


# Welcome!


**Open house** from 5–7 PM

**Presentation** from 6–6:15 PM

 View presentation and display boards

 Meet with project staff

 Tell us where you work,  
live or travel downtown

 Provide your thoughts and feedback.  
This project's success depends on  
input from all travelers

## How to stay involved

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

### Email

[CCBike@Seattle.gov](mailto:CCBike@Seattle.gov)

### Web

[www.seattle.gov/transportation/ccbike.htm](http://www.seattle.gov/transportation/ccbike.htm)



# Why we're here



- Seattle is growing –need to accommodate predictable movement of people and goods
- Provide affordable transportation options
- Transform streets into safer and healthier public spaces



# Seattle is growing

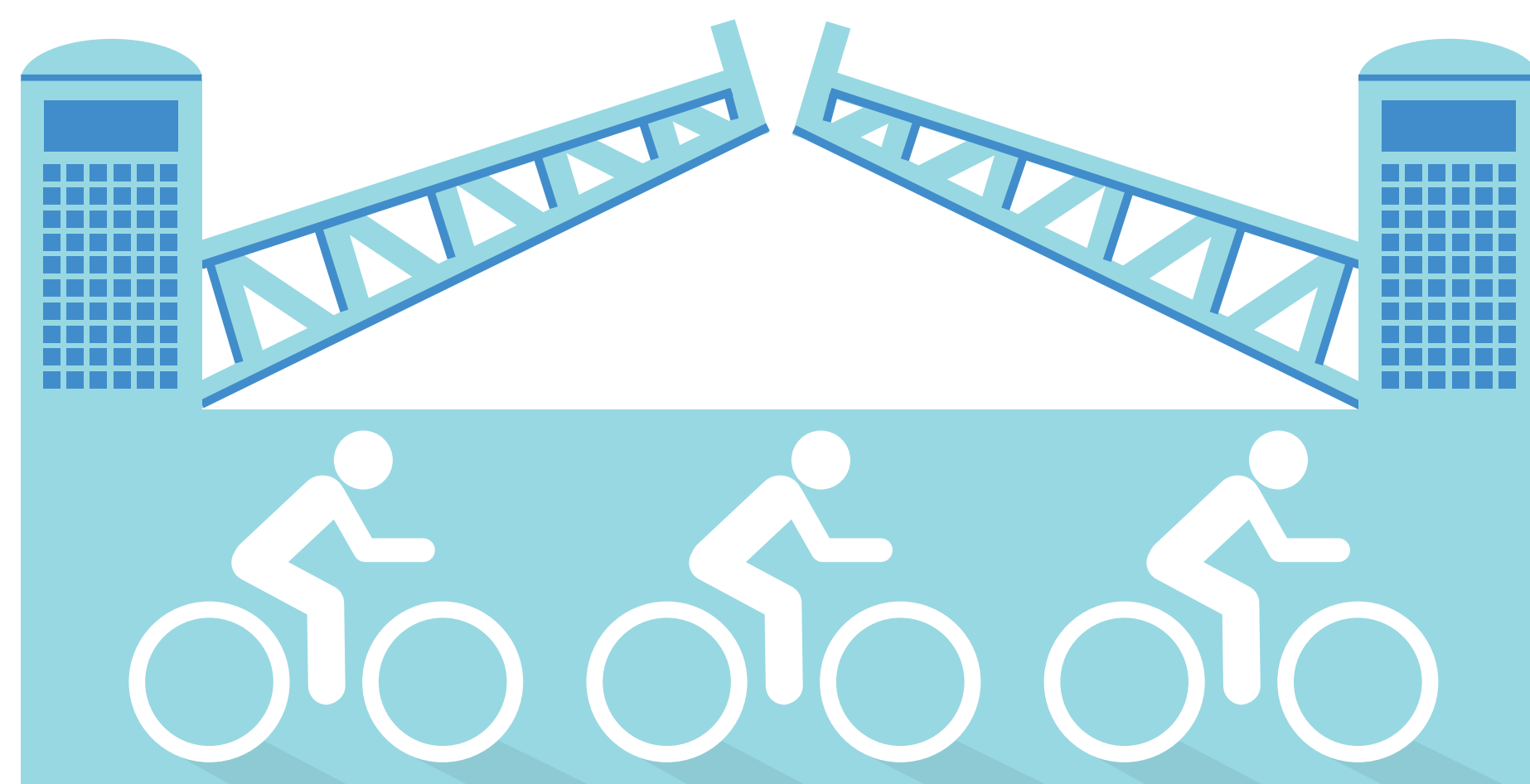
In addition to truck, transit and pedestrian improvements, a bicycle network is part of the solution to help Seattle grow gracefully



