

Seattle Department of Transportation

BICYCLE MASTER PLAN

2018 6 Month Update



Seattle
Department of
Transportation

INTRODUCTION

BACKGROUND

The Seattle Bicycle Master Plan's (BMP) vision is that riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. The BMP identifies projects and programs to be implemented from 2014 to 2033 to achieve the vision and meet the plan's goals for safety, ridership, equity, connectivity, and livability.

Implementing the BMP also supports other city plans and priorities, including the Housing Affordability and Livability Agenda, Age-Friendly Seattle, Vision Zero, and Seattle 2035.

To achieve its vision and goals, the BMP calls for a connected network that includes approximately 100 miles of protected bicycle lanes and nearly

250 miles of neighborhood greenways. The BMP also identifies activities designed to support and encourage riding such as facility maintenance, bicycle parking, and educational events.

Since 2016, BMP implementation has been funded primarily by the Levy to Move Seattle, which was approved by voters in 2015. The new levy targets building a total of 50 miles of protected bicycle lanes and 60 miles of neighborhood greenways over the 9-year levy period.

PURPOSE

This 6-month update describes the work that the Seattle Department of Transportation (SDOT) has accomplished in the first two quarters of 2018 and what will be completed by the end of 2018.



2018 BICYCLE PROJECT STATUS UPDATE

In 2018 SDOT plans to complete or be in construction of 19.47 miles of bicycle connections:

- 7.33 miles of Protected Bike Lanes (PBLs)
- 10.35 miles of Neighborhood Greenways (NGW)
- 1.79 miles of Bike Lanes (BL)

PROJECTS COMPLETED IN Q1 -Q2 2018						
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Quarter
Banner Way PBL Upgrade	Banner Way NE	5th Ave NE	15th Ave NE	PBL	0.57	Q1
Center City - 2nd Ave PBL	2nd Ave	Denny St	Pike St	PBL	0.92	Q1
Center City - 7th Ave PBL	7th Ave	Westlake Ave	Pike St	PBL	0.39	Q2
Highland Park NGW Connection	SW Trenton St/ 11th Ave SW	17th Ave SW	10th Ave SW	NGW	0.52	Q1
Olympic Hills NGW Connection	25th Ave NW/ NE 130th St/ 27th Ave NE	NE 127th St	NE 135 St	NGW	0.76	Q1

PROJECTS UNDER CONSTRUCTION IN 2018						
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Timeline for Completion
NE 65th St Vision Zero Safety Corridor Study Area	NE 65th St/ NE 68th St/ NE 70th St	NE Ravenna Blvd	20th Ave NE	PBL/NGW	0.74	Q1 2019
NE 70th St Protected Bike Lane	NE 70th St	8th Ave NE	12th Ave NE	PBL	0.20	Q4
S Columbian Way 2018 Paving Project/S Columbian Way PBL	S Columbian Way	15th Ave S	ML King Jr WR Way S	PBL	1.10	Q4
S Dearborn St Protected Bike Lanes Project	S Dearborn St	6th Ave S	Rainier Ave S	PBL	0.46	Q4
Swift Ave S/S Myrtle St 2018 Paving Project	Swift Ave S / S Myrtle Pl	S Albrow Pl	ML King Jr WR Way S	PBL	1.75	Q4
35th Ave NE 2018 Paving Project (Northern Segment)*	35th Ave NE	NE 65th St	Ne 89th St	PBL	1.20	Q2 2019
Eagle Staff Middle School NGW Connection	N 92nd St	Fremont Ave N	Wallingford Ave N	NGW	0.65	Q3
North Seattle NGW	N 92nd St / 1st Ave NW / N 100th St	15th Ave NW	College Way N	NGW	2.70	Q4
NE 70th St Greenway	NE 70th St	12th Ave NE	15th Ave NE	NGW	0.17	Q4
Rainier Valley NGW Phase 1	30th Ave S/S Ferdinand St/46th Ave S	S College St	S Henderson St	NGW	5.54	Q3
35th Ave NE 2018 Paving Project (Southern Segment)*	35th Ave NE	Burke-Gilman Trail	NE 65th St	BL	0.98	Q2 2019
Wilson Ave S 2018 Paving Project*	Wilson Ave S	S Dawson St	Seward Park Ave S	BBL	0.81	Q4

*SDOT is having an ongoing dialogue with the communities impacted by these projects. Due to these conversations, the projects may be completed in 2019.

CENTER CITY BIKE NETWORK

Many of the projects in or near downtown are being developed in coordination with the One Center City project. SDOT is currently working with Council, the Mayor's office and external stakeholders to prioritize projects and accelerate as needed. Current constraints to deliver the Center City Bike Network in the next 3 years

are the Washington State Convention Center Construction, the Alaskan Way Viaduct closing/ Alaskan Way Tunnel opening, and the volume of construction occurring in the downtown core. SDOT is looking for interim solutions to maintain pathways for bicyclists downtown.



