

# Alaskan Way Safety Project

Virginia St to Broad St

90% Design Presentation to SFAB

December 5, 2023



Seattle  
Department of  
Transportation

# 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

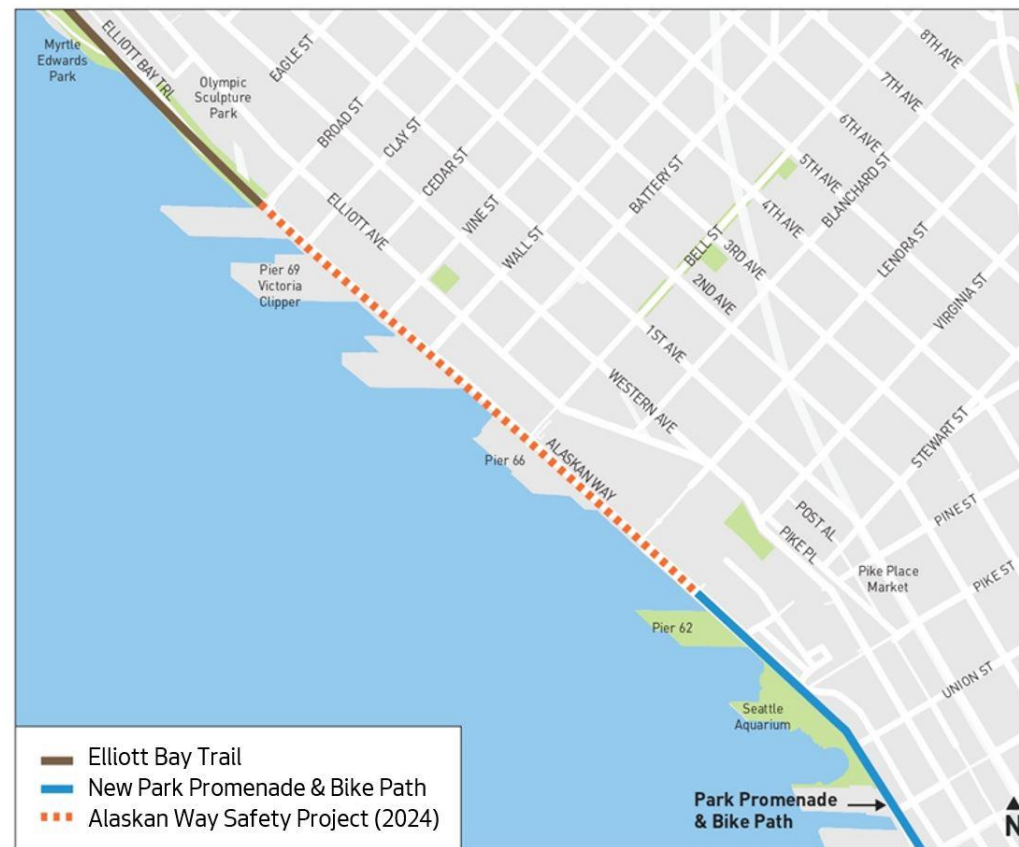




# Project Overview

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