## 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*



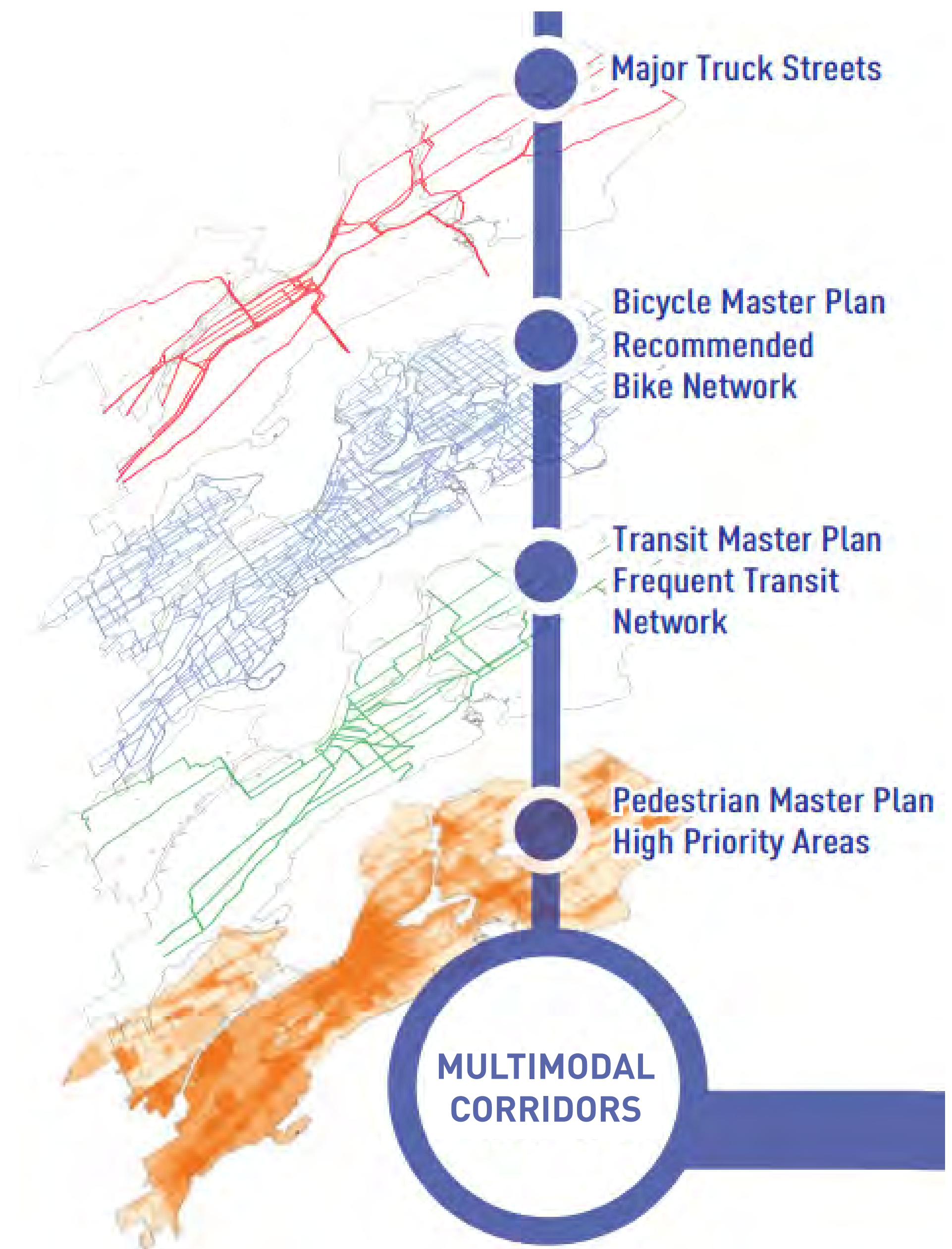
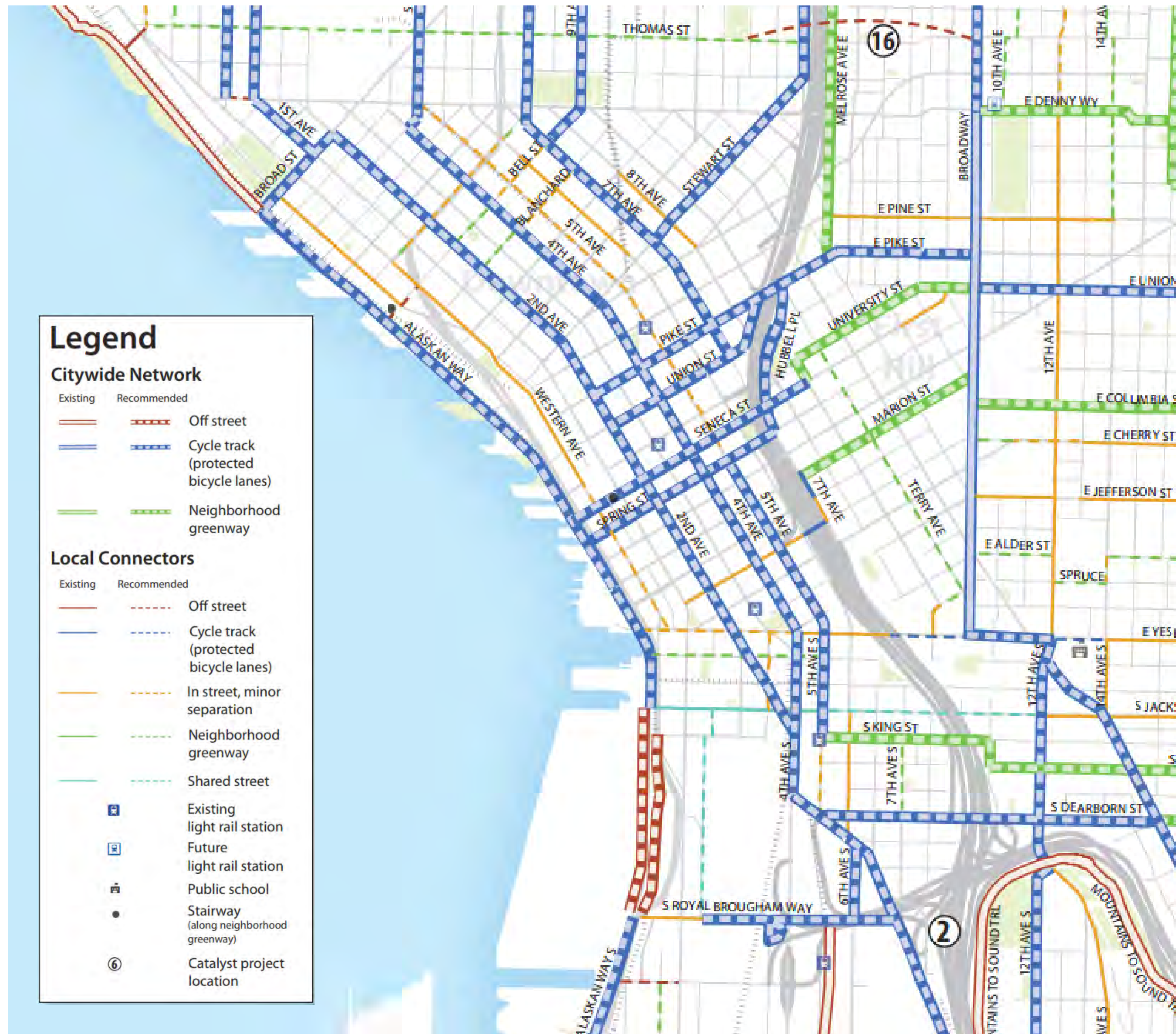
## SUPPORT A GROWING CENTER CITY

**65,000** people live here and **25** new jobs a day are being added

*Source: 2015 State of Downtown Economic Report*

# Seattle's transportation plans

## Bike Master Plan recommendation



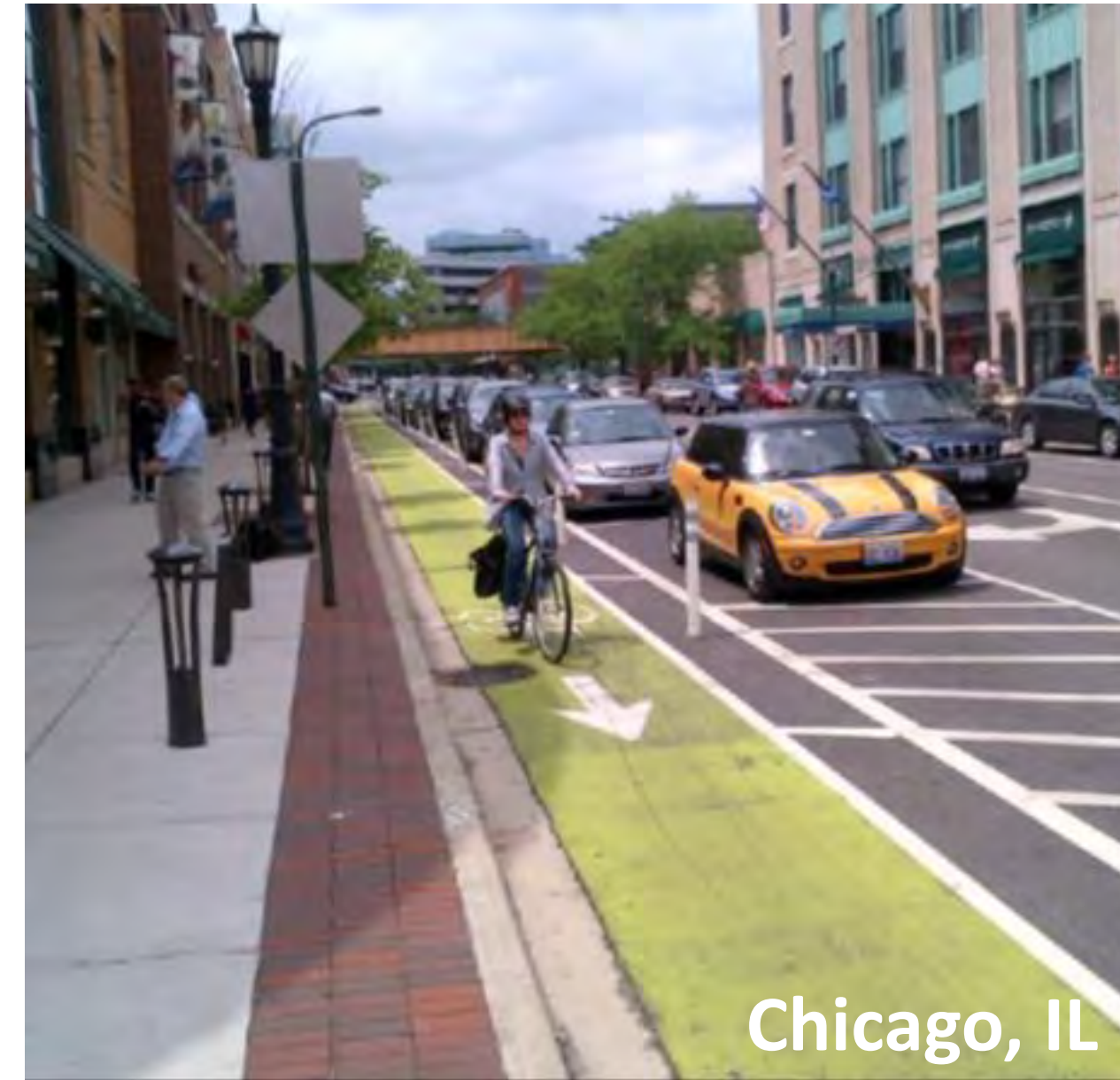
We are overlaying recommendations from the Bicycle Master Plan with our other modal plans to develop a transportation system that works for people who live, work, visit and play in Center City Seattle.



