

What is a Protected Bike Lane?

Protected bike lanes physically separate people riding bikes from people driving and are distinct from the sidewalk, adding predictability. Protected bike lanes are especially attractive to people who might be willing to bicycle but are concerned about safety. Better bike lanes can't solve every problem, but they are one of many tools Seattle can deploy to attract new businesses that employ talented workers and for residents who prefer to live, work, shop and play in Downtown.

SDOT currently has six protected bike lanes in place or under design: Linden Avenue N, Cherry Street, Broadway, Alki, NE 65th Street, Westlake Avenue N and NE 40th Street. The Second Avenue Protected Bike Lane Demonstration Project will be the first installation in Downtown Seattle.

Project Benefits

- Improve experience and predictability for people riding bikes, walking and driving
- Improve safety as people are no longer riding bikes in the "door zone"
- Reduce conflicts of left turning vehicles and people biking and walking
- Fewer people riding on the sidewalk

The Second Avenue protected bike lane will provide a safer option for bicyclists to travel in Downtown Seattle from Pike Street to Yesler Way.

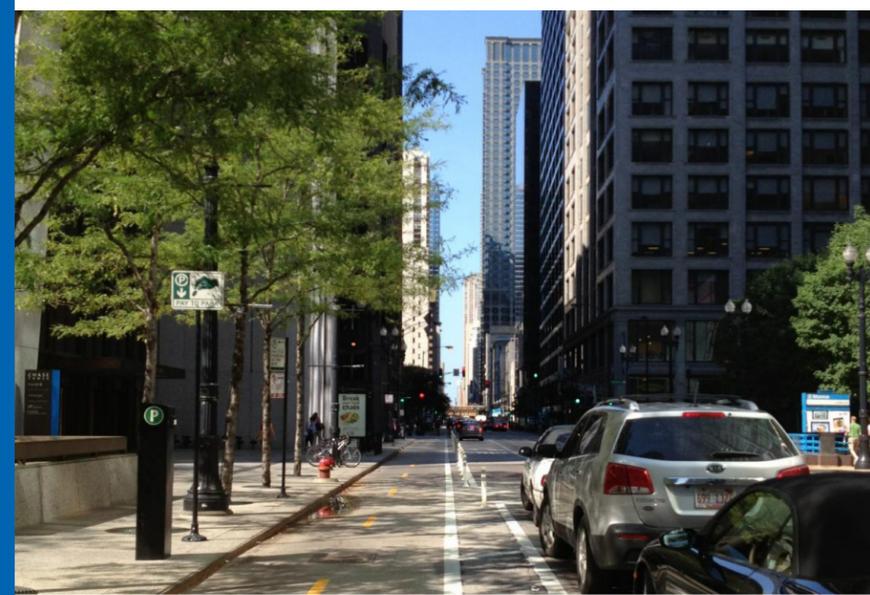
Schedule and Cost

- 2014
- July/August** - Outreach to adjacent property owners; traffic data collection and analysis
 - August** - Finalize design; begin signal and street maintenance
 - September** - Install protected bike lane
 - October** - Monitor traffic, use and user experience and adjust as needed to optimize operations
- 2015
- September** - Release traffic, use and user experience evaluation after one year of operation

The estimated cost of the project is \$1.2 to \$1.5 million and is being paid for using Bicycle Master Plan Implementation funds.



Second Avenue parking lane and bike lane today (above).



The protected bike lane and parking lane on Second Avenue will look similar to Dearborn Street in Chicago (above).



Project Information & Contact

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SECOND AVE PROTECTED BIKE LANE DEMONSTRATION PROJECT

July 2014



Overview

The bike lane on Second Avenue between Pike Place Market and Pioneer Square is about to get a makeover. Rather than relying on just a few inches of white paint, the Seattle Department of Transportation (SDOT) is preparing to demonstrate a modern two-way protected bike lane in Downtown. Protected bike lanes add predictability. Using curbs, planters, posts, etc., they physically separate people riding bikes from people driving, and they are distinct from the sidewalk.

