

Alaskan Way Safety Project

Virginia St to Broad St

90% Design Presentation to SBAB

December 6, 2023



Project Team



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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.



Overview



Purpose: Share updated 90% design for the Alaskan Way Safety Project

Agenda:

1. Project overview
2. Initial design
3. What we've heard & updates since 60% design
4. Design details
 - a. Typical design
 - b. Pier 66 design
5. Safety elements
6. Outreach & engagement
7. Project schedule & next steps
8. Questions & discussion

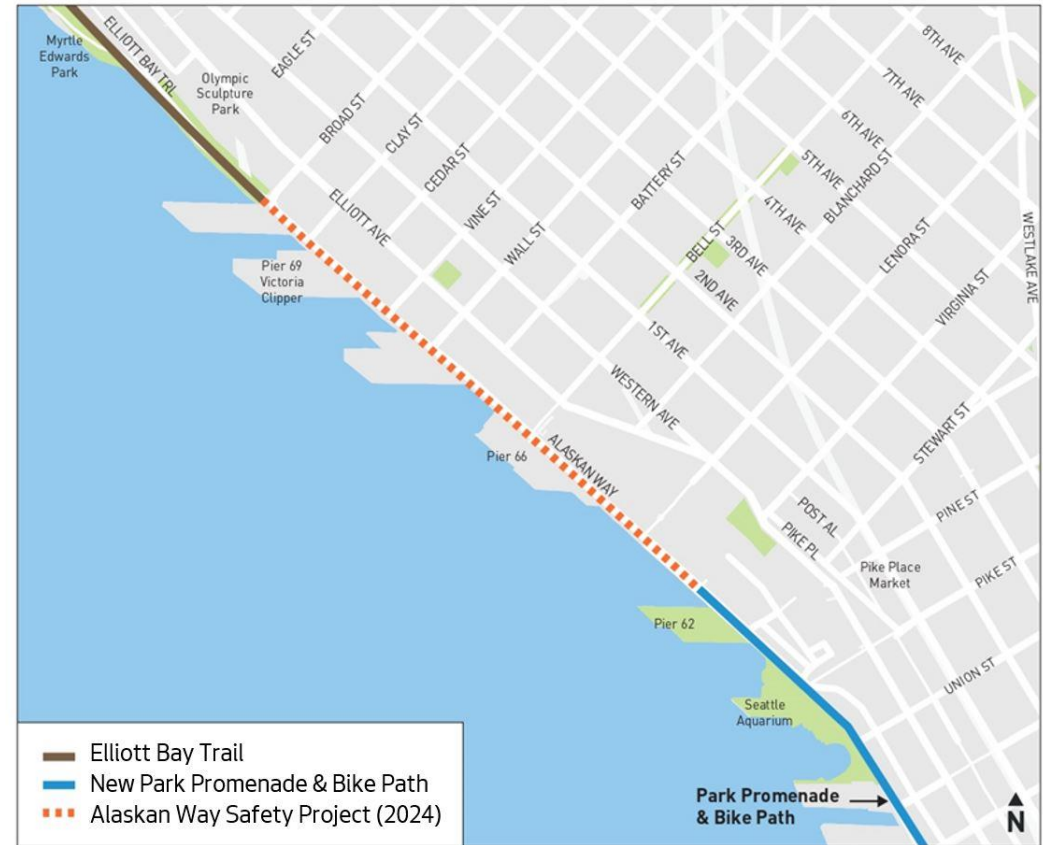


Project Overview



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

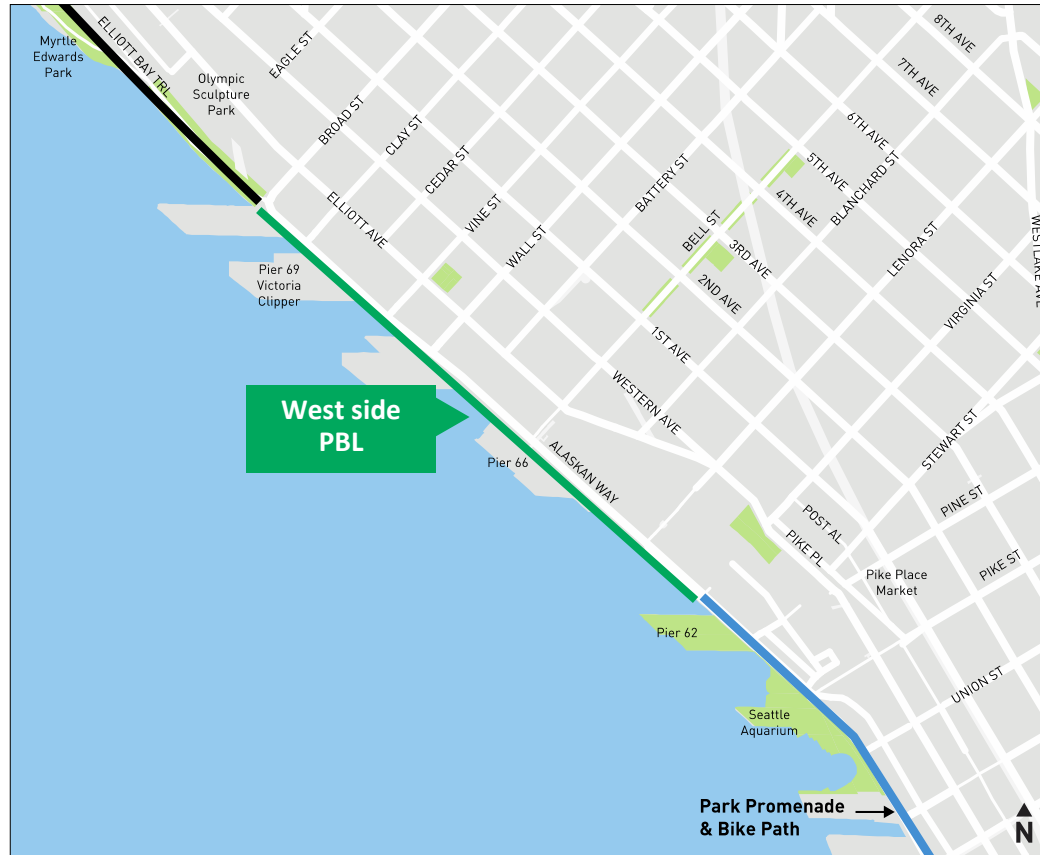


Recently announced Elliott Bay Connections - a new public-private partnership to connect, restore, and revitalize public parks along the Waterfront from Pier 62 to the beach just south of Smith Cove

60% Design Concept



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

What We've Heard & Updates Since 60%



- Businesses:
 - High vehicular volume and activities at Alaskan Way & Blanchard St - needs full signal
 - Currently under review
 - Driveway access for deliveries & maintenance vehicles
- Pier 66 (refined design)
 - Concerns with raised protected bike lane with a mountable curb in front of Pier 66
 - Parking/truck staging reconfiguration
 - Updated protection & operation for protected bike lane on sailing days
 - Bike community wants robust bollard system; Port wants low maintenance bollard removal for cruise operation
- Bike community:
 - Concerns with 10' protected bike lane too narrow, would like to increase width to 12'
- Public Art
 - Toka Valu
 - Tokavalu.com