BICYCLE MASTER PLAN EXPENDITURES

Q1-Q2

Shown is a summary of 2018 funding for the Bicycle Master Plan implementation and expenses in the first 2 quarters of the year. The funding contributes to building the network in the Bicycle Master Plan as well as spot improvements, bicycle rack installation and implementing strategies and actions.

Bike Master Plan Budget Q1-Q2	
Funding 2018 (Millions)	
2018 Adopted Budget	9.5 M
2017 Assumed Carry forward	3.3 M
2017 Grant Carryforward	0.4 M
Total Funding	13.2 M
Spent Q1-Q2 (Millions)	
New Trails, Protected Bike Lanes, and Bike Lanes	5.2 M
Neighborhood Greenways	1.6 M
Maintenance and Spot Improvements	0.1 M
Strategies and Actions	0.1 M
Total Cost	7.1 M
Remaining Budget in 2018	6.1 M

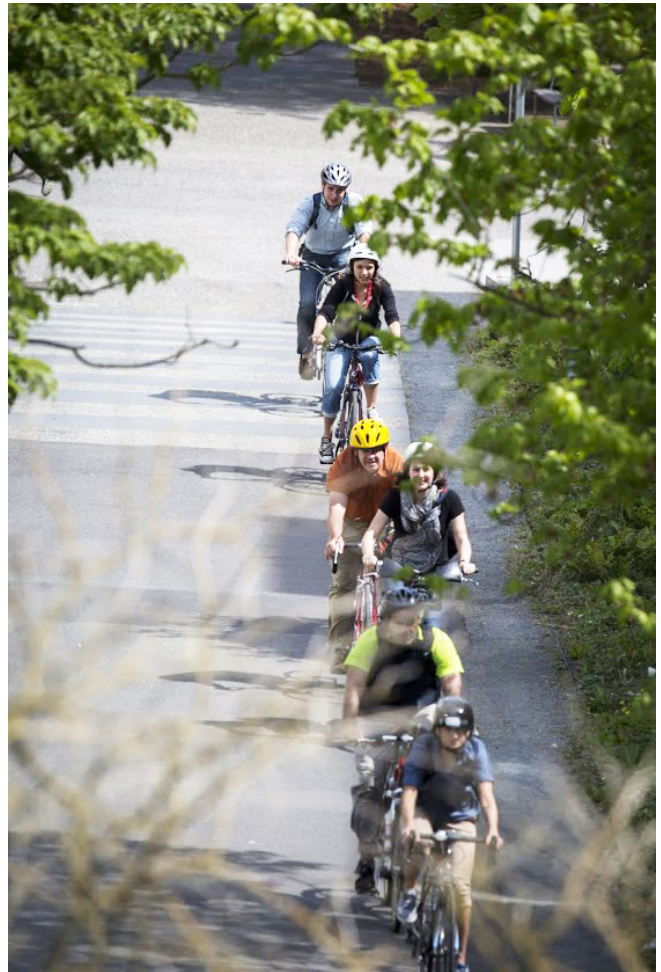
NEW TOOLS

LEVEL OF TRAFFIC STRESS

SDOT staff is looking at how bicyclists level of stress is impacted by roadway design. Staff has created a snapshot of the citywide network. This tool can be used to prioritize where future bicycle facilities are built and where facilities need upgrades.

BPSA PHASE II

In 2016, we completed the Bicycle and Pedestrian Safety Analysis (BPSA), which studied eight years of citywide data to identify the roadway designs and user behavior characteristics most highly correlated with collisions involving people walking or biking. Based on the data analysis, we developed a safety prioritization model to identify opportunities for spot and corridor improvement projects. In 2018, we will launch Phase II of the BPSA to get a better understanding of the contributing circumstances of bicycle and pedestrian crashes. This research will continue to inform our work going forward and move us more quickly towards our Vision Zero goal.



FUNDING: MOVE SEATTLE ASSESSMENT

The cost to meet levy commitments are greater than originally anticipated. While original cost estimates were developed based on previous project spending trends and industry experience, the original estimates assumed approximately \$860K as an average per-mile cost for bicycle facilities. While costs vary significantly by location, most PBL and greenway projects are now estimated to cost more than the original figure -approximately \$1M - \$2M for a PBL and \$650K-\$1.5 M for a greenway.

SDOT recommends working with bicycle stakeholders to balance available funding with BMP priorities, closely managing this sub-program to deliver it on schedule and within budget and using lower-cost design treatments (i.e. paint striping and posts in lieu of concrete curbs) to deliver the maximum amount of bicycle network connectivity.

SDOT will work with the Seattle Bicycle Advisory Board and bicycle stakeholders to prioritize a combination of bicycle facilities that are consistent with guidance included in the BMP. SDOT will continue to research and incorporate best practices to implement bicycle facilities for all ages and abilities.

The Levy to

MOVE SEATTLE



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