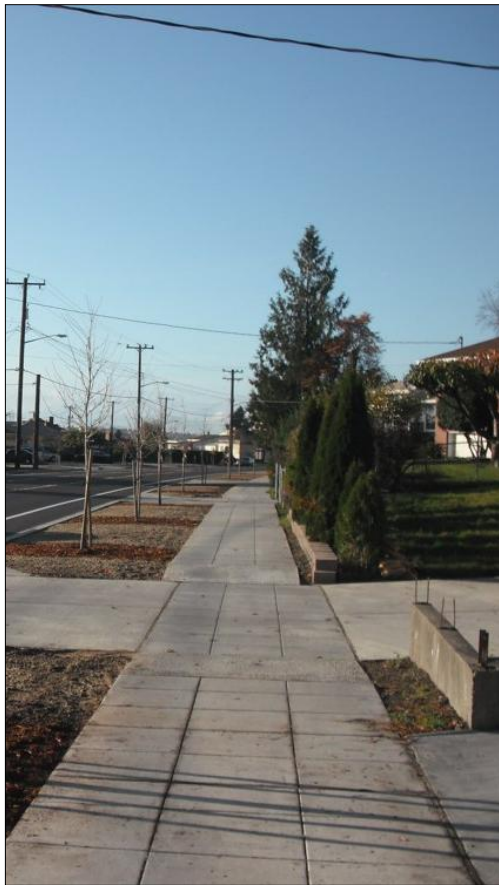




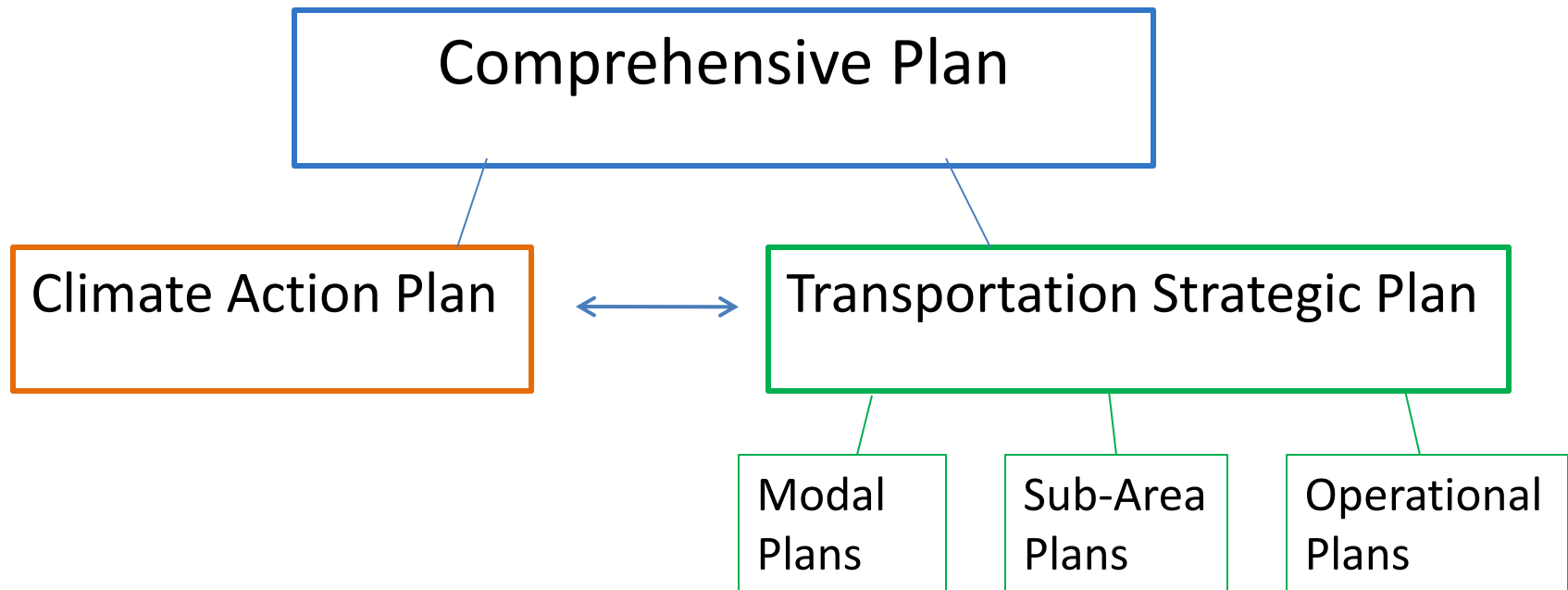
Bicycle and Pedestrian Projects

Prioritization and Top 2011 Projects



May 10, 2011

Vision Drives Planning

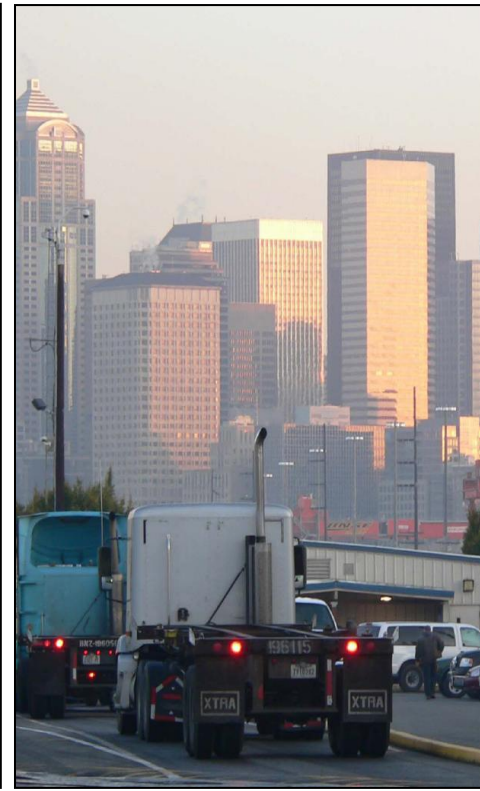


The Transportation Strategic Plan

- Describes SDOT's vision and strategies
- Articulates issues important to the public
- Guides decision-making and sets priorities
- Shows how SDOT will deliver on its commitments



The Transportation Strategic Plan Framework (2010–2011 Update)



The Sustainable City

- Make the best use of the right-of-way for moving people and goods
- Maintain Seattle's infrastructure
- Price and manage parking wisely
- Reduce auto trips and greenhouse gas emissions
- Improve the environment
- Increase safety for all modes and all users

The Equitable City

- Eliminate institutional racism
- Empower participation by under-represented communities
- Make the transportation system work for everyone to increase opportunity
- Communicate information about projects and programs in an accessible, engaging, and compelling manner

The Productive City

- Keep freight and goods moving safely and efficiently
- Leverage public and private transportation investments
- Support Seattle's growth and maintain our competitive edge
- Serve as a model for organizational efficiency, innovation, and service

The Livable City

- Support Seattle's neighborhoods as great places to live, work, play, and visit
- Encourage walking, bicycling, and transit use as healthy transportation choices
- Connect to Seattle's many waterfronts and natural vistas
- Increase access to cultural, recreational, and intellectual opportunities



Implement Complete Streets

- Complete Streets Checklist helps define project elements for all modes
- Coordinate priorities among programs
- Integrate design criteria from the Right-of-Way Improvements Manual
- Leverage capital investments
- Leverage local levy dollars





Coordinate Efforts, Leverage Opportunities

- **Coordinated Infrastructure Planning** in neighborhood planning areas (DPD, SCL, SPU, SDOT) and for large capital projects
- **Utility coordination** (SCL, SDOT, SPU, Private Utilites) through project permitting
- **Fee in lieu of programs** to address stormwater code requirements (SPU/SDOT)
- **Neighborhood greenway planning** (Council, SDOT, SPU, Parks, SCL, Seattle Parks Foundation, Seattle Childrens, modal advocacy groups)
- **Parks projects** in the street right-of-way (Parks, SDOT)



