

4th Ave Protected Bike Lane

Seattle Bicycle Advisory Board



Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

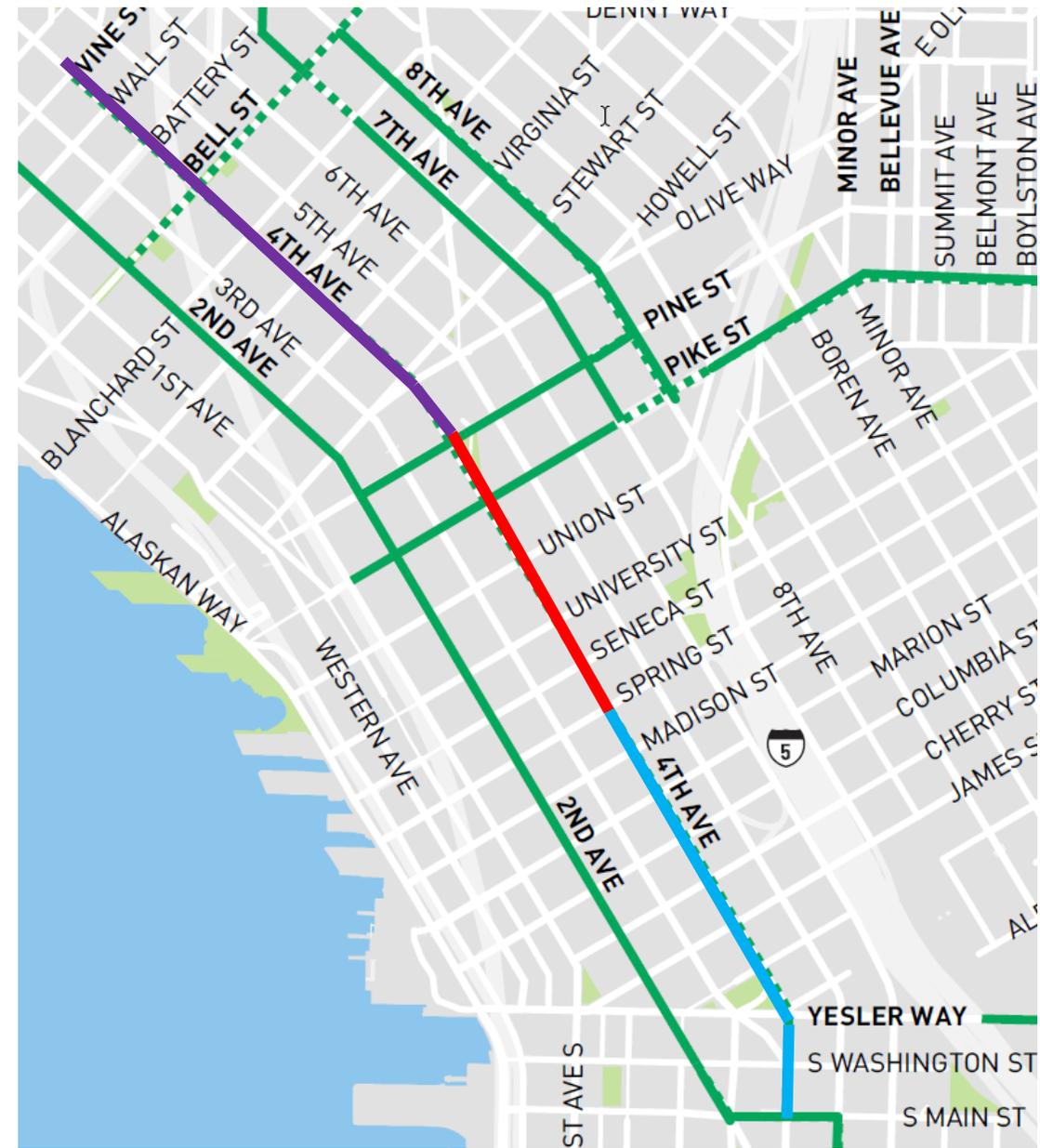
- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

4th Ave PBL Project

- Project Overview
- Phase 1 – Spring to Pine St Update
- Phase 3 – S Main St to Spring St
- Next Steps

