

# Online lunch & learn November 2012



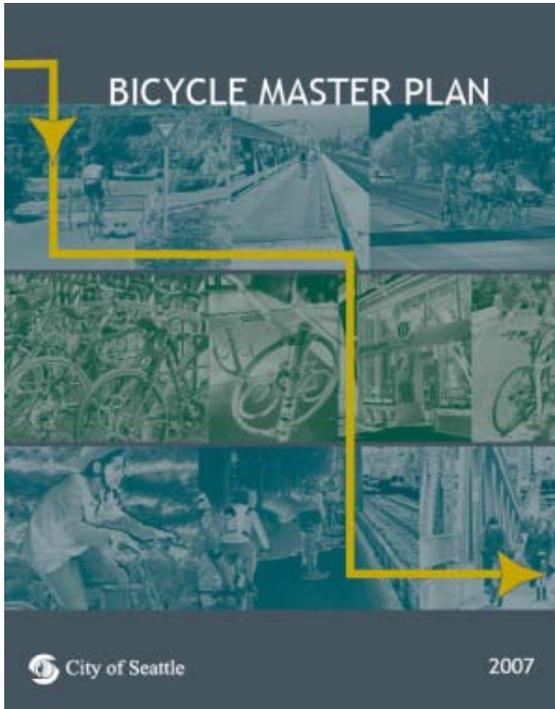
# AGENDA



- Overview of the 2007 Bicycle Master Plan (BMP)
- BMP update roadmap
- What we've been hearing
- State of the Seattle Bicycling Environment report
- Proposed policy framework
- Draft programs
- Draft network map development
- 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



# Bicycle Master Plan Accomplishments

- Significant Accomplishments Since 2007
  - Installed 129 miles of on-street facilities, including bike lanes and sharrows (shared lane markings)
  - Added nearly 8 new miles of multi-use trail improvements
  - Implemented 98 miles of signed bicycle routes
  - Installed over 2,200 bicycle parking spaces



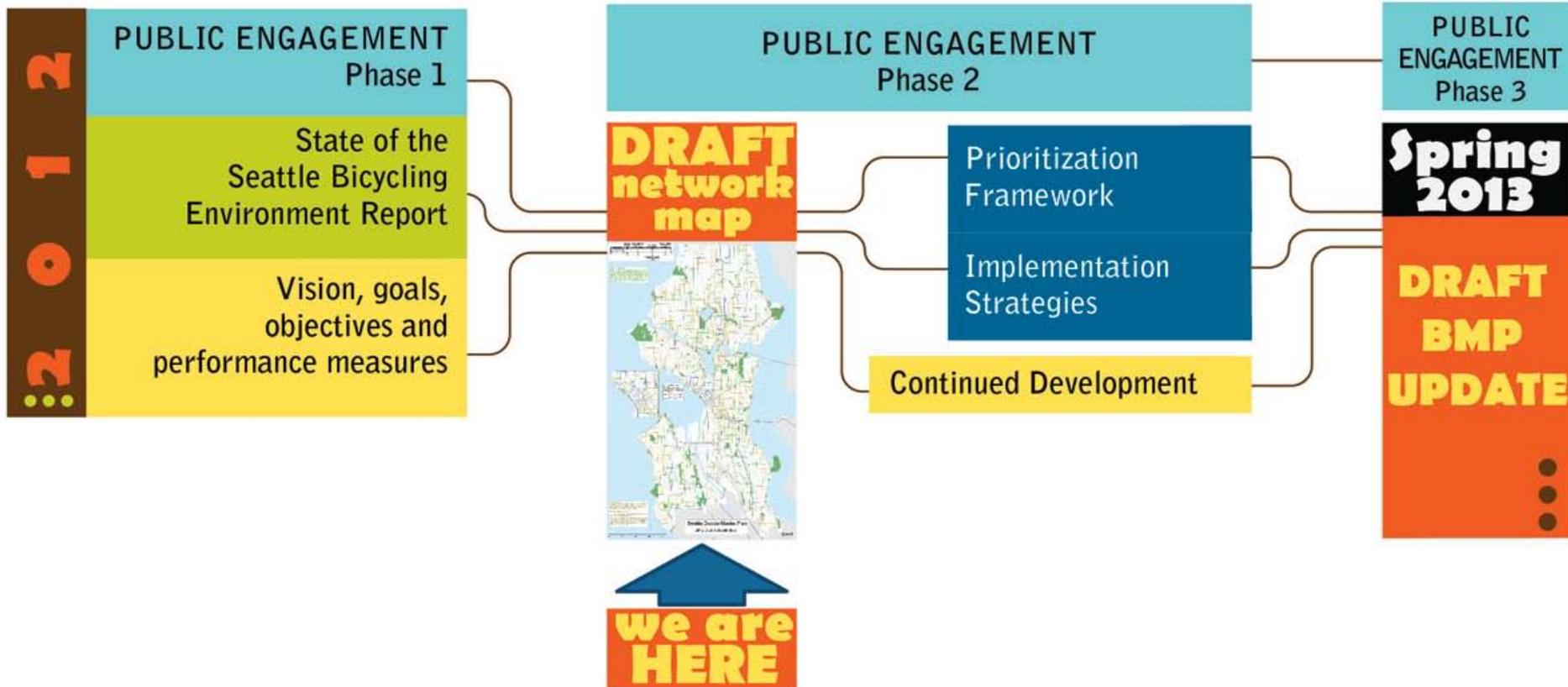
# Why update the BMP?