Pedestrian Master Plan (PMP)

Vision: Make Seattle the most walkable city in the nation

Goals: Enhance safety, equity, vibrancy, and health

Outcome: Develop citywide and neighborhood-specific projects and programs

Cost to Implement Tier 1 Projects: \$840M

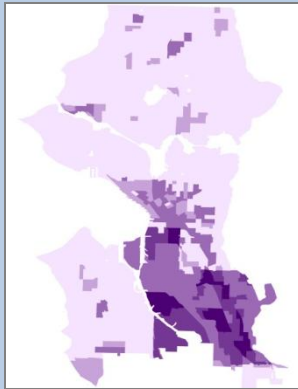
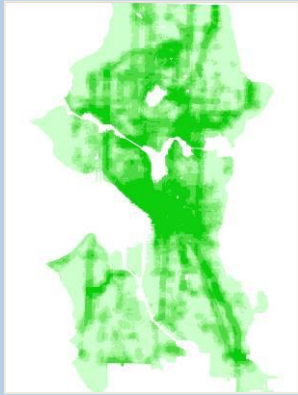
2011 PMP Budget: \$15.4M

Spending since 2007: \$28M



PMP: Data-Driven Priorities

Building Blocks



Demand

Equity

Corridor
Function

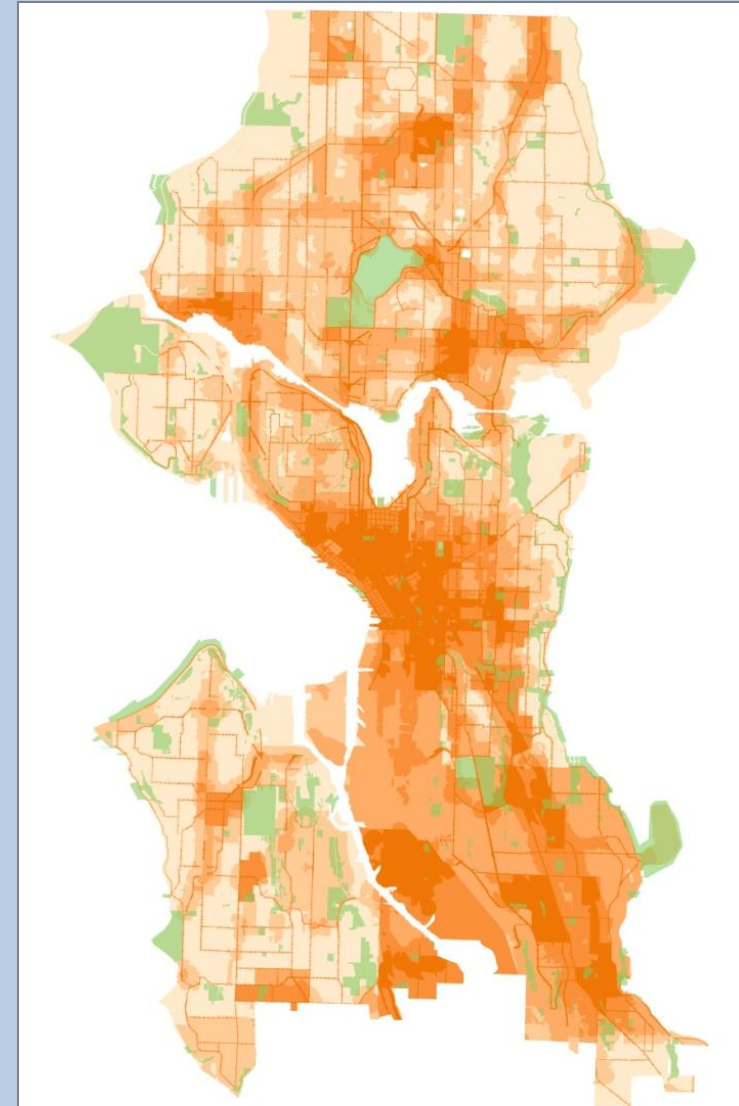
Contribution to
Total Score

40%

35%