# 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.

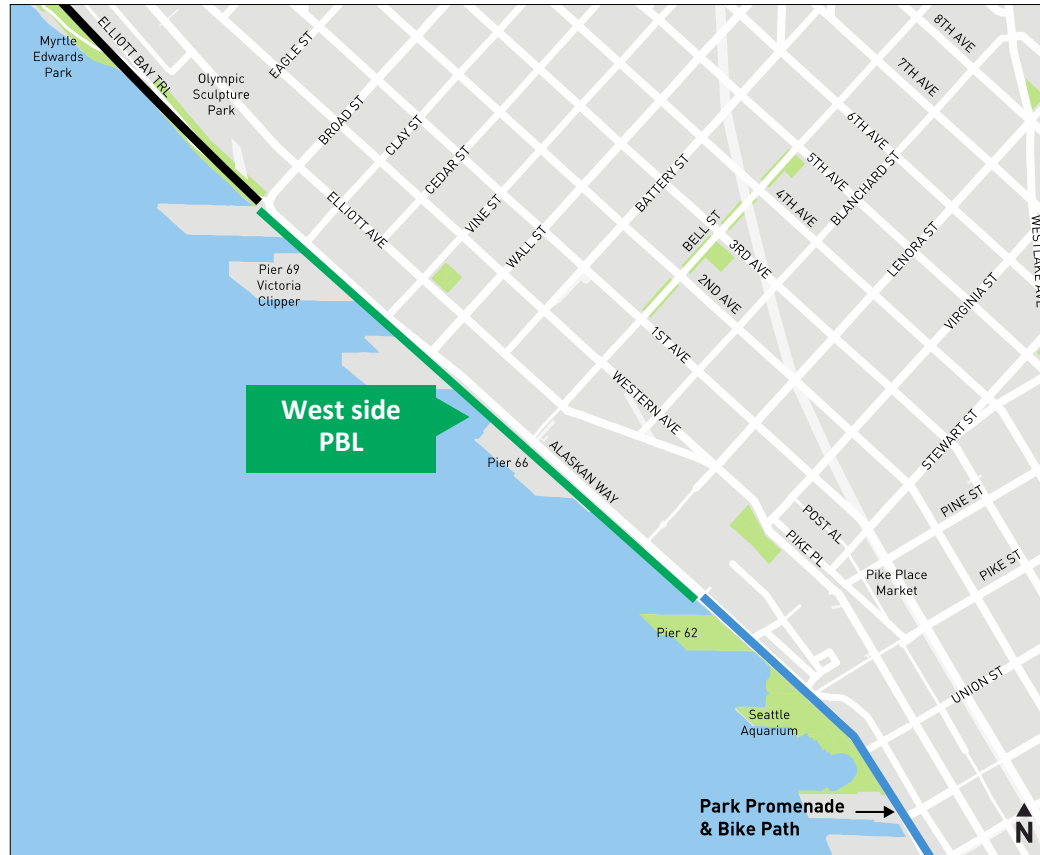


Initial design for Alaskan Way (spring 2022)

# 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
- Public Art
  - Toka Valu
    - [Tokavalu.com](http://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

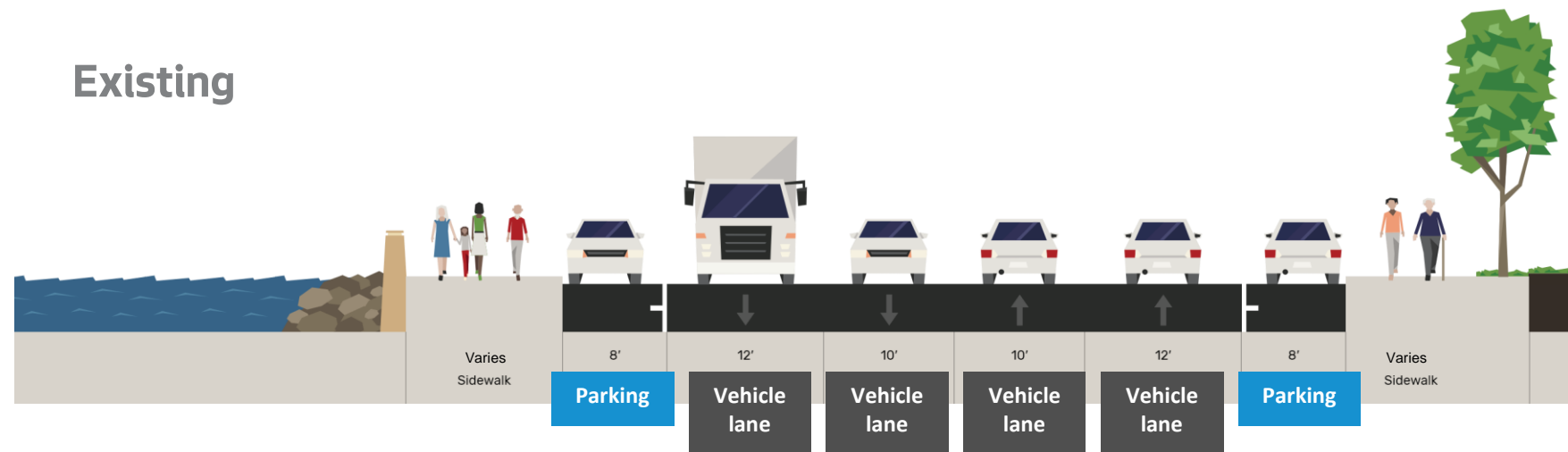


Photo of sailing day operations at Pier 66 (Port of Seattle)

