

SECOND AVE PROTECTED BIKE LANE DEMONSTRATION PROJECT

Outreach Summary



October 24, 2014

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Introduction

The Second Avenue Protected Bike Lane Demonstration Project installed a two-way protected bike lane along Second Avenue between Pike Place Market and Pioneer Square and will serve as a model for a planned network of similar facilities throughout downtown Seattle. Protected bike lanes add predictability and improve safety by providing a physical barrier between bicyclists and vehicles, and they are a space for people of all ages and abilities to ride bikes.

In July and August 2014, the Seattle Department of Transportation (SDOT) solicited feedback from Second Avenue property owners and business owners concerning their operational needs, with an eye toward limiting impacts to parking and load zones. Signal upgrades and street maintenance started in August 2014, and bike lane installation was complete in September 2014. The total project cost of \$1.5 million was paid using Bicycle Master Plan Implementation funds.

The project was executed on an accelerated schedule in anticipation of the opening of Pronto! Cycle Share, a bicycle sharing service; planning, outreach, design and installation were completed in just three months.

Over the next year, SDOT will monitor traffic and make adjustments as needed. A final traffic and user experience evaluation will be released after one year of operation.

Project Overview

The Second Avenue Protected Bike Lane Demonstration Project had several goals, including to:

- Demonstrate how protected bike lanes work
- Improve safety and predictability for all users (people biking, walking, driving)
- Reduce collisions between left turning vehicle and bicycles
- Provide a high quality two-way downtown bike facility in time for the opening of Pronto! Cycle Share
- Give people more travel options



Second Avenue was chosen as the site for the demonstration project because it has the capacity for a two-way protected bike lane and because the current one-way bike lane was not performing as expected due to grade, proximity to parked cars, and turning conflicts. In the four years prior to the installation of the new bike lane, there were 61 collisions involving bicycles on Second Avenue. Fifty percent of those collisions involved vehicles turning left at a crosswalk.

Project Timeline:

- **July 2014:** Outreach to adjacent property owners is conducted and traffic data is collected.
- **August 2014:** Outreach continued and signal upgrades and street maintenance are constructed. The project team finalizes design of the protected bike lane.
- **September 2014:** Bike lane implementation occurs the first week of September. Immediately following the installation, the mayor opens the bike lane with a ribbon cutting event.
- **October 2014:** Traffic is monitored and adjustments are made to optimize operations.

**Partner Organizations & Stakeholders:**

To insure that key audiences would be aware of the project and have the opportunity to provide input, SDOT identified and worked with several organizations and stakeholders prior to conducting outreach to properties along the route. A meeting to introduce these groups to the project and its materials was held on July 18, 2014 and attended by representatives of the following:

- City of Seattle Office of the Mayor
- City of Seattle Office of Economic Development
- Commute Seattle
- Pronto! Cycle Share

- Downtown Seattle Association
- Alliance for Pioneer Square

Information was shared electronically or through face to face meetings with:

- Cascade Bicycle Club
- Feet First
- Seattle Bike Advisory Board
- Pedestrian Advisory Board
- Pike Place Market PDA
- Pioneer Square Preservation Board
- Building Owners and Managers Association

Outreach Activities

Because protected bike lane installation would affect some on-street parking and load zones on Second Avenue and add a left turn pocket on some blocks, early outreach to key stakeholders was crucial to the project's success and was designed to:

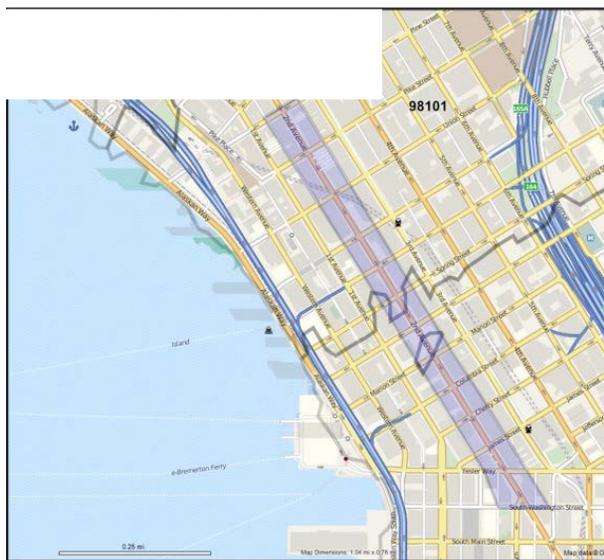
- Provide information about the project's purpose, benefits, impacts, and schedule
- Collect information about business and property owners' operational needs
- Identify alternative load zones
- Gather general feedback about the project
- Build relationships with those most directly affected by the project

