

SDOT Bicycle Master Plan Update

November 15 Online Lunch and Learn Transcript

This document is a direct transcript of questions submitted and responded to during and after the Online Lunch and Learn presentation

City	State	Zip Code	Questions Asked by Attendee
			<p>Q: Thanks!</p> <p>A: --unanswered--</p> <p>Q: Is there a web site or place for reporting problem spots/intersections for bikers? I have nearly been run over numerous times in the past few weeks at the corner of Atlantic and Marginal Way (just west of SafeCo field/the viaduct). When I am heading north, cars and 16 wheelers heading west bound from Atlantic and turning left to go southbound on Marginal Way blatantly ignore the light and continue turning left even on red. The city could make loads of \$\$\$ on tickets if they parked a cop there.</p> <p>A: Definitely. You can let us know about problematic intersections by emailing 684-Road@seattle.gov. For intersections you want us to consider in the Bike Master Plan send them to bmpupdate@seattle.gov. We'll keep this comment in our summary, because as we further refine the citywide bike network map we'll start looking at intersection treatments. This work will be available in the draft Bike Master Plan Update for review, which will be released next spring.</p>

City	State	Zip Code	Questions Asked by Attendee
			<p>Q: Thank you for answering. What is the ROW?</p> <p>A: ROW = Right-of-way. Basically from the back end of the sidewalk on one side of the street to the other. Sorry for using the acronym!</p> <p>Q: What does it realistically mean to put a bike lane on a really busy street with a lot of cars (like Rainier Ave) and on a very narrow street (like Lake Washington Blvd)?</p> <p>A: Hi Alexander, we will have to conduct a design and trade-off's analysis to determine the feasibility on installing a bicycle facility. Trade-off's may mean removing a parking lane, rechannelizing the street - modification of the ROW to incorporate the bicycle facility.</p>
Seattle	WA	98109	<p>Q: What is the estimated timeline for some of the in-street, major separation buildout?</p> <p>A: Hi Thomas, great question! As we move further along with the update process, we will be updating our prioritization framework which will help dictate when a project may be built. It looks like there will be some budget, in the near future, to consider in street, major separation in downtown. Funding will be a huge part of the equation when it comes to implementation of these facilities.</p> <p>Q: Which I am extremely excited about; I must say</p> <p>A: --unanswered--</p>
Seattle	WA	98125	<p>Q: Looking at your sector maps, I actually don't see Lake City?</p> <p>A: --unanswered--</p>
seattle	WA	98107	<p>Q: Will there be any opportunity to see the questions and answers submitted by others?</p> <p>A: Yes! It should be up at this link http://www.seattle.gov/transportation/bikemaster.htm by Monday.</p>

City	State	Zip Code	Questions Asked by Attendee
Seattle	WA	98121	<p>Q: What does the data show about how these facilities improve safety?</p> <p>A: Hi Dan, there is a lot of data that support these facilities in terms of improved safety. Many studies have come from international places where they already have installed separated facilities. I can get back to you with specific studies at a later time, if you would like. And to answer your second question about enforcement and regulations, we believe that this should be a huge component of the update. As Kevin said earlier, in the presentation, we heard loud and clear about the lack of understanding the rules of the road for all users of the roadway.</p> <p>Q: What is the relationship between what is budgeted for facilities and the identified need? How far will funds go?</p> <p>A: The proposed network is very ambitious, and would require more than the current available funding to implement in 20 years. That's one reason why we need comments about the size of the overall network. We will also look for new funding opportunities (such as grants) to implement some of these projects. One key will be having a clear prioritization process so that we can implement the most important improvements, regardless of overall funding level. Subsequent funding decisions will have to be made by City Council as part of the budget process.</p> <p>Q: What is the timeline of current and future projects?</p> <p>A: There is no current specific timeline. The current (2007) plan was intended to be completed by 2017, but now we are proposing some major changes. The timeline for implementation will be driven by the prioritization framework and available funding.</p> <p>Q: How will enforcement of safety laws and regulations be incorporated into the plan (for bicycles as well as vehicles)?</p> <p>A: --unanswered--</p>