25%

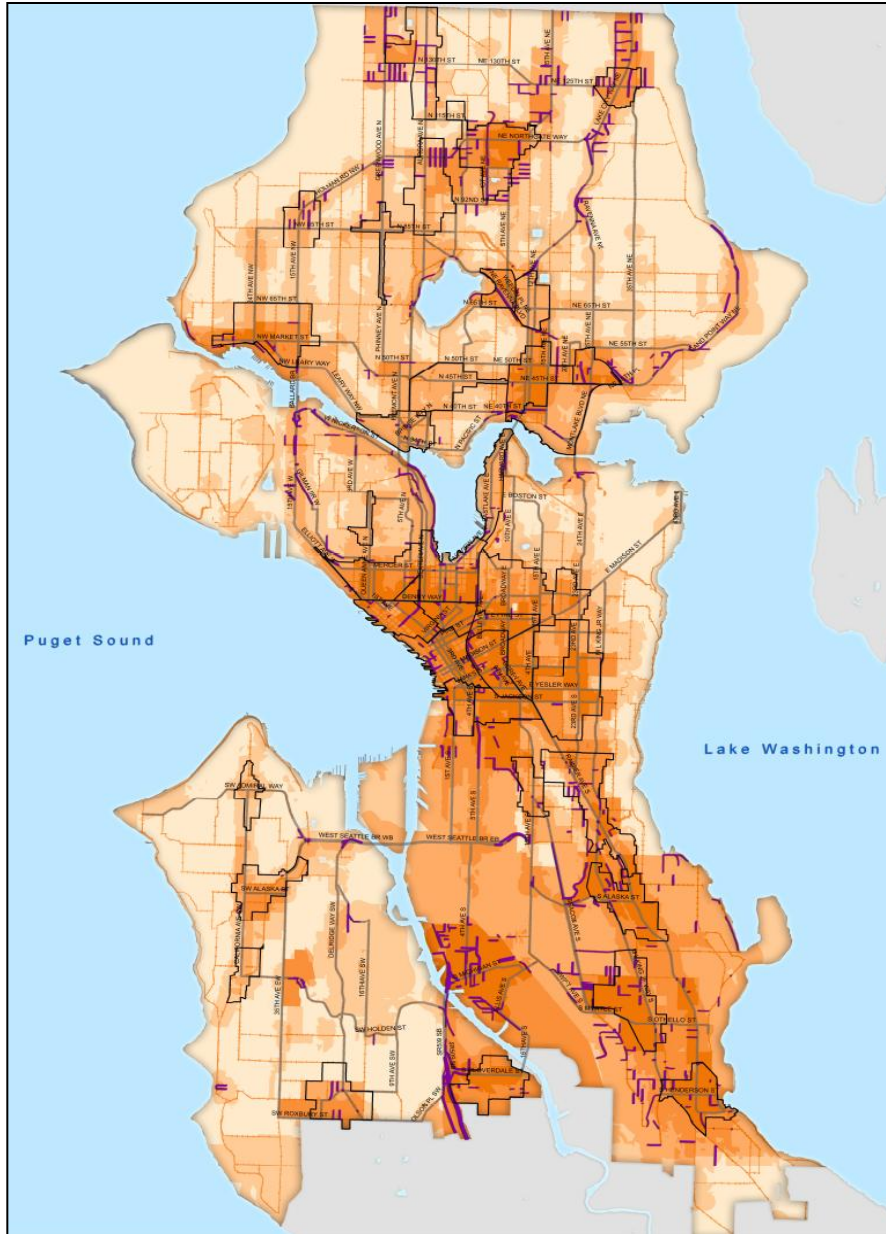
High Priority Areas



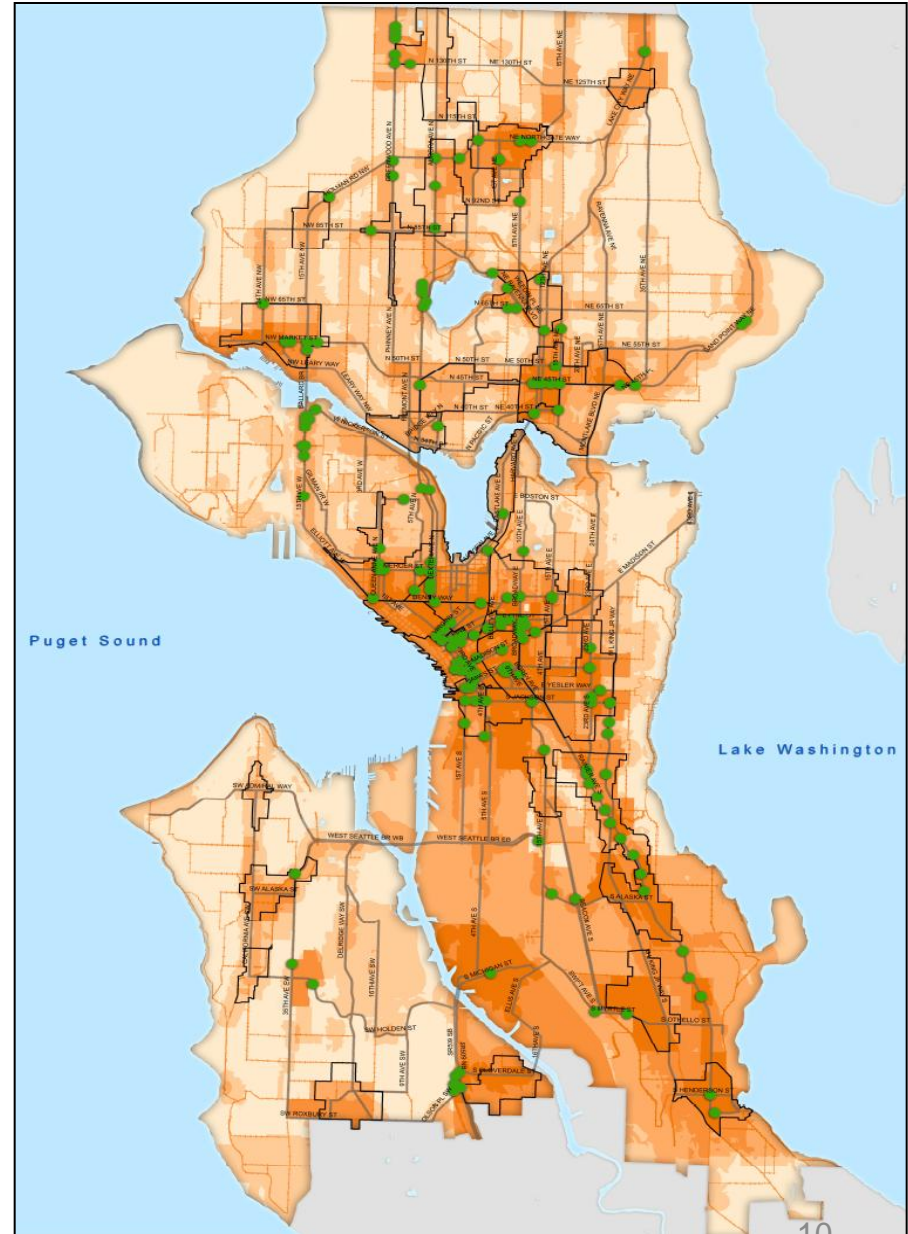
Across the Roadway



Prioritizing Improvement Opportunities



Tier 1 Along the Roadway



Tier 1 Across the Roadway



PMP Tier I Implementation Cost

Along the Roadway:

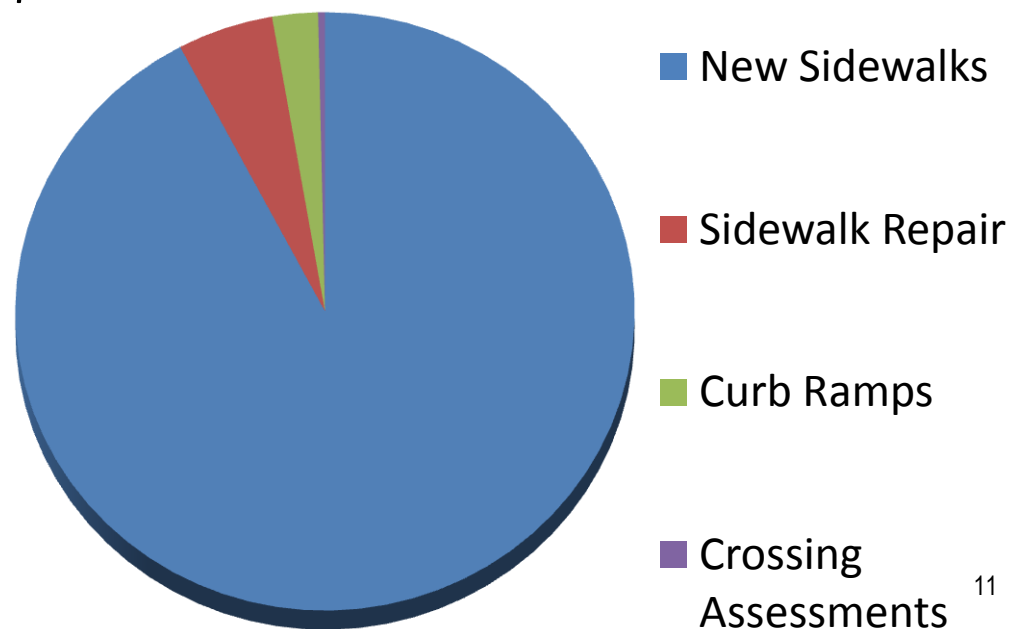
- New sidewalks \$774 m
- Sidewalks Repair \$42 m

Across the Roadway:

- Curb Ramps \$20M
- Crossing Assessments \$3 m

Total Tier 1 Cost =
\$840 million

(2009 dollars)





2011 PMP Infrastructure Deliverables

- 50 crossing improvements
- 25 pedestrian countdown signals
- 300 crosswalks remarked
- 10 school zone improvements
- 5 school walking route improvements
- 10 blocks of new sidewalk
- 280 curb ramps
- 22 blocks of sidewalk repair





Seattle's Bicycle Master Plan

- Adopted in 2007
- **Vision:** Create an interconnected network of on- and off-road bicycling facilities
- **Goals:** Increase ridership and improve safety
- **Outcome:** A bicycle facility network for everyone
- **Total Cost to Implement:** \$240 million





BMP Implementation Cost

Total Cost to Implement over 10 years:

\$36 m on-street facilities

\$ 7 m crossing improvement

\$64 m multi-use trails

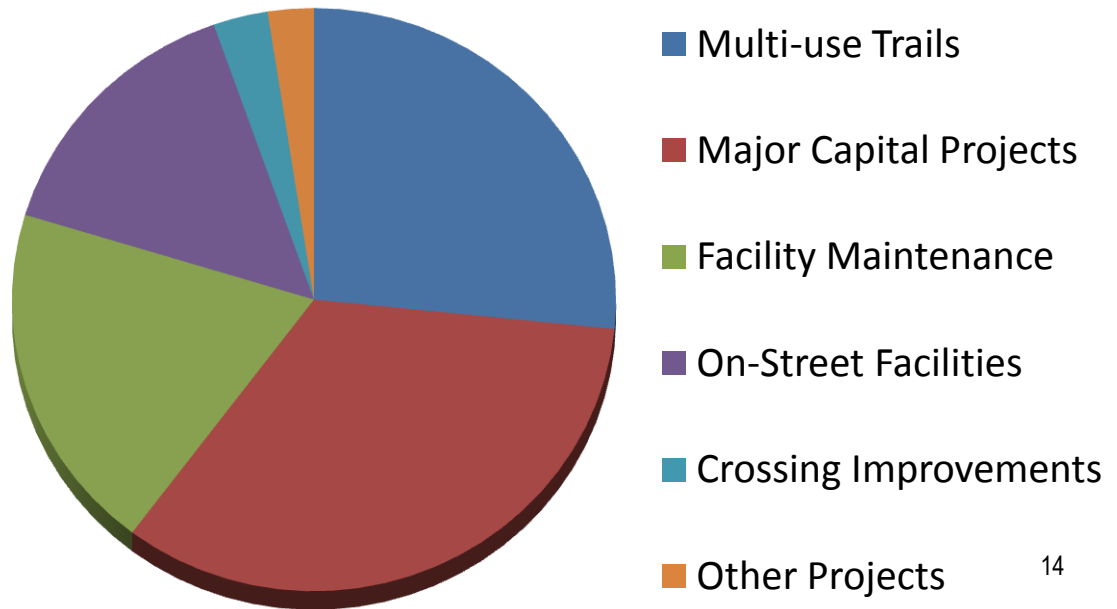
\$81 m major capital projects

\$46 m facility maintenance

\$ 6 m other projects

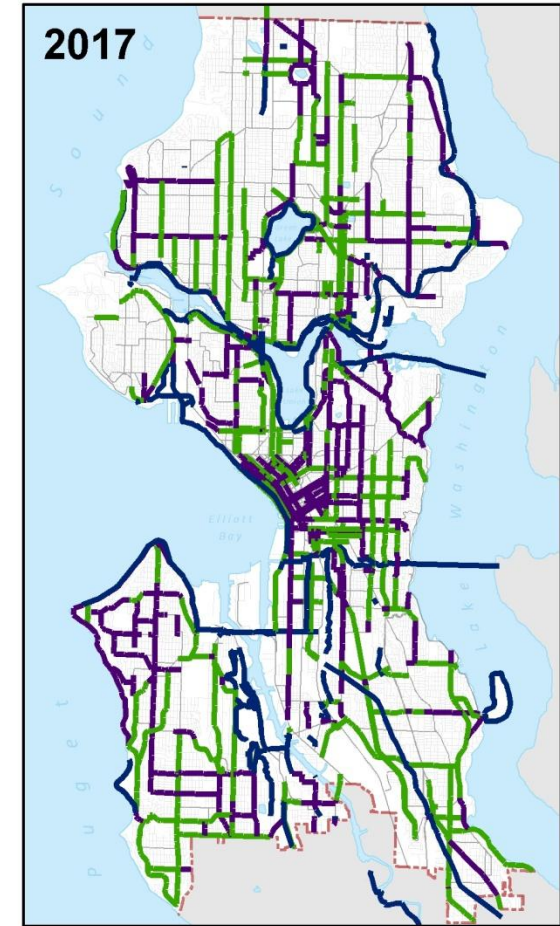
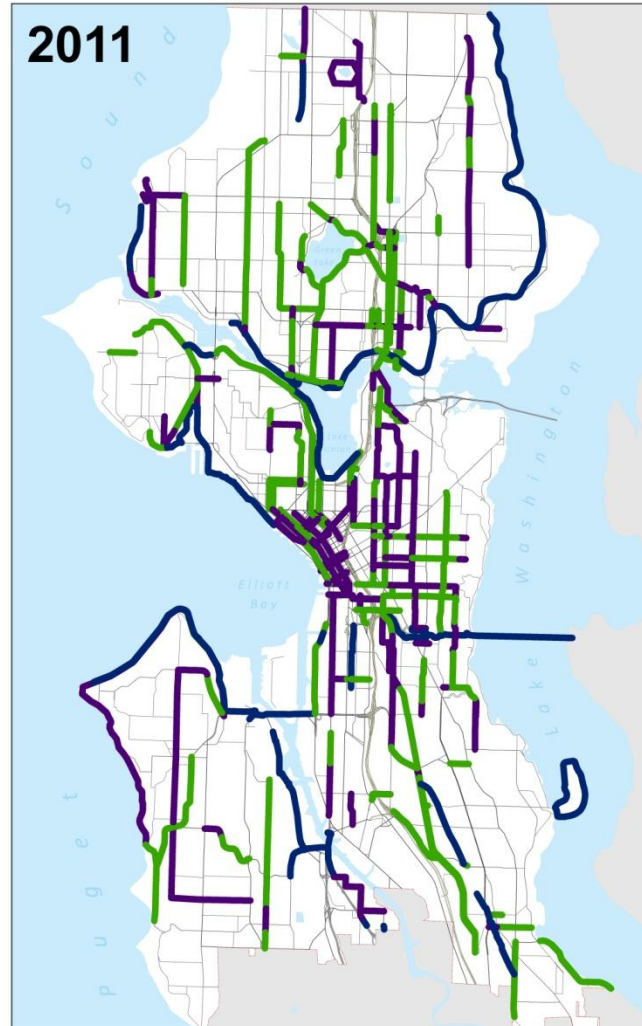
\$240 million total