# What is a protected bike lane?



## Examples of protected bike lanes



Chicago, IL



San Francisco, CA



NE 40th St, Seattle

Protected bike lanes separate people on bikes from people in cars and are distinct from the sidewalk



New York City, NY



Broadway, Seattle



Linden Ave N, Seattle

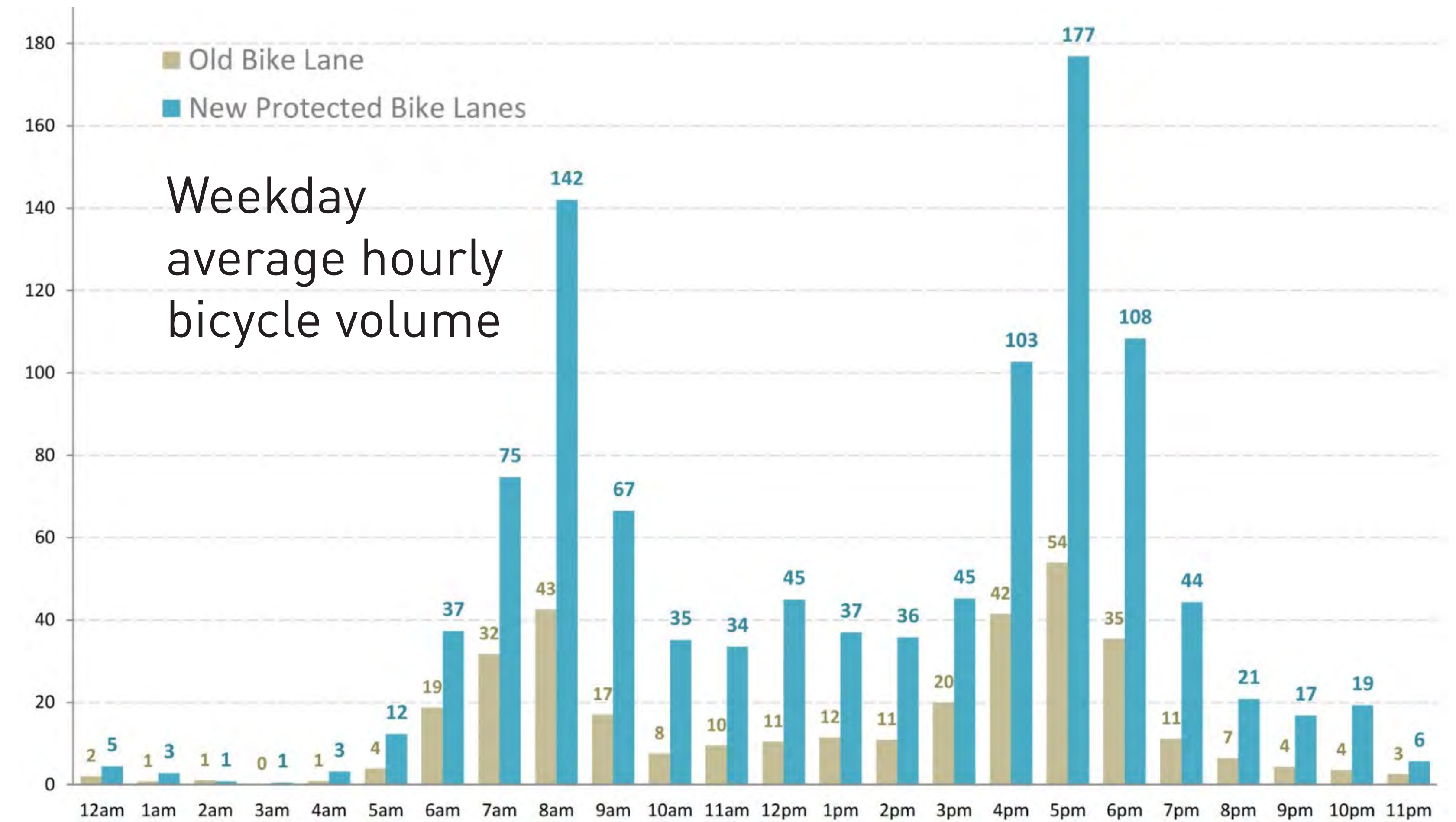


# Example: Second Avenue Protected Bike Lane Demonstration Project



After

## Second Ave Protected Bike Lane – before and after



Using paint and plastic posts, people who walk, bike and drive downtown have been able to see what it is like to move on and around a protected bike lane. A full evaluation of the facility will be complete by the end of the year and will inform the design of future protected bike lanes.



