

# Seattle's Bicycle and Pedestrian Program



Bellevue Board/Commission Briefing  
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August 18, 2015



# SDOT Mission, Vision, and Core Values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products



Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

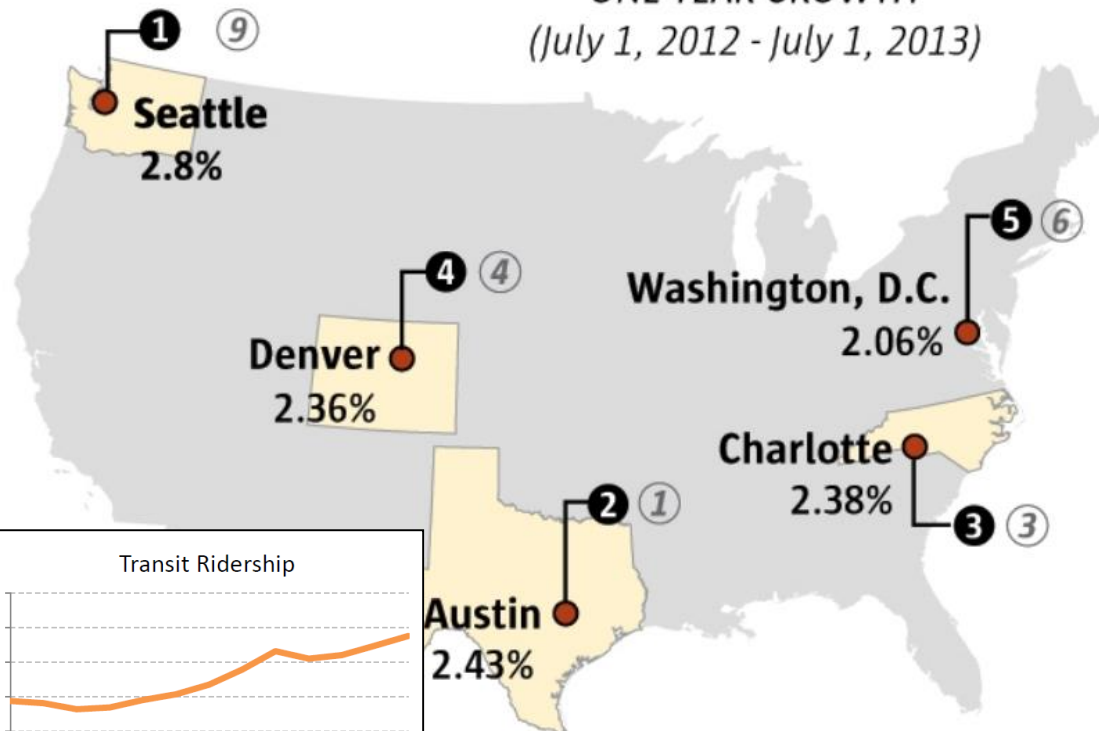
# Seattle is growing. A lot.

## Seattle tops list of fast-growing cities

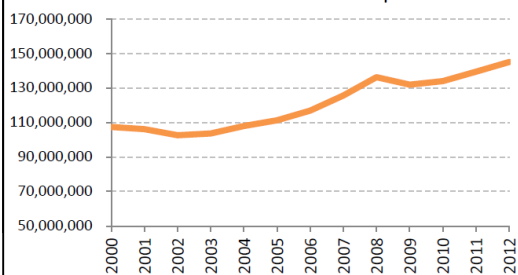
Seattle had the fastest rate of growth among the 50 most-populous U.S. cities from 2012 to 2013.

RANK: 2013 2012

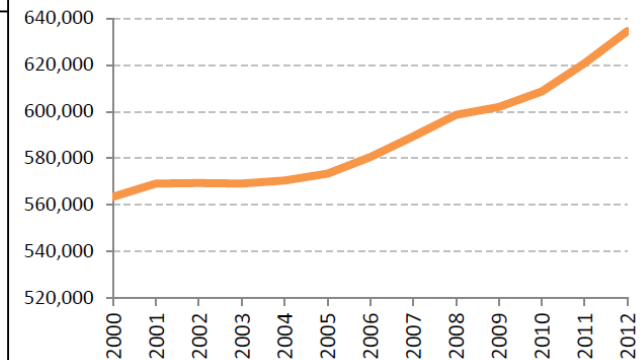
ONE-YEAR GROWTH  
(July 1, 2012 - July 1, 2013)



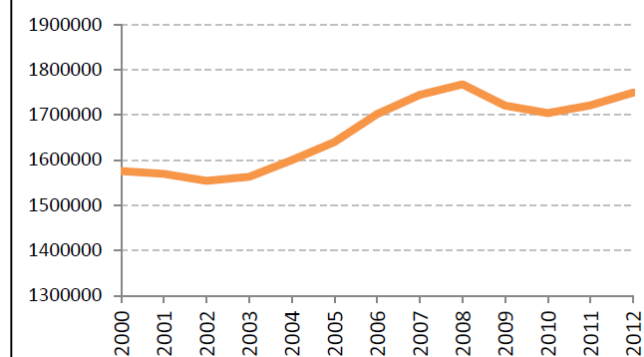
Transit Ridership



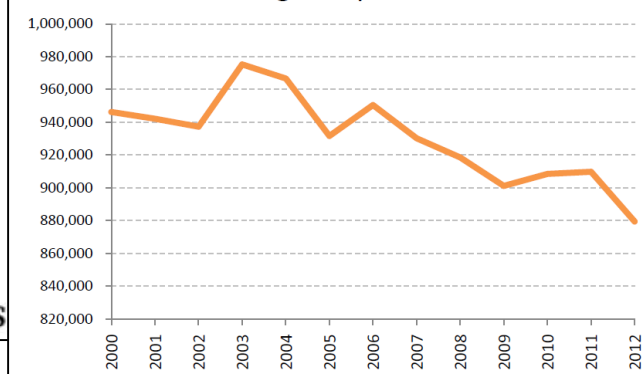
Seattle Population



Average Annual Employment



Average Daily Traffic in Seattle

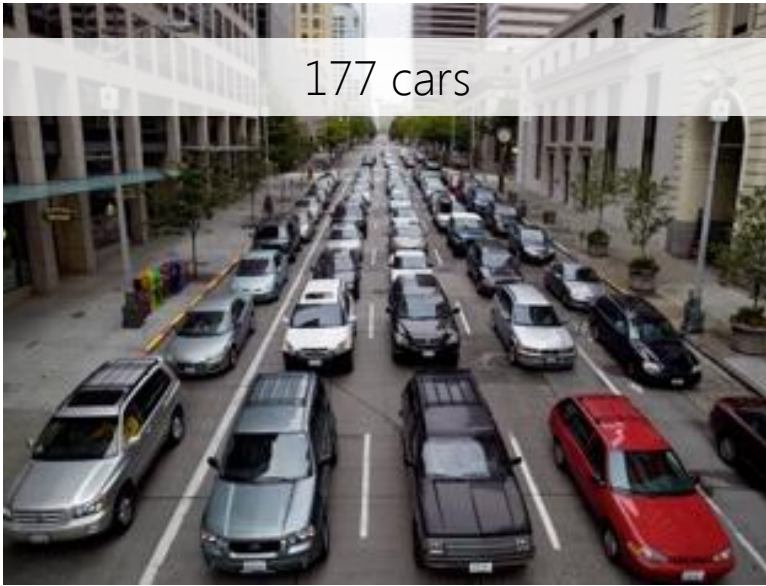


KELLY SHEA / THE SEATTLE TIMES



# 200 people can fit in...

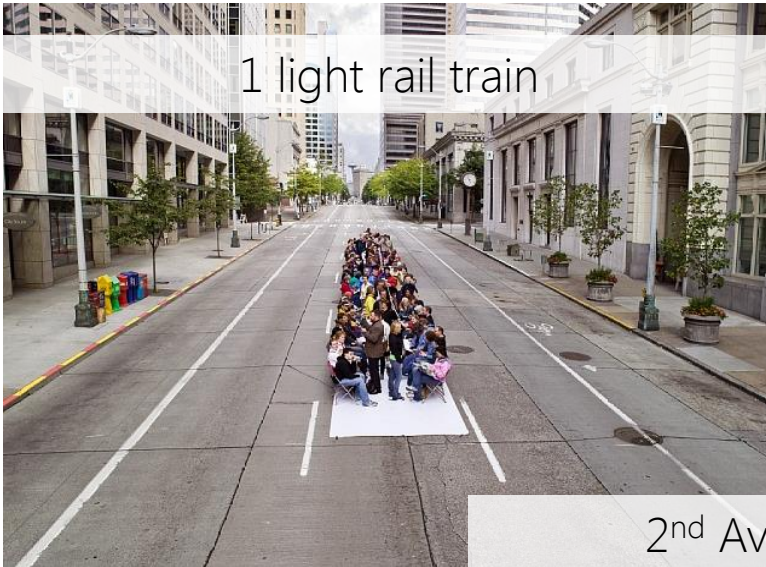
177 cars



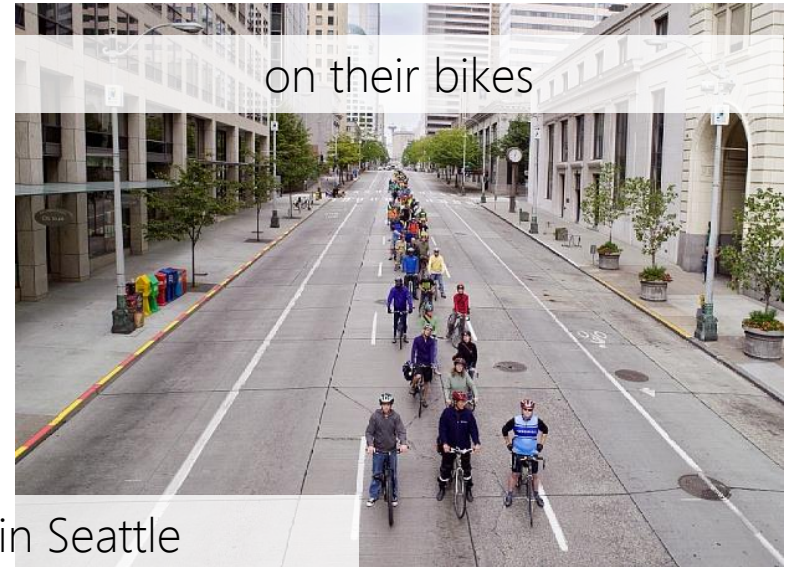
3 buses



1 light rail train



on their bikes



2<sup>nd</sup> Avenue in Seattle



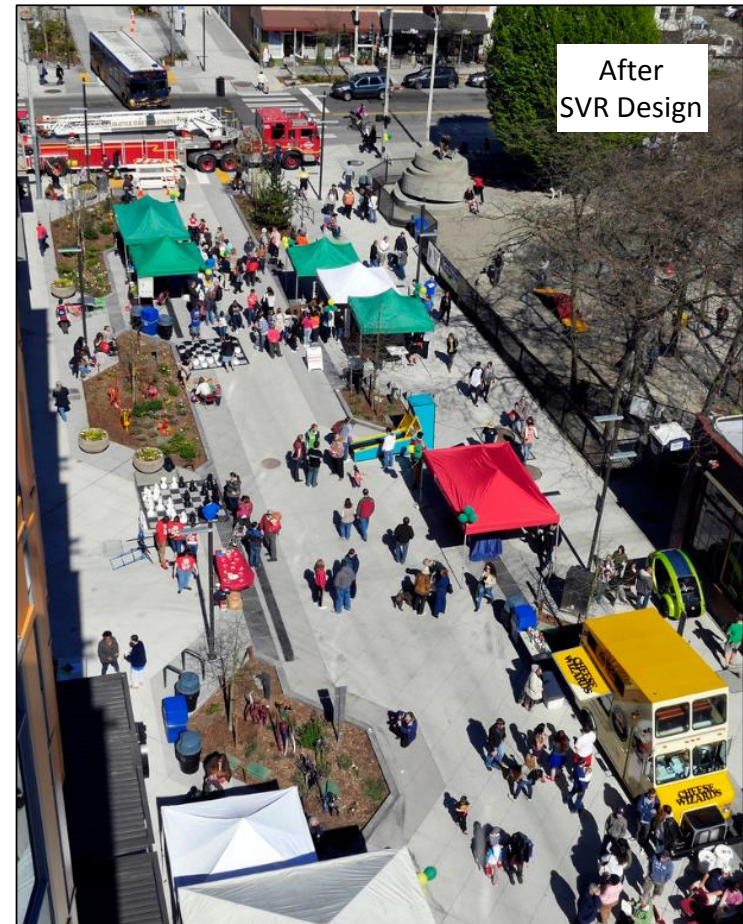
# Accommodate All Modes





# Street Right of Way

- Public Space
- Used for Transportation Utility
- Serve our Community's Diverse Needs



