

Yesler Way Protected Bike Lane



Pioneer Square Preservation Board

Jonathan Frazier
May 15, 2024

Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

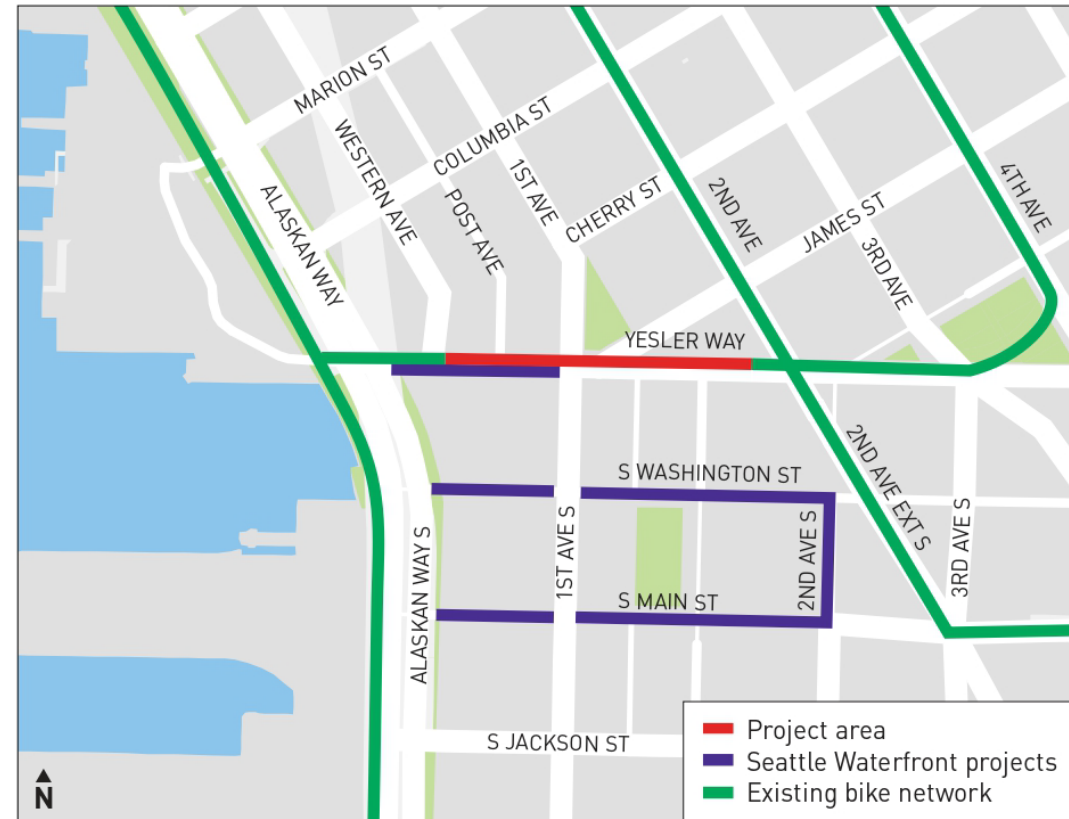
Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

