



# Queen Anne Ave N PBL - Mercer to Roy Connection Project

November 8, 2023

# Agenda

- Purpose of Meeting
- Scope Overview
  - Route
  - Channelization
  - Intersection: Queen Anne & Roy
- Input/thoughts
- Next Steps



# North Downtown Mobility Action Plan (NODO MAP) Program

- Support access, mobility in North Downtown neighborhoods
- Funding from redevelopment of Climate Pledge Arena and MOU with Port of Seattle
- Planned or completed projects include:
  - 1<sup>st</sup> and Broad Complete Streets (includes PBL)
  - Thomas St Greenway West and Thomas St 5<sup>th</sup> to Dexter
  - Protected intersection at Dexter & Thomas
- Queen Anne Ave PBL project originated from community feedback



# Project Goals

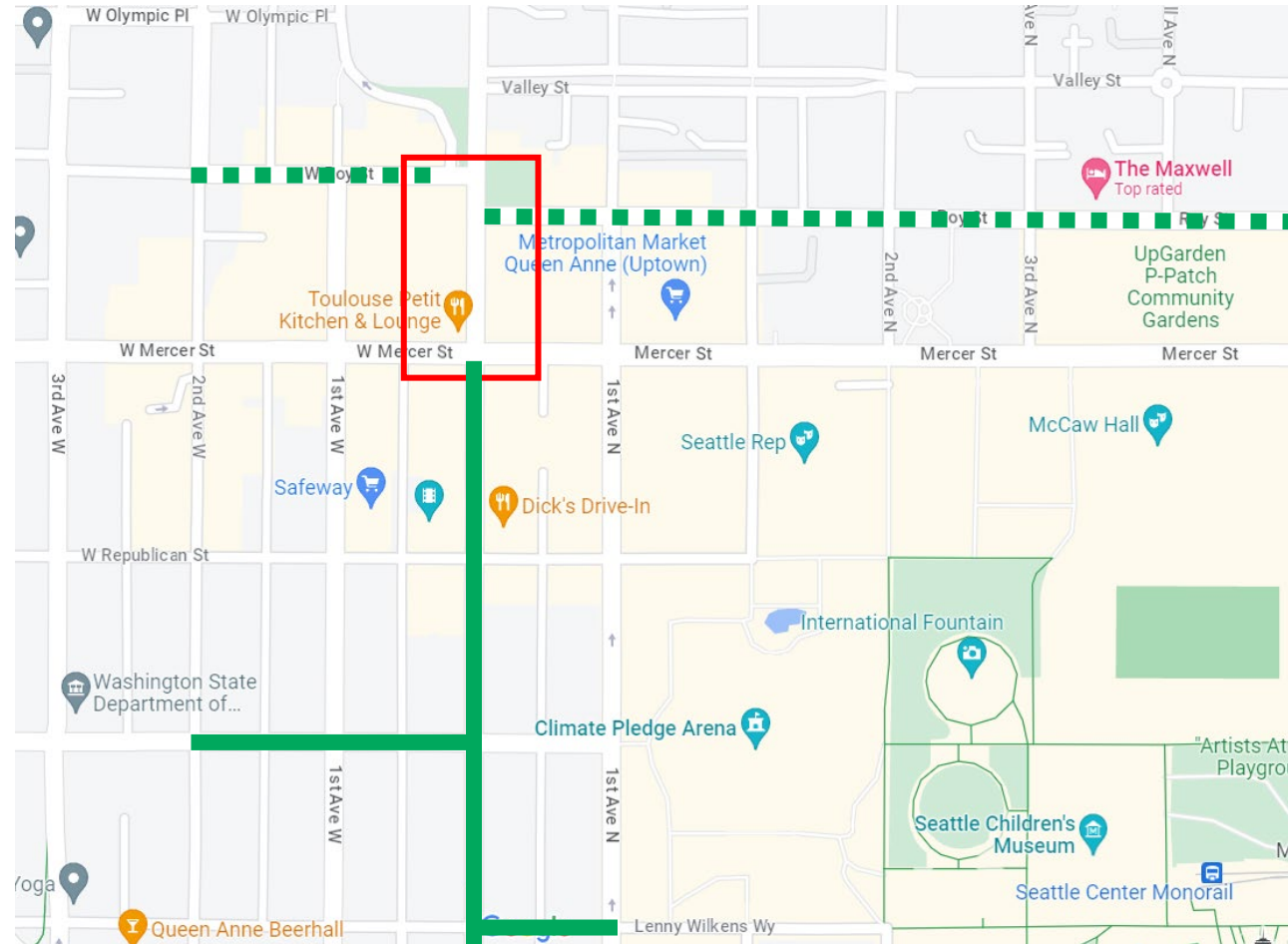
- Improve bike connectivity – Fulfill bike master plan
- Improve safety for bicyclists and pedestrians
  - All ages and abilities facility
- Preserve access to businesses
- Multimodal accessibility for intersection of Queen Anne Ave N and Roy St
- Improvement to Queen Anne Ave N and Mercer St intersection for bikes and pedestrians



# Project Area

- Uptown Neighborhood
- North of *Climate Pledge Arena* and *Seattle Center*
- Major project elements proposed adjacent to the *MarQueen Hotel*, restaurants, and mixed-use buildings
- Connection of QA Ave N NB/SB PBL at Mercer St to existing EB/WB bike facility along Roy St

