

# Seattle Bicycle Advisory Board

## March 6, 2013



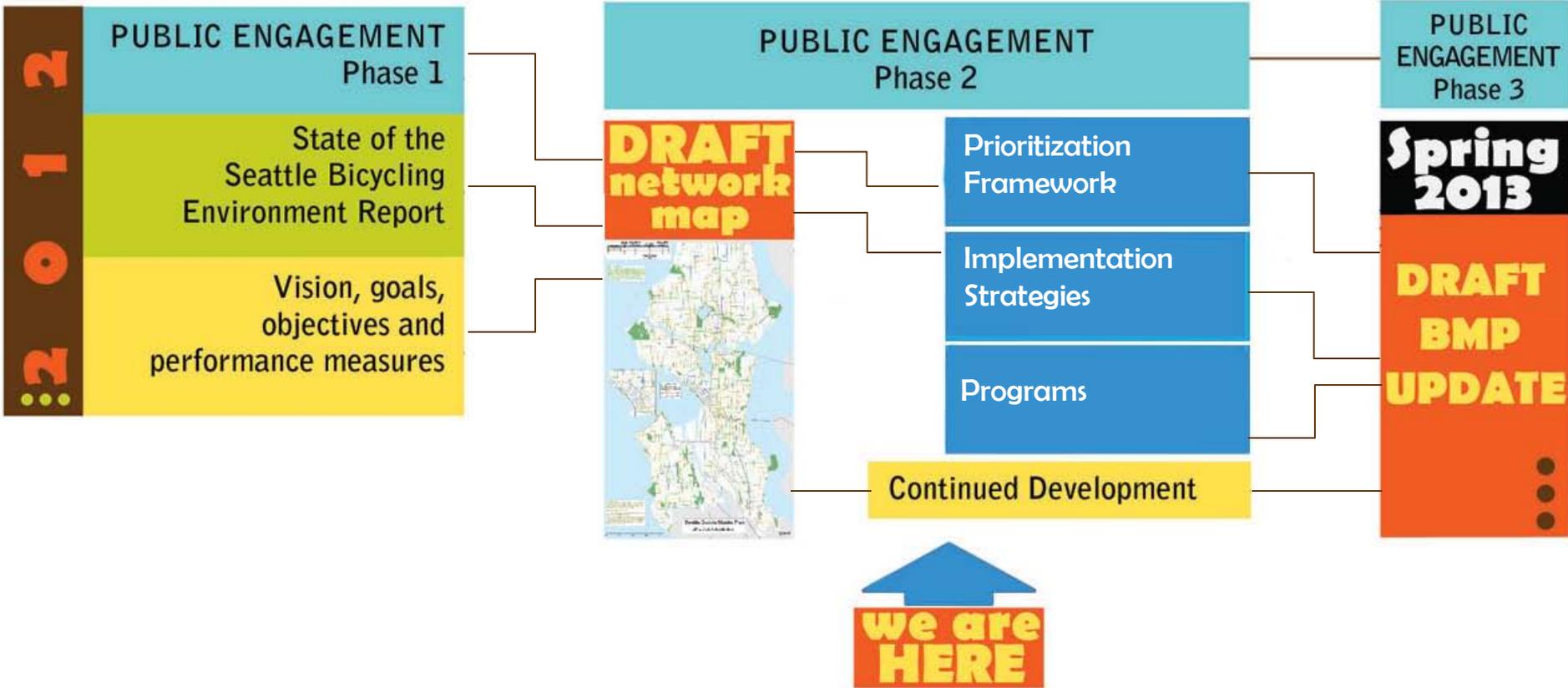
# AGENDA



- Project roadmap
- Summary of Feb 12 Council Transportation Committee meeting
- BMP draft performance measures
- BMP prioritization best practice white paper



# BMP Update Roadmap



# Council Transportation Committee Meeting

- Briefed the Committee on status of plan update on February 12
  - Focused on process used to develop draft network plan map and summarized comments received
- Highlighted several issues relating to plan map
  - Competing demands on arterials
  - Interest in connected “all ages and abilities” network
  - Interest in addressing gaps in the system (often at intersections or crossings)



