

# **Bicycle Master Plan Update**

**Council Transportation Committee**

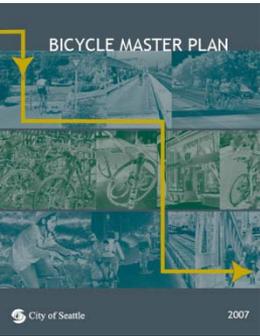
**September 11, 2012**



# Purpose of Briefing

- Overview and status of the BMP update
- Vision, goals, objectives, and performance measures
  - Seek Council feedback on policy direction
- Public engagement
- Next Steps



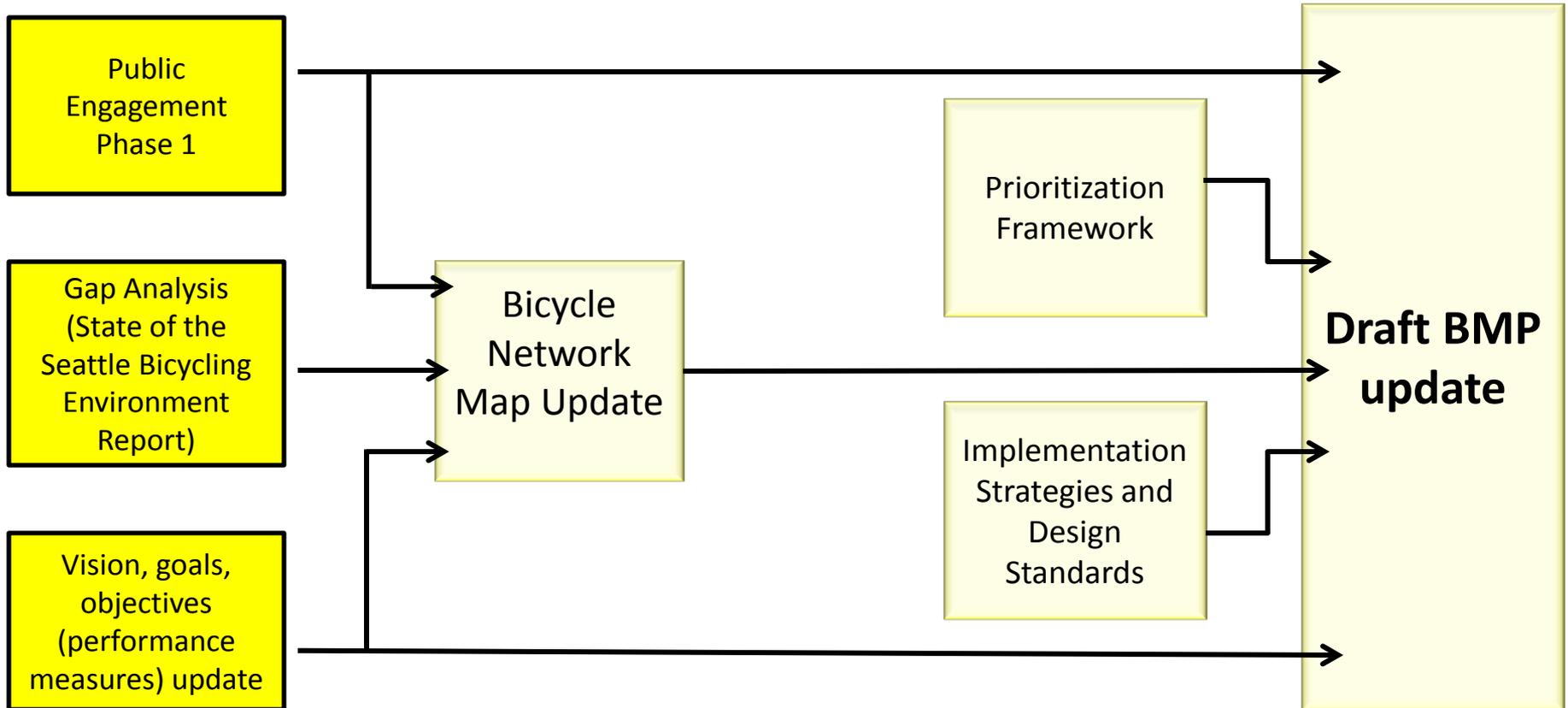


# What is the Bicycle Master Plan?

- A blueprint for making improvements to Seattle's bicycle network since adoption in 2007
- Two goals:
  - Triple the amount of bicycling between 2007-2017
  - Reduce the rate of bicycle collisions by one-third between 2007-2017
- Focused on completing the urban bicycle trail system and expanding on-street bicycle facilities