Overall, the project's outreach objectives and results were as follows:

- Distribute letter of introduction and project brochure via postal mail (1,209 recipients)
- Distribute project brochure door-to-door (approximately 75)
- Administer parking and loading zone survey (15 responses)
- Collect contact information of business owners/property managers and compile project listserv (132 contacts)
- Distribute notices of nighttime construction work door-to-door (approximately 150)

Mailing - Letter and Project Brochure: A one-page 8.5" x 11" letter was mailed to 1,209 residences and businesses along Second Avenue between Pine Street and South Washington Street. This letter introduced the project, notified recipients of an upcoming in-person survey, and was accompanied by a folded 11" x 17" project brochure.

Mailing area and letter



City of Seattle
Seattle Department of Transportation
Goran Sparrman, Interim Director

July 14, 2014

Re: Second Avenue Protected Bike Lane Demonstration project

Dear Second Avenue Corridor Neighbor:

This fall, the Seattle Department of Transportation (SDOT) is changing the current bike lane on Second Avenue between Pike Street and Yesler Way to a two-way protected bike lane. Protected bike lanes physically separate people on bikes from people in cars through the use of parked cars, planters, posts or other similar treatments.

The Second Avenue Protected Bike Lane Demonstration Project will make Second Avenue safer and more predictable for everyone—not only people on bikes, but drivers and pedestrians, too. It will promote healthy lifestyles and help attract the many talented workers for whom safe and pleasant commuting options are a priority. And it is a significant first step toward constructing a Center City Bicycle Network, a planned series of high-quality bike facilities running throughout Seattle's downtown core.

To implement the demonstration project, modifications will be made to parking and load zones on the east side of Second Avenue. Parking and load zones on the west side of Second Avenue will not be affected. Later this month, SDOT will be engaging businesses, residents and property owners on the east side of Second to learn more about their operational needs by making door to door visits. The information we collect will be used as we design the new protected bike lane and work to identify alternative load zones as needed.

Enclosed is a project brochure detailing how the protected bike lane will work on Second Avenue. For more information, please visit the project website at www.seattle.gov/transportation/2ndAvepbl.htm.

Your feedback is critical to ensuring a successful project that benefits all users. If you have questions or comments, or need to schedule a time to meet, please contact me by email at Dawn.Schellenberg@seattle.gov or call 206-684-5189.

Sincerely,
Dawn Schellenberg
SDOT, Community Engagement Liaison

Seattle Municipal Tower, 700 3rd Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-8996
Tel: (206) 684-8343 / Fax: (206) 684-5000
Web: www.seattle.gov/transportation
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The project brochure detailed how traffic would flow on Second Avenue after the bike lane installation, where parking and loading would be located, and how traffic capacity would be maintained. The brochure also included discussions of the purpose, benefits, goals, cost and schedule of the project's installation.

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 45th 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

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).

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

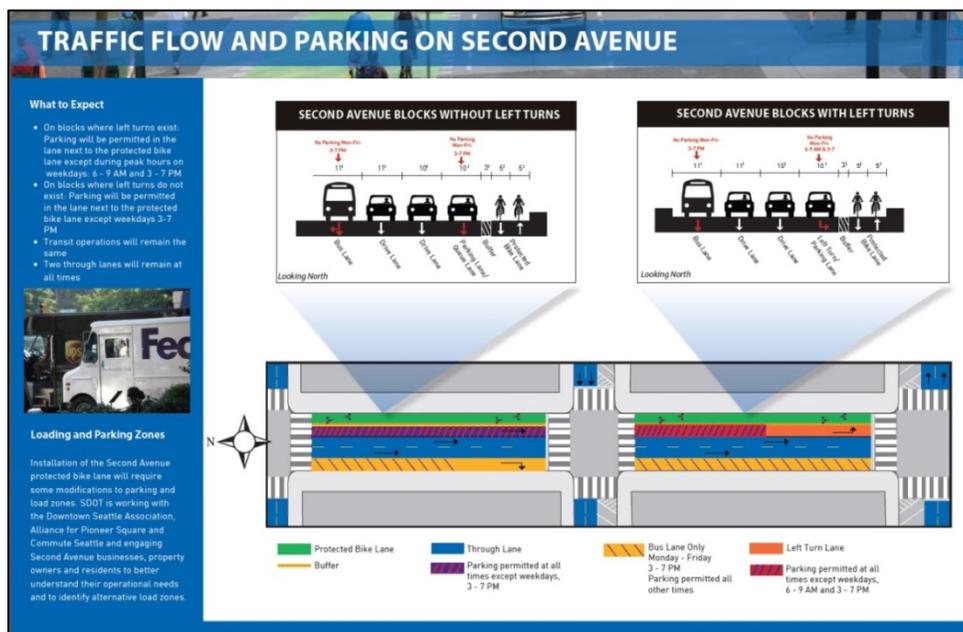
In the past four years, there have been 60 collisions involving bicycles along this corridor. Fifty percent of the collisions involved vehicles turning left at the crosswalk. Adding a signaled left turn for vehicles and restricting turns on red will improve safety by reducing left turn conflicts.

