WALK.
BIKE.
RIDE.

Making walking, biking, and riding transit the easiest ways to get around in Seattle

City of Seattle
Office of the Mayor

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What is Walk Bike Ride?

Walk Bike Ride is a multi-year initiative that will support projects and programs that make walking, biking, and riding transit the easiest ways to get around in Seattle. It will serve all people, regardless of age, income, ethnicity, or ability. It will use transportation investments to create quality places. And it will reclaim our streets for communities. Our long term goal is an interconnected network of walkways, bike paths, and transit routes that allow all residents to easily get around Seattle without a car.

We know that many will still use cars as their first choice for years to come, and that we need to ensure freight mobility for the success of our maritime, commercial and industrial sectors. We also believe that we can transition with a balanced approach that accommodates all users and enhances our economic competitiveness.

We have already made progress toward this goal. We have adopted pedestrian and bicycle master plans. The first Link light rail line is up and running, with plans to extend the system north and east. But we also have a long way to go. We have not yet demonstrated the ability to make tough choices. We are currently planning for over $8 billion in major highway projects in Seattle. That's a lot of money. It would go a long way toward building out a citywide light rail system. It could buy a lot of bus hours.

And that's important – because right now, we have to fight just to keep what we have. Metro transit is facing a looming budget crisis that could cut 600,000 annual hours of service by 2015. Revenue shortfalls may lead Sound Transit to delay projects or push a future transit measure further into the future.

The City's budget is also severely constrained, with a long backlog of basic maintenance needs. We have to live within our means and focus on the basics. Even so, we will work hard wherever possible to make the choices to prioritize our limited resources to fund bicycle, pedestrian and transit improvements.

Here's what we'll do right now to begin realizing these long term goals:

1. Update the Transit Master Plan: We will start this summer to update our Transit Master Plan. This Plan will set a long term vision for expanded transit service in Seattle. It will look at transit corridors and prioritize different modes for each corridor, including local bus service, bus rapid transit, electric trolleys, light rail and streetcars. It will also study the feasibility of expanding light rail to Ballard and West Seattle.

2. Early Implementation Projects: We will use existing resources to focus aggressively on early implementation of projects that will improve walking, biking, and neighborhoods. Rechannelization, pedestrian improvements, and bicycle improvements along Nickerson Street are a good example of this.
3. Public Engagement: We will engage with the public. Elected officials have an important role to play, but they can only do so much. This kind of change must come from the bottom up. It will take a major grassroots effort to convince elected officials in the city and the region that we need a real emphasis on walking, biking and transit as the backbone of our transportation system. We have scheduled five initial community meetings, beginning with a Health, Equity, & Transportation Forum Wednesday, May 26.
4. Future Funding: We will work to develop a budget for 2011-12 that will focus on maintaining local streets, which are key for walkers, bikers and transit and will look to live up to the City's commitment to expand opportunities for funding the bicycle and pedestrian master plans.
5. Protecting and Expanding Transit: We will work with other regional leaders on expansion of funding opportunities at the federal, state and county levels – to protect Metro service, improve the quality of bus service and fund faster implementation of light rail.
6. Focus on Places: We will integrate Walk Bike Ride principles into neighborhood planning in the Bitter Lake/Broadview and Rainier Beach Neighborhoods, as well as future neighborhood planning efforts. We will promote sustainable and transit-oriented communities with thriving business districts through other means.

The Story

We are at a turning point in transportation. We cannot sustain the financial, environmental and health costs of a transportation system that is overly reliant on automobiles. We need a new balanced approach that creates a transition. We are prepared to commit to that path by prioritizing walking, biking and transit in how we use our streets, how we spend our dollars, and how we collaborate with county, state and federal governments.

Walk Bike Ride will:

- Create an equitable transportation system for all by providing more affordable travel choices
- Focus on the places where people want to be and add qualities that make them want to stay
- Prioritize right-of-way space to emphasize walking, biking and riding

If we do this, we know that the benefits will be substantial.

We can create an environment where people can lead healthier lives in places that support people— their health, their neighborhoods, their businesses, and their families— regardless of who they are, how much they earn and where they come from.