(2007 dollars)





Seattle's Bicycle Network



-  Bike lanes
-  Sharrows
-  Trails



Bicycle Project Prioritization

Prioritization Score Based on:

- Master Plan System Completion – 20 points
- Safety – 30 points
- Mobility – 40 points
- Anticipated Demand – 20 points
- Equity – 20 points

Balancing Factors:

- Partnering opportunities
- Coordination with other projects
- Geographic balance
- Pavement condition





Sample from 2011 On-Street Facility List

Street	From	To	Score	Length	Planned Year	Recommended Facility type
LATONA AVE NE	Burke-Gilman Trail	NE 45th St	81	0.50	2011	climbing lane
THACKERAY PL NE	Burke-Gilman Trail	NE 45th St	81	0.50	2011	shared roadway
6th Ave S	Airport Way S	S Jackson St	79	0.25	2011	sharrows, 2 sides
7TH AVE S	S Jackson St	S Dearborn St	79	0.23	2011	sharrows, 2 sides
N/NE 65TH ST	Woodlawn Ave NE	Ravenna Blvd NE	79	0.42	2011	climbing lane
Lakeview Blvd E/Harvard Ave E/E MILLER ST/11th Ave E	Belmont Ave E	Delmar Dr E	76	1.23	2011	climbing lane
NE 125th ST	Roosevelt Way NE	28th Ave NE	70	1.02	2011	bike lanes, 2 sides
S ALBRO PL/Ellis Ave S	Swift Ave S	E Marginal Way S	70	0.89	2011	bike lanes, 2 sides
SENECA ST	Hubbell Pl	Broadway	70	0.55	2011	sharrows, 2 sides



2011 BMP Deliverables

- 15 miles bike lanes and sharrows
- 20 miles signed bicycle routes
- 20 miles of trail inspection
- 10 trail spot improvements
- 30 miles of bicycle facility maintenance
- 15 maintenance and spot improvements
- 300 bike parking spaces
- New 2011 bicycle maps





West Thomas Street Pedestrian & Bicycle Bridge

- Crosses BNSF railroad tracks and Elliott Avenue West
- Construction to begin summer 2011
- Connects Uptown to Elliott Bay Trail
- Part of Lake to Bay Loop Trail





Ballard Bridge Study

Evaluating options to improve bicycle and pedestrian access





Neighborhood Greenways

- Non-arterial routes
- Traffic-calmed
- Benefits to riders, walkers, neighbors
- Two locations in design in 2011:
 - Wallingford
 - 39th Av NE





Dexter Avenue North

- Buffered bicycle lanes as part of paving project
- Includes innovative bus islands
- Under construction





Lake to Bay Loop

- Will connect South Lake Union, Seattle Center, Elliott Bay
- Expect to begin design in 2011
- Some elements complete or underway:
 - Thomas Street overpass
 - Mercer East
 - Terry Avenue





Neighborhood Street Fund

- 11 Neighborhood Street Fund Large Project Locations
- 19 Neighborhood Project Fund Locations
- Projects are prioritized by the community and support bicycle and pedestrian activity





Trails

- Ship Canal Trail Phase 3
- Mountains to Sound
- Burke Gilman Trail Missing Link





Mercer East Complete Street