What we've heard: Pier 66 Cruise Operations



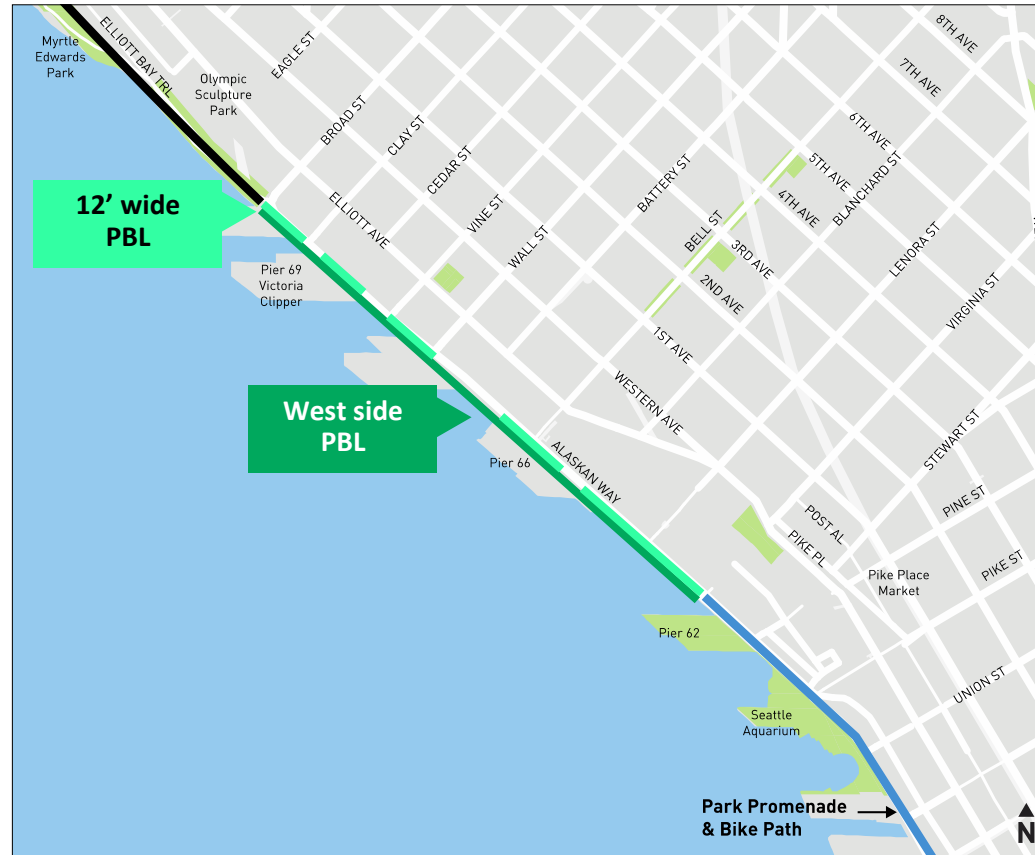
- Approximately 100 cruise sailings from April-October
- Up to 5,000 passengers getting on and off each ship over a 10-hour period
- Passenger loading occurs on the west side and freight staging is on the east side
- Traffic control plan is in place to support cruise operations and maintain through traffic
- 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)

90% Design Update

Normal Operations

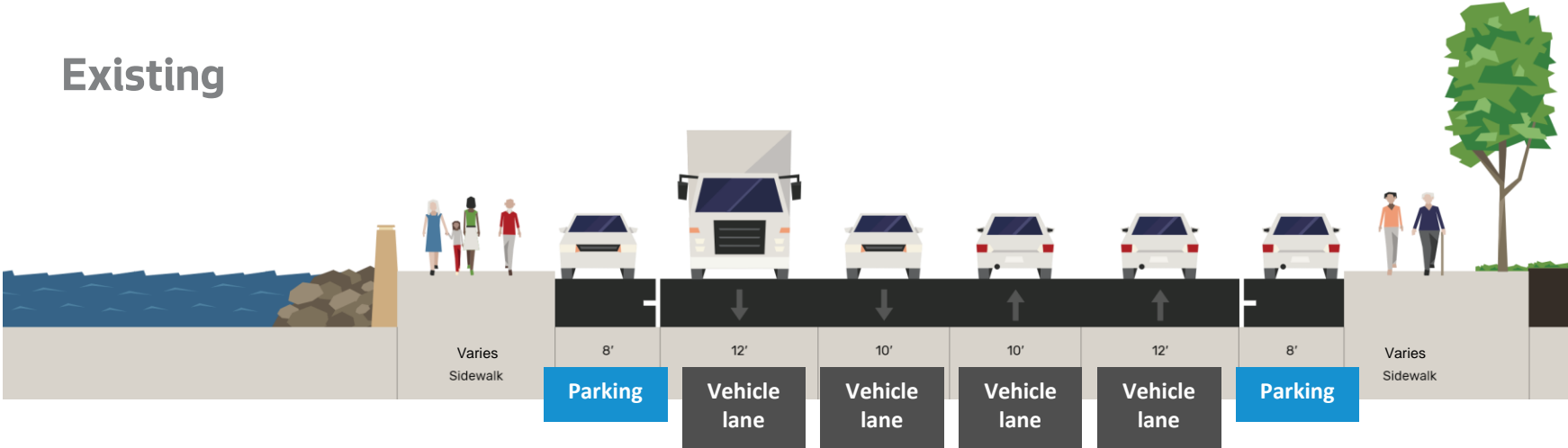


Continuous 10' two-way PBL on the west side of Alaskan Way, with segments that expand to 12' in width.