City	State	Zip Code	Questions Asked by Attendee
Baltimore	MD	21202	<p>Q: Given that many bike crashes aren't reported, how are you working to ensure that you have an accurate measure of crashes? Are you developing a process for self-reporting of crashes outside of the normal police system (as Boston has done)?</p> <p>A: Yes, we are looking at ways to get better data on bicycle crashes and accidents. This is something we will be following up on with the Seattle Police Department. We will also work with our consultant team at looking at national best practices.</p> <p>Q: The '07 Plan called for a shift in crash rates. How are you developing exposure data to use as the denominator in the rates, or are you using rates per residents or other factors?</p> <p>A: Good question. We have looked at current accident statistics based on changes in overall ridership over time, so the denominator has changed. As we look at updating the performance measures, we will consider the best way to address safety in the future as a metric. One challenge to getting good information on this is many bicycle accidents are not reported.</p> <p>Q: Thanks for doing this. It's great to hear what other cities are doing and to inform our Bicycle Master Plan update.</p> <p>A: --unanswered--</p> <p>Q: Will the responses to the Q&A session be posted online along with the presentation?</p> <p>A: Hi Patrick. We will post a transcript of the lunch and learn. I would expect it to be online in our project library by Monday. http://www.seattle.gov/transportation/bikemaster_materials.htm</p>

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			<p>Q: or is this just a one on one</p> <p>A: --unanswered--</p> <p>Q: Will we be able to see other people's questions?</p> <p>A: Hi Chris. We will post a transcript of the lunch and learn. I would expect it to be online in our project library by Monday. http://www.seattle.gov/transportation/bikemaster_materials.htm</p> <p>Q: Great. Thanks. How many people are connected to the webinar?</p> <p>A: So far, about 40 people</p> <p>Q: I don't hear anything...are we live?</p> <p>A: Yes, we'll start in a few minutes. Just giving everyone a chance to join the meeting.</p>

City	State	Zip Code	Questions Asked by Attendee
Seattle	WA	98105	<p>Q: On 45th Ave in Wallingford, there is 1 lane of travel each direction, separated by a center turn lane. In some locations, the turn lane is interrupted by a full width concrete pad. If you're riding your bike in this area, the cars often squeeze you between them and the sidewalk. Why do these concrete pads exist? I think the function could be duplicated in a better way while providing safer riding for cyclists.</p> <p>A: --unanswered--</p> <p>Q: (overall I'm commenting on an opinion that the bike routes in the city are not always easy to follow, and it is not easy to tell people how to follow a route. Having a named/numbered route makes it much easier to describe. IMO)</p> <p>A: Yes, thanks for your earlier comment. We agree that having a clearer way to guide people through the system is very important.</p> <p>Q: same as a bus</p> <p>A: Yes, good idea. Do the numbers mean anything specifically (in terms of what type of facility it is, or where in the city you are?)</p> <p>Q: the experience I had there was simple. Someone was able to describe directions to a place by saying "take the #16 bike route to ___ street, then take the # 19 route, and your there" for example</p> <p>A: Interesting--we'll have to look into that more. I've never seen that anywhere else.</p> <p>Q: This question is for Kevin: I was impressed when I rode my bike through San Fran. The bike routes are very clearly marked there, in the same manner that a bus route is marked. i.e. the routes are named and numbered. Q: Is there a plan to clarify the 'routes' by numbering them? This might help to guide riders around the city without needing to always open a map and find the bike route.</p> <p>A: We have not considered numbering routes, but it's an interesting suggestion. One of the reasons we are recommending a "tiered" approach to facilities is it does start to resemble more a transit map model (with regional and local routes, for example). Having a clear way to distinguish routes is an excellent suggestion, and we (working with our consultant team) will look at this more.</p> <p>Q: I'm guessing there is a rhyme/reason to their numbering scheme, but I wasn't there long enough to figure it out</p> <p>A: --unanswered--</p> <p>Q: (look up "the wiggle" bike route in SF)</p> <p>A: Yes--just mentioned it in my last response.</p> <p>Q: You mentioned the terrain of Seattle being an issue to some riders. Same issue exists in San Fran, but it's worse there. They have developed bike routes to specifically guide people around the terrain, or up/down the least challenging path. Is there a similar idea in Seattle?</p> <p>A: Yes. We have looked closely at topography and have tried to factor that in to many of the recommendations, particularly on the local (greenways) system. One reason that many cyclists like to be on arterials is because they're</p>

