

S Dearborn St Protected Bike Lane



Seattle Bicycle Advisory Board

Sam Woods

July 1, 2015

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

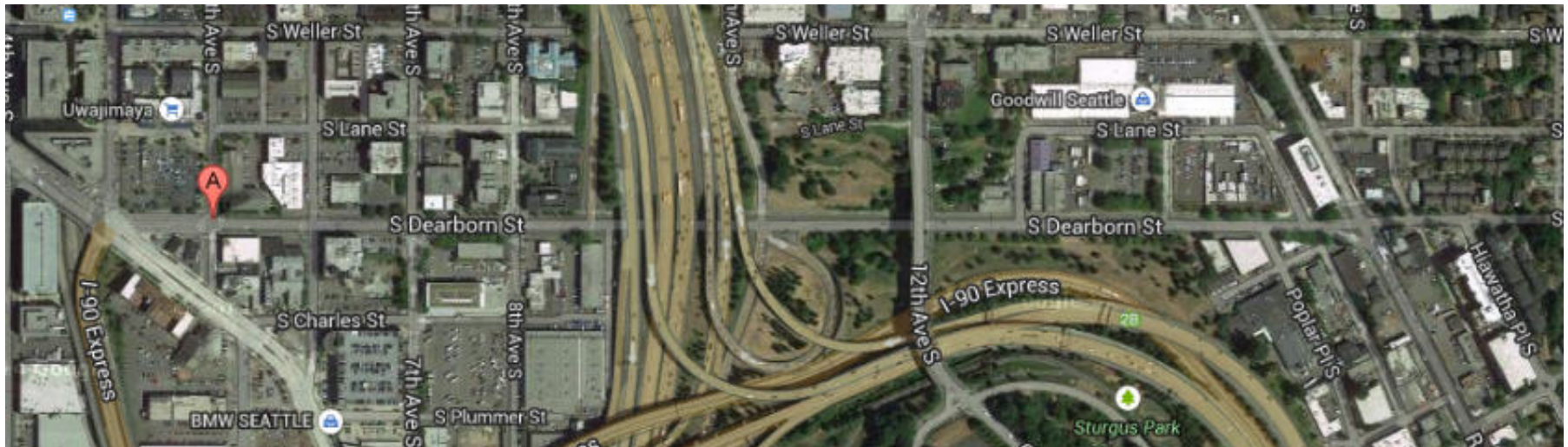
Presentation overview

- Existing conditions
- Project goals
- Proposed design
- Next steps

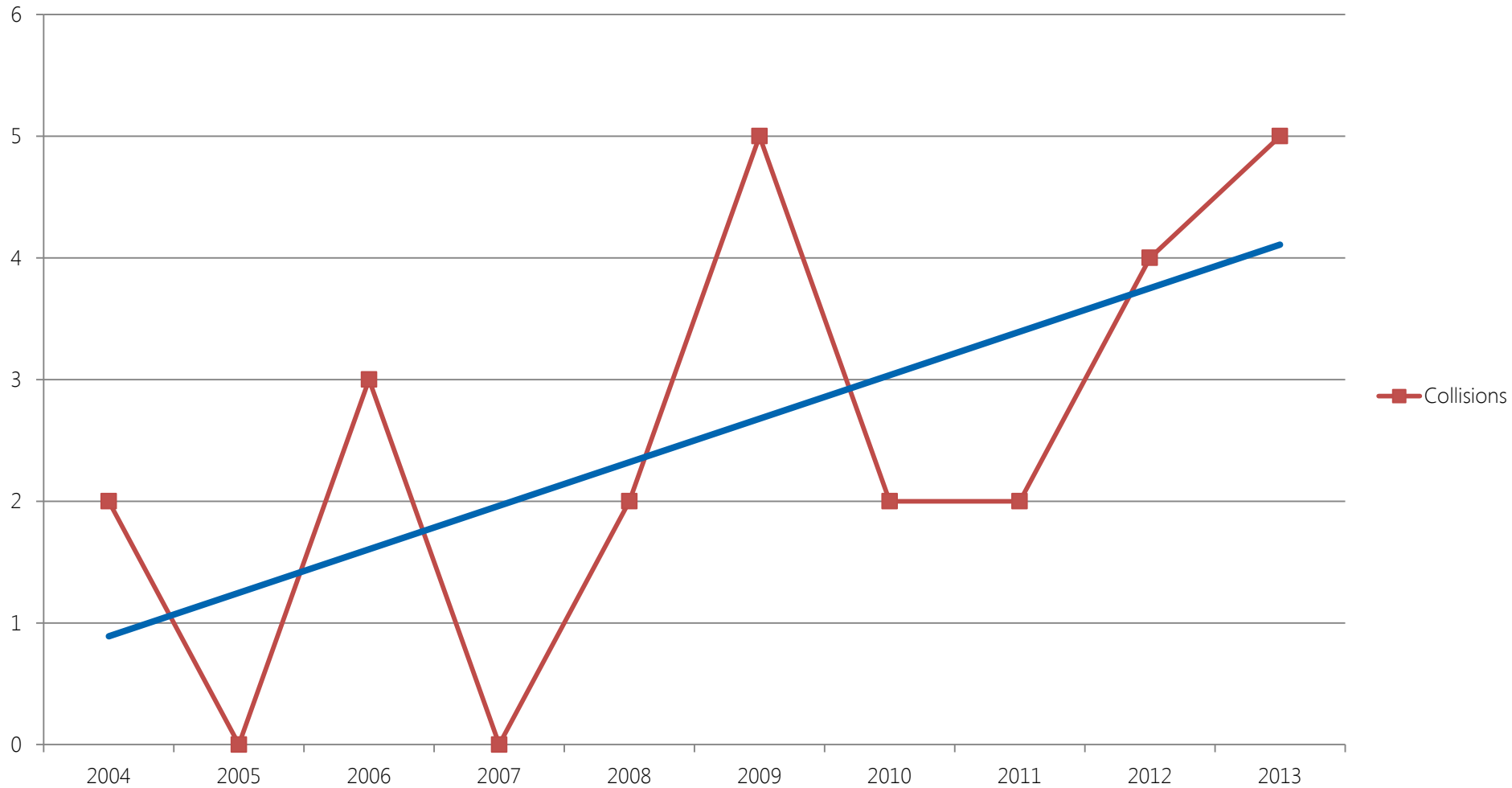


Existing Conditions

- 0.76 miles – 6th Ave S to Rainier Ave S
- Typically 5 lane cross section 66' wide with 2 lanes each direction, center turn lane and 4' wide bike lanes on each side of the street
- Principal Arterial - ADT 21,000 vehicles
- Major Truck Street - 6% heavy vehicles
- I-5 and I-90 connections