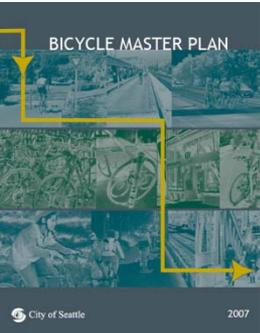
# BMP Update Roadmap



# Proposed Vision Statement (End state)

- No explicit vision or mission statement in current BMP
- PMP mission statement : “Make Seattle the Most Walkable City in the Nation”
- Intent of vision statement – capture the desired future outcome of the plan

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



# Proposed Goals (Desired Outcomes)

Five proposed goals around specific themes:

- Ridership (current goal)
- Safety (current goal)
- Connectivity (new goal)
- Equity (new goal)
- Livability (new goal)



# Draft Objectives (How to accomplish)

Proposed objective themes:

- 1. Complete and maintain a high quality bicycle network*
- 2. Integrate planning for bicycles with all travel modes and complete streets principles*
- 3. Employ best practices and context sensitivity in facility design*
- 4. Build outstanding leading-edge bicycle facilities*
  - on-street separated facilities*
  - neighborhood greenways*
- 5. Update and apply a prioritization framework*
- 6. Identify and implement actions to support and promote bicycle riding*



# Performance Measures

- Provide a framework for tracking progress in achieving BMP goals
- Public comments have requested aggressive implementation targets



# Performance Measures

## Trade-offs and Implications:

- Aggressive performance measures have financial/funding implications
  - “Build x miles of separated facilities or greenways per year”
  - “Complete y percent of the overall network within 5 years of plan adoption”
- Performance measures are dependent on data availability
  - Some (e.g., mode split) not tracked regularly
  - Can have staffing and workload implications