# Council Transportation Committee Meeting (cont.)

- Council members expressed support for direction on plan update to date
  - Expressed support for more facilities that separate bicycles from traffic (e.g., cycle tracks)
  - Expressed support for better education programs (e.g., enhanced information at driver's education classes)
  - Council members appreciate broad public engagement process
- Council would like to adopt BMP update before budget process:
  - Draft BMP update document – end of May
  - Public engagement phase III – beginning of June to mid-July
  - Council adoption – September



# BMP Update Draft Performance Measures



- Relates back to the overall policy framework
  - Five goals:
    - Ridership, safety, connectivity, equity, and livability
- Many of the goals (and potential measures) serve the interest in increasing ridership (and diversity of ridership)
- Approach to performance measures intended to be outcome based (ridership increase), not output based (miles of facilities built)
  - Ultimately, other implementation actions (such as programs) or other facilities (intersection improvements) may be more effective at increasing ridership than facility lanes



# BMP Update Draft Performance Measures



- Ridership:
  - Number of bicyclists counted throughout Seattle
  - Mode share of commute trips by bicycle
    - Commute trips or *all trips*?
- Safety:
  - Number of serious bicyclist injuries and fatalities
  - Bicycle collision rate
  - *Perceived safety*?



# BMP Update Draft Performance Measures



- Connectivity:

- % of bicycle facility network completed



- Equity:

- Areas with certain demographic factors lacking bicycle facilities



- *Assess ridership based on demographics?*

- Livability:

- # of bicycle and on-street bicycle corrals in neighborhood business districts



- % of households within  $\frac{1}{4}$  of a bike facility

- *Public health measure?*



# Qualitative vs. Quantitative approach to prioritization

## QUALITATIVE

- Measures ability to achieve policy goals and objectives
- Categorizes projects for potential project-to-project evaluation
- Prioritizes based on project “type”
  - All ages and abilities
  - Access improvement
  - Low hanging fruit
  - Gap closure
  - Equity projects

## QUANTITATIVE

- Measures project benefits and impacts
- Outcome based criteria, often weighted
- Composite scoring to illustrate priority
- Common criteria:
  - Equity
  - Community support
  - Connectivity
  - Access
  - Barrier removal
  - Innovation
  - Travel demand
  - Return on Investment (ROI)

	Near-term	Long-term
Priority 1	Project Type	Project Type
Priority 2	Project Type	Project Type
Priority 3	Project Type	Project Type



# Best Practice: Hybrid approach in Copenhagen



Image from Nelson\Nygaard

- Merges Qualitative / Quantitative measurement to evaluate projects
- Metrics include effect on:
  - Travel time
  - Comfort
  - Perceived safety
  - Statistical safety
  - Ability to leverage implementation from new development projects and other multimodal transportation improvements