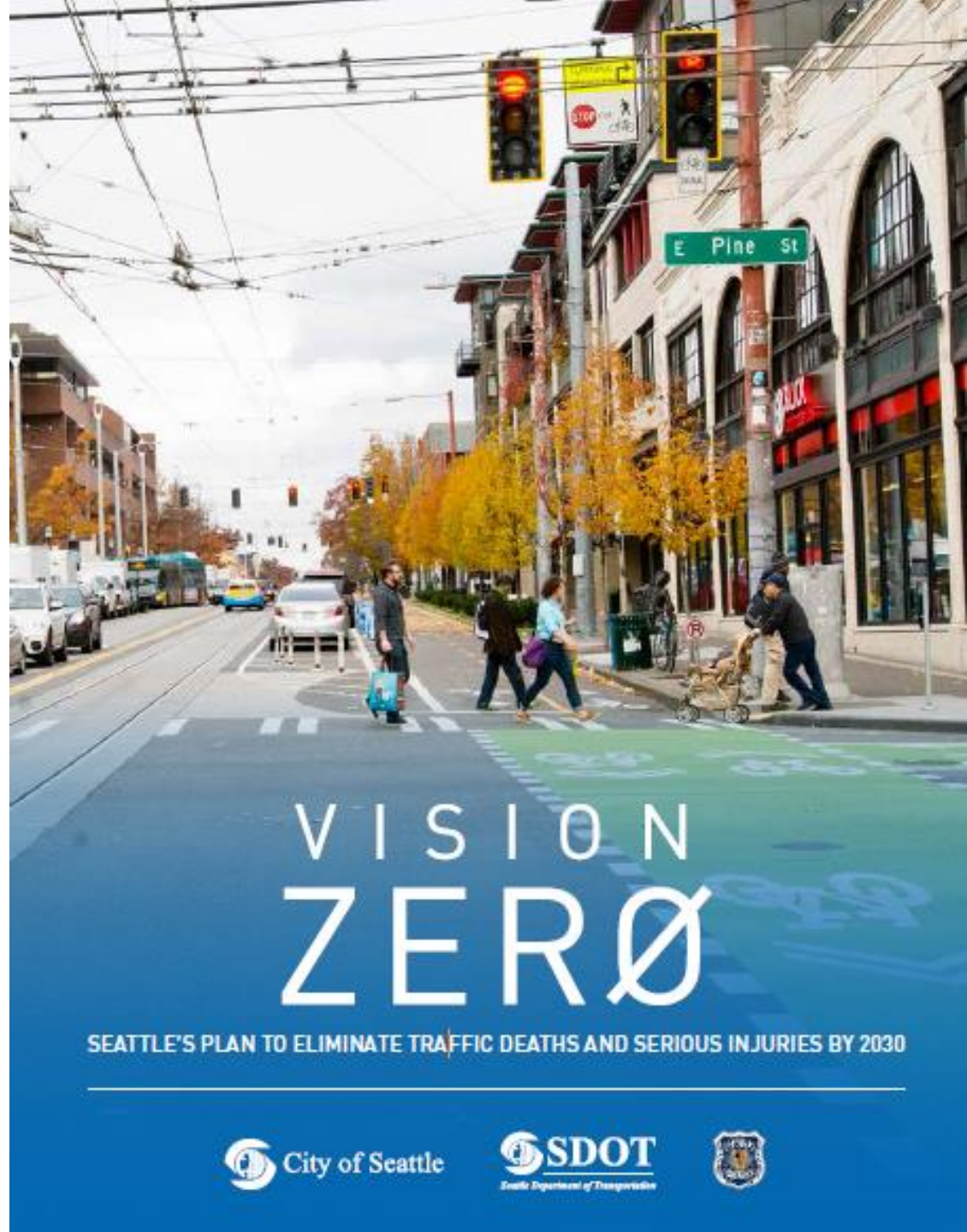


# Vision Zero

Seattle's plan to eliminate traffic deaths and serious injuries

- Street designs that prioritize safety
- Public education and engagement
- Targeted enforcement patrols

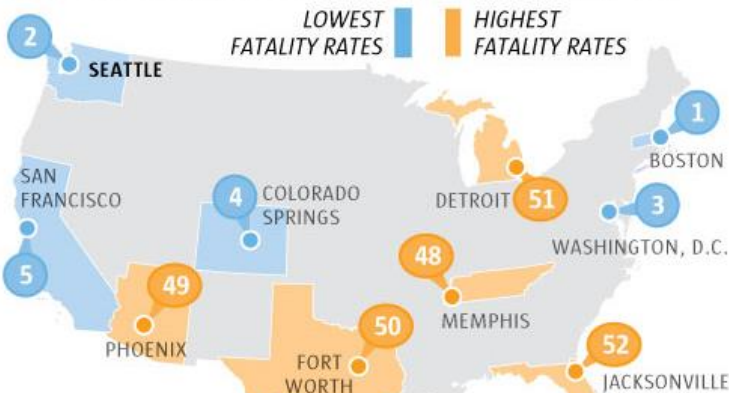
[www.seattle.gov/visionzero](http://www.seattle.gov/visionzero)



# City with Zero Traffic Fatality

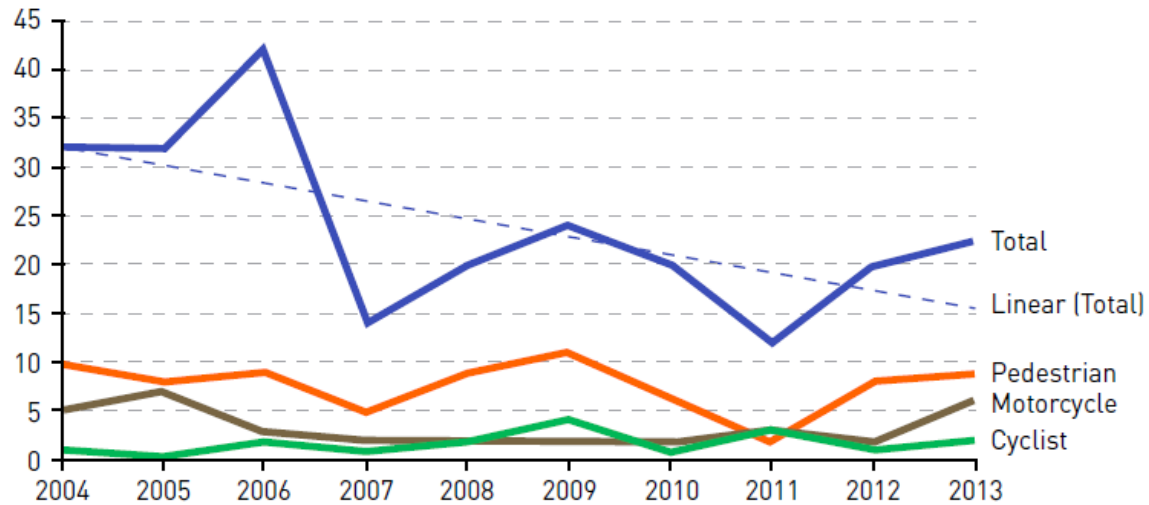
## Safest, deadliest cities for walking and biking

Cities where many people walk or bike to work are among the safest. Seattle ranks second, based on a formula to determine the overall fatality rate for bike and pedestrian commuters.

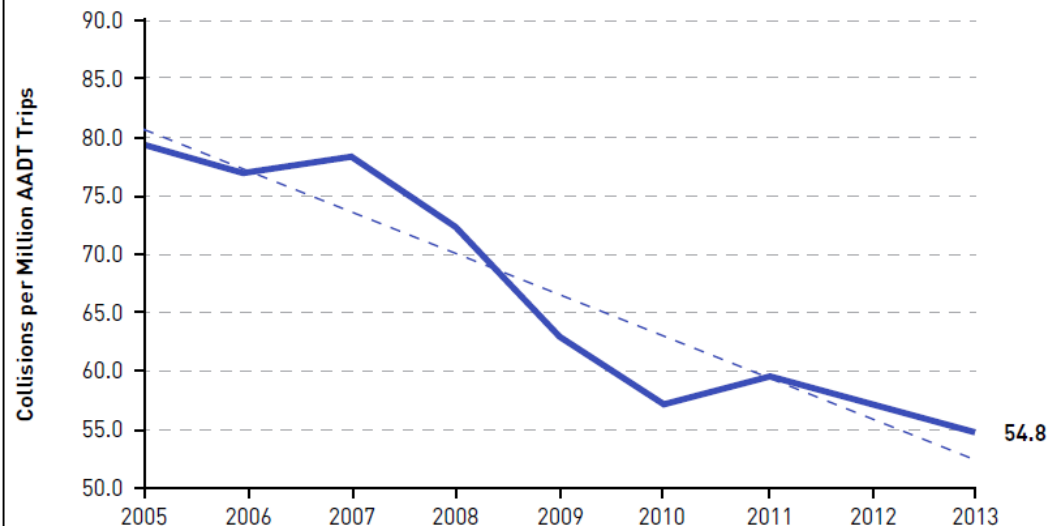


RANK/CITY	(per 10,000 commuters)		Share of commuters who walk or bike
	Bike fatalities	Pedestrian fatalities	
<b>SAFEST CITIES</b>			
1. Boston	2.5	0.9	16.7 %
2. Seattle	1.7	2.7	12.0
3. Washington, D.C.	1.1	3.3	14.7
4. Colorado Springs	4.8	3.4	3.7
5. San Francisco	0.9	4.0	13.2
<b>DEADLIEST CITIES</b>			
52. Jacksonville	33.1	41.6	1.7 %
51. Detroit	39.8	40.1	3.5
50. Fort Worth	41.9	29.6	1.1
49. Phoenix	19.3	29.6	2.7
48. Memphis	36.0	29.1	2.1

## TRAFFIC FATALITIES ON SEATTLE STREETS



## CITYWIDE COLLISION RATE



Source: Benchmarking Report, Alliance for Biking & Walking, 2014

GARLAND POTTS / THE SEATTLE TIMES



# What is Bridging the Gap?



- 9-year, \$365 million property tax levy
- Passed by Seattle voters in 2006
- Complemented by Commercial Parking Tax
- 15 member Levy Oversight Committee
- 2015 is the 9<sup>th</sup> and final year of levy program

# Bridging the Gap Overview

**2014 BTG Adopted Budget:** \$104.72M (this includes \$34.38M of 2013 BTG carry forward)

**2014 Other City Funding Allocation:** \$168.17M (this includes \$107M of 2013 non-BTG carry forward)

**2014 Total Program Budget:** \$272.89 million

**2014 Spending Plan:** \$108.79 million (to spend 100% of their funds each year)

**2014 Actual Expenditures:** \$104.42 million

The BTG levy approved by voters stipulated what percentage of levy revenues should be spent on certain categories of projects shown below:

2014 Levy Breakout	
	2014 Annual Levy Spending
Maintenance is...	60% of total 2014 Levy
Pedestrian/Bike Safety is...	25% of total 2014 Levy
Transit & Major Projects is...	15% of total 2014 Levy

Cumulative Levy Breakout (2007-2014)		
	Cumulative Levy Requirement	Cumulative Actual Levy Spending
Maintenance is...	No less than 67%	68% of total Levy
Pedestrian/Bike Safety is...	No less than 18%	19% of total Levy
Transit & Major Projects is...	No more than 15%	13% of total Levy



# Bridging the Gap Overview

Maintenance	
Resurface or replace 200 lane-miles of arterial streets	225 lane-miles completed
Rehabilitate or replace 5 bridges and seismically retrofit 5 additional bridges	6 bridges rehabilitated, 7 bridges retrofitted
Replace over 50,000 small, faded street and regulatory signs	90,230 signs replaced
Rehabilitate 40 stairways	40 stairways completed
Prune 25,000 street trees to prevent safety and security hazards	26,226 trees pruned
Replace street name signs at all 12,300 arterial intersections	11,1137 intersections have new street name signs
Pedestrian/Bike/Safety	
Create "safe routes to schools" near 30 elementary schools	48 Safe Routes Projects completed
Repair or restore 144 blocks of sidewalks	193 blocks repaired
Add 4 miles of new multi-use paths	4 miles have been completed
Restripe 5,000 crosswalks	5,241 crosswalks restriped
Construct 117 blocks of new sidewalks	107 blocks constructed
Transit	
Enhance transit and safety on 3 key transit corridors	3 corridors enhanced – Ballard, West Seattle and Aurora
Secure up to 50,000 hours of new Metro Transit service	50,000 new hours secured
Neighborhood Street Fund	
Provide \$1.5 million annually for neighborhood-identified projects	30 NSF projects completed

