

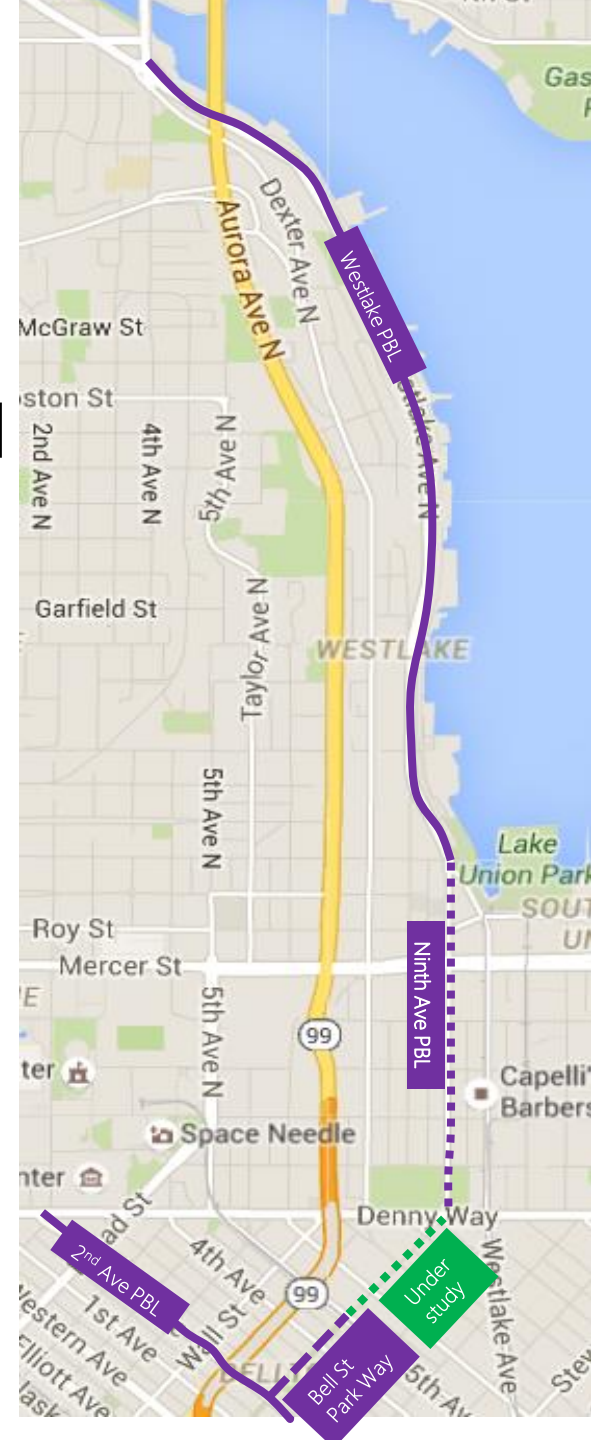
9th Ave N Safety Improvements



SLUCC Policy Committee
August 2016

Why upgrade bike lanes on 9th Ave N?

- Gap in system between Westlake and Roy
- Identified in Council adopted 2014 Bike Master Plan
- Included in 2015 Bike Master Plan Implementation Plan
- Required in Council bike share bill
- Connects SLU to Westlake protected bike lane (opening Sept. 2016)