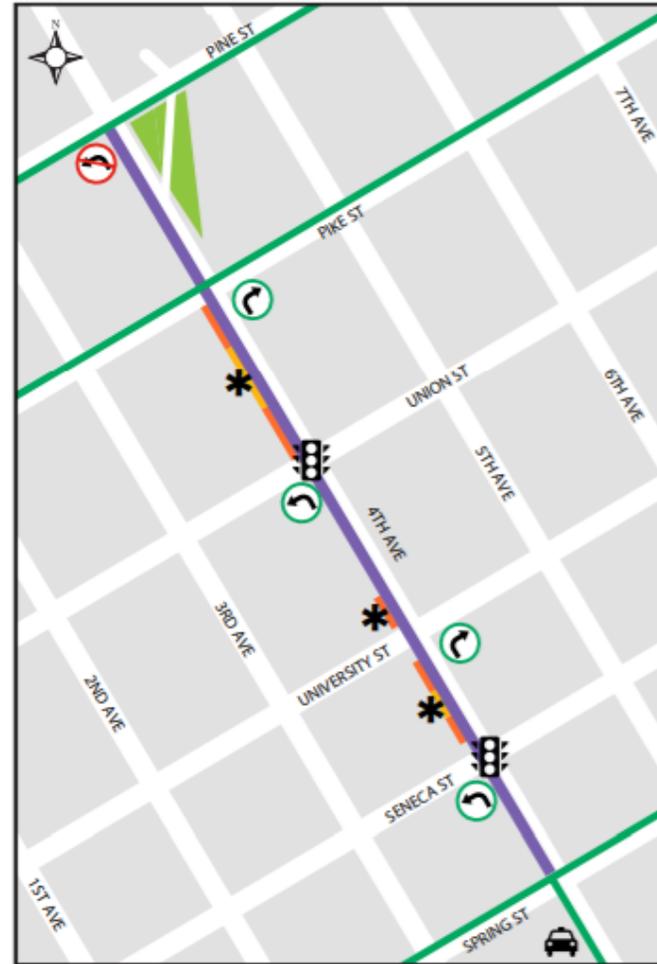
Project overview

- Install new protected bicycle facility on 4th Avenue
- Construction phasing per 2019 BMP Implementation Plan
 - **Segment 1** – Pine St to Spring St – 2020
 - **Segment 2** – Pine St to Vine St – 2021
 - **Segment 3** – S Main St to Spring St – 2021



Phase 1 - Spring St to Pine St

- SDOT is planning to install a two-way protected bike lane on 4th Ave between Pine St and Spring St
- This project includes new two-way bike lane markings, plastic posts, signs, and signal changes
- Protected bike lanes in downtown Seattle can improve safety for everyone and provide critical pieces of the center city bike network



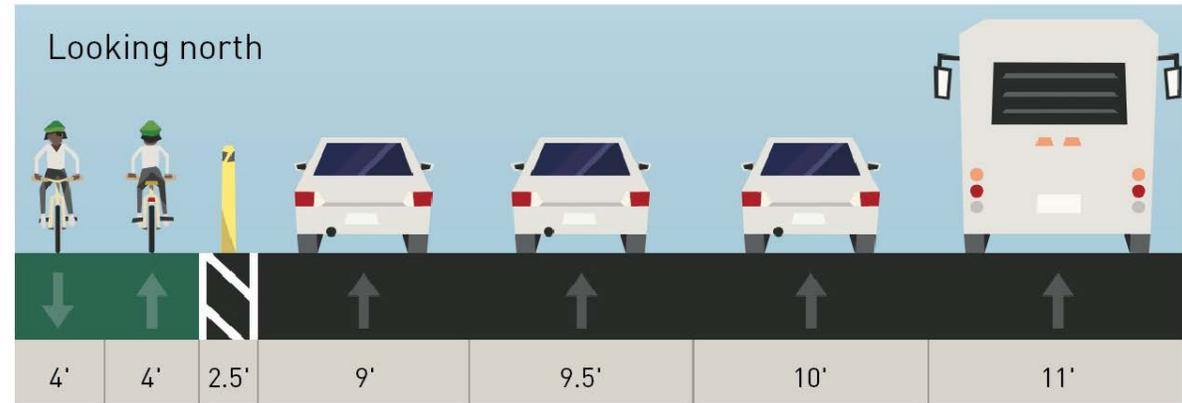
LEGEND	
New 2-way protected bike lanes	No left turn except buses and bikes
Parking	Loading and stopping prohibited on block during peak periods
Loading zone	Protected turn
Existing bike facility	Traffic signal upgrade
Traffic signal upgrade	New taxi zone