# MOVE SEATTLE



Mayor Edward B. Murray's  
**10-Year Strategic Vision for Transportation**



# Seattle Pedestrian Master Plan

SAFETY

EQUITY

VIBRANCY

HEALTH



# 2009 Pedestrian Master Plan

*Identify actions, projects, and programs to achieve:*

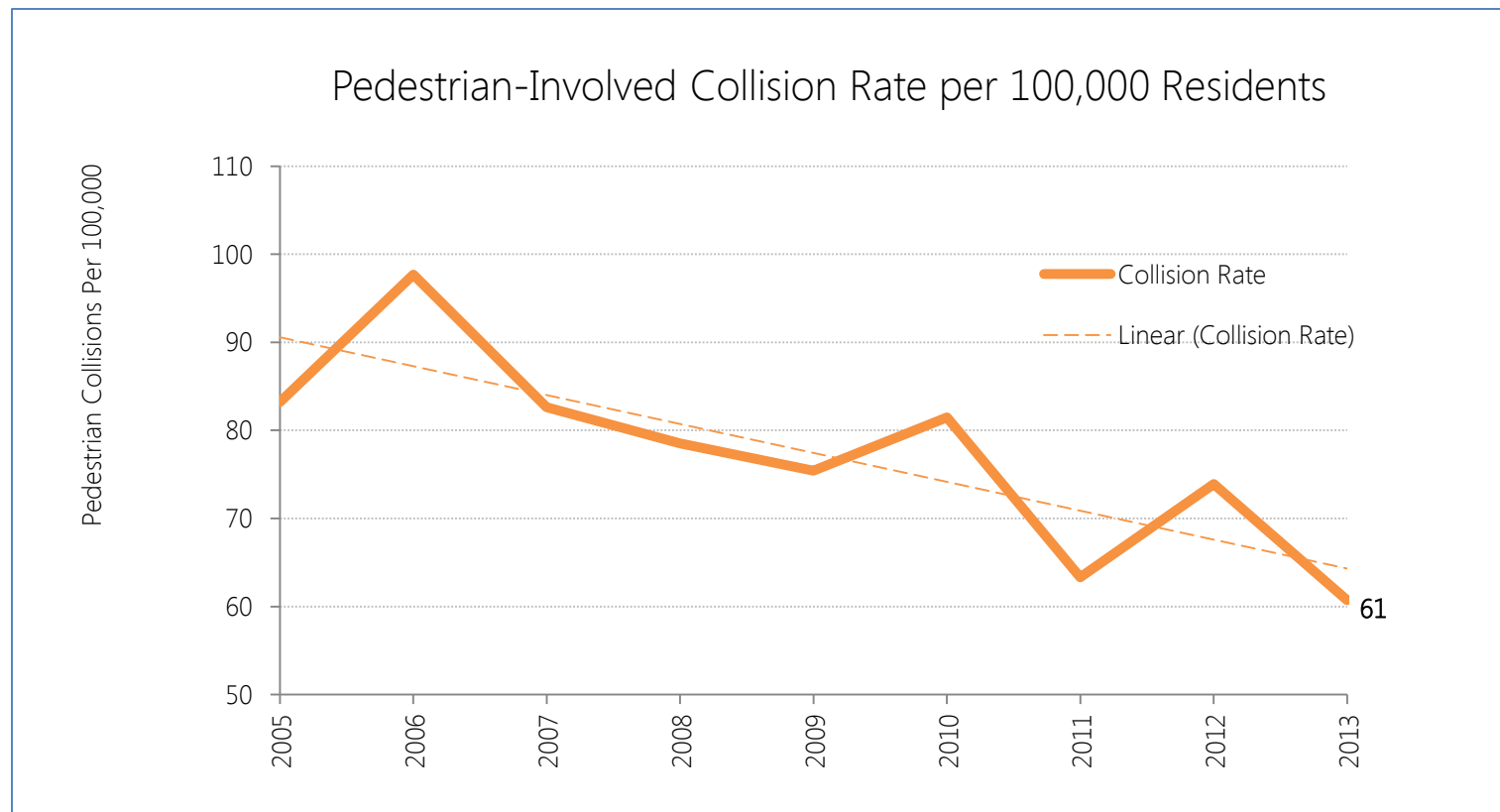
- Safety
- Equity
- Vibrancy
- Health





# Safety

- Reduce the number and severity of collisions
- Use data to make decisions



# Equity

- Include historically under-served areas
- Mobility for those who don't drive
- Use data to go beyond the “squeaky wheel”





# Vibrancy, Health and Climate Action

- Reduce vehicle miles traveled
- Increase walking, biking, transit use
- Build strong, healthy communities



# Prioritization Process

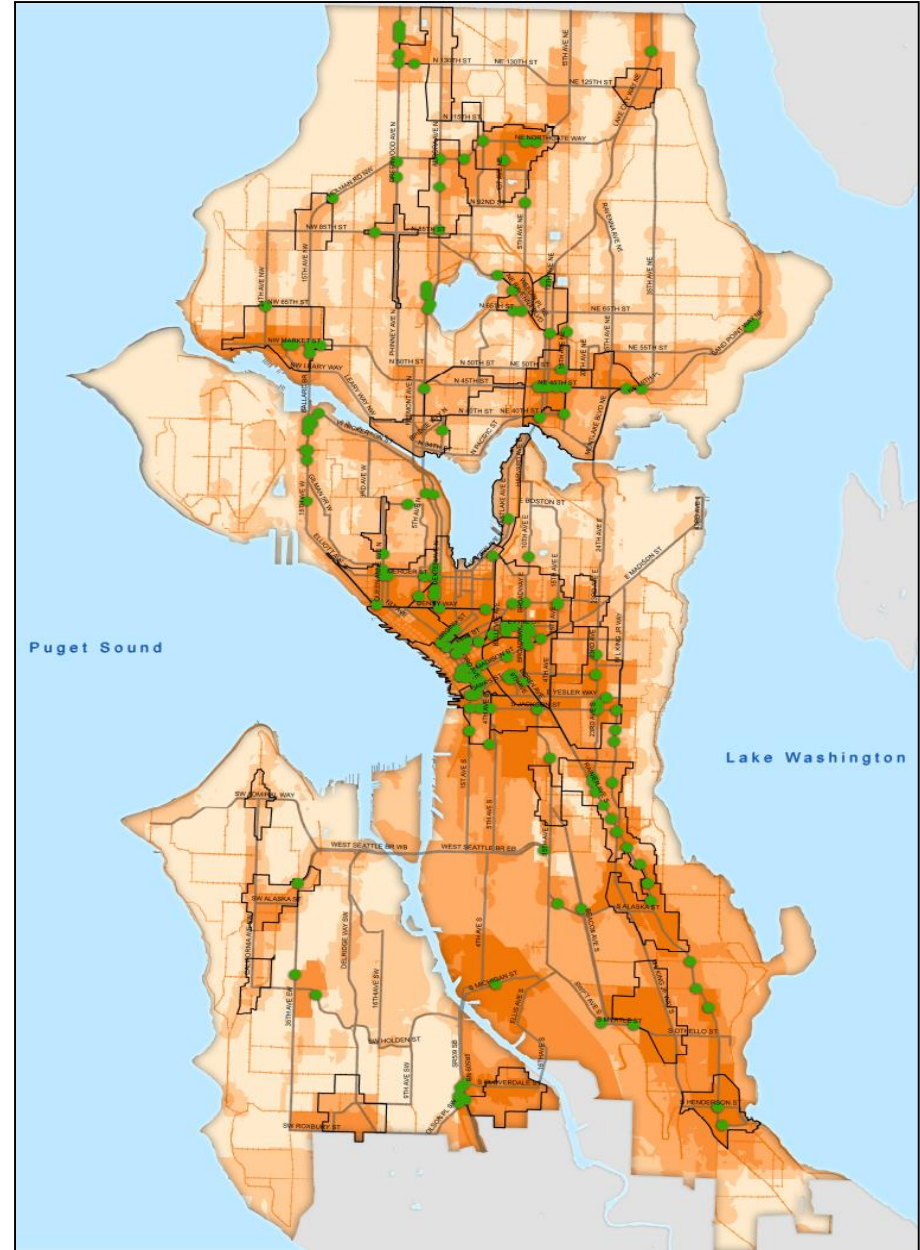
- Designed to focus resources where walking conditions are difficult and where people most need to be able to walk.
- Prioritizes general areas and specific locations for improvement.
- Does not dictate project type.



# Highest Priorities for Improvements



Tier 1 Along the Roadway



Tier 1 Across the Roadway

# Bicycle Master Plan

- 5 year Implementation Plan
- Mostly local levy funding



## COST ESTIMATE

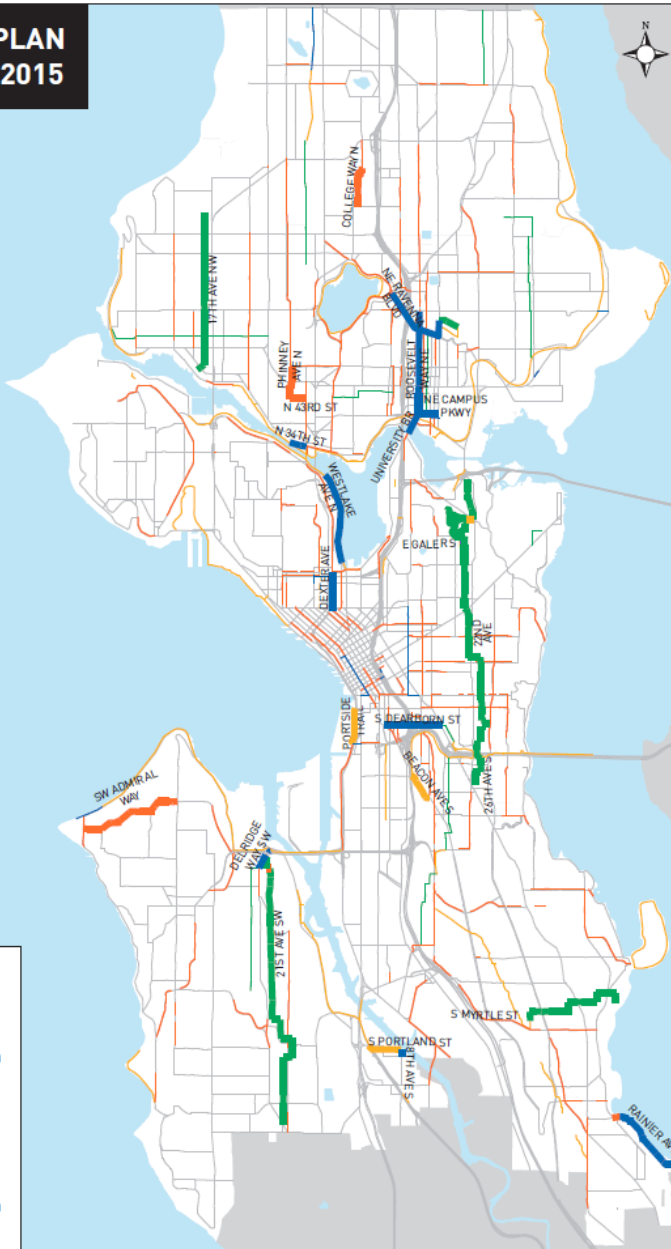
	2015	2016	2017	2018	2019	5 YEAR TOTAL
<b>Total Cost Estimate (1)</b>	\$19.5	\$12.8	\$17.6	\$13.8	\$14.8	\$78.5

PROJECTS AND PROGRAMS	2015	2016	2017	2018	2019	5-YEAR TOTAL
Protected Bicycle Lanes	7.5	9.4	6.1	5.8	7.8	36
Neighborhood Greenways	12.6	4.1	15.6	10.9	9.5	52
Education (schools reached)	12	14	16	18	20	80
Bike racks	225	200	175	150	125	875
Bike corrals	15	20	25	30	35	125
Wayfinding (miles)	25	25	25	25	25	25
Spot improvements	10	10	10	10	10	50

