



4th and 5th Ave Technical Analysis

Center City Bike Network – 4th and 5th Ave stakeholders
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October 15, 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

- Why we're here
- Project overview
- Share and discuss 4th and 5th Ave technical analysis
- Next steps



Seattle is growing



INCREASE TRAVEL OPTIONS

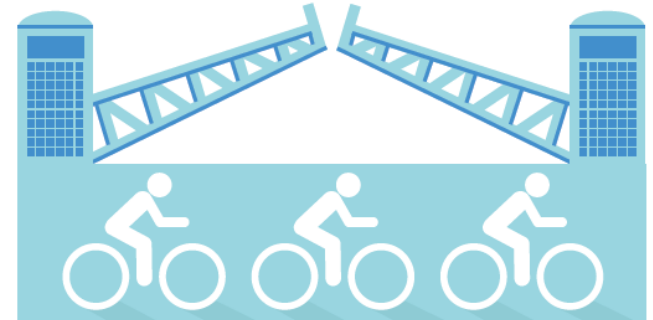
69% of people commute downtown by transit, carpooling, biking, and walking.

Source: Commute Seattle Mode Split Survey

SUPPORT A GROWING CENTER CITY

65,000 people live here and **25** new jobs a day are being added

Source: 2015 State of Downtown Economic Report



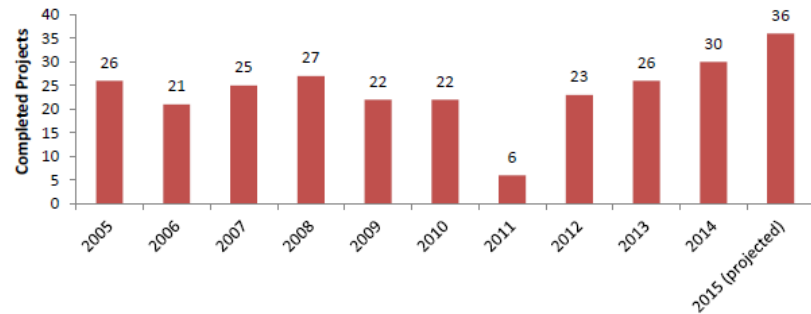
MEET GROWING DEMAND

Weekday bike volume at the Fremont Bridge was **up 10%** in 2014 compared to 2013

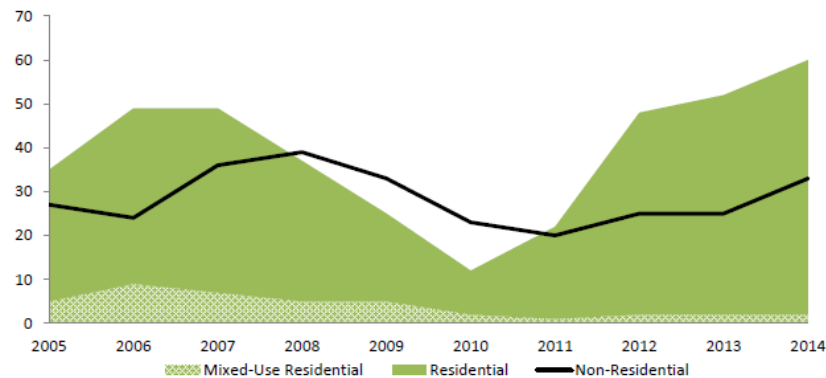
Source: City of Seattle permanent bike counter

