Center City Bike Network

Center City Bike Network – Seattle Freight Advisory Board
Sam Woods, SDOT Project Development Division
June 16, 2015
Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative
Presentation overview

- Need and vision
- Protected Bike Lanes
- Project goals
- Process and network
- Next steps
Project need

- Seattle is growing – need to accommodate predictable movement of people and goods
- Transform streets into safer and healthier public spaces
Downtown hub

- Private redevelopment boom
- Provide direction and predictability
Seattle construction boom
A bicycle network is one solution to help Seattle grow gracefully.

**INCREASE TRAVEL OPTIONS**

69% of people commute downtown by transit, carpooling, biking, and walking.

*Source: Commute Seattle Mode Split Survey*

**MEET GROWING DEMAND**

Weekday bike volume at the Fremont Bridge was up 10% in 2014 compared to 2013.

*Source: City of Seattle permanent bike counter*
Project vision

Build a Center City Bike Network that supports a vibrant Seattle by designing a safer, more predictable traveling experience for people walking, biking and driving downtown.
What is a protected bike lane?

Protected bike lanes separate people on bikes from people in cars and are distinct from the sidewalk.
Examples around the U.S.

Chicago, IL

San Francisco, CA

New York City, NY

Cambridge, MA

Portland, OR
Examples around Seattle

NE 40th St

Alki Ave

Cherry St

Broadway Ave
Project history
Project history

Second Ave Protected Bike Lane Demonstration Project

Photo credit: Cascade Bicycle Club
Center City Bike Network goals

Improve safety and predictability by separating all modes of travel
Center City Bike Network goals

Expand *connectivity* throughout downtown and the rest of Seattle as our city continues to grow.
Center City Bike Network goals

Enhance economic vitality by offering more travel options for getting to businesses
Center City Bike Network goals

Provide affordable travel options
Center City Bike Network goals

Promote physical activity and increase ridership
Center City Bike Network process

<table>
<thead>
<tr>
<th>2015</th>
<th>2016</th>
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<tbody>
<tr>
<td>Study and prioritize locations and types of facilities for Center City</td>
<td>Complete preliminary design for routes being implemented in 2016</td>
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<td>June 1</td>
<td>Jan. 4</td>
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<td>August 2</td>
<td>Sounding Board meetings</td>
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<td>October 3</td>
<td>Public open houses</td>
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Network development

- Second Avenue
- Dearborn Street
- Waterfront
Major Truck Streets

- S Dearborn St
- Waterfront
- 6th Ave S
Challenges and opportunities

• Downtown streets support many different uses
• Rapidly expanding transit network
• Numerous driveway entrances and turning conflicts
• Significant private and public development and investments
Next steps

Outreach:
• Public open house #1: July 21 from 5–7 PM at Town Hall

Technical analysis:
• Evaluation criteria
• Preliminary analysis and prioritization
Questions?

WCT@seattle.gov | (206) 909-8578

http://www.seattle.gov/transportation/wct.htm

http://www.seattle.gov/transportation
Current curb uses

- No Standing Zones: 24%
- Motor Vehicle Travel: 25%
- Surface Transit: 6.5%
- Loading/Unloading: 9%
- Variable Restrictions: 2.8%
- Bike Travel: 2%
- Reserved Parking: 0.8%
- Other Uses: 2.8%

Seattle CBD CurbSpace Uses
Decision making process

Going from plan to project.

1. Step 1: Overlay the modal plans
   Overlay the needs in the modal plans to identify where priority corridors for many modes exist.

2. Step 2: Identify the major purposes of the street
   Each street in our city is different and they serve different land uses, so the purpose and design of each project will be distinctive.

3. Step 3: Develop alternatives
   We look at different ways we can allocate space in the street based on the users and needs identified.
Decision making process

Step 4: Evaluation of alternatives
We work closely with neighbors and street users to better understand your needs and define the project.

Step 5: Design, construct, and maintain
Our job is not finished when a project is built — it just begins. We work 24/7 to keep the transportation system in a state of good repair so it works as designed.

Step 6: Evaluate and report
We measure the results of the projects and programs we build, evaluate how pilot materials and designs work, and talk with the public. We track our progress to remain accountable to the people we serve, and continually refine and adjust our work.