# Best Practice: Upgrades in Vancouver, BC

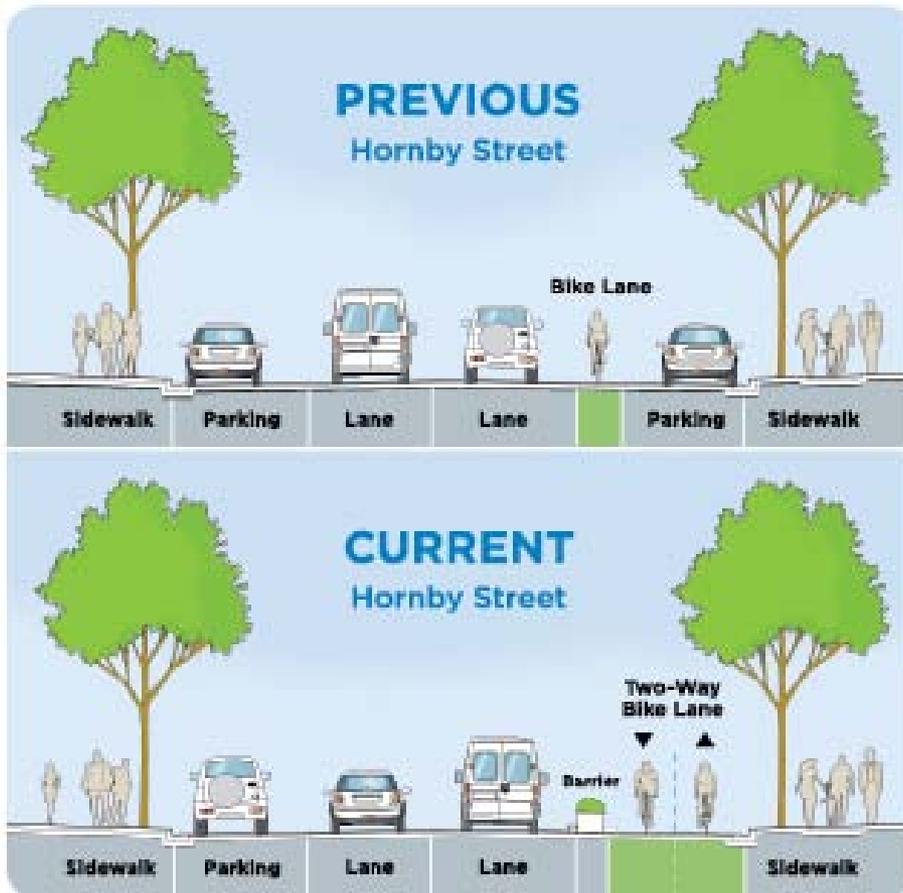


Image from City of Vancouver

- Initial criteria and weighting-based priority scheme emphasized new facility construction
- Full build out of backbone network enables upgrades
- Funding shift to upgrades (policy decision related to mode shift)
- High profile downtown cycle track projects
  - High stress bike lanes converted to low stress separated facilities



# Best Practice: Flexibility in Santa Monica



- Policy-based framework
- Creates framework for facility upgrades
- Major focus on “low hanging fruit”
- Extensive implementation in Year 1 and 2
- Expanded popularity and visibility of bicycling (KEY INTENT)

General Priorities	Near Term	Long Term	One-Year Update
High Priority	Goal: Develop backbone of new neighborhood bikeways and catalytic projects Low cost, neighborhood bikeways with limited separation	Goal: Implement highly visible, transformative, and visionary improvements that will see massive influx of cycling Gap closure projects that are high cost and/or present major modal trade-offs	High priority neighborhoods are near full implementation
Medium Priority	Catalytic projects – limited number of high cost, high quality, low stress, high visibility, catalytic projects	Infill effort of higher cost, higher quality infrastructure	Critical east-west neighborhood greenway and north-south cycle track are in planning phase
Low Priority	Bikeway retrofits – only if existing bikeway is of low quality or presents hazards such as bike lanes along high turnover parking corridors	High quality retrofit enhancements (e.g. expand capacity to double bike lanes in high demand corridors) and basic retrofits (bikeways that were recently striped)	Several commercial corridor bikeways have been retrofitted (conventional bike lane to buffered bike lane conversion)



# Prioritization White Paper: Key Takeaways

## 1. Benefit of hybrid Qualitative / Quantitative approach

- Project categories: Identify project categories that best meet policy goals
- Project-to-project evaluation: Identify project benefits and impacts

## 2. Implementable plans are opportunistic

- Build flexibility into prioritization as a policy
- Clarify when it is appropriate to shift priorities
- Rigid frameworks are inadaptable to ad hoc opportunities

## 3. Create clear facility upgrade guidelines

- Safety
- Major transit/roadway project
- Initial priority build out

## 4. Prioritization creates education opportunities

- Quantify value added by projects (e.g. health and economic benefits)
- Tangible benefits for non-bicycle users expands the definition of “bicycle projects”
- A good framework can market bicycle facility project benefits