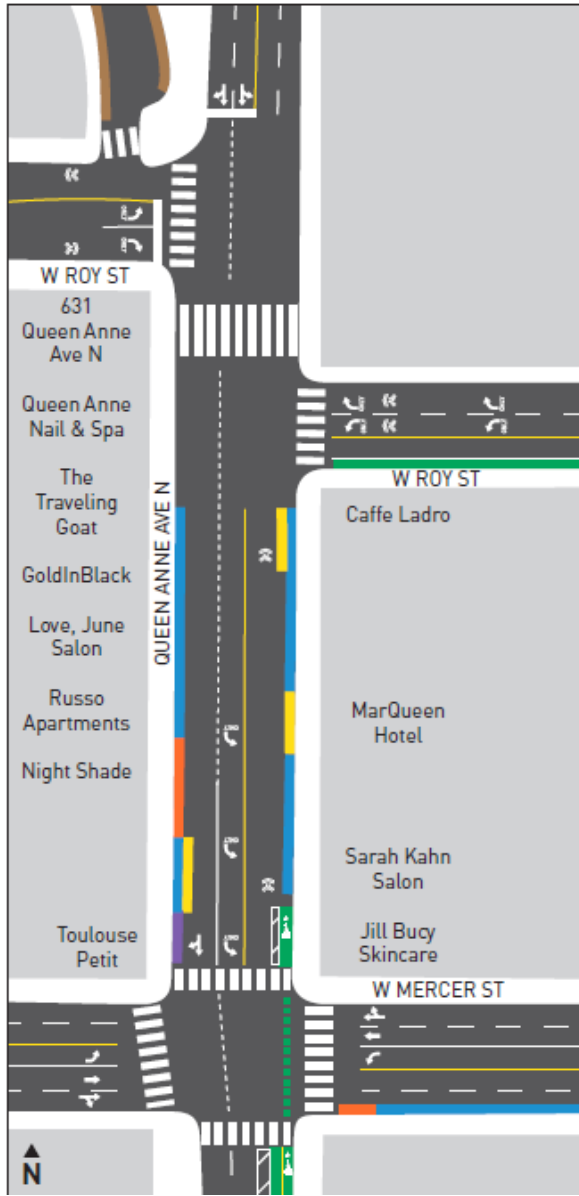
Project Area (PBL Extension in red box)



- Protected Bike Lane
- Buffered/Paint Bike Lane

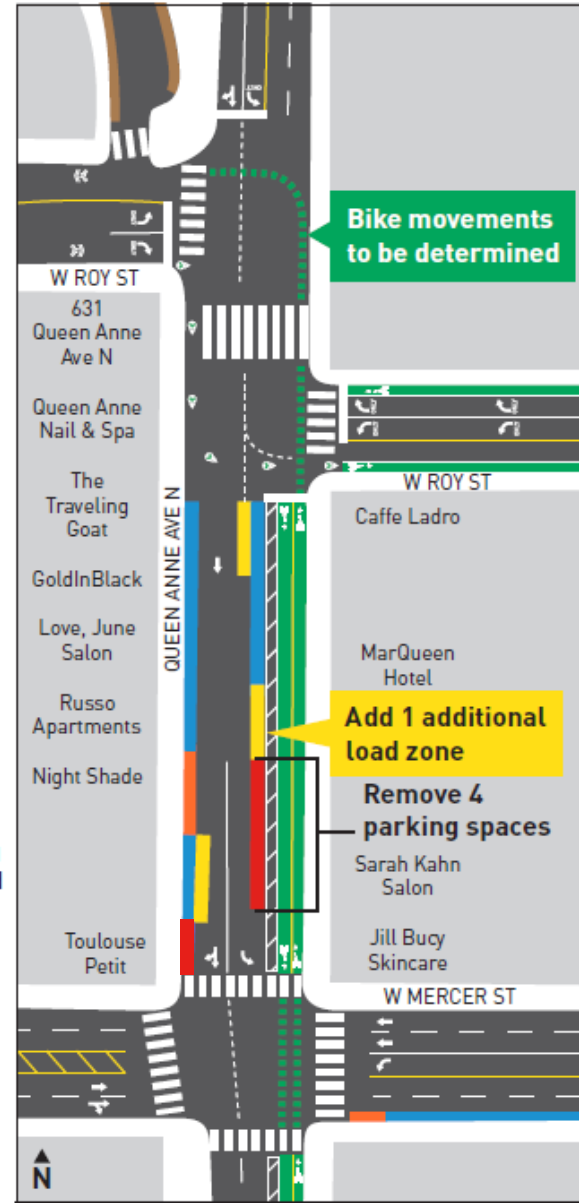
# Scope Overview

## Existing



- Pay to park
- 3-min load zone
- 30-min load zone
- Bike lane
- Unpaid parking
- Motorcycle parking
- No parking allowed

## Proposed



- Conceptual design approved
- Pending final design with community input
- Aiming for 2024 construction

Additional channelization work in surrounding streets to support new PBL segment

# Bike Lane Details

- Two-way protected bike lane
- Protected by:
  - Pre-cast concrete curb
  - Parking
- 5' bike lanes (10' total) and 4' buffer