We can help more Seattleites save money. The American Automobile Association estimated this year that, excluding loan payments, a car-owner can expect to pay $9,519 to drive a medium sedan 15,000 miles a year. And the monetary cost of owning a car is only going up with rising fuel prices, tolls and parking fees. By making walking, biking and using transit the easiest ways to get around Seattle, we will be supporting infrastructure that everyone can afford, regardless of their income level.

We can improve the health of our communities. Our neighborhoods and the way they're designed affect the way we get around in the city. Our lifestyles and activities have changed, and the obesity trend has hit an alarming trajectory in a very short time period. This is truly a dramatic change that has wide-ranging impacts. The generation of children born now is the first generation to have a lower life-expectancy than the previous one. By getting people walking, biking, and walking to transit every day, they can lead healthier lifestyles.

We can promote equity. Some communities are suffering more than others: in King County, African-Americans are 60 percetn more likely to be obese. If your neighborhood has less open space, fewer or no sidewalks, and more traffic, these inequitable health outcomes begin to make sense. But what kind of place is Seattle if we allow whole communities to bear the brunt of these negative impacts?
By designing our communities in the context of health and equity trends, and by providing better walking, biking, and transit environments for all Seattleites, we can begin to reverse these negative impacts.

When a city can provide the kind of easy and convenient transportation that serves people both directly and indirectly, we're preparing ourselves for a better future.

Now is the time to start.

RIDE

The Seattle Department of Transportation (SDOT) will develop a citywide Transit Master Plan (TMP) to update and expand upon the existing Seattle Transit Plan (2005). The TMP will define the critical role that transit plays in meeting the City's goals for sustainability, equity, economic productivity, and livable neighborhoods. The plan will outline specific actions to achieve an increased transit mode share, reduce pollution and greenhouse gas emissions from buses and other vehicles, improve Seattle's livability, and form the basis for partnering with area transit agencies to make transit a more desirable travel option.

Similar in scope to the Bicycle Master Plan (2007) and Pedestrian Master Plan (2009), the TMP will consider near- and long-term transit standards and priorities and will identify future transit capital and operational priorities. The Seattle Transit Plan, Pedestrian Master Plan, Transportation Strategic Plan, King County Metro Strategic Plan for Public Transportation, Sound Transit Long Range Plan, and Seattle Comprehensive Plan will all serve as the foundation for this effort.

The TMP will take one year to complete and will be a collaborative and inter-disciplinary process involving comprehensive and long range planning, engineering and urban design and a robust and inclusive public process. A Community Advisory Committee consisting of members who represent various constituencies – for example, transportation advocacy groups, employers, community development and neighborhood based organizations, groups representing recreational and cultural destinations and underrepresented communities –will be established to work closely with the SDOT project team to help ensure that the final plan addresses the needs of those who live, work and visit Seattle and depend upon a safe, reliable, far-reaching and efficient transit system. We will coordinate with King County Metro and Sound Transit in the planning process.

A critical task of the TMP will be to determine what the best transit modes are for each high priority transit corridor. These modes may include diesel bus or electric trolley bus, diesel or electric Bus Rapid Transit (BRT), light rail, or streetcar. Since the TMP is a long-term plan taking into account Seattle's transit needs forward to 2030, the TMP may indicate that what works best today may need to be replaced by a higher-capacity technology as the city grows and develops. For example, while BRT may meet our needs on certain corridors today, a rail option may be needed in future years.

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Transit Master Plan

Project Summary, May 11, 2010

VISION AND GOALS

The vision for the Transit Master Plan is to recommend policies, programs, and investments resulting in a high-quality transit system to make it easier and more desirable for people to take transit. Quality includes fast and reliable service that is safe, comfortable, and accessible for all users, providing the greatest degree of mobility and access possible with the appropriate technology. Consistent with broader transportation system goals, the TMP will be a critical tool to accomplish the following preliminary goals:

- Make riding transit easier and more desirable in order to affect a mode shift;
- Use transit to create a more equitable transportation system for all;
- Use transit as a tool to meet Seattle's sustainability and growth management goals; and
- Create great places at locations in neighborhoods where modes and corridors connect to facilitate seamless integration of the pedestrian, bicycle, and transit networks.

