Bicycle Master Plan Update

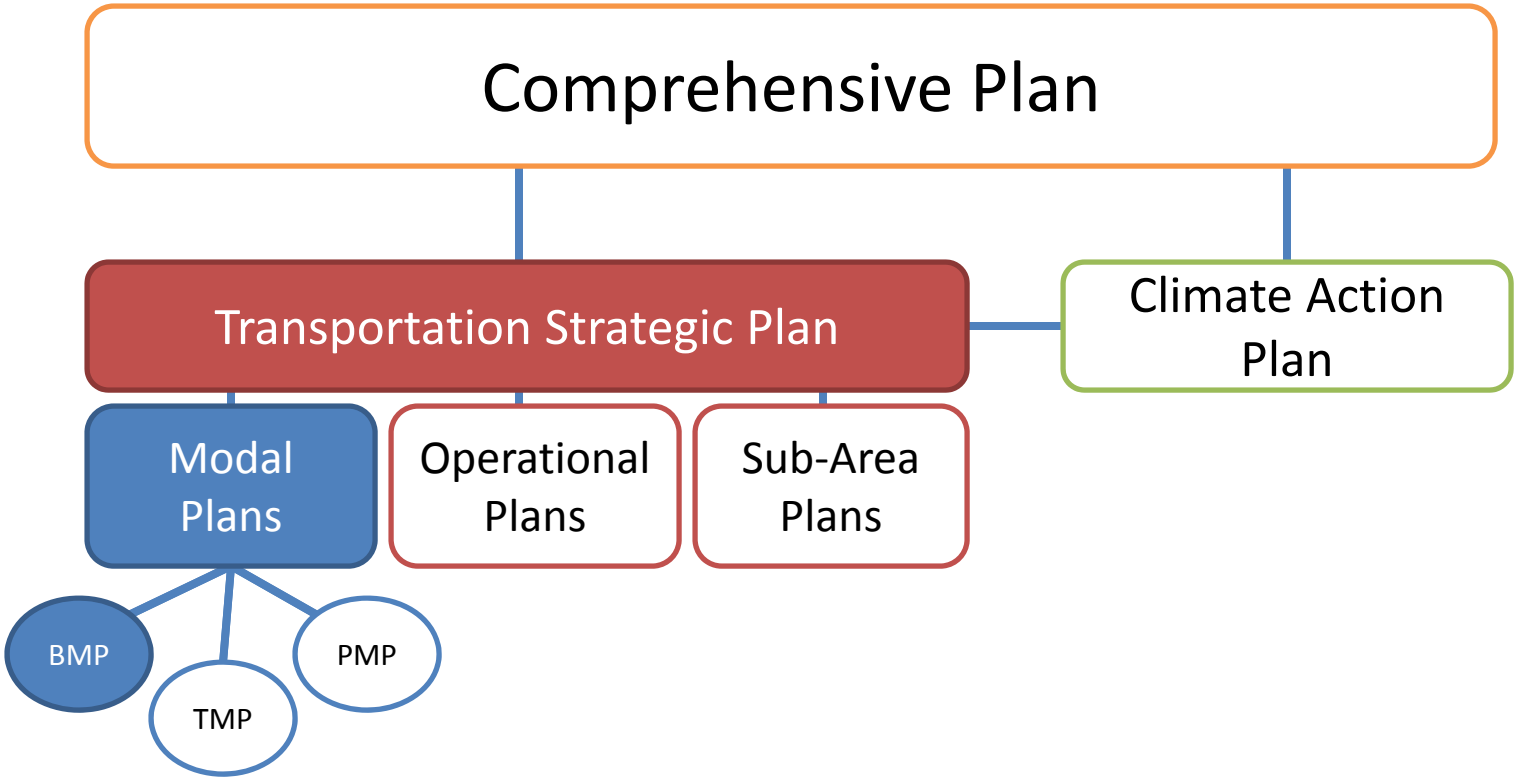
Seattle Bicycle Advisory Board
July 17, 2012

SDOT
Seattle Department of Transportation

Agenda

- **BMP Goal and Policy Framework**
  - Follow-up from the discussion at the June 6 SBAB meeting
  - Recommended changes to BMP goals and objectives
- **High Priority Area/Corridor analysis methodology**
  - Framework comparison (PMP and TMP)
  - Begin discussion on analysis approach and data inputs
- **State of Seattle Bicycle Environment Report**
  - Report outline

City of Seattle Planning Framework



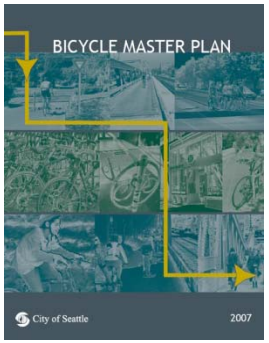
Current Policy Framework

- **Goals and Policies related to bicycling found in several documents**
  - Comprehensive Plan Transportation Element
  - Bicycle Master Plan
  - Action Agenda
- **Other more recent modal plans (Pedestrian Master Plan, Transit Master Plan) have incorporated a broader set of goals than the current BMP**

BMP Goal and Policy Framework

Process for making recommendations:

- Direction from City Council
- Input from public engagement to date
- Review of other bicycle master plans
- Review of vision, goals and objectives from other City modal plans (PMP and TMP)
- Input from SBAB at June 6 meeting



BMP Goal and Policy Framework

- **Draft Vision statement**
  - Discussion:
    - current BMP does not have an explicit vision or mission statement
    - PMP has a 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 enjoyable part of daily life in Seattle.

