

Bicycle, Pedestrian and Freight Plan Overview

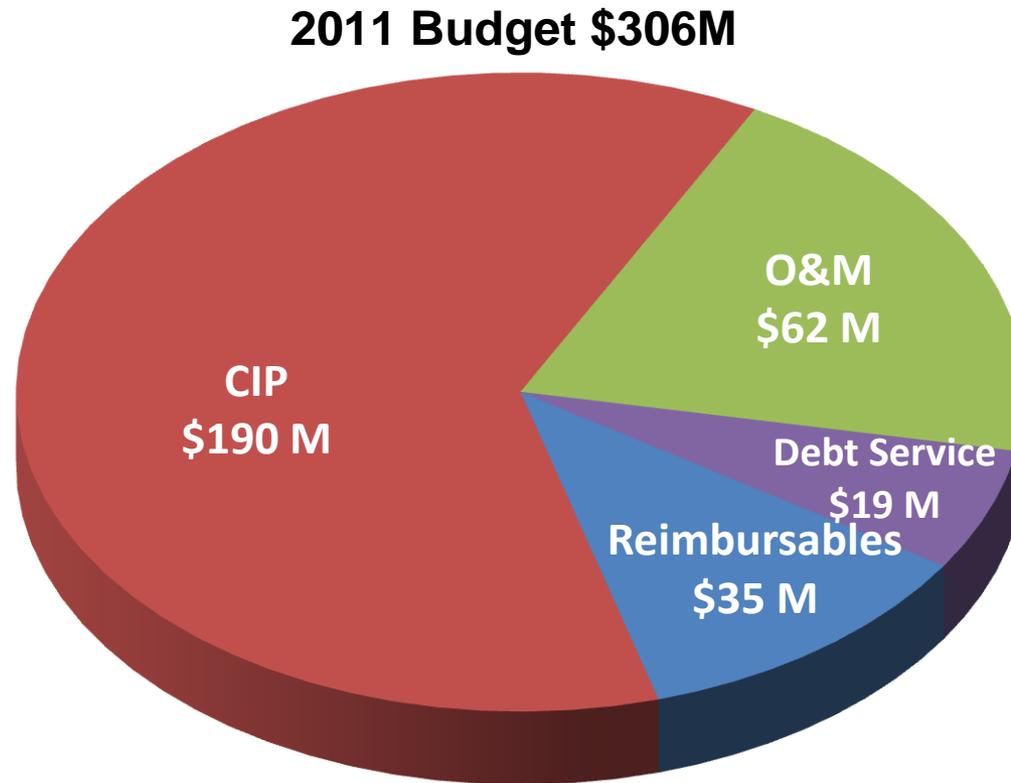
CTAC III

March 15, 2011



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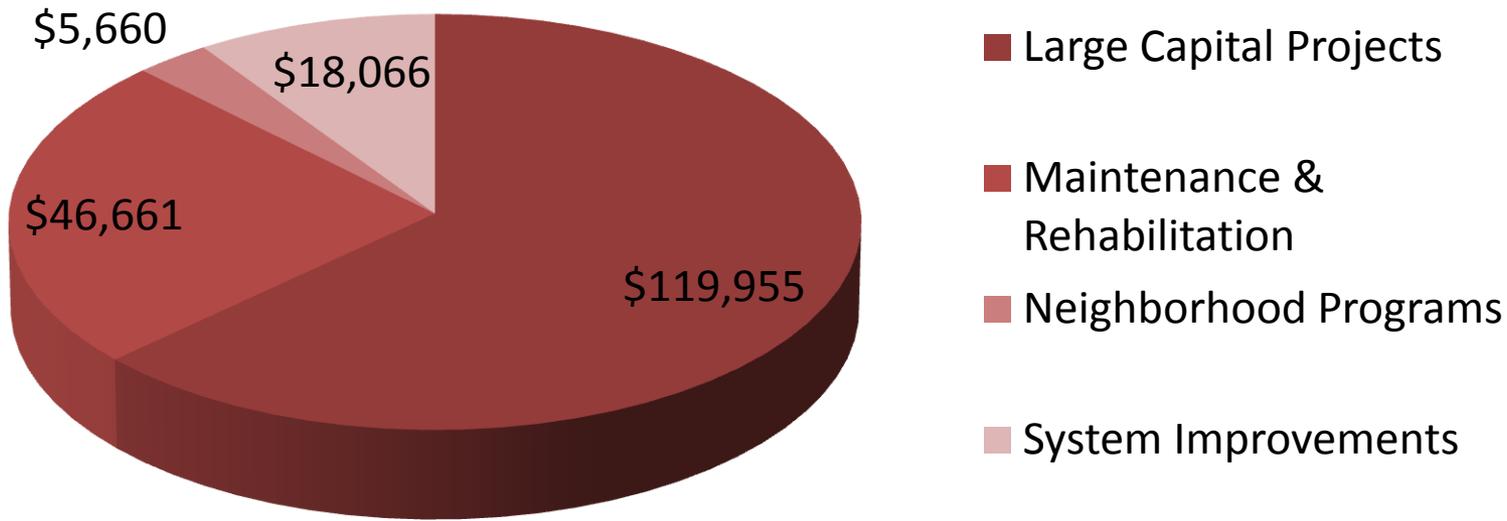
Background: Where SDOT's Money Boes