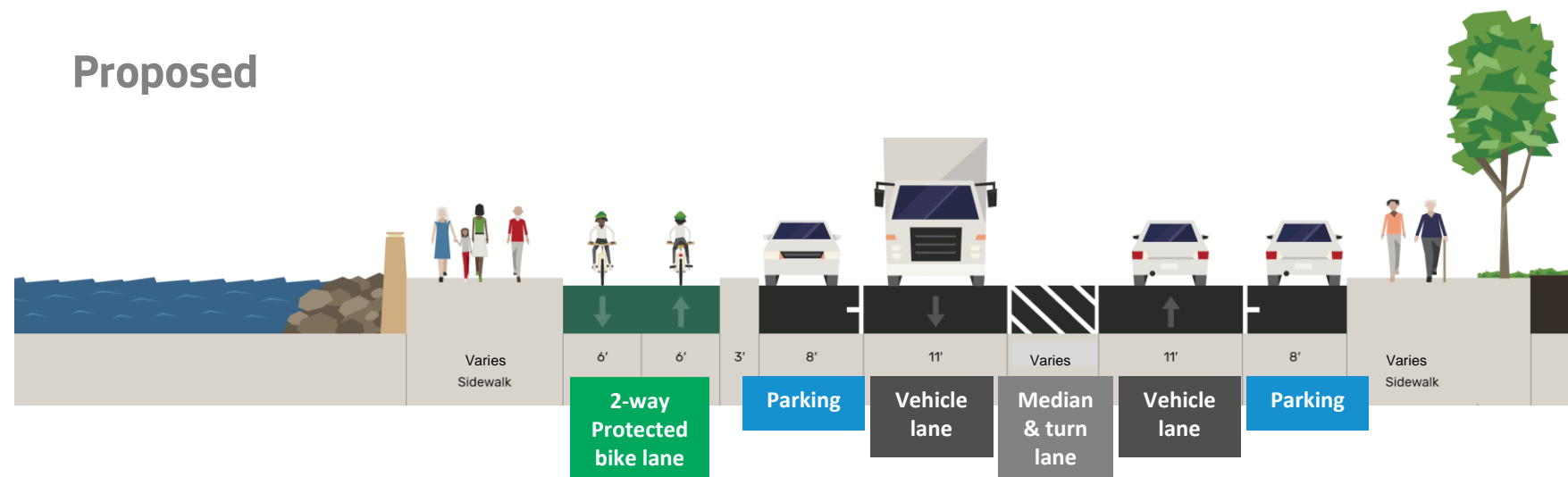


# 90% Typical Design

## Existing



## Proposed



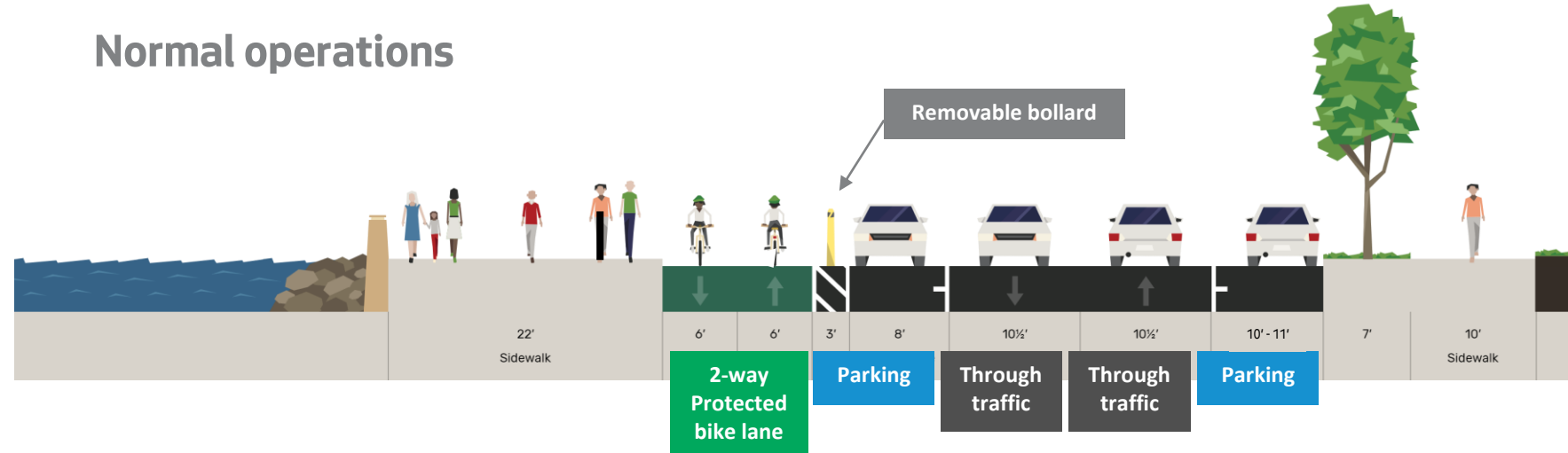
Typical cross-section and dimensions shown, design and dimensions may vary