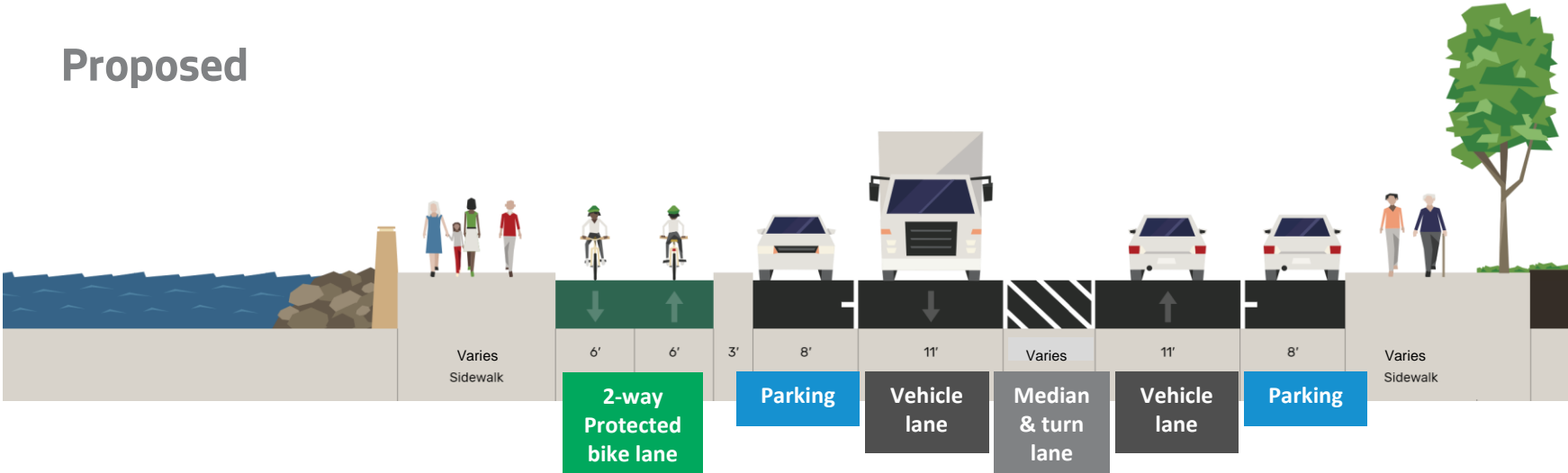


90% Typical Design

Existing



Proposed

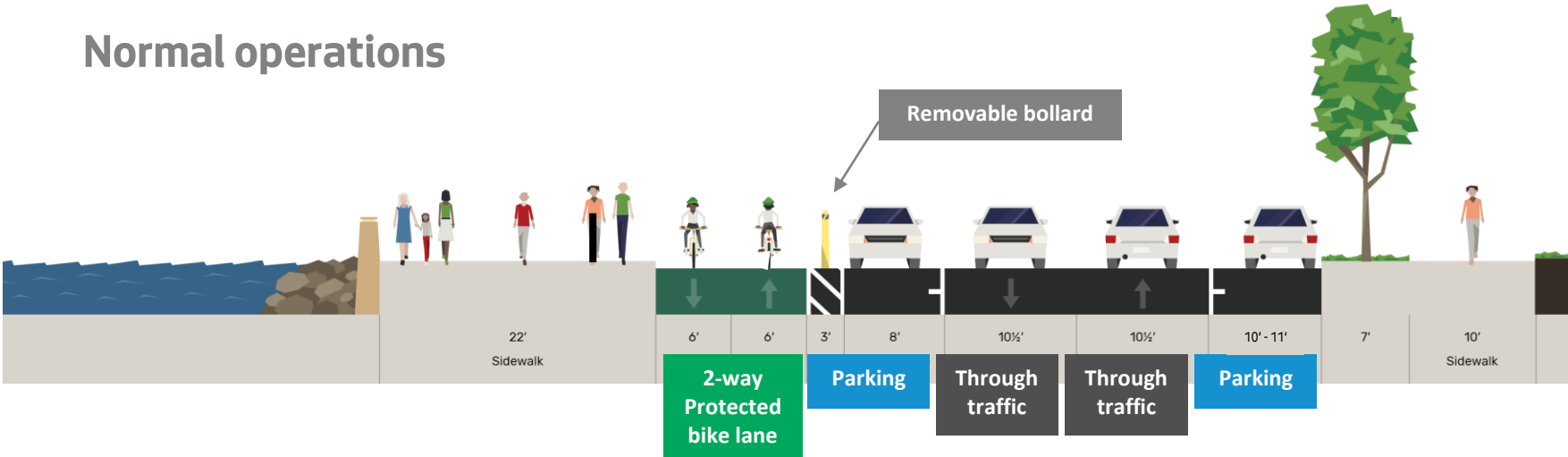


Typical cross-section and dimensions shown, design and dimensions may vary