- Nearly two-thirds of budget is the Capital Improvement Program
- Operations and Maintenance represents about one-fifth of budget

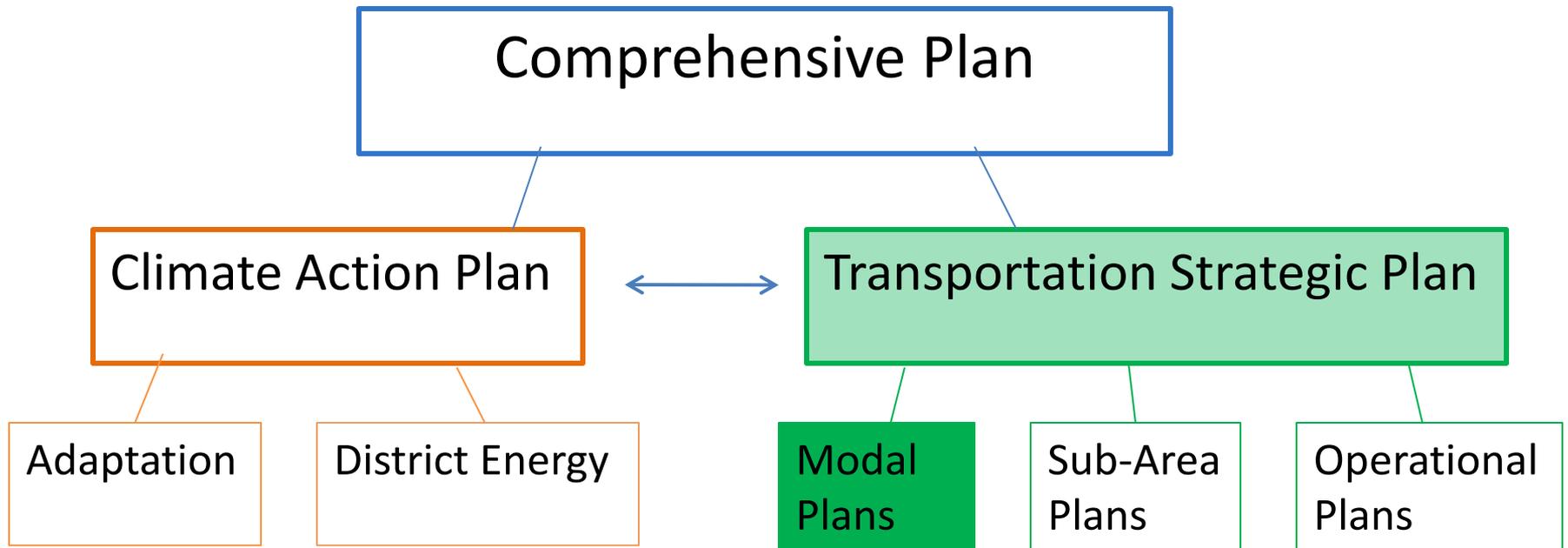
Background: SDOT's 2011 Capital Improvement Program and How it is Funded