What we've heard from SLUCC

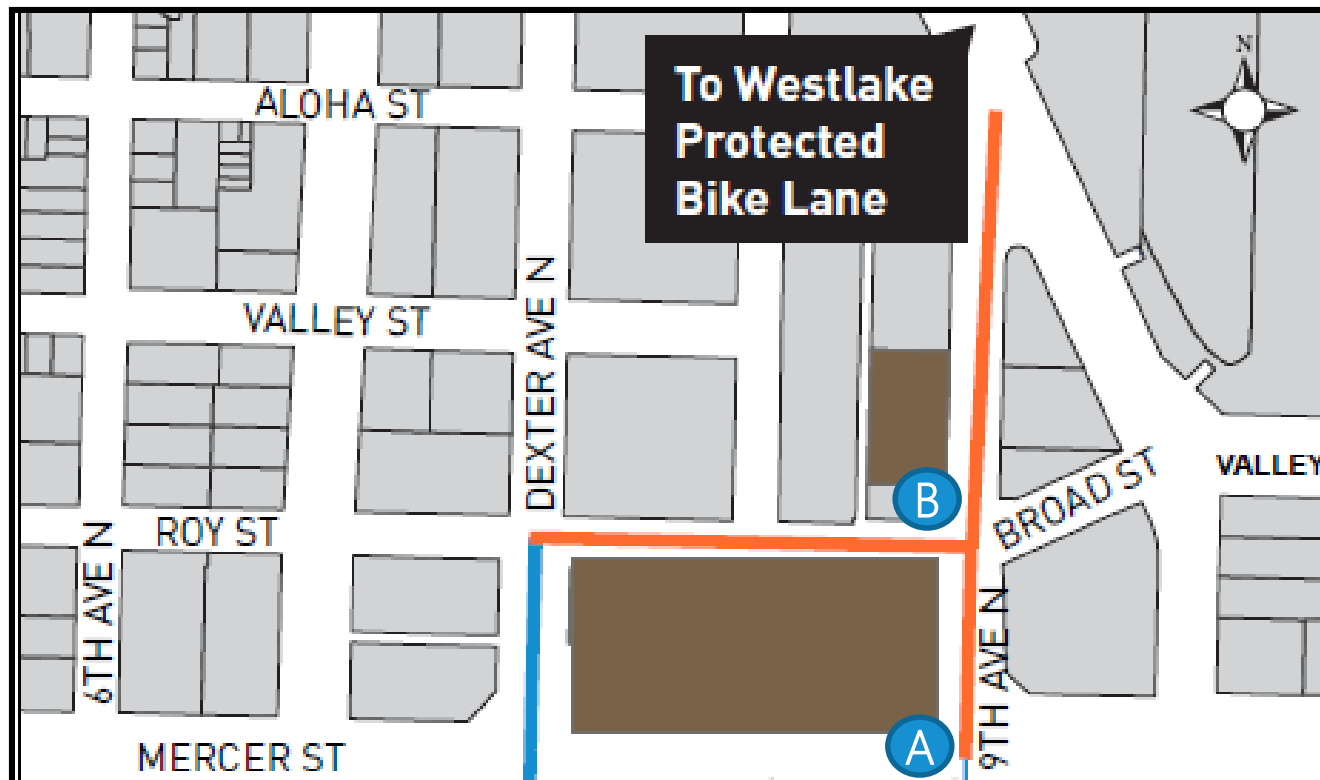
- Desire to understand how protected bike lane works with other transportation plans
- Interest formalizing old bus lane into general purpose lane on 9th Ave N at Roy
- Request to consider 8th Ave N for bike lane instead of 9th Ave N

