Georgetown to Downtown Protected Bike Lane

Seattle Bicycle Advisory Board

Jonathan Frazier & Ryan Moore Aug 2, 2023

Beacon Hill

Beacon Hill via S Albro 0.7 📩

Chief Sealth Trail 0.9 📩

South Park 2.0 to =

0.2 50 1

City of Seattle

(B)

Seattle Department of Transportation

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 Need & Vision

- Routes in Duwamish Valley a community priority during citywide 2019 Bicycle Master Plan outreach
- Connect Duwamish Valley and Georgetown neighborhoods to regional bike network
- Provide better access to SODO jobs and Link light rail
- Maintain freight and transit access





Preferred Route and Cross Sections

Overview

This project:

- **1 Two-Way PBL on Airport Way S**
- 2 Two-Way PBL on S Alaska St
- 3 One-Way PBLs on 6th Ave S
- **4 Short connecting trail on S Forest St**

Connection into downtown:

- Follows existing SODO Trail (no change)
- Crew-built (as opposed to within the capital project) connection at north end of SODO Trail





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





Future cross section:

- Two Way PBL on west side of street
- Two SB travel lanes on bridge
 - Center Turn Lane north of bridge
- Precast concrete barrier compatible with bridge



S Lucile St and Airport Way S



- Add two-way protected bike lane to west side of Airport Way S Bridge
 - Removal of one southbound lane, leaving one northbound lane
- Close northwest corner slip lane & expand corner to slow turning
- Add new ADA compliant curb ramps and refresh crosswalk markings







Alaska St and 6th Ave S





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





6th Ave S Between Nevada & Snoqualmie



Concrete buffer will be 3' wide similar to this design:





6th Ave S north of Alaska St



Transition from S Alaska St to 6th Ave S requires new all way stop

Will require removal of additional existing on-street parking on one side of 6th Ave S (likely west) in order to preserve two-way freight movement between Alaska & Industrial Way



S Spokane St



- Note: graphic shows 60% configuration, will reflect changes at 90%
- Continue north & south one-way protected bike lanes through intersection
- New bike signal for slip lane crossing, ramps and wayfinding signage
- Slip lane will have concrete buffer directing bikes on to sidewalk where they will use push button for signal to cross after traffic stopped

Seattle Department of Transportation

Coordination and Expansion

- Design, utility relocation and construction coordination with Sound Transit
- SODO Station access coordination
- Northern & southern extensions
- East/West connections as future projects





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





Cross Section:

- One-Way PBLs
- Preserve one lane of parking
- Add Center Turn Lane
- Drop one travel lane in each direction



6th Ave from S Spokane St to S Forest St



- Continue one-way protected bike lanes using interim (paint & post) materials in advance of Sound Transit construction
- Preserve parking on east side of street south of S Horton St and west side north of S Horton St
- Add center turn lane for business access and safety



S Forest St



- Connect to existing SODO Trail using S Forest St, similar to current use
- Short multi-use trail on the south side of S Forest St behind current onstreet parking
- Designed to avoid loading docks
- No physical changes to roadway, just pavement markings



Next Steps

Schedule & Next Steps



Schedule subject to change



Interim North Connection

- Upgrade protected bike lanes and paths
- Short new protected bike lanes and trail segments
- Improve wayfinding for the SODO Trail
- Construction by SDOT crews in 2024





Future Southern Extension

- Gap between the Georgetown to South Park Connection and Georgetown to Downtown
- Prepare for planning study and outreach in 2023 or 2024
- Options include:
 - Airport Way S bike lanes
 - Rail-With-Trail along spur track
 - Alternate route on side streets
 - Hybrids between above



Potential links between the two facilities in central Georgetown



Questions?

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www.seattle.gov/transportation



