

# Designing for Growth in Seattle

Silicon Valley Bike Summit 2018



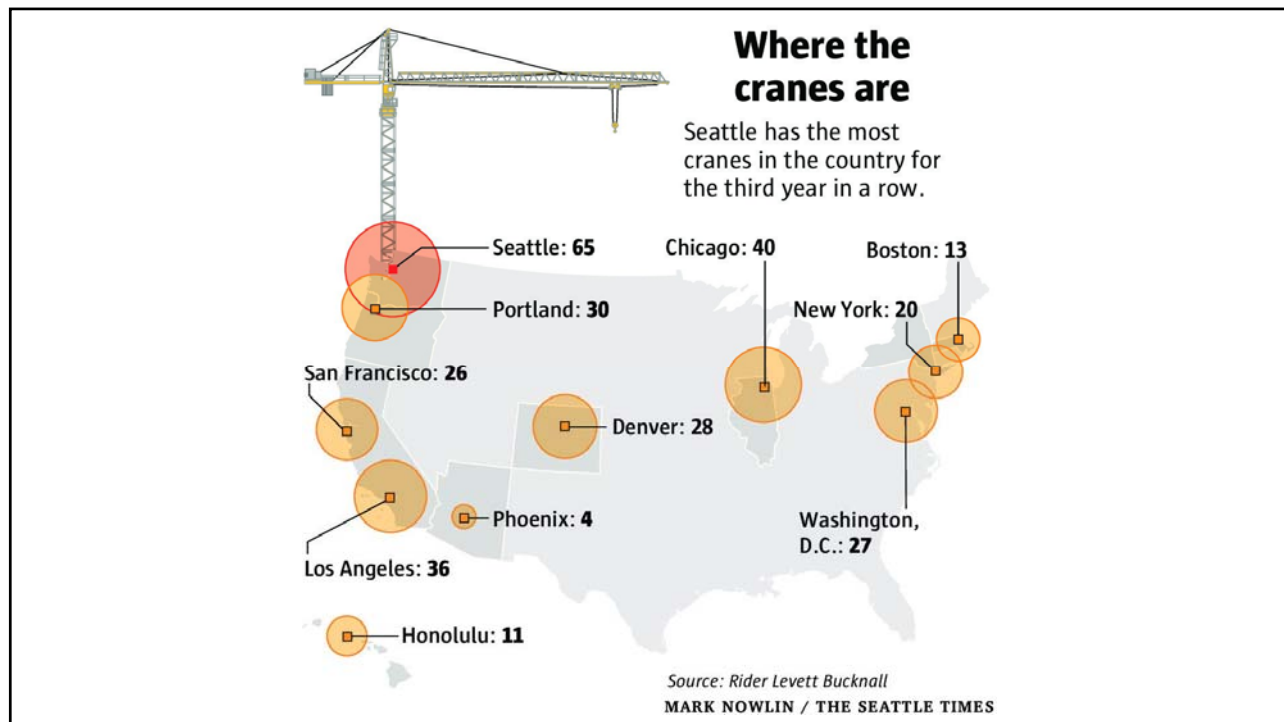
Peter Trinh, P.E.  
City of Seattle, Multi-Modal Engineering Supervisor  
ITE Technical Advisory Panel on Bike Facilities



## Growth in Seattle

- Seattle is fastest growing metropolis in America
- Seattle: Ages 25-34 form largest group in City (millennials represent over 31% of population; nat'l average approx 25%)
- In Seattle since 2005: bicycle commuting up 78%, driving down 14%

*\*US Census Bureau, City of Seattle*



## Hottest Real Estate Market

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### The hottest real estate market of 2017: Seattle

Yahoo Finance Video • December 20, 2017

Seattle, home of Amazon headquarters, has just been revealed as the hottest real estate market in 2017. Yahoo Finance's Seana Smith, Andy Serwer, Dan Roberts, and JP Mangalindan discuss.

