



FACT SHEET

BELL ST PROTECTED BIKE LANE

May 2020

PROJECT DESCRIPTION

In spring 2020, we'll install traffic calming elements, including a protected bike lane (PBL), on Bell St between 5th Ave and Denny Way. As a nonarterial street with a gentle grade, Bell St is an ideal connection between Downtown, Belltown, and South Lake Union. This project includes a two-way protected bike lane on the north side of Bell St between 5th Ave and Denny Way and traffic calming measures in Bell Street Park, allowing bicyclists to ride both ways through the park.

PROJECT BACKGROUND

The Bell St Protected Bike Lane (PBL) is part of the City's Vision Zero goal to eliminate transportation-related serious injuries and fatalities by 2030. It is also identified in the Bicycle Master Plan, which encourages and accommodates increased bike ridership for people of all ages and abilities.

The Bell St PBL will be the final link in a bicycle network in the north end of downtown, connecting protected bike lanes on 2nd Ave, 9th Ave N, and Westlake Ave N. The Bell St PBL will complete an "all ages and abilities" network that extends nearly 4 miles through the heart of Seattle, connecting Downtown to Fremont.

BELL STREET PARK: 1ST AVE TO 5TH AVE

We'll increase safety for walkers, bicyclists, and park users by reducing the flow of vehicular traffic through Bell Street Park. Metro buses moved off Bell St in March 2020.

- We'll update the signage for motor vehicle traffic where Bell St intersects with 2nd, 3rd, and 4th avenues:
 - At the intersections at 3rd and 4th avenues, stop signs and stop bars will replace the traffic lights for westbound drivers on Bell St, and signs will continue to require westbound vehicular traffic to turn right.
 - Signs for northbound vehicular traffic along 3rd Ave will restrict left turns onto Bell St.
- Green striping where Bell St intersects with 3rd, 4th, and 5th avenues will indicate two-way bicycle travel.



A sample street section of the new protected bike lane. In some places, the right lane will be parking; in other locations, it will function as a right-turn-only lane.

BELL ST PROTECTED BIKE LANE: 5TH AVE TO DENNY WAY

- To provide a safe and protected east-west connection for bicyclists, we'll modify the intersection at Bell St and 5th Ave to prohibit motor vehicles from traveling westbound, except for emergency vehicles.
 - Signs and an expanded bicycle ramp at 5th Ave will restrict right turns and through traffic onto Bell St.
 - A two-way bicycle traffic light at 5th Ave and Bell St will connect the protected bike lane to Bell Street Park.
- Green striping where Bell St intersects with 6th, 7th, and 8th avenues will indicate two-way bicycle travel.
- New lane configurations, including some parking removal and right-turn-only lanes, will accommodate the two-way protected bike lane on the north side of Bell St between 5th Ave and Denny Way, including:
 - A parking-protected bike lane from 5th Ave to 6th Ave.
 - An interim protected bike lane between 6th Ave and 7th Ave. Private developments adjacent to the project are anticipated to build the permanent protected bike lane.
 - A permanent concrete buffer with landscaping between bicycle and vehicular traffic from 7th Ave to Denny Way.

PROJECT INFORMATION AND CONTACT

Ching Chan, Communications Lead
BellStPBL@seattle.gov | (206) 900-8760
www.seattle.gov/transportation/BellStPBL



Seattle
Department of
Transportation

VISION
ZERO
SAFER STREETS FOR SEATTLE

The Levy to
MOVE SEATTLE





SCHEDULE AND FUNDING

This project is funded in part by the 9-year Levy to Move Seattle, approved by voters in 2015, and by funds from the Federal Highway Administration. We completed design in 2019 and construction is scheduled to begin as soon as May 2020.