- The plan assumed an update after five years (timeline of the plan is 2007-2017)
- Fast-evolving best practices in safety and design
- Opportunity to include new bicycle facilities
  - Focus on a more dense, intra-neighborhood bike network (neighborhood greenways)
  - On-street separated bicycle facilities (cycle tracks)
- Interest in a more data-driven method to identify facility needs and priorities (similar to Pedestrian Master Plan)



# BMP Update Roadmap



# What We've Been Hearing

Summary of public comments to date:

- Safety
- Facilities
  - Concerns about some existing facilities
  - Future: design for all ages and abilities
- Maintenance
- Education and enforcement
  - Understanding the rules of the road for all users
- Non-infrastructure challenges
  - Weather and hills



# State of the Seattle Bicycling Environment Report



- Presents data and information on what has been implemented since the BMP was adopted in 2007
- Helps set the stage for developing recommendations in the Bicycle Master Plan Update



# State of the Seattle Bicycling Environment Report

## Accomplishments - Innovations



Contraflow bike lane



Buffered bicycle lane



Green bicycle lane and bicycle box



Staircase runnel



Intersection improvements

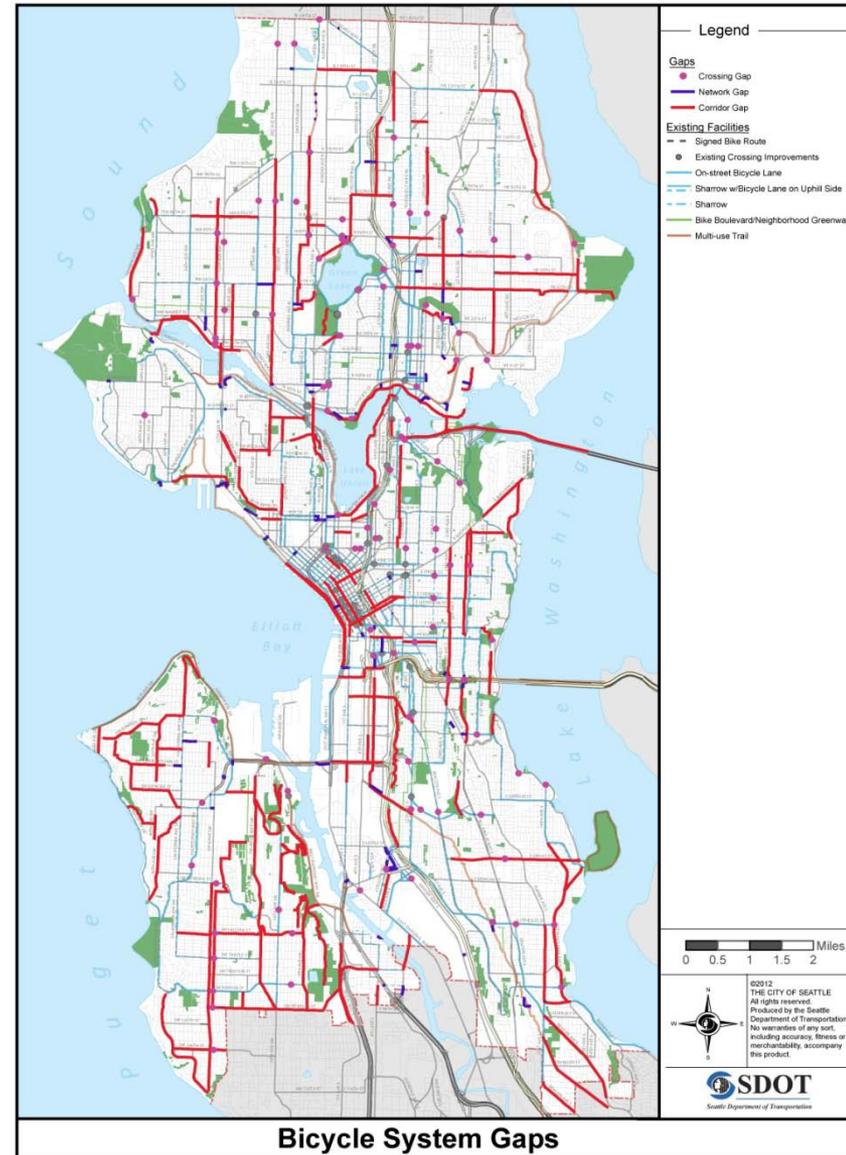


# State of the Seattle Bicycling Environment Report

## Gap Analysis and Opportunities

Gap analysis:

- Crossing gaps
- Network gaps
- Corridor gaps
- System-wide area opportunities
- Upgrade opportunities
- Equity analysis



# Proposed Policy Framework

- Proposed vision statement (desired end state):

***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):
  - Ridership—Increase ridership for all trips
  - Safety—Increase safety
  - Connectivity—Connect people to places they want to go
  - Equity—Provide equal cycling access for all
  - Livability—Build vibrant and healthy communities



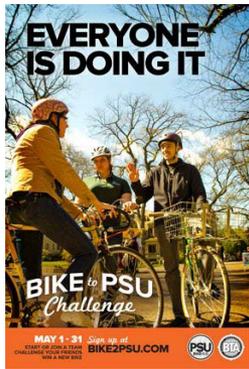
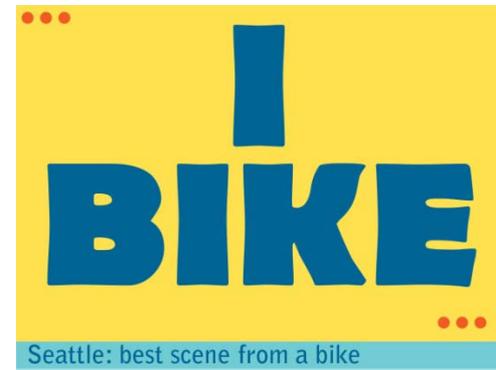
# Proposed Policy Framework

Performance measures (metrics to determine success):

- Performance measures will help track progress in achieving the plan goals
- Most important issue is to identify most important items to track (ridership, % of trips on bikes, safety, etc.)
- Performance measures dependent on data availability



# Draft programmatic categories



Programs to help achieve the goals: ridership, safety, connectivity, equity, livability

# Draft Network Map Development

Purpose: to update the bicycle network map in a manner that is consistent with updated plan vision, goals and objectives