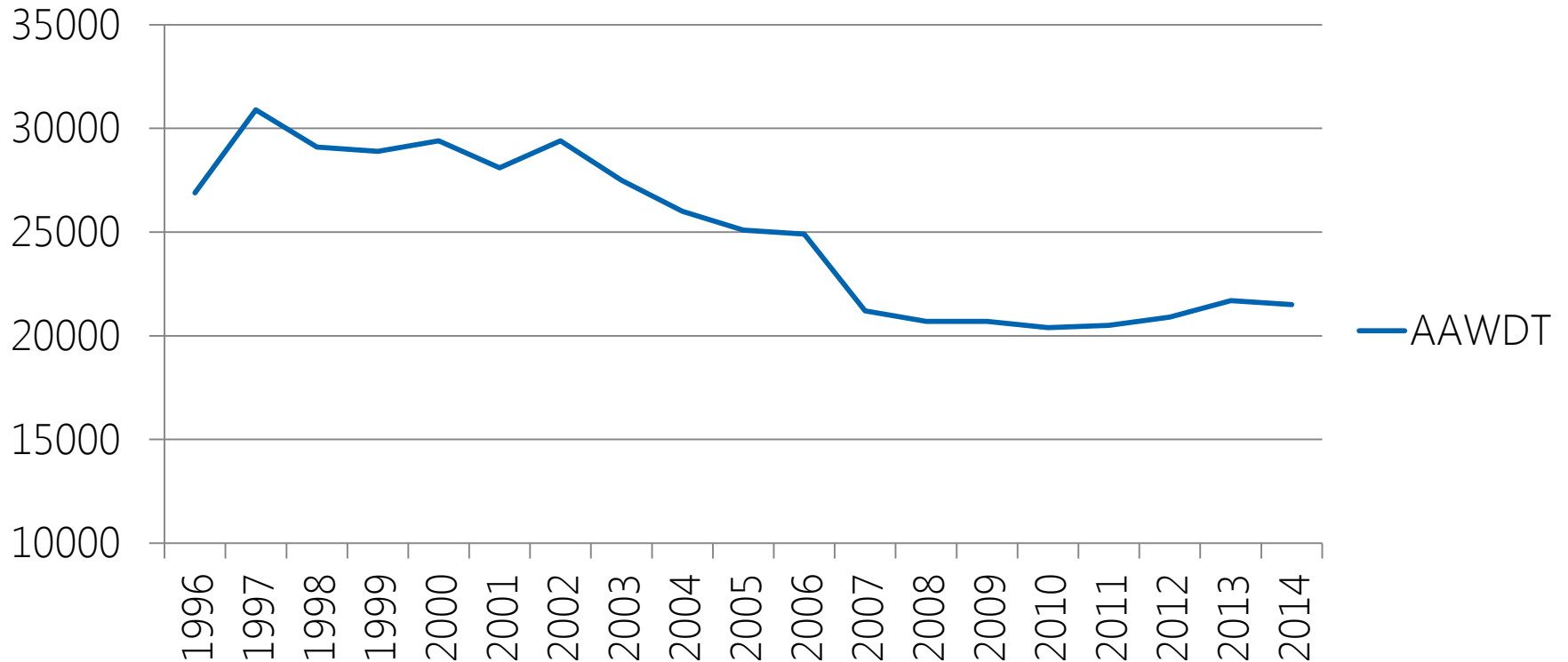
Collisions



Traffic volumes