Private development is booming

Number of construction projects completed by year

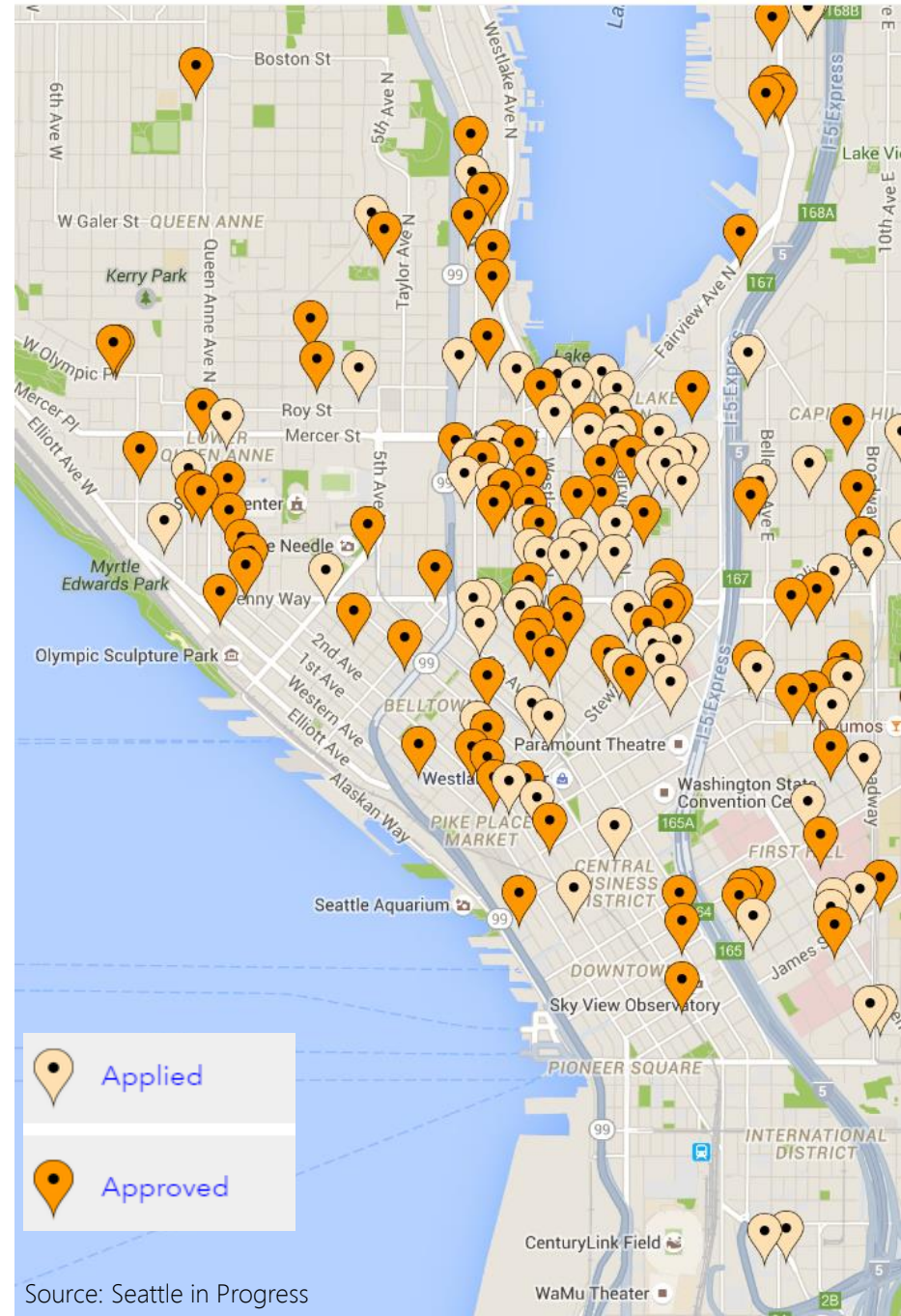


Number of active residential vs. non-residential projects



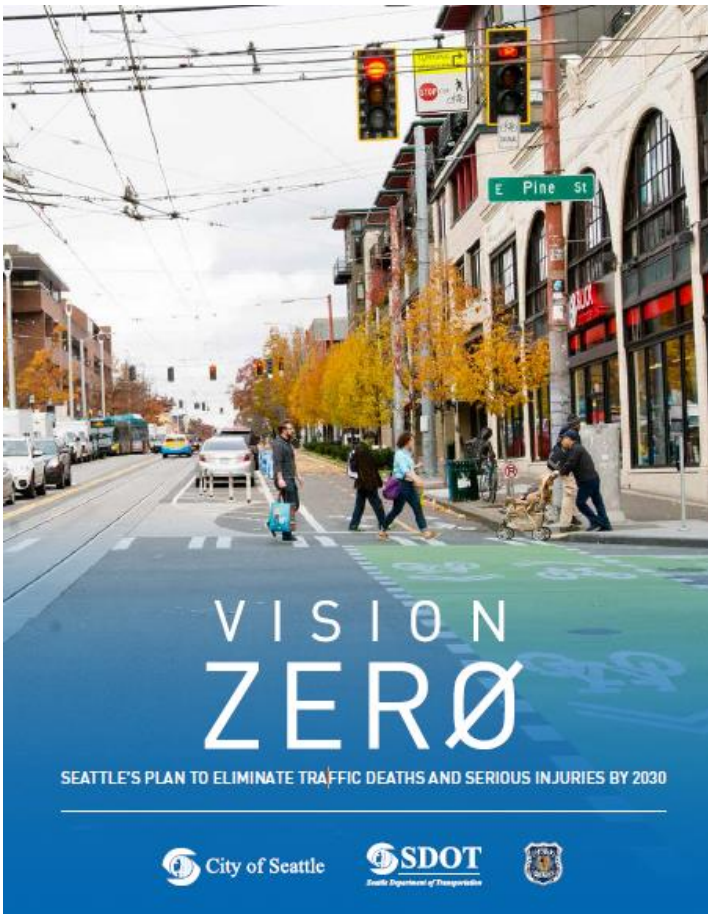
Source: 2015 DSA Development Guide

Proposed Projects



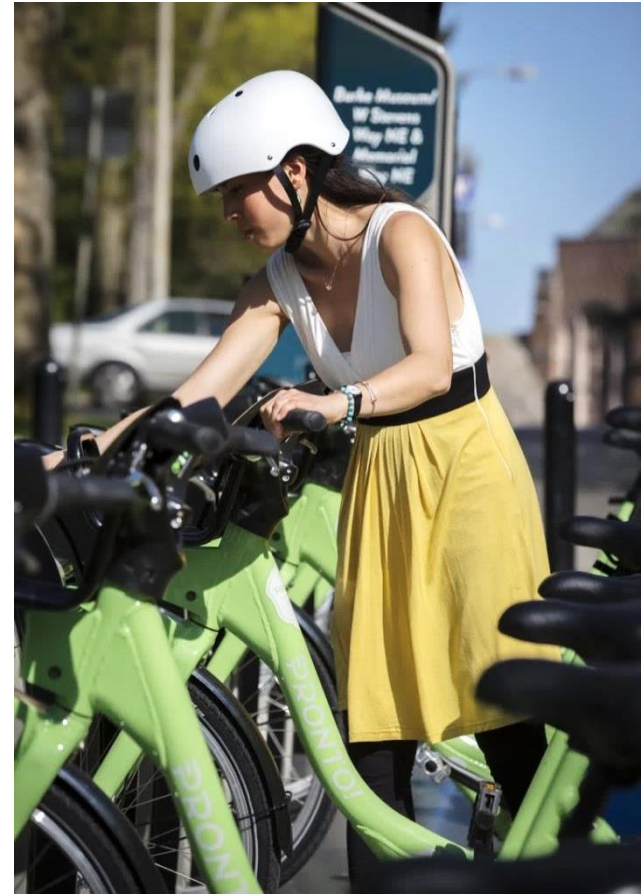
Source: Seattle in Progress

Vision Zero



Seattle's plan to eliminate traffic deaths and serious injuries by 2030

Project vision



Bike lanes and economic vitality



"The impact of this bike infrastructure isn't just safer streets. It's a statement to the rest of the city that this is a different part of town."

Network vision

SDOT is building a Center City Bike Network with north-south spines and east-west connections



Discussion guidelines

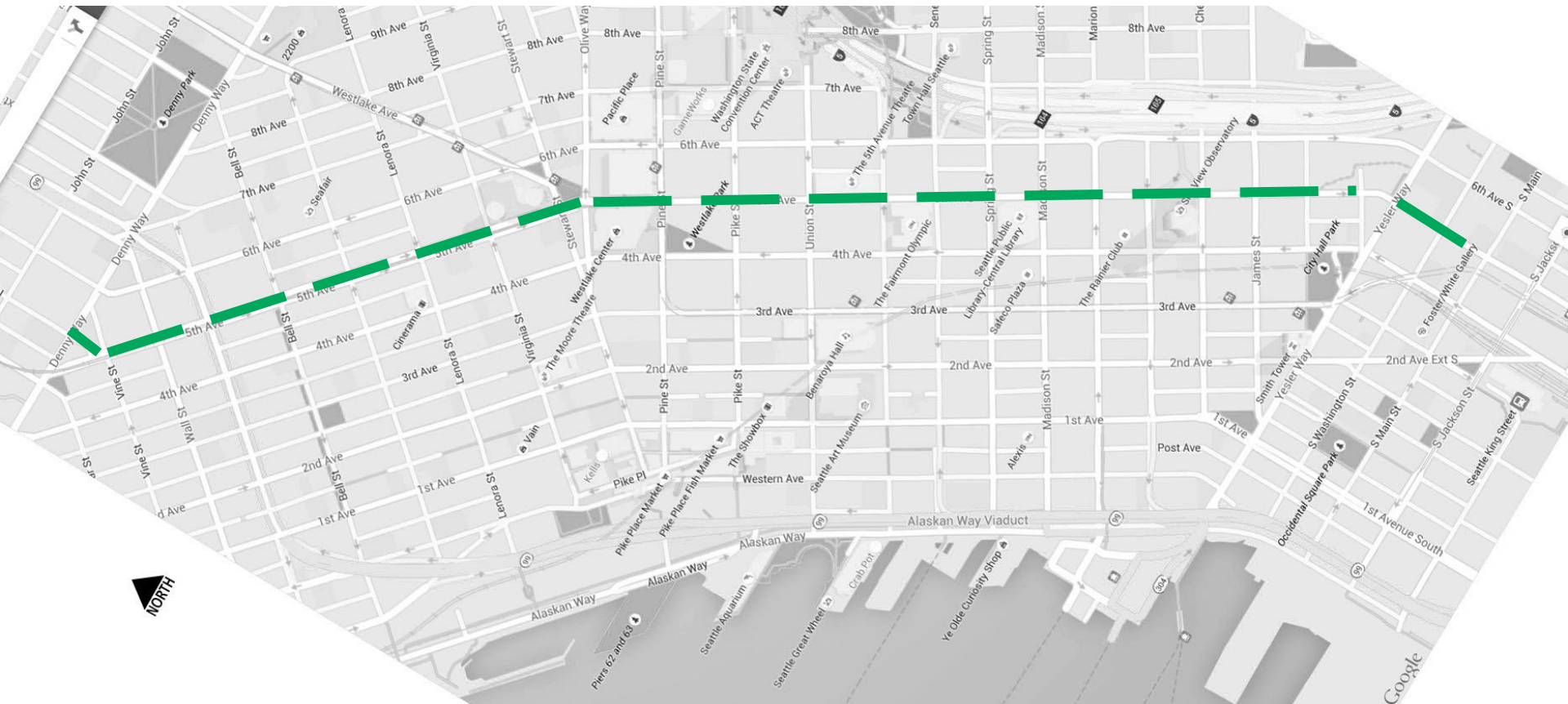
As we share information, consider the following questions:

- What are we missing?
- Are there other challenges or opportunities to consider?