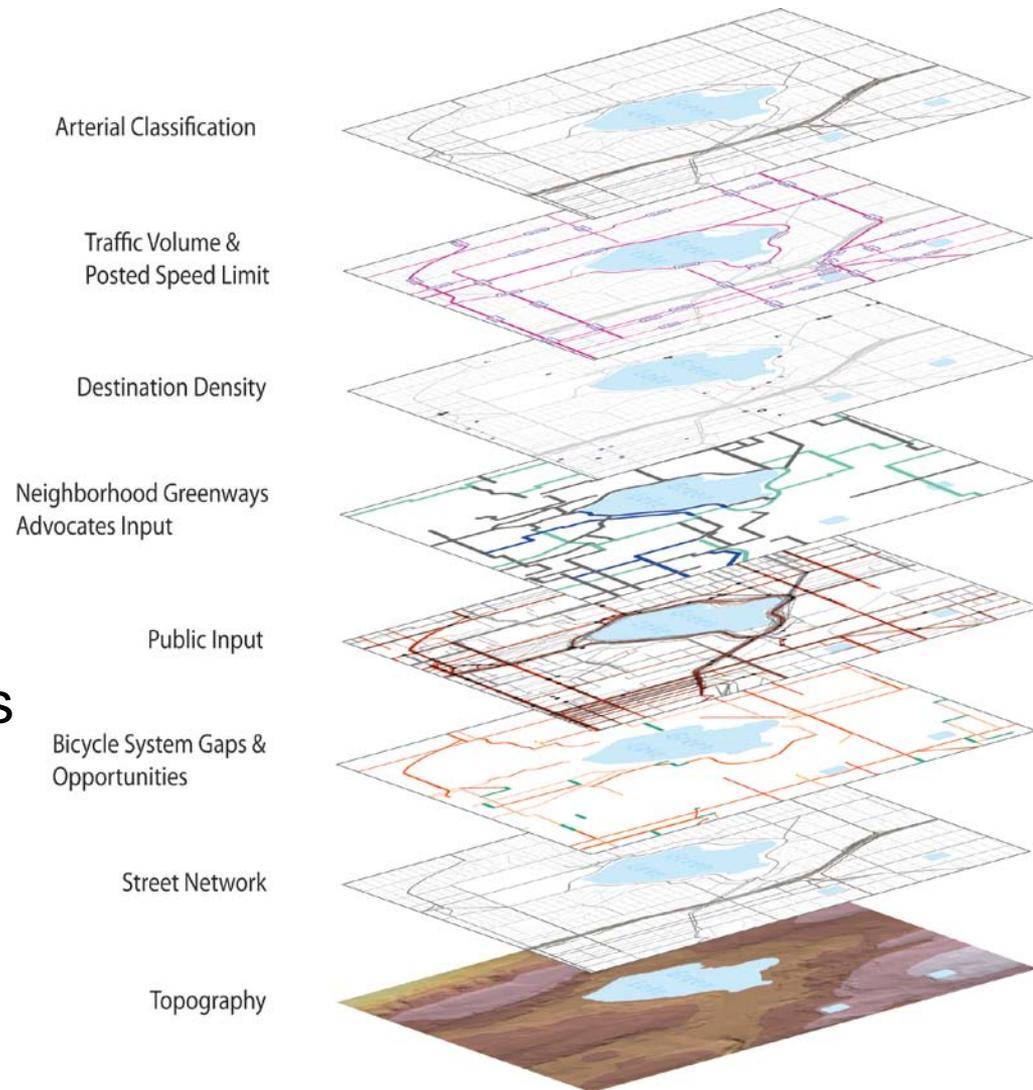
- Principles:
  - Consider land use (destinations and demand rankings)
  - Emphasize network connectivity
  - Improve conditions for bicyclists of all ages and abilities