This could be a game changing project to help Seattle better understand how to build and operate great protected bike lanes. People can experience riding in the protected bike lane and learn what it is like to park and drive next to it. Pronto! Cycle Share arrives this fall, bringing people not used to bicycling to our downtown streets. The protected bike lane provides a space for all ages and abilities to bike. SDOT will collect feedback and data on how it is operating, which will guide us as we move through the design of the Center City Bike Network and the development of permanent facilities.

Goals

- Safety for all users
 - **People biking** - Support people of all ages and abilities riding bikes
 - **People walking** - Separate bicycles from pedestrians
 - **People driving** - Provide predictability within the street
- Provide a high-quality two-way downtown bike facility in time for the opening of Pronto! Cycle Share
- Give people more travel options

Project Area



In the past four years, there have been 60 collisions involving bicycles along this corridor. Fifty percent of the collisions involved vehicles turning left at the crosswalk. Adding a signalized left turn for vehicles and restricting turns on red will improve safety by reducing left turn conflicts.

TRAFFIC FLOW AND PARKING ON SECOND AVENUE

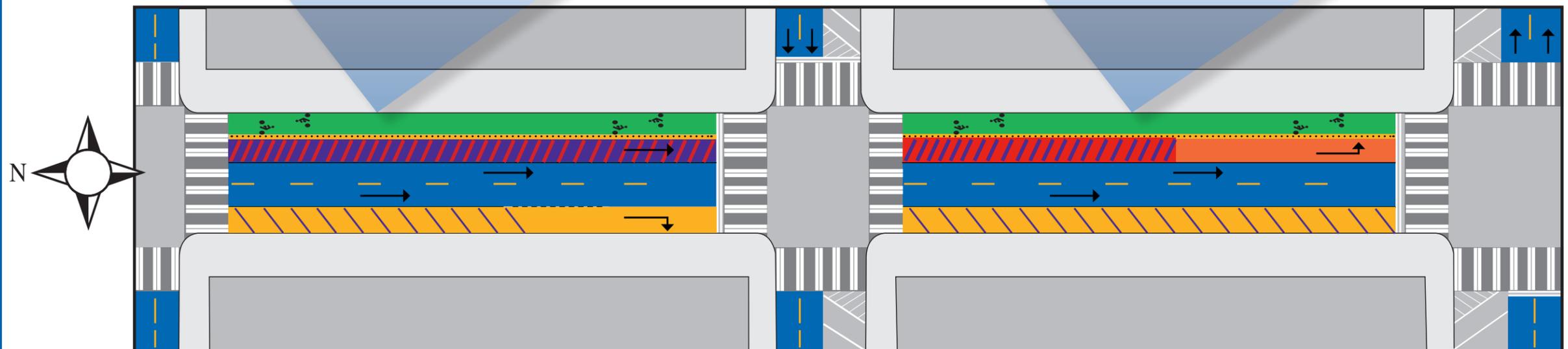
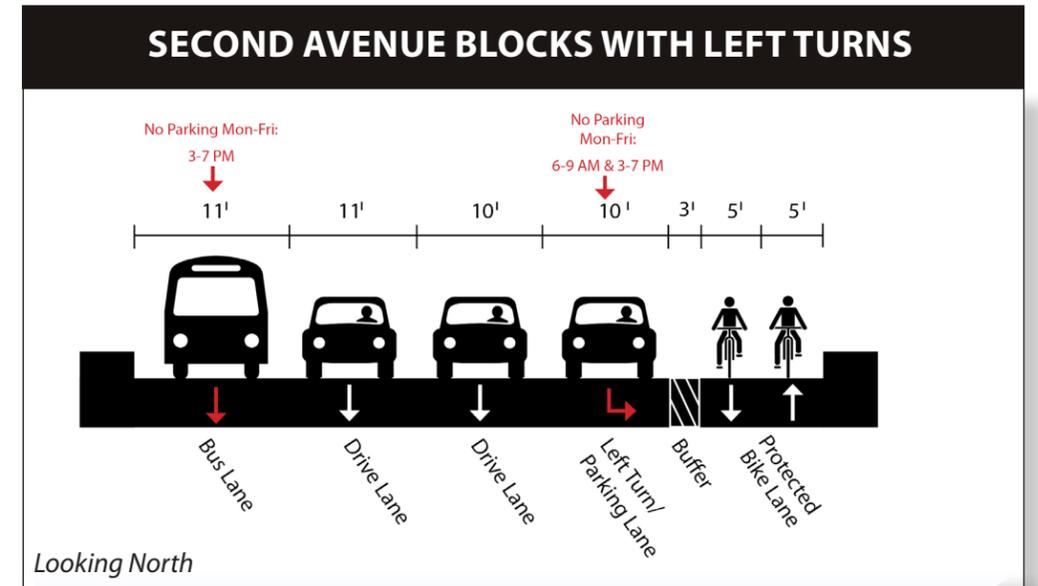
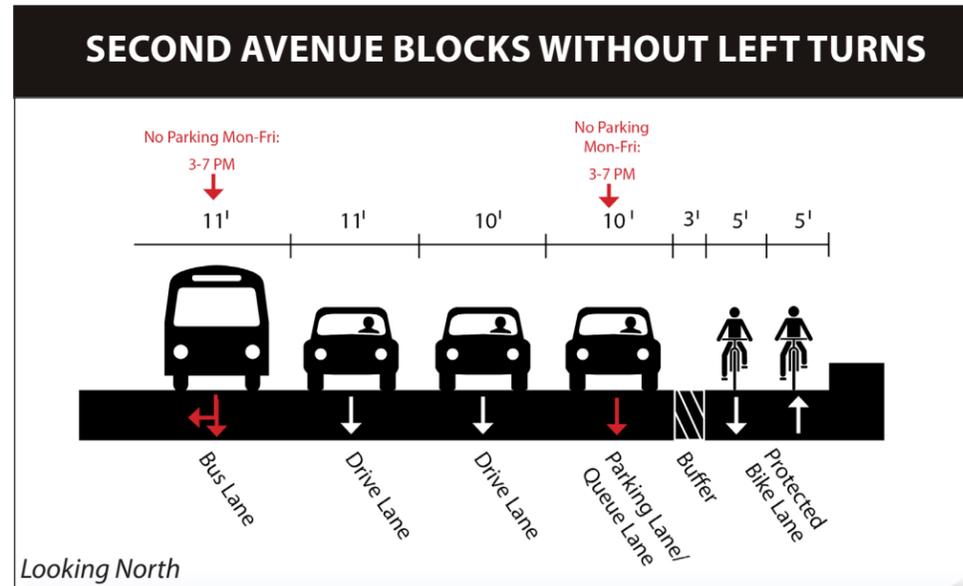
What to Expect

- On blocks where left turns exist: Parking will be permitted in the lane next to the protected bike lane except during peak hours on weekdays: 6 - 9 AM and 3 - 7 PM
- On blocks where left turns do not exist: Parking will be permitted in the lane next to the protected bike lane except weekdays 3-7 PM
- Transit operations will remain the same
- Two through lanes will remain at all times



Loading and Parking Zones

Installation of the Second Avenue protected bike lane will require some modifications to parking and load zones. SDOT is working with the Downtown Seattle Association, Alliance for Pioneer Square and Commute Seattle and engaging Second Avenue businesses, property owners and residents to better understand their operational needs and to identify alternative load zones.



Protected Bike Lane
 Buffer

Through Lane
 Parking permitted at all times except weekdays, 3 - 7 PM

Bus Lane Only Monday - Friday 3 - 7 PM
Parking permitted all other times

Left Turn Lane
 Parking permitted at all times except weekdays, 6 - 9 AM and 3 - 7 PM