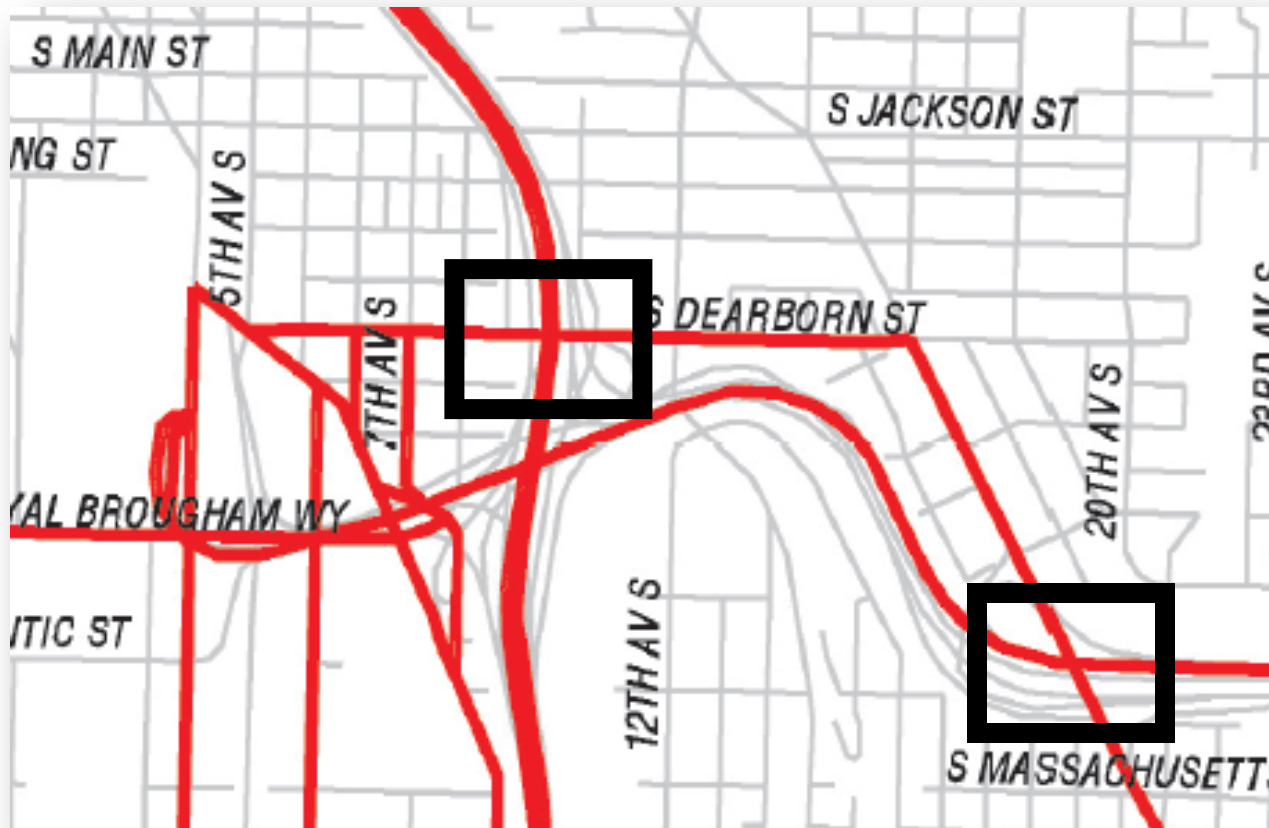
2014 AAWDT = 21,500 Trips (6% Freight)