Project Area

LEGEND
- PROTECTED BIKE LANE
- PROTECTED PARKING LANE

Project Information & Contact
Dawn Schellenberg, Seattle Department of Transportation
Dawn.Schellenberg@seattle.gov, (206) 684-5189
www.seattle.gov/transportation/2ndAvepbl.htm
www.prontocycleshare.com
For interpretation services, please call (206) 733-9990

Second Avenue Protected Bike Lane Demonstration Project Summary of Outreach Activities



Door-to-Door Outreach: Door-to-door outreach was conducted at three different times during the course of the project.

The first door-to-door outreach effort aimed to introduce the project and distribute the project brochure to businesses and property management groups in the project area (Pike Street between First and Second avenues, Second Avenue between Pike Street and Yesler Way, and Yesler Way between Second and First avenues), to learn about their operational needs through the administration of a survey, and to collect their contact information. Outreach staff was accompanied by a representative of the SDOT Parking and Curb Space Management division during these initial visits so that business owners could get their site-specific parking questions answered as early and as quickly as possible.

Two additional door-to-door efforts were conducted subsequently to distribute notices concerning upcoming construction work.

Survey summary: Survey questions explored current uses of existing load zones, whether there were alternative load zone locations available, and respondents' familiarity with online parking tools. The survey included opportunities to provide general comments and questions.

Managers who were not available when outreach staff stopped by were emailed a link to the survey online. Twelve surveys were conducted in person, and four were completed online between July 21, 2014, and August 25, 2014.

**SECOND AVE PROTECTED BIKE
LANE DEMONSTRATION PROJECT**

Door-to-Door Survey

- Name _____
- Email Address _____
- Phone Number _____

- Please check the box that best describes your role in your building on Second Avenue:
 - Property owner/manager
 - Business owner/manager
- What is the address of your building?
Address: _____
Address2: _____
- Does your business or tenant(s) use an existing load/unload zone on Second Avenue?
 - Yes - It's for passenger loading only.
 - Yes - It's for commercial use only.
 - No - Don't use a load zone on Second Avenue.
- How often do you use a load/unload zone on Second Avenue?
 - Daily
 - Weekly
- What time of day do you typically load/unload on Second Avenue?
 - AM Peak: 6-9 AM
 - PM Peak: 3-7 PM
 - Both peaks
 - None of the above, mostly off-peak
- Where is your alternative loading located? Select all that apply.
 - Alley
 - Load zone around the corner
 - Building loading dock
 - Other (please specify) _____

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**SECOND AVE PROTECTED BIKE
LANE DEMONSTRATION PROJECT**

- On average, there are about 1,500 off-street parking spaces available during evenings and weekends along Second Avenue. Which of the following tools would you like more information about to share with your customers, employees, residents or tenants? Select all that apply.
 - E-park (real-time electronic parking signs)
 - Pay by Phone
 - Downtown Seattle Parking
 - None of the above
 - I don't know
- Do you have customers, employees, residents or tenants who bike to your building?
 - Yes
 - No
 - Don't know
- What kinds of materials would most help you inform your customers/employees/tenants/residents about the protected bike lane and changes to parking and loading? Select all that apply.
 - Brochures
 - Door hangers
 - Poster
 - Email
 - Newsletter item
 - Other (please specify) _____
- Please share any comments, questions, or concerns below, or you may email them to dawn.schellenberg@seattle.gov

Thank you for completing the survey. The information you've provided is valuable to the design of the Second Avenue Protected Bike Lane Demonstration Project. We appreciate your input.

A total of fifteen people completed the survey. Six additional people requested one-on-one briefings with SDOT and the Office of Economic Development to discuss curb space needs. Fifteen people opted not to complete the survey or did not respond after multiple attempts to contact them.