Design example on 1<sup>st</sup> Ave

# Proposed Queen Anne Ave N & Mercer St



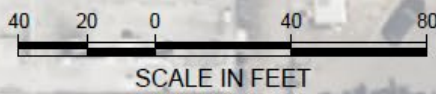
New SBLT pocket

Remove EBLT pocket

New protected 2-way PBL (10') w/ 4' buffer

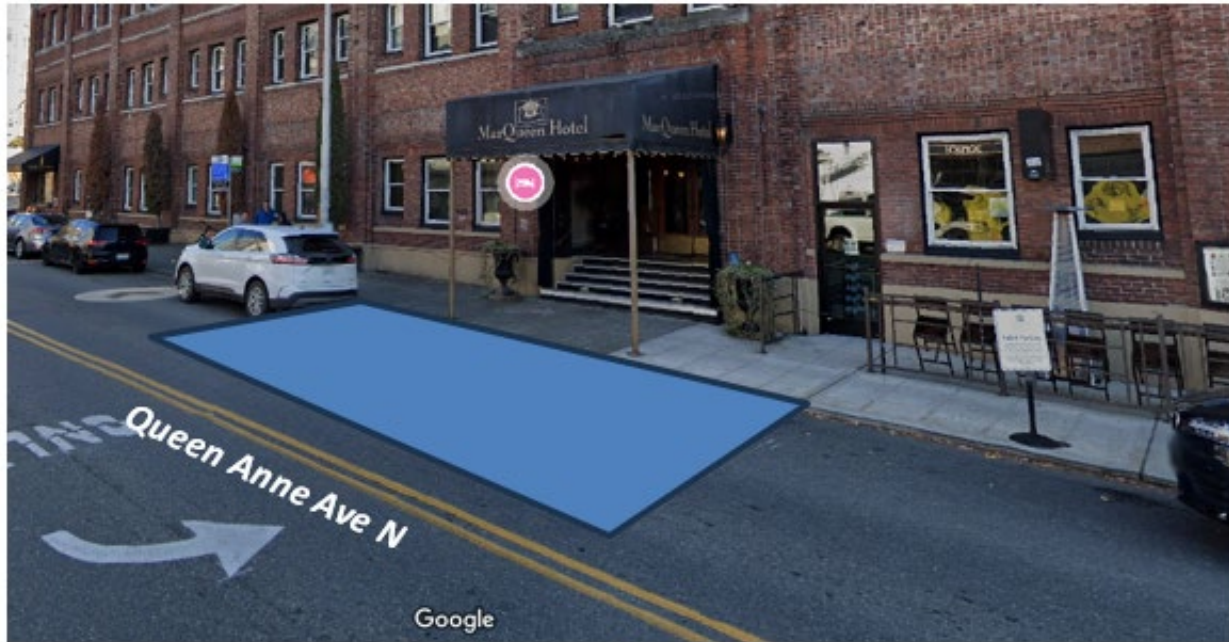
