

Seattle Bicycle Advisory Board

August 7, 2013



Public Review Draft



- Draft Plan released for public review on June 5



- First time the public had seen the revised network map and a complete, integrated product



seattle bicycle master plan ●●●
Draft June 2013



SDOT
Seattle Department of Transportation

Overview of Public Engagement on Draft Plan

- 3 community open houses
- 25-30 community/stakeholder meetings attended
 - 160 open house comment sheets
 - 361 open house mapping comments
 - 500 email/letter comments
 - (also received 725 similar letters from Cascade Bicycle Club members)
 - Public comment letters and emails still coming in



What we've heard: Network map



- **NE 65th St and NE 35th St** – strong opposition and some support to cycle tracks



- **Rainier Ave S** – desire for a cycle track for entire corridor



- **1st Ave S** – desire to include it on the network map



- **Stone Way N** – concerns about business and freight conflicts
 - Woodland Park Ave N recommended as substitute for citywide network (all ages & abilities)



What we've heard: Network map



- **West Seattle Cycle Tracks** – support to add Fauntleroy on the map and concern about 35th Ave SW and east-west cycle tracks
- **Neighborhood Greenways** – suggestions for minor tweaks to neighborhood routes
- **Burke-Gilman Trail Missing Link** –build it and show alternative



What we've heard: Gaps in the Citywide Network



- Connect Broadway cycle track with Rainier Ave S



- Add cycle tracks in Ballard

- Improve connections across I-5



- Ensure a cycle track on Fauntleroy for its entire length



How we will respond: Network Map

- Map refinement: workshop with consultant team and SDOT staff
 - Considering deletions, additions, and modifications to network map to respond to public comments and system connectivity
 - This work is important critical path item, in that it will inform the plan project list and costs



What we've heard: End-of-Trip Facilities



- On-street bike corrals are greatly supported
- Neighborhood business districts need more bike parking – could be on-street bike corrals
- Downtown needs more bike racks
 - Policy needed for private sector rack contributions
- Developers should be required to provide bicycle lockers and showering facilities for commuters



How we are responding: End-of-Trip Facilities

- Refinements to the End-of-Trip Facilities chapter
 - Develop clearer guidance to private sector who want to install bike racks



What we've heard: Programs



- Safety – highest priority when prioritizing programmatic activities
- Top Programs
 - Driver Education
 - Bicyclist Education
 - Enforcement of traffic laws



How we are responding: Programs



- Programs chapter to be more refined and concise, some elements may move to “How we do business” chapter



- Move forward with prioritizing programs based on safety implications



What we've heard: Prioritization Framework

- Criteria weights should not be equal:
 - Most support for enhancing the importance of the **Safety** criterion
 - Also support for enhancing the importance of **Connectivity**
 - Not as many responses about **Equity**, **Ridership**, and **Livability** criteria



How we are responding: Prioritization Framework

- We will consider and test different weighting of the criteria
 - Plan will include overall prioritization framework, but may tweak the weighting of criteria over time



What we've heard: Other



- Relationship between bicycle facilities and impacts on businesses/on-street parking



- Interested in implementation details and funding mechanisms



- Bicycle facility visual glossary, while detailed, was well received and should be used for education



- Urged more emphasis on safety and education
- Include more rigorous performance measures



How we are responding: Other

- Considering re-organizing the final recommended plan to include an Implementation Chapter
- Developing framework for implementation plan (will not be in the final plan)
- Considering refinements to performance measures
- Adding more throughout the plan about safety and education
- Developing fact sheet about benefits of bikes in business districts (will not be in final plan)



Project Development Methodology



- Divided projects into two categories based on network map
 - Citywide Network
 - Local Connector
- Criteria for defining project boundaries:
 - Approximately ½ mile
 - Connects existing bicycle facilities
 - Project goes from arterial to arterial
 - Project is within a destination cluster



Prioritization Test



- Projects developed and prioritized in three neighborhoods
 - Northgate
 - Capitol Hill
 - Rainier Valley
 - Additionally, two downtown cycle track projects evaluated
- All criteria weighed the same for the test
- Results
 - High Score
 - Citywide Network 78 (Rainier Ave S south of Henderson)
 - Local Connector 83 (43rd Ave S – neighborhood greenway – from Renton Ave S to S Myrtle St)
 - Average Score 48



Prioritization Test cont.



Observations

- Cycle tracks score well
 - 10 of top 15 projects are cycle tracks (both downtown cycle tracks that were tested scored 77 (top 5))
- Average scores of projects per neighborhood
 - SE Seattle 54
 - Capitol Hill 47
 - Northgate 38



Implementation and Maintenance Costs for New Facilities



- Employing similar estimating approach used in the Pedestrian Master Plan and Transit Master Plan



- Developing planning level cost estimates by facility type for complete network implementation



- Applying regional and national best practices for cost estimating



- Estimating maintenance costs for existing and proposed facilities



Cost Assumptions



- Assumptions applied to each of the facility costs
 - Outreach
 - Soft costs: 35%
 - Contingency costs: 25%
- Off Street Facilities
 - Asphalt paved trail
 - Signage
 - Arterial crossing features (markings, curb ramps)



Cost Assumptions



- Cycle Tracks
 - One-way facility on each side of the street OR two-way cycle track on one side of street
 - Striped separation with vertical mounted traffic barrier
 - Up to 4 new signals per mile
 - Signage
- In Street, Minor Separation
 - One-way facility on each side of the street
 - Striped separation for buffered bike lanes
 - Up to 2 new signals per mile
 - Signage



Cost Assumptions



- Neighborhood Greenways
 - Residential streets that are prioritized for non-motorized movement
 - Up to 2 new signals per mile
 - Pavement markings and signage
 - Traffic calming: curb ramps, chicanes, traffic refuge areas
- Shared Streets
 - Minimal intervention to existing conditions
 - Pavement markings
 - Signage



SBAB Comments

- Discuss specific comments made in July 30 SBAB letter?



Next Steps

- SDOT staff will continue to review all public comments received
- SDOT and consultant team are working to develop revised plan and network map
- SEPA checklist will be developed on final recommended plan