City	State	Zip Code	Questions Asked by Attendee
			<p>Q: Great! Thanks. I'd also like to recommend improvements to the trail that goes under the 520 to the Montlake Community Center. It is too narrow for two-way bike traffic and I've had a few close calls there.</p> <p>A: Thanks. Which trail is that specifically?</p> <p>Q: I also have a comment about focusing more improvements at key conflict points for bicyclists and cars. I've especially noticed that freeway on/off ramps are challenging as the turning radius for cars makes it unfriendly to cross as a cyclist. This is especially the case at the Roanoke/I-5 off-ramp and the Lakeview Blvd NB I-5 off-ramp.</p> <p>A: --unanswered--</p> <p>Q: I don't know if it has a name but from the westside of Montlake it goes westbound under the 520 (by UW) and connects to the Montlake Community Center playfield area. (eventually connecting to E Calhoun Street).</p> <p>A: Okay--we'll take a look at it.</p> <p>Q: Looking at the bridges north of the ship canal (i.e. Montlake bridge and university bridge), these are shown as multi-modal corridors. Given that these are the only way for cyclists to get across water, what would the recommended improvements be?</p> <p>A: Hi Therese--there is going to be a study of the Montlake Bridge next year (there is money in the 2013 budget) to look at potential improvements for both pedestrians and bikes. Currently Council does not support a second bascule bridge at Montlake, so the emphasis would be improvements on the current bridge. There is no planned upcoming analysis of the University Bridge, but we will have to do one.</p>
Seattle	WA	98199	

City	State	Zip Code	Questions Asked by Attendee
			<p>Q: greetings from Phoenix, AZ</p> <p>A: Hello to you. We'll be starting in a couple of minutes. Thanks for joining.</p> <p>Q: Will bicycle facilities be complete and analyzed before considered for removal because of public comment?</p> <p>A: We will not have the opportunity to do a full design analysis before we remove a line on the map, but we will look at all public comments, and we will also do at least some kind of preliminary assessment. A major consideration will be whether there's a good alternative parallel route.</p>

City	State	Zip Code	Questions Asked by Attendee
Seattle	WA	98105	<p>Q: One of the things I find most frustrating as a bicyclist in Seattle is the extremely poor design of many of the bicycle racks around the city. SDOT has a list of four varieties of public bike racks in the city (http://www.seattle.gov/transportation/bikeracks.htm). The Rail-type rack on these is great, and the inverted-U is reasonable. But the Cora and Bicycle-Circle racks are almost totally unusable for secure locking -- my first response to these is always "did anyone even try to lock a bike to these before installing them?" Has SDOT actually tested locking multiple bicycles to these in a secure (i.e. front-wheel + frame) manner?</p> <p>A: Hi Craig, thanks for letting us know. Within the update process, we will be considering our public bike rack varieties as we move along in the process. You will be happy to know we definitely try out the racks. Part of the reason for utilizing the "Bicycle-Circle racks" was due to retrofitting the old parking meters poles (when SDOT switched to solar parking pay stations) and make them into something somewhat bicycle friendly as they were available to re-use.</p> <p>Q: One thought that occurred during the presentation of various bike facilities was that the "hard separated" (can't remember the real term) bike lane would make it quite difficult to pass other bicyclists if one wanted to keep a faster pace -- particularly if recumbent bikes were present. Very much prefer buffered bike lanes over these.</p> <p>A: --unanswered--</p> <p>Q: I think that's a fantastic goal, but the design of those circles really needs some work. I have trouble even getting my frame locked to them, let alone wheel+frame. In other news, can we get a bike rack near the 98105 post office? =)</p> <p>A: Yes, I agree. In terms of requesting a bike rack at the 98105 post office location, you can email this address: bikeracks@seattle.gov and ask for one!</p> <p>Q: I also want to say that this format is really fantastic, the in-person times didn't work for me and I'm really pleased to be able to participate via this tool instead. Well done.</p> <p>A: Thanks, Craig!</p> <p>Q: Bike Boxes also seem like a really fantastic idea. I lived in Kyoto for a year some time ago, and these were common at nearly every major intersection, for use by both bicyclists and 50cc/125cc scooters. They were a fantastic way to get out of traffic and get away from fumes and close-quarters riding.</p> <p>A: --unanswered--</p> <p>Q: http://www.seattle.gov/transportation/bikemaster_materials.htm 'Exhibit Boards' section is almost all 404s</p> <p>A: Bad news. I'll check with our web master and get fixed ASAP. Thanks for the heads up.</p>
Seattle	WA	98121	<p>Q: can viewers see questions being asked? we don't</p> <p>A: We will be posting a transcript of all questions and answers online by Monday. The chat is one-on-one for the meeting.</p>