4th and 5th Ave technical analysis

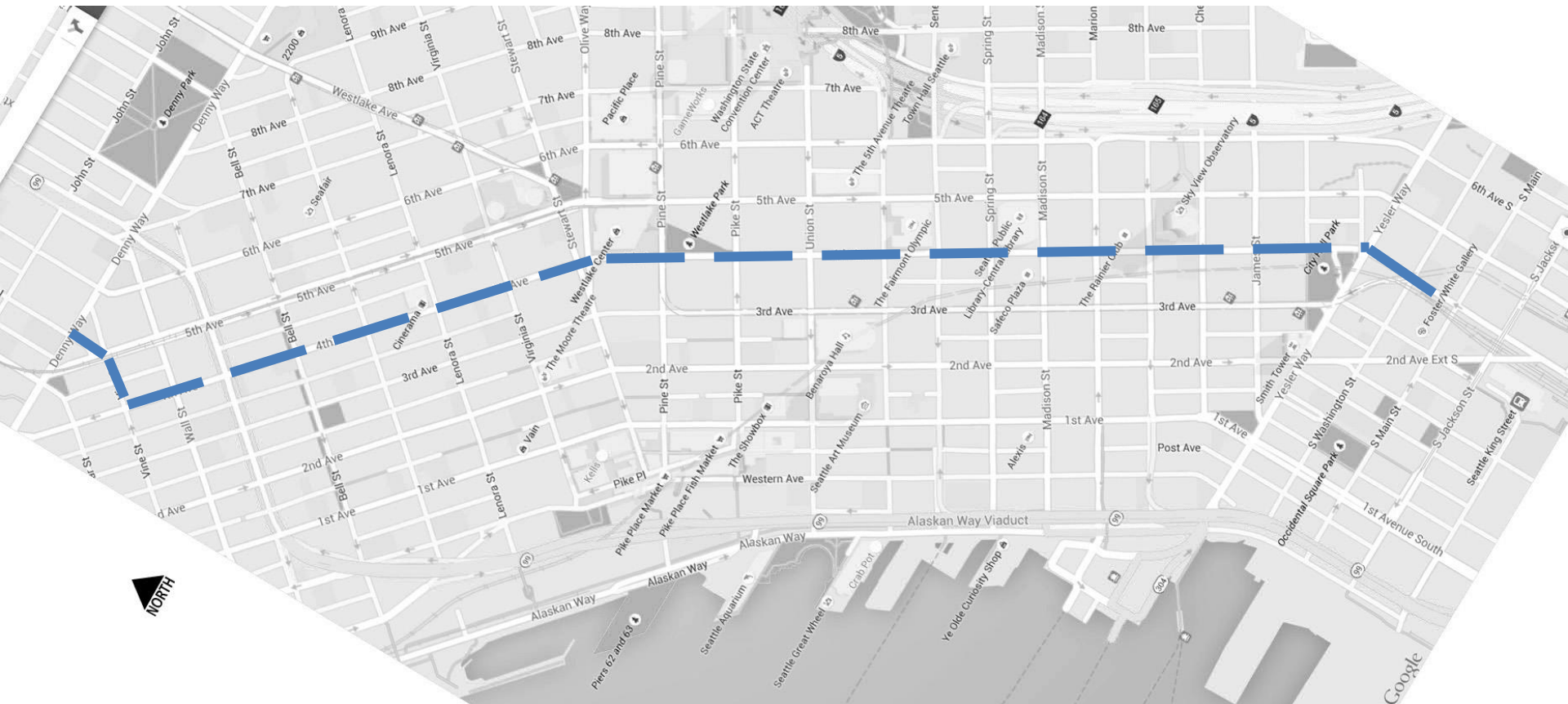


5th Ave Continuous



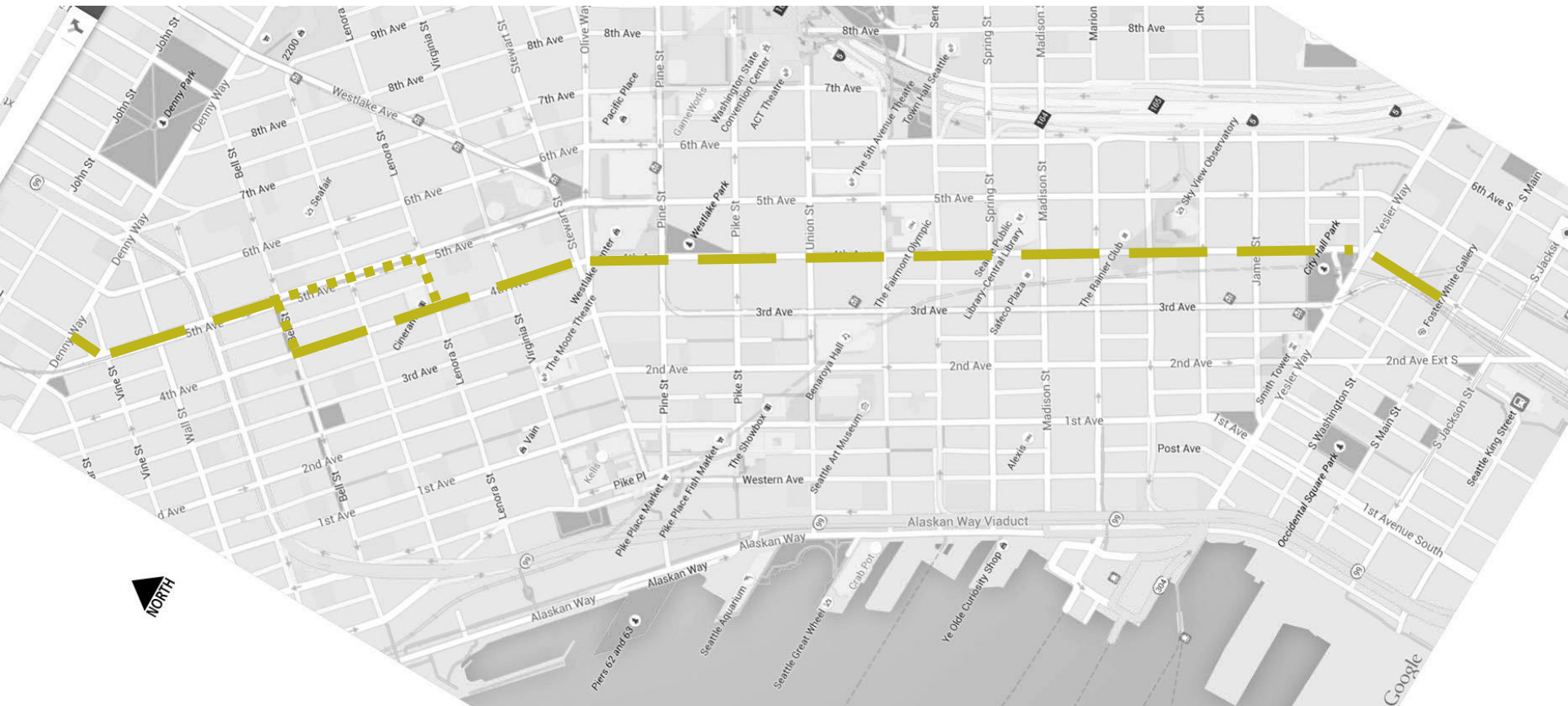
Concepts are for discussion purposes only