CIP \$190M



in thousands

Background: Vision Drives Planning



Background: Transportation Strategic Plan—Four Cities Model



The Sustainable City

- Make the best use of the right-of-way for moving people and goods
- Maintain Seattle's infrastructure
- Price and manage parking wisely
- Reduce auto trips and greenhouse gas emissions
- Improve the environment
- Increase safety for all modes and all users

The Equitable City

- Eliminate institutional racism
- Empower participation by under-represented communities
- Make the transportation system work for everyone to increase opportunity
- Communicate information about projects and programs in an accessible, engaging, and compelling manner

The Productive City

- Keep freight and goods moving safely and efficiently
- Leverage public and private transportation investments
- Support Seattle's growth and maintain our competitive edge
- Serve as a model for organizational efficiency, innovation, and service

The Livable City

- Support Seattle's neighborhoods as great places to live, work, play, and visit
- Encourage walking, bicycling, and transit use as healthy transportation choices
- Connect to Seattle's many waterfronts and natural vistas
- Increase access to cultural, recreational, and intellectual opportunities



Bicycle Master Plan (BMP)

Vision: Create an interconnected network of on- and off-road bicycling facilities

Goals: Increase ridership and improve safety

Outcome: A bicycle facility network for everyone

Total Cost to Implement: \$240M

2011 BMP Budget: \$4.7M

Spending since 2007: \$15M

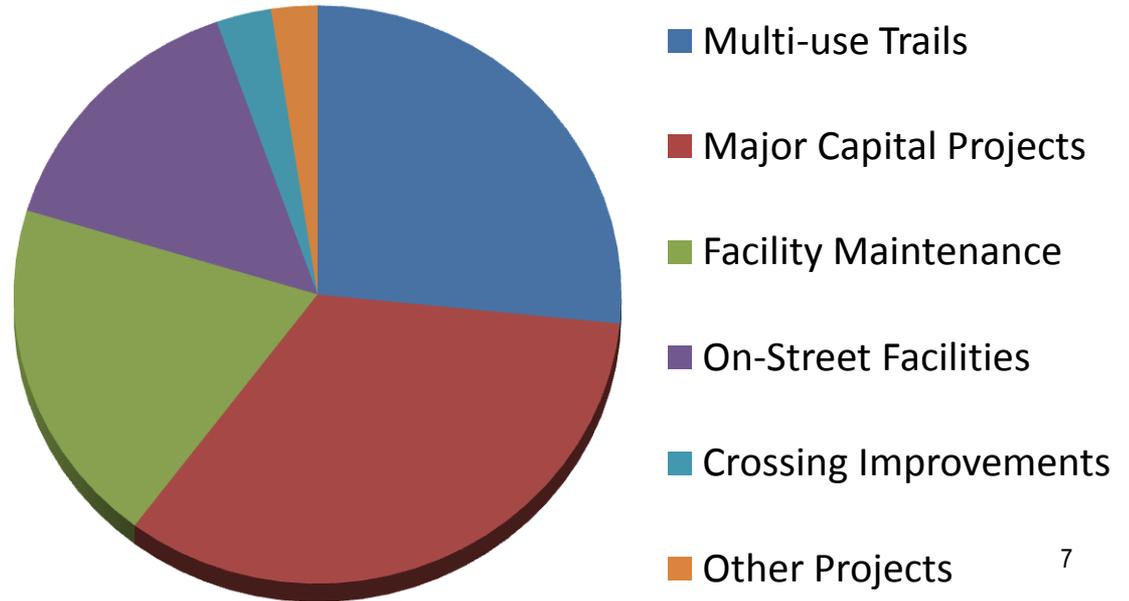




BMP Implementation Cost

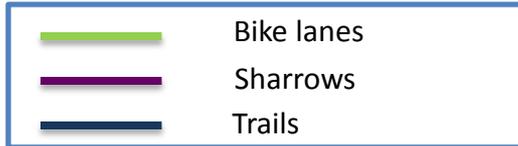
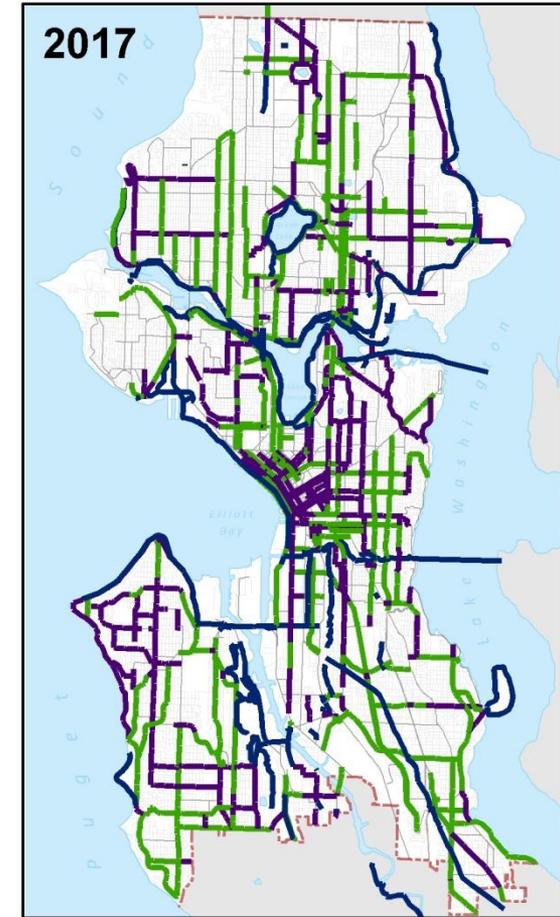
Expressed in 2007 Dollars:

- \$35.7M on-street facilities
- \$7.0M crossing improvement
- \$63.7M multi-use trails
- \$80.6M major capital projects
- \$46.5M facility maintenance
- \$5.9M other projects





Seattle's Bicycle Network





2011 BMP Deliverables

- 15 miles bike lanes and sharrows
- 20 miles signed bicycle routes
- 20 miles of trail inspection
- 10 trail spot improvements
- 30 miles of bicycle facility maintenance
- 15 maintenance and spot improvements
- 300 bike parking spaces
- New 2011 bicycle maps





Pedestrian Master Plan (PMP)