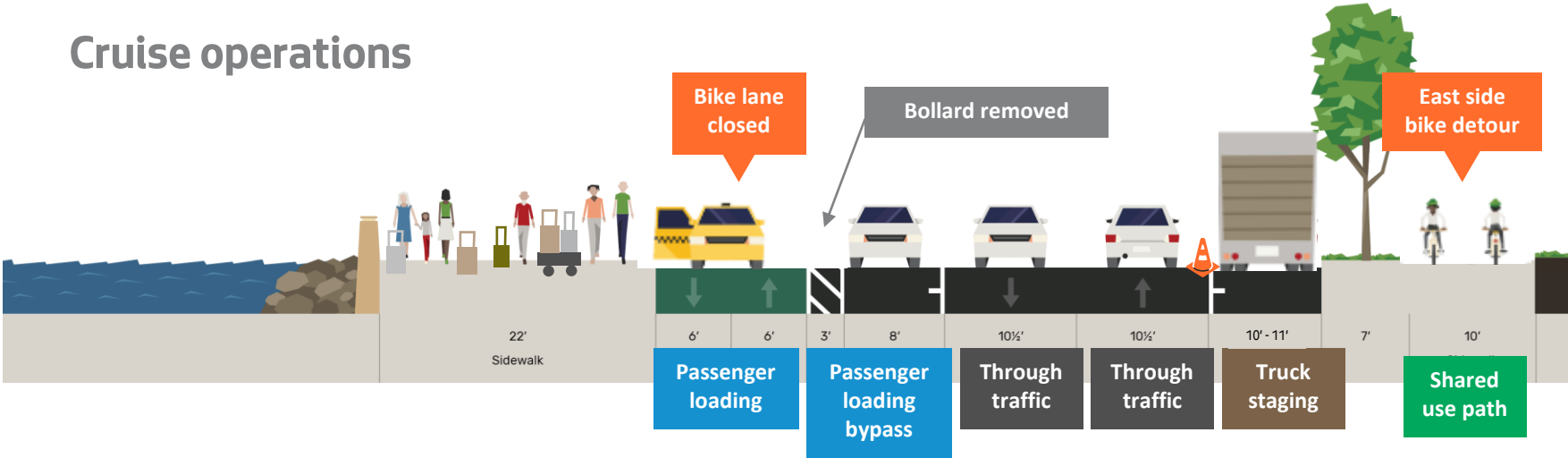


90% Pier 66 Design

Normal operations



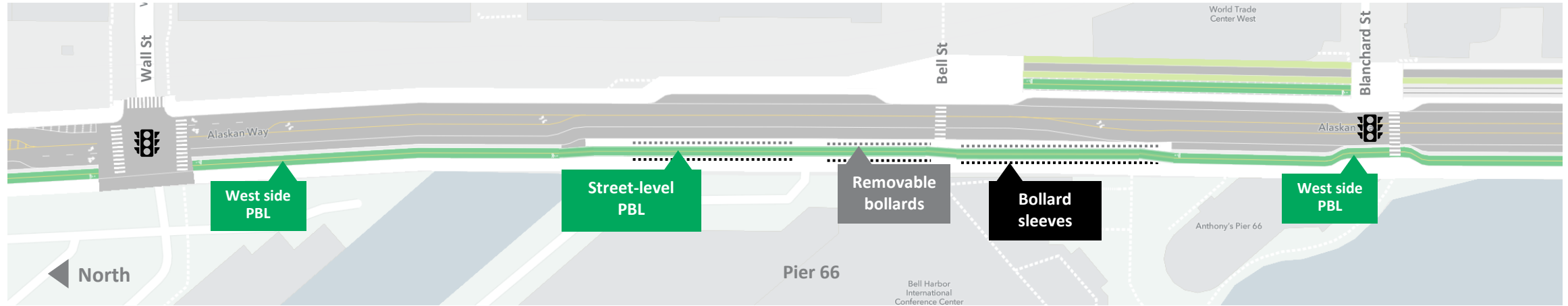
Cruise operations



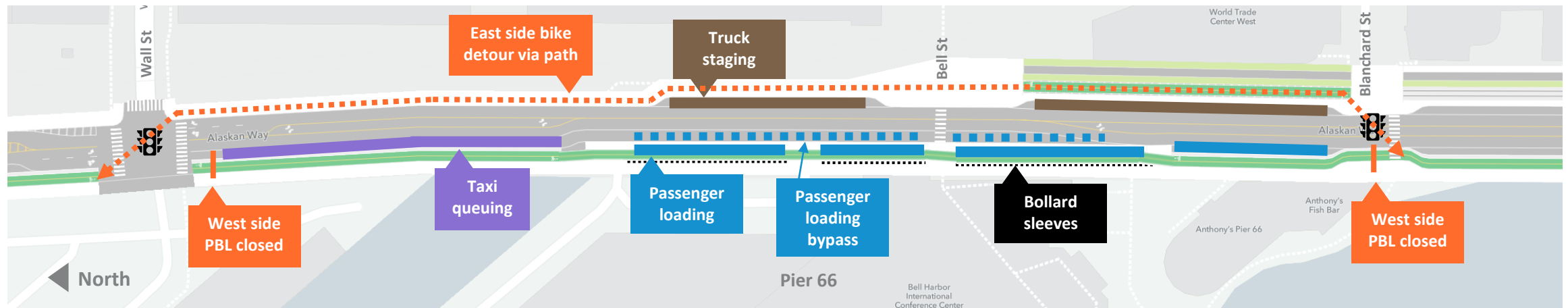


90% Pier 66 Design (bird's eye view)