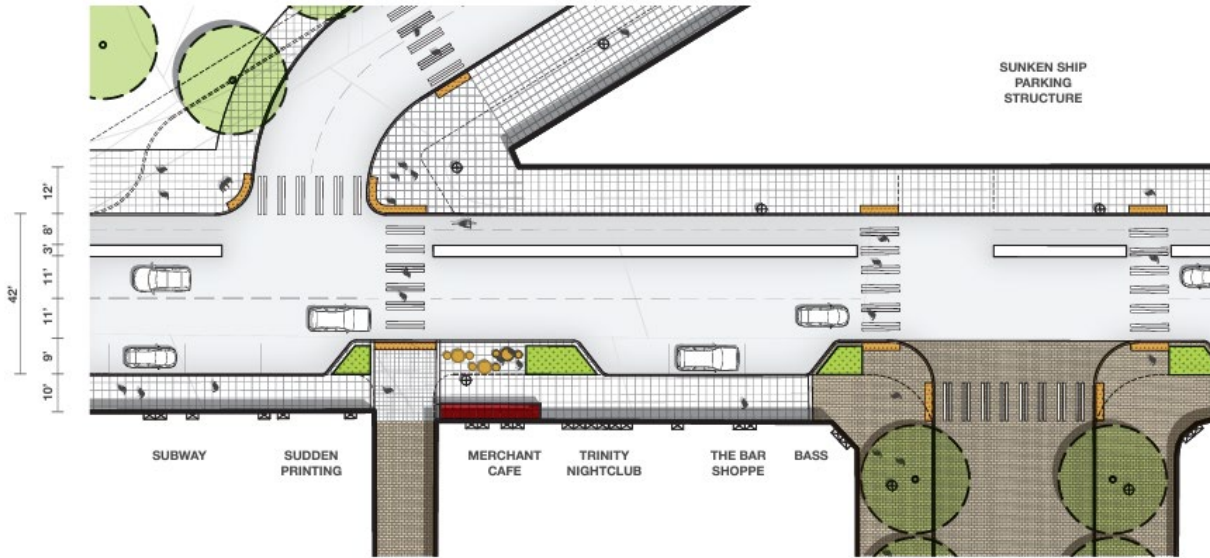
Project Background

Gap in Pioneer Square bike network on Yesler Way

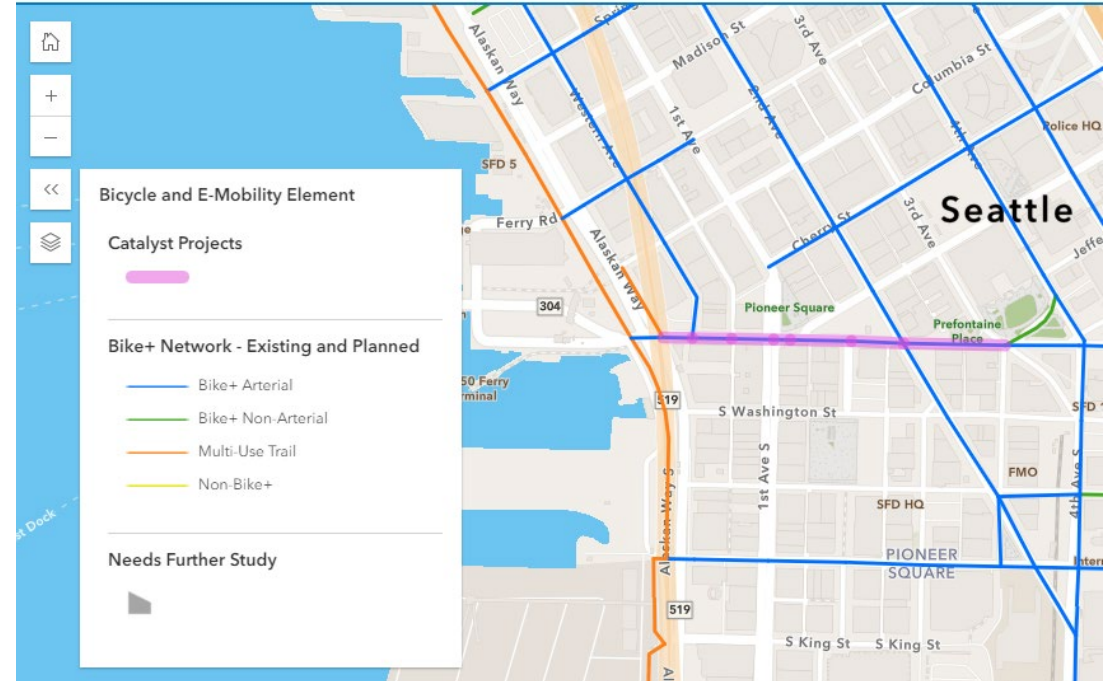
- Protected bike lane on Yesler from 2nd to Occidental in place since 2014
- Waterfront project installed 2-way PBL from Alaskan to Western in August 2023
- 600 foot gap between the two from rest of the downtown PBL network
- Public comments to both SDOT and the Office of the Waterfront in Fall and Winter 2023 prioritized this project