4th Ave Continuous



Concepts are for discussion purposes only

Combination – 5th Ave north end/4th Ave south end

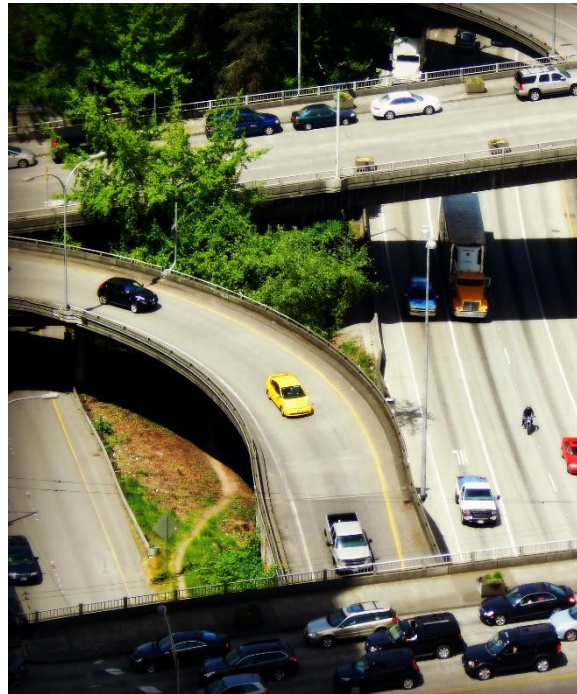


Concepts are for discussion purposes only

2-way protected bike lane on west side of the street



Protected left turn

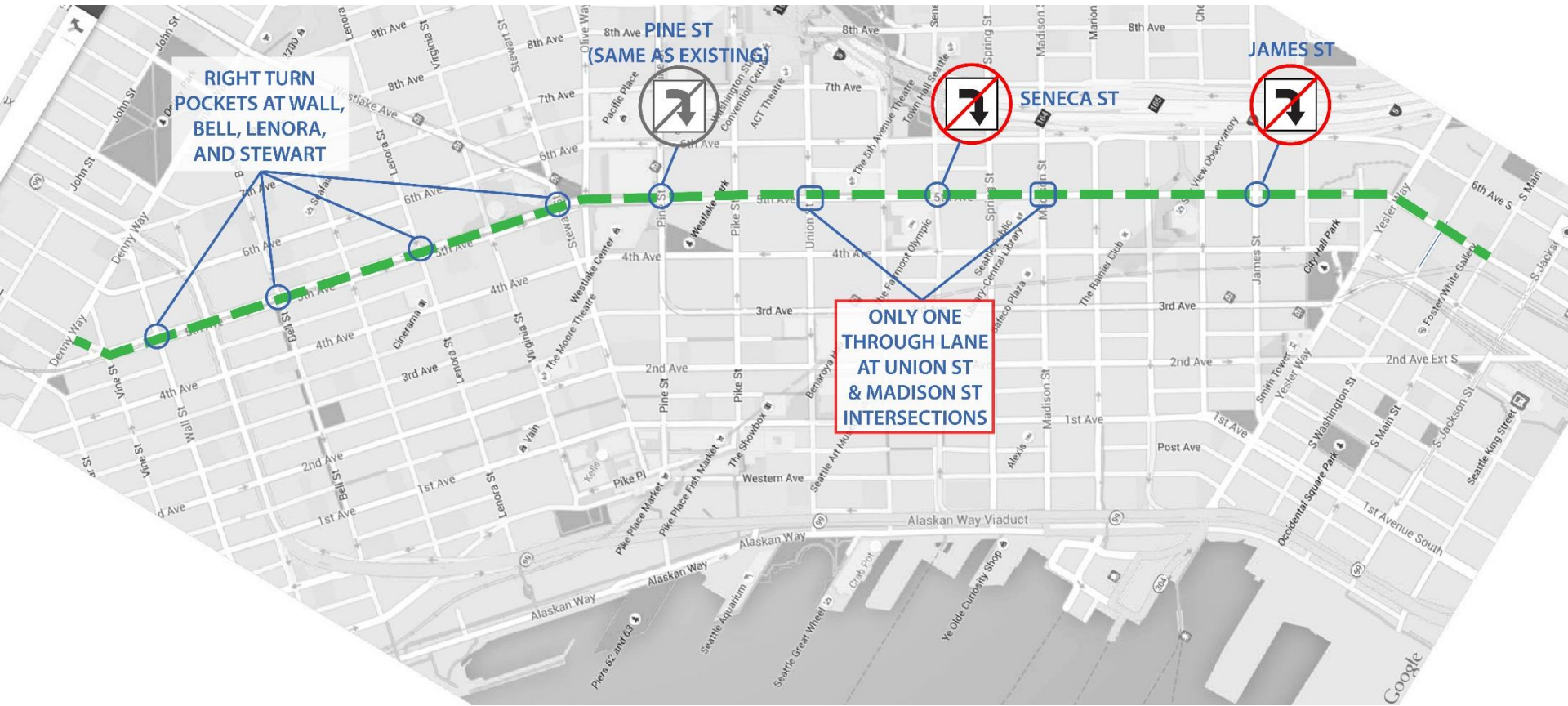


I-5 access

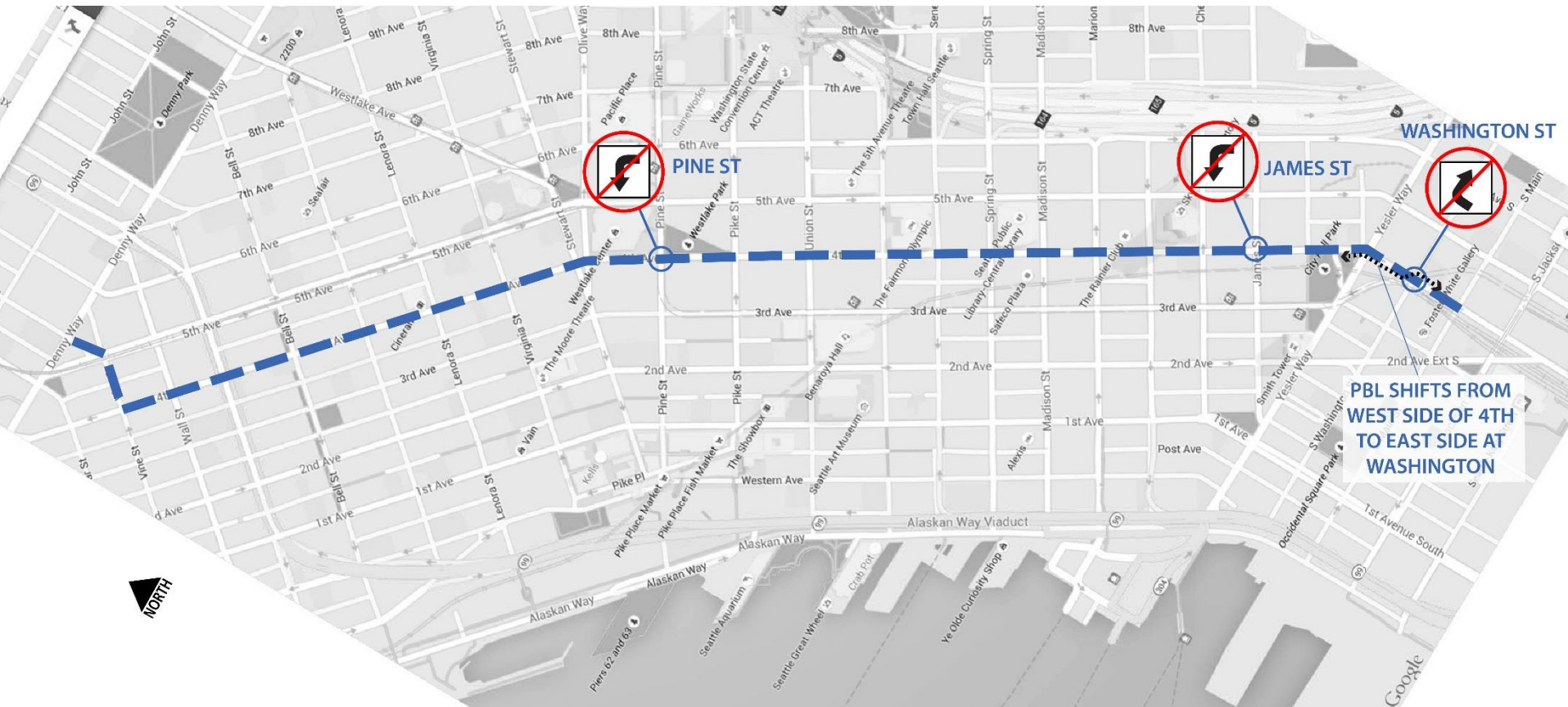


Transit lanes

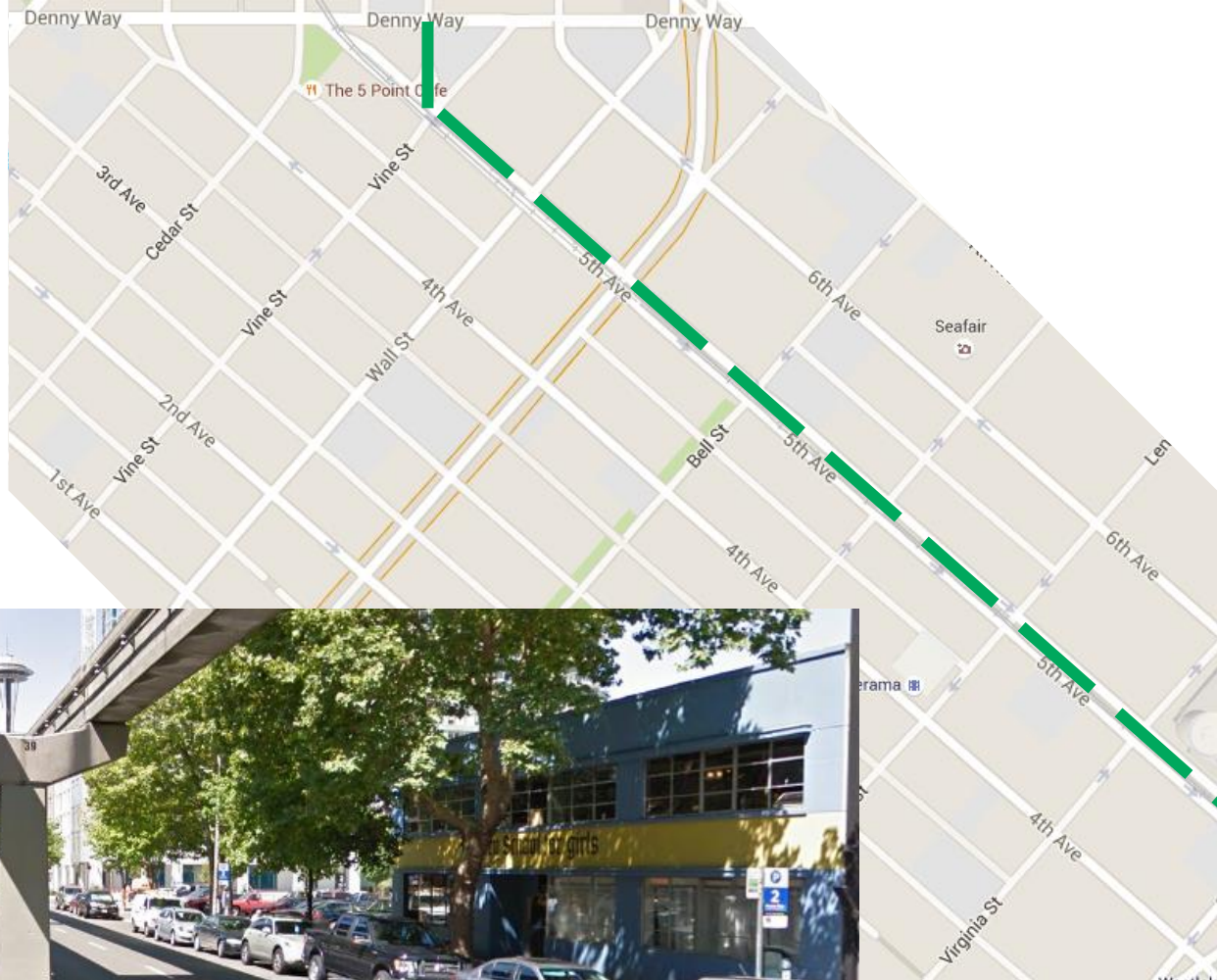
