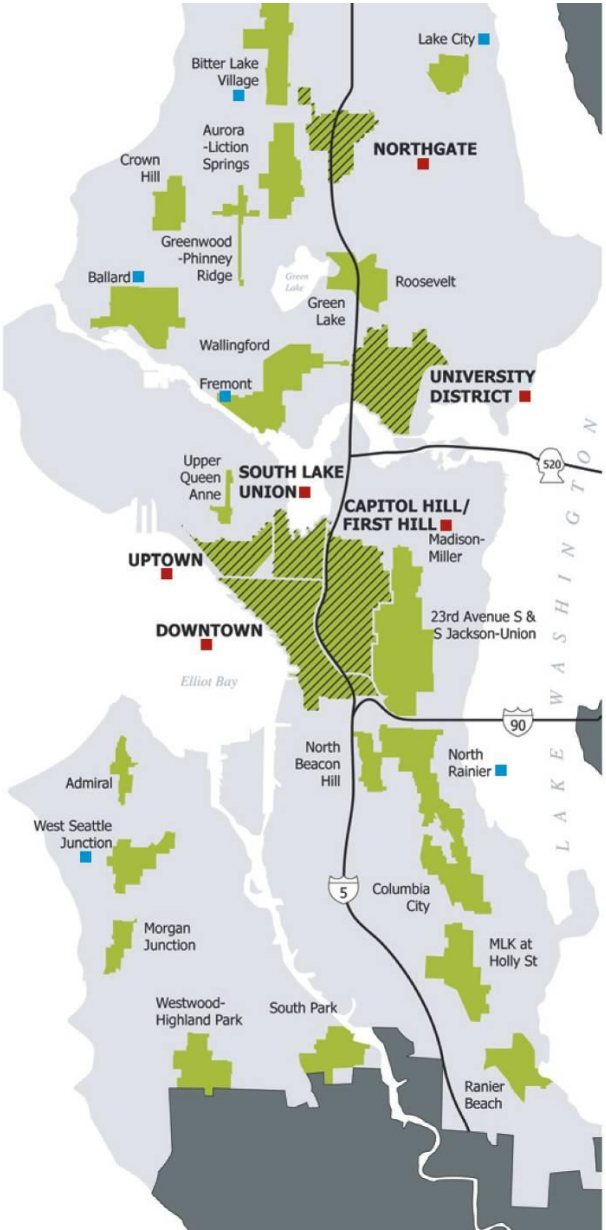
seattle bicycle master plan

Draft Bicycle Master Plan
On-Line Lunch and Learn
June 6, 2013

SDOT
Seattle Department of Transportation

Biking: part of a growing Seattle

100,000 new residents
and100,000 new jobs
in Seattle over the
next 20 years



Why bike?

- Improves your health
- Supports a strong economy
- Saves you time
- More efficient use of street space
- Provides affordable transportation option
- Does not pollute the air
- Helps create livable communities

BMP Draft Plan Outline

Chapter Title
Executive Summary (Community Guide for draft)
Introduction
State of the Seattle Bicycling Environment
Policy Framework
Bicycle Network
End-of-Trip Facilities
Programs
How we do business
Investment Approach
Appendices (working documents for draft)

Policy Framework: Vision

Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.

Policy Framework: Goals

1. ***Ridership – Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.***

2. ***Safety – Improve safety for bicycle riders in Seattle.***

3. ***Connectivity – Create a high-quality bicycle network that connects to places people want to go and provides a time-competitive travel option.***

4. ***Equity – Improve bicycle riding for all through equity in public engagement, program delivery, and capital investments.***

5. ***Livability –Build vibrant communities by creating a welcoming environment for bicycle riding.***

Policy Framework: Performance Measures

Goal	Performance Measure	Target
Ridership	• Bicycle Counts	• Triple ridership between 2013 and 2030
Safety	• Collision rate	• Reduce collision rate by half (50%) between 2013 and 2030
Connectivity	• Percent network completion	• Full system completion by 2035
Equity	• Areas lacking bicycle facilities	• No parts of the City lacking bicycle facilities by 2030
Livability	• Percentage of households within ¼ mile of a bicycle facility	• 100% of households in Seattle within ¼ mile of a bicycle facility by 2035

