



FACT SHEET

# PIKE-PINE MOBILITY IMPROVEMENTS

August 2017

## BACKGROUND

Protected bike lanes and signal upgrades in downtown Seattle can improve safety for everyone and connect pieces of a center city bike network.

We've made a commitment to build out a network spine by 2020 to make biking a real choice and calm traffic as more people compete for limited street space.

## BENEFITS

**Safety:** Our #1 goal is to make streets safer for everyone. On Pine St, 1 in 4 crashes involve people walking or biking. We can make strides to reduce these numbers by better organizing our streets.

**Transportation options:** Protected bike lanes on 2nd Ave quadrupled the number of people biking there. Employers located near paths and protected lanes have higher bike to work numbers. Making biking a real choice means building out a network in our region's densest jobs center.

**Transit priority:** Separate bus lanes, bus zones, and bus accommodations at signals will be made where possible to keep people moving. We're coordinating with our partner transit agencies to increase transit efficiency downtown.

## SCHEDULE

Our plan is to install bike facilities this year. This means construction work could begin as soon as September and wrap up by November due to weather concerns and the holiday construction moratorium. Construction can be done over several weekends.

We've started talking with Pike-Pine corridor stakeholders. Reach out today to get on our contact list, schedule a meeting to discuss your building or business needs, and ask questions.



*Thousands of people are already biking in downtown Seattle, even without separate bike lanes, like here at Pine St and 6th Ave.*

## DESIGN

Our proposal includes new planter boxes, bike lane markings, plastic posts, signs, and bike signals on Pike St and Pine St between 2nd Ave and 8th Ave. This initial installation could be updated as designs emerge from the Pike Pine Renaissance project.

In general, the streets will be organized so people biking are on the left-hand side, separated from people driving and transit. Traffic signals will be upgraded with bike signals and some left-hand turns restricted to reduce conflicts at key intersections.

On-street loading zones will be maintained on most blocks. Access to alleys, off-street parking garages, and loading bays will be maintained.

**See the map and sample cross sections on the reverse side for specifics.**

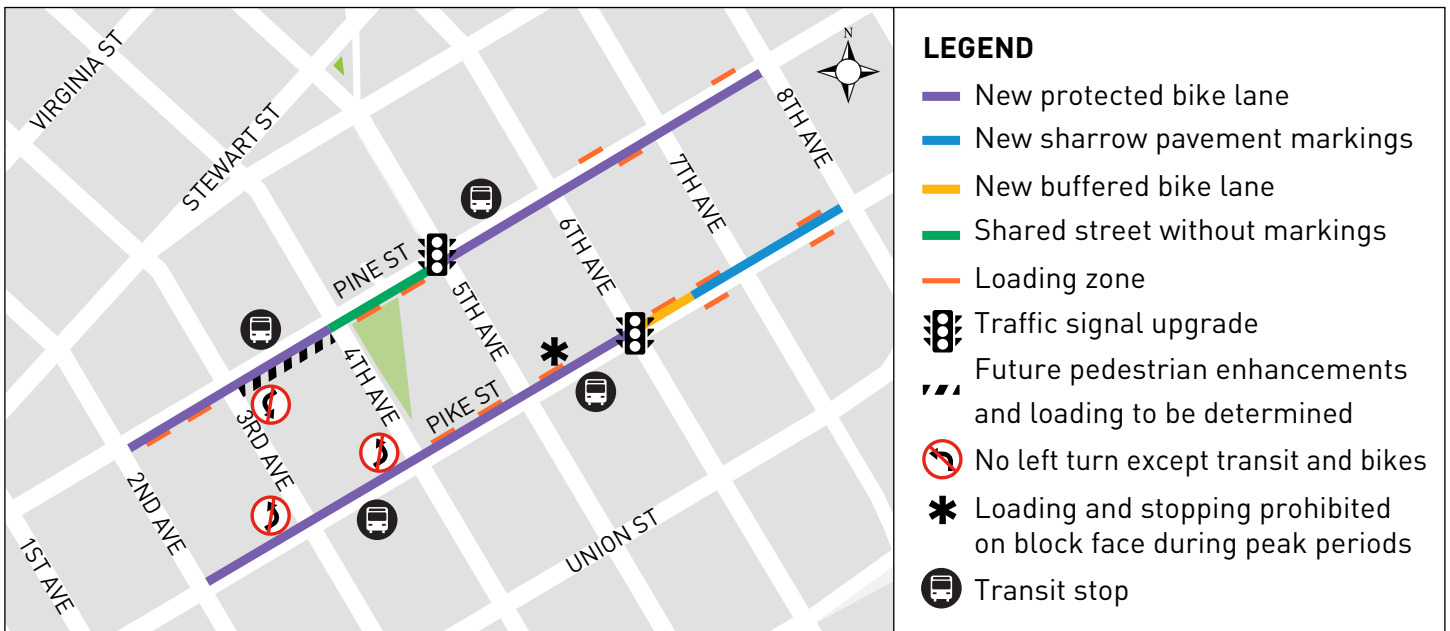
## CONTACT

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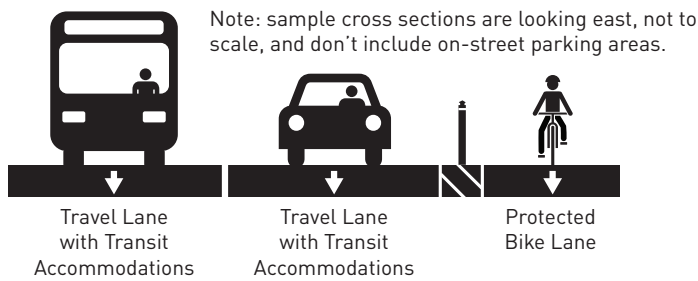
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Transportation

## PROJECT MAP

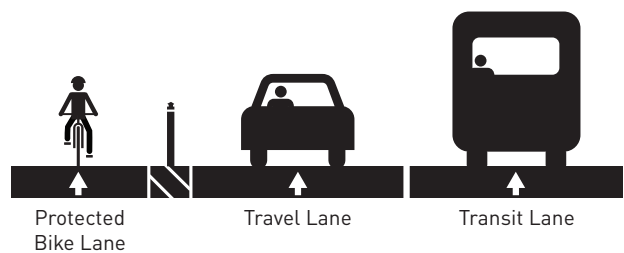


## SAMPLE CROSS SECTIONS

Pine St



Pike St



## CENTER CITY BIKE NETWORK MAP