Vision: Make Seattle the most walkable city in the nation

Goals: Enhance safety, equity, vibrancy, and health

Outcome: Develop citywide and neighborhood-specific projects and programs

Cost to Implement Tier 1 Projects: \$840M

2011 PMP Budget: \$15.4M

Spending since 2007: \$28M





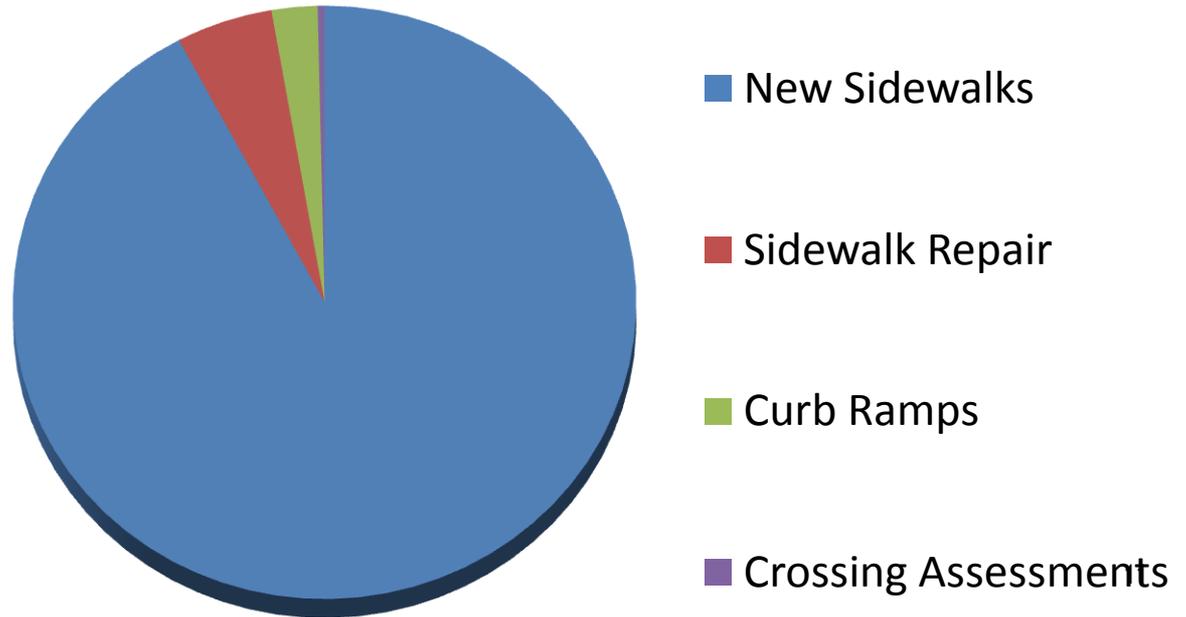
PMP Tier I Implementation Cost

Along the Roadway:

- New sidewalks \$774M
- Sidewalks Repair \$42M

Across the Roadway:

- Curb Ramps \$20M
- Crossing Assessments \$3M





PMP Objectives

- Complete and maintain the pedestrian system
- Improve walkability
- Increase safety
- Plan, design, and build complete streets
- Create vibrant public spaces
- Get more people walking