New EBLT pocket

Green = Removed  
Red = Added/New

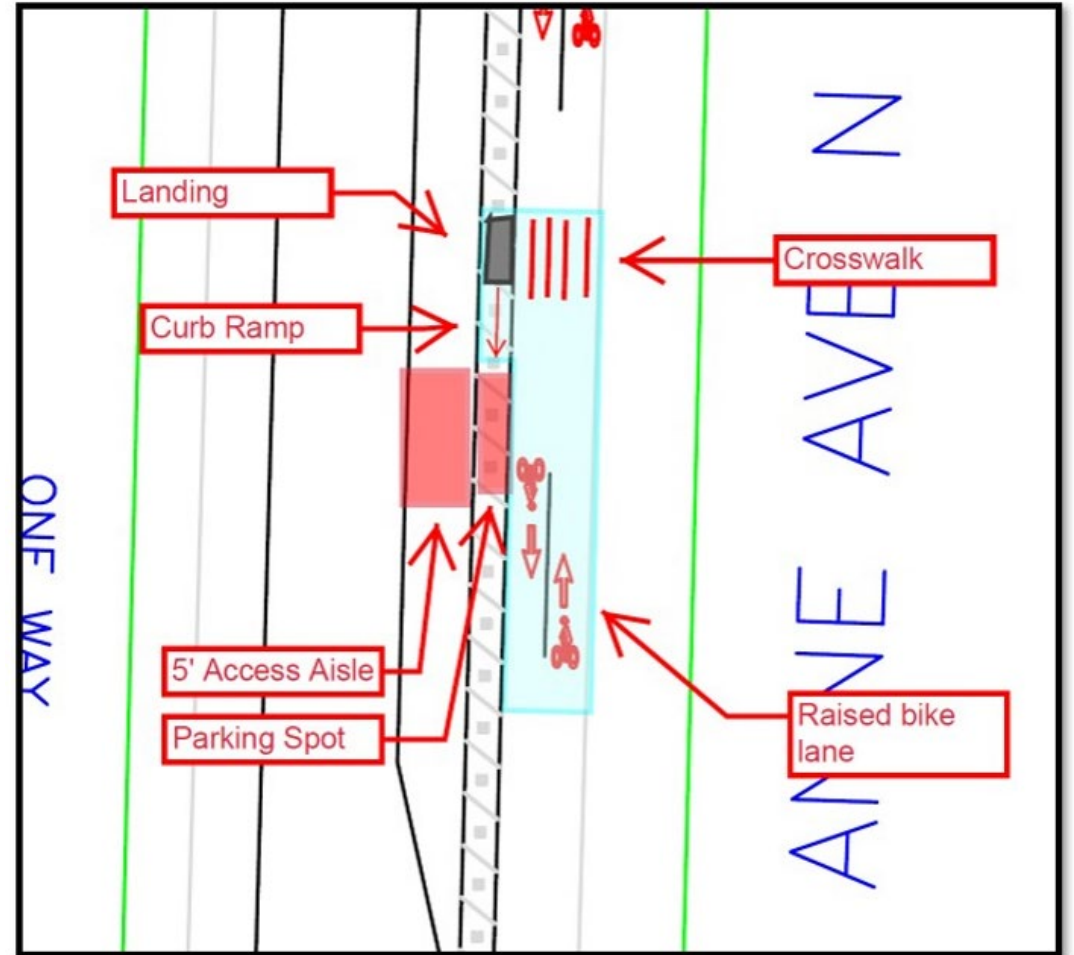




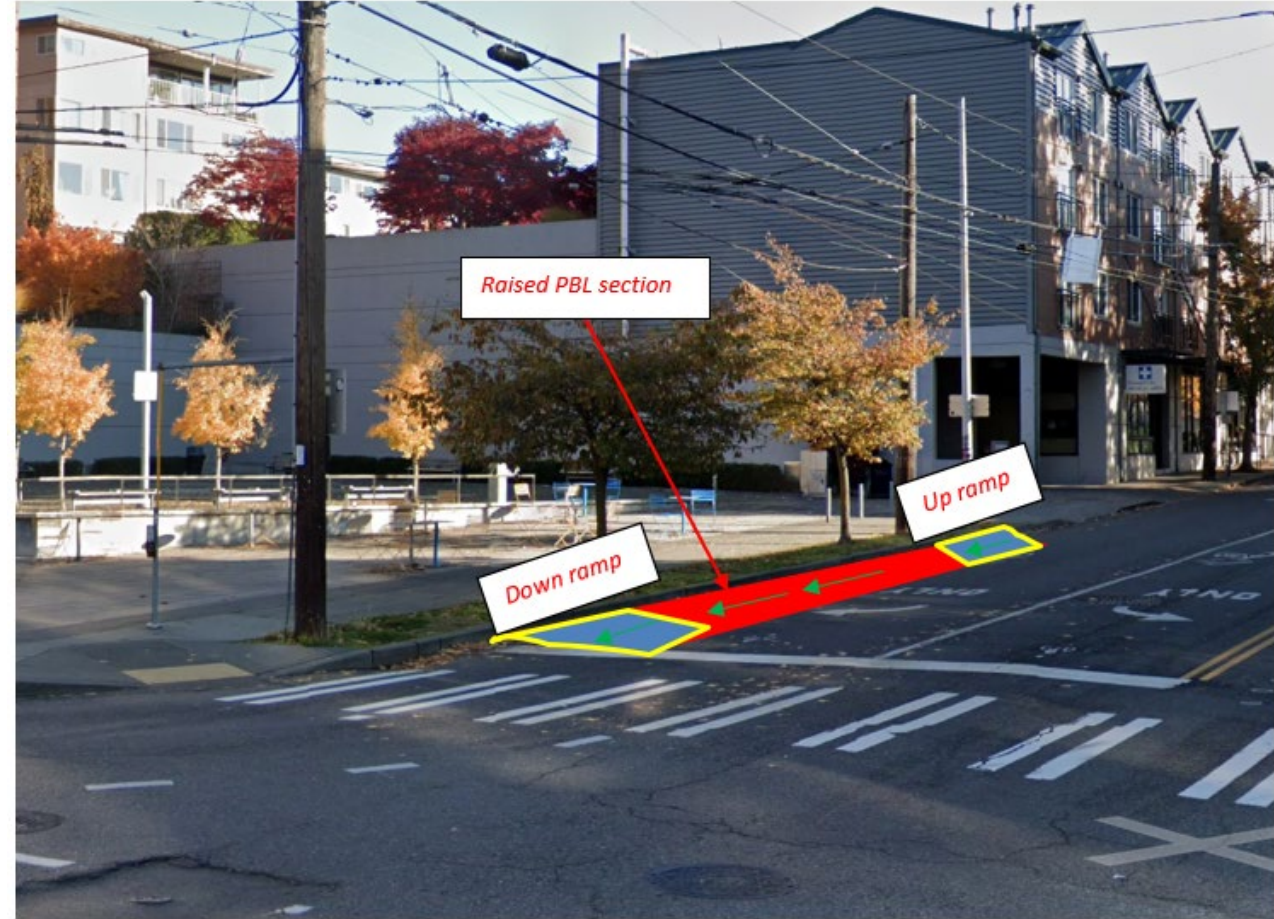
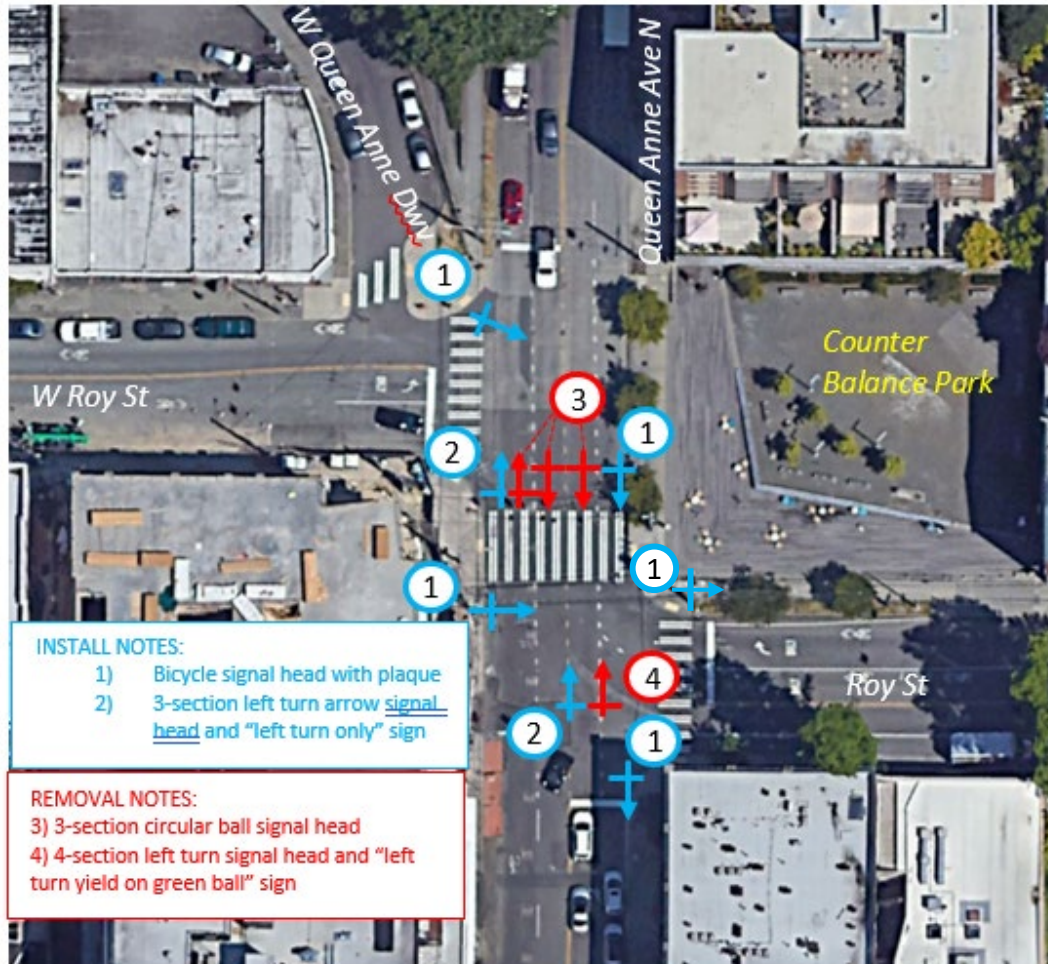
# ADA Hotel Load Zone and Bike Lane



