



SEATTLE STREETCAR

FAQs

STREETCARS and BIKES

The creations of a city-wide streetcar network and bike system are important components of Seattle's transportation plan. They both strengthen connections, improve Seattle citizen's ability to get around and reduce reliance of the automobile.

With the recent construction of the Seattle Streetcar's South Lake Union Line and start of passenger service, the Seattle Department of Transportation (SDOT) had heard from citizens of several improvements that could be made to increase safety for bicyclists riding in the area. Below is a description of the issues raised and SDOT's response:

→ INCREASE SIGNAGE

Problem: Lack of signage alerting bicyclist of streetcar tracks.

Response: SDOT installed signs at every approach to the streetcar route (40-50 signs) alerting bicyclist of tracks and to "use extreme caution" near the streetcar route.

→ FAIRVIEW & VALLEY HOTSPOT

Problem: Increased hazard for bicyclists riding southwest at the Fairview Avenue North and Valley Street intersection.

Response: SDOT plans to install additional signage directing bicyclist off Valley Street onto a joint-use pathway just north of streetcar tracks between Fairview Avenue North and Westlake Avenue North. In addition, SDOT plans to widen area curb ramps to better accommodate bicyclist and the transition from the street to pathway or vice-versa.

Timeline: February 2008

→ LAKE UNION PARK STATION

Problem: Station shelter is located on the joint-use pathway. This has created a conflict between bicyclists and pedestrians waiting for the streetcar.

Response: SDOT is working with the Seattle Parks Department to design and build a pathway to direct bicyclist around the station.

Timeline: 2008

→ STREETCAR TRACK

Problem: Bicyclist tires are getting caught in the streetcar tracks.

Response: The Seattle Streetcar uses the lowest profile track cross-section available, which was specifically designed for integration into a multi-modal street environment. The "flangeway" in the track serves the purpose of keeping the vehicle on-track. Members of the public have suggested installation of a rubber flange-filler. SDOT is researching the compatibility of such a product with the streetcar tracks and vehicles.

Timeline: 2008

→ ALTERNATIVE BIKE ROUTES

SDOT will perform work in 2008 and 2009 to enhance nearby bike routes. These include:

Eastlake Avenue - working with Seattle's Bicycle Advisory Board to add bike lanes. (2008)

Dexter Avenue - Adding additional signage on Dexter to reinforce as bike route. (2008)

Two-way Ninth Avenue - Add bike lanes on Ninth Avenue, between Denny Street and Mercer Street, when the street is converted to two-way operations (2008/2009)

→ STREETCAR NETWORK

In 2008, SDOT will finalize a streetcar network proposal that will be presented to the Mayor and City Council for approval. During this process consideration of bicyclists' needs will be taken into account for all future lines.