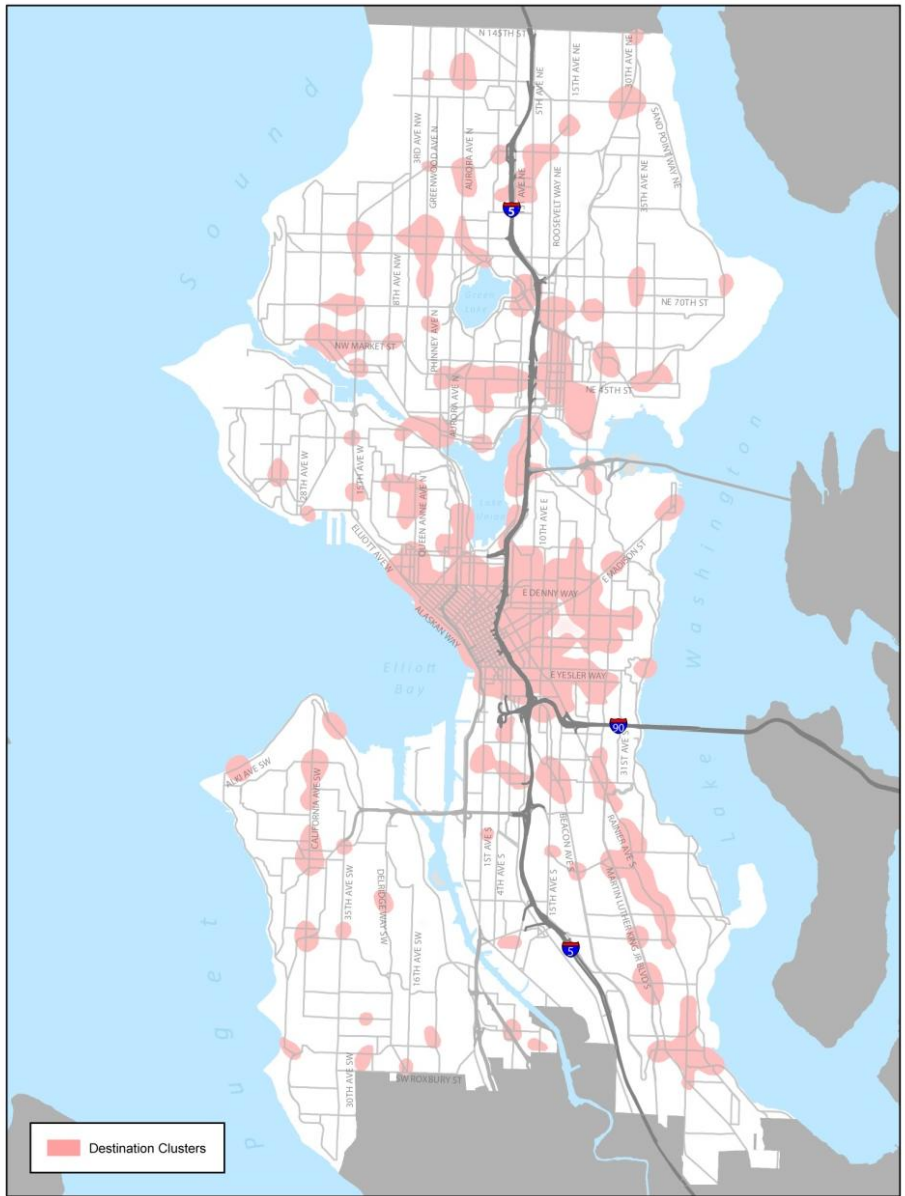
Policy Framework: Performance Measures

Goal	Performance Measure	Desired Trend
Ridership	• Mode share	• Increase
Safety	• Number of serious collisions/fatalities	• Decrease
Connectivity	• Key travel sheds completed	• Increase
Equity	• Percentage of females/non-whites who ride regularly	• Increase
Livability	• Number of bike racks and on-street bike corrals • Self-reported physical activity	• Increase •Increase

Bicycle Network Map

Destination Clusters Map

- Based on key land use categories:
  - Major employment sites
  - Universities and schools
  - Transit hubs
  - Neighborhood business districts
  - Parks, community facilities
  - Other