Normal operations



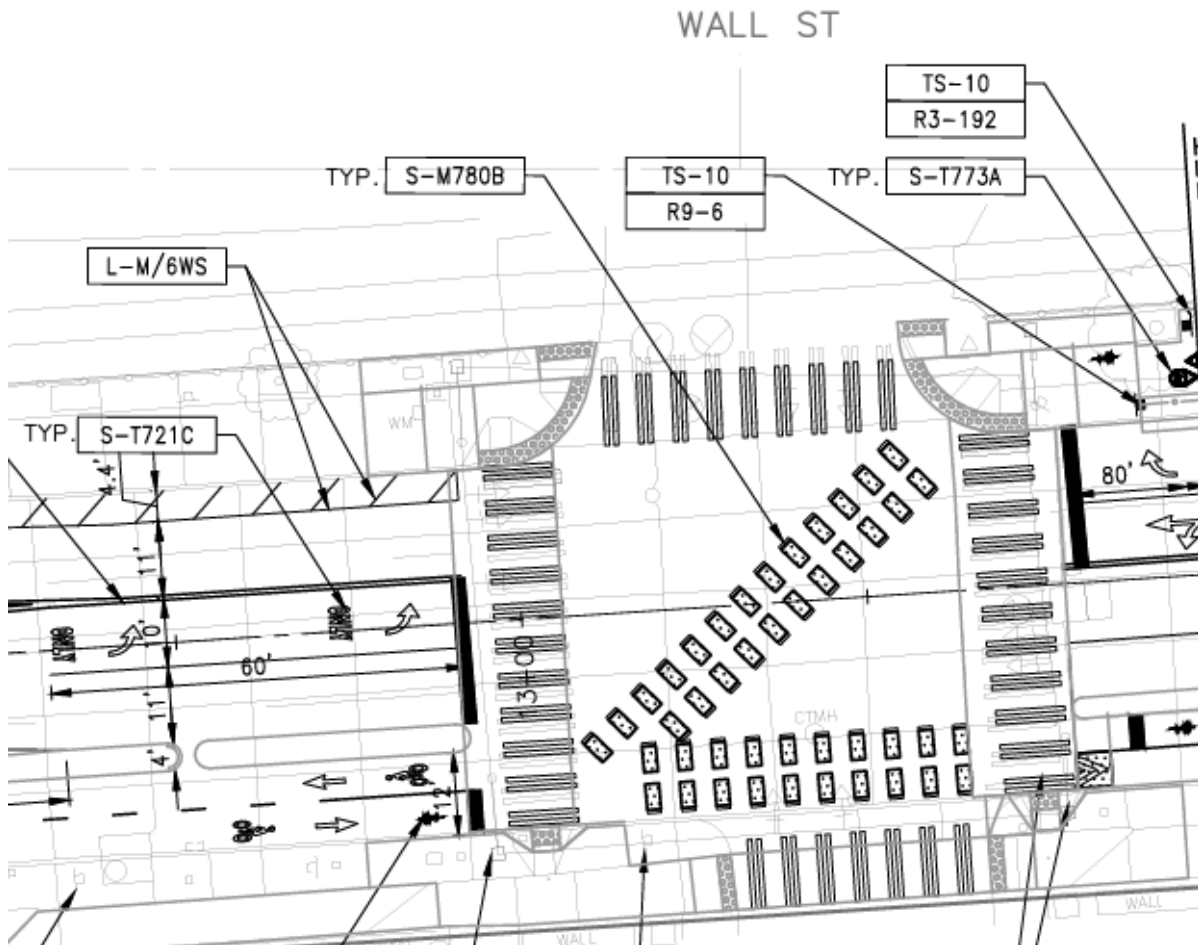
Cruise operations



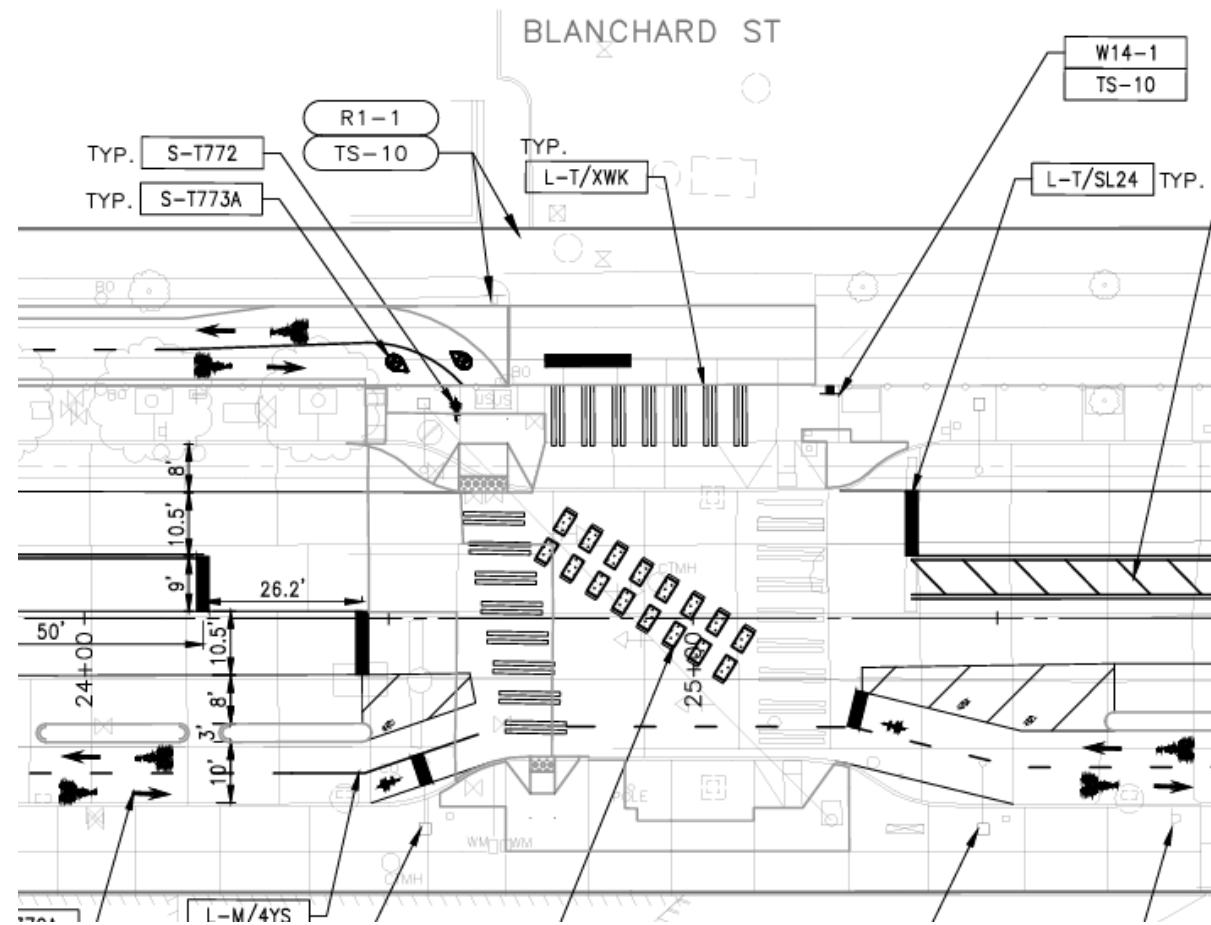
Bike Detour Crossings



Wall St crossing



New signal at Blanchard St crossing





Safety Elements

- A west side, two-way protected bike lane 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

Bollard Plan

- Removable bollards
 - In front of Pier 66
 - Steel
 - 36" in height