Eighty percent of survey respondents were business owners, and the remaining 20 percent were property managers.

Most survey respondents (87 percent) used a passenger or commercial load zone on Second Avenue, while 13 percent did not. Those who did use a load zone on Second Avenue did not have an alternative location for loading. Information from adjacent properties was considered along with a general acknowledgement that many delivery and service providers use loading zones even if not going to the business directly contiguous.

Other feedback: With the exception of two business owners who felt the project was not a good use of money, respondents understood and appreciated its purpose and need, though many expressed the view that their own customers would not change their form of travel and that users of the bike lane will be commuters for the most part. Most businesses contacted during door-to-door outreach were already familiar with the project from the earlier mailing of an introductory letter and brochure.

Businesses at the south end of the project area, between Marion and Yesler, communicated their dependence on loading zones in front of their businesses for the everyday conduct of

their businesses. Three out of the eight businesses surveyed in that area mentioned they might move to another location, because they would not be able to function with the parking restrictions.

An effort was also made to contact owners of large properties who were not reached as part of door-to-door notification. These owners either participated in the survey online or arranged a meeting with SDOT.

One-on-One Briefings: One-on-one meetings were scheduled with several stakeholders who were directly affected by the project to insure their input regarding operational needs was incorporated in the design of the bike lane. Stakeholders included:

Business/Property Owner	Location
Courtyard Marriott	612 2 nd Avenue
Metropolitan Grill	820 2 nd Avenue
Brooklyn Seafood, Steak & Oyster House	1212 2 nd Avenue
Wells Fargo Building	2800 3 rd Avenue
Cairncross & Hempelmann	526 2 nd Avenue
Minute Man Parking	612 2 nd Avenue
Benaroya Hall	200 University Street
Urban Renaissance Group	1111 3 rd Avenue
Seattle Art Museum	1300 1 st Avenue
Wright Runstad, Inc	1201 3 rd Avenue
Seattle Flowers	600 2 nd Avenue

Several adjustments were made based on one-on-one briefings or door to door outreach including:

- Signs and street markings for valet parking/mixing zone in front of the Courtyard Marriott.
- New passenger load zone and loading zone on James Street to accommodate Seattle Flowers' load and pickup needs.
- Additional passenger load zone on Seneca Street to accommodate clients at United Way of King County.
- Extended left turn queue lane on Second Avenue to support art exhibit deliveries for the Seattle Art Museum.
- New passenger load zone on Union to minimize peak period parking restrictions on Second Avenue for Benaroya.
- New passenger load zone on University to facilitate valet service at the Brooklyn Seafood, Steak & Oyster House.
- Extended passenger load zone in front of the Metropolitan Grill to facilitate valet service.

Project Email List: A project email list was established prior to construction and served as another means of information dispersal to those impacted by, or interested in, the Second Avenue Protected Bike Lane project. There were 132 subscribers to the project email list.

Subscribers received emails containing:

- An introduction to the project, brochure, and survey (if applicable).
- Information about upcoming construction work for sidewalk repair and final bike lane installation.

Project Website: A project website was maintained throughout the duration of the project. The website provided users with a project description, traffic configuration graphics, information on how to use the new facilities (for people biking, parking or loading/unloading), project team contact information and the project's communications materials. 6,618 users visited the website over the course of the project.

Postcards: Approximately 750 postcards with information about how to use the new protected bike lane were distributed by Cascade Bicycle Club members to drivers, bicyclists, and pedestrians in the Second Avenue corridor during the first two days of the opening of the bike lane (September 8 and 9). Postcards were also left on parked cars along Second Avenue several days before the opening (September 3 and 4).

Postcards for bicyclists:



Postcards for commercial vehicles:

NEW! SECOND AVENUE PROTECTED BIKE LANE
DEMONSTRATION PROJECT

WHAT YOU NEED TO KNOW ABOUT LOADING AND UNLOADING.

The new two-way protected bike lane between Pike Street and Yesler Way will change the way you load and unload along Second Avenue—learn how to park near it safely. >

HOW TO LOAD AND UNLOAD ALONG THE PROTECTED BIKE LANE

Protected bike lanes add safety and predictability. Using curbs, planters, posts, etc., they physically separate people riding bikes from people driving, and they are distinct from the sidewalk.

- Keep the protected bike lane clear.
- Park in the parking lane between the protected bike lane buffer and travel lane.
- Unload into the buffer zone.
- Walk in the buffer zone to the nearest crosswalk if wheeling goods and use the curb ramp.
- Look both ways for people biking when crossing the protected bike lane.