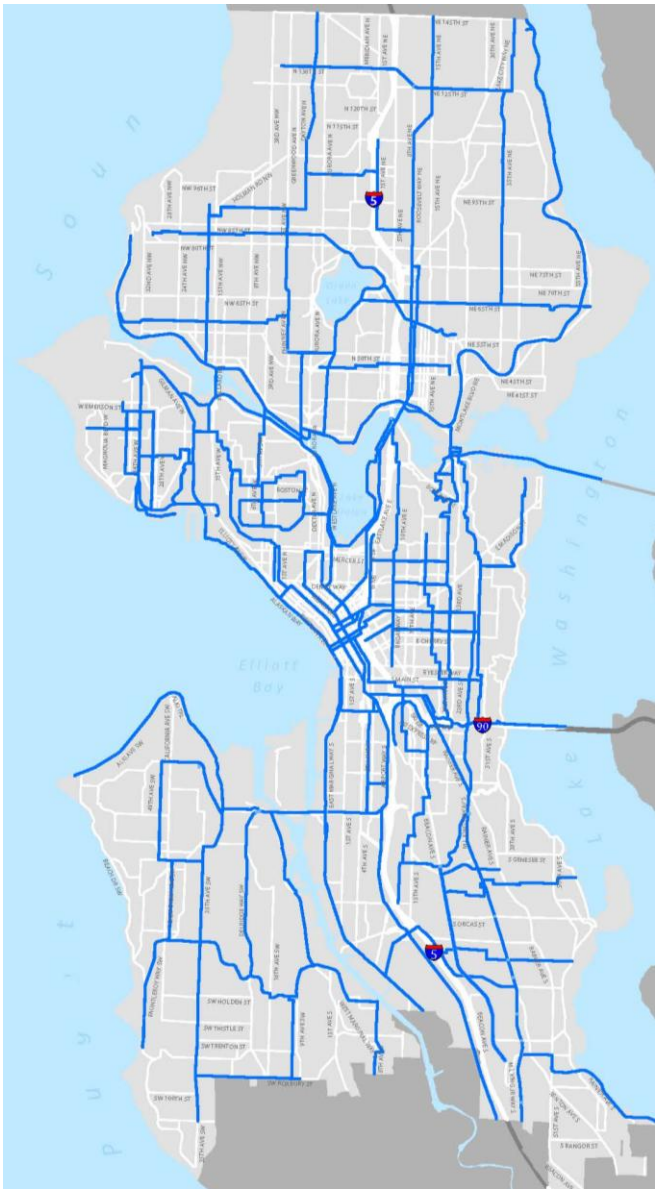
Bicycle Network Map (cont.)

Citywide Network:

- "All ages and abilities" bicycle facilities that connect key destination clusters
- Cycle tracks, multi-use trails and neighborhood greenways

Local Connections:

- Bicycle facilities that connect to the citywide network or serve local destinations
- Neighborhood greenways, bike lanes, buffered bike lanes, shared lanes



Bicycle Network Map (cont.)

Seattle Bicycle Network Map (north)

Legend

Citywide Network

	Existing	Proposed
Off street		
Cycle track		
Neighborhood greenway		

Local Connectors

	Existing	Proposed
Off street		
Cycle track		
In street, minor separation		
Neighborhood greenway		
Shared street		

Bicycle Network Map (cont.)

Seattle Bicycle Network Map (south)

Legend

Citywide Network

	Existing	Proposed
Off street		
Cycle track		
Neighborhood greenway		

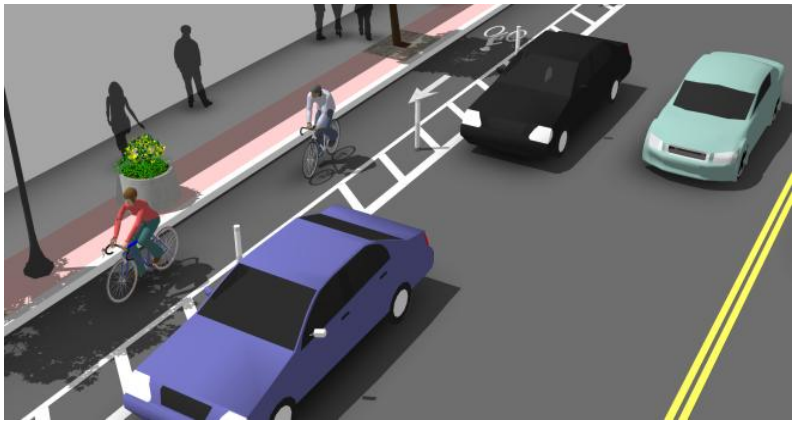
Local Connectors

	Existing	Proposed
Off street		
Cycle track		
In street, minor separation		
Neighborhood greenway		
Shared street		

Bicycle Facility Visual Glossary

- Simple, clear illustrations
- Brief description and purpose of facility
- Bicycle facilities, signage, bicycle parking
- Not intended to be detailed design standards
- May be used for educational purposes

Neighborhood greenway



Cycle track

Bicycle Facility Visual Glossary (cont.)

