S Dearborn St Protected Bike Lane

Seattle Freight Advisory Board
Sam Woods and Reiner Blanco
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

• Existing conditions
• Project goals
• Proposed design
• Next steps
Existing Conditions

• 0.76 miles – 6th Ave S to Rainier Ave S
• Typically 5 lane cross section 66’ wide with 2 lanes each direction, center turn lane and 4’ wide bike lanes on each side of the street
• Principal Arterial - ADT 21,000 vehicles
• Major Truck Street - 6% heavy vehicles
• I-5 and I-90 connections
Collisions
Traffic volumes

2014 AAWDT = 21,500 Trips (6% Freight)
Background

Major Truck Streets
Speeds

• **85<sup>th</sup> Percentile**
  – Eastbound – 38.3 mph
  – Westbound – 37.4 mph

• **Top End Speeders**
  – Eastbound – 8.6%
  – Westbound – 5.9%
Transit

Transit Project at Rainier Ave S & S Dearborn St

[Map showing Transit Project with labels such as New Bus Lane, Wider Sidewalk, Curb Ramp, Relocate and Install New Push Button Pole, Modify Crosswalk, No Southbound Left Turn Allowed.]
BMP Implementation Plan

“Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.”

- BMP identifies approx 100 miles of PBL’s
- Implementation Plan identifies approx 7 miles per year of PBL’s
- Dearborn identified as a 2015 project
Project goals

• Improve safety & predictability
• Expand connectivity as our city continues to grow
• Enhance economic vitality
• Promote physical activity & increase ridership
• Provide affordable travel options
Safety
Connectivity

• Connects to Hiawatha & CANG Neighborhood Greenways
• Connects SE Seattle & I-90 Trail to Downtown & International District
• Will connect to 2nd Ave PBL – high priority in Center City network
Design considerations

- Conceptual design changes took into account:
  - WB-67 turns at Rainier & Dearborn
  - Maintain capacity at Rainier and Dearborn (eliminated south leg crosswalk in early design considerations)
  - Minimum outside lane width of 11’
  - Future transit facilities & improvements
  - Coordination with D2 roadway closure
  - Sound Transit staging area on Dearborn
Design considerations

• Conceptual design changes took into account:
  – No impacts to queuing on I-5 off ramps
  – Maintain left turn pockets at highest left turn demand
  – Intersection level of service
  – Vehicle travel time

  – Bike facility lane/buffer widths vary
    • Minimum 5’ with 2’ buffer
Proposed Design

Existing Cross Section - Typical
Proposed Design

Proposed Cross Section - Typical
Proposed Design

S Dearborn St & I-5 Ramps
Proposed Design

S Dearborn St & Rainier Ave S
## Next steps

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Questions?

Sandra.Woods@seattle.gov | (206) 733-9408

http://www.seattle.gov/transportation
Designs considered

• Two-way bike lane – north side
• Two-way bike lane – center
• One way on each side