DRAFT – DESIGN IN-PROGRESS

Project design elements

- Two-way protected bike lane on the west side of 4th Ave between Pine St and Main St
- Includes new two-way bike lane markings, plastic posts, signs, and signals
- To ensure access, parking and loading will be maintained where possible, with peak period restrictions
- Signal upgrades and protected turns at Seneca St, Union St, and University St

Two-way protected bike lane

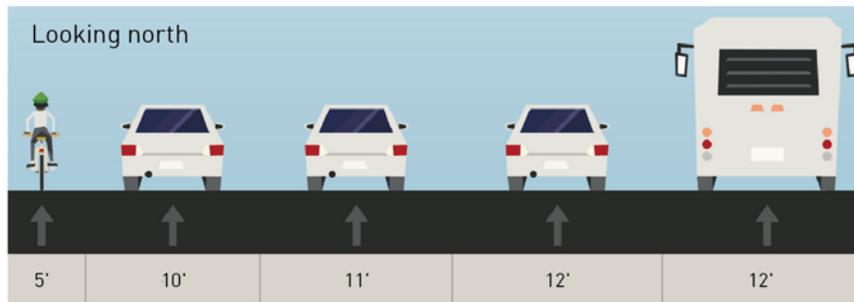


DRAFT – DESIGN IN-PROGRESS

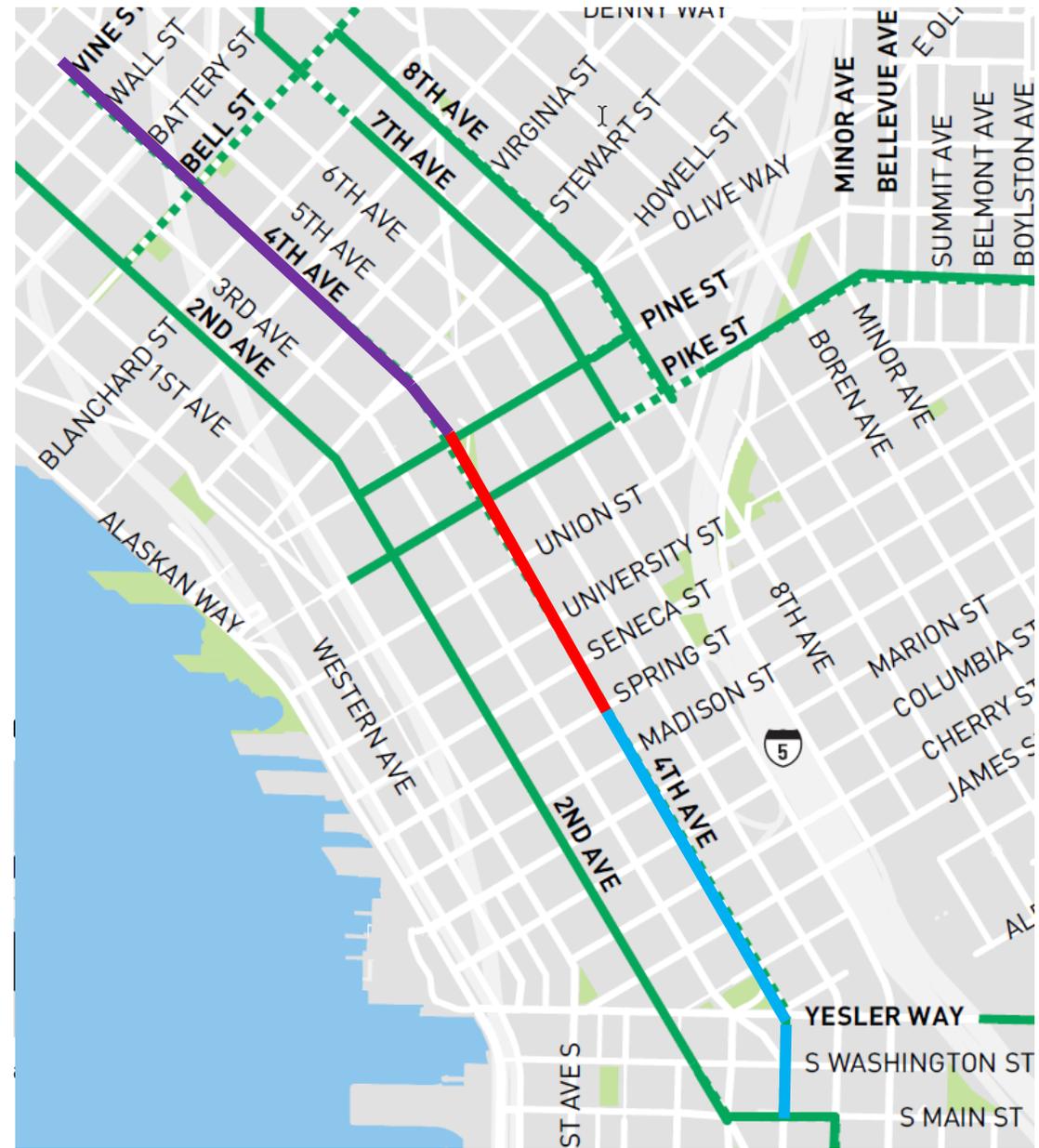
Phase 3

- Construction phasing per 2019 BMP Implementation Plan
 - **Segment 1** – Pine St to Spring St – 2020
 - **Segment 2** – Pine St to Vine St – 2021
 - **Segment 3** – S Main St to Spring St – 2021

Existing (Spring St to S Washington St)



Existing lane widths and configurations vary throughout project area



Existing*

- Northbound bike lane north of S Washington St
 - The 2014 BMP calls for a PBL on 4th Ave
- Bus volumes in the AM peak:
 - 237 buses travelling to Prefontaine to 3rd
 - 153 buses north on 4th
- Buses utilize 3 of the 4 travel lanes on 4th between S Main St and S Washington St.
- Existing bus lane on the east side of 4th

