2nd Ave Safety Project – Belltown
Signal and bike upgrades

Downtown Residents Council Steering Committee
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Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to 5 core values to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all
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
Vision Zero

Seattle’s plan to eliminate traffic deaths and serious injuries

www.seattle.gov/visionzero
Phasing future connections
Coordinating with other Center City projects

Center City
Connector
Streetcar

Light rail
expansion
north and east

Center City
Mobility
Plan

Waterfront

Alaskan Way
Viaduct North
Portal
Center City Mobility Plan

Goal to create a cohesive and efficient transportation network for the Center City area.

• **By mid-2016**: create a near-term transit operations and transportation management plan

• **By 2035**: long-term plan that establishes a transportation vision for Seattle
Center City Bike Network
2nd Ave

Upgrades to existing protected bike lane

Protected bike lane extension north and south

Signal improvements throughout
2nd Ave Safety Project – Belltown

- New signal
- Signal upgrades: All new and existing signals will include a bike signal, protected left turn, and timing improvements
- New left turn queue lane: Includes parking removal
- New two-way protected bike lane
- Existing protected bike lane
- Curb bulb removal and landscape improvements

Existing protected bike lane
Typical cross section - existing

(Cross section graphics created using StreetMix.com)
Cross section concept –
Two-way protected bike lane and left turn/parking lane

(Cross section graphics created using StreetMix.com)
Curb bulbs, planters and vegetation

- 13 curb bulbs would need to be removed
- Some trees would be removed and replaced
- Landscaping improvements throughout the corridor
- Adding Flexi-Pave around tree pits
Pedestrian improvements

- Shortens number of vehicle travel lanes to walk across
- 3 new signals at Clay, Cedar, and Vine
- Designated signals for people walking and biking
- Reduces number of people biking on sidewalk
Potential passenger load zone treatments

- Calms bicycle speeds
- Creates easier loading for customers
- Improves ADA access
Stakeholder outreach

• Stakeholder briefings
• Understanding business access needs and building relationships
• Broader outreach would include:
  – Project area mailer
  – Door-to-door flyering and surveys
  – “Walkshops”
Questions?

CCBike@seattle.gov | (206) 615-1485
www.seattle.gov/transportation/2ndavepbl.htm

www.seattle.gov/transportation

SDOT

Seattle Department of Transportation