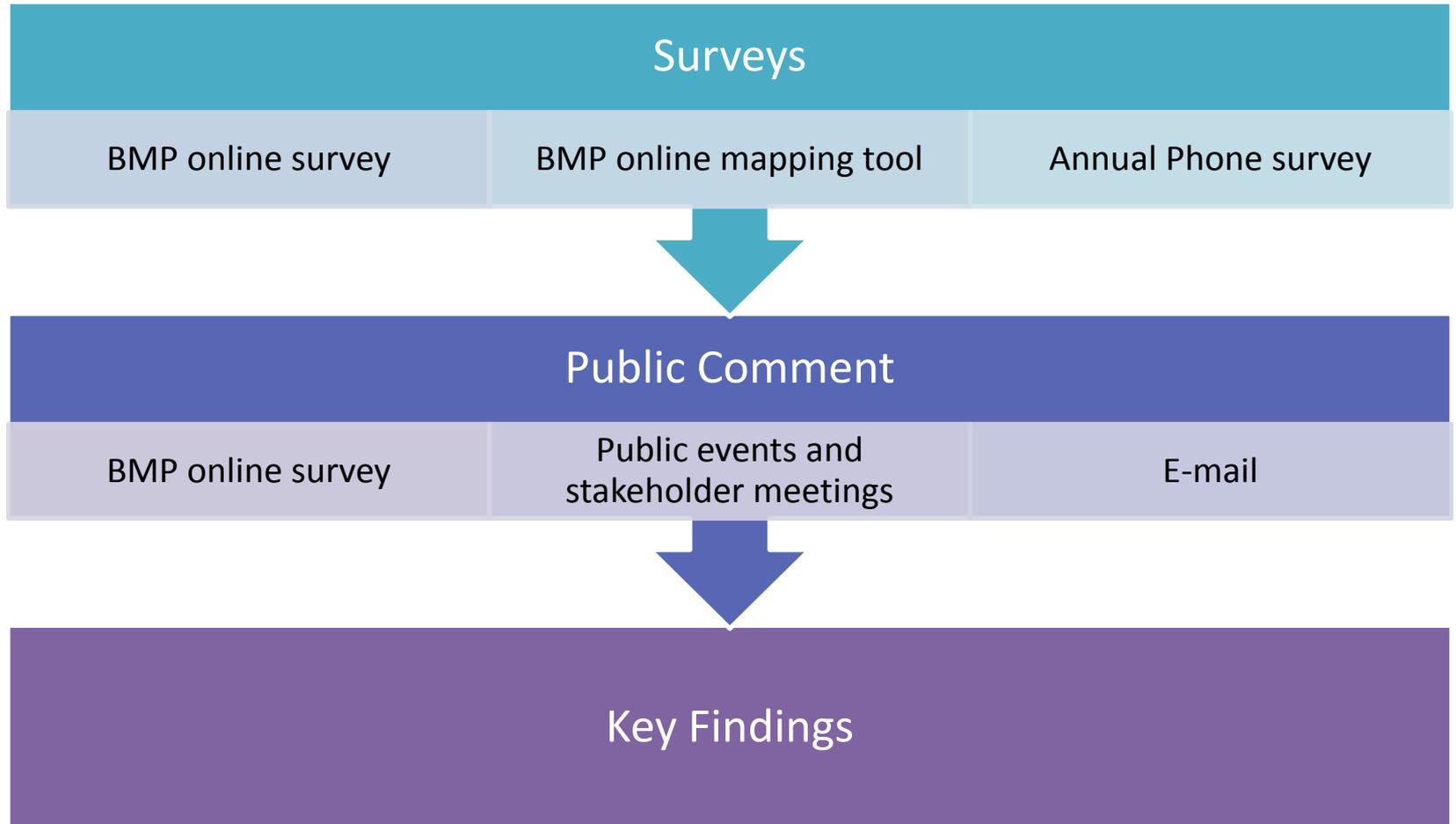


# Questions on Policy Framework

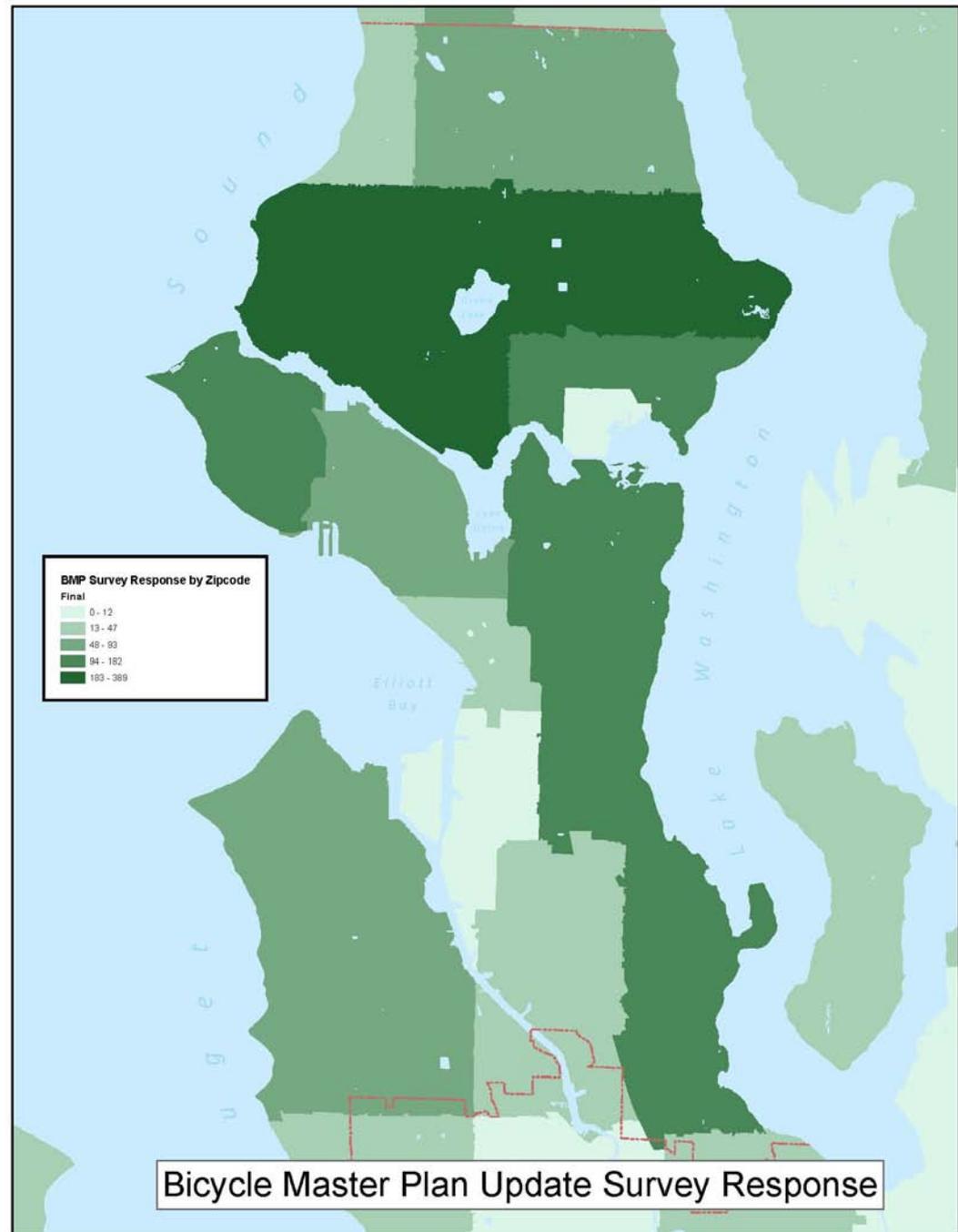
- Are Council members comfortable with direction of revisions to the BMP policy framework?
- How aspirational should performance measures be in terms of:
  - Network completion
  - Project completion
  - Other?