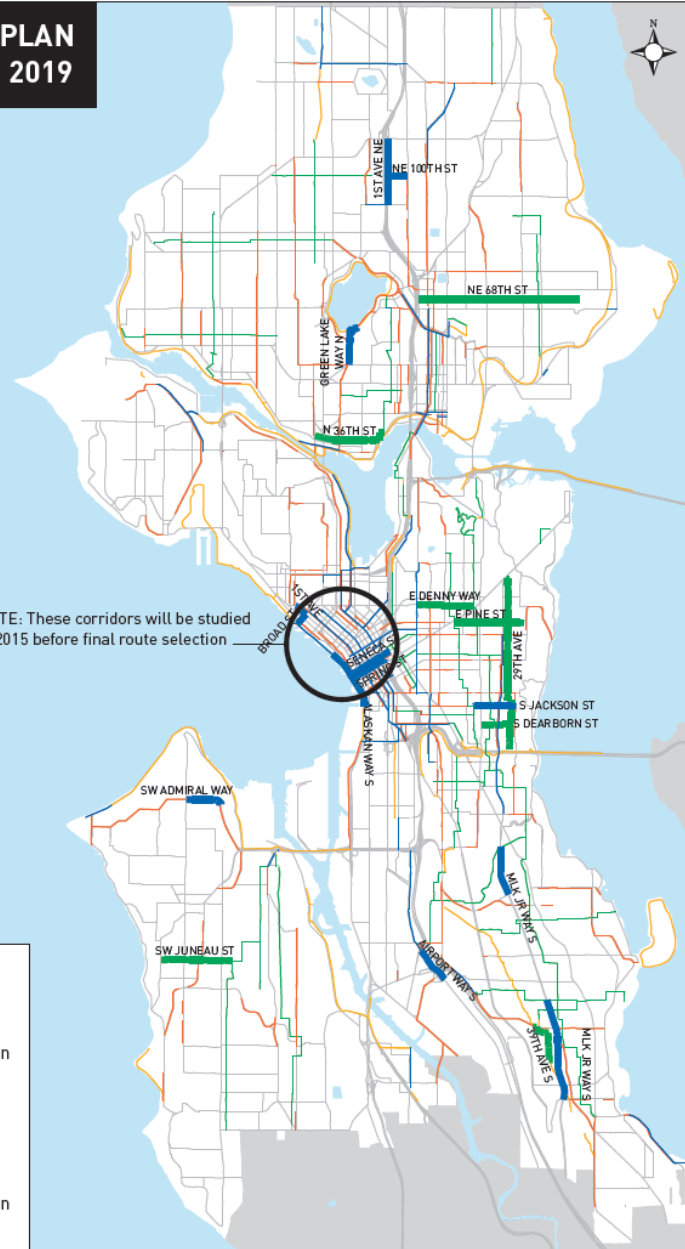


# Bicycle Master Plan

## BICYCLE MASTER PLAN IMPLEMENTATION 2015

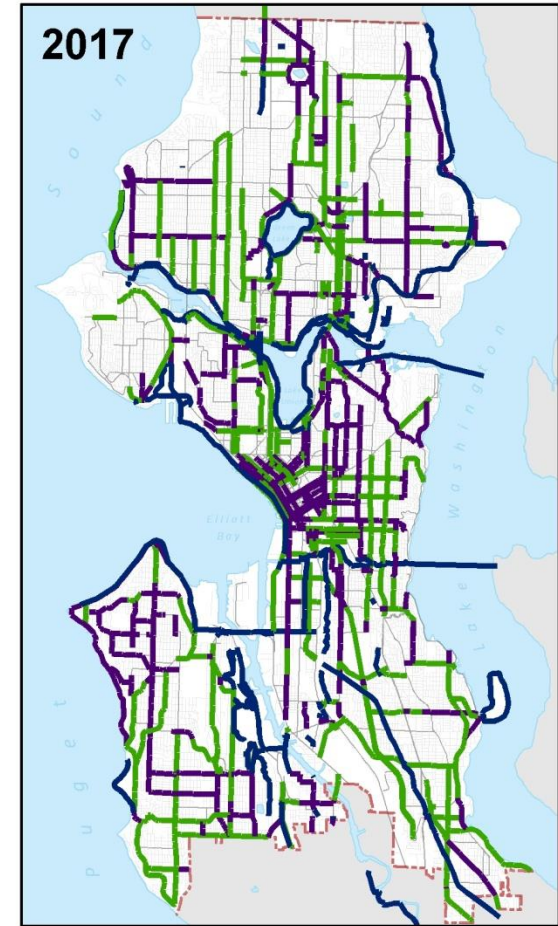
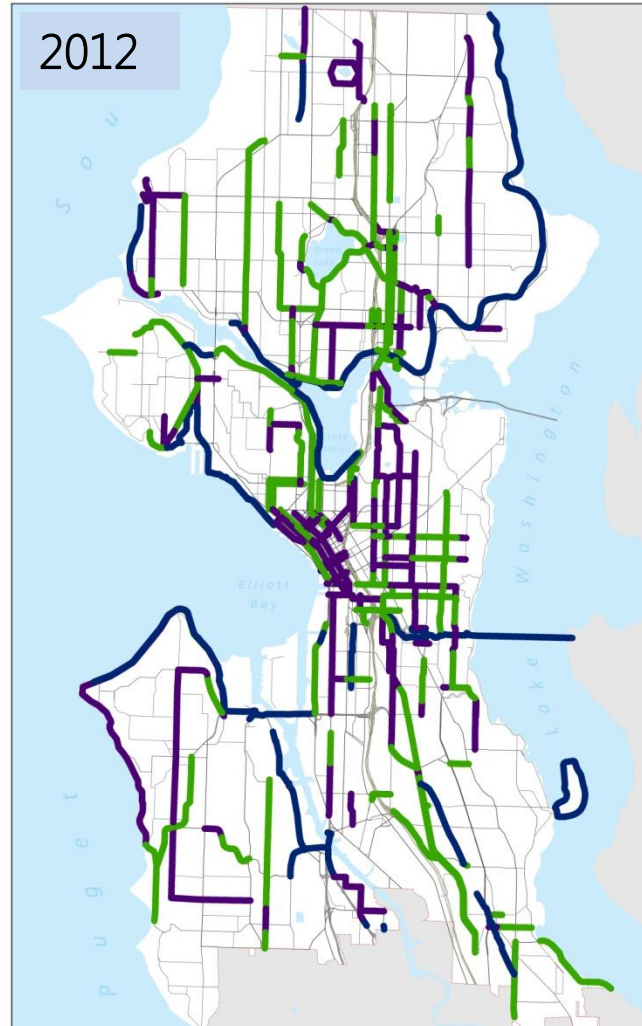


## BICYCLE MASTER PLAN IMPLEMENTATION 2019





# Seattle's Bicycle Network



-  Bike lanes
-  Sharrows
-  Trails

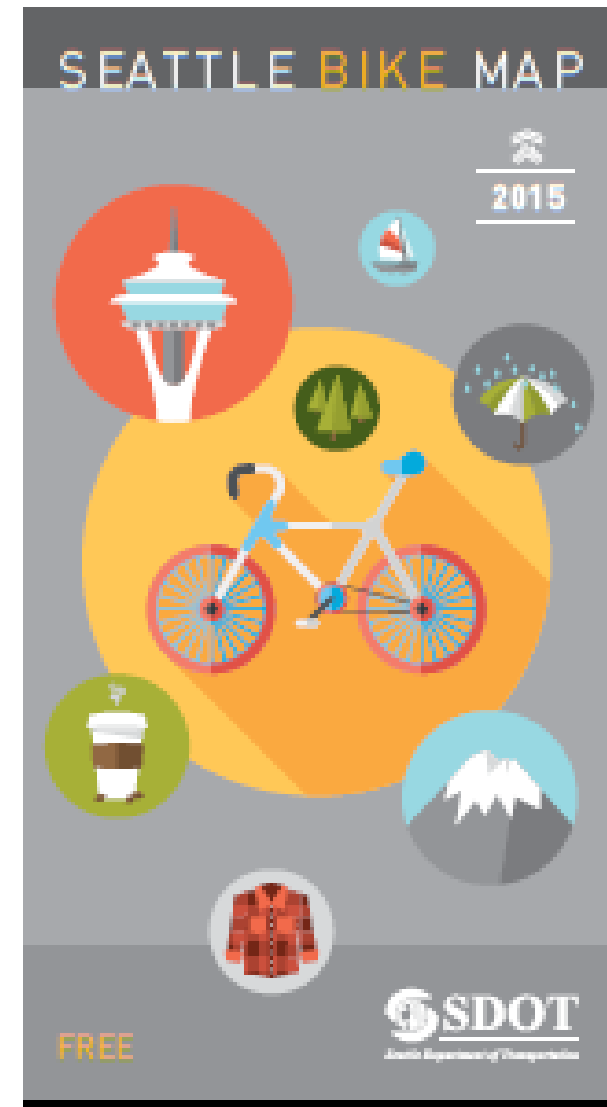


# 2015-2019 education and encouragement

- Bike commute workshops (March – May)
- Bike to Work Month promotions
- Seattle employer bike summit
- BikeLife Magazine
- Active transportation program



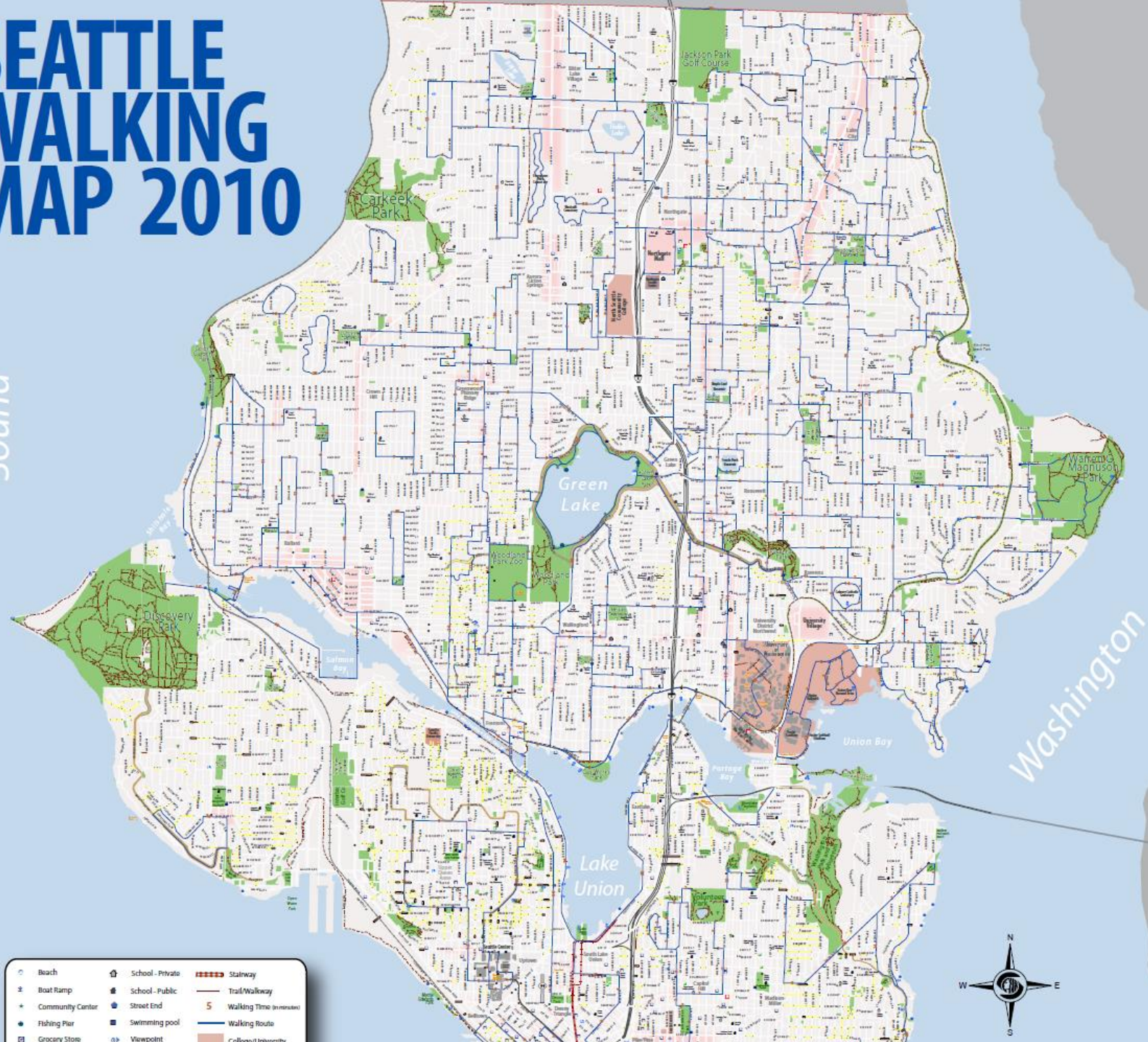
# 2014 education and encouragement



# SEATTLE WALKING MAP 2010

Sound

Washington



○ Beach	🏠 School - Private	🚶 Stairway
⚓ Boat Ramp	🎓 School - Public	🚶 Trail/Walkway
★ Community Center	🚶 Street End	🕒 Walking Time (in minutes)
🎣 Fishing Pier	🏊 Swimming pool	🚶 Walking Route
🛒 Grocery Store	📍 Viewpoint	🎓 College/University





# 2014 Bridging the Gap

Deliverable	2014 Goal	2014 Actual
Neighborhood greenways	4 miles	4 miles
Bike lanes and sharrows	6 miles	6.3 miles
Bike parking	500 spaces	523 spaces
Bike route signs	25 miles	25.2 miles
Bike facility maintenance	60 miles	60.5 miles
Trail improvements	10 locations	10 locations
Trail inspection	40 miles	40 miles