Planning Background



Envisioned as a two-way protected bike lane on north side of the street in the [Pioneer Square Streetscape Concept Plan](#) (Alliance for Pioneer Square, 2015)



Bike+ Arterial Street and Catalyst Project in the [Seattle Transportation Plan](#) (SDOT, 2024)

Configuration Background

- A two-way protected bike provides on the north side of Yesler provides seamless connections with other bike facilities and preserves parking on the south side of Yesler
- Two-way protected bike lanes work better with more separation from turning vehicles
- Typically achieved with dedicated signal phases, turning restrictions, or significant geometric/civil changes
 - Signal and street conditions in this location support turning restrictions

PROJECT DESCRIPTION

The Pioneer Square East-West Street's Pedestrian Improvement Project (PSEWS) project's goals are to design and construct pedestrian improvements on portions of South Main, South Washington, South King Streets and Yesler Way between 2nd Avenue and Alaskan Way in Downtown Seattle. The work includes widening the existing sidewalk and repaving portions of the sidewalk and roadway along with landscape and site furnishings for pedestrians. In addition, vehicular traffic flow through the PSEWS project will be revised to create more space for pedestrian access and improve the pedestrian realm. The traffic circulation revisions are anticipated to include:

- Converting South Washington Street to one-way westbound. South Washington would have one travel lane between the 2nd Avenue Extension and Alaskan Way.
- Converting South Main Street to one-way eastbound. It would have one travel lane between Alaskan Way and the 2nd Avenue Extension.
- Retaining two-way operation on Yesler Way, but prohibiting westbound left turns at the 1st Avenue intersection. If and when a protected bicycle lane (PBL) is installed along the north side of Yesler Way (currently planned in the Seattle Bike Master Plan, but not implemented as part of the PSEWS project), westbound right turns and eastbound left turns that would cross the PBL at 1st Avenue should also be prohibited so that the signal can be operated with two signal phases as currently exists.
- Retaining two-way operation on South King Street with pedestrian safety and ADA improvements at 1st Avenue.
- Converting 2nd Avenue South from one-way to two-way operation between Washington and Main Streets and reconfiguring the parking.

Specific Improvements for each corridor that guide the development of this scope include the following.

Project supportive of prior proposal to PSPB ([Office of the Waterfront, 2021](#))