How does project support transportation vision for SLU



Project schedule

Phase 1 of multi-year effort



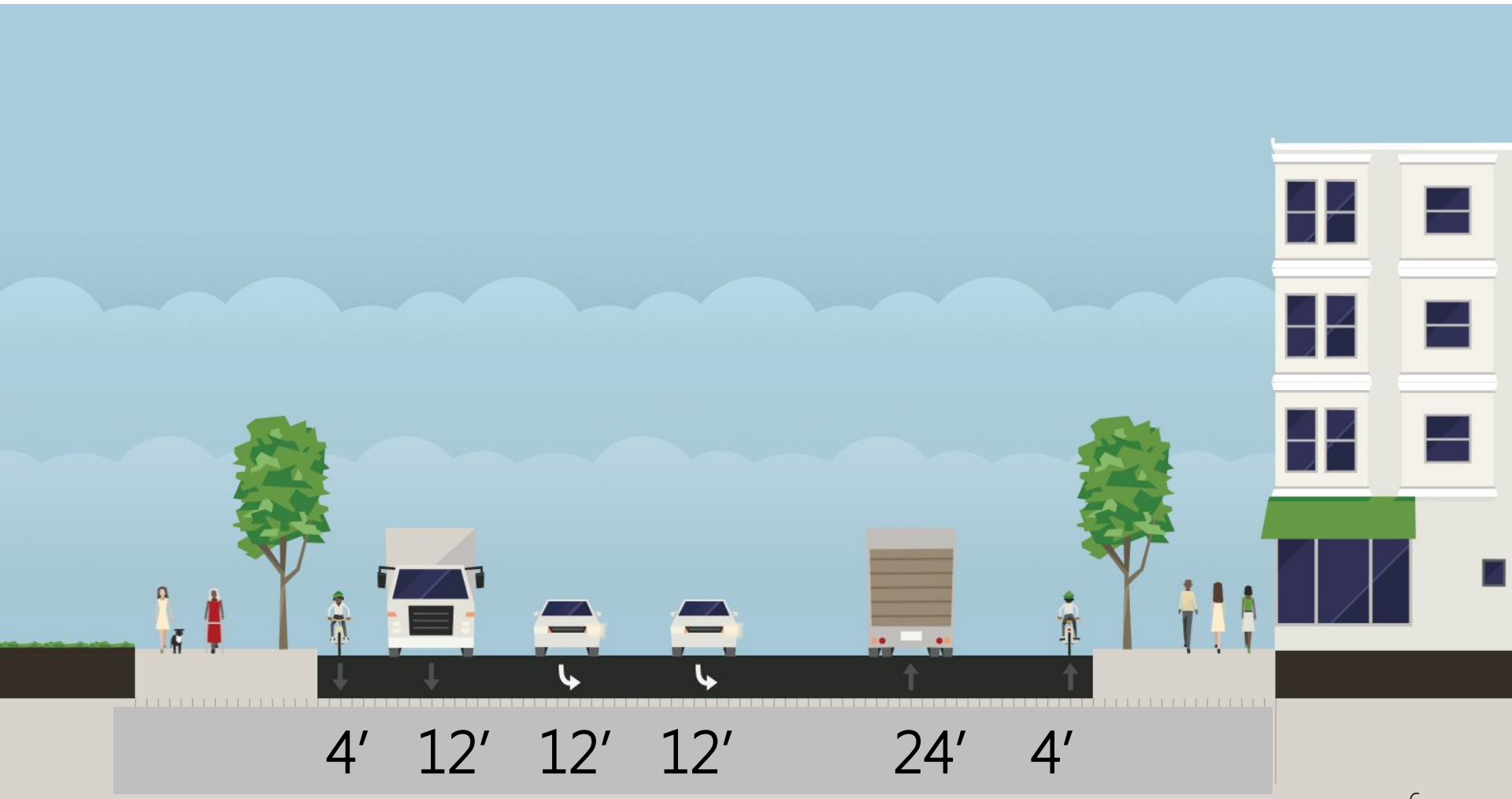
LEGEND

Phasing

- Existing Protected Bike Lanes
- Phase 1 - 3Q16

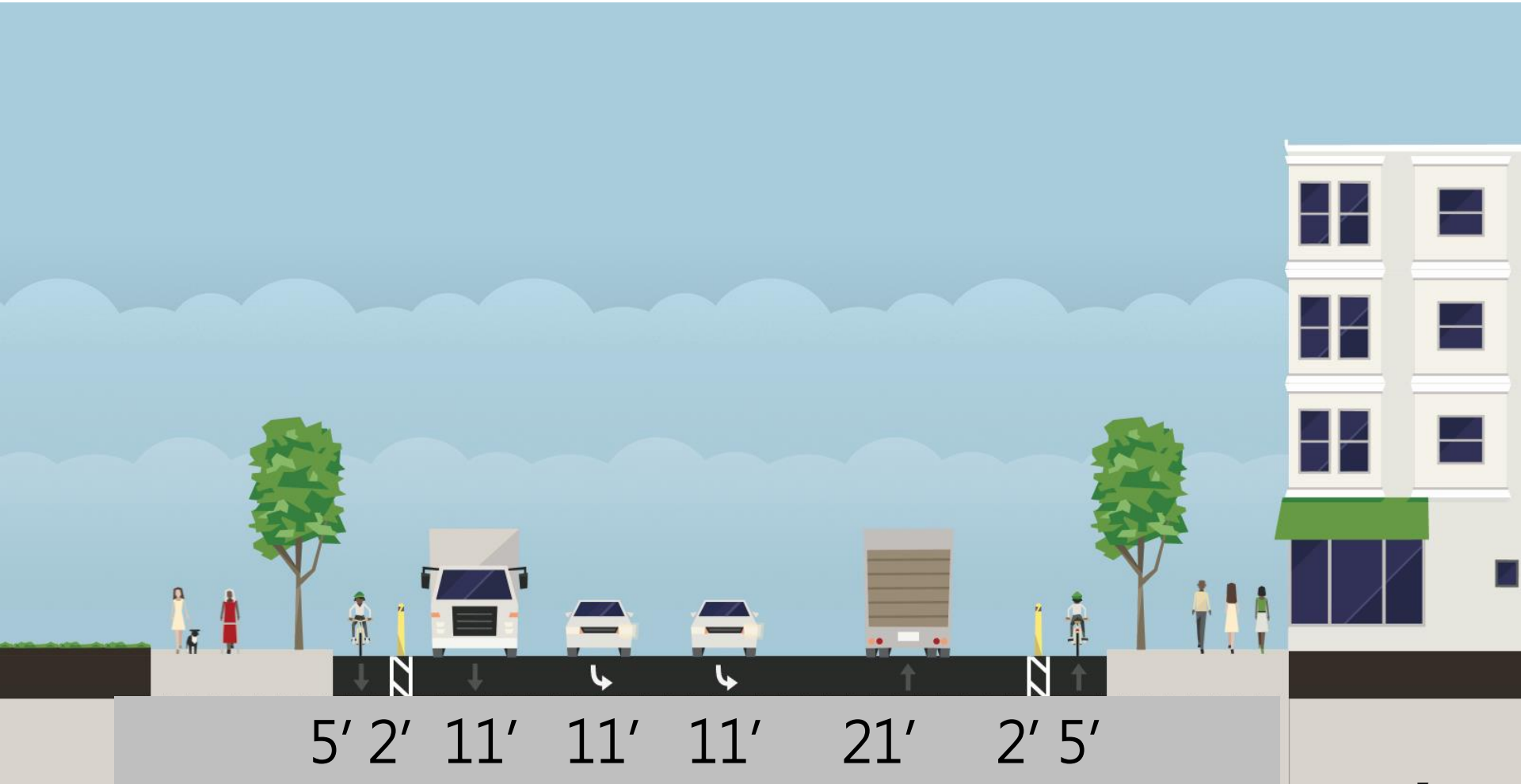
A. Existing cross-section at Mercer

Looking north on 9th



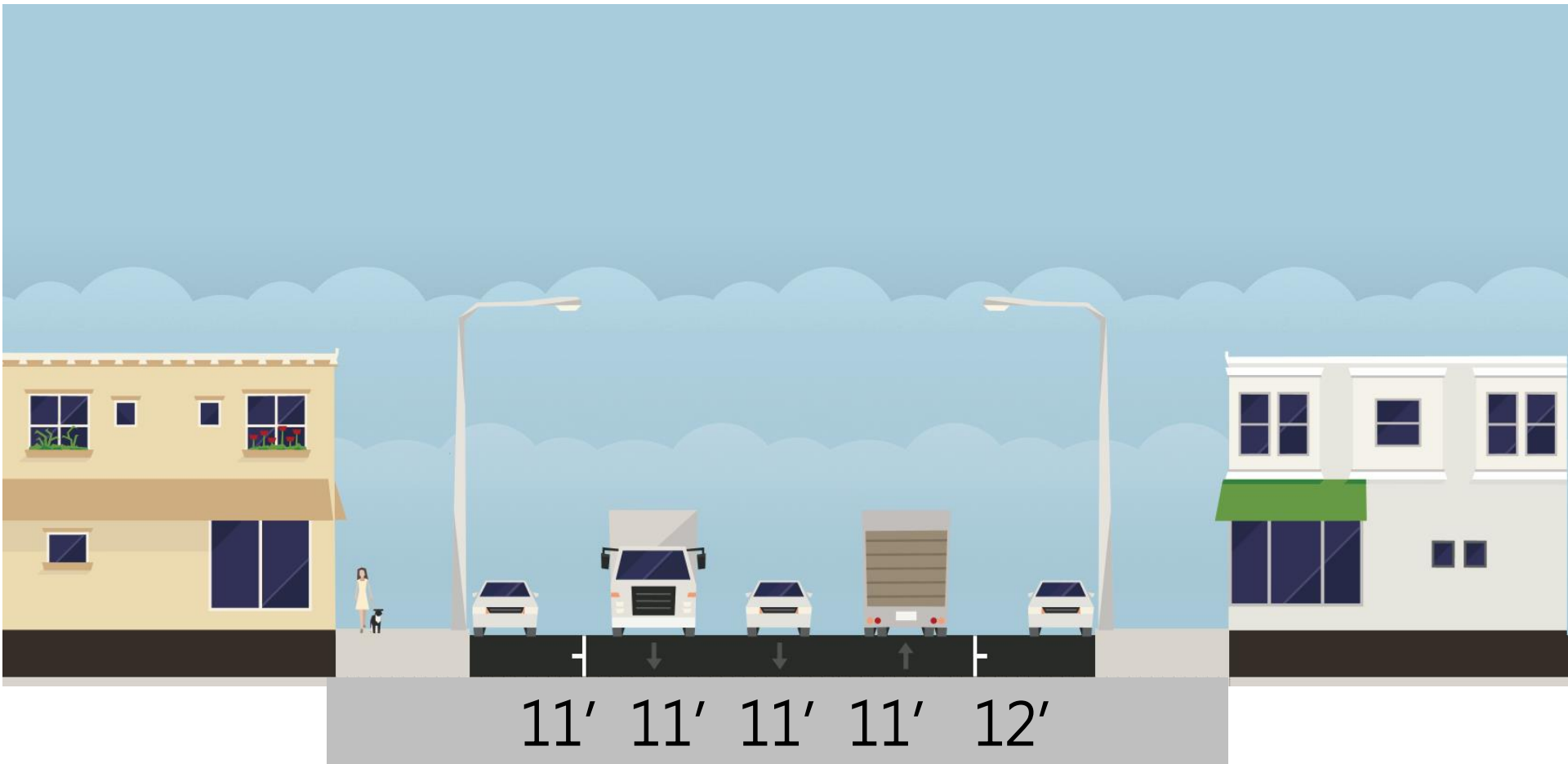
A. Proposed cross-section at Mercer

Looking north on 9th



B. Existing cross-section at Roy

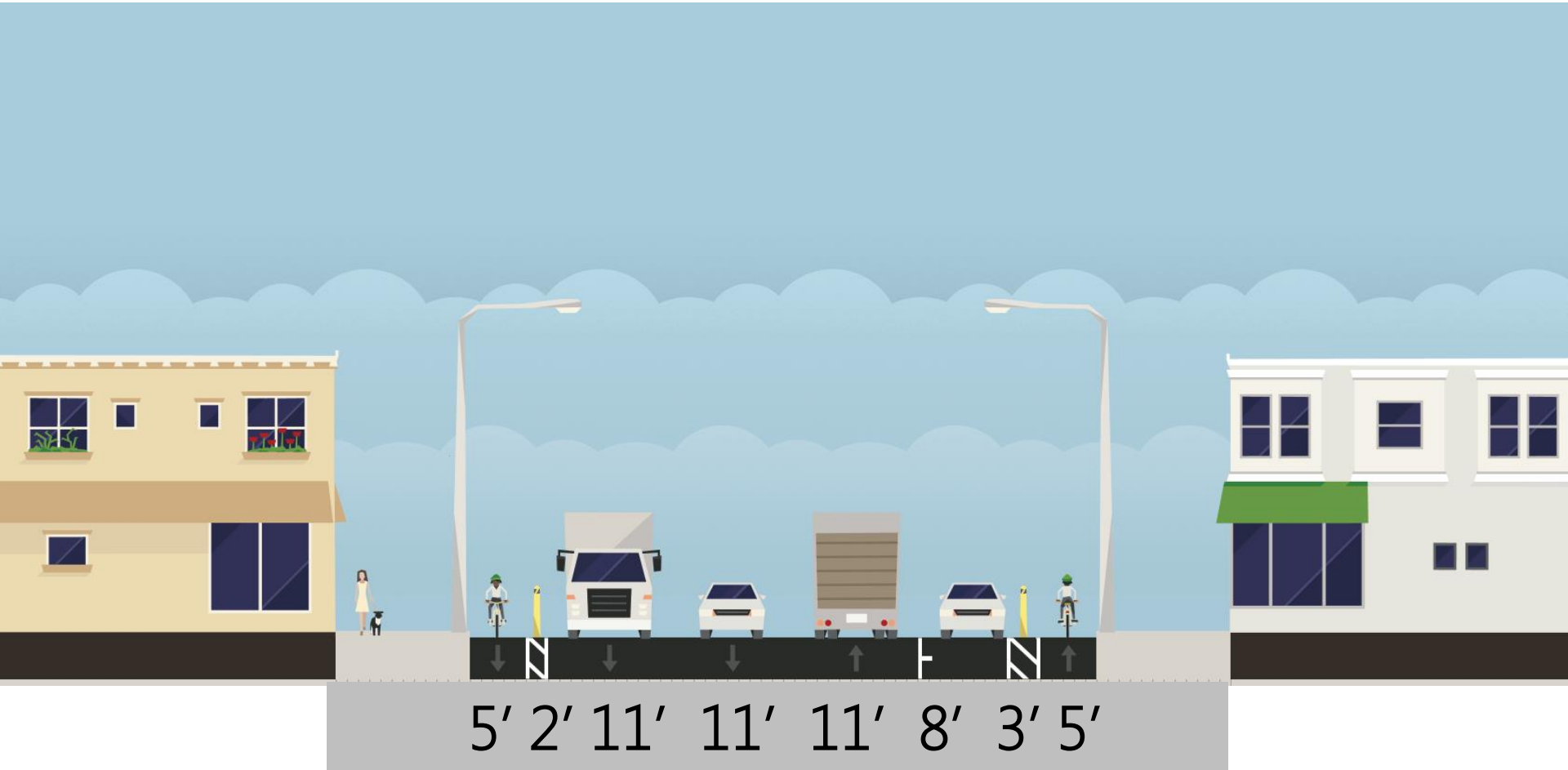