PROJECT COMPONENTS

SDOT will develop a Transit Master Plan to guide transit investments in a manner that supports Seattle's transportation, livability, growth management, and sustainability goals. The elements of the plan include:

Analysis of Existing and Future Conditions: Transit in Seattle Today and Into the Future. Produce a high-level snapshot report of the State of the Seattle Transit Environment.

Modal and Corridor Analysis. Develop evaluation criteria and methodologies that will be used to define high priority service improvements and assign the most appropriate and environmentally sustainable transit mode by corridor and alignment.

2030 Transit System Plan. Explicitly define and describe the elements of a 2030 transit system plan focusing upon the high ridership transit network and system infrastructure and service expansion. The system plan will prioritize transit corridors, assign appropriate technologies to these routes, develop a hierarchy for service and capital investments, and establish measurable objectives for system improvements.

Implementation Strategy. Document an implementation plan for policy and programmatic actions to support the growth and environmental sustainability of transit service in Seattle.

Public Outreach and Engagement. Assist with implementation of a comprehensive public engagement strategy that will result in meaningful input on transit in Seattle from a range of stakeholders including residents, businesses, major institutions, agencies, and others.

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Early Implementation of Walk Bike Ride

Early implementation consists of projects supporting walking, biking, and riding transit that will be carried out using the *existing* 2010 budget.

Walk	• Westlake Hub	Reclaims existing street right-of-way for walking, cycling and transit use including a new pedestrian plaza with streetcar amenities, covered bicycle parking, event programming opportunities, natural drainage and energy efficient lighting.
	• Bell Street Park Boulevard	The Bell Street Park Boulevard uses the right-of-way we have to its fullest potential, creating a park-like green space with landscaping and natural drainage, wide sidewalks, lighting and bike facilities to connects the Belltown neighborhood to the amenities and services available in adjacent neighborhoods.
	• Summer Streets	Summer Streets Seattle is a series of celebrations that support the theme, "It's everybody's street—imagine the possibilities" and opens up the streets for biking, walking and playing; promoting healthy, affordable activities; and encouraging people to think about using sustainable types of transportation.
	• Aurora Corridor Transit Plaza Murals	The transit plaza storefront murals are a community-supported, temporary art installation to add vibrancy to the Aurora business center, while attracting local residents to walk and bike to stores and restaurants for their weekly shopping and entertainment.
	• All-way walks at 1st and Cherry and 1st and University	All-way walks will be installed along 1st Avenue at intersections with Cherry and University. While the pedestrian may have to wait a little longer to cross at the intersection, the all-way walk will provide a pedestrian-only signal phase and enables people to walk all ways when they have the "green light."

Bike	• Columbian Way Bicycle Lanes	Bicycle lanes on Columbian Way S from S Oregon St to Beacon Ave S and on Columbian Way S/S Alaska St from Beacon Ave S to martin Luther King Jr. Way S provide a dedicated space for bicyclists.
	• Lake City Bicycle Lanes	Bicycle lanes on NE 125th St from Roosevelt Way NE to 35th Ave NE provide a dedicated space for bicyclists and a connection to the Lake City neighborhood.
	• Roosevelt Bicycle Lane couplet	Bicycle lanes on Roosevelt Way NE from NE 75th St to University Bridge and on 11th Ave/12th Ave NE from the University Bridge to NE 75th St provide dedicated space for bicyclists and in important connection to the University District and Maple Leaf neighborhood.
	• 7th Ave Buffered Bicycle Lanes	Buffered bike lanes provide a safer and separated space for bicyclists riding between Denny Way and Virginia St.
	• Nickerson Street Rechannelization, Bicycle Lanes and Pedestrian Improvements	Bicycle lanes and pedestrian improvements on Nickerson Street from Warren Ave N to 13th Ave W provide dedicated space for bicyclists and safer crossings for pedestrians.
	• Greenwood Bicycle Lanes	Bicycle lanes from Greenwood Ave N from N 87th St to N 103rd St and on NE 130th Street from Linden Ave N to Greenwood Ave N provide dedicated space for bicyclists.
	• Fremont and 105th Bicycle Signal	This bicycle signal is the last connection on the Interurban Trail/Route.

