

# Executive Summary

The Duwamish industrial area presents major challenges to those who seek to travel by bicycle or foot, and the barriers often make it hard for people to reach bus stops and other public transit facilities. Some major new improvements for non-motorized transportation are occurring through construction for high-profile projects, including the Alaskan Way Viaduct, Spokane Street, and the South Park Bridge. But those projects will conclude with no solutions in place for extensive areas throughout the Duwamish where bicycle riding and walking are limited by unpaved roads, no sidewalks, “stranded” bicycle paths, lousy drainage, and poor or no street lighting.

*Street Smart: Alternatives to Drive-Along Commuting in the Duwamish* sets forth recommendations for overcoming these barriers through further implementation of local government master plans for bicycling and walking and other measures. The project emphasizes projects that would improve connections between the Seattle and North Tukwila Manufacturing and Industrial Centers and the local communities that comprise those centers – SODO, Georgetown, South Park, and North Tukwila.

Recommendations were produced by a multi-modal advisory group that reviewed public plans and policies with input from more than 100 community organizations and businesses. On an area-wide basis, the multi-modal effort prioritized future capital improvements to:

- improve cycling safety through safer, more complete trail routes;
- increase the use of “hybrid” commutes that combine cycling with transit, and
- enhance pedestrian access to existing transit services through sidewalk, bus stop, crosswalk, and lighting improvements.

Consensus was not reached on all issues. The Cascade Bicycle Club seeks separated bicycle facilities such as buffered bicycle lanes or separated cycle tracks for many planned bike routes in the industrial community, including sections of major truck streets such as East Marginal Way and Airport Way. The Duwamish Transportation Management Association feels it may be premature to determine that such improvements are warranted.

However, most recommendations were agreed to by all the parties, including a recommendation to determine if Airport Way could become a north-to-south bike route through the Duwamish that could be pursued through collaborative efforts by Seattle, Tukwila, and King County International Airport.

Such an effort on Airport Way could be tied to other north-south improvements on East Marginal Way and West Marginal Way to improve connectivity with the Green River Trail and other facilities in the south Duwamish planning area.

Completion of the South Park Bridge in 2013 will also present new opportunities to pursue related sign, lighting, transit, bike, pedestrian, and road surface improvements.

The stadium district in north SODO also presents a large number of problem areas where significant cycling and pedestrian improvements should be pursued as government agencies complete the Alaskan Way Viaduct replacement project.

One such effort, already under way, is improving bicycle access and safety along the surface route of Alaskan Way adjacent to the major marine cargo terminal at Terminal 46 west of the sports stadiums. That project provides a good template for other collaborative efforts. The safety improvements should be extended to the south along Alaskan Way to connect with Spokane Street and the bridge to West Seattle.

The Duwamish will remain a challenging area for those who seek alternatives to drive-alone commuting, but new online programs and networks provide new tools that make it possible for every employee and employer to find alternatives. Some of those programs are available through the online version of this report available at [www.duwamishtma.org](http://www.duwamishtma.org).

The top recommendations of this report are summarized below, referenced to the fold-out map at the conclusion of the Executive Summary.

**SODO:**

1. Rehab the Alaskan Way S multi-use trail as a separated north-to-south route in to and out of the Duwamish M&I Center.
2. Complete separated multi-use SODO Trail south from S Forest St to S Spokane St.
3. Provide sharrows between S Spokane St and S Royal Brougham Way along Airport Way S to increase driver awareness of cyclists.
4. Connect the planned multi-use path on the lower level of the S Spokane St project to SODO Trail and Airport Way S.
5. Incorporate bicycle and pedestrian facilities into proposed S Lander St grade separation project.
6. Complete planned extension of Mountains-to-Sound Trail at S Royal Brougham Way and 4th Ave S.
7. Create access to SODO from Beacon Hill for connecting with the Chief Sealth Trail (proposed) continuation.

**Georgetown:**

8. Signs beginning at S Hudson St should direct southbound cyclists to alternative routes leading to the S River St entrance to the 1st Ave S Bridge so that they may avoid the S Michigan St intersection.

9. Take advantage of the bike lanes on E Marginal Way S from S Albro St to S Ellis St to South Park Bridge (once bridge construction is complete), to bypass residential and commercial pockets of Georgetown as part of a commute route.

10. Continue planned sharrows and signs along E Marginal Way S from Corson Ave S to the S River St crossing to the west for the 1<sup>st</sup> Ave S Bridge, or east to 6<sup>th</sup> Ave S heading to the north and the east-west route on S Lucile St.

11. Paint sharrows along S Lucile St, the east-west link between 1<sup>st</sup> Ave S and Airport Way S.

12. Enforce sidewalk and parking regulations on the east side of 4th Ave S, north of the railyard bridge to keep parked cars out of the pedestrian path and to reduce sidewalk maintenance and repair costs.

13. Construct a raised platform or repair the drainage systems at the northbound transit stop at 4th Ave S and S Industrial Way to combat the flooding that users regularly experience.

14. Provide signs and kiosks along S Lucile St connecting pedestrians from transit routes on 1st Ave S and 4th Ave S to the Design District and Commercial area along Airport Way S.

**South Park:**

15. Direct travelers from the Duwamish River Trail or the 1st Ave S Bridge to the new South Park Bridge by placing an informational kiosk at S Holden St and directing them to S Kenyon St, Dallas Ave S, and finally 14th Avenue S.

16. Place a kiosk on 14<sup>th</sup> Avenue S. near the SR 599 cloverleaf to show cyclists how to reach the South Park Bridge and retail area along 14th Avenue S via W Marginal Way S.

17. Install a kiosk at the South Park Bridge directing westbound bridge travelers to bike routes and trails on the west side of the Duwamish.

18. Improve access to transit by providing a bus platform at 2nd Ave S and S Holden St in the eastbound direction.

19. Provide better lighting for transit users and pedestrians along 14<sup>th</sup> Avenue S between S Cloverdale St and SR99 intersection and W Marginal Way S and S Holden St.

20. Use new signage and improved maintenance to encourage use of the stairs near Sea Mar Community Health Center.

**North Tukwila:**

21. Widen the existing pathway on the west side of Airport Way S/north side of S Boeing Access Road to facilitate a safer connection between Airport Way S and E Marginal Way S, a 12' multi-use trail from EMW to Airport Way S to S Norfolk St.

22. Remove inactive rail line to install a separated multi-use trail on the west side of E Marginal Way S, connecting to the Green River Trail.

23. Continue Green River Trail north connecting to South Park.

24. As recommended in the Walk and Roll plan, the proposed trail connection between S 115<sup>th</sup> St along the western edge of the future Duwamish Riverbend Hill Park up to S Boeing Access Road and Airport Way S would provide a much-needed trail bypass route to the complex intersection of S Boeing Access Road and E Marginal Way S.

25. Rechannelize S Norfolk St to provide 6' bicycle lanes on both sides of roadway (existing: four travel lanes, low traffic volumes).

26. Widen existing pathway on the north side of S Boeing Access Road to provide a multi-use trail connection between E Marginal Way S and Airport Way S.

27. Restripe S 112th St to provide 5' bicycle lanes on both sides, and install wayfinding signage directing users to Green River Trail.

28. Provide signage directing users to Green River Trail from Tukwila International Blvd., deal with access management issues (between S Boeing Access Road. and S 112th St); parking is encroaching on sidewalk. In the long term, Green River Trail should be extended on the east side of the waterway, along Tukwila International Blvd. and E Marginal Way S.

## Non-motorized Commute Network through the Duwamish M&I Center Duwamish Transportation Management Association