### Redfin's new 'Compete Score' ranks markets based on competition for homes and Seattle is toughest

BY KURT SCHLOSSER on July 24, 2018 at 10:24 am

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The Compete Score for Seattle as seen on Redfin's website. (Reddit screen grab)

### Seattle-area home prices this spring rose at fastest rate since 2006 bubble

Business | Local News | Real Estate  
 Originally published July 21, 2018 at 6:56 am | Updated July 21, 2018 at 2:28 pm

Seattle's Rainier neighborhood, looking west. In the distance is a section of the Olympic Mountains range. April, 2018 (Greg Gilbert / The Seattle Times)

A spike in home costs in the metro area's least-expensive homes helped drive the increase this spring. However, the data is about two months old, and more recent reports have found a sudden surge in home

## Biking: part of a growing Seattle



~~100,000~~ 120,000 new  
residents and ~~100,000~~  
115,000 new jobs in  
Seattle over the next 20  
years



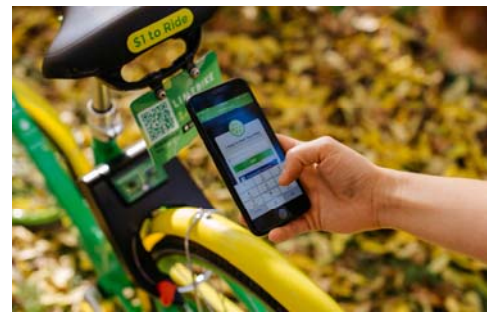
## The Paradigm Shift



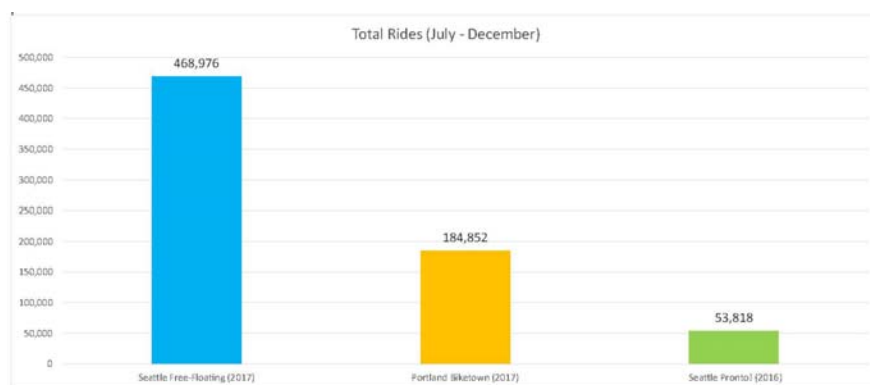
VS



## Free-Floating Bike Share



## Free-Floating Bike Share





## Protected Bike Lanes

Signalized Intersections:

- Bike Crossings (green MMA paint marking)
- Bicycle Signal Heads



*2<sup>nd</sup> Ave Protected Bike Lane*

## Protected Bike Lanes

Signalized Intersections:



## Protected Bike Lanes

Buffer Treatment:



*2<sup>nd</sup> Ave Protected Bike Lane  
North Extension*



*Pike-Pine Corridor*

## Protected Bike Lanes

Buffer Treatment:



*2<sup>nd</sup> Ave Protected Bike Lane  
North Extension*



*7<sup>th</sup> Ave Protected Bike Lane*

## Protected Bike Lanes

Buffer Treatment:



*2<sup>nd</sup> Ave Protected Bike Lane*

## 7<sup>th</sup> Avenue Protected Bike Lane





## 2<sup>nd</sup> Avenue Protected Bike Lane



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## Westlake Cycle Track



Before



After

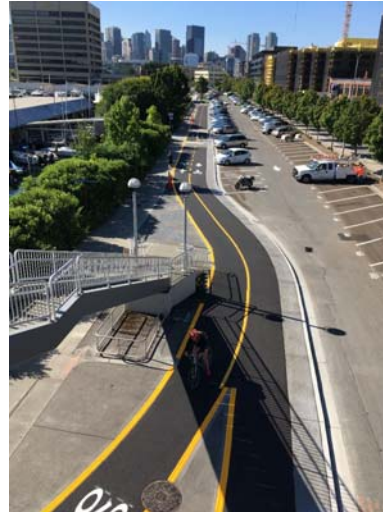
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## Westlake Cycle Track