Ride	• Third Ave Transit Improvements	Bus bulbs are a bus rapid transit treatment that provides smoother, faster bus operation, expanded waiting areas with more amenities, and more sidewalk space for better pedestrian flow
	• Rainier/Jackson Corridor Project	Bus rapid transit improvements at numerous locations along the Rainier/Jackson corridor. Improvements include signal upgrades, bus bulbs, and other measures to move transit faster and provide added passenger amenities.
	• Route 36 Trolley Improvement	SDOT and Metro are jointly funding a trolley overhead wire project Downtown to allow Route 36 to operate using only electric trolley buses – eliminating dozens of diesel/hybrid bus trips per day
	• First Hill Streetcar Route Selection and Design	The First Hill Streetcar is envisioned to be complete in 2013. The route has been selected and design is underway.

Ongoing- bicycle and pedestrian master plan implementation	• 15 block equivalent of new sidewalk • 22 block equivalents of sidewalk repair • 5 school walking route improvements • 10 school zone signage improvements • 265 curb ramps • 3-4 stairways rehabilitated • 50 pedestrian safety and crossing improvements • 40 pedestrian countdown signals • 600 locations of crosswalk maintenance • 20 miles of bicycle lanes and sharrows • 30 miles of signed bicycle routes • 600 crosswalks remarked • 35 miles of on-street facility maintenance • 350 bicycle parking spaces • Myrtle/Othello Corridor Signage Improvement Project

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Nickerson Street Rechannelization, Bicycle Lanes and Pedestrian Improvements

This summer, SDOT will change the configuration of West Nickerson Street to include one driving lane in each direction and a center two-way turn lane. The new road configuration, between Warren Avenue North and 13th Avenue West, will reduce the number of motor vehicle lanes and add an uphill bicycle lane. The downhill traffic lane will have shared lane markings for bicycles, called "sharrows." Pedestrian crossing improvements, including marked crosswalks, will be installed at Jesse Avenue West, Cremona Street, and Dravus Street.

Good for Pedestrians

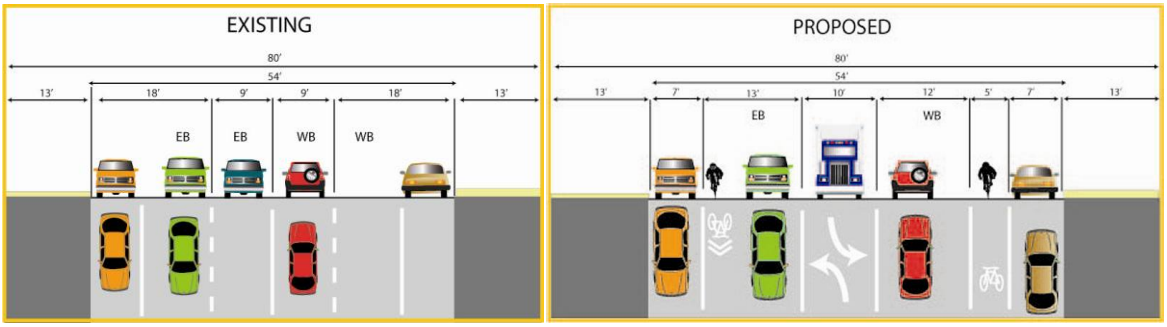
This project is part of the implementation of the Pedestrian Master Plan and will improve access and safety for pedestrians crossing Nickerson by adding marked crosswalks and reducing the number of lanes.

Good for Bicycles

The uphill bike lane and downhill sharrows will serve cyclists who are comfortable riding on city streets. The Ship Canal Trail offers a parallel route for recreational cyclists.

Good for Safety

Rechannelizing Nickerson is expected to reduce vehicle speeds and collisions. The speed limit on Nickerson is 30 mph, but average speeds are significantly higher. Narrowing the space for motor vehicles has been shown to reduce travel speeds, while not decreasing the capacity of the street. In addition, rechannelization has been shown to reduce the kinds of collisions common on Nickerson.



