9th Ave N Safety Improvements

SLUCC Policy Committee
August 2016
Why upgrade bike lanes on 9th Ave N?

- Gap in system between Westlake and Roy
- Identified in Council adopted 2014 Bike Master Plan
- Included in 2015 Bike Master Plan Implementation Plan
- Required in Council bike share bill
- Connects SLU to Westlake protected bike lane (opening Sept. 2016)
What we’ve heard from SLUCC

• Desire to understand how protected bike lane works with other transportation plans
• Interest formalizing old bus lane into general purpose lane on 9th Ave N at Roy
• Request to consider 8th Ave N for bike lane instead of 9th Ave N
How does project support transportation vision for SLU
Project schedule
Phase 1 of multi-year effort

LEGEND
Phasing
- Existing Protected Bike Lanes
- Phase 1 - 3Q16

To Westlake Protected Bike Lane
A. Existing cross-section at Mercer

Looking north on 9th

4' 12' 12' 12' 24' 4'
A. Proposed cross-section at Mercer

Looking north on 9th

5’ 2’ 11’ 11’ 11’ 21’ 2’ 5’
B. Existing cross-section at Roy

Looking north on 9th

Existing parking lanes are time restricted during peak periods.
B. Proposed cross-section at Roy

Looking north on 9th

5’ 2’ 11’ 11’ 11’ 8’ 3’ 5’
## 9th Ave N performance

Marginal difference between alternatives

<table>
<thead>
<tr>
<th>2016</th>
<th>Existing</th>
<th>With Protected Bike Lane</th>
<th>Existing with additional lane at Roy St</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Level of Service</td>
<td>Intersection Delay</td>
<td>Level of Service</td>
</tr>
<tr>
<td>Westlake Ave N</td>
<td>C</td>
<td>22.3</td>
<td>C</td>
</tr>
<tr>
<td>Roy St</td>
<td>C</td>
<td>33.3</td>
<td>C</td>
</tr>
<tr>
<td>Mercer St</td>
<td>E</td>
<td>57.8</td>
<td>E</td>
</tr>
</tbody>
</table>
9th Ave N

Pros

• Minimal impacts to existing system
  – Use existing traffic signal operations
  – Marginal impact on vehicle capacity and delay
  – Upgrade existing bike lanes
  – Low cost
• Direct/logical bike route from Westlake PBL to SLU
• Maintains freight outcomes of Mercer Stakeholder agreement

Considerations

• Parking consolidation
• Removes opportunity to add lane at Roy

8th Ave N

Pros

• Could add additional travel lane at Roy
• Maintains freight outcomes of Mercer Stakeholder agreement

Considerations

• Less direct/logical bike route from Westlake PBL to SLU
• Pavement on 8th in poor condition
• Marginal impact to vehicle delay
• Could increase delay at Roy St due to signal timing adjustments
• No signalized crossing of Mercer planned
Questions?

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www.seattle.gov/transportation

www.seattle.gov/transportation/9thavensafety.htm