# BMP Public Engagement Phase 1 – Input opportunities



- 17 question on-line survey
  - Translated into 7 languages
  - Survey link provided through posters, business cards, bicycle maps, attendance at events, direct mailings and emails
- 3,500+ respondents representing all Seattle zip codes and beyond
- Thousands of comments



# Key Findings: Safety

"I ride my bike fairly frequently. I wear lots of flashing lights. I consider myself pretty experienced on a bike and **I still worry constantly about my safety.**"

"Hands down, **the main reason I don't ride my bike year round and to more distant neighborhoods is safety.** It gets stressful dealing with traffic, loose gravel and potholes, one-way streets, and parked car doors opening into the bike lane."

"I used to ride my bicycle a lot but **now I am a parent and quite frankly, I don't feel comfortable putting my life at risk.**"

## Phone Survey

1. Weather
2. **Don't feel safe riding**
3. Not that interested in riding more often
4. Hilly terrain

## Online Survey: Frequent cyclists

1. Weather
2. Travel time/distance to my destination
3. I have too many things to carry
4. **Unlawful/unsafe motorist behavior**

## Online Survey: Interested but concerned

1. **I do not feel safe riding a bike**
2. Weather
3. **Unlawful/unsafe motorist behavior**
4. Hills

## Online Survey: Do not ride

1. Less convenient than other options
2. Weather
3. Hills (topography)
4. **I do not feel safe riding a bike**



# Key Findings: Design for all ages and abilities



Increase separation from arterial vehicle traffic and car doors

- Use neighborhood greenways, cycle tracks, trails, or other facilities to increase separation
- “Build more on-street separated facilities and/or off-street paved trails” was top response for increasing cycling
- Prioritize on-street separated bicycle facility downtown



# Key Findings: Maintenance

“Pavement conditions in Seattle are abysmal. It's like we live in a third world country, the roads are so bad.”

## Pavement conditions

- Second ranked answer in online survey for encouraging bicycling

“I keep seeing people driving in the bike lanes! Some of them have the paint so worn that drivers might not know they exist.”

## Paint conditions

- Faded paint, e.g. 2<sup>nd</sup> Ave downtown

“The most dangerous thing I encounter on my daily commute, hands-down, is obstacles blocking travel.”

## Lane blockage

- Debris or other obstacles
- Planning and information regarding construction



# Key Findings: Education and Enforcement

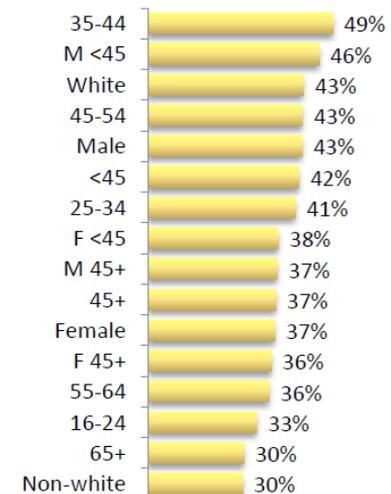
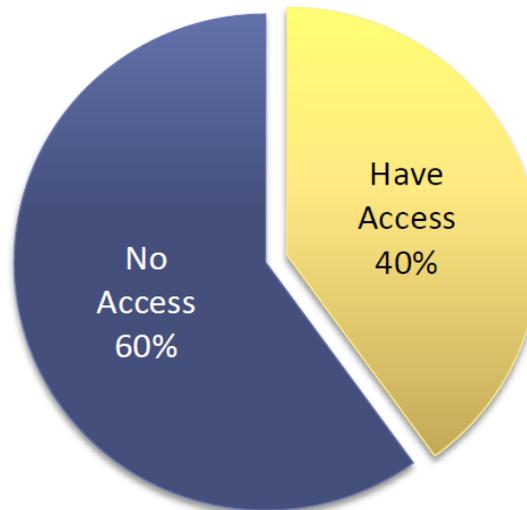
“I drive, bike, and walk to get around the city and there is still a lot I don't understand about how these interactions should work.”

