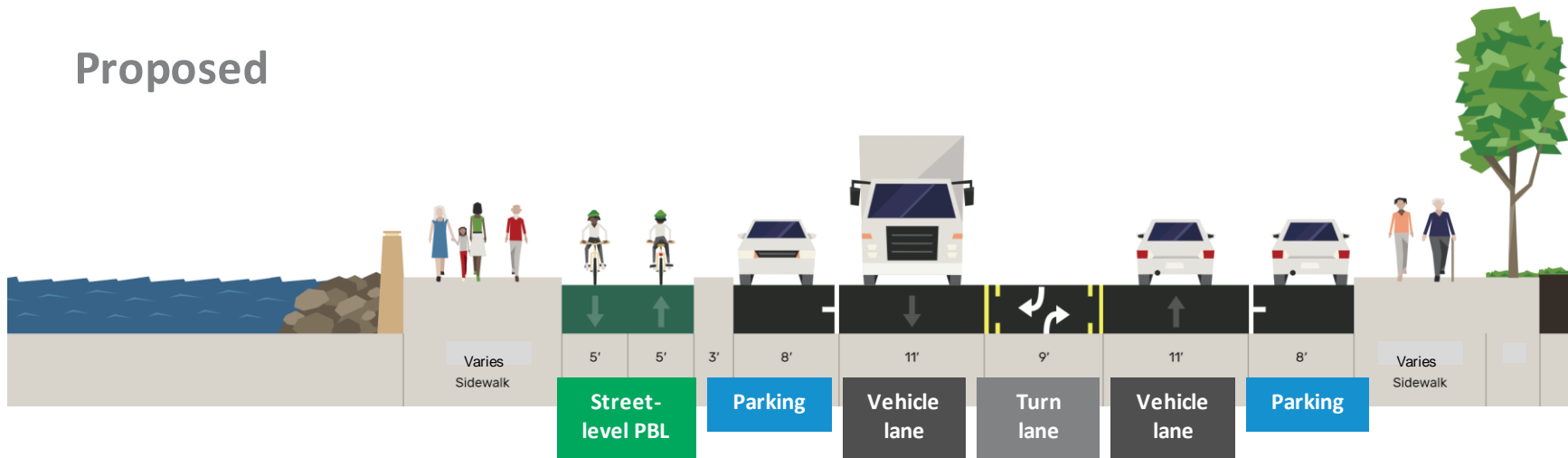
West side PBL closed between Wall St and Blanchard St, bike detour via path on east side of Alaskan Way

