

## Frequently Asked Questions

9/4/15

### 1) What is the Center City Bike Network project?

SDOT is building a Center City transportation network that includes protected bike lanes and supports a vibrant Seattle by designing a safer, more predictable traveling experience for people walking, biking and driving downtown.

The Seattle Department of Transportation is studying and prioritizing locations for a protected bicycle lane network in downtown Seattle. This work builds on outreach and data collected as part of Seattle's 2014 Bicycle Master Plan.

SDOT plans to implement the Center City Bike Network of protected bike lanes over the next five years, pending funding availability.

### 2) What are the overall goals?

- Improve safety and predictability by separating all modes of travel
- Expand connectivity throughout downtown and the rest of Seattle as our city continues to grow
- Boost business by offering more travel options around the city
- Promote physical activity and increase ridership
- Provide affordable travel options

### 3) What is a protected bike lane?

Protected bike lanes separate people on bikes from people in cars and are distinct from the sidewalk. Below are examples across Seattle:



#### 4) Why protected bike lanes?

U.S. cities are increasingly embracing protected bike lanes that separate people on bikes from people in cars by using physical barriers such as posts, parked cars or simple landscaping. A network of protected bike lanes will make riding a bike a pleasant and practical option for many more people (not just the bold or athletic). Below are examples throughout the country:



#### 5) Which protected bike lanes are planned to happen this year or next?

Some protected bike lanes are prioritized to happen sooner for various reasons including safety needs, community demand and effective connections to downtown.

This year we are working on the following Protected Bike Lanes:

- Roosevelt Way NE from NE 65th St to the University Bridge (partially complete)
- S Dearborn St from 6th Ave S to Rainier Ave S
- Westlake Ave N from Aloha St to Halliday St
- Dexter Ave N from Mercer St to Denny Way (7th Ave) (complete)
- Mercer St from Dexter Ave N to 5th Ave N (complete)
- 5th Ave N from Mercer St to Republican St (in construction)
- Rainier Ave S from Seward Park Ave S to the south city limit
- N 34th St from Fremont Ave N to Phinney Ave N
- NE Campus Parkway from University Way NE to Eastlake Ave NE
- NE Pinehurst Way from Roosevelt Way NE & NE 108th St to NE 125th St & 15th Ave NE
- NE Ravenna Blvd/Cowen Place NE from E Greenlake Way N to NE 62nd St

The near term projects above and at least 3 miles of protected bicycle lanes in the center city are fully funded. Additional corridors are dependent upon receiving additional funds either through grants or the Move Seattle Levy.

For general Bike Master Plan funding, the 5-year plan assumes that the Bridging the Gap funding would be replaced at approximately the same level of funding. The next version of the 5-year plan will reflect the results of the November election – the levy would provide more funding per year that BTG did.

**6) Why is this happening now?**

Center City is growing rapidly. About 65,000 people live downtown and about 25 new jobs a day are being added. A bike network is one piece of the solution in addition to transit, freight and traffic improvements to help the city grow gracefully. Preliminary evaluation shows that ridership on the Second Avenue Protected Bike lane is about triple what it was prior to being modified. We're working to create a network that adds safe connections to destinations downtown and gives more people the opportunity to bike. We want to support the predictable movement of people and goods.

**7) How does the Center City Bike Network relate to the Bike Master Plan?**

The Bike Master Plan informed the preliminary corridors considered for the Center City Bike Network. The Bike Master Plan provided the starting point for network evaluation.

**8) How will access to driveways, loading zones, and valet service work with protected bike lanes**

As we identify protected bike lane corridors, we will work with adjacent property representatives to identify their commercial and passenger loading and unloading needs and how we can continue to accommodate them.

**9) How does on-street parking work around a protected bike lane?**

We will work to maintain parking though some parking spaces may be relocated or have limited availability. There are thousands of off-street parking spaces within walking distance of shopping, restaurants, attractions and more in downtown Seattle.

**10) How are buses and bikes managed on the same street?**

Protected bikes lanes can augment transit by offering safe connections to transit. We will work with Metro and Sound Transit to ensure protected bike lanes complement transit. Once the projects are selected and installed, traffic operations will be monitored.

**11) Is traffic congestion considered in which routes are selected?**

Yes, ongoing traffic analysis is informing the design team on how best to keep people and goods moving. Traffic analysis will continue after the bike lanes are installed. We are working toward offering the people who live, work and play in Seattle multiple travel options depending on their needs.

**12) How will protected bike lanes affect me as a pedestrian?**

Protected bike lanes are not just safer for people biking but for people walking too in three major ways:

1. On protected bike lanes, traffic signals do not typically allow motorists to turn while the pedestrian crossing light is on.

2. Protected bike lanes may shorten crossing distances: A pedestrian doesn't have to walk across as many lanes of auto traffic when crossing the street.
3. Protected bike lanes give people an alternative to riding on the sidewalk. Other projects have shown that fewer bicyclists use the sidewalk when protected bike lanes are available.

### 13) What are the lessons learned from the Second Avenue Protected Bike Lane?

The Second Avenue Protected Bike Lane Demonstration Project is an example of a project that was identified in the Bike Master Plan and swiftly implemented with paint, delineator posts, and signal changes. By working collaboratively with stakeholders along the corridor, SDOT was able to address issues related to loading, valet services, and transit operations during design. Once the project was implemented, SDOT monitored the corridor and made rapid adjustments to address safety and operational issues.



*Second Avenue Protected Bike Lane*

Similar to the Second Avenue Protected Bike Lane, SDOT will work with the community to be nimble and responsive when designing and monitoring the Center City Bike Network.

### 14) How will construction and detours interact with the protected bike lanes?

SDOT will work with contractors to ensure safe and clear bike lane connections during construction and construction detours. To report unsafe cycling conditions around a construction site, email [DOT\\_ConstructionHUB@seattle.gov](mailto:DOT_ConstructionHUB@seattle.gov).

### 15) How do I give my input?

Better bike infrastructure can benefit everyone especially when various perspectives are involved in the planning. SDOT is seeking input and guidance from people who live, travel and work downtown and in adjacent neighborhoods.

Outreach includes open houses, briefings, regular email updates, individual meetings and a Sounding Board made up of Center City stakeholders.

- [Click here to sign up for email updates.](#)
- Check our **website** for project updates: <http://www.seattle.gov/transportation/cbike.htm>
- **Email** the project team: [CCBike@Seattle.gov](mailto:CCBike@Seattle.gov)  
**SDOT Project Manager:** Sandra "Sam" Woods  
**SDOT Communications Lead:** Dawn Schellenberg