Conceptual Design

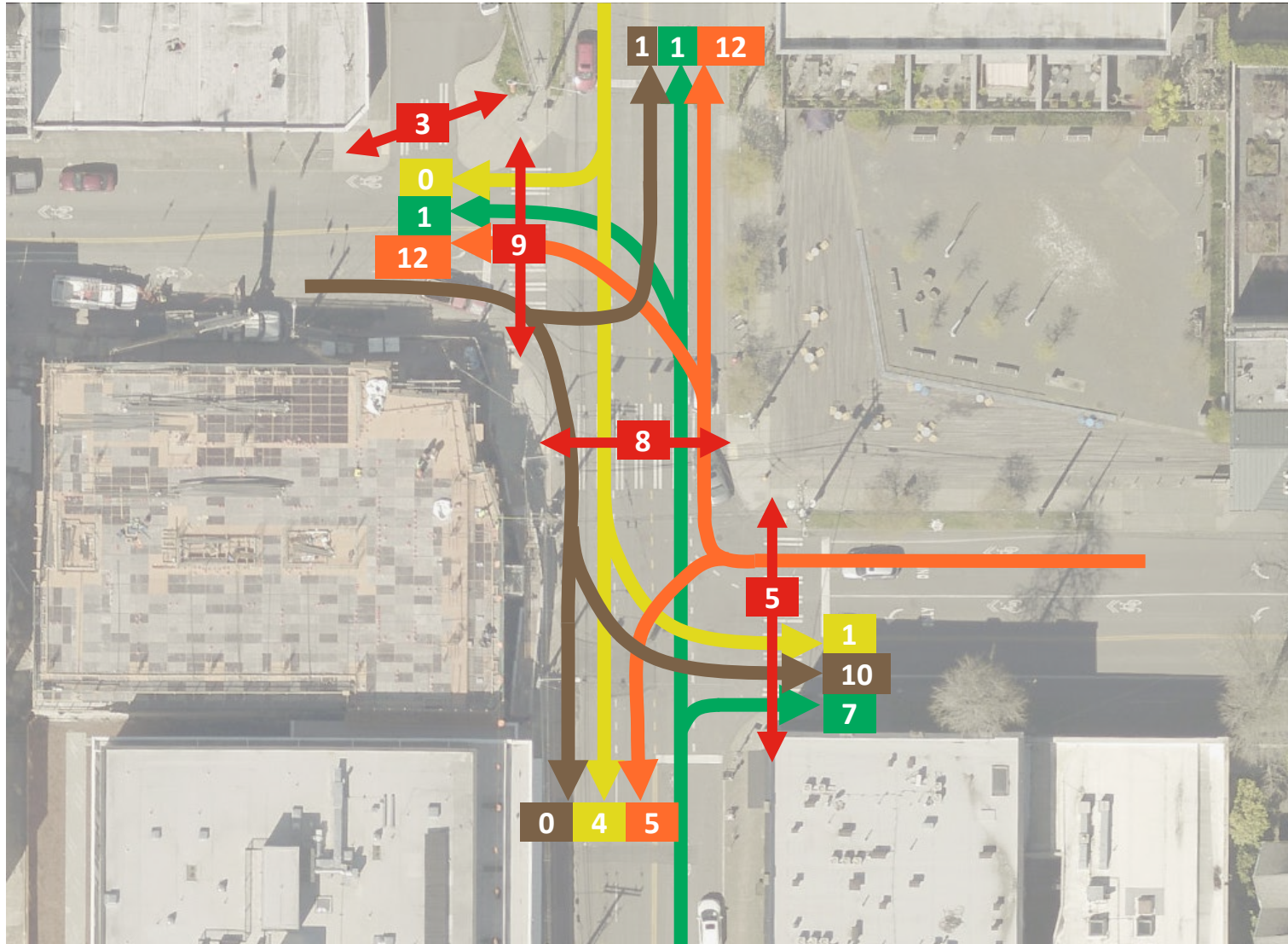


# Proposed Queen Anne Ave N & Roy St



Conceptual Design

# Bike Counts



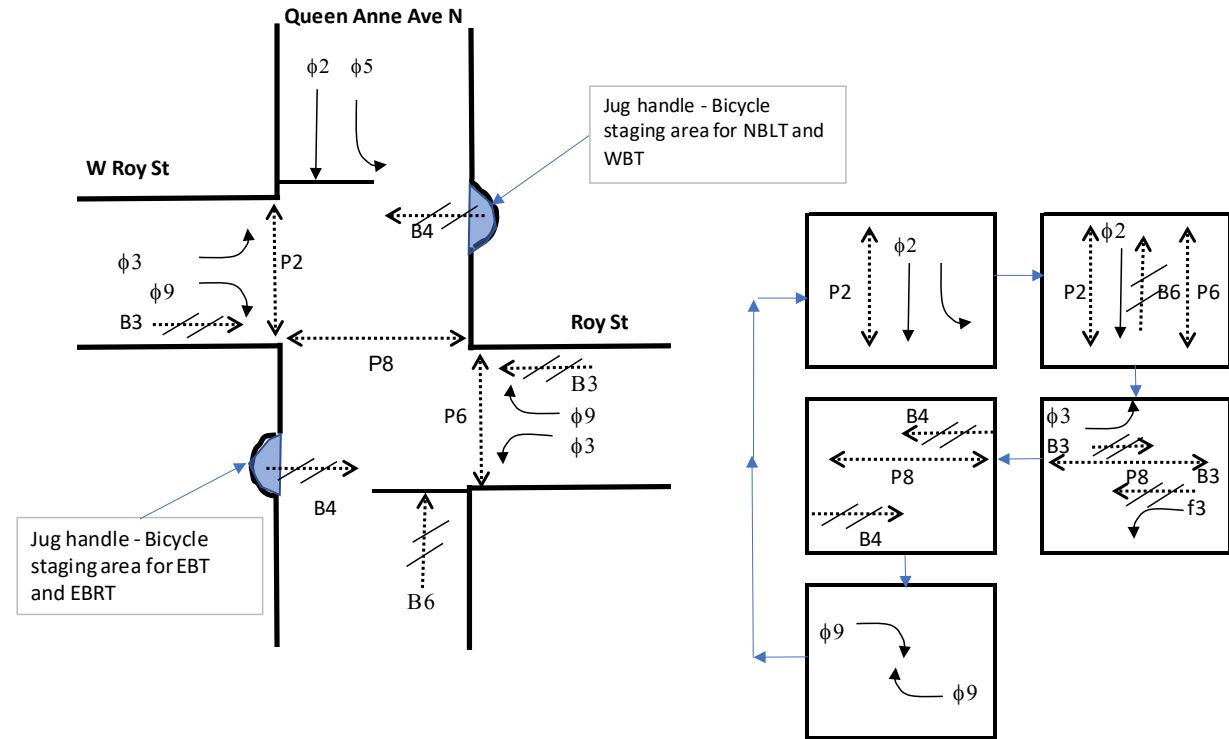
## Dates and Times Collected

12/8/2021 4-7 PM

12/9/2021 7-9 AM, 4-7 PM

# Signal Option 1a: Two-Stage Jughandle

- Protected for all bike movements
- Two stages for e/b through, e/b right, w/b through
  - Turn right and enter bike staging area
  - Continue through intersection at next green
- N/b left also goes through "jughandle"