- Glossary includes intersection designs and treatments
- Provides options for intersection treatments
- Consistent use of intersection design increases predictability and visibility of all modes

Bicycle forward stop bar

Two-stage left turn box

Multimodal Corridors

- Multimodal corridors are where a proposed bicycle facility is on the same street as:
  - Priority transit corridors
  - Major Truck Streets
  - Other priority corridors
- Draft plan includes a multimodal corridor decision-making process

Public input: what do you think?

1. Is there any part of the proposed network map that you would change and why?

   If you think a street should not contain a bicycle facility where one is proposed, please suggest an alternate route for consideration.

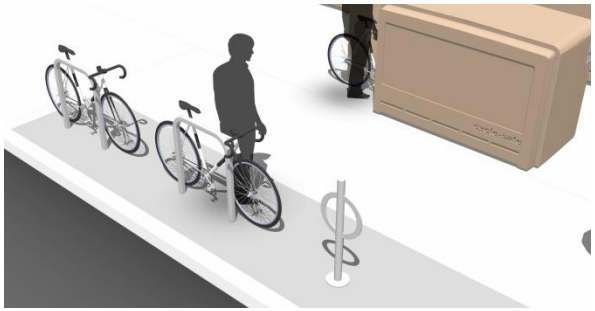
2. If you think there is a gap in the Citywide “all ages and abilities” Network, please suggest a route that fills the gap.

End-of-Trip Facilities

- Visual guide to bike parking
- Parking in the Public Right of Way and Bicycle Spot Improvement Program
  - Parking demand in public ROW
  - Bicycle racks
  - On-street bicycle corrals
- Seattle Municipal Code changes
- Bicycle parking at transit stations
- Temporary (event) parking
- Abandoned bicycles

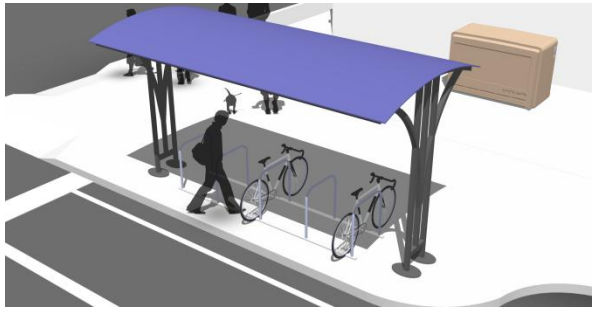
Public input: what do you think?