AAWDT



Background

Major Truck Streets

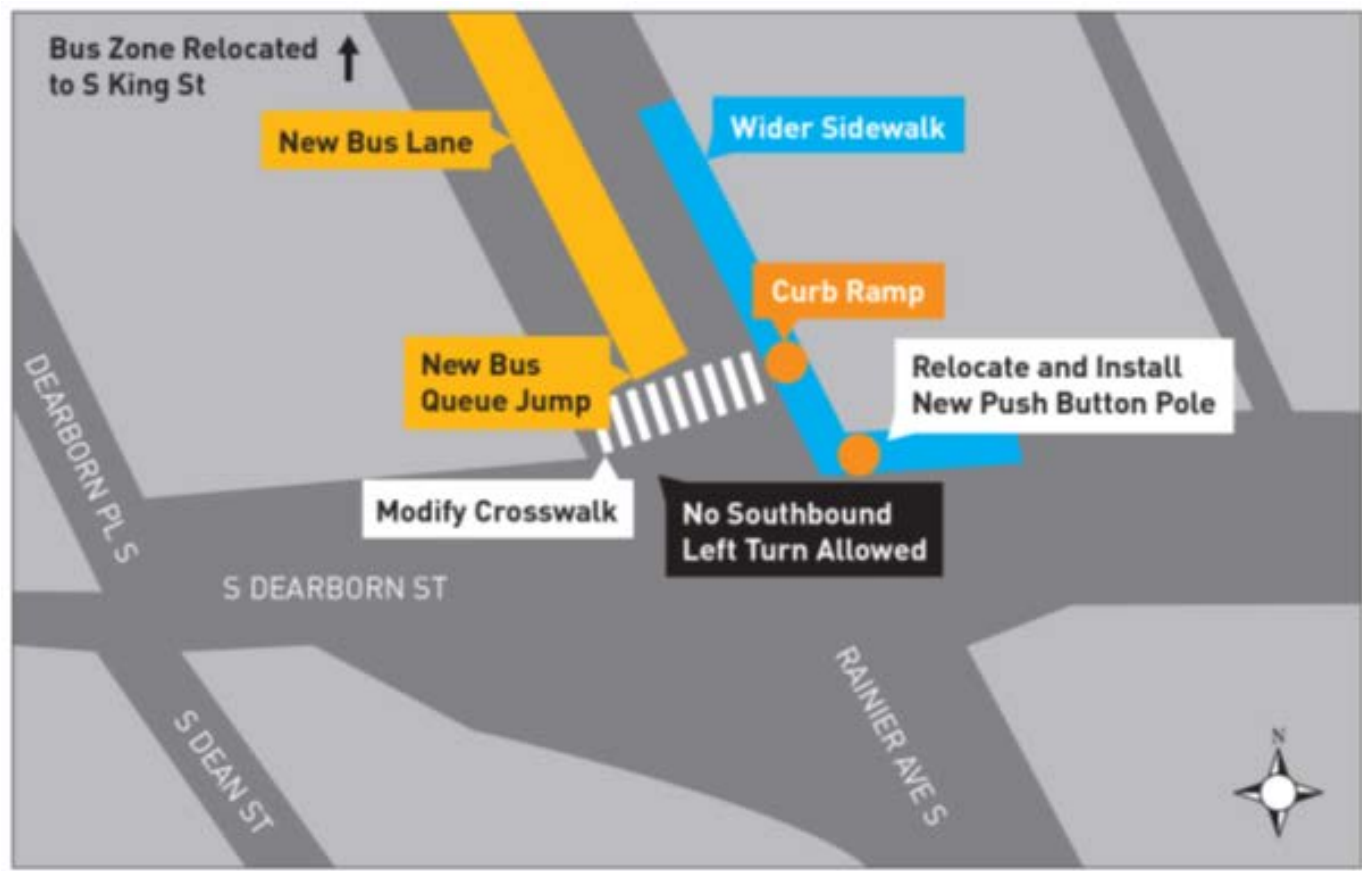


Speeds

S Dearborn St	85 th percentile	Top end speeders
Eastbound	38.3 mph	8.6%
Westbound	37.4 mph	5.9%

Transit

Transit Project at Rainier Ave S & S Dearborn St



BMP Implementation Plan

“Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.”

- BMP identifies approx 100 miles of PBL’s
- Implementation Plan identifies approx 7 miles per year of PBL’s
- Dearborn identified as a 2015 project



Project goals

- Increase safety & predictability
- Expand connectivity as our city continues to grow
- Enhance economic vitality
- Promote physical activity & increase ridership
- Provide affordable travel options

Safety



Connectivity

- Connects to Hiawatha & CANG Neighborhood Greenways
- Connects SE Seattle & I-90 Trail to Downtown & International District
- Will connect to 2nd Ave PBL – high priority in Center City network



Design considerations

- Conceptual design changes took into account:
 - WB-67 turns at Rainier & Dearborn
 - Maintain capacity at Rainier and Dearborn (eliminated south leg crosswalk in early design considerations)
 - Minimum outside lane width of 11'

 - Future transit facilities & improvements
 - Coordination with D2 roadway closure
 - Sound Transit staging area on Dearborn