BMP Goal and Policy Framework cont.

- **Four Draft goals**
  - Discussion:
    - Two current goals (ridership and safety) still relevant, though contain specific performance measures
    - Two new goals are recommended: connectivity (network that connects to land uses and destinations) and livability (benefits of riding a bike to overall community vitality)

BMP Goal and Policy Framework cont.

Draft Goals:

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

2. Safety – Improve safety for bicycle riders.

3. Connectivity – Create a high quality bicycle network that connects to places people want to go and is accessible to people of all ages, backgrounds, and bicycling abilities.

4. Livability – Encourage bicycle riding as a healthy, non-polluting, and affordable mode of transportation that helps build vibrant communities.

BMP Goal and Policy Framework cont.

- **Five Draft objectives:**
  - Discussion:
    - Four objectives in current plan; generally propose to maintain all of them, with some modifications
    - Three new objectives are recommended that focus on several themes discussed throughout the update process

BMP Goal and Policy Framework cont.

Draft Objectives:

1. ***Complete and maintain a bicycle network of on-street and trail facilities throughout the city.***

2. ***Develop state-of-the-art bicycle improvements.***

   a. Design and implement bold and leading edge bicycle facilities.

   b. Plan and implement separated on-street bicycle facilities

   c. Plan and implement a network of neighborhood greenways

BMP Goal and Policy Framework cont.

Draft Objectives (cont.):

3. Integrate planning for bicycle facilities with all travel modes and complete streets principles.

4. Develop a prioritization framework that establishes criteria for bicycle investments throughout the city.

5. Identify and implement actions to support bicycle riding.

- ***a. Collaborate with partners to provide education, enforcement, and encouragement programs.***
- ***b. Develop convenient and secure end-of-trip facilities.***
- ***c. Secure funding for project implementation and maintenance.***

BMP Goal and Policy Framework

- **Next Steps:**
  - Input from SBAB
  - Review by other community stakeholders and advisory groups (Planning Commission)
  - Make revisions –can bring back to subsequent SBAB meeting

High Priority Area/Corridor Analysis

- **BMP scope of work:**
  - Develop robust process for identifying areas of greatest need and priority for bicycle facilities
  - Work on analysis will begin in August

- **Discussion:**
  - Summary of modal plan analysis to provide context for BMP update:
    - Pedestrian Master Plan (PMP) – high priority area analysis and project prioritization methodology
    - Transit Master Plan (TMP) – corridor evaluation methodology

High Priority Area/Corridor Analysis

- **Pedestrian Master Plan (PMP):**
  - **Step 1: Base Analysis**
    - **Potential Pedestrian Demand –**
      - Identified destinations most likely to generate pedestrian traffic
    - **Equity Analysis –**
      - Accounted for socioeconomic and health factors and factored in community residents with the greatest need for pedestrian facilities
    - **Corridor Function –**
      - Factored into the analysis are street types
      - Weighted corridors based on characteristics of the street and its contribution to the pedestrian network

High Priority Area/Corridor Analysis

- **Pedestrian Master Plan (PMP):**
  - **Step 2: High Priority Areas**
    - Three analyses combined to identify high priority areas
  - **Step 3: Improvement Opportunities Assessment**
    - Along the Roadway – road with higher number of total points = more uncomfortable to walk along
    - Crossing the Roadway – intersection with high number of total points = more difficult to cross
  - **Step 4: Development of project lists**
    - Composite ranking accounted for both quality of pedestrian environment and anticipated pedestrian activity levels
    - Primary project list included streets and intersections in highest tier of Along/Crossing the Roadway analyses within the highest tier of High Priority Area map

High Priority Area/Corridor Analysis

- **Transit Master Plan (TMP):**
  - **Stage I: Corridors**
    - Assessment of corridor potential
  - **Stage II: Evaluation**
    - Corridor performance analyzed
    - Criteria: community, economy, social equity, environment justice, and efficiency
  - **Stage III: Corridor Ranking**
    - Evaluation of mode options for High Capacity Transit (HCT) corridors
    - Analysis: mode, feasibility, greenhouse gas reduction, time travel savings, potential ridership, and cost

High Priority Area/Corridor Analysis

- **Bicycle Master Plan (BMP):**
  - **From BMP scope of work:**
    - **Step 1 – Base analysis**
      - Potential bicycle demand – inputs that help account for demand based on users generators (land uses and destinations)
      - Equity analysis – opportunities to enhance bicycle network connections to potentially underserved populations
      - Corridor assessment – assess the function of street corridors for bicycling
    - **Step 2 – High Priority Areas/Corridors**
      - Represents a synthesis of Step 1 analysis and establishes areas/corridors of priority for bicycles

SBAB Input/Discussion

- **Comments on general approach to BMP high priority areas/corridors analysis?**