# Draft Network Map Development

## Network map update approach

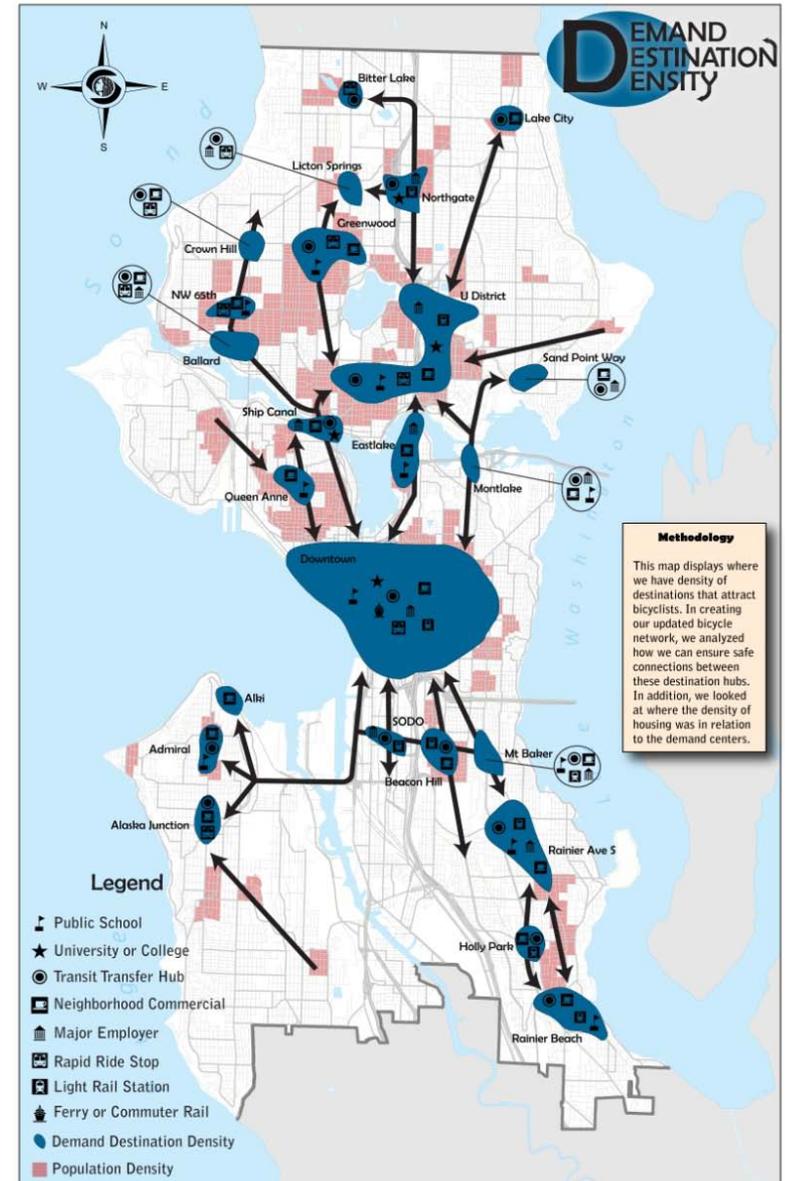
- Step 1:
  - Data and inputs:
    - 2007 BMP recommendations
    - Gap analysis
    - Identified opportunities
    - Demand/land use destinations