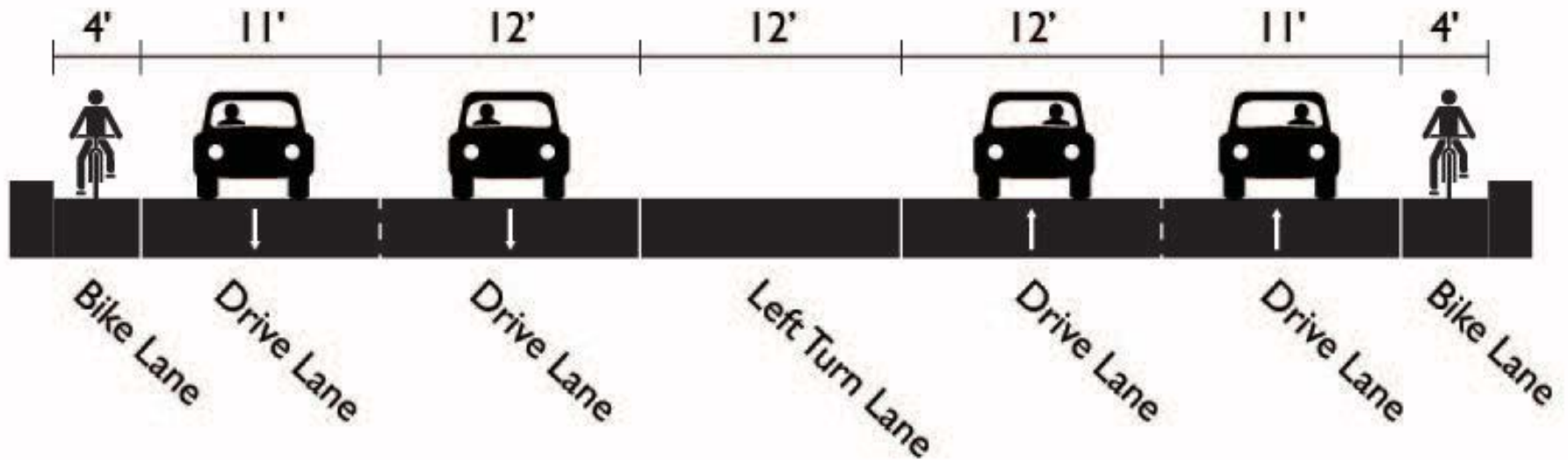
Design considerations

- Conceptual design changes took into account:
 - No impacts to queuing on I-5 off ramps
 - Maintain left turn pockets at highest left turn demand
 - Intersection level of service
 - Vehicle travel time

 - Bike facility lane/buffer widths vary
 - Minimum 5' with 2' buffer

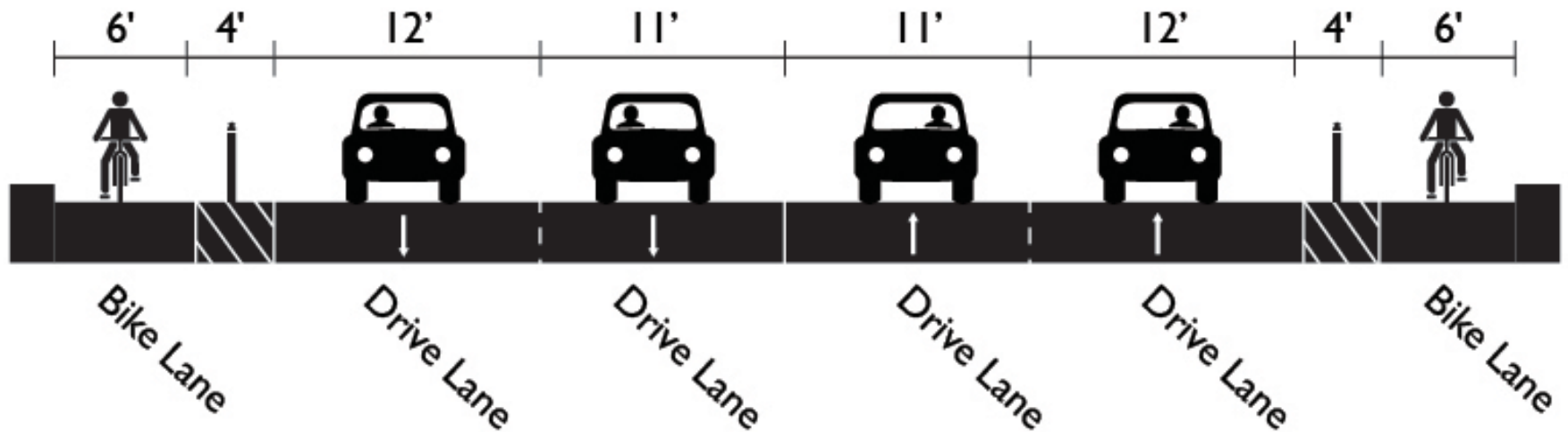
Proposed Design

Existing Cross Section - Typical



Proposed Design

Proposed Cross Section - Typical



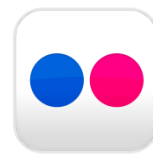
Next steps

June – September	Design & Outreach
June 16	SFAB
June 24	Goodwill
July 1	SBAB
July	Adjacent properties/Jackson PI Community
Late 2015	Construction start

Questions?

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<http://www.seattle.gov/transportation>



Designs considered

- Two-way bike lane – north side
- Two-way bike lane – center
- One way on each side