- Prioritize education and enforcement for ALL road users
  - Increase awareness of rules of the road
  - Increase compliance
  - Decrease animosity between road users
- Address this topic head-on in BMP Update

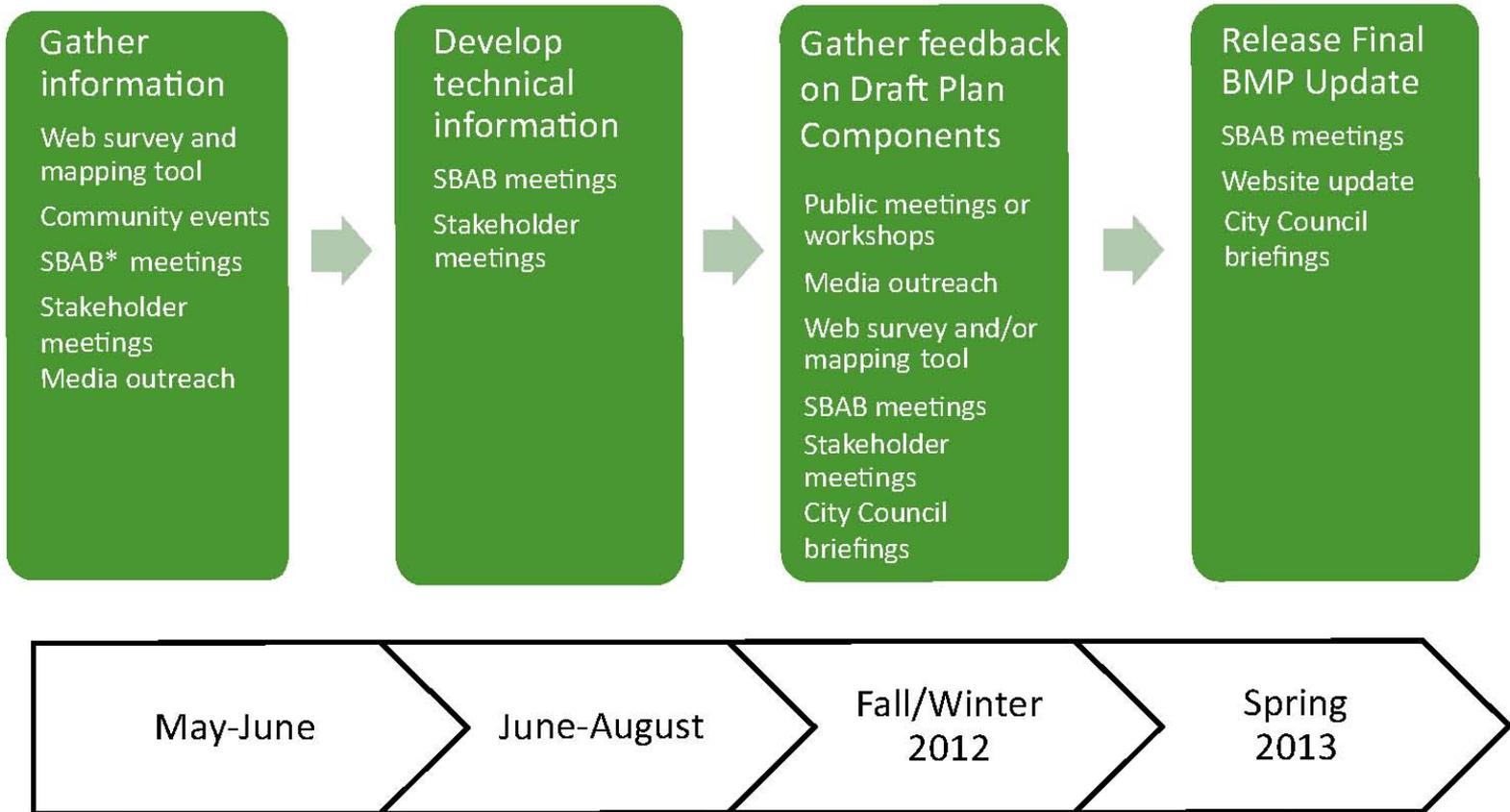


# Key Findings: Non-infrastructure Barriers

- Weather and hills are major barriers
  - Weather is number one barrier in both phone and online survey
  - White paper on hill climb assistance
- Low access (40%) to working bike
  - Phone survey results:



# BMP Update Timeline



\*Seattle Bicycle Advisory Board (SBAB)





# Questions & Discussion

- **Project Website:**

[www.seattle.gov/transportation/bikemaster.htm](http://www.seattle.gov/transportation/bikemaster.htm)

- **Project E-Mail Address:**

[bmpupdate@seattle.gov](mailto:bmpupdate@seattle.gov)