# Protected bike lane benefits

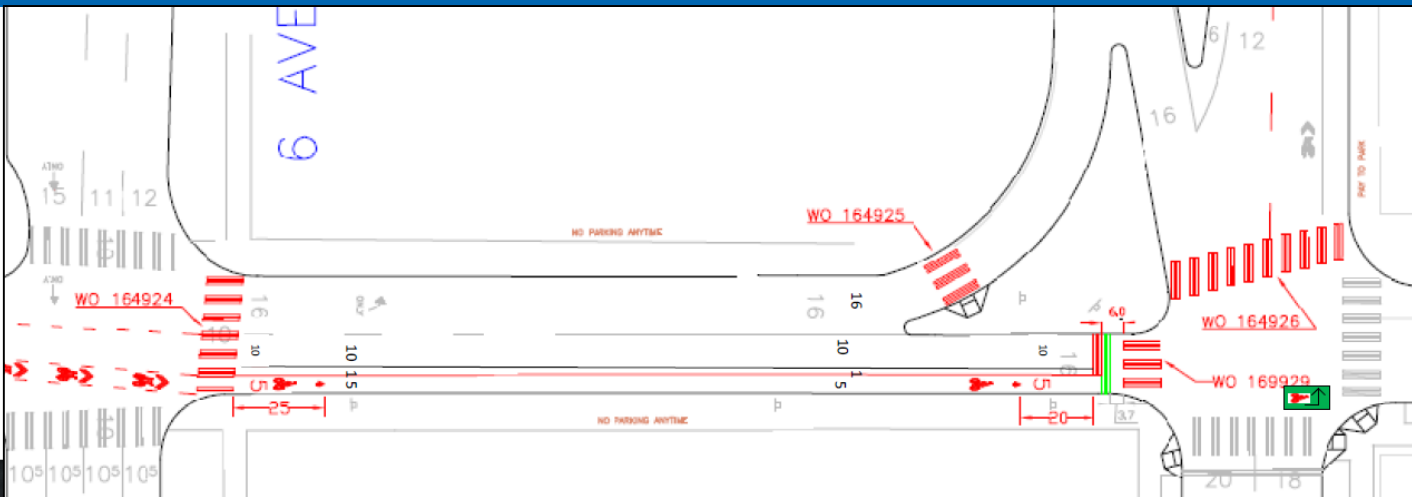
- Risk of injury drops 90 percent\* on protected bicycle lanes
- Encourage ridership, particularly 'willing but weary' bike riders
- Reduce door crashes
- Add level of bike predictability