5th Ave Continuous Modeling assumptions



4th Ave Continuous Modeling assumptions

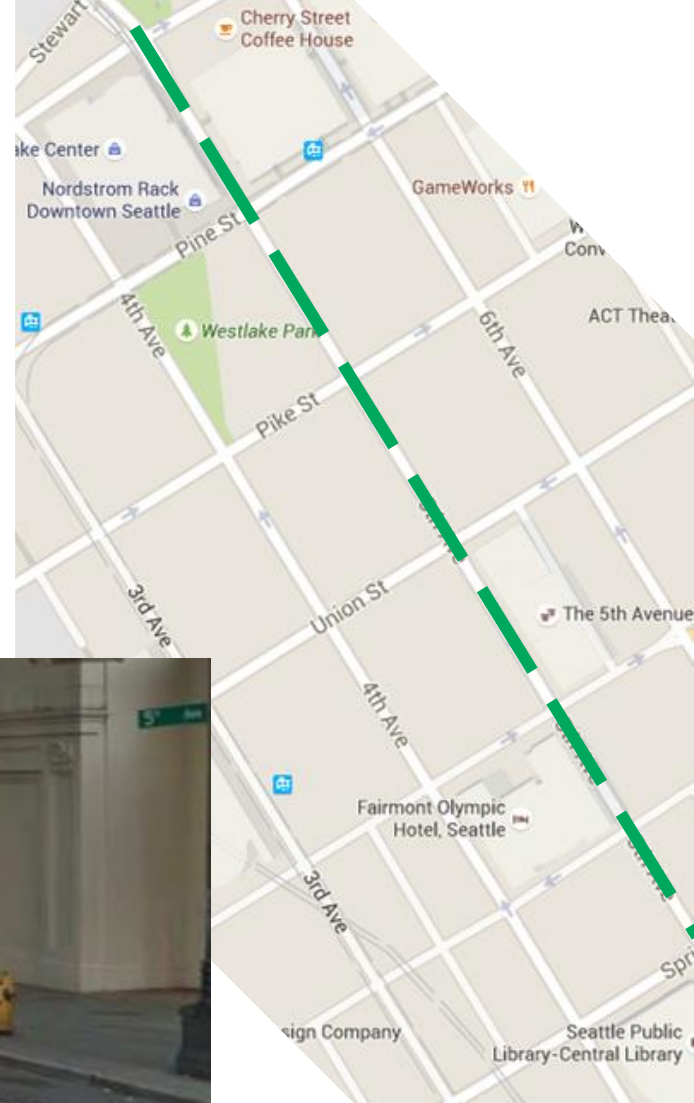


5th Ave Vine to Stewart



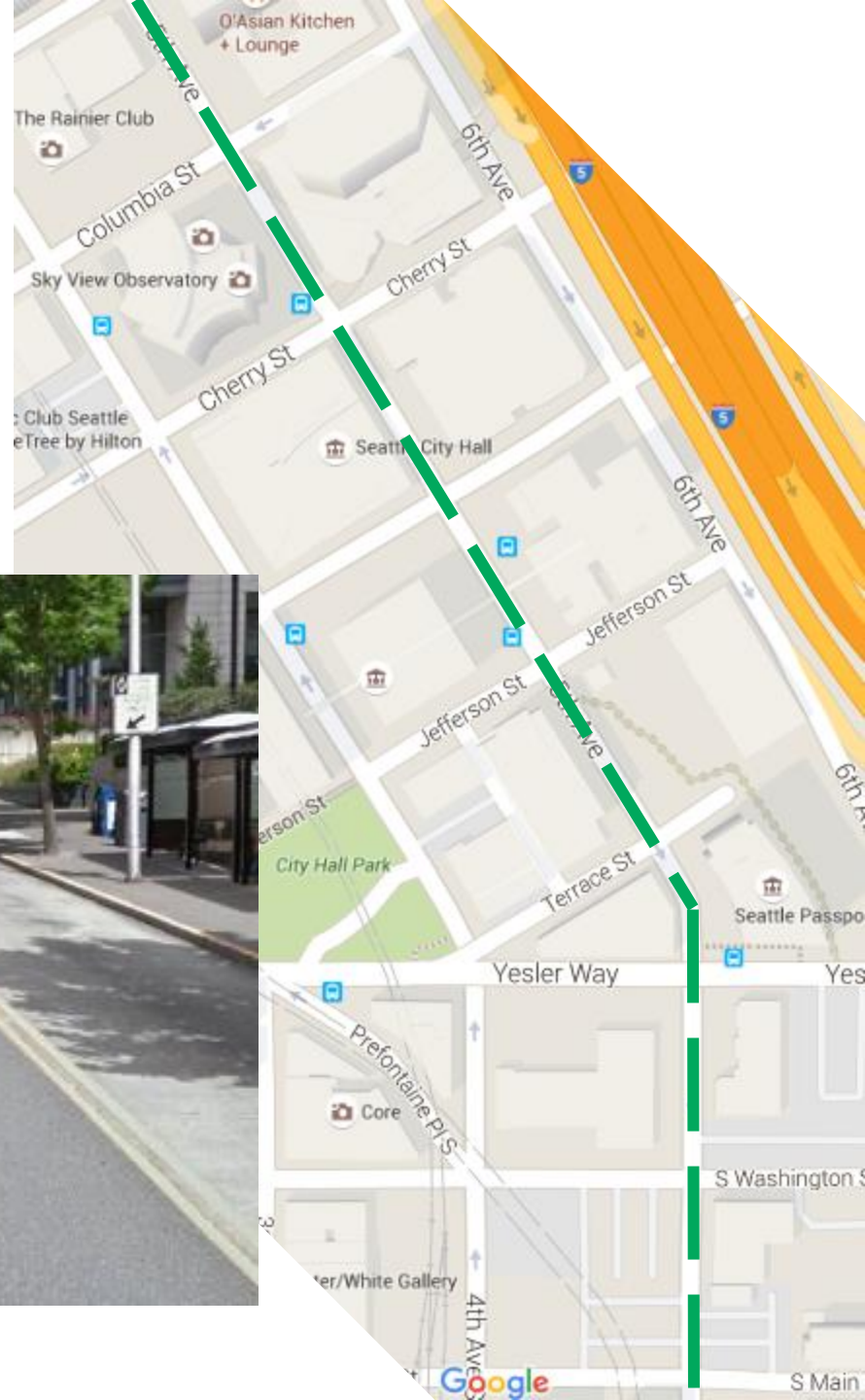
5th Ave

Olive to Spring

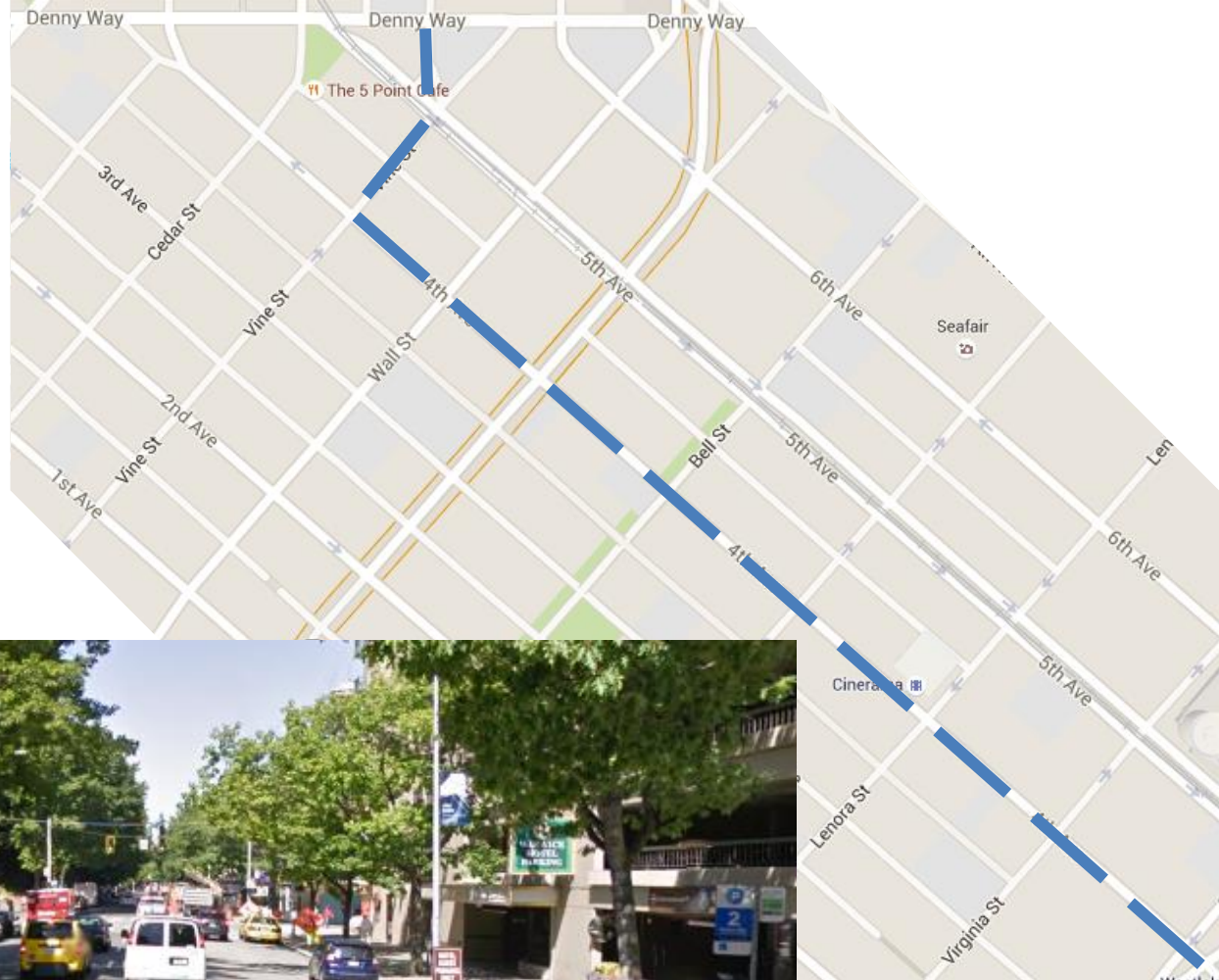


5th Ave

Marion to Main

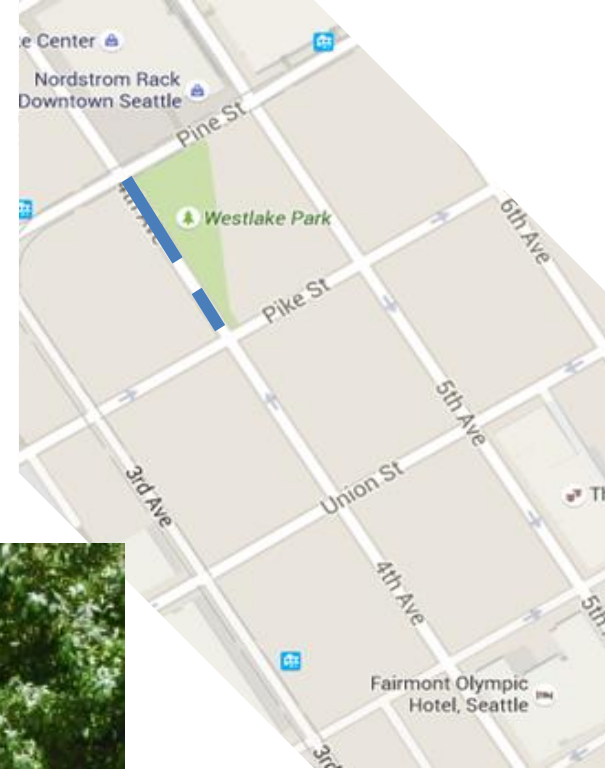


4th Ave Vine to Stewart

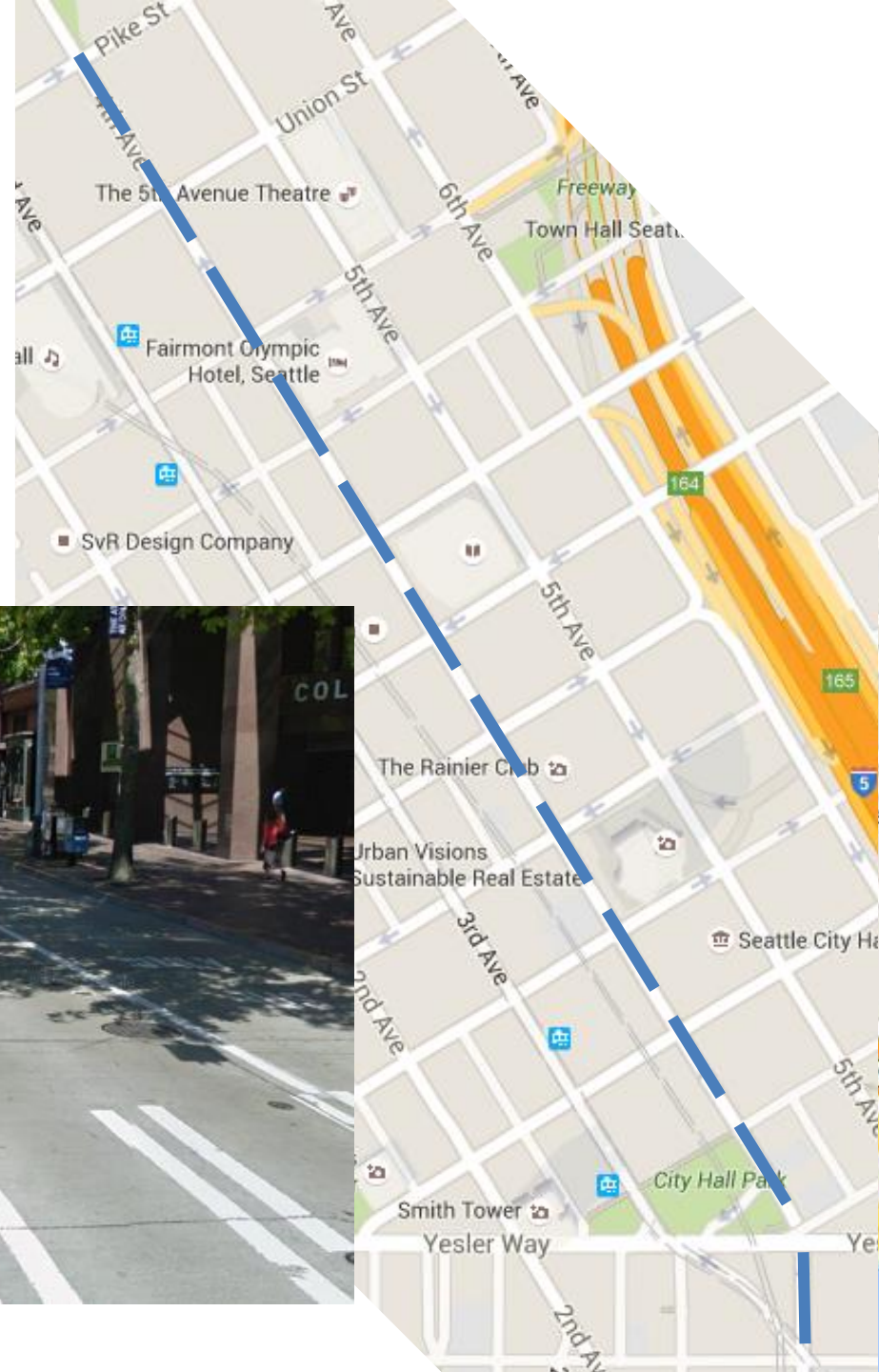


4th Ave

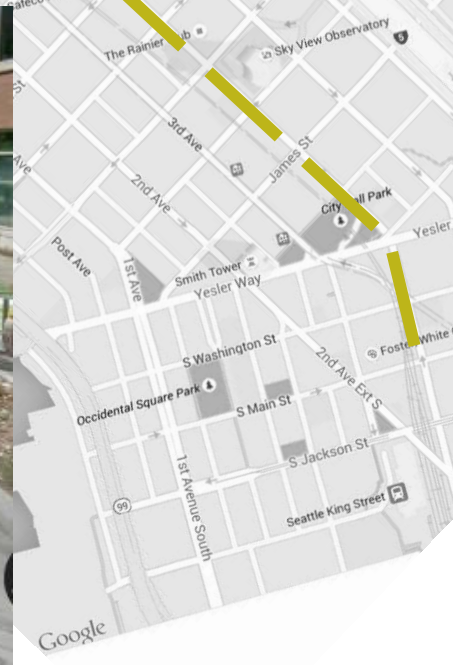