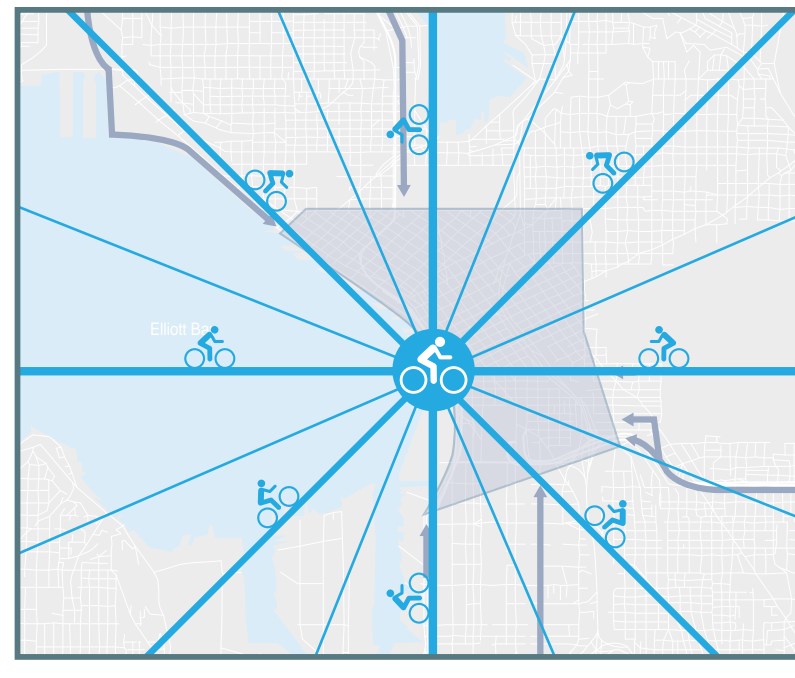
# Project vision



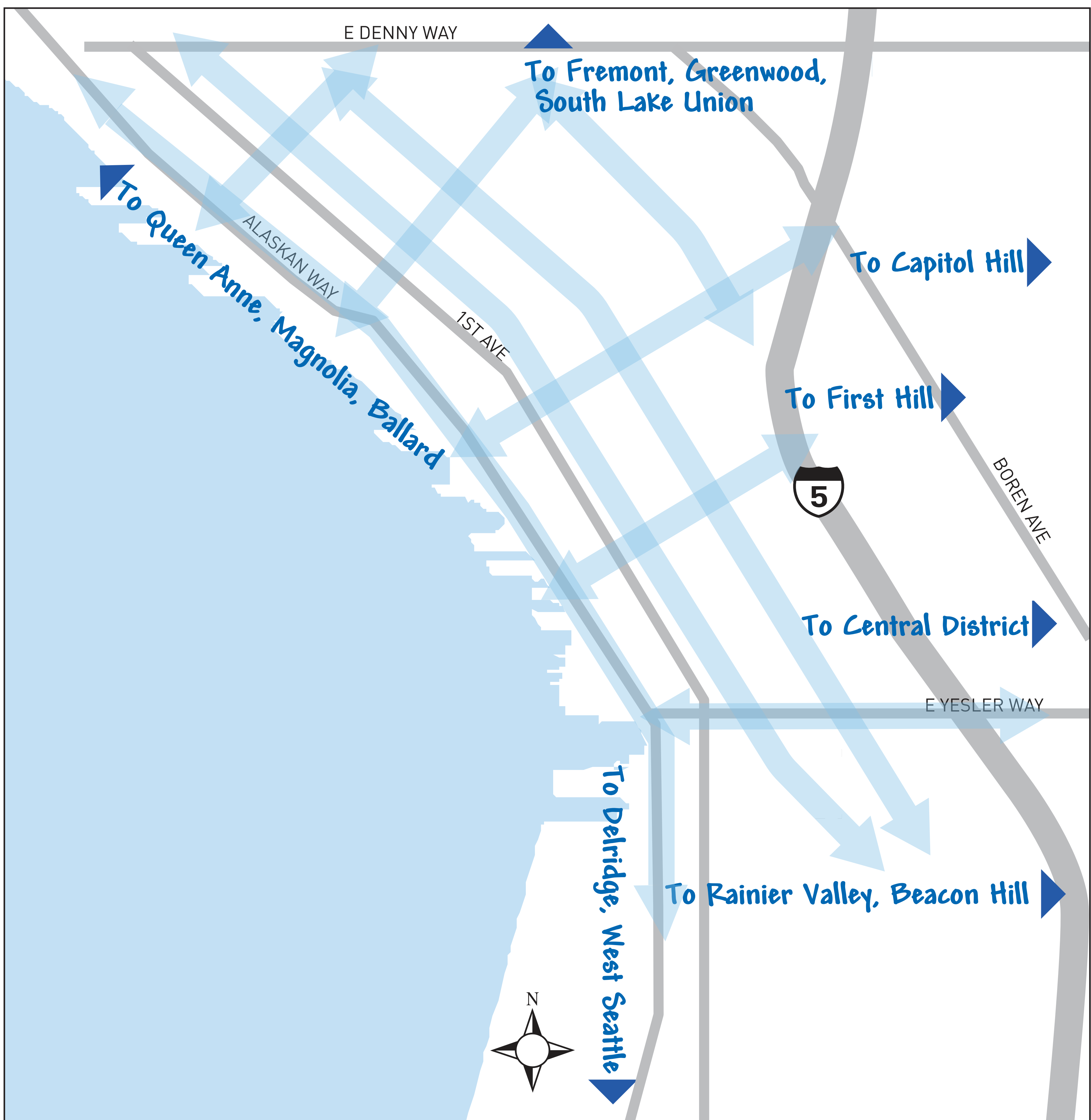
Build a Center City transportation network that includes protected bike lanes and supports a vibrant Seattle making a safer, more predictable traveling experience for people walking, biking and driving.