City	State	Zip Code	Questions Asked by Attendee
			<p>Q: awesome. Thank you!</p> <p>A: --unanswered--</p> <p>Q: What is the plan for Avalon heading from DT to WS? Not safe today with sharrow. Would love a physical separation. Same for Fauntleroy.</p> <p>A: Hello Shannon, the draft network map is currently showing a cycle track on SW Avalon Way. A cycle track on Fauntleroy Way SW as well. Note that these corridors are also shown as a "multi-modal corridor" on the map, so there will have to be a more detailed analysis (trade-off's and design analysis) completed. See this web link for a map of the SW secot so you can take a look and provide comment on other routes as well.</p> <p>http://www.seattle.gov/transportation/bikemaster_materials.htm</p>
Seattle	WA	98121	
Seattle	WA	98108	
Seattle	WA		
		98107	

City	State	Zip Code	Questions Asked by Attendee
	WA		<p>Q: My question is regarding markings for bicycle traffic on Fremont Ave N at 35th street when cyclists are heading north. I've almost been hit many times there as vehicles cut off cyclists to go into the right turn lane. A simple marking to show that cyclists can go straight might help?</p> <p>A: Hi Jessica, Thanks for your question. We will take a closer look at that intersection as we move further along in the update process. Just to clarify, were you talking about the intersection of Fremont and 34th - just north of the Fremont Bridge?</p> <p>Q: yes, that's the place. Cyclists appear to be able to go straight but often are either cut off or almost hit by drivers who either assume that they are turning right or who simply are trying to get in front of the cyclist to turn right, etc.</p> <p>A: Ok - thanks.</p>
Seattle	WA	98109	
	WA	98117	
Seattle	WA	98115	<p>Q: I would very much like to see a bike lane on NE 75th St -- in particular between 15th Ave NE and 35th Ave NE. My partner and I have small kids and are very avid cyclists, but avoid NE 75th St because it is very dangerous as it currently stands. A dedicated bike lane would be a great improvement.</p> <p>A: Hi Megan! Thanks for your comment we'll note it our summary for consideration.</p> <p>Q: Thanks!</p> <p>A: Also, you check out our draft bicycle network here: http://www.seattle.gov/transportation/bikemaster.htm, which will show you what is currently proposed. Kevin will discuss the facility designations later in the presentation. This will help you understand the map.</p>

City	State	Zip Code	Questions Asked by Attendee
Seattle	WA	98116	<p>Q: Thank you for an interesting presentation. Do you know how close we are now to meeting the goal of increasing the number of people cycling regularly? My anecdotal experience from my daily commute from West Seattle is that in the summer at least, there are far more people riding now than were say 10 years ago.</p> <p>A: Hi Brad, we are not exactly on track for achieving the 2007 BMP ridership goals. In 2007, our downtown counts reflected 2,273 riders in the AM peak. In 2011, our downtown counts were about 3,330 riders in the AM peak (with a caveat that we did not have enough volunteers in locations, so we have derived volumes by applying that average growth rate at locations with counts). Check this link out - the State of the Seattle Bicycling Environment Report - page 14 and 15: http://www.seattle.gov/transportation/docs/bmp/StateofSeattleReport_Final_Oct24.pdf for more information.</p> <p>Q: thank you!</p> <p>A: --unanswered--</p>
Phoenix	AZ	85014	
Seattle	WA	98109	<p>Q: Thanks, appreciate presentation, will be looking forward to seeing general tenor of questions. Take care! Jan</p> <p>A: --unanswered--</p> <p>Q: How many participants?</p> <p>A: About 40</p>
Issaquah	WA	98027	
Seattle	WA	98133	

City	State	Zip Code	Questions Asked by Attendee
Detroit	MI		
Seattle	WA	98117	
		98112	
Seattle	WA	98125	
seattle	WA	98105	
seattle	WA	98116	
Seattle	WA	98144	
Seattle	WA	98107	

City	State	Zip Code	Questions Asked by Attendee
washington	DC	20912	
Seattle	WA	98103	
seattle	WA	98115	
seattle	WA	98121	
Seattle	WA	98117	
Washington	DC	20003	
Seattle	WA	98122	
Seattle	WA	98102	

City	State	Zip Code	Questions Asked by Attendee
Seattle	WA	98106	
Bellevue	WA	98004	
Seattle	WA	98104	
		98133	
Seattle	WA	98177	
Issaquah	WA	98027	