\* December 2012, Vol 102, No. 12 | American Journal of Public Health



# Cherry St



# NE 65<sup>th</sup> St





# NE 65<sup>th</sup> St



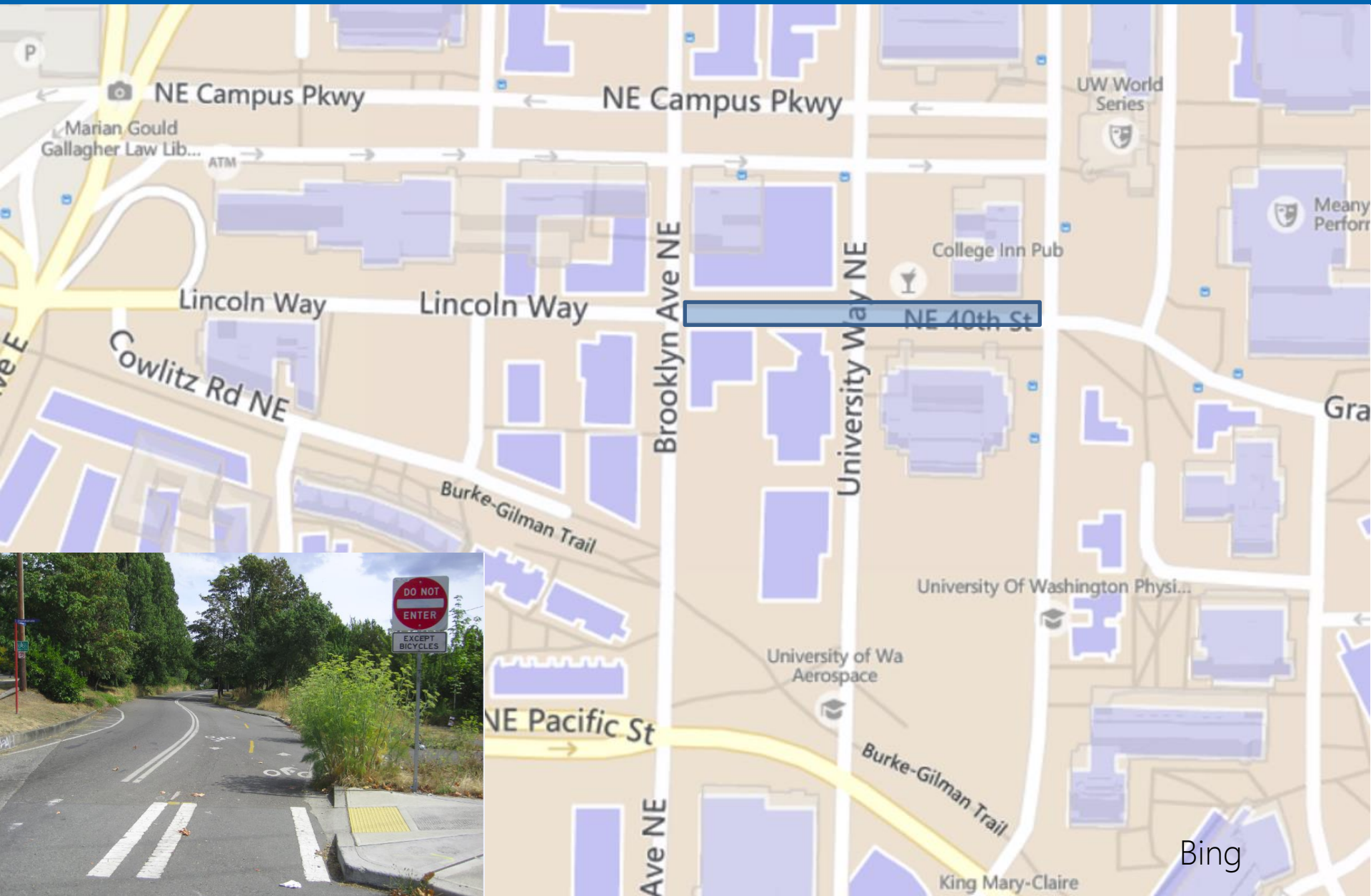


# Roosevelt Way

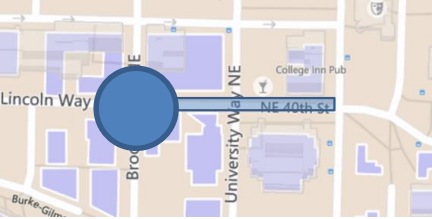




# NE 40<sup>th</sup> Street



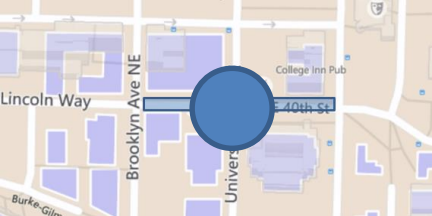




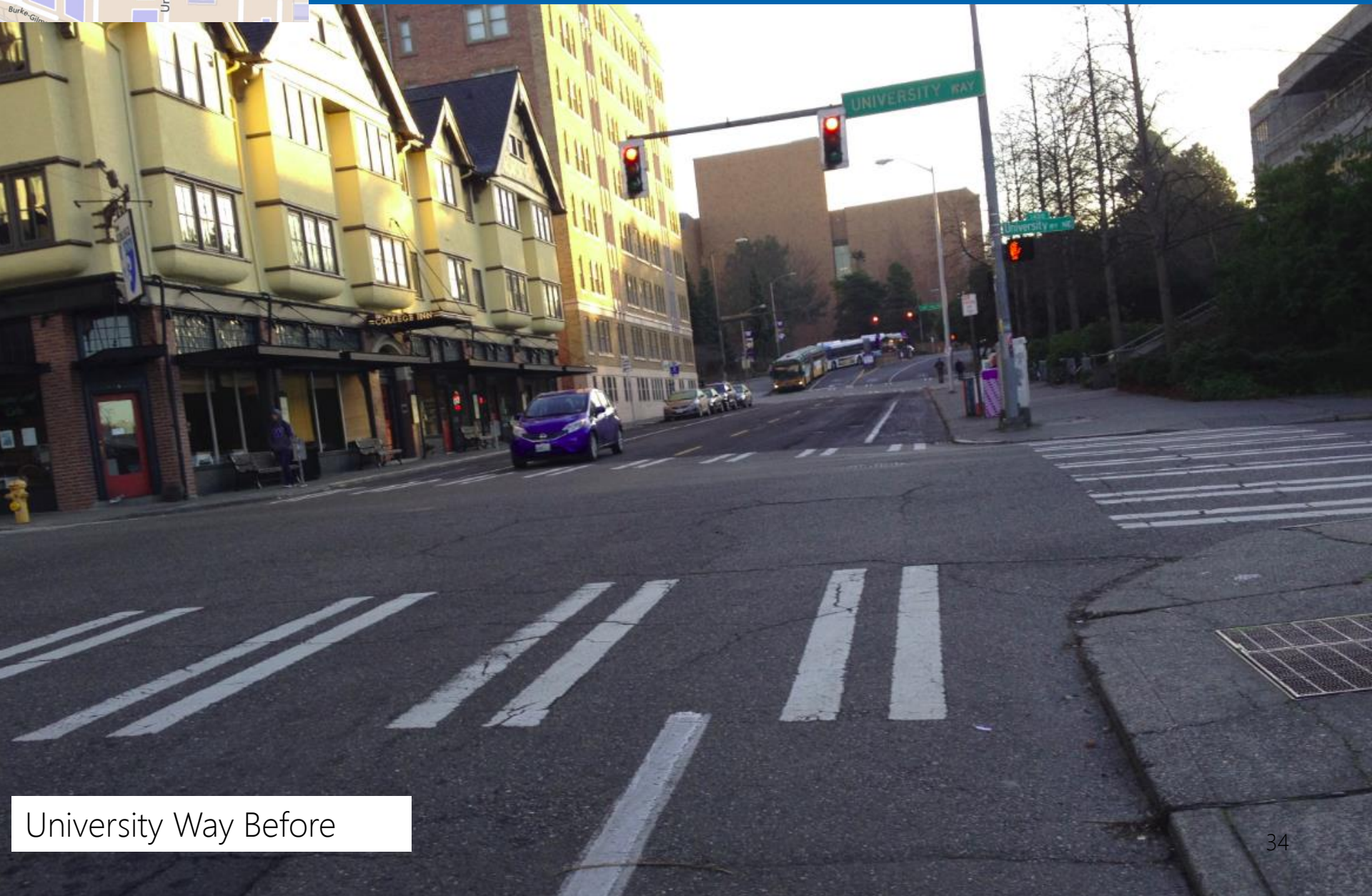
# NE 40<sup>th</sup> Street



Brooklyn Ave NE Before

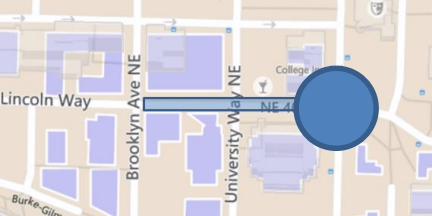


# University Way

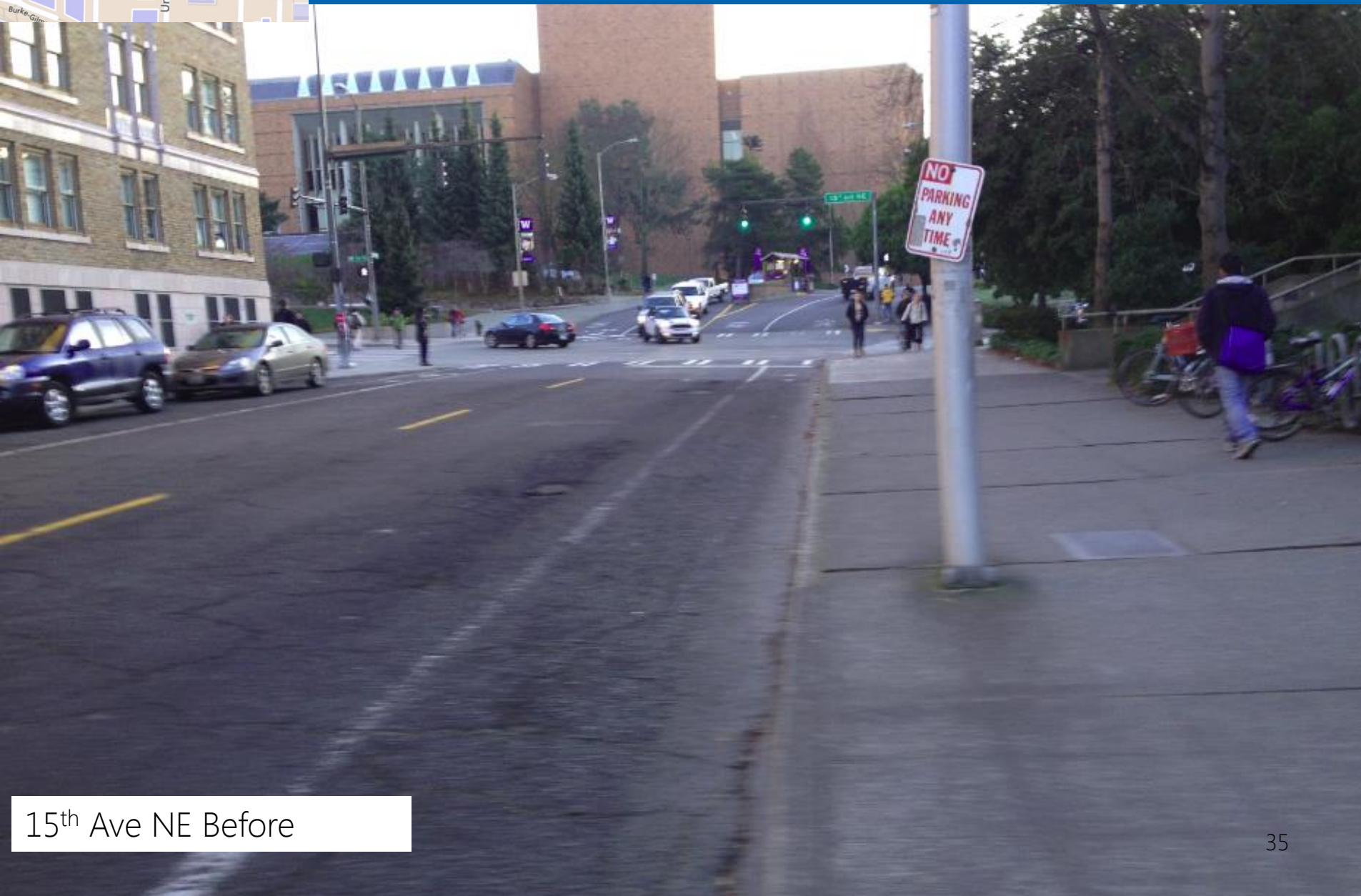


University Way Before



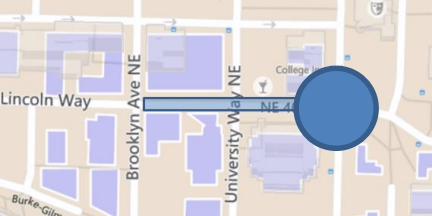


# 15<sup>th</sup> Ave NE



15<sup>th</sup> Ave NE Before



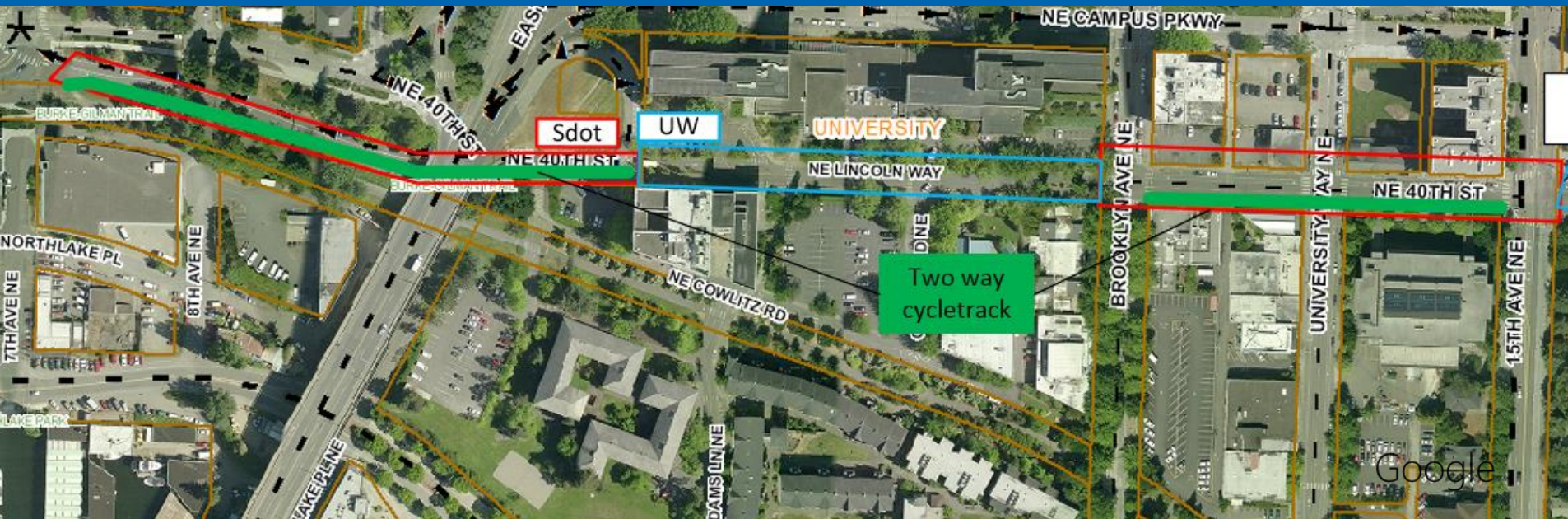


# 15<sup>th</sup> Ave NE



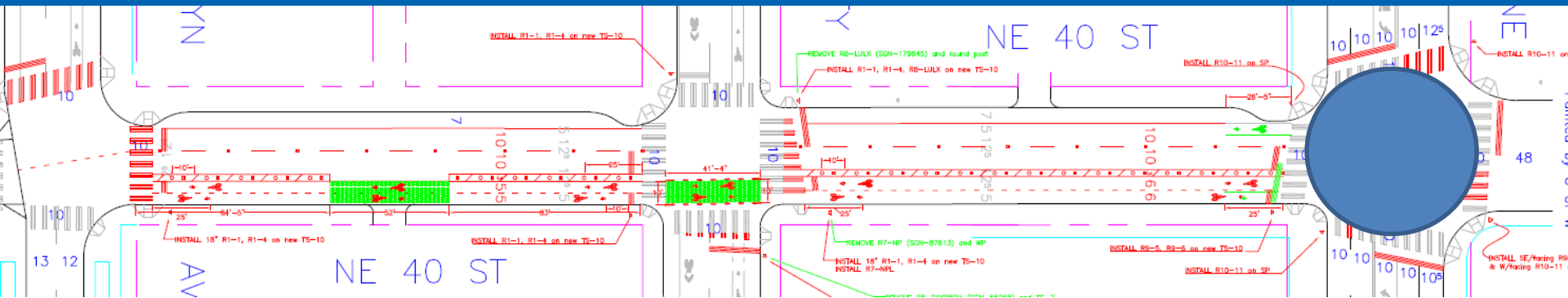


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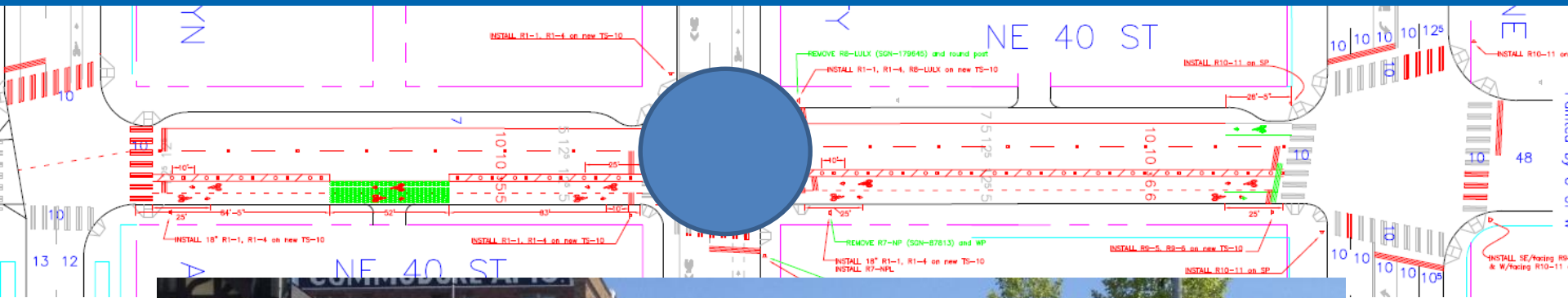


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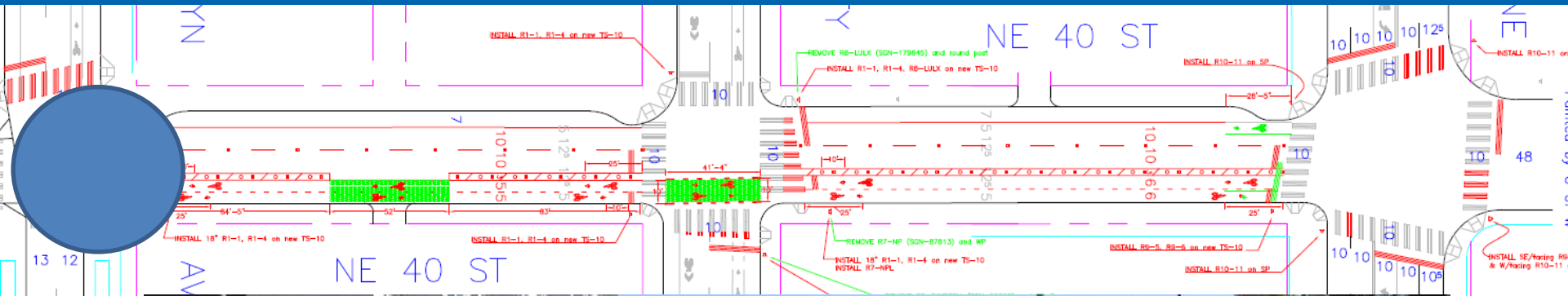




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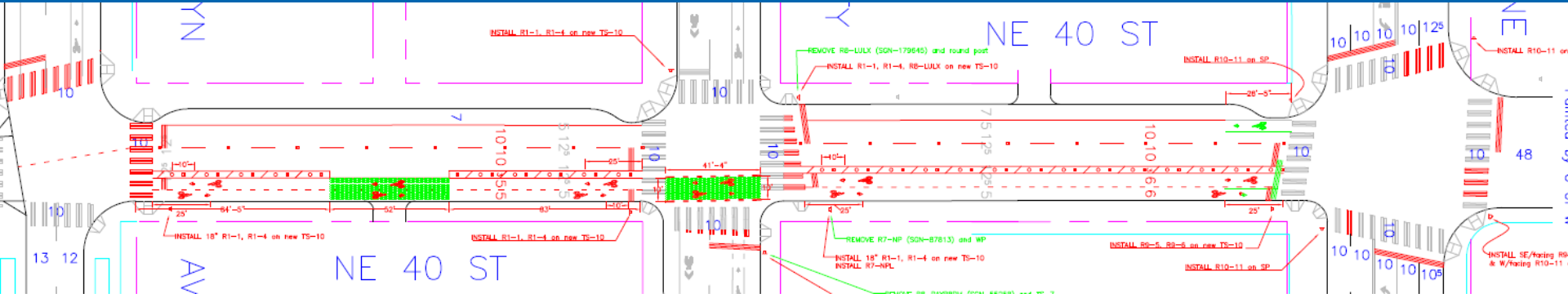


# NE 40<sup>th</sup> Street





# NE 40<sup>th</sup> Street





# NE 40<sup>th</sup> Street



# NW 45<sup>th</sup> St





# NW 45<sup>th</sup> St



# NW 45<sup>th</sup> St





# 2<sup>nd</sup> Avenue

- May 7 – Mayor Murray Announce 2<sup>nd</sup> Avenue Demonstration Project (9/8/14)
- Pike Place to Pioneer Square (0.71 miles)
- In time for Bike Share Launch (10/14/14)



Photo: Seattle Bicycle Blog

# 2<sup>nd</sup> Avenue

- 15,200 ADT – one way SB, 272 bicycle riders
- 61 bicycle collisions in 4 yr period (50% left turn at crosswalks)
- Off peak parking on Bus lane (6-9 am, 3-7 pm)
- 30 mph
- 90' ROW, 18' sw, 11' bus, 3- 10' gp, 5' bike, 8' parking
- Old post mounted signal poles, cabinets, controllers



