



The Center City Bike Network supports a vibrant Seattle by designing a safer, more predictable traveling experience for people walking, biking and driving downtown.

DESIGNING COMPLETE STREETS IN CENTER CITY SEATTLE

Beginning this spring, 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 by 2020, pending funding availability.

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. Seattle's downtown network of protected bike lanes aims to:

- 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
- Enhance economic vitality by offering more travel options for getting to businesses
- Promote physical activity and increase ridership by supporting people of all ages and abilities
- Provide affordable travel options

By the Numbers



INCREASE TRAVEL OPTIONS

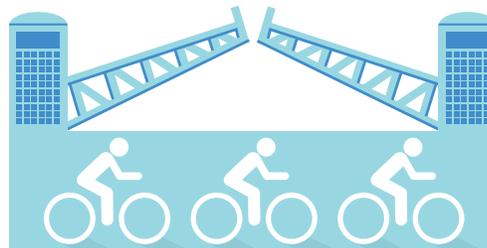
69% of people commute downtown by transit, carpooling, biking, and walking.

Source: Commute Seattle Mode Split Survey

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



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

DESIGN THAT BUILDS ON BEST PRACTICES

Like all good transportation systems, protected bike lanes require smart investments and careful planning. SDOT will use a combination of technical analysis, ongoing public input and coordination with projects such as the Center City Connector streetcar and Waterfront Seattle to design and phase-in cost-effective complete streets that are a win-win for everyone.

PROJECT FUNDING

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

GET INVOLVED

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 will include open houses, briefings, regular email updates and a Sounding Board made up of Center City stakeholders.

Visit our website for the latest project updates: www.seattle.gov/transportation/ccbike.htm.



*Based on technical evaluation and community input, streets selected may be different than shown.

CENTER CITY BIKE NETWORK ANTICIPATED TIMELINE

2015	2016	2017	2018-2020
	<p>Study and prioritize locations and types of facilities for Center City</p> <p>■ Complete preliminary design for routes being implemented in 2016</p>		
	Implement Center City Bike Network		

STAY INFORMED

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Visit our webpage to sign up for our email list and get the latest updates on the project.