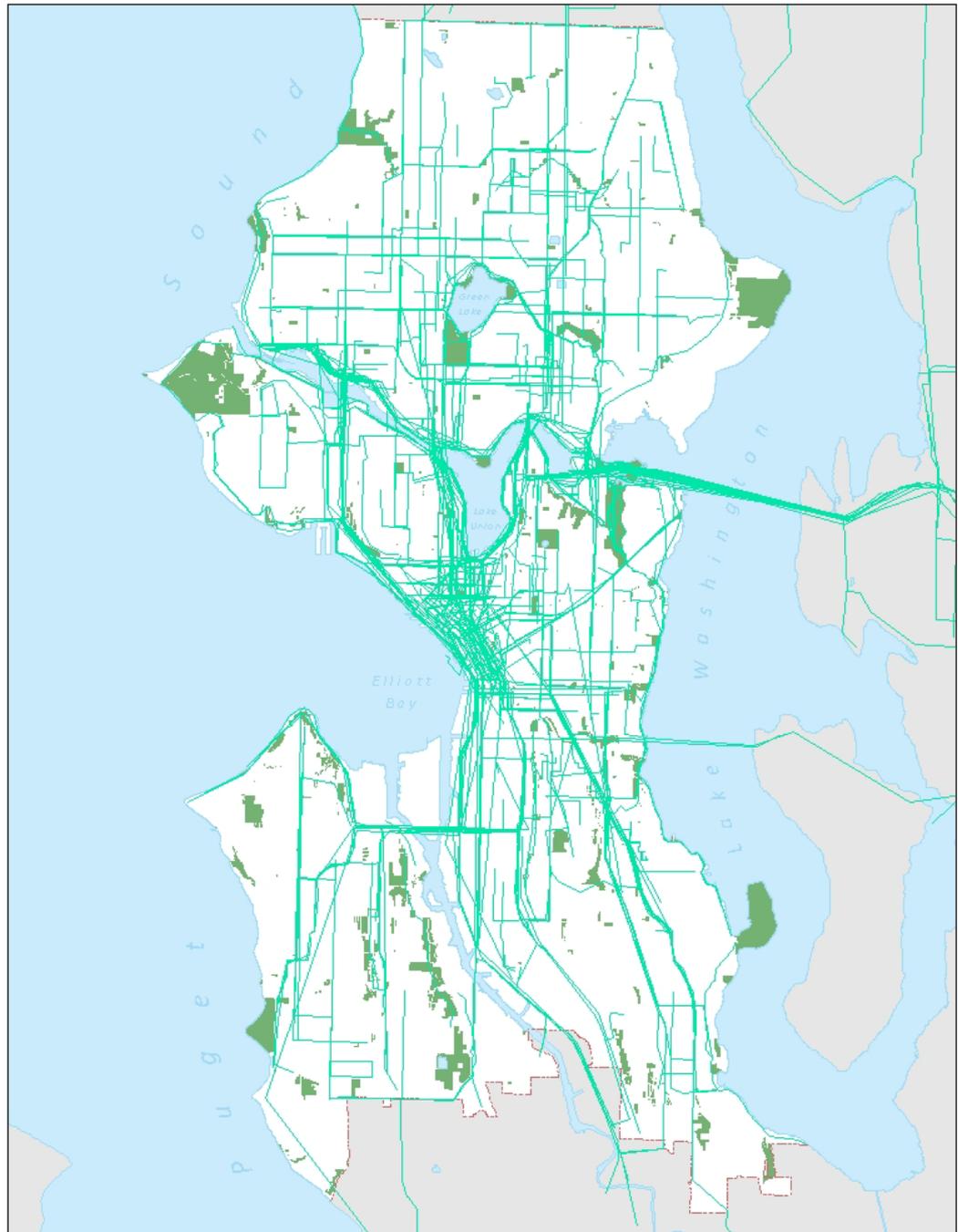
# Web Mapping Tool:

Question 2:  
Where would you like to ride that you currently do not?

1,053 entries

Top two:

- Ballard BGT missing link
- SR-520



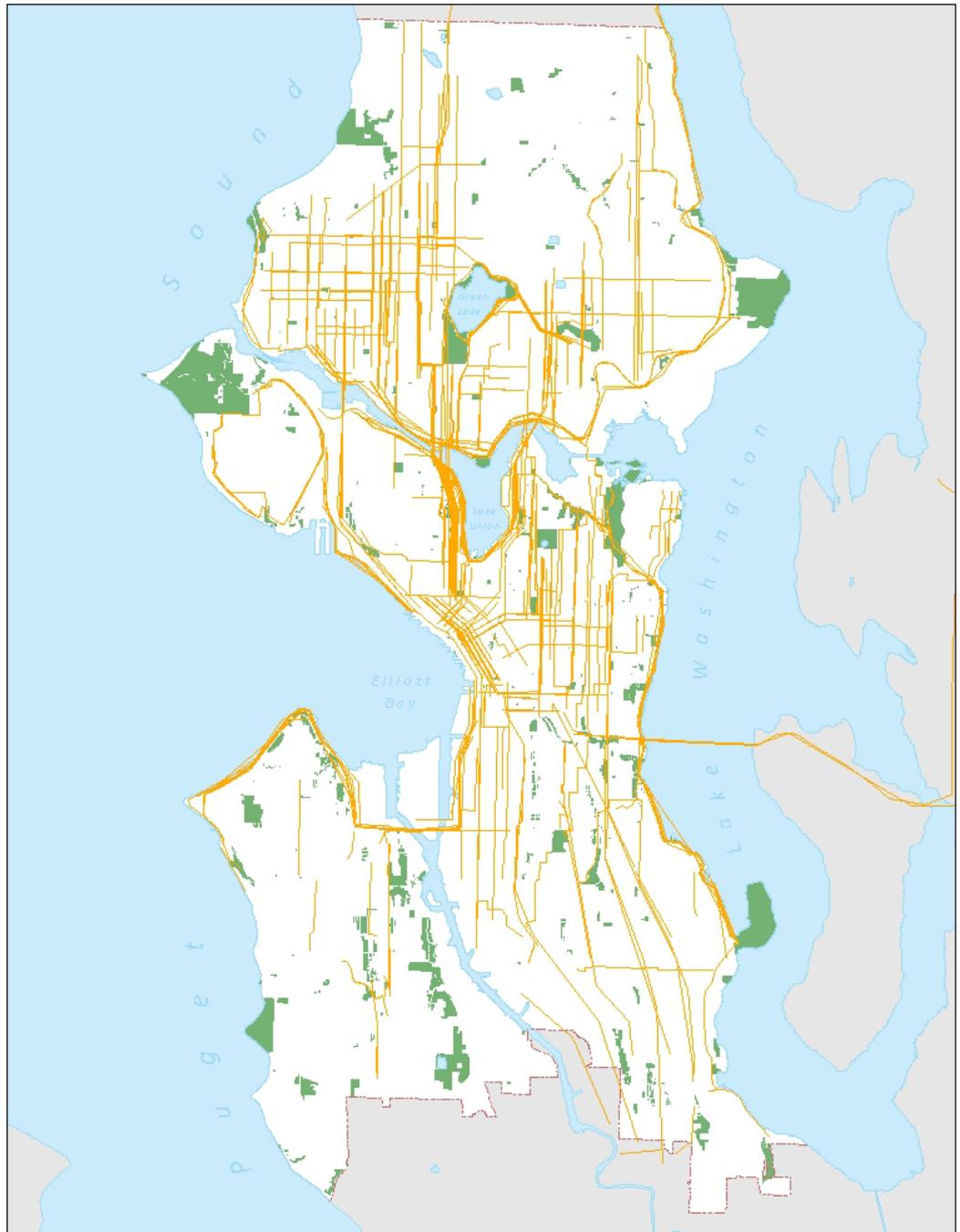
# Web Mapping Tool:

Question 3:  
Based on your  
experience,  
which Seattle  
streets are best  
to ride?

793 entries

Top two:

- Dexter Ave
- NE Ravenna Blvd



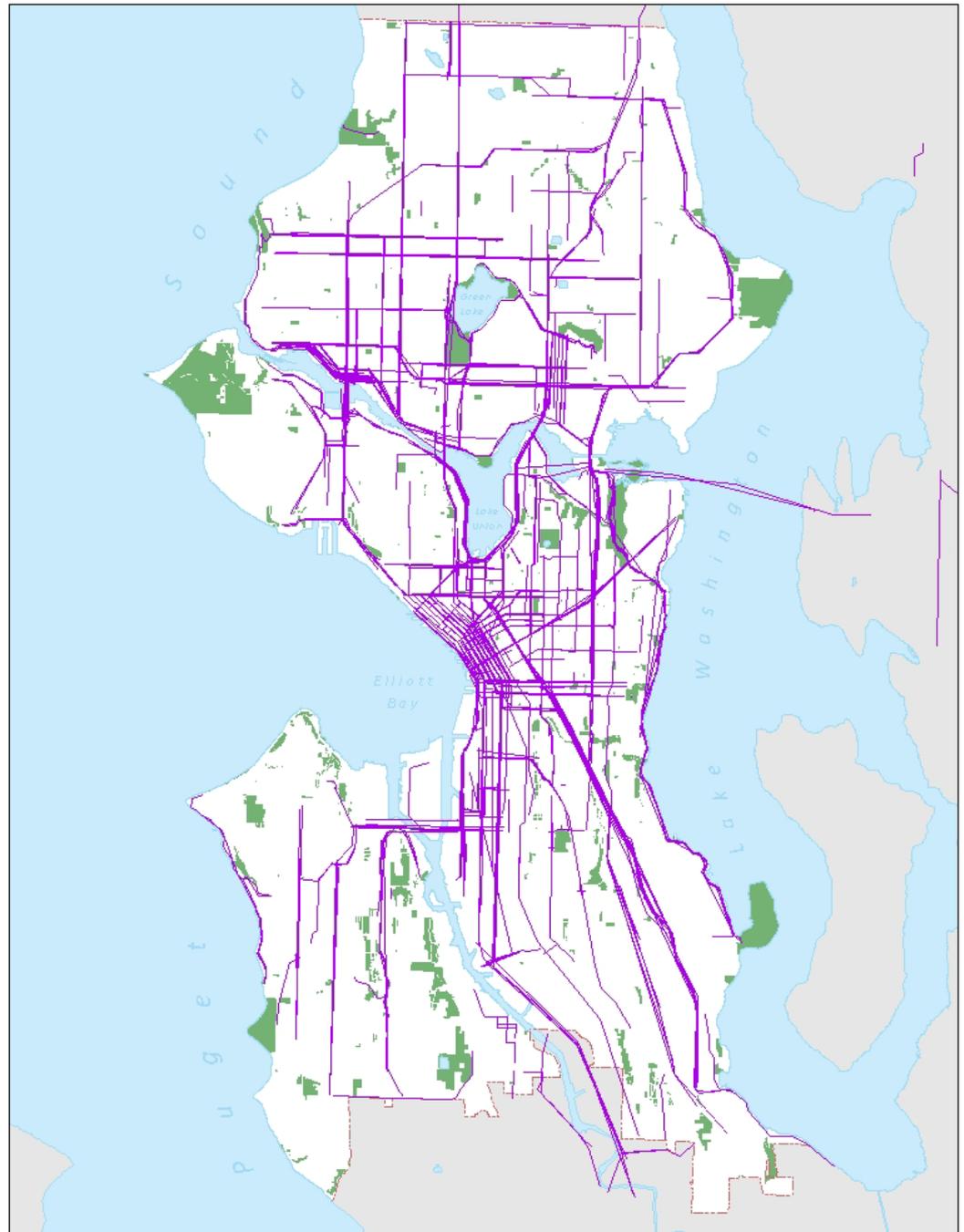
# Web Mapping Tool

Question 4:  
Based on your  
experience,  
which Seattle  
streets are worst  
to ride?

1,737 entries

Top two:

- Ballard BGT missing link
- Rainier Ave S



# Bicycle Project Prioritization

## Prioritization Used for Projects in the current BMP

### Example for On-Street Projects--Score Based on:

- Master Plan System Completion – 20 points
- Safety – 30 points
- Mobility – 40 points
- Anticipated Demand – 20 points
- Equity – 20 points

### Balancing Factors:

- Partnering opportunities
- Coordination with other projects
- Geographic balance
- Pavement condition



# Sample from 2012 On-Street Facility List

Street	From	To	Score	Length	Planned Year	Recommended Facility type
LATONA AVE NE	NE 45 <sup>TH</sup> St	E Green Lake Way N	81	1.22	2012	climbing lane
THACKERAY PL NE	NE 45 <sup>th</sup> St	NE 50th St	81	0.22	2012	shared roadway
NE 65 <sup>th</sup> ST	Burke Gilman Trail	Sandpoint Way NE (Magnuson Park)	79	0.14	2012	cycle track
SENECA ST	Hubble Place	Broadway	70	0.55	2012	sharrows, 2 sides
S GENESEE ST	Rainier Ave S	Lake Washington Blvd S	68	0.98	2012	Bike lanes, 2 sides
MYRTLE ST/OTHELLO ST	Beacon Ave S	Seward Park Ave S	66	1.31	2012	Bike lanes, 2 sides
SW AVALON WAY	SW Spokane St	36 <sup>th</sup> Ave SW	63	0.72	2012	bike lanes, 2 sides
34th AVE/MADRONNA DR	E Cherry St	Lake Washington Blvd	56	1.35	2012	Climbing lane
LAKE WASHINGTON BLVD E	24 <sup>th</sup> Ave E	E Harrison St	46	2.00	2012	Sharrows, 2 sides