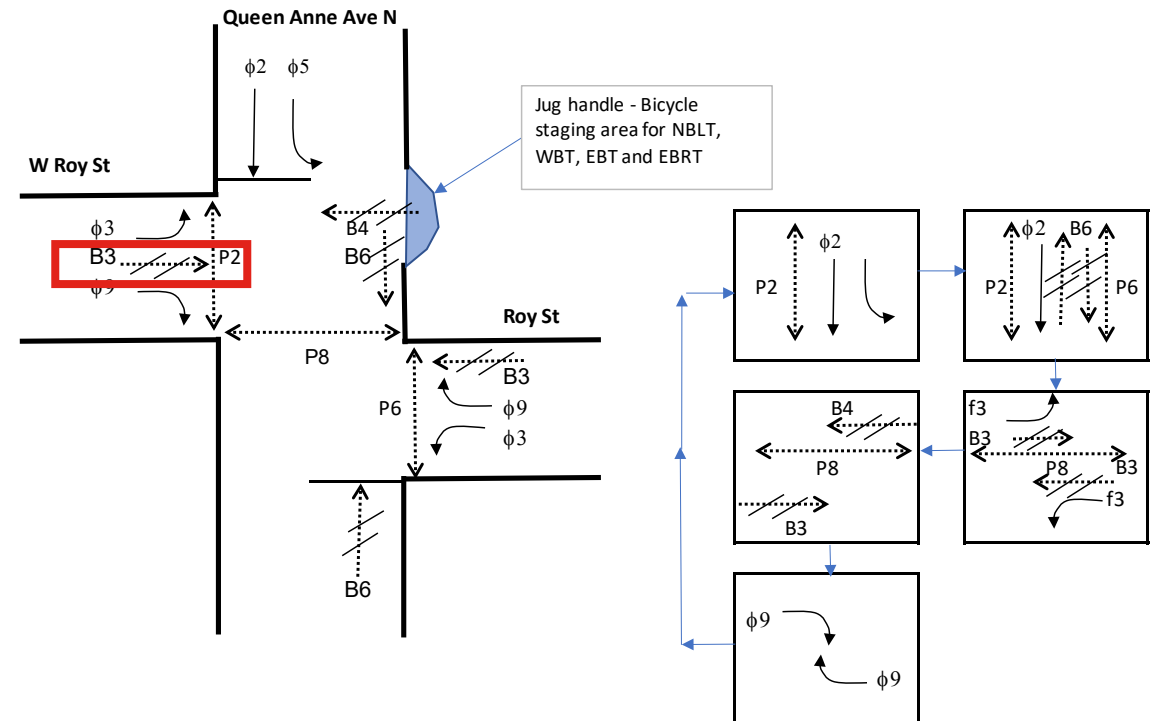


Queen Anne Ave N Features	Option 1-A
Bicycle Movements Protected	All
Conflicts with Vehicles, Bikes, and Peds	None
Trolley Wire Movement	None
Parking Removal on Roy St	Some
Legibility/Convenience for Bikers	Low

# Signal Option 1b: Two-Stage Jughandle + Center Bike Lane

- Similar "jughandle" two-phase for n/b and w/b bikes
- E/b bikes are positioned between e/b left and right turn lanes
  - Bikes move with e/b and w/b left turns
- Requires e/b bikes to merge from curb-side bike lane to the center bike lane

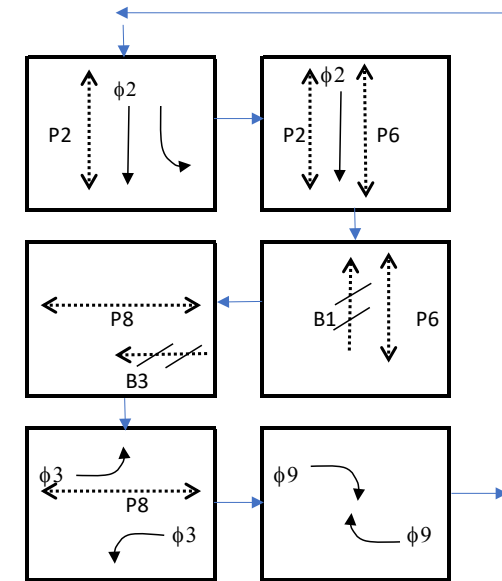
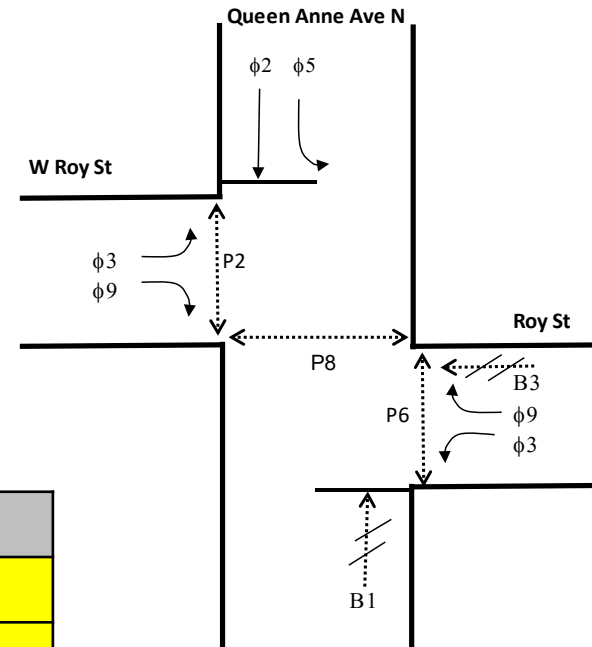
Queen Anne Ave N Features	Option 1-B
Bicycle Movements Protected	All
Conflicts with Vehicles, Bikes, and Peds	Few
Trolley Wire Movement	None
Parking Removal on Roy St	Some
Legibility/Convenience for Bikers	Low



# Signal Option 1c: Single-Stage, Unprotected Eastbound

- E/b bikes move with e/b and w/b right turns
  - Can stay in right lane
- Single-stage protected movements for n/b and w/b bikes