Establishing Priorities

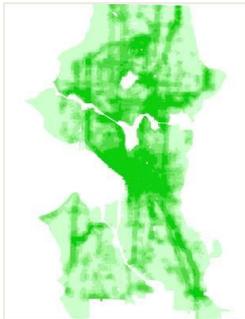
Building Blocks



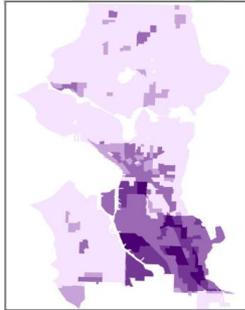
Contribution



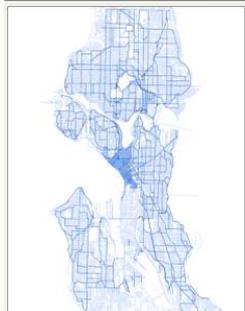
High Priority Areas



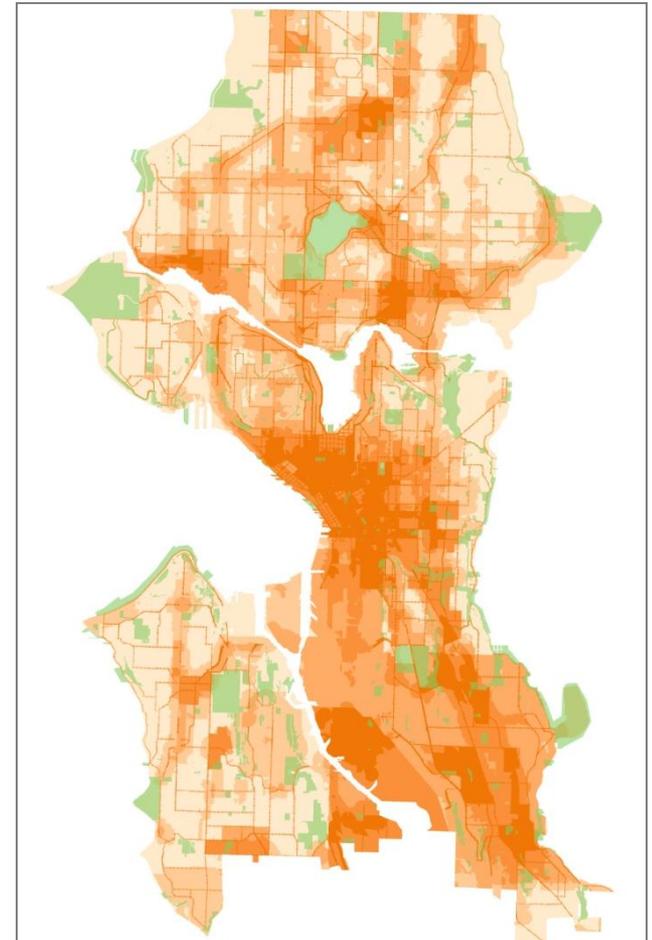
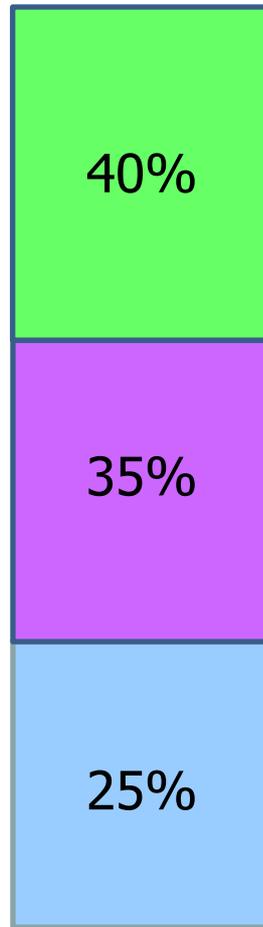
Demand