Looking north on 9th



Existing parking lanes are time restricted during peak periods. ⁸

B. Proposed cross-section at Roy

Looking north on 9th



9th Ave N performance

Marginal difference between alternatives

2016		Existing		With Protected Bike Lane		Existing with additional lane at Roy St	
		Level of Service	Intersection Delay	Level of Service	Intersection Delay	Level of Service	Intersection Delay
	Westlake Ave N	C	22.3	C	25.5	C	24.9
Roy St	C	33.3	C	33.1	C	26.6	
Mercer St	E	57.8	E	56.6	E	56.0	

9th Ave N

Pros

- Minimal impacts to existing system
 - Use existing traffic signal operations
 - Marginal impact on vehicle capacity and delay
 - Upgrade existing bike lanes
 - Low cost
- Direct/logical bike route from Westlake PBL to SLU
- Maintains freight outcomes of Mercer Stakeholder agreement

Considerations

- Parking consolidation
- Removes opportunity to add lane at Roy

8th Ave N

Pros

- Could add additional travel lane at Roy
- Maintains freight outcomes of Mercer Stakeholder agreement

Considerations

- Less direct/logical bike route from Westlake PBL to SLU
- Pavement on 8th in poor condition
- Marginal impact to vehicle delay
- Could increase delay at Roy St due to signal timing adjustments
- No signalized crossing of Mercer planned

Questions?

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www.seattle.gov/transportation

www.seattle.gov/transportation/9thavensafety.htm