SDOT
Seattle Department of Transportation

seattle.gov/transportation/2ndAvepbl.htm

Postcards for drivers:

NEW! SECOND AVENUE PROTECTED BIKE LANE
DEMONSTRATION PROJECT

WHAT YOU NEED TO KNOW ABOUT PARKING.

The new two-way protected bike lane between Pike Street and Yesler Way will change how you park along Second Avenue—learn how to park near it safely. >

HOW TO PARK ALONG THE PROTECTED BIKE LANE

Protected bike lanes add safety and predictability. Using curbs, planters, posts, etc., they physically separate people riding bikes from people driving, and they are distinct from the sidewalk.

- Do not park in the protected bike lane.
- Read signs carefully to confirm where to park or load and unload. Make sure not to stop during any peak restrictions—6 to 9 AM and 3 to 7 PM depending on the block.
- Look both ways for people biking when crossing the protected bike lane.
- Use pay station during paid times.

SDOT
Seattle Department of Transportation

seattle.gov/transportation/2ndAvepbl.htm

Information for all users:

SECOND AVENUE PROTECTED BIKE LANE DEMONSTRATION PROJECT
Traffic Signal Phases Where Left Turns Eastbound Occur

Phase A: Pedestrians, Bikes and Thrus

Phase B: Pedestrian and Bike Clearance

Phase C: Vehicle Lefts and Thru

Phase D: Vehicle Clearance

Phase E: All Travel Modes Stop, East-West Traffic Goes

Temporary Project Signs: As part of its efforts to inform drivers, cyclists, and pedestrians of the upcoming improvements, how to park next to the protected bike lane and who to contact with questions temporary project signs were installed along Second Avenue. Temporary signs inviting people riding bikes to try the new two-way protected bike lane were also posted at the following locations the first three weeks it was operating:

- NW corner of 7th Avenue and Bell Street
- NE corner of 5th Avenue and Jackson Street
- SW corner of Elliott Bay Trail and King Street
- E corner of Broad Street and Alaskan Way



Photo courtesy of People for Bikes

SECOND AVENUE PROTECTED BIKE LANE DEMONSTRATION PROJECT

Coming this September between Pike Street and Yesler Way

Existing Second Avenue parking and bike lane

Fourth Street in Change

Future Second Avenue two-way protected bike lane and parking

SDOT
Seattle Department of Transportation

www.seattle.gov/transportation/2ndavepbi.htm

WHEN THE 2ND AVE PROTECTED BIKE LANE OPENS, PLEASE DO NOT PARK IN IT

Prohibited Protected Bike Lane

Prohibited Protected Bike Lane

COMING THIS SEPTEMBER

SDOT
Seattle Department of Transportation

www.seattle.gov/transportation/2ndavepbi.htm

Presentations and Events

SDOT participated in events organized by partner organizations in order to reach out to target audiences. A project overview was presented, and project materials such as the brochure were distributed.

- August 5 & 6: Commute Seattle Transportation Fair
- August 12: Seattle Rotary Club
- August 13: Connect Downtown Bike Blitz
- August 20: Bikes and Buildings
- August 20, September 3: Pioneer Square Preservation Board

Media Coverage

Published

Date	Media Source	
7/11/14	Seattle Bike Blog	2nd Ave protected bike lane on schedule to meet bike share launch
7/23/14	Crosscut	Facelift for 2nd Avenue's bike death trap
7/23/14	Reddit Forum	Comments for Facelift for 2nd Avenue's bike death trap
7/31/14	Seattle Bike Blog	I talk 2nd Avenue with KUOW
7/31/14	KUOW Radio	Seattle's Worst Bike Lane Is About To Get A Makeover
8/21/14	Seattle Bike Blog	New SDOT Director wisely adds bike signals to 2nd Ave bike lane design, could open by Sept. 8
8/26/14	KING 5	Big bike change coming to downtown Seattle's 2nd Avenue
8/21/14	Seattle Weekly	Two-Way Protected 2nd Ave Bike Lane May Open Sept. 8, a Month Ahead of Schedule
8/26/14	KIRO Radio (My Northwest News) Seattle Met	SDOT cutting 33 percent of car capacity on Second Ave. to make room for bikes
8/28/14	Publicola	Morning Fizz: Separate Signals
8/28/14	Cascade Bicycle Club	2nd Ave Bike Blitz!
8/29/14	KOMO4	Cyclist hit, killed by box truck in downtown Seattle
8/29/14	KOMO4	Woman hit and killed by truck was well-known attorney
8/28/14	KING 5	Bicyclist killed in collision in downtown Seattle