Queen Anne Ave N Features	Option 1-C
Bicycle Movements Protected	Most
Conflicts with Vehicles, Bikes, and Peds	Some
Trolley Wire Movement	None
Parking Removal on Roy St	None
Legibility/Convenience for Bikers	Medium

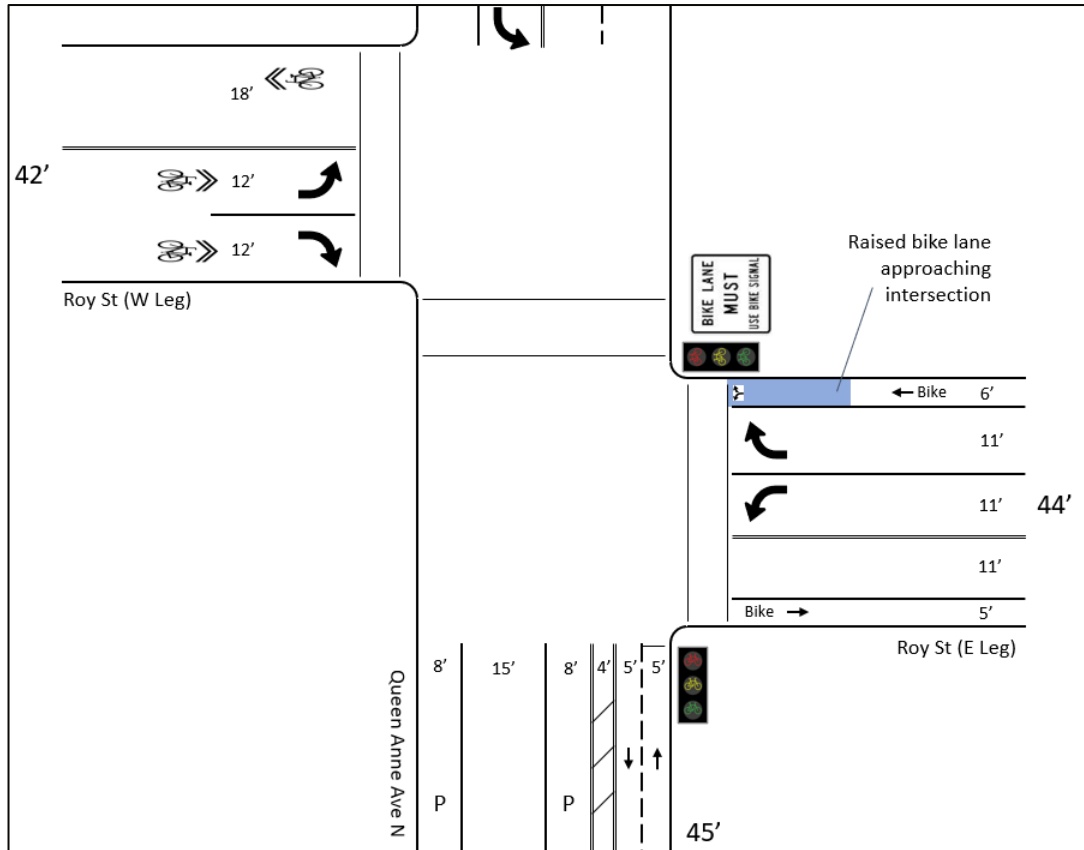


# Other Phasing Considered: Scramble

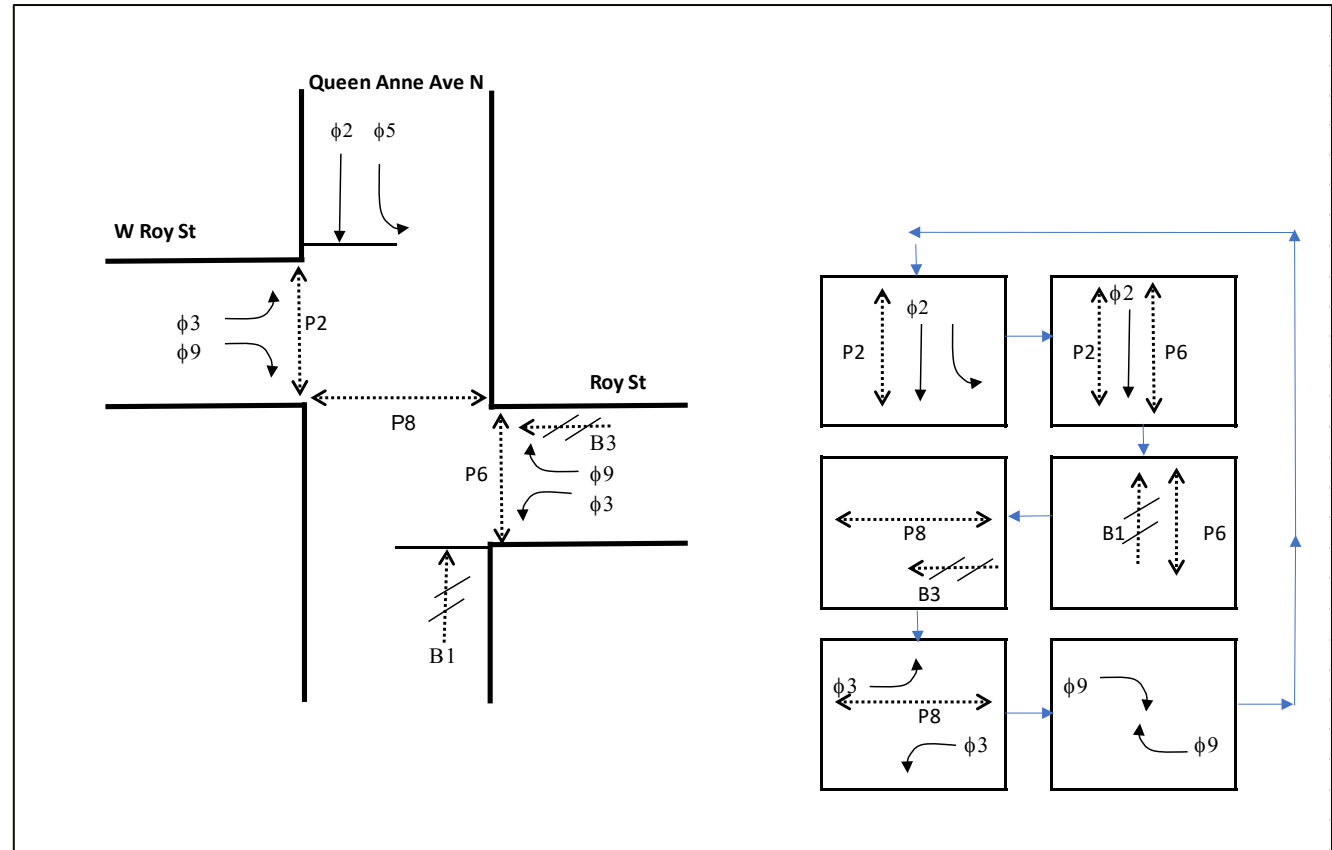
- Would have protected movements for all directions
- Bikes and peds would move at the same time
- Long distance for crossing: 157'
- Would require minimum of 54 second signal phase
- **Due to crossing distance, signal length option was not considered for further evaluation**