# Building a Network

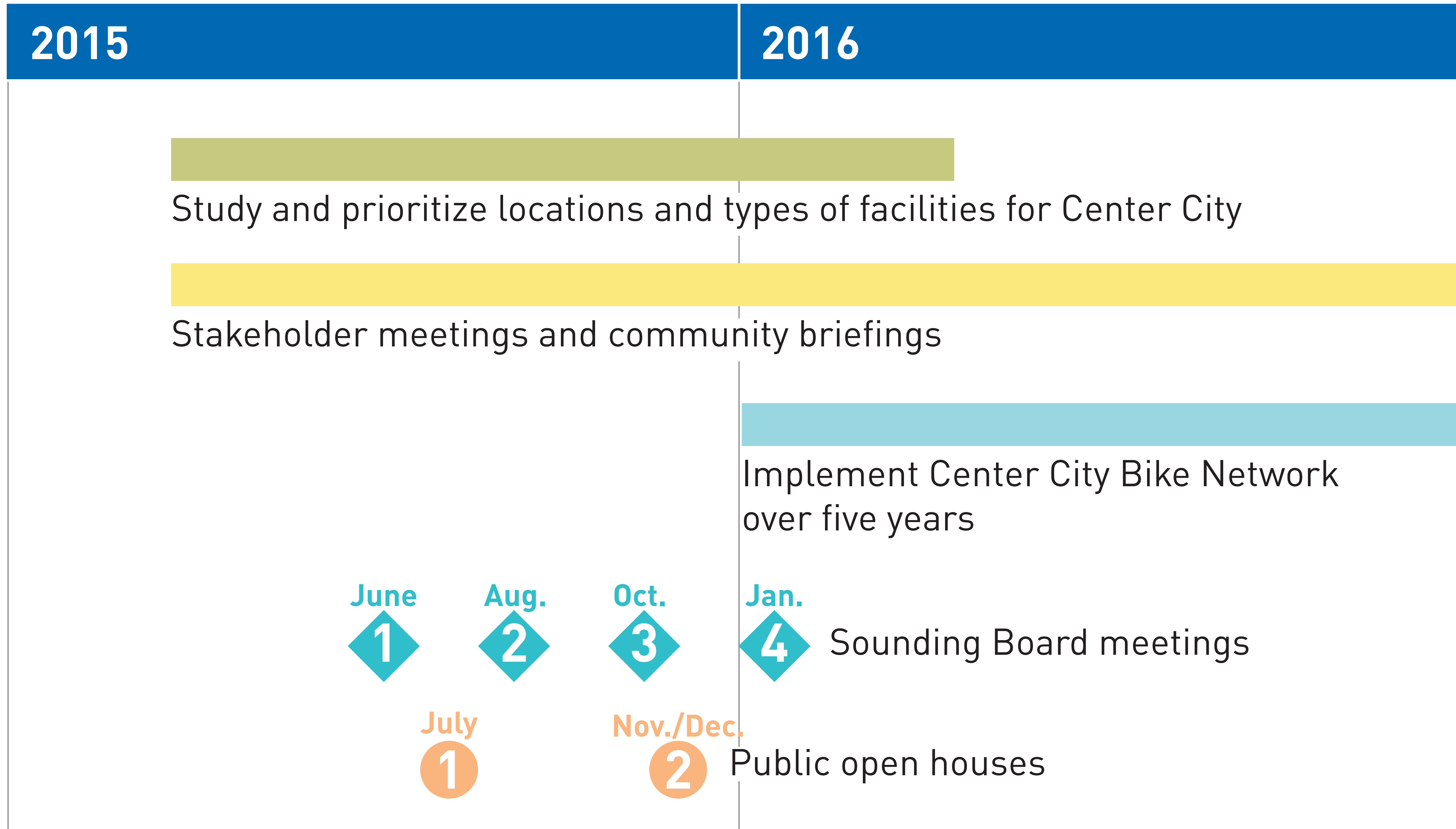


Our network goal is to create safer bike connections throughout Downtown and the rest of Seattle, organizing streets for people who walk, bike and drive.





# Project timeline



Schedule is subject to change.

The project is funded through the voter-approved Bridging the Gap Levy and other local funds and grants.

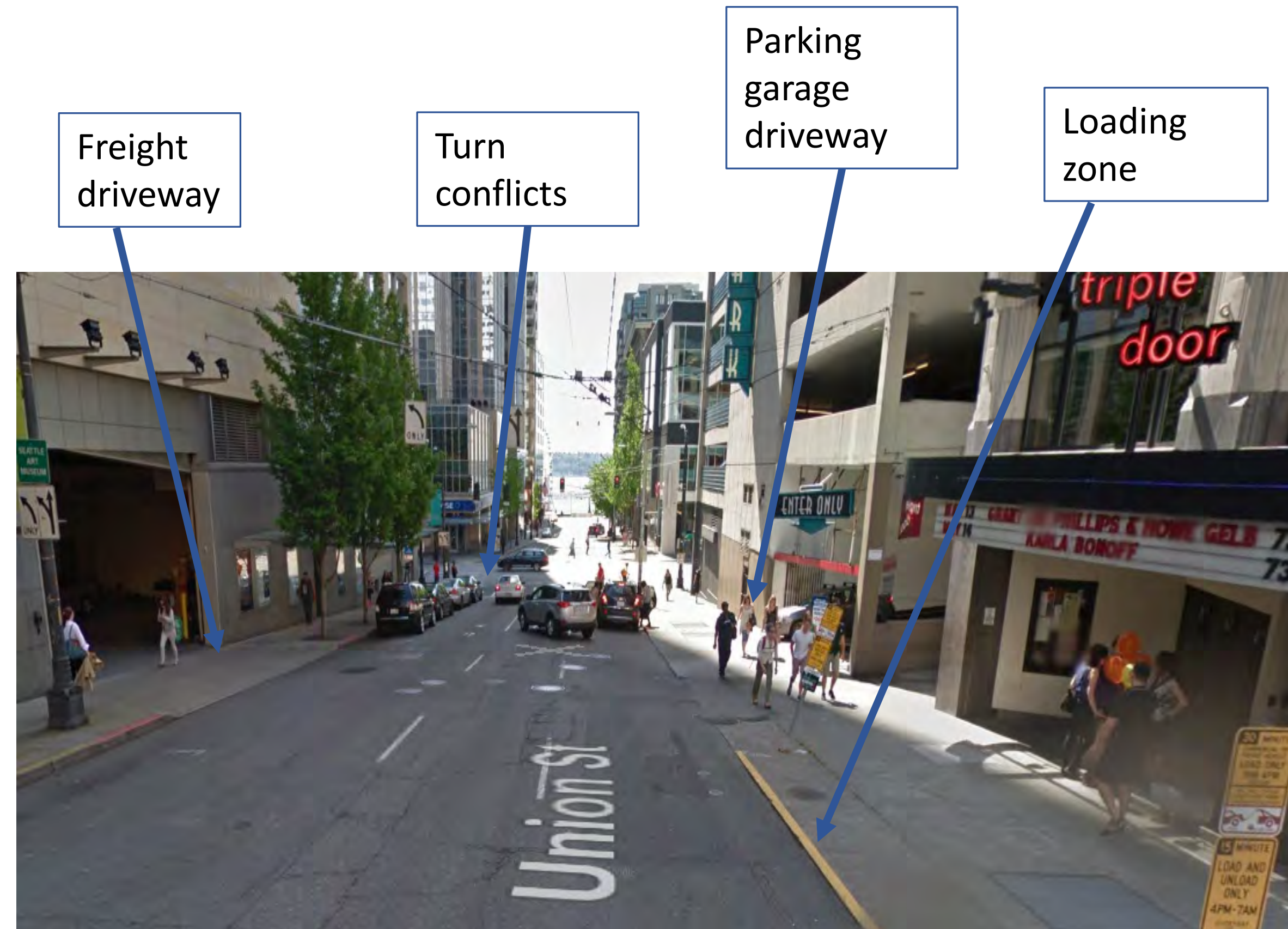


# What are we looking at?

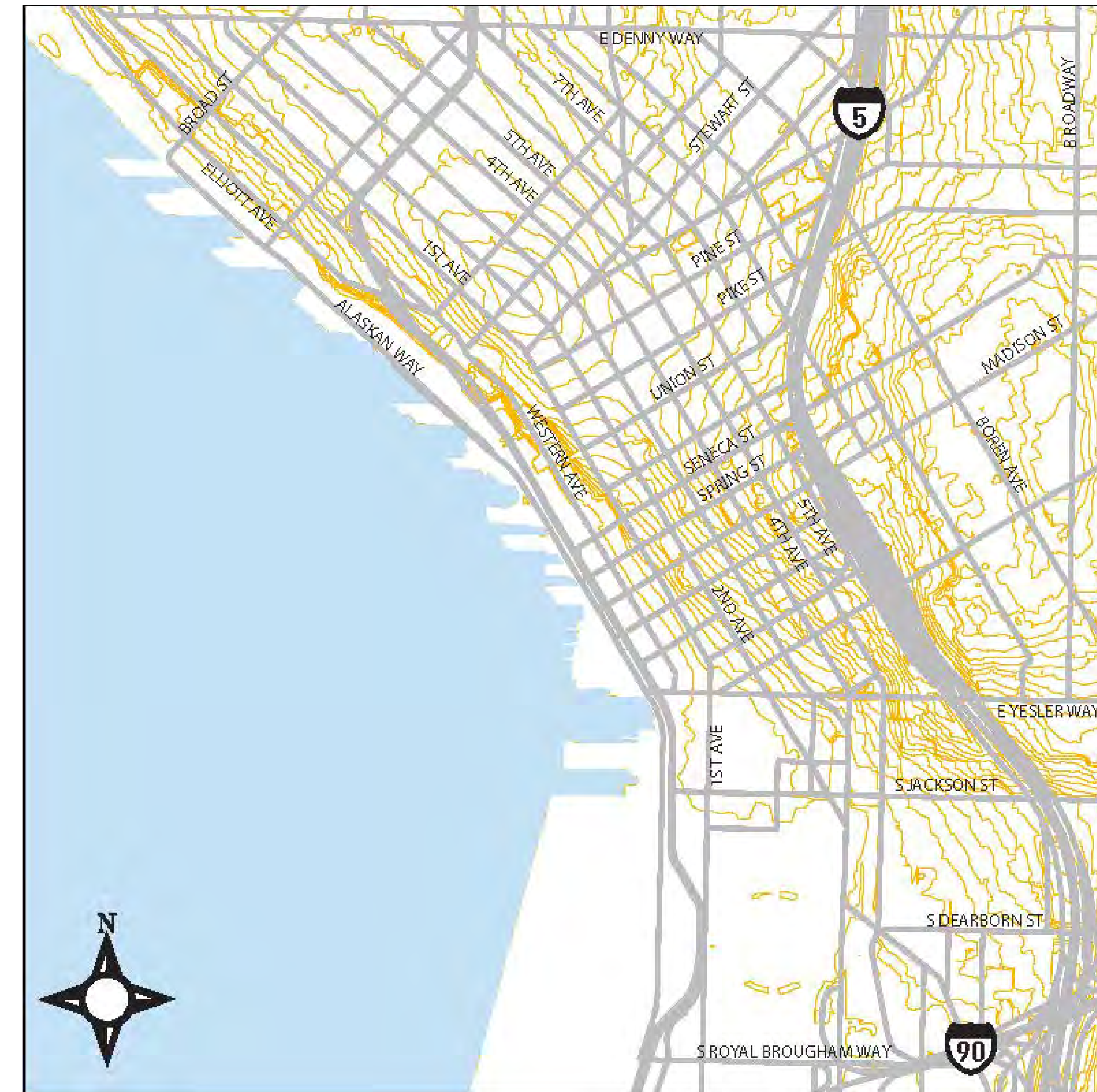
- Where people are walking, driving and riding
- Hills
- Traffic and parking analysis
- Transit, freight and pedestrian plans