8/29/14	Seattle Times	Cyclist killed days before city to upgrade notorious bike lane
8/29/14	The Stranger	Cyclist Killed on 2nd Avenue
8/29/14	Publicola	Death on 2nd Tragically Precedes New Protected Bike Lane Project
8/29/14	Puget Sound Business Journal	Bicyclist killed on Second Avenue downtown, where city plans new bike lane
8/29/14	My Northwest	Bicyclist struck, killed on Second Avenue - home of Seattle's future bike lane
8/30/14	Biking Bis	Death of Seattle bicyclist brings sadness, raises questions
8/30/14	Seattle Bike Blog	Mother killed on 2nd Ave was attorney who helped bring down Don't Ask, Don't Tell
8/30/14	KIRO 7	Tears, anger in wake of cyclist death in downtown Seattle
8/31/14	Q13 Fox	Bicyclist hit, killed in downtown Seattle remembered: 'She just had this infectious, loving personality'
8/31/14	KING 5	Memorial grows for cyclist killed in Seattle accident
9/2/14	Mail Online	Top Lawyer, 31, killed in bike crash leaving her lesbian partner to raise their new baby daughter alone
9/2/14	Capitol Hill Street Blog	Seattle lawyer killed in 2nd Ave bike crash was former Hill resident
9/4/14	Cascade Bicycle Club	Community to hold Second Avenue Memorial Ride and Service on Friday
9/4/14	Seattle PI	SDOT to begin installing Second Avenue bike lane a week after cyclist's death
9/7/14	The Seattle Times	Revised 2nd Avenue bike lane signals change for drivers, riders
9/7/14	Seattleish	More on the Ride the Ducks and the 2nd Avenue bike lanes
9/7/14	Seattle Weekly	Video: in 7 minutes, 12 cars Made Illegal Left Turns on the 2nd Ave Bike Lane
9/8/14	KOMO4	Drivers confused by new downtown Seattle bike lane
9/8/14	Curbed Seattle	New 2nd Avenue Bike Lanes Open for Business (& Biking)
9/8/14	Q13 Fox	Dangerous ride? New bike lanes on Second Avenue confuses some
9/8/14	The Seattle Times	Seattle bike lanes: More safety measures needed, as in European cities
9/8/14	Crosscut	Daily Troll: Mars Hill at a crossroads. 2nd Ave.'s bike lane makeover. UW prof wins Lasker Award

9/8/14	Seattle Bike Blog	The new 2nd Ave bike lane revolutionizes biking downtown
9/8/14	Crosscut	A rider's review of Seattle's new 2nd Avenue bike lane
9/8/14	The Seattle Times	Second Avenue entices cyclists, baffles motorists
9/8/14	KIRO 7	New protected bicycle lanes open in downtown Seattle
9/8/214	My Northwest	Seattle opens first downtown separated bike lanes on Second Avenue
9/8/14	My Northwest	Dori Monson: Second Avenue bike lane worst design I've ever seen
9/8/14	KVI 570	SDOT's redesigned bike lane to open Downtown
9/11/14	The Urbanist	Second Avenue, the beginning of a new cyclist era
9/12/14	My Northwest	City attempts to clear up confusion on Seattle's Second Avenue protected bike lane
9/17/14	My Northwest	Protected bike lanes on Second Avenue boost ridership in Seattle
9/25/14	Seattle Times	Policing cars, and bikes, on Seattle's Second Avenue bike lane

Project Celebration

The Second Avenue Protected Bike Lanes opened to the public on Monday, September 8, 2014. A project celebration with Seattle Mayor Ed Murray; Councilmembers Tom Rasmussen and Sally Bagshaw; Dick Cantwell, owner, Elysian Brewery and a Second Avenue business; and Madi Carlson, Family Bicycling Advocate was held to dedicate the new bike lane.

As part of the project celebration and public education campaign, ambassadors volunteered for two days handing out educational materials and answering questions to the general public. About 150 time slots were filled and people provided instruction on how the new signals worked, how to walk and park near the protected bike lane and of course how to ride in it.



Next Steps

SDOT continues to monitor traffic as drivers, pedestrians, and people biking accustom themselves to the use of the Second Avenue Protected Bike Lane Demonstration Project. A formal traffic analysis will be released after one year of operations.