# Proposed Queen Anne Ave N & Roy St



Channelization



Signal Phasing

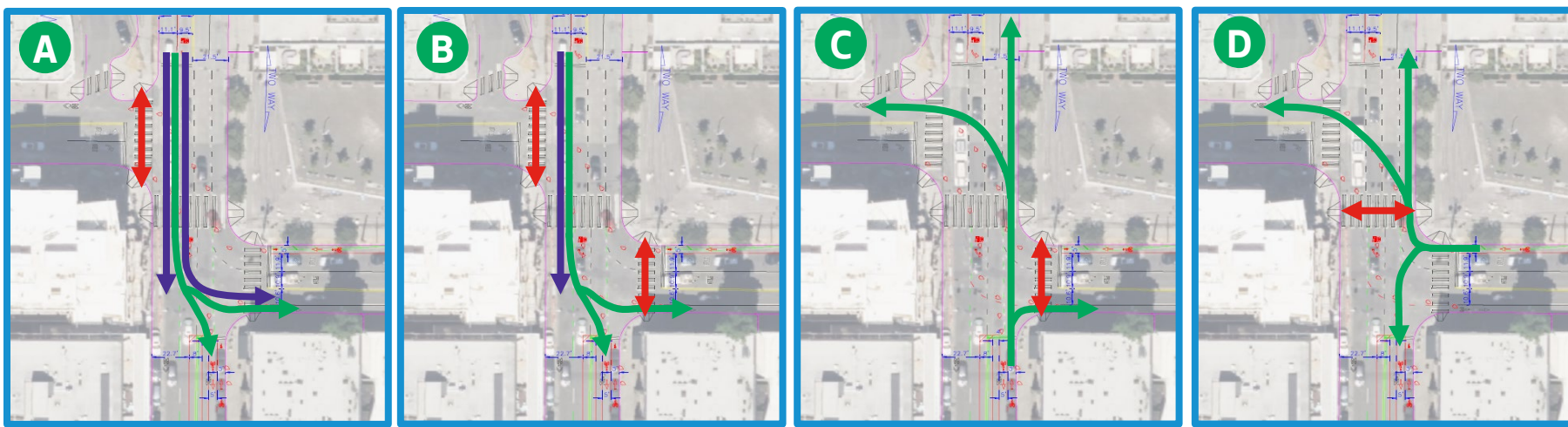


# Queen Anne & Roy Signal Phasing Options Summary

Option selected



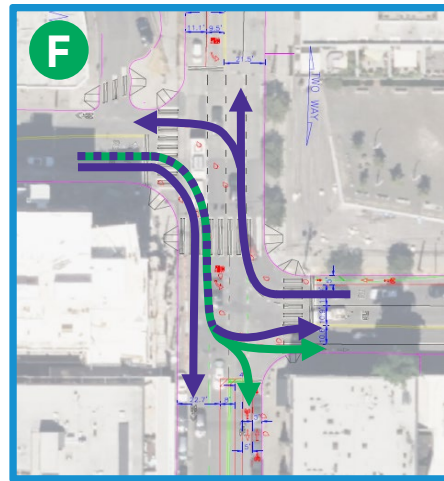
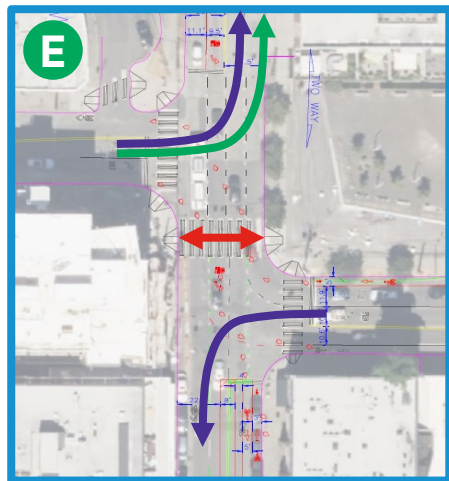
Queen Anne Ave N Features	Option 1-A	Option 1-B	Option 1-C
<i>Bicycle Movements Protected</i>	All	All	Most
<i>Conflicts with Vehicles, Bikes, and Peds</i>	None	Few	Some
<i>Trolley Wire Movement</i>	None	None	None
<i>Parking Removal on Roy St</i>	Some	Some	None
<i>Legibility/Convenience for Bikers</i>	Low	Low	Medium



**Low End**



**High End**



- People walking/rolling**
- People biking**
- People driving**



# Proposed Queen Anne Ave N & Roy St

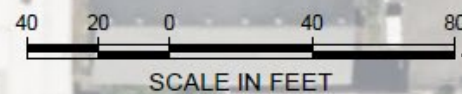
SBLT & thru lane becomes SBLT only lane

Bike Dots to guide bikes through intersection

Minor separated bike lane (5' wide)

• How would you ride on your bike across this offset intersection?

Bike lane elevated at intersection approach



# Next Steps

- Advance onto 30% and final design
- Construction planned for 2024
  - Levy deliverable



Example of 2-way PBL

# Questions?

## Stay in touch:



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[www.seattle.gov/transportation/NODOMAP](http://www.seattle.gov/transportation/NODOMAP)



From the entire SDOT Team:  
**Thank you!**