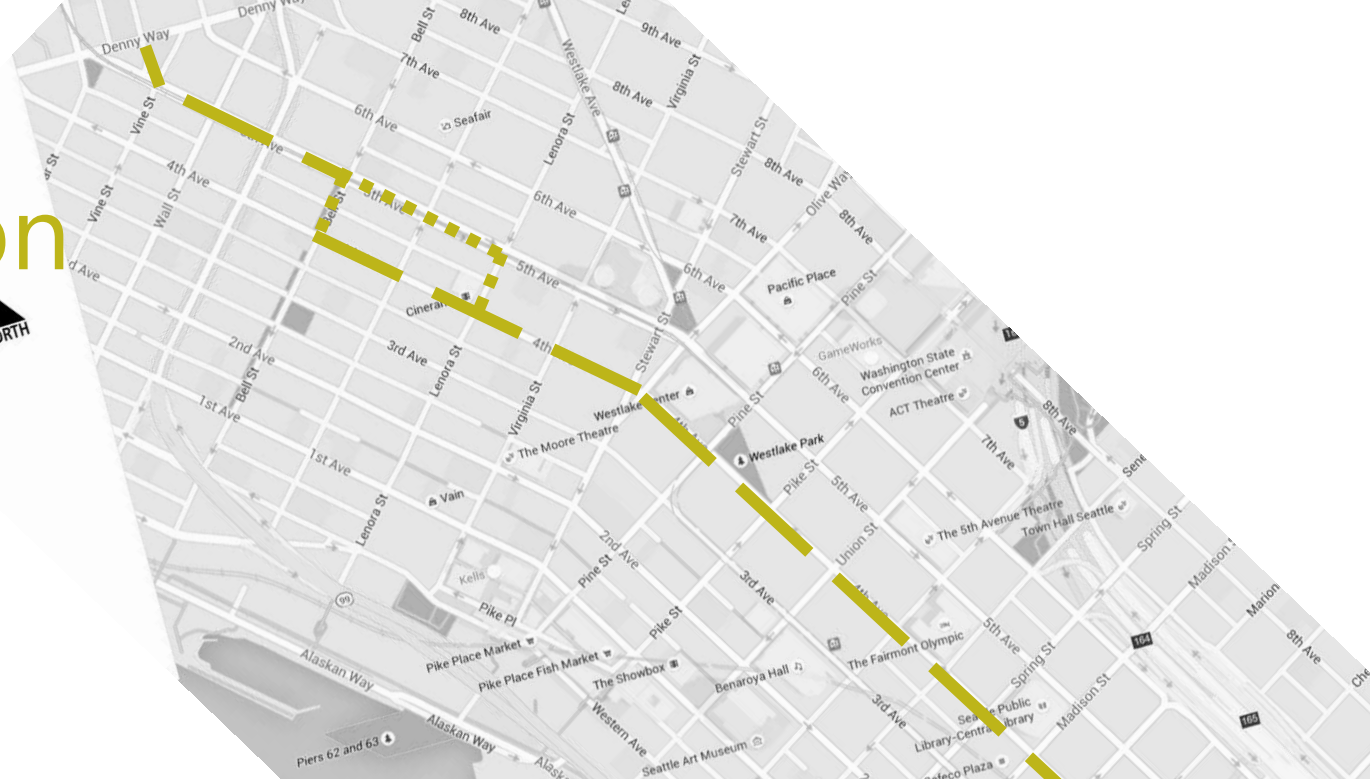
Pine to Pike



4th Ave Pike to Washington



4th/5th Combination

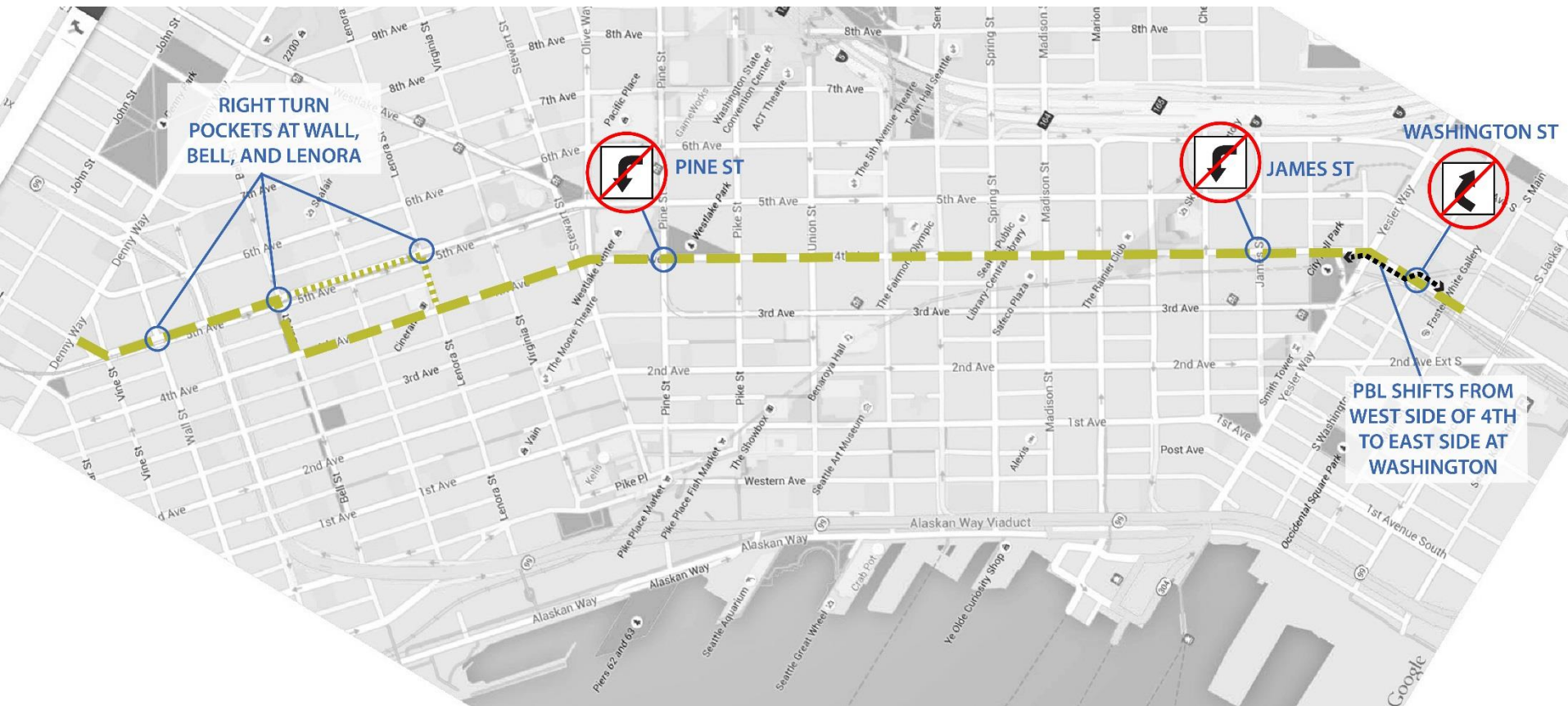


4th/5th Combination

Street	Average Daily Traffic (ADT)	Grade	Opportunities/challenges
Stewart	10,500	6%	Streetcar tracks; Alley access; Connects to McGraw Square Transportation Hub
Virginia	5,200	6%	Potential transit corridor
Lenora	2,000	4%	Potential transit corridor
Blanchard	3,450	2%	Transit corridor
Bell	2,520	1%	Bell Street Park

4th/5th Combination

Modeling assumptions



What we are evaluating

- Where people walk, drive, catch transit and ride bikes
- Hills
- Traffic and parking analysis
- Corridor attributes such as driveways and alleys
- Transit, freight and pedestrian plans
- Private and public sector investments

Feedback discussion

- What are we missing?
- Are there other challenges or opportunities to consider?

Next steps for 4th/5th

Outreach:

- Community briefings
- Face to face meetings with 4th/5th Ave stakeholders
- Public open house #2: December/January

Design:

- Apply evaluation criteria
- Incorporate public input
- Identify most promising routes



Questions?

CCBike@seattle.gov

www.seattle.gov/transportation/ccbike.htm

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



Where can people park?