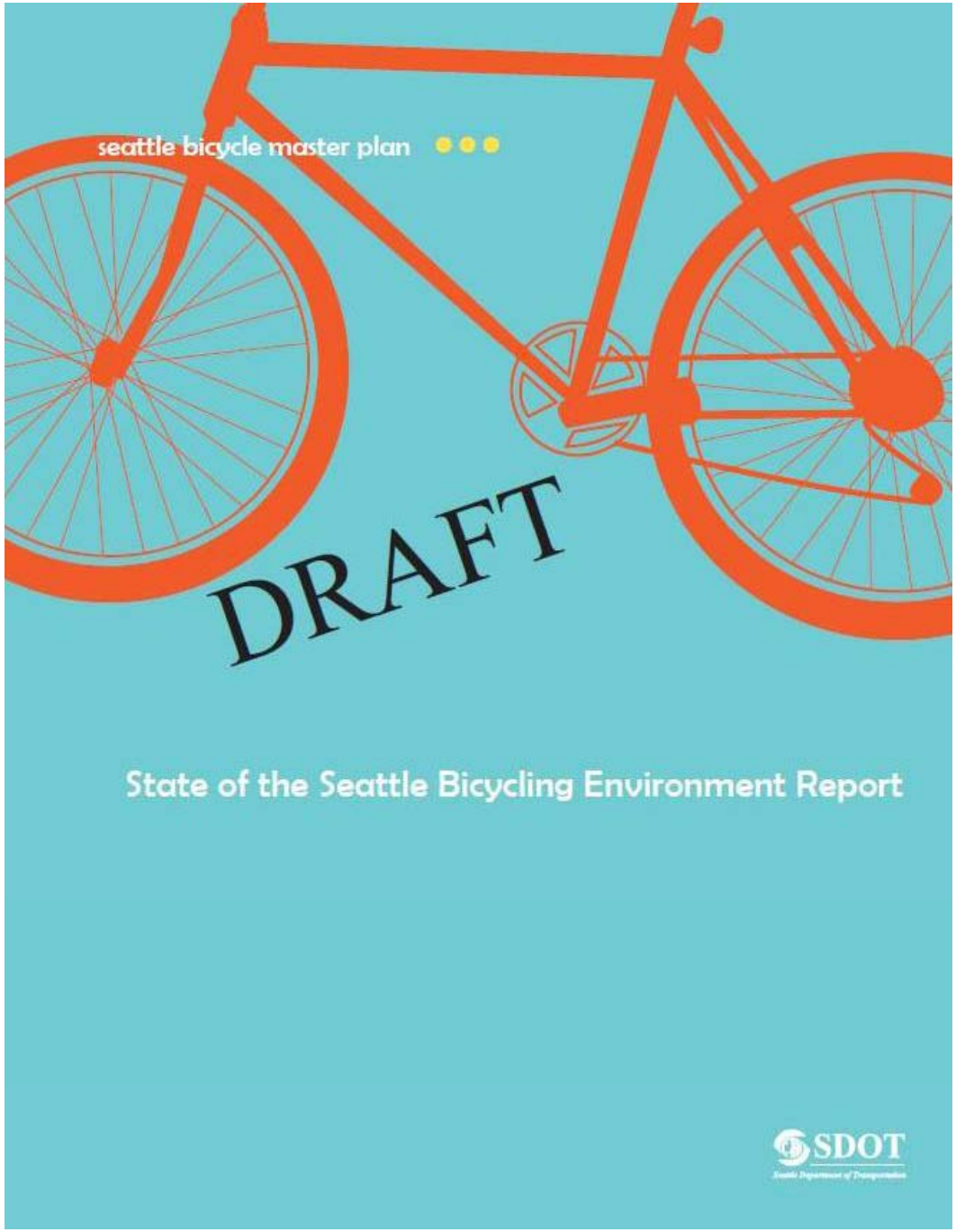
- **Potential criteria:**
  - **Bicycle demand**
    - Universities/Colleges
    - Community Amenities/Destinations
    - High Capacity Transit Stations
    - *Other*
  - **Equity analysis**
    - Minorities
    - Seniors
    - Youth
    - Low car ownership
    - *Other*
  - **Corridor assessment**
    - Slope
    - Motor vehicle volumes
    - Collisions
    - *Other*

High Priority Area/Corridor Analysis

- **Next Steps:**
  - Input from SBAB (July 17)
  - Further work by SDOT and project team
  - Will bring back to August 1 SBAB meeting to discuss recommended criteria
    - Consider a weighting system for the various types of land uses (destinations) and distances people are likely to travel
  - Work on high priorities areas proceeds in August

State of the Seattle Bicycling Environment Report

- **Purpose of Document:** to provide a snapshot of implementation progress since adoption of 2007 BMP
- **Outline:**
  - Key Findings
  - Policy and Planning Summary
  - Seattle Bicycle Facilities Network
    - Accomplishments and Where We Stand Today
  - Bicycle Programs
  - Bicycling in Seattle Today: Who's Riding, Where, and When?
  - Operations and Performance Summary
  - Next Steps/Where Do We Go From Here


seattle bicycle master plan
DRAFT
State of the Seattle Bicycling Environment Report
SDOT