Existing Conditions

Ends of existing bike lanes

Occidental Ave S



Ends at all-way stop, bikes merge into traffic or turn onto Occidental

Western Ave



Ends at all-way stop, bikes must transition diagonally

Occidental to 1st Ave

James St



Rough pavement, wide intersection, 2 parking spaces to remove

1st Ave



Signal lacks capacity for additional phases, has existing turn restriction

1st to Western

East of Post Ave



Waterfront project curb extension,
4 parking spaces to remove

West of Post Ave



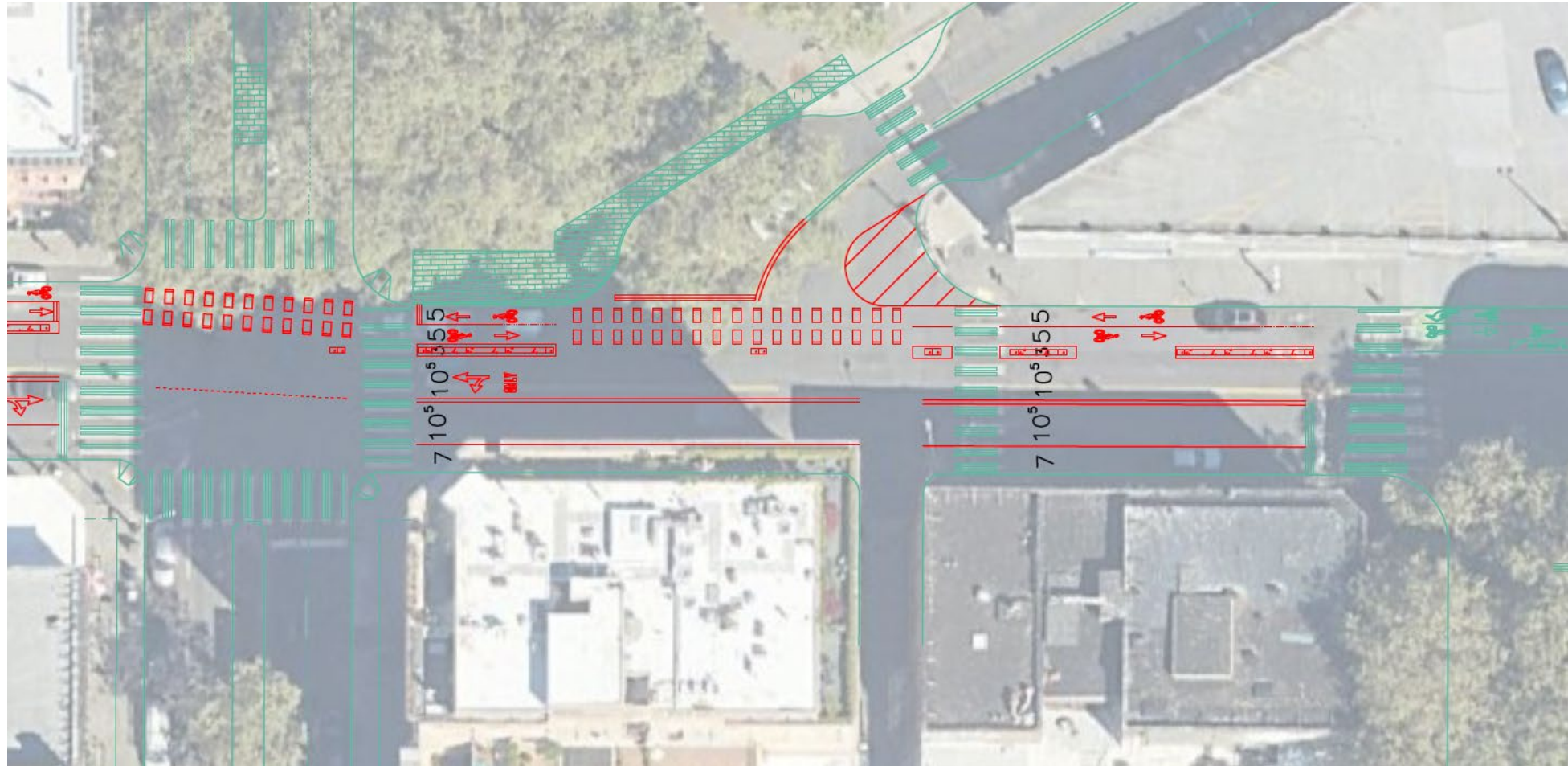
Waterfront project curb extension, 2
load zones and 1 parking space to
relocate/remove

Project Design (60%)