- Corridor attributes such as driveways and alleys
- Private and public sector investments

## Corridor attributes



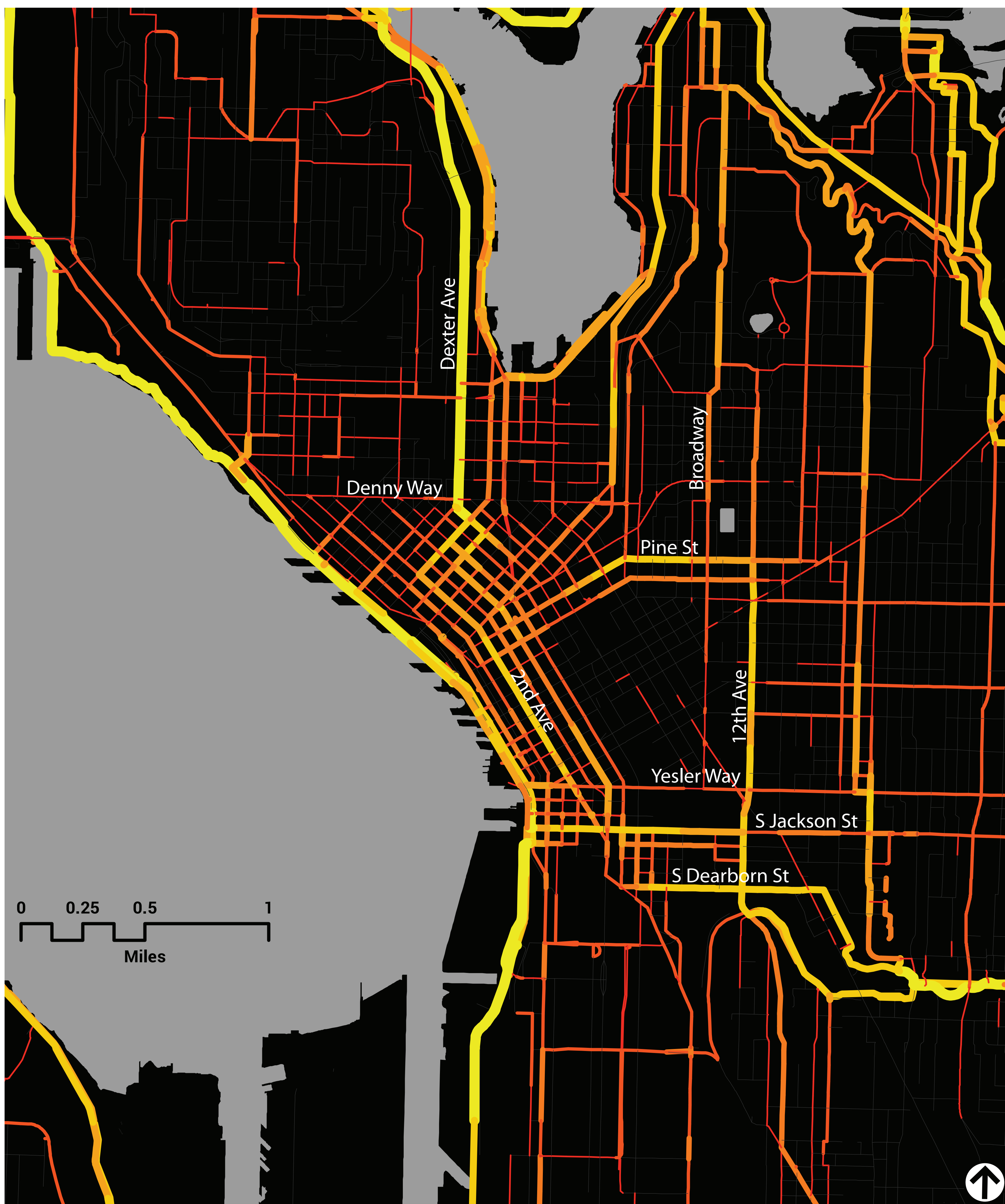
## Topography map





# How do we know where people ride?

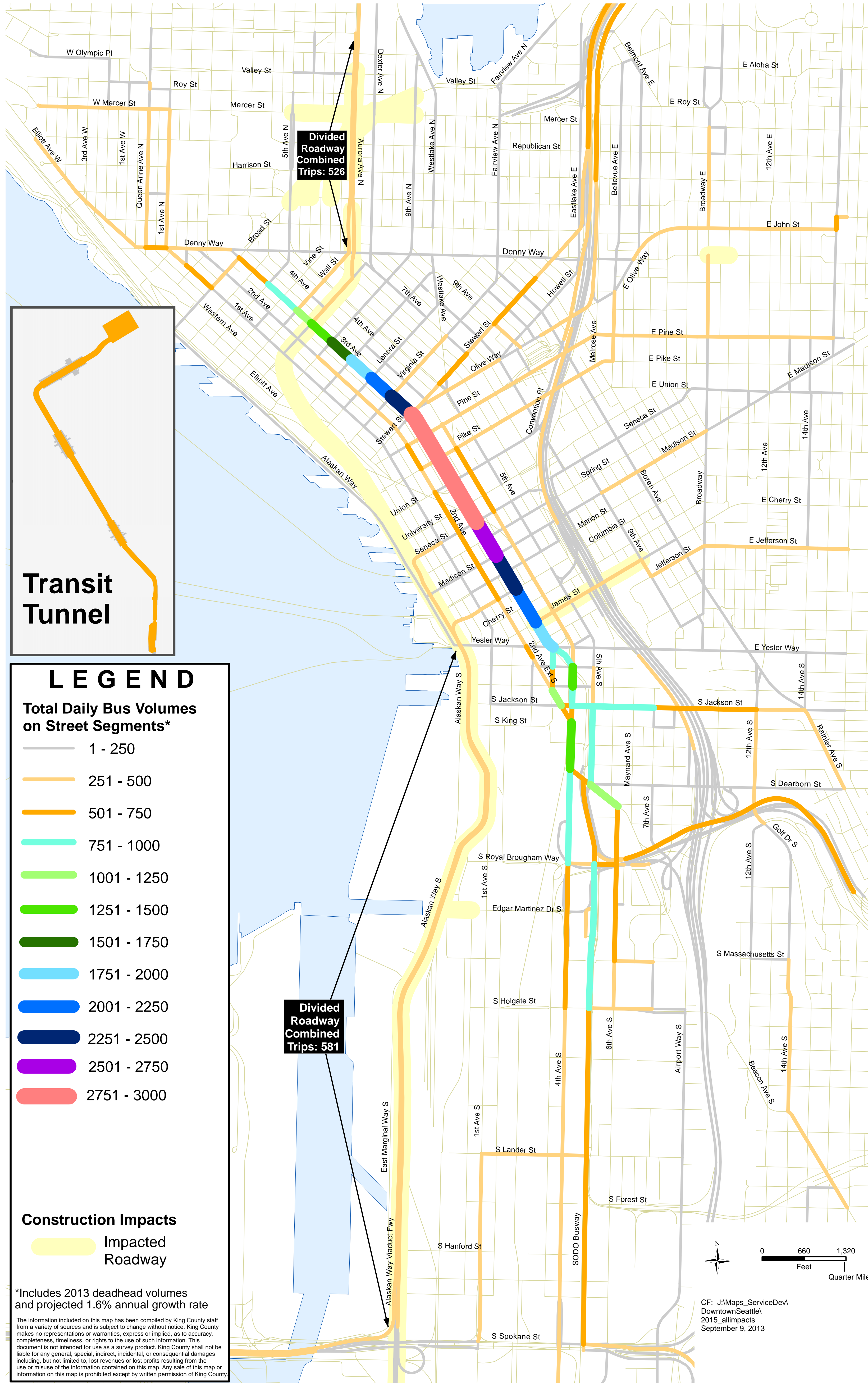
Bicycle counters throughout the city and Strava phone app data help to understand current preferred routes