Some factors SDOT considered

- Volume – 19,300 vehicle trips on an average day. National studies show that this level of traffic can be accommodated within the proposed 3-lane configuration
- Speed – 85th percentile is 40 mph westbound and 44 mph eastbound
- Collisions – rear-end, left-turn, side-swipe and hitting parked cars are most common
- Metro Transit – In the morning, 6 buses eastbound and 5 buses westbound. In the evening there are 5 buses eastbound and westbound
- Freight needs – Major Truck Street (5.2% of the traffic is trucks)
- Bicycle needs – corridor mentioned in the Bicycle Master Plan
- Pedestrian generator – multi-family housing, businesses and commercial
- Traffic diversion – hasn't happened for other similar projects. If cut-through traffic materializes, we can address it case-by-case.

The cost of changing the traffic flow on Nickerson St. will be about $200,000, from the voter-approved Bridging the Gap transportation funding measure. Work will begin this summer. Paving and channelization is expected to be completed by the fall. Pedestrian crossing improvements will be completed by spring 2011.

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Health, Equity, & Transportation Forum

You are invited to a Health, Equity, & Transportation Forum at the Yesler Community Center. This forum considers the transportation debate from a health and equity standpoint and will discuss how the built environment affects communities.

Wednesday, May 26th, 6:00 pm to 7:30 pm
Yesler Community Center
917 E Yesler Way, Seattle, WA 98122

Questions that may be explored via a presentation and panel discussion:

- What do you see in your own neighborhood that makes you walk, bike, ride transit?
- What do you see in your own neighborhood that makes you drive?
- How do peoples' travel behaviors affect their health?
- How do peoples' neighborhoods/built environment affect their health?
- How are different people affected differently? Why is this?
- How are Seattle neighborhoods different from each other?
- How is walking, biking, or transit easier or harder and in what neighborhoods?
- **What does the future look like, if we do it "right"?**

Community Meetings

These community meetings seek to answer the question, "what needs to change in your neighborhood to making walking, biking, and riding transit easy?"

Is it a closer bus stop? More sidewalks? More in-city rail transportation? More bike lanes? More pedestrian spaces? Attendees will learn more about Walk Bike Ride, get more information on what types of projects are possible, and fill out a "ballot" that will help us think about how we prioritize these types of transportation projects.

Dates/Locations:

June 1st, 6:00 pm to 7:30 pm
Bitter Lake Community Center
13035 Linden Ave. N, Seattle, WA 98133

June 7th, 6:00 pm to 7:30 pm
Van Asselt Community Center
2820 S Myrtle St., Seattle, WA 98108

June 14th, 6:00 pm to 7:30 pm
Delridge Community Center
4501 Delridge Way SW, Seattle, WA 98106

June 21st, 6:00 pm to 7:30 pm
Northgate Community Center
10510 5th Ave. NE, Seattle, WA 98125

Appendices

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Health and Equity: Background Data*

Regular physical activity provides a wide array of health benefits, including reducing the risk of some forms of cancer, heart disease, stroke, obesity, high blood pressure and diabetes, just to name a few. In fact, research conducted by the Centers for Disease Control and Prevention found that "obesity is linked to the nation's number one killer—heart disease—as well as diabetes and other chronic conditions." The report also states that one reason for Americans' sedentary lifestyle is that "walking and cycling have been replaced by automobile travel for all but the shortest distances"[1]. Automobile travel also produces harmful exhaust that lowers air quality, harms respiratory health and contributes to global warming. Ensuring that all residents of Seattle can walk as part of their daily routine could drastically improve public health.

Maggieh Rathbun is a 55-year-old woman with diabetes, who has no car, who takes an hour long bus ride to buy fresh fruits and vegetables. She cannot haul more than a few small bags at a time so she shops frequently—if she feels well enough. "It depends on what kind of day I'm having with my diabetes to decide whether I'm going to make do with a bowl of cereal or try to go get something better," she told the Seattle Post-Intelligencer.[2]

Walk Bike Ride isn't just about getting from point A to point B; it's about making the healthy choice the easy choice. If a person's surroundings are not supportive of walking, biking and riding, their health can suffer.

Some low-income communities and communities of color lack access to a transportation system with safe, complete sidewalks, bike paths, adequate bus service or destinations in their neighborhood like parks, grocery stores and libraries. As a result, these communities may experience higher rates of certain chronic disease and injuries, also called health inequities As part of the Race and Social Justice initiative in the City of Seattle and a parallel initiative in King County, the Equity and Social Justice Initiative, we are working together to make transportation decisions that can reduce health inequities.