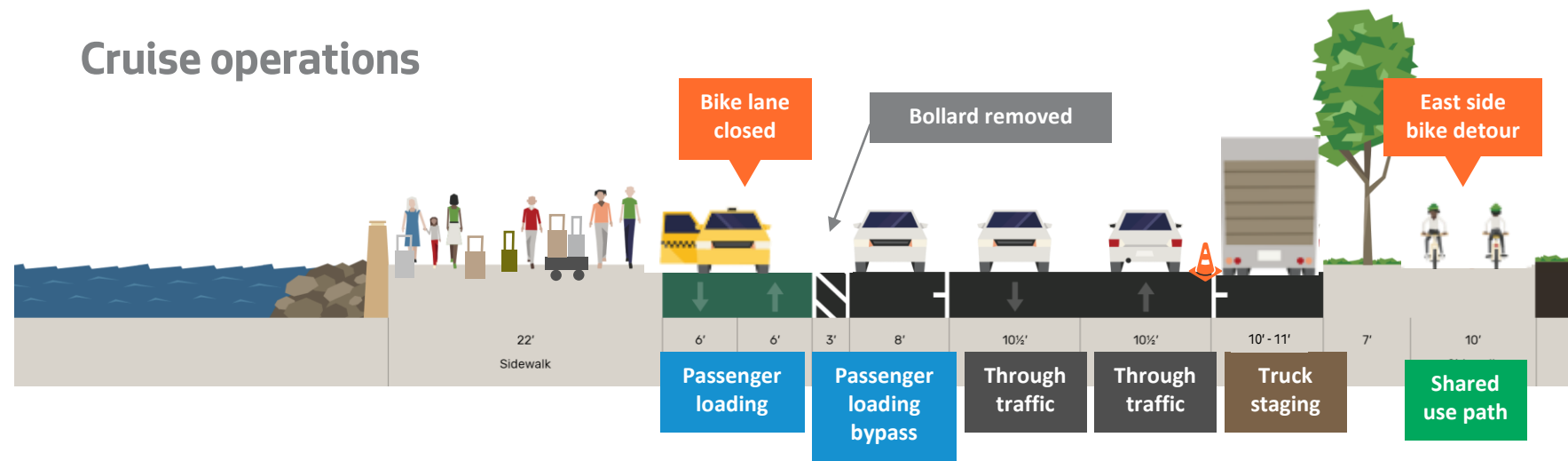


# 90% Pier 66 Design

## Normal operations



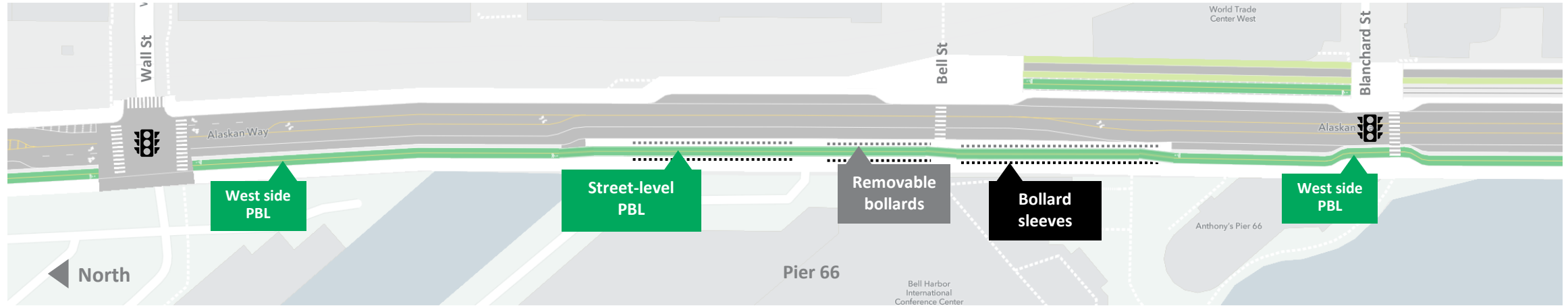
## Cruise operations



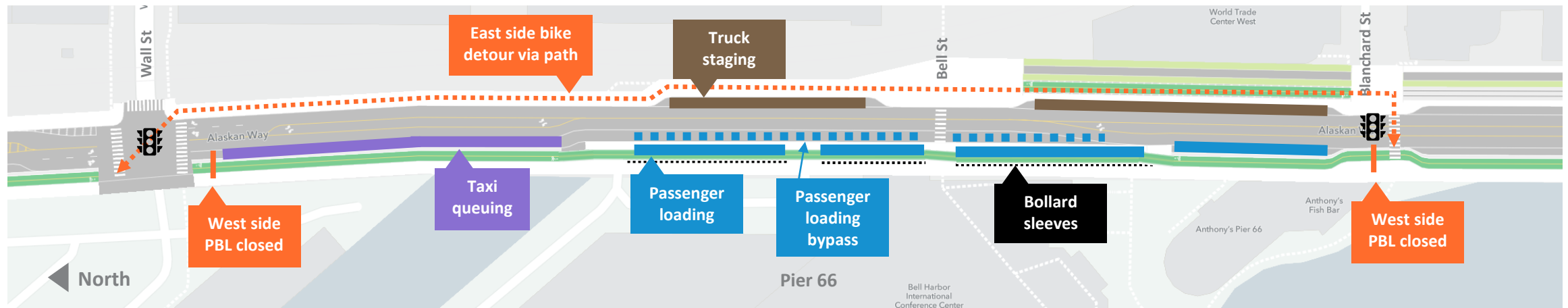


# 90% Pier 66 Design (bird's eye view)

## Normal