East of 1st

Adds painted curb bulb to slow turns at James & Yesler

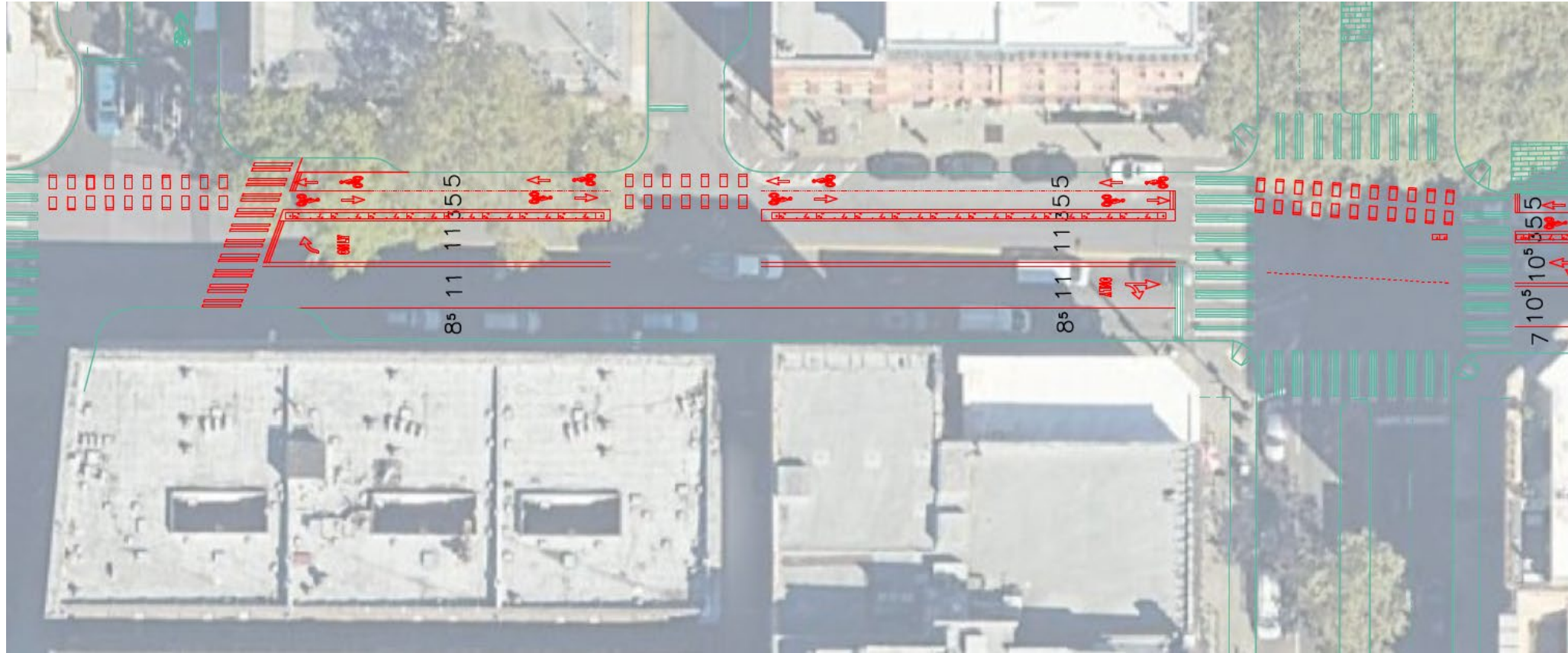
Adds turn restrictions



West of 1st

Reflects
Waterfront curb
extension

Removes
diagonal bike
crossing at
Western



Barrier Options

Low Barriers



Larger material, rests on pavement, shown in preliminary design, could attract graffiti

Parking Stops



Smaller, pinned to pavement, similar to existing PBL on Yesler

Protected Bike Lane Design and Color Standards



Bicycle Lane Legend



Reflective Pavement Mark



Flexible Delineator Post

Protected Bike Lane Design and Color Standards



Green Bicycle Crosswalk
“Crossbike” Color/Design



Protected Bike Lane Yellow Lane Stripe



Bicycle Wayfinding Signage



Outreach and Schedule

- Prior outreach supporting bike lane in Waterfront project, Seattle Transportation Plan, etc.
- Door to door outreach to direct project neighbors along Yesler
- Pioneer Square Alliance meetings
- [Project website](#)
- Social media announcements
- Data Collection and Analysis: November – December 2023
- Planning: January - March 2024
- Design and permits: March – June 2024
- Construction (tentative): July 2024

Contact Info

Jonathan Frazier –
Jonathan.Frazier@seattle.gov

Ching Chan –
Ching.Chan@seattle.gov