Typical Design

Existing



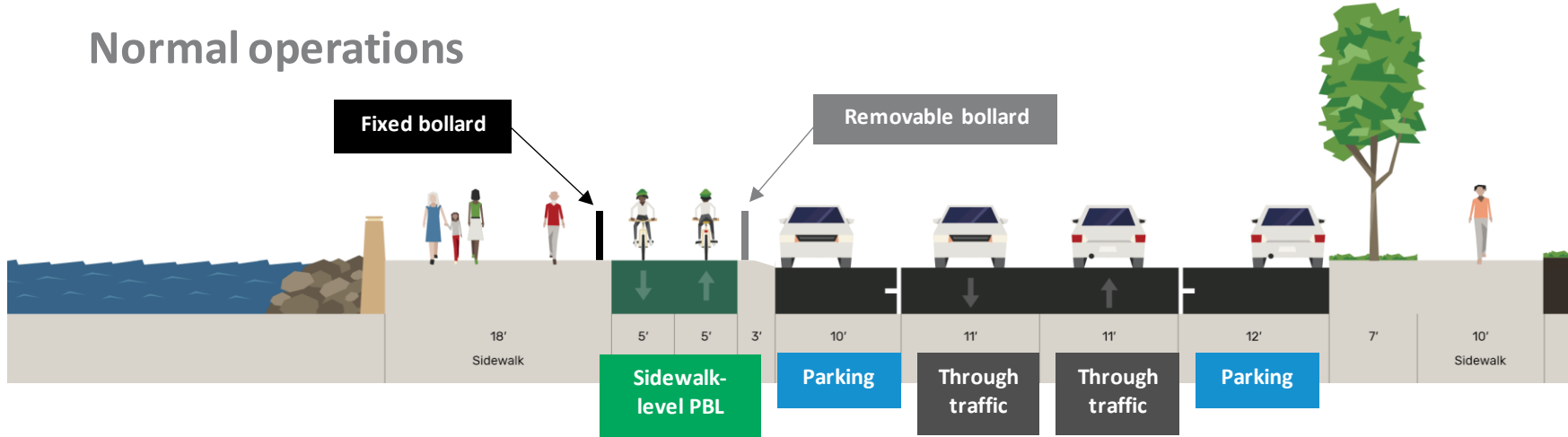
Proposed



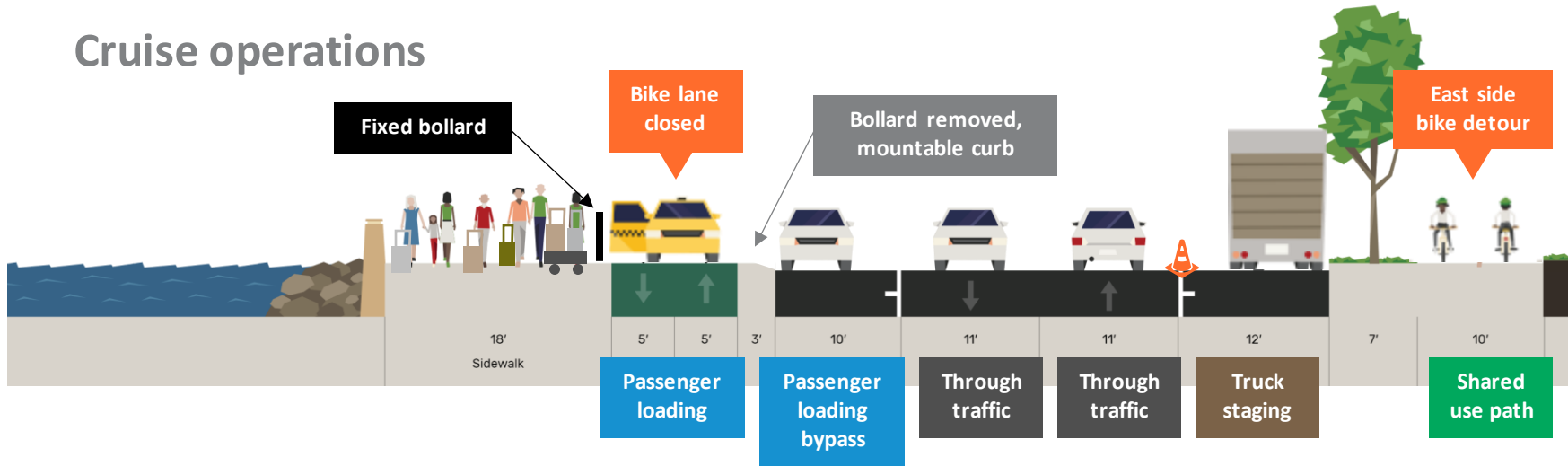
Typical cross-section and dimensions shown, design and dimensions may vary