operations



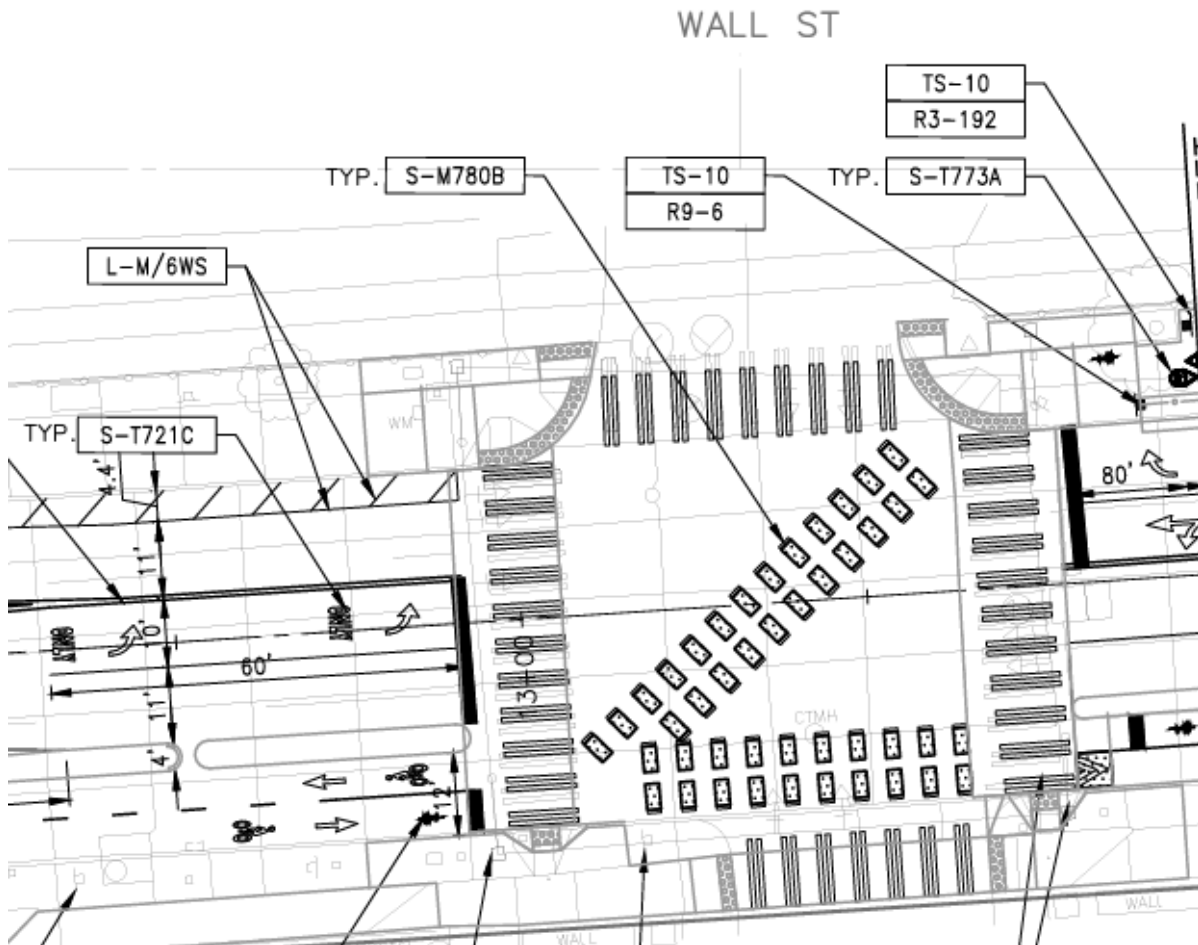
## Cruise operations



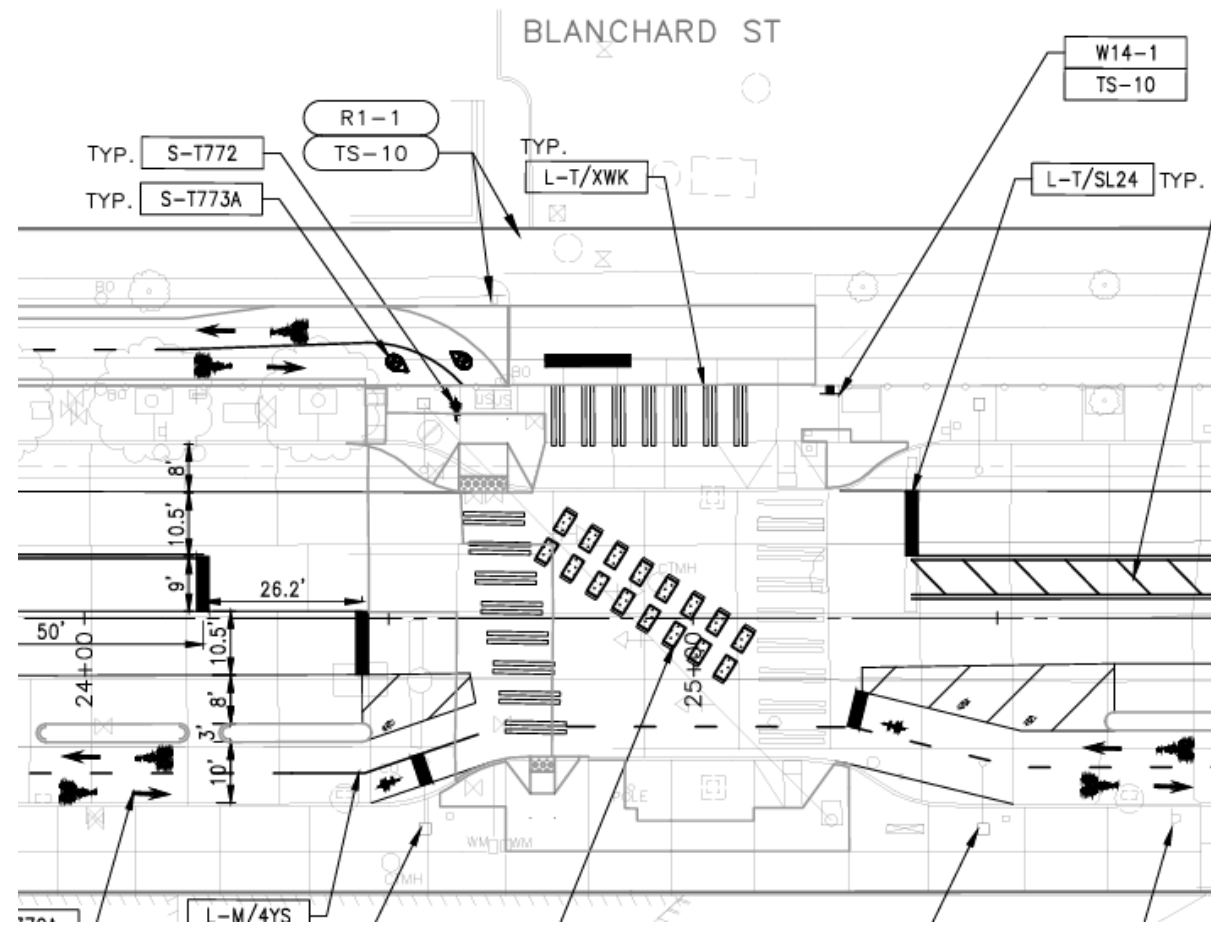
# Bike Detour Crossings



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



# Outreach and Engagement

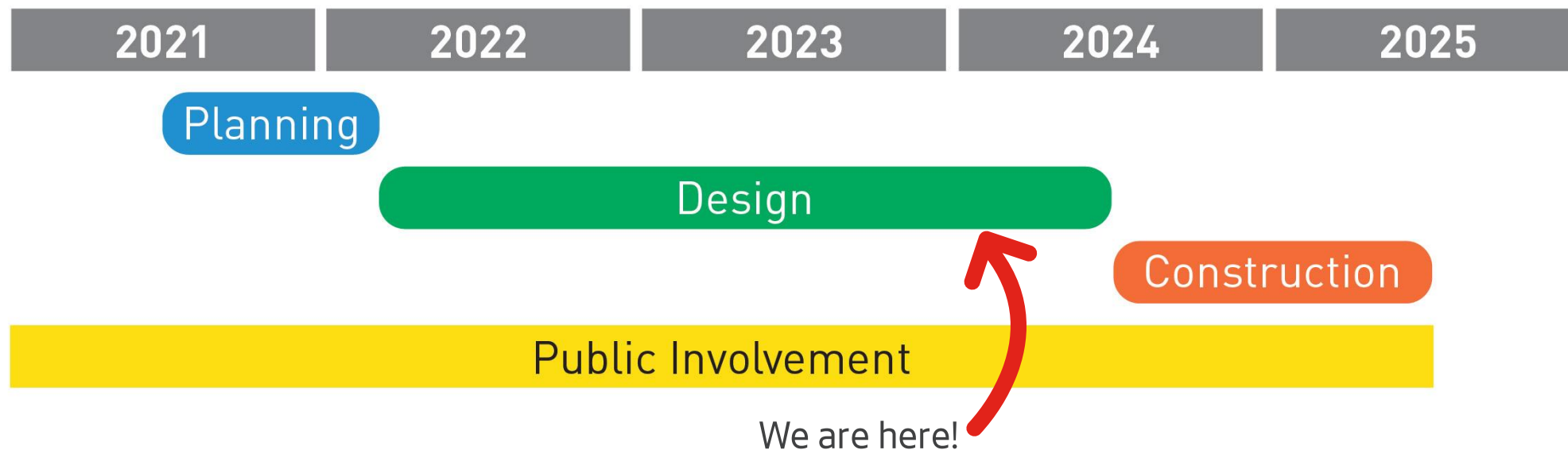
- Engaged with Port of Seattle and Bike Community since project planning in late 2021
  - Continued to work closely with Port staff on project design
- **Businesses, property owners, and residents**
  - Office of Waterfront, Marriott, Anthony's Restaurant, Bell Harbor Conference Center, Columbia Hospitality, 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](http://www.seattle.gov/transportation/AlaskanWayProtectedBikeLane)



From the entire SDOT Team:  
**Thank you!**