1. How can we best increase bicycle parking in neighborhood business districts and other areas?



Bicycle racks and lockers

On-street bicycle corral

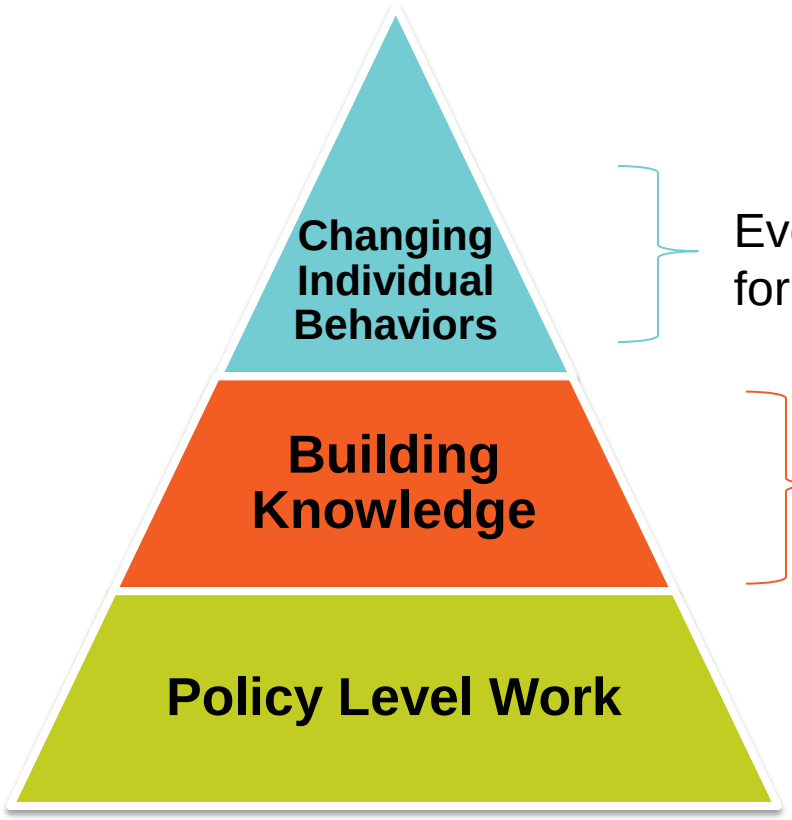


Sheltered bicycle parking

Secure Bicycle Parking

Programming

- Programs that support riding a bicycle and make bicycling more convenient, safer and easier



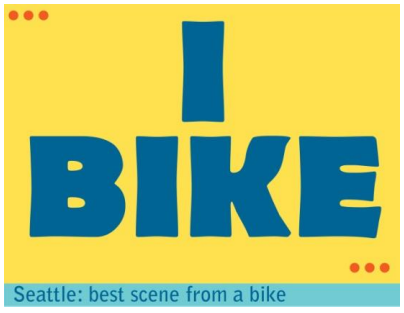
Events, programs and marketing campaigns for targeted populations

professional driver and bicycling communities interactions; materials on how to safely use bicycle facilities; bike share support

SR2S; safety analysis; driver education; Bike-Friendly Business Districts

Programming
Prioritization & Evaluation

- Implementation prioritization: safety-related efforts, public input, SDOT input
- Program Evaluation
  - Largely based on the plans performance measures



Public input: what do you think?

1. Do you believe that all programmatic actions that will improve safety should be prioritized first?

   Are there additional programmatic ideas that should be considered?

How we do Business

Expand implementation of strategic initiatives and more effectively conduct business:

- New SDOT implementation actions
  - Bicycle project delivery process
  - New activities to better deliver projects and programs
- Coordination with other City departments
- Coordination with other partners (public, non-profit, and private sectors)

How we do Business (cont.)

Maintenance – affects comfort and appeal of bicycle riding

- Create a process to identify and prioritize maintenance needs and improvements
  - Maintain facilities to an acceptable standard
  - Encourage use of materials that extend life-cycle of bicycle facilities
  - Include maintenance costs and procedures in all projects
  - Encourage bicyclists to report maintenance complaints and requests

Investment Approach

- Funding needed for all plan elements:
  - New bicycle facilities
  - Maintenance
  - End-of-trip facilities
  - Programs
- Balanced investment approach
- Tie funding to prioritization framework
- Cost are being developed now

Prioritization Framework

Theme	Criteria Definition
Improve SAFETY	Addresses location with bicycle collision history.
	Enhances bicyclist safety by promoting travel on streets with lower speeds and volumes.
	Addresses locations or streets that are associated with more severe collision potential.
Increase RIDERSHIP	Provides a connection to destination clusters.
	Provides a connection to areas with high population density.
Address EQUITY	Serves populations that are historically underserved
Enhance LIVABILITY	Provides a health benefit for people in areas with the greatest reported health needs
	Reaches the greatest number of riders
Enhance CONNECTIVITY	Removes a barrier or closes a system gap in the bicycling network.
	Makes a connection that will immediately extend the bicycle network.

Public input: what do you think?

1. Do you think that the five prioritization criteria of ridership, safety, equity, connectivity, livability should be weighted the same, or should one or more be given more weight in the prioritization process?

Draft BMP Next Steps

- Public engagement phase 3: June – July:
  - June 5: Release of Draft Bicycle Master Plan document
  - June 6 Online Lunch & Learn
  - June 12 South Seattle Open House (Columbia City Library)
  - June 13 North Seattle Open House (Roosevelt High School)
- Public comment period closes: **Friday, July 26**
- SDOT will make revisions to draft plan following public comments through August
- Begin the plan adoption process later in 2013

Draft Bicycle Master Plan

- Review the Draft Plan:

www.seattle.gov/transportation/bikemaster.htm

- Comments or Questions on the Draft Plan:

bmpupdate@seattle.gov