*Data collected in June 2019

Alternatives



Segment 3 Alternatives

Dilling Way and Yesler Way



4th Ave S, S Washington St, and 5th Ave S



4th Ave S



Alternative 2: Dilling Way to Yesler Way

Dilling Way and Yesler Way



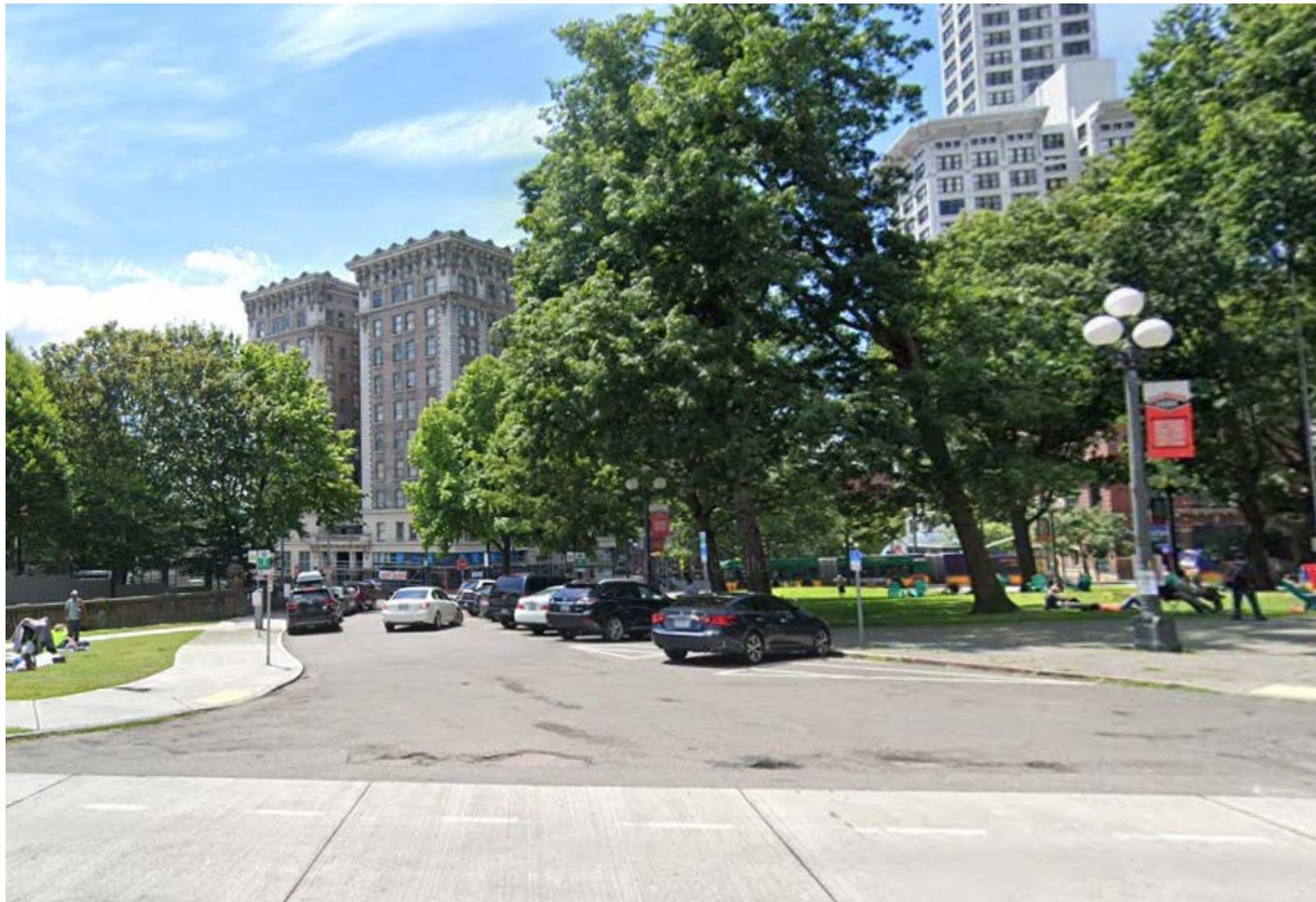
Pros:

- Connects people on bikes to the 2nd Ave PBL
- Least impact to transit travel times

Cons:

- Different destination connection from original project
- Pavement repair needed
- Curb space impacted along Yesler Way.
- Max grade 6.8%