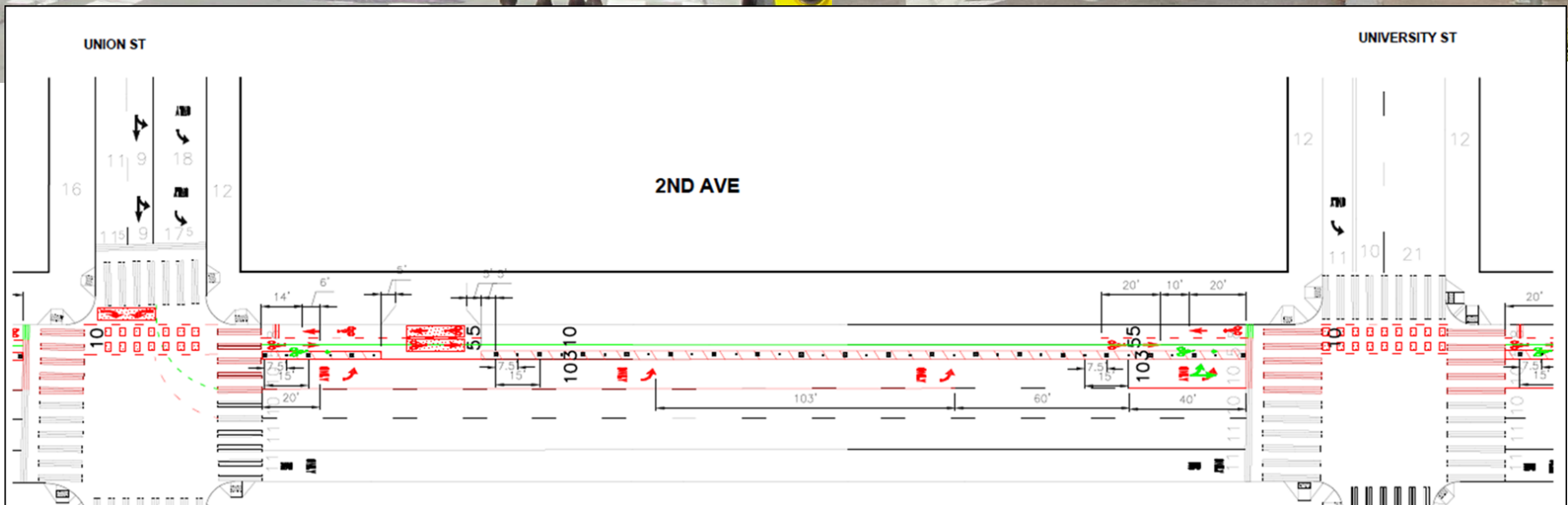
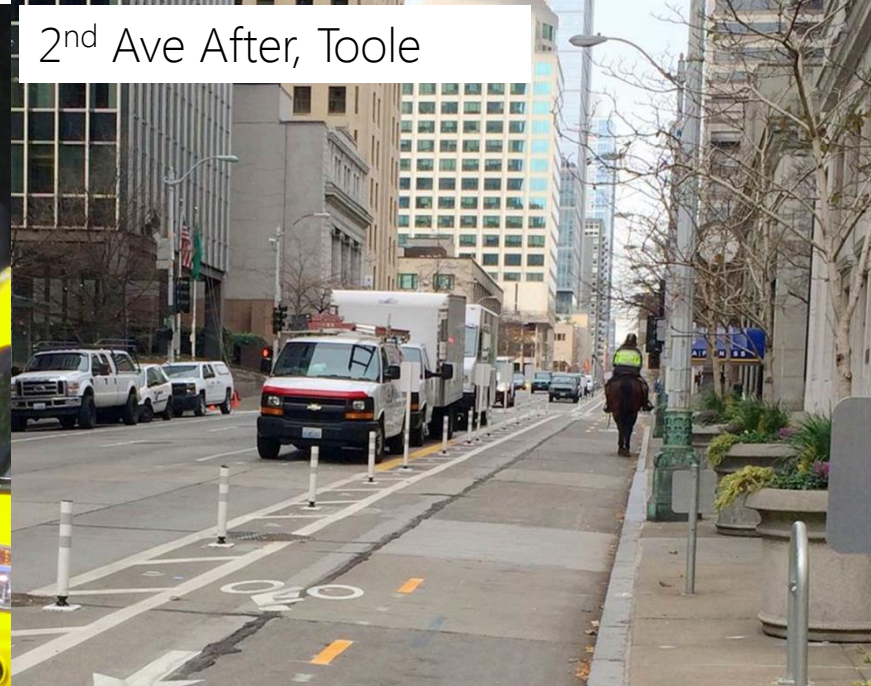


# 2<sup>nd</sup> Avenue

2<sup>nd</sup> Ave Before, SNG

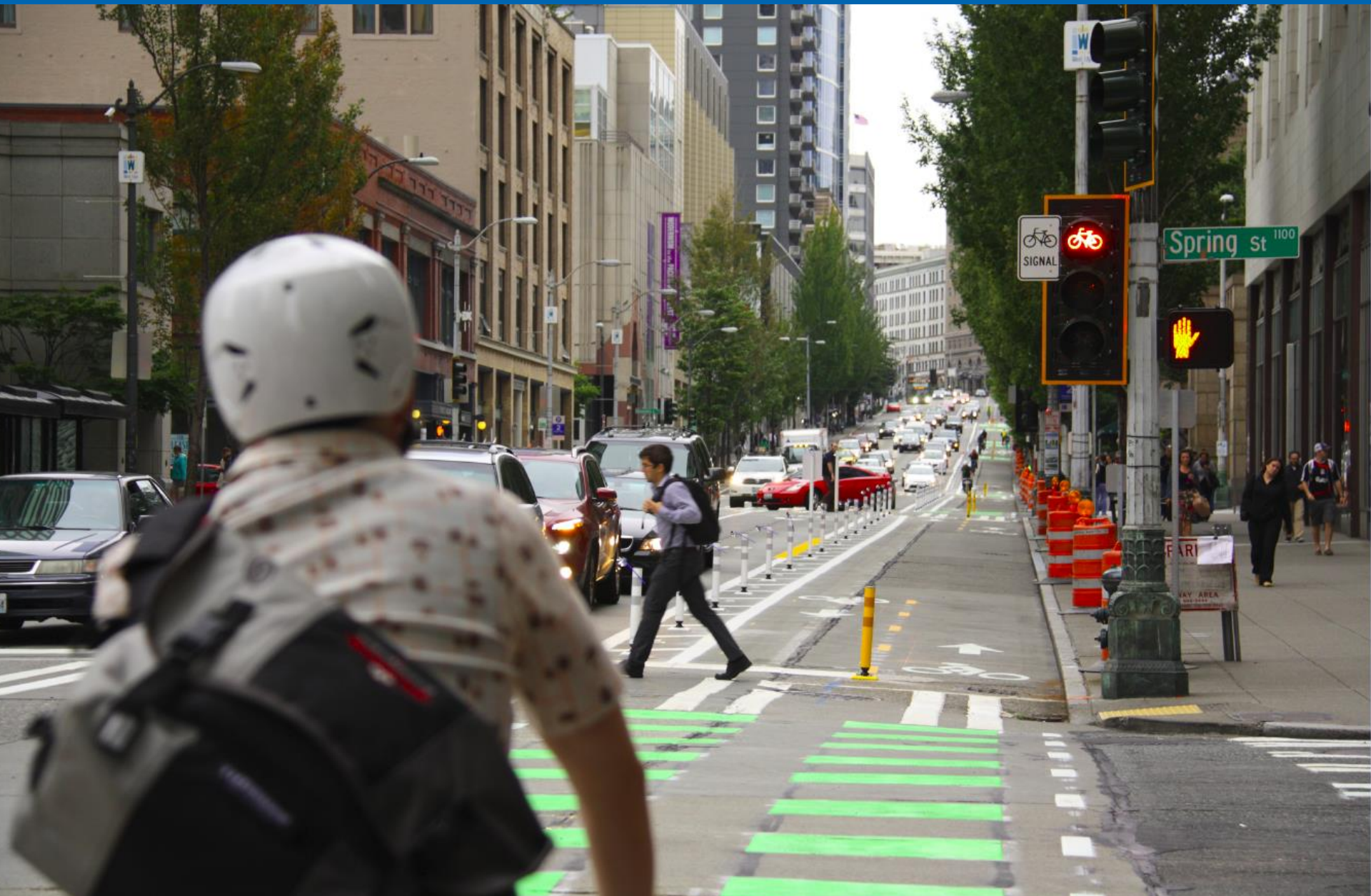


2<sup>nd</sup> Ave After, Toole





# 2<sup>nd</sup> Avenue

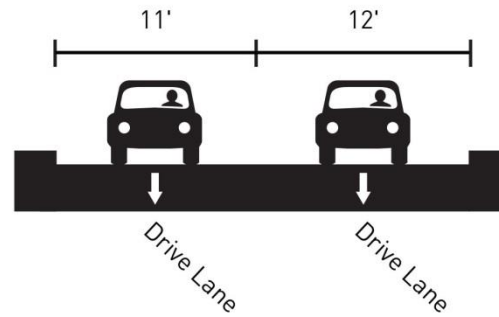




# 2<sup>nd</sup> Avenue

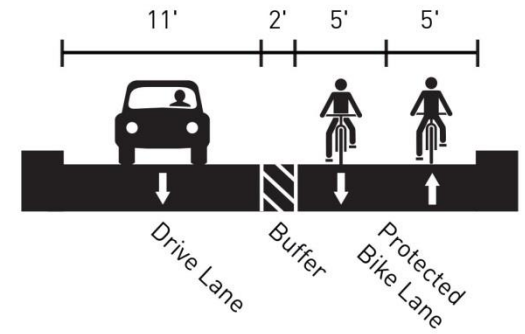


## PIKE STREET EXISTING



Looking West

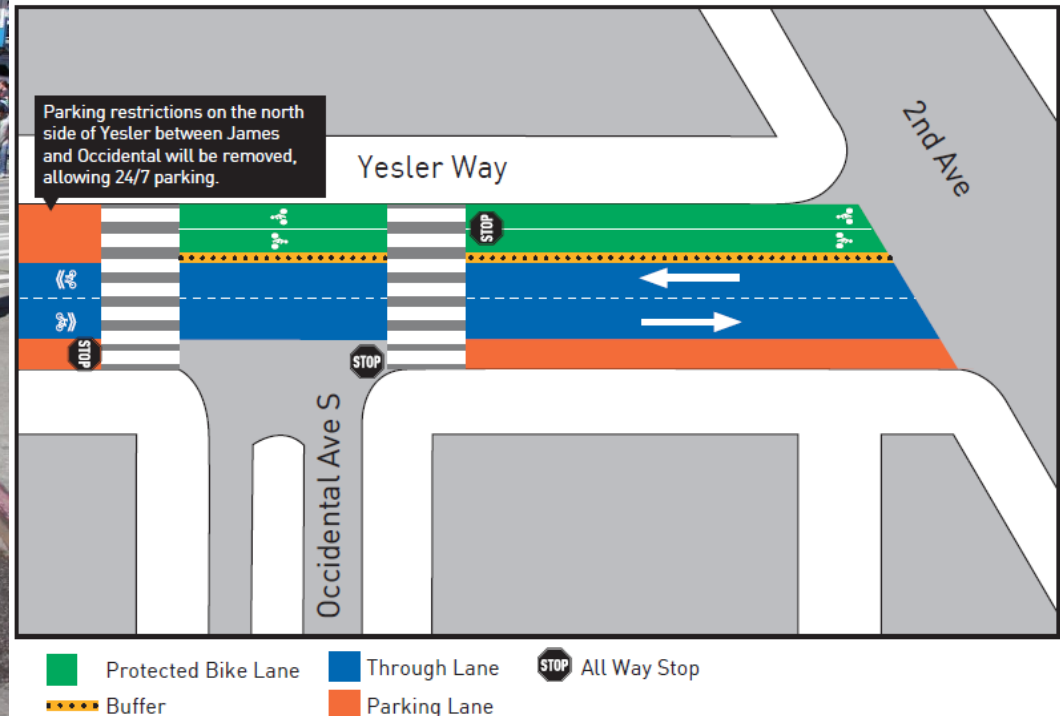
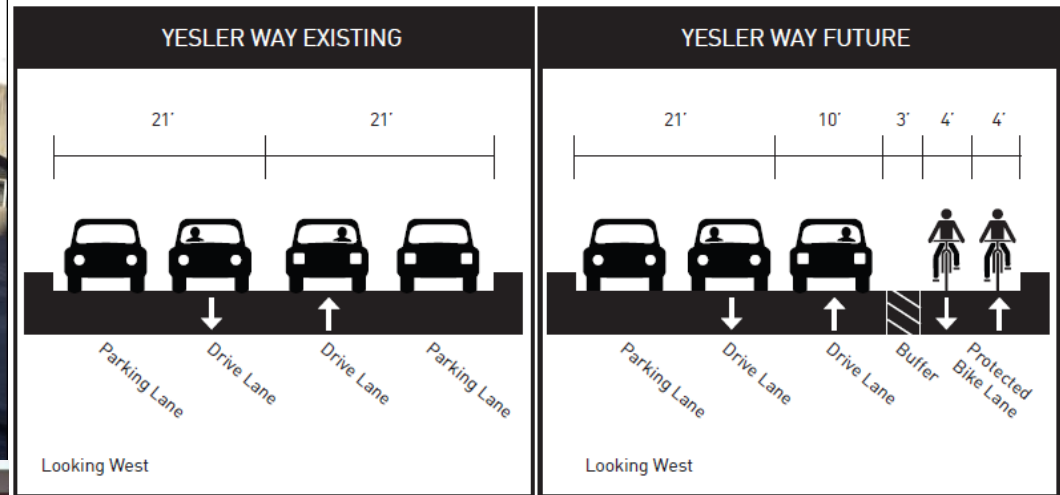
## PIKE STREET PROPOSED