Heat map showing where people ride based on Strava data

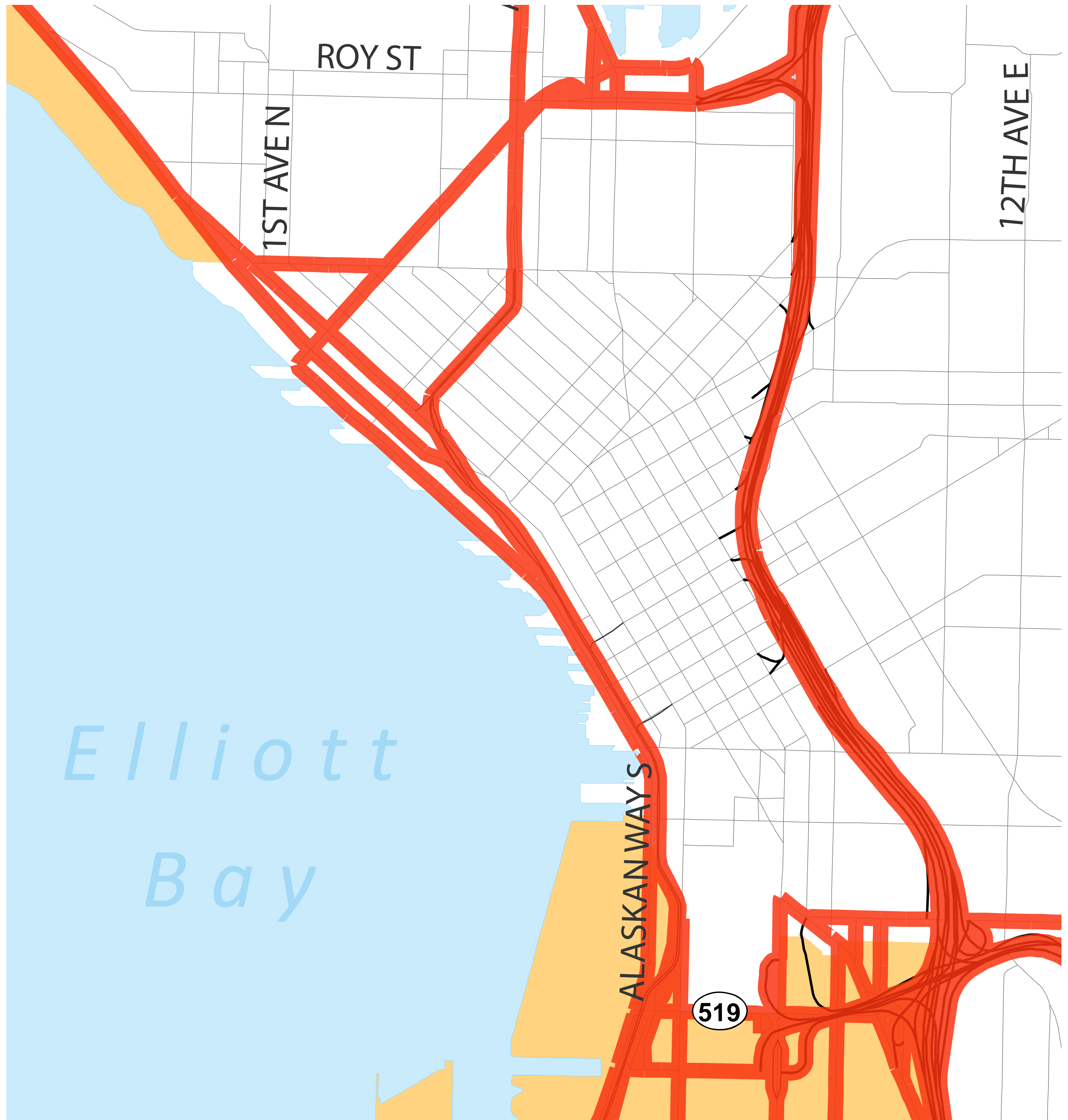


# Transit Streets and Volumes





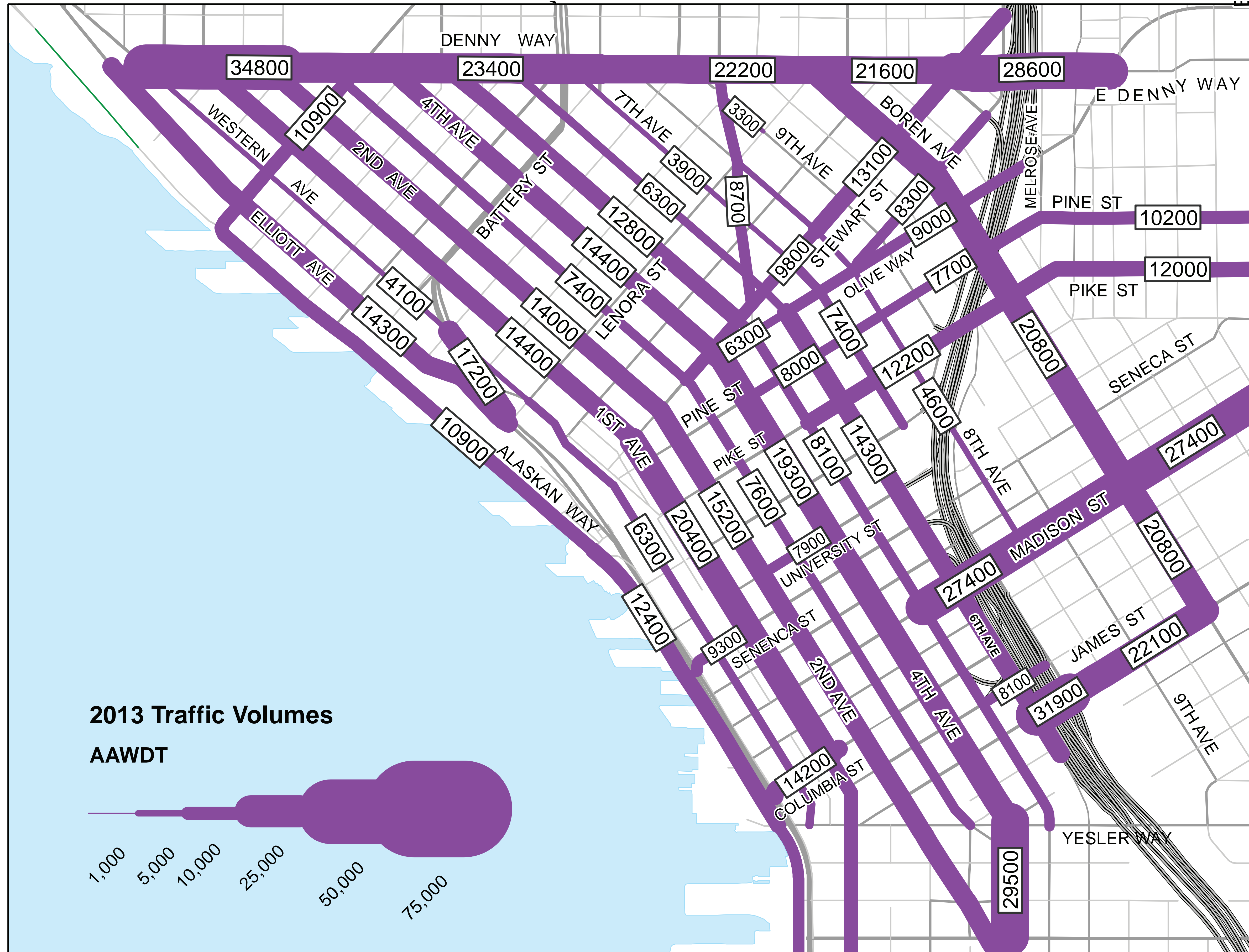
# Current Major Truck Streets



Freight Master Plan development is underway and may change the routes on this map.

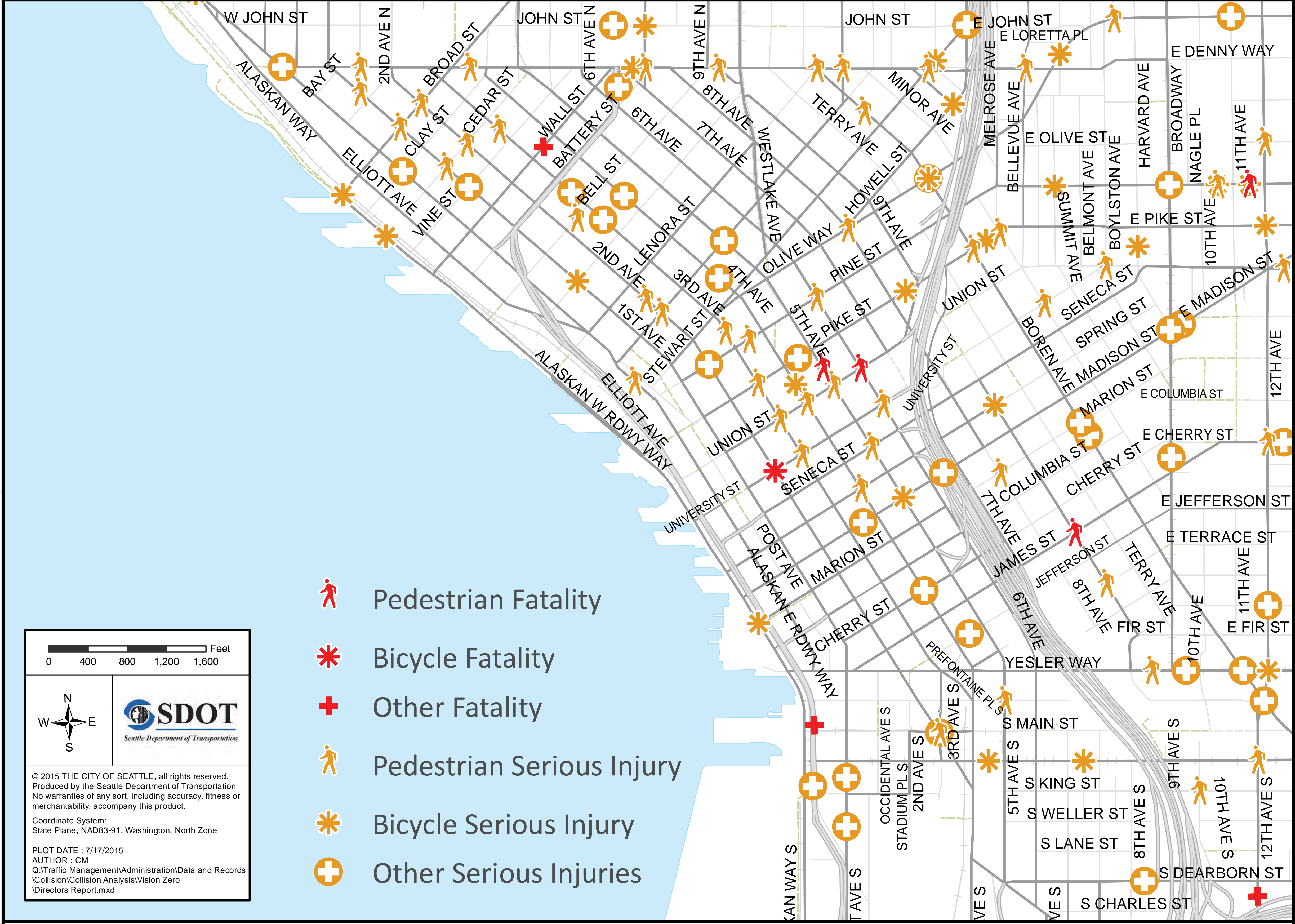


# Average Weekday Traffic





# Serious and Fatal Traffic Collisions (past 3 years)



7/17/15



# Draft evaluation criteria

## SAFETY FOR WALKERS, RIDERS & DRIVERS

- Turning movements
- Driveways and alleys
- Signal phasing
- Buffer
- Speed
- Predictability

## CONNECTIONS

- Connects to existing multimodal network
- Addresses system gaps
- Access to / from facility
- Connects to neighborhoods beyond Center City

## TRAFFIC FLOW

- Street widths, lanes, etc.
- Curb uses (loading, parking, taxi, through traffic)
- Traffic analysis results
- Transit routes & access
- Truck routes & access

## INCREASE RIDERSHIP

- Current travel patterns
- Topography
- Origins / destinations
- Facility type / user comfort

## CORRIDOR OPPORTUNITIES

- Public space / parks
- Public amenities
- Public / private partnerships

## PROJECT COSTS

- Signals
- Transit infrastructure
- Utilities
- Driveways and alleys

Did we miss something?