    - Topography
    - Public input
    - Policy framework



# Draft Network Map Development

## Network map update approach

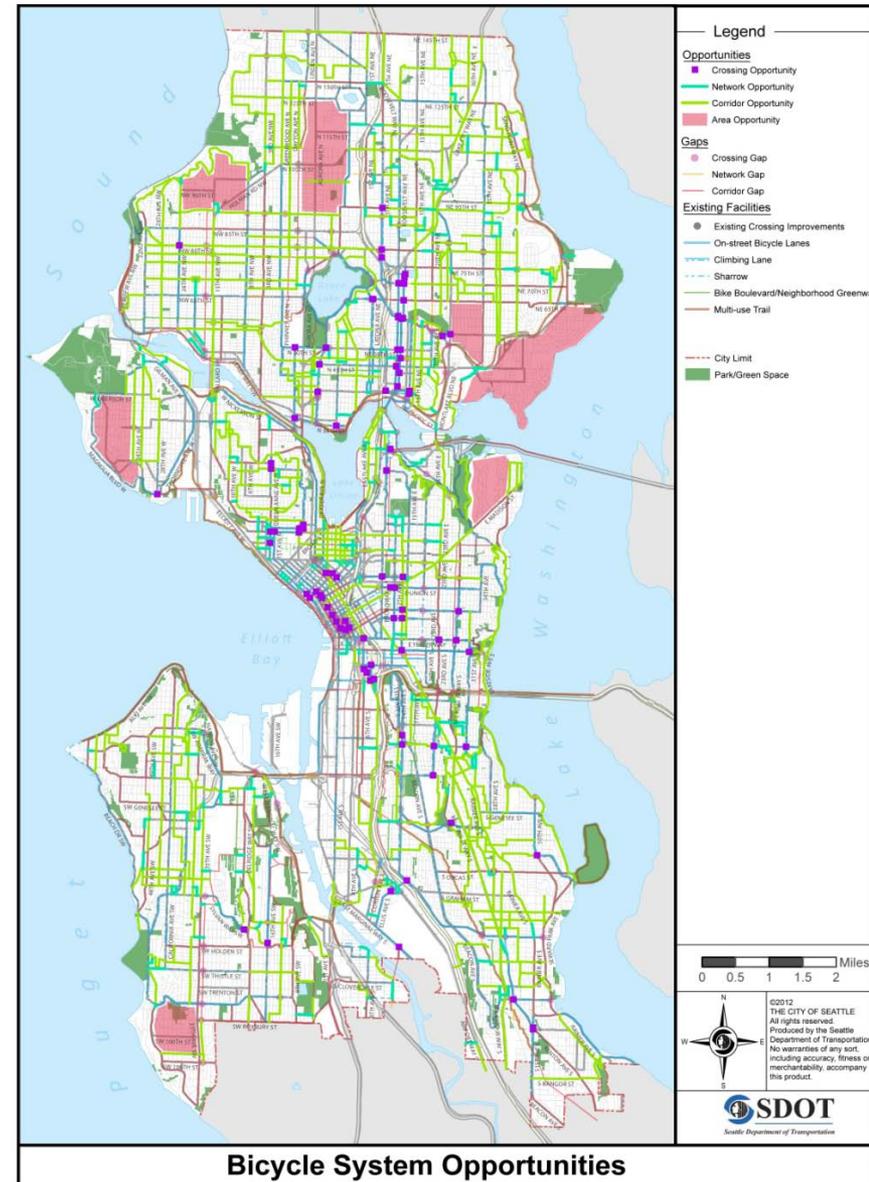
- Demand/land use destinations – connect people to places they want to go