Equity

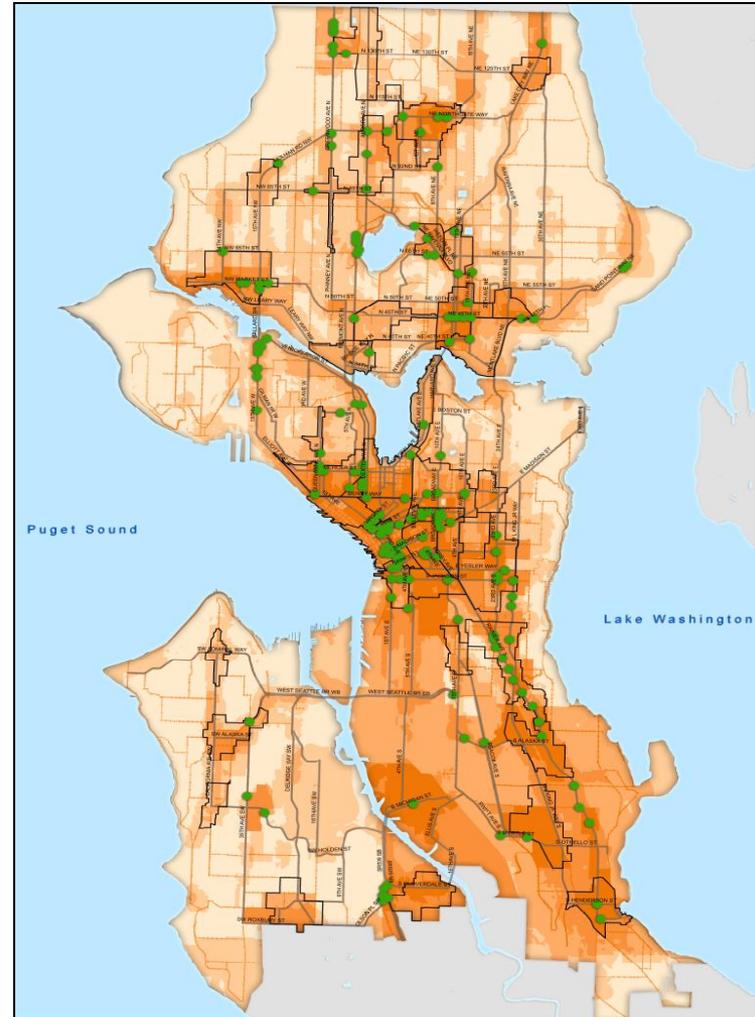
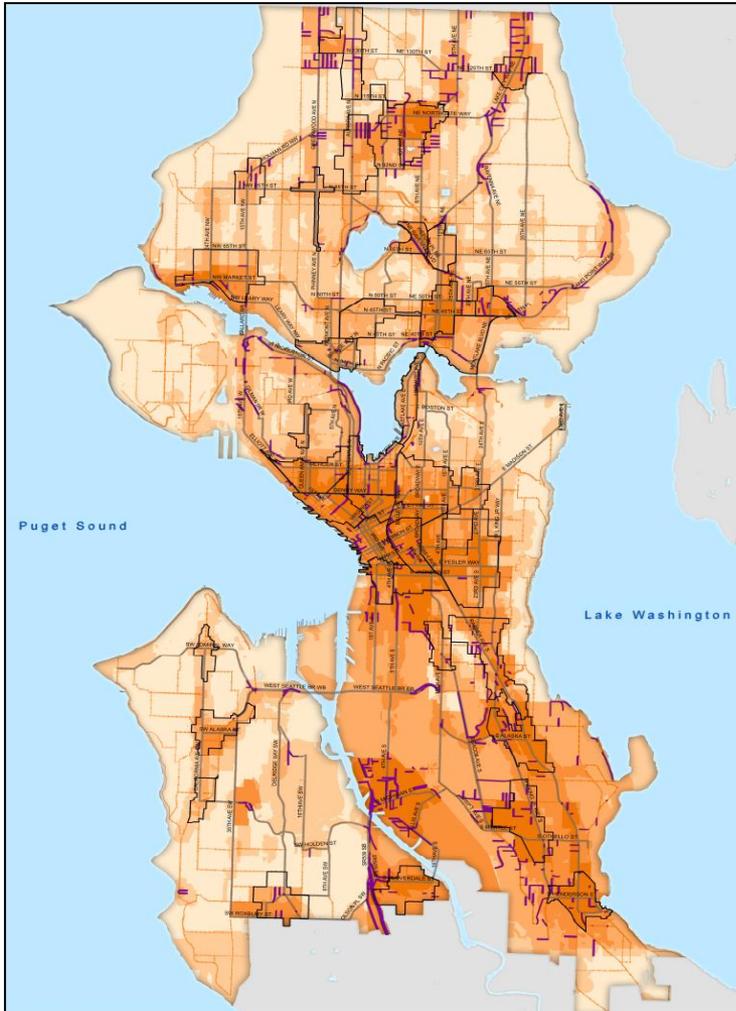