 - Shallow sleeve/foundation





Outreach and Engagement

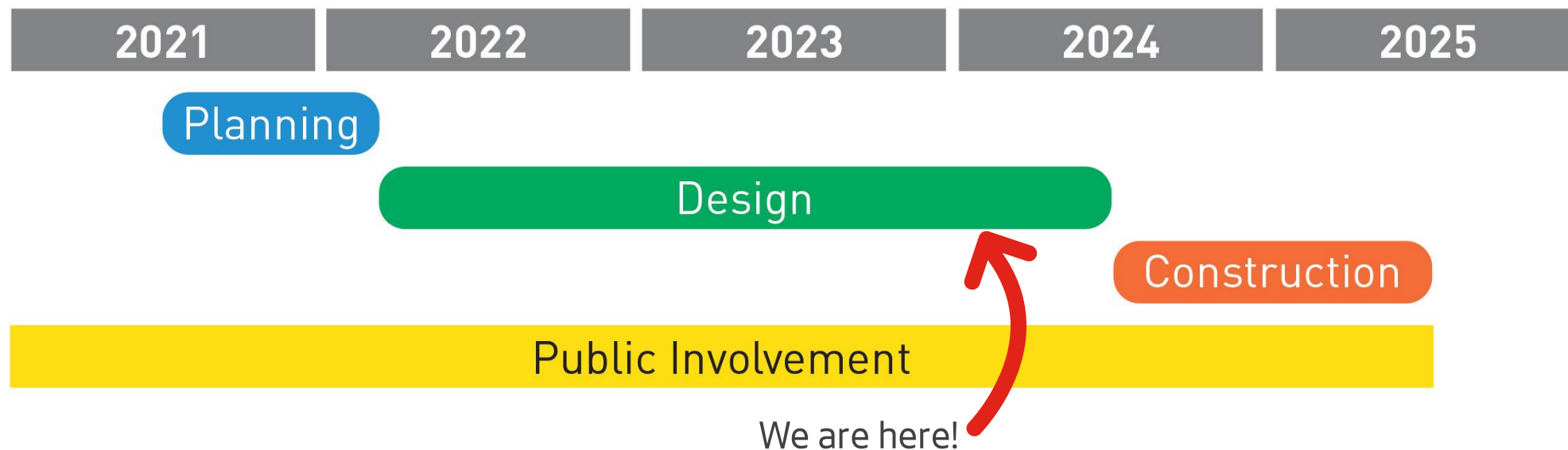
- Engaged with Port of Seattle and Bike Community since project planning in late 2021
 - Continued to work closely with Port staff on project design
- **Businesses, property owners, and residents**
 - Office of Waterfront, Marriott, Anthony's Restaurant, Bell Harbor Conference Center, Columbia Hospitality, Edgewater Hotel, Waterfront Landings Condominiums, and more!
- Ongoing engagement





Project Schedule & Next Steps

- Currently at 90% design milestone
- Working towards 100% design this winter (early 2024)
- Plan to start construction later in 2024



Questions?

Stay in touch:



AlaskanWaySafety@seattle.gov



206.775.8894



www.seattle.gov/transportation/AlaskanWayProtectedBikeLane



From the entire SDOT Team:
Thank you!