Questions

BMP Update survey responses

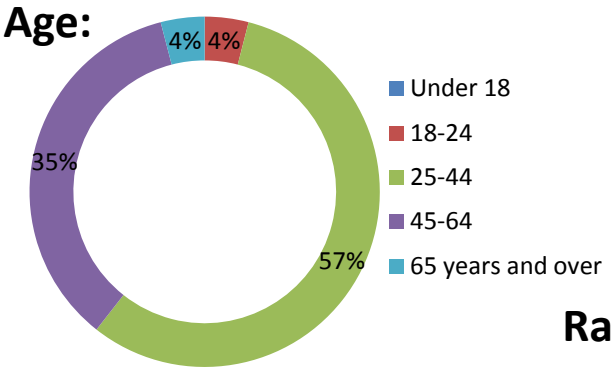
July 17, 2012

Online survey summary

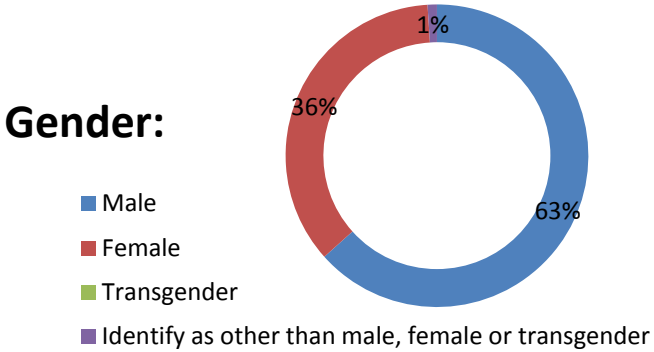
- 17 question survey available online
  - Translated into 7 languages
  - Survey link provided through posters, business cards, bicycle maps, attendance at events
- 3,500+ respondents representing all Seattle zip codes and beyond
- Thousands of comments
- Full analysis still underway

Who took the survey?

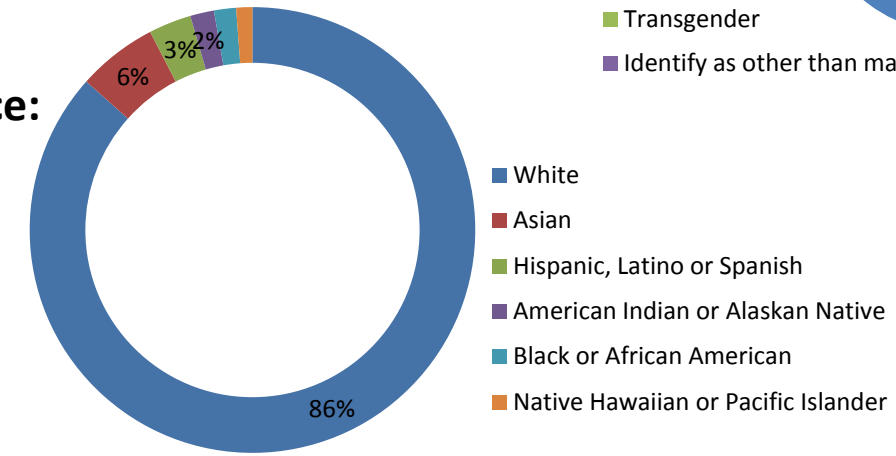
Age:



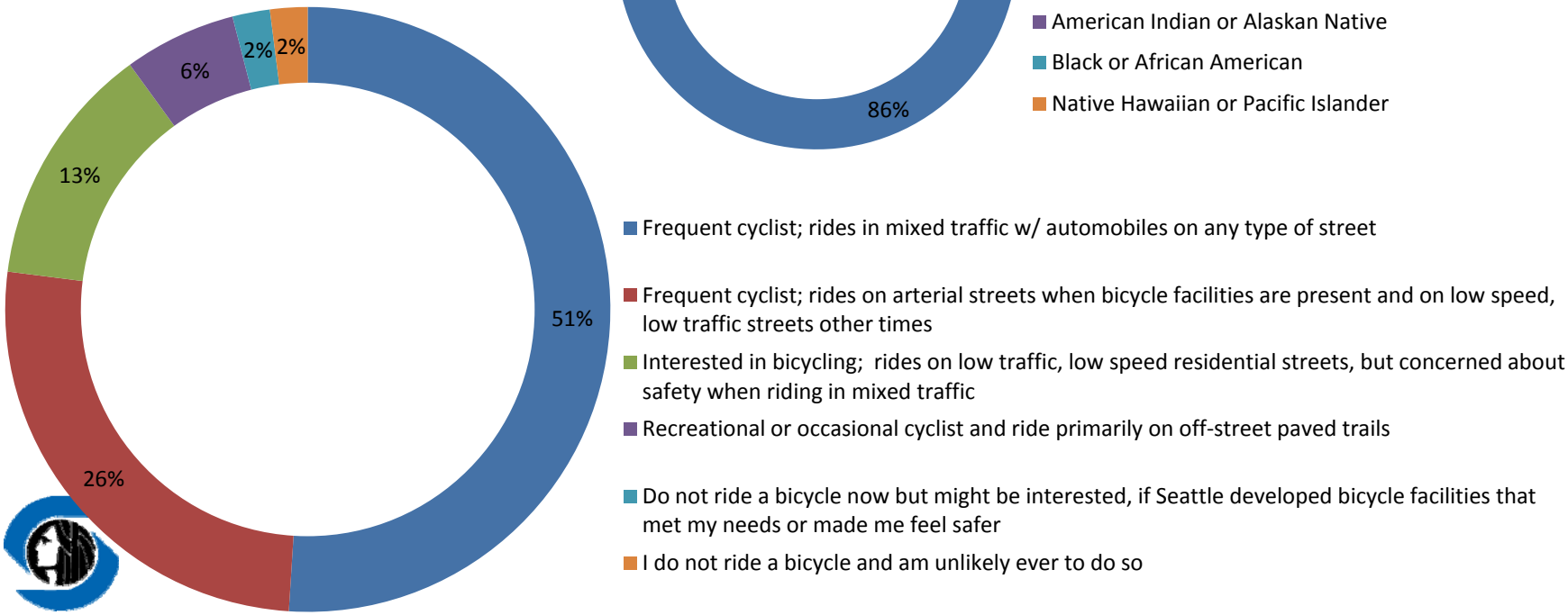
Gender:



Race:



Type of cyclist:



Key take-aways

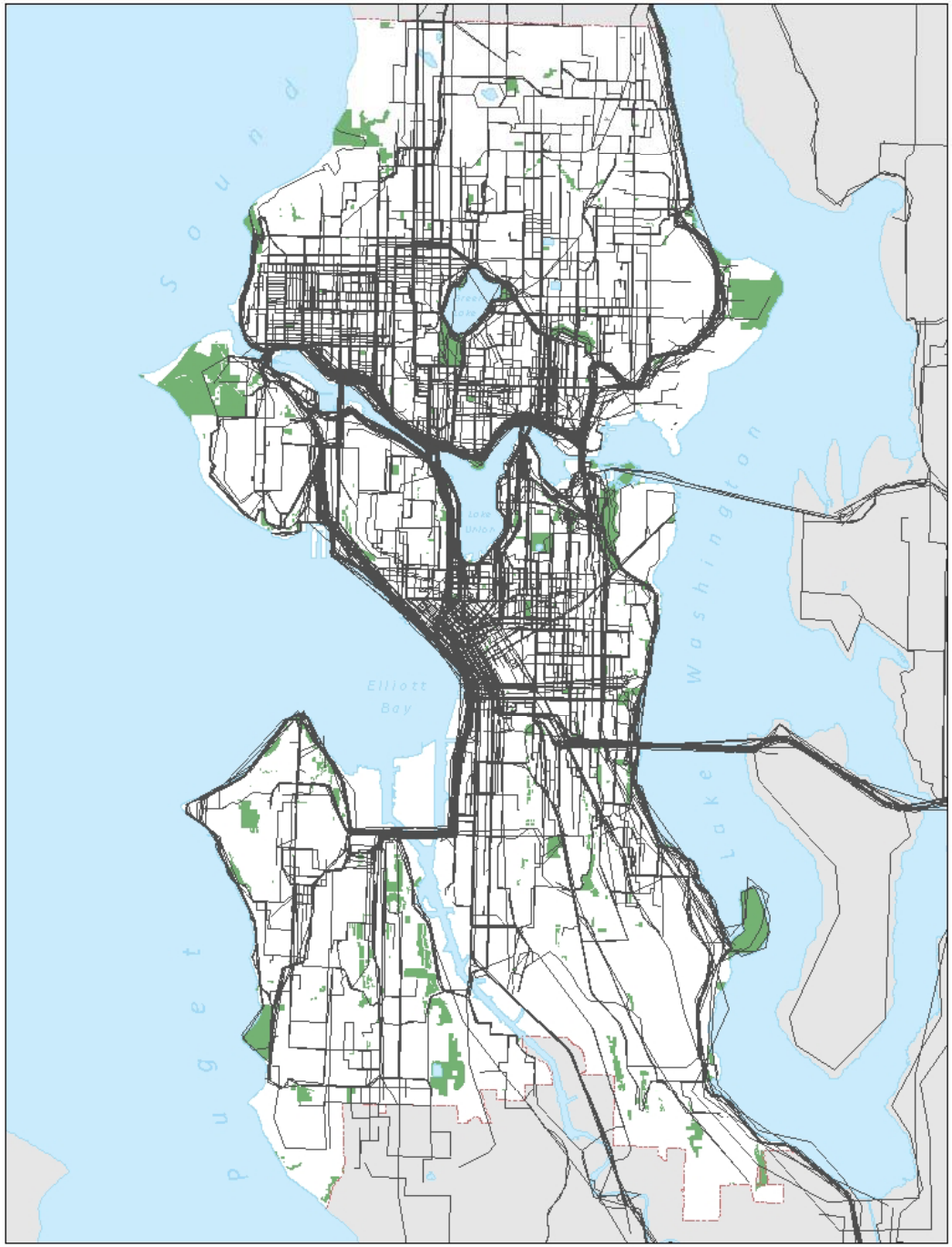
- Most survey respondents were regular riders
- Top 3 barriers to cycling:
  - Weather
  - Trip distance
  - Unsafe motorist behavior
- Most important destination people would like to cycle to is place of employment
  - Neighborhood commercial districts, downtown, transit, parks, and universities also highly ranked

Key take-aways (cont.)

- Top choices for encouraging cycling:
  - Install more on-street bicycle facilities and/or off-street paved trails
  - Improve street pavement conditions
- Top choices for infrastructure investment
  - Install off-street paved trails
  - Install on-street separated facilities (cycle tracks or buffered bicycle lanes)

Question 1: Where do you currently ride?