Corridor
Function





Prioritizing Improvements





2011 PMP Infrastructure Deliverables

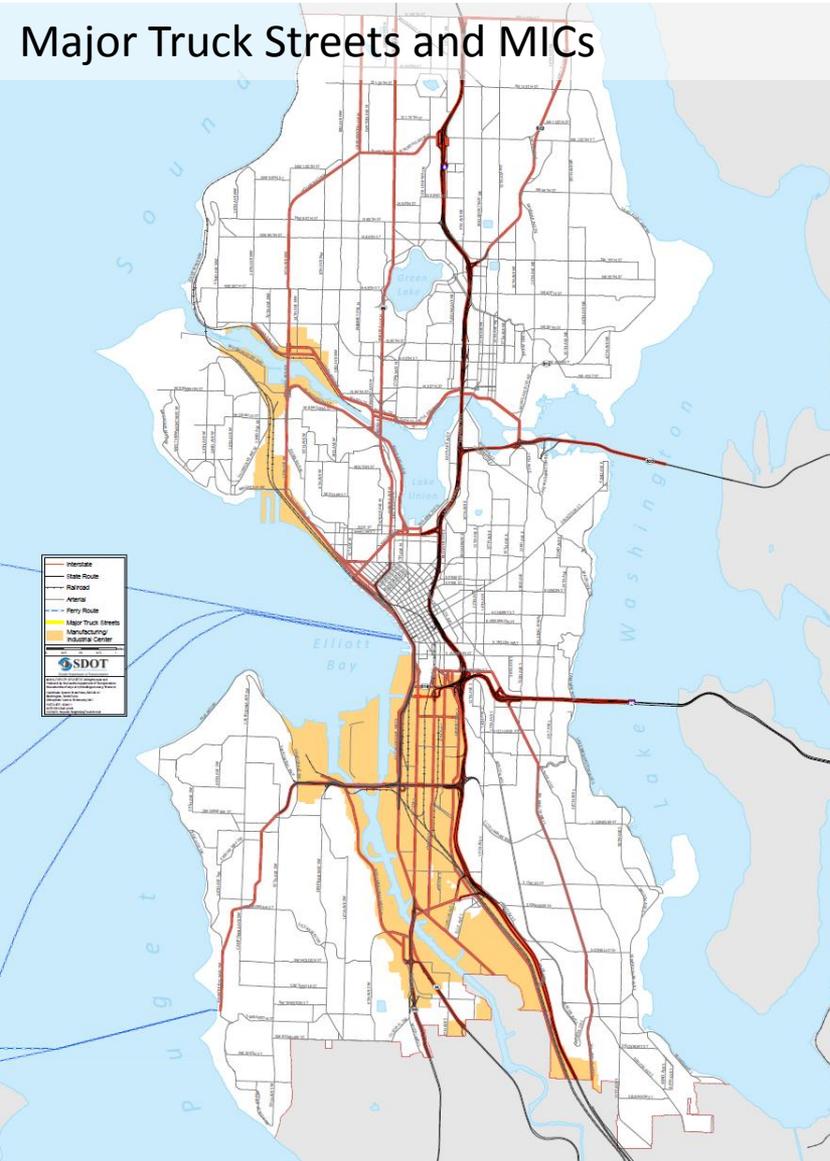
- 50 crossing improvements
- 25 pedestrian countdown signals
- 300 crosswalks remarked
- 10 school zone improvements
- 5 school walking route improvements
- 10 blocks of new sidewalk
- 280 curb ramps
- 22 blocks of sidewalk repair





Freight Framework

Major Truck Streets and MICs



- Two Manufacturing and Industrial Centers:
 - Duwamish
 - Ballard/Interbay/Northend
- Network of Major Truck Streets
- 2005 freight plan
- Complete Streets
- Capital improvement process
- State and regional efforts



Types of Freight Projects

- Asset Preservation
 - Paving projects on Major Truck Streets
 - Bridge rehabilitation and seismic work
- System Improvements
 - Ramp connections (e.g. Fourth Avenue S Ramp \$28M)
 - Intelligent Transportation Systems (ITS)
 - Major corridor and regional projects (e.g. Spokane Widening \$100M)
- Spot Improvements



Spokane Street Viaduct
Fourth Avenue S Off-Ramp



Freight Mobility Spot Improvements

Current CIP includes ~\$500K per year for:

- Signage improvements
- Turning radius revisions (small scale)
- Pavement repair
- Railroad crossing improvements (in partnership with railroads)





Identifying Freight Needs

- Examples of unfunded project needs:
 - South Lander Street grade separation (\$200M)
 - Utility pole relocation at 15th NW and NW Market (\$800K)
- Freight modal plan needed that identifies projects and sets priorities