Before



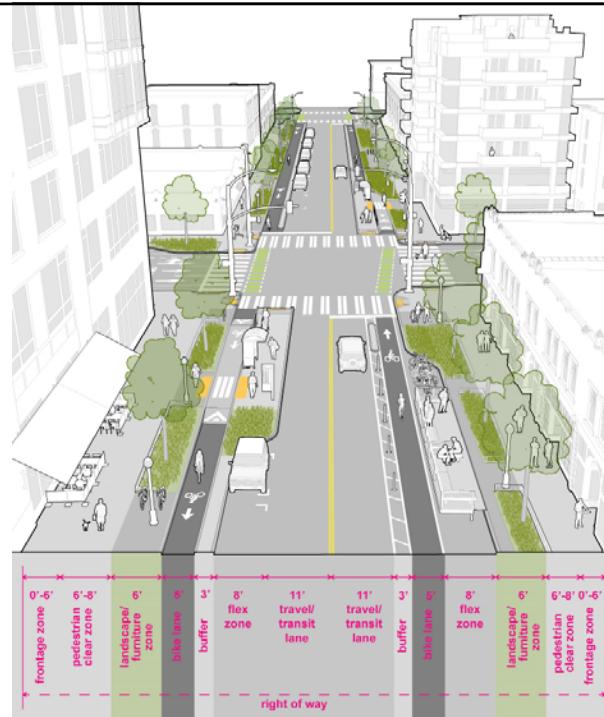
After

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## City of Seattle



## New street type graphics



## Streets Illustrated

### Lateral Separation Elements

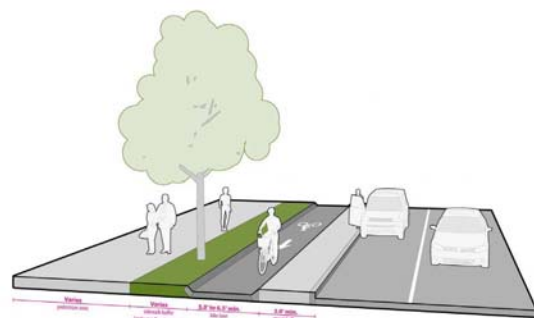
Lateral separation elements include pavement markings and one or more vertical physical features that create the physical separation from motorized vehicle traffic and/or parking.

#### Summary Table:

Buffer between bike lane and parking	3'
Flexible delineators	
Height	28" minimum -36" maximum
Offset	12" minimum offset from edge of bikelane
Planters	
Height	28" minimum -36" maximum
Offset	12" minimum offset from edge of bikelane

**Striped Median:** Guidance for marking the buffer zone is provided in Chapter 3D of the MUTCD 'Markings for Preferential Lanes'. The striped median must also contain a physical separation element (described below) to classify the bicycle lane as a protected bike lane. Retroreflective pavement markers (RPMs) may be used to supplement physical separation elements, particularly where spacing between these elements exceeds 30'. RPMs should be inwardly offset 4" from the outside stripe of the buffer rather than placed directly on the stripe. RPMs should be placed mid-point between physical separation elements.