# Draft Network Map Development

## Network map update approach

- Step 2:
  - Developed a draft network representing the ‘universe of possibilities’ based on step 1
    - Have a bicycle facility within a quarter-mile of every household



# Draft Network Map Development

## Network map update approach

- Step 3:

- Recommend facility types

- Update facility types (bicycle facility toolkit):

- Condense the legend in updated network plan map (current legend is very complex and too directive)
- Include of neighborhood greenways
- Include in-street, minor and major separation designations

- Proposing a tiered facility approach

- Encourages facilities that will work for bicycle riders of all ages and abilities
- Allows for some design flexibility based on local conditions and changes to design standards



# Draft Bicycle Facility Toolkit

- Enhanced street – neighborhood greenways



- In street, minor separation – bike lanes and buffered bike lanes



- In street, major separation – cycle tracks



# Draft Network Map Development

## Preliminary Draft Bicycle Facility Designation Criteria

Generalized Bicycle Facility Designation	Detailed Bicycle Facility Designation	Speed Limit (mph)	ADT (vehicles per day)	Street Classification
Enhanced street	Neighborhood Greenway	25 or less	1,500 or less	Non-arterial
	Shared lane pavement marking	25	To be used due to ROW constraints or downhill	Non-arterial and Collector/minor arterials
In street, minor separation	Bicycle lane	25-30	8,000 or less	Collector arterials
	Buffered bicycle lane	25-30	15,000 or less	Collector/minor arterials
In street, major separation	Cycle track (raised or with barrier)	30 and greater	15,000 and above	Minor/principal arterials
Off-street	Multi-use trail	N/A	N/A	N/A



# Draft Network Map Development

## Preliminary Draft Bicycle Facility Designation Criteria

### “Enhanced Street”

- Most are proposed to be neighborhood greenways
- The specific location of a neighborhood greenway may change based on more detailed analysis and design work
- Map is intended to show corridors where a greenway would be an appropriate connection