Dilling Way



Yesler Way



Alternative 4: S Washington to 5th Ave S

4th Ave S, S Washington St, and 5th Ave S



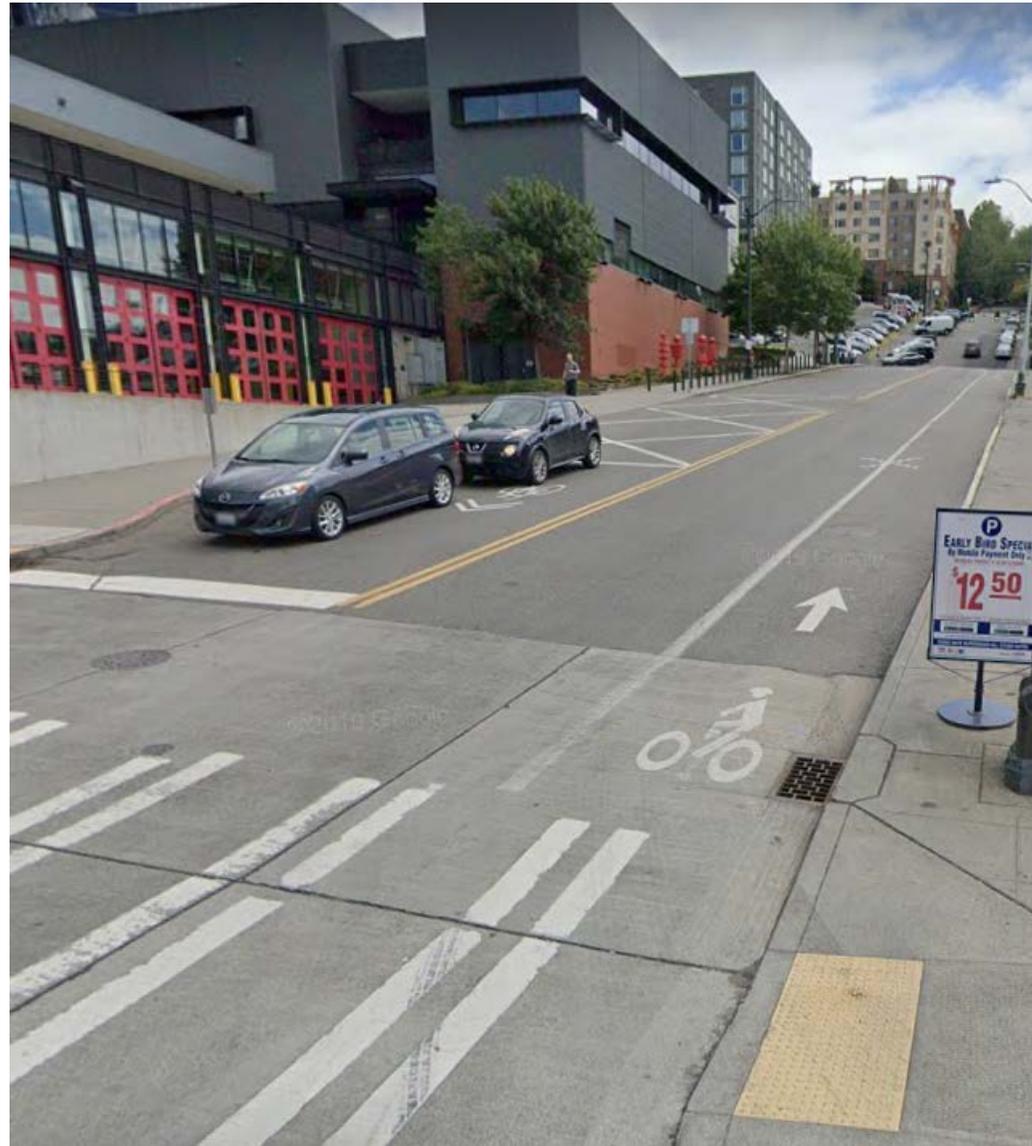
Pros:

- Least impact to transit travel times
- Connects to S Main St

Cons:

- Requires more design to be shovel ready.
 - Jefferson east of 4th would be converted to a one-way
 - Require diagonal bike crossing
 - Bus stop north of S Washington requires an island
- Fire station coordination at S Washington & 4th Ave S
- Max grade 8.7%

S Washington St



5th Ave S



Alternative 5: 4th Ave to S Main St



Pros:

- Consistent with 2014 BMP
- Most legible route
- Max grade is 5%

Cons:

- Require a lane reduction between S Washington to S Main St
- Requires a redesign or removal of transit island between Jackson and Main, including trolley wire relocation
- Substantial Impacts to transit travel times between S Main to S Washington St

4th Ave S - facing south



4th Ave S - facing north



Alternative Comparisons

	Alternative 2: Dilling Way	Alternative 4: S Washington to 5th Ave S	Alternative 5: 4th Ave S
Meets original end point	No	Yes	Yes
Bicycle Transitions	2/3	3	0
Max grade	6.8%	8.7%	5%
Impact to transit travel times	1 min delay (25% increase for buses routes heading to 3rd)	1 min delay (25% increase for buses routes heading to 3rd)	Substantial delay

Segment 3 Alternatives

Dilling Way and Yesler Way



4th Ave S, S Washington St, and 5th Ave S



4th Ave S



Next Steps

Date	Activity/action
7/1/2020	Present to Seattle Bicycle Advisory Board
2020	Phase 1 - Spring to Pine - Construction
2021	Phase 2 & 3 – Pine St to Vine St & Spring St to S Main St.

Questions?

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www.seattle.gov/transportation