2,568 distinct routes

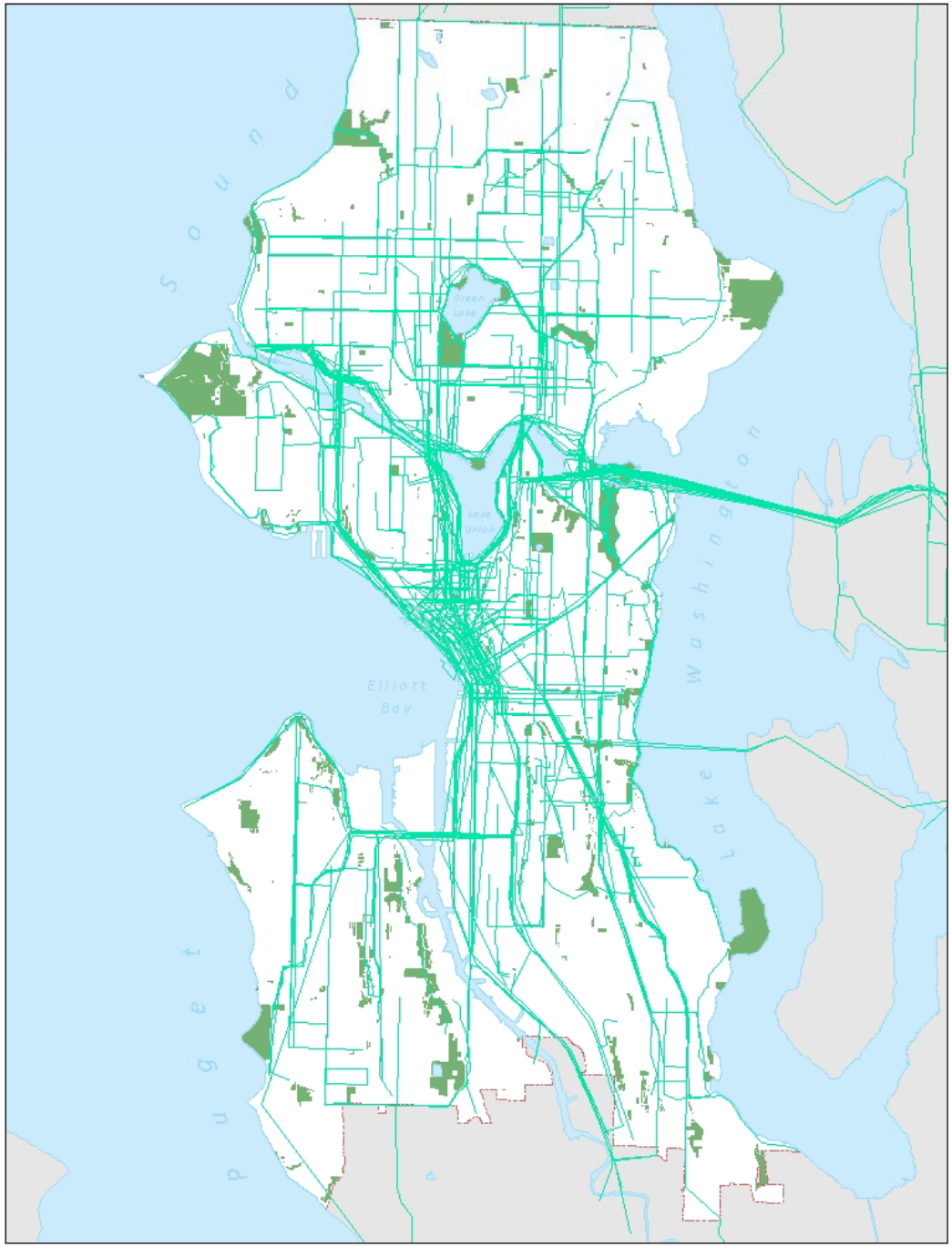


Question 2: Where would you like to ride that you currently do not?

1,053 entries

Top two:

- **Ballard BGT missing link**
- **SR-520**

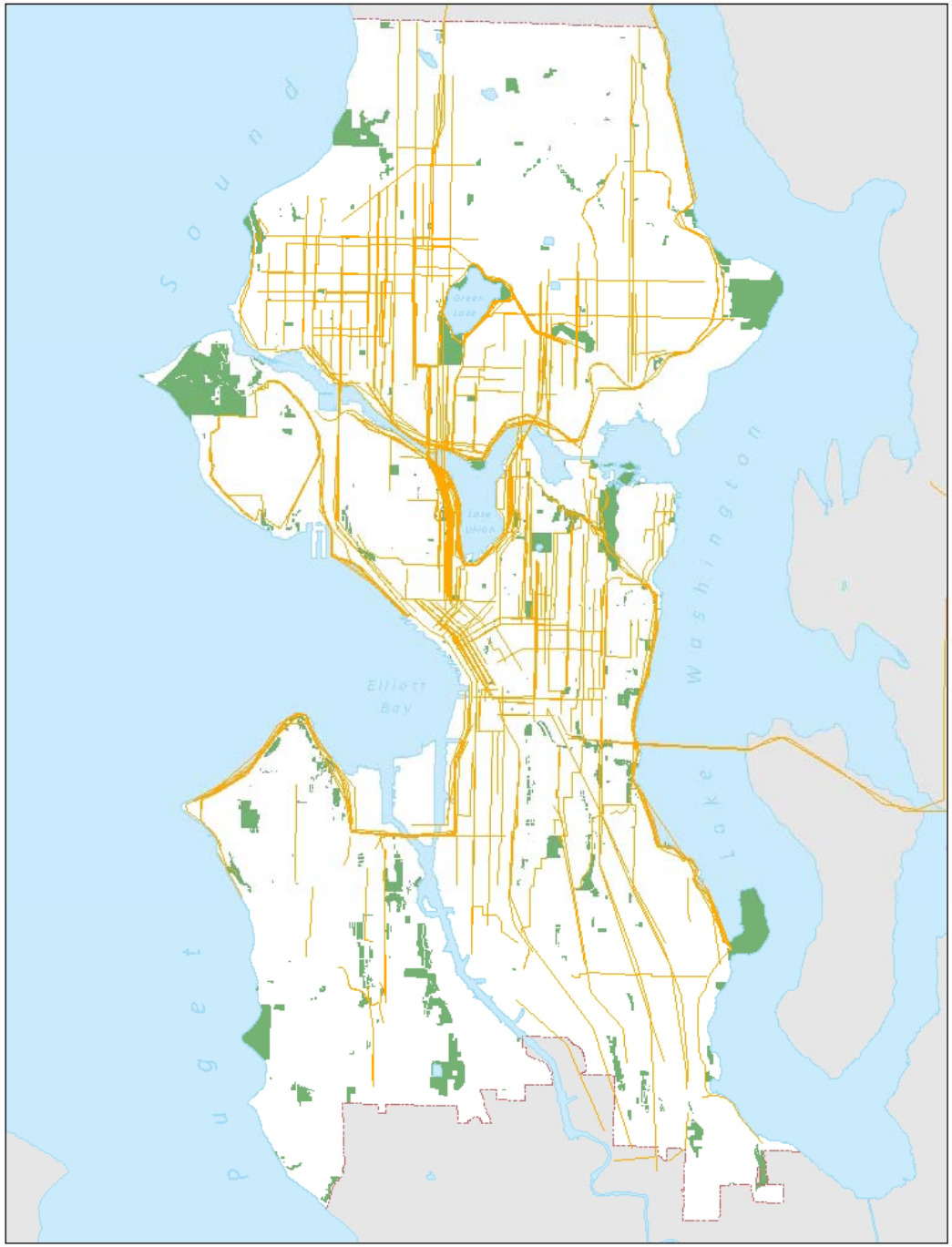


Question 3: Based on your experience, which Seattle streets are best to ride?

793 entries

Top two:

- **Dexter Ave**
- **NE Ravenna Blvd**

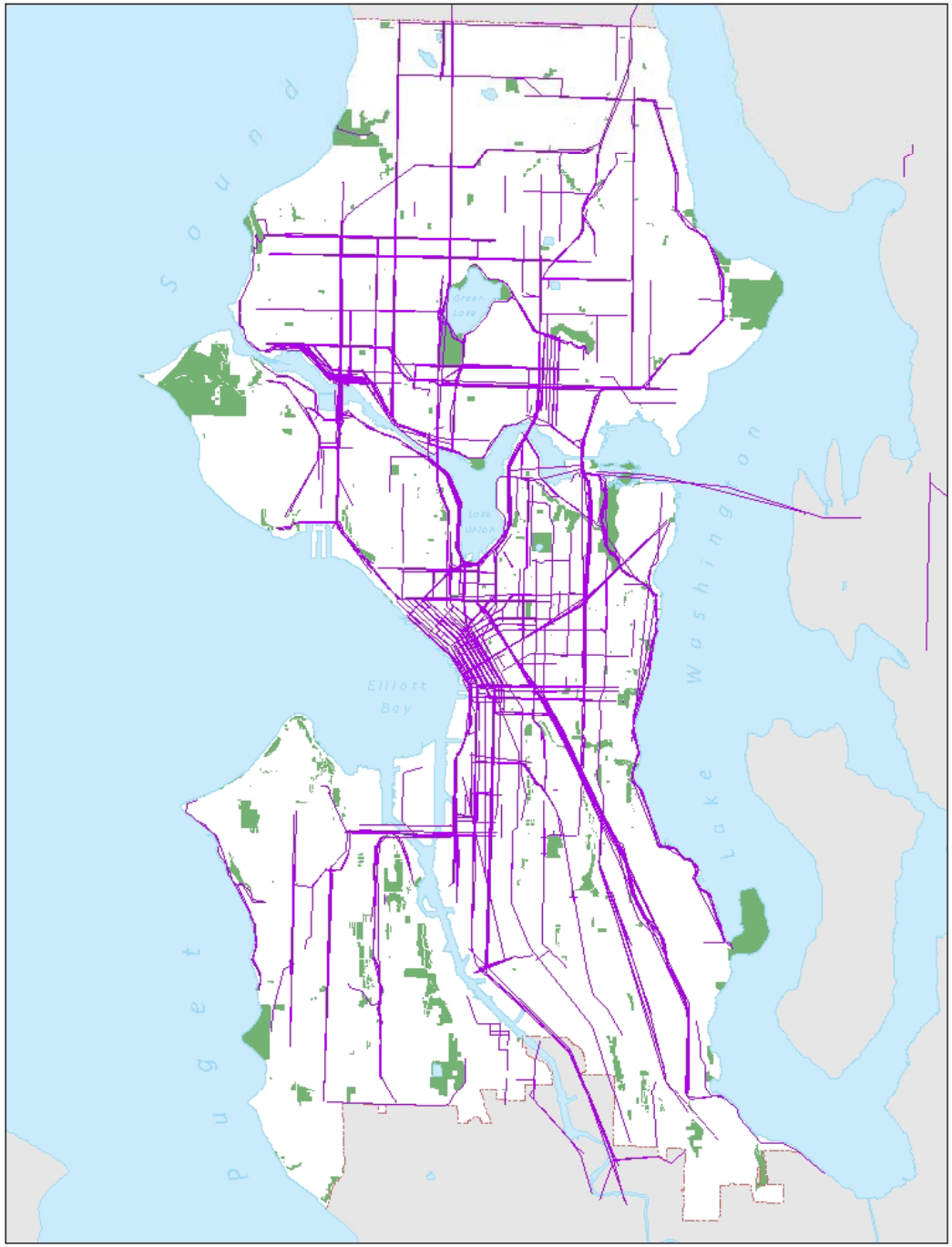


Question 4: Based on your experience, which Seattle streets are worst to ride?

1,737 entries

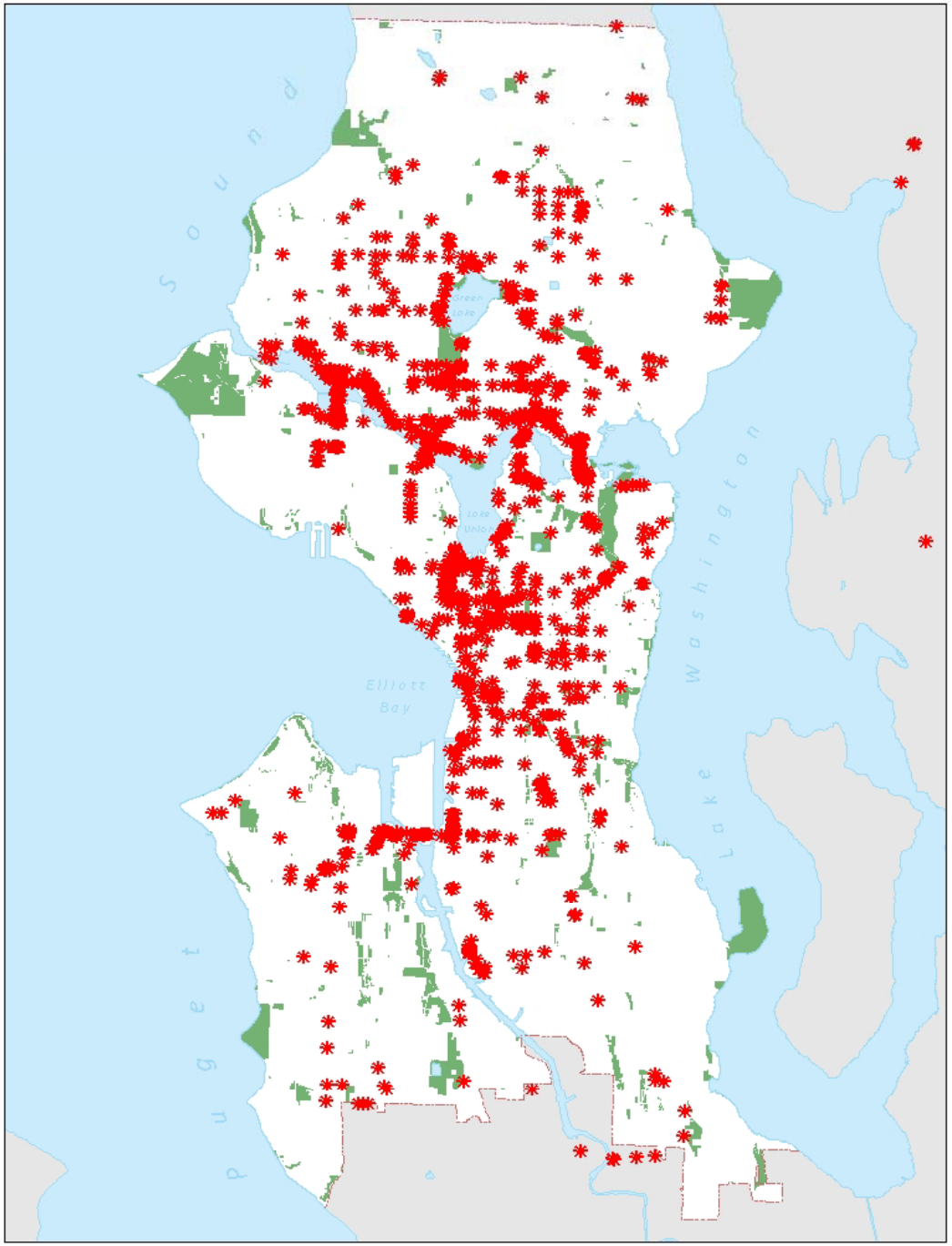
Top two:

- **Ballard BGT missing link**
- **Rainier Ave S**



Question 5: Where would you like to see future crossing improvements?

2,188 points identified

Top two:

- **Ballard Bridge**
- **Broad St and Valley St**