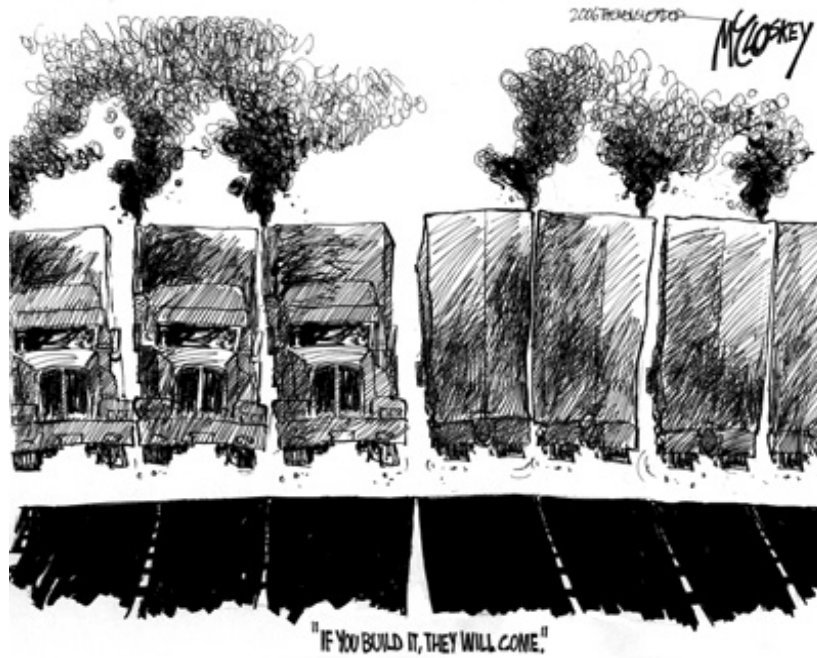
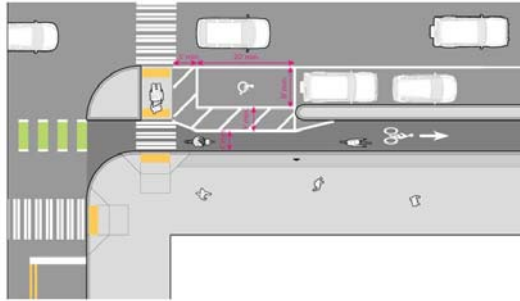
**Physical Separation Elements:** Physical separation elements may consist of a wide range of potential treatments to provide a physical barrier such as flexible delineators, raised curbs, planters, parking lanes, or other objects as approved by SDOT. The spacing of the physical separation element should be determined by the need to protect the bicycle lane from vehicle encroachment. On facilities with higher vehicle volumes and speeds use permanent separation treatments.



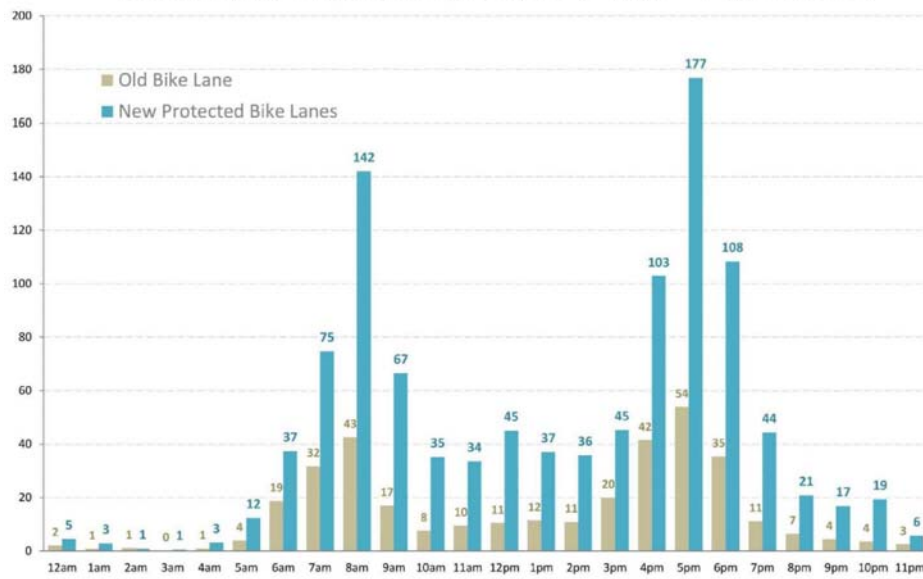
## Streets Illustrated

### Accessible On-Street Parking Design Guidance

In many cases, the accessible parking may be provided on block faces that do not conflict with protected bike lane alignment. However, a priority for accessibility is locating the parking spaces where the street is most level and, ideally, closest to obvious destinations such as building entrances. Under these circumstances it may be necessary to include accessible parking on the same block face as a protected bike lane. Providing accessible parking spaces at the end of a block often affords the most flexibility in designing around the protected bike lane. A painted access aisle without any vertical elements provides space to deploy a lift and allows a vehicle to park in the buffer to deploy a left-side lift, if necessary.



Weekday Average Hourly Bicycle Volume - 2nd Avenue



If you build it, they will come...





## Questions?

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