Pier 66 Design

Normal operations

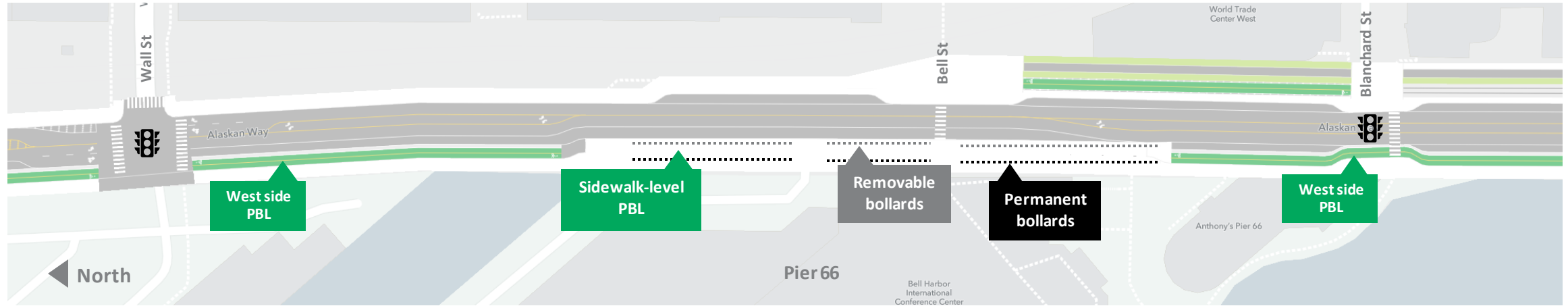


Cruise operations

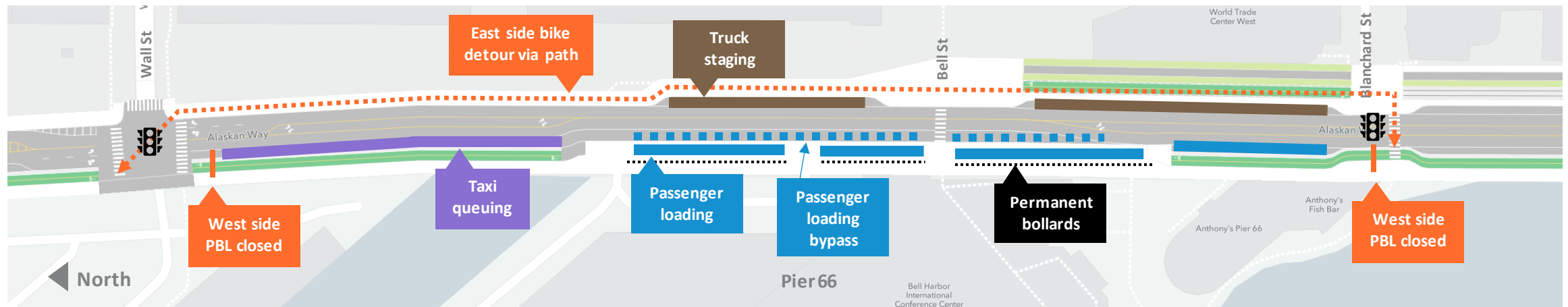


Pier 66 Design

Normal operations

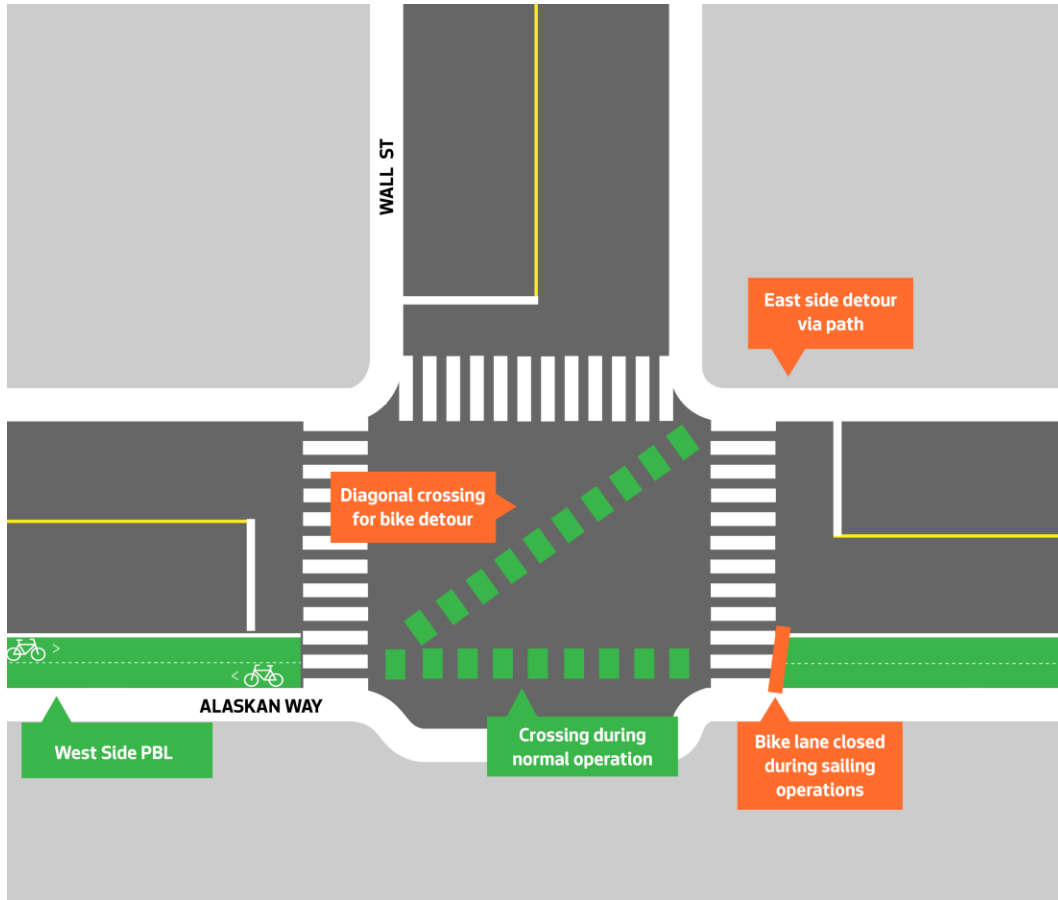


Cruise operations

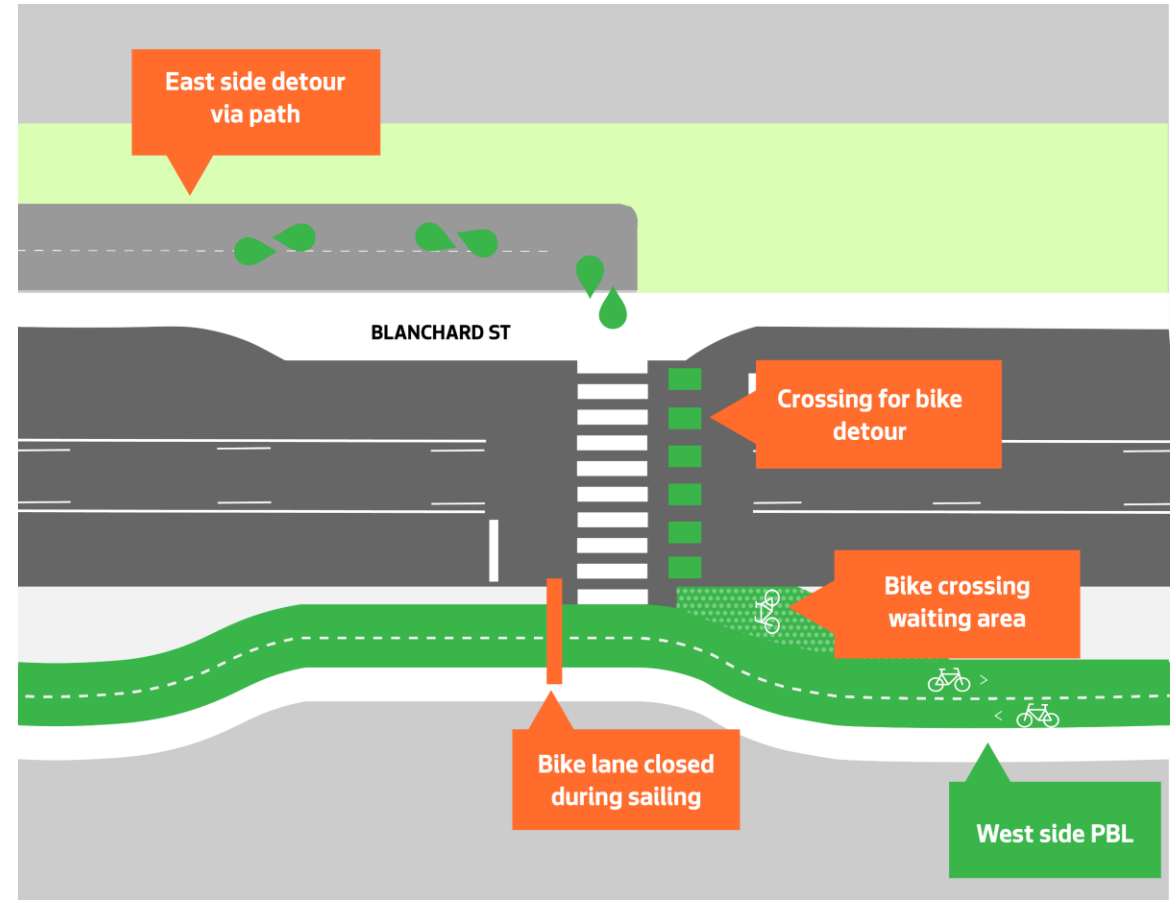


Bike Detour Crossings

Wall St crossing



Blanchard St crossing



Safety elements

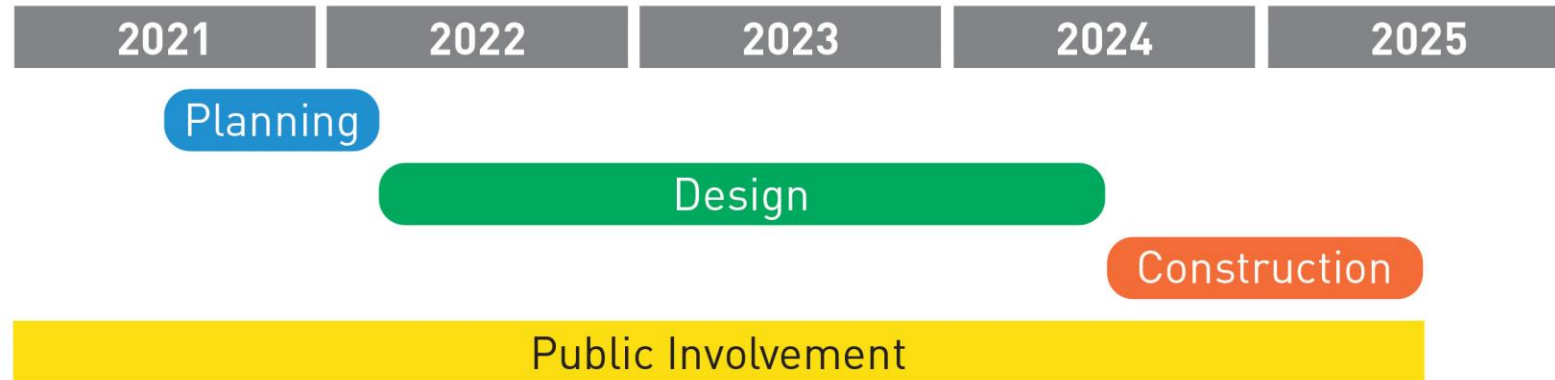
- A west side, two-way PBL separated from vehicles by a curb
- An east side, two-way path across from Pier 66, to provide an all ages and abilities bike detour route on cruise sailing days
- Redesigned street with one lane in each direction to slow speeding vehicles
- Sidewalk repair and upgraded ADA curb ramps
- Intersection safety improvements including:
 - Shorter pedestrian crossing distance
 - Leading Pedestrian Intervals (LPI)
 - Bike traffic signals
 - Restricted right turn on red
 - Vehicle left turn lanes



Example of a similar PBL design and safety elements along 2nd Ave in Belltown

Project Schedule & Next Steps

- Currently at 30% design
- Working towards 60% design by the end of July
- Plan to finish design by early 2024 with construction starting later in 2024



Questions?

Stay in touch:



AlaskanWaySafety@seattle.gov



206.775.8894



www.seattle.gov/transportation/AlaskanWayProtectedBikeLane