# Draft Network Map Development

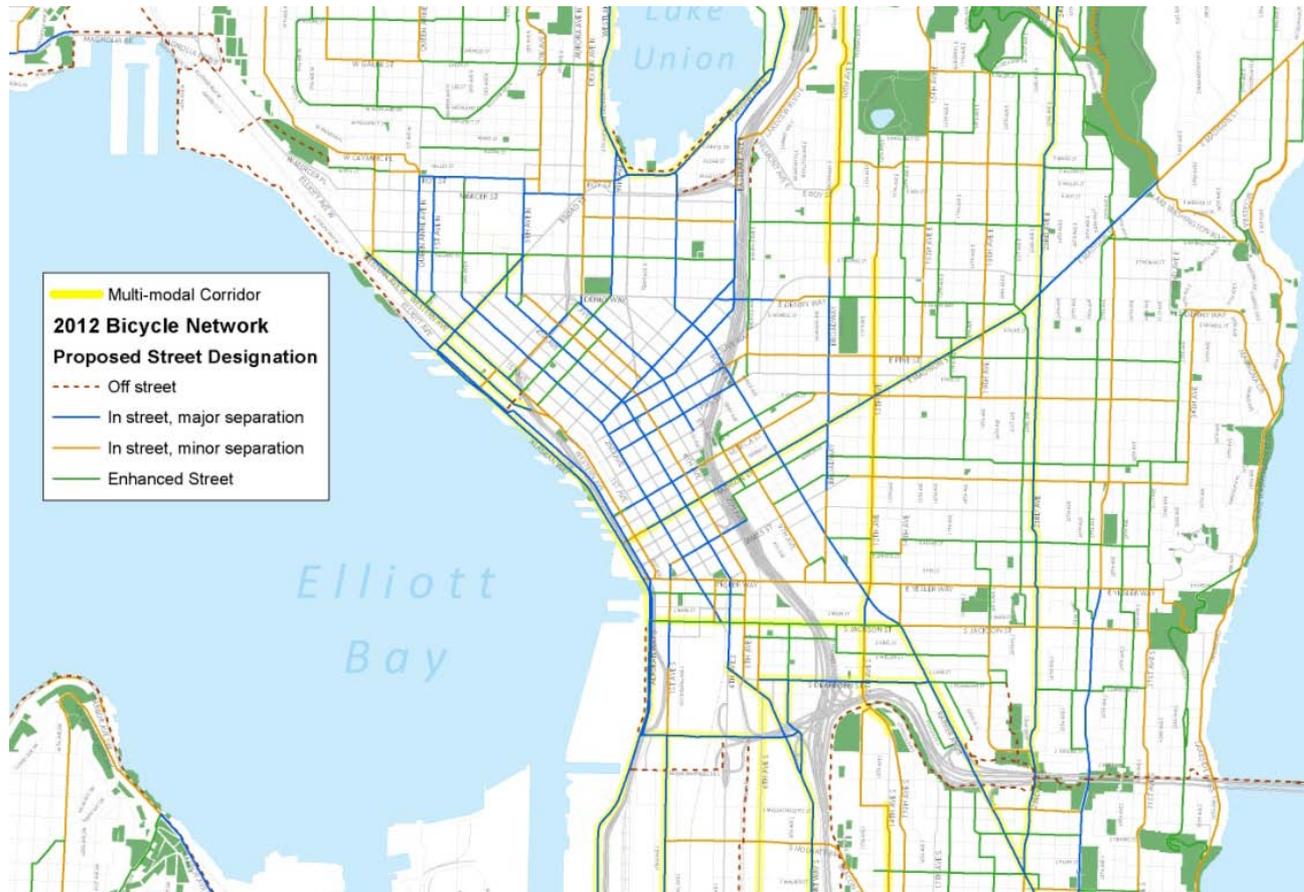
## Multi-Modal Corridors — (highlighted in yellow)

The map designates some areas as multi-modal corridors, based on:

- Priority transit corridors identified in the City's Transit Master Plan (TMP)
- Major Truck Streets (key freight routes)
- Will require more analysis about potential to build a bicycle facility on that street, or a parallel street



# Draft Network Map Development



Street Designation	Total Miles on Network Map	Existing Facilities that Meet/Exceed Recommendations	New Facilities Recommendations	Upgrade to Existing Facility Recommended	Facilities to build
Enhanced Street	226	15	211	0	211
In Street, Minor Separation	200	43	109	48	157
In Street, Major Separation	137	0	80	57	137
Off-Street	64	46	18	0	18

# Key Questions on Draft Network Map



1. Are there streets that are missing a bicycle facility that should have one **ADDED** and why?
2. Are there any proposed streets that do have a proposed bicycle facility that should be **REMOVED** and why?
3. Does the proposed facility designation criteria make sense?
4. Are there any concerns about the multi-modal corridor approach and the potential trade-offs that could arise?



# BMP Update Next Steps

- The comment period on the draft map and other draft materials is open until Monday, December 17.
- Find the draft materials here:  
[http://www.seattle.gov/transportation/bikemaster\\_materials.htm](http://www.seattle.gov/transportation/bikemaster_materials.htm)



# BMP Update Next Steps

**Thank you for attending!**  
**Please give us your input.**

Project Website:

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

Project email address: [bmpupdate@seattle.gov](mailto:bmpupdate@seattle.gov)