Looking West



# 2<sup>nd</sup> Avenue





# 2<sup>nd</sup> Avenue





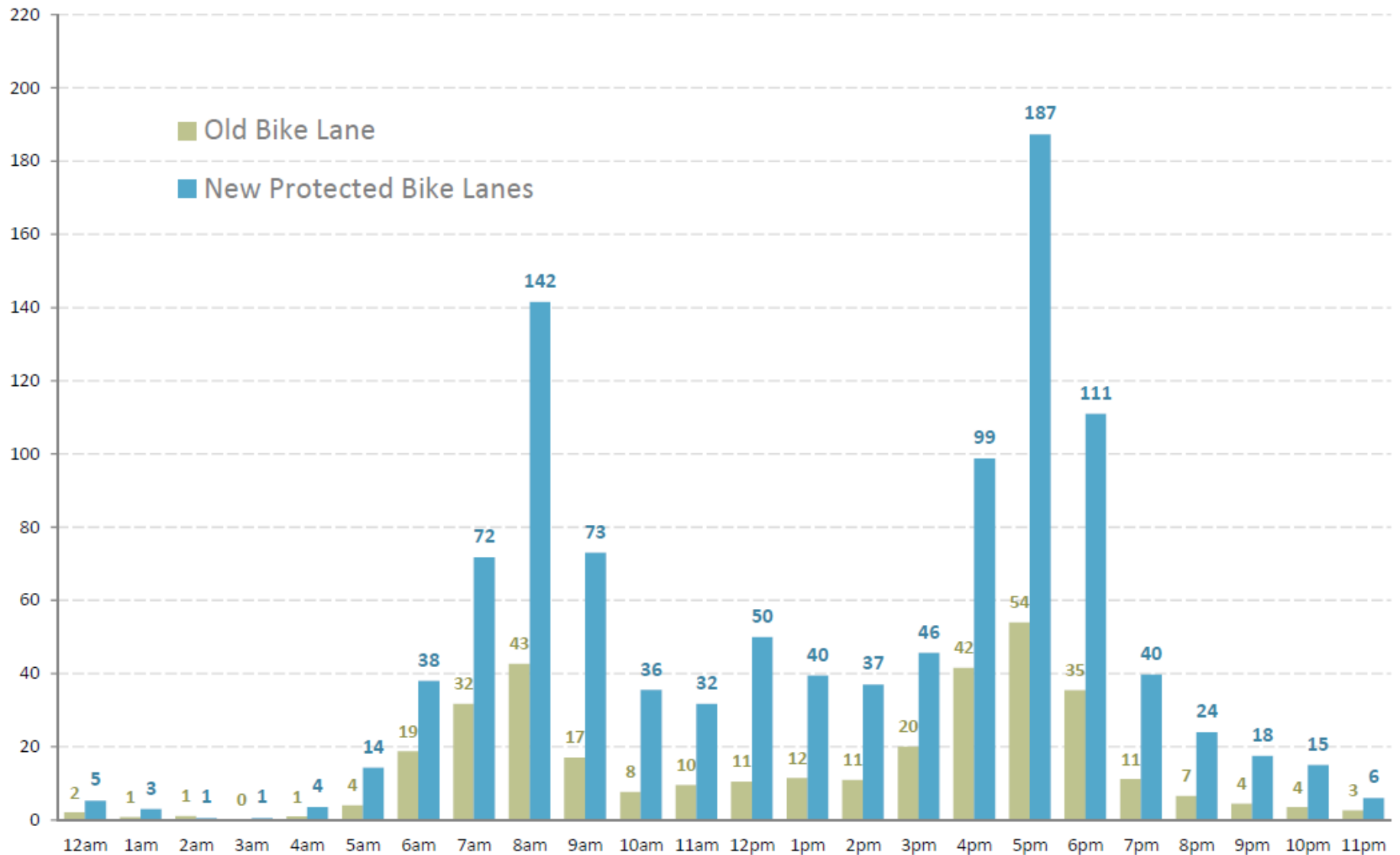
# 2<sup>nd</sup> Avenue





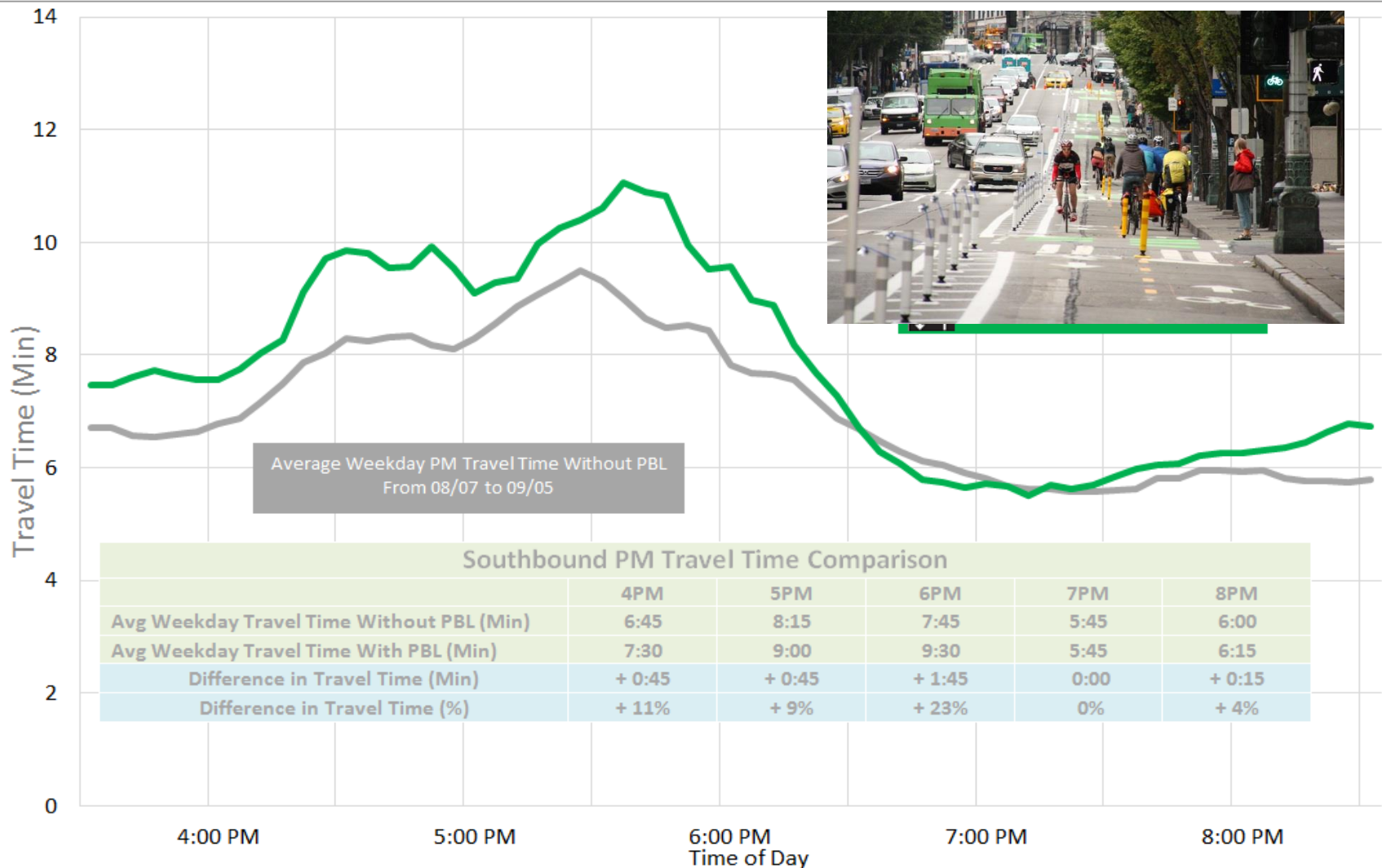
# 2<sup>nd</sup> Avenue

## Average Hourly Bicycle Volume - 2nd Avenue



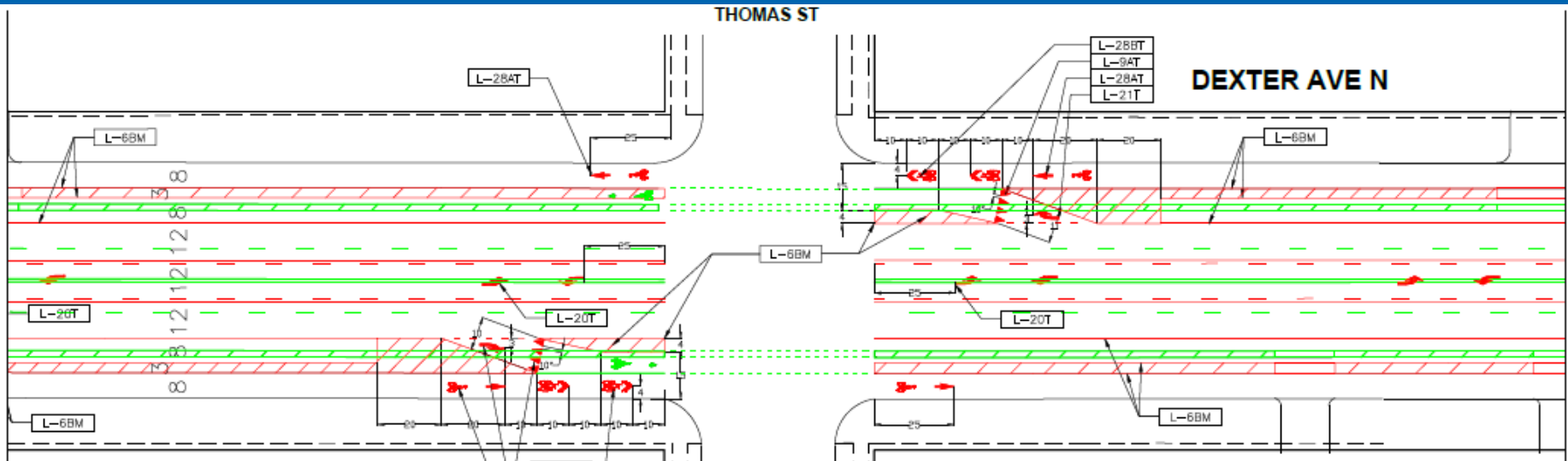
# 2<sup>nd</sup> Avenue

Southbound Travel Time (Weekday PM Peak) on 2<sup>nd</sup> Ave from Stewart St to James St

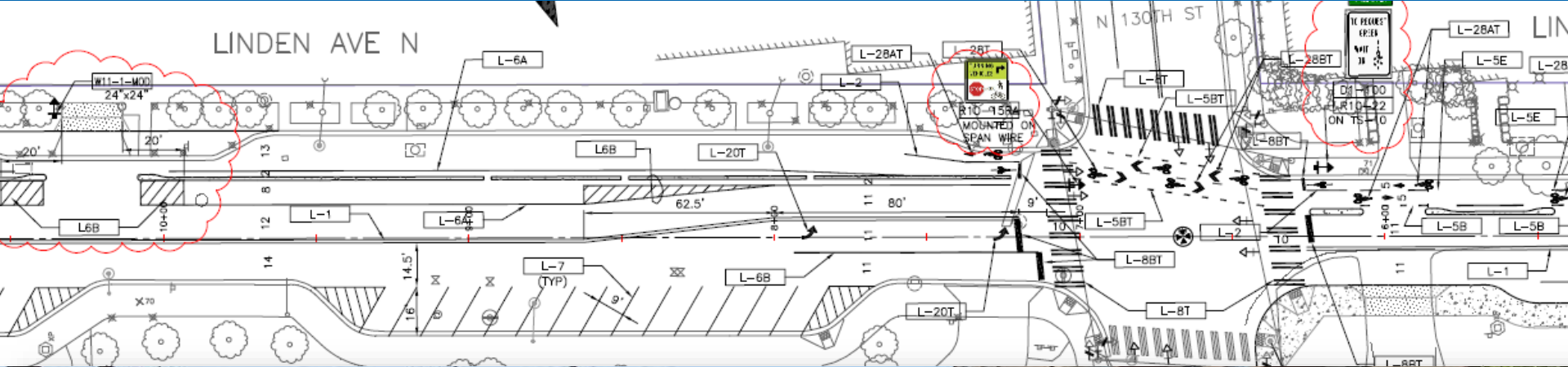




# Dexter Ave N



# Linden Ave





# Broadway Avenue





# Broadway Avenue





# Mercer Street



# Stone Way





# Paint and Posts



# Questions?

<http://www.seattle.gov/transportation>