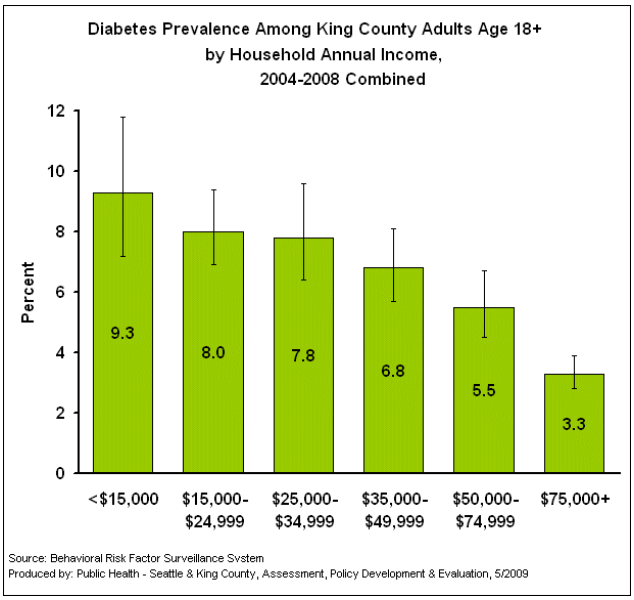
Transportation choices have the ability to influence our personal decisions regarding where we live, shop, go to school, work, and enjoy leisure. They can affect stress, finances, our sense of independence, and the time we spend with our friends and family. Although most people don't think of it as a determinant of health, our transportation system has far-reaching implications for our risk of obesity, diabetes and injuries.

- **OBESITY** In King County, over half of the adult residents are overweight or obese (about 770,000 people) and just over half (55%) report that they exercise moderately about 30

[1] Journal of the American Medical Association, October 27, 1999
[2] Jennifer Langston, "No Easy Access to Fresh Groceries in Many Parts of Seattle," *SeattlePI.com*, May 1, 2008, http://www.seattlepi.com/local/361235_foodvoid01.html

minutes a day, five times a week. In school-age children, 21% are overweight and 9% are obese. Equity is also a concern; compared to whites, the prevalence of obesity among African American adults is 60% higher.[3]

- **DIABETES** Poor nutrition and physical inactivity can increase an individual's risk for type 2 diabetes, and there are inequities. Low income adults have higher diabetes rates in King County.



- **INJURIES** Streets that are not designed and built to accommodate people on foot or bicycle can be stressful, difficult and dangerous to use. In underinvested neighborhoods in particular, neglected roads, speeding cars, poor lighting, missing or inadequate sidewalks, and minimal traffic enforcement place residents at a higher risk for injury. Additionally, time spent driving has been linked to obesity and increased likelihood of car crashes [4] .

**Thanks go to Public Health – Seattle & King County for their help in compiling this information.*

[3] www.kingcounty.gov/health/indicators, accessed 5/2010

[4] Jovanis P. Chang HL (1986) Modeling the Relationship of Accident to Miles Traveled. Washington DC: Transportation Research Board. Transportation Research Record 1068, 42-51.

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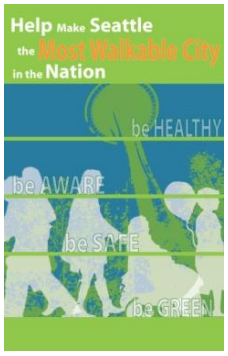
WALK

Adopted in 2009, the Seattle Pedestrian Master Plan is a long-term action plan to make Seattle the most walkable city in the nation. Seattle is consistently recognized as one of the nation's safest and most accessible cities for walking. However, the presence, quality, and connectivity of Seattle's pedestrian network varies greatly throughout the city, and improvements can be made, but require significant additional resources to accomplish.



Both the natural and built environment impact walking opportunities and can create barriers that are especially challenging for children, people with disabilities, and older residents. The Pedestrian Master Plan establishes the policies, programs, design criteria, and projects that will further enhance pedestrian safety, comfort, and access in all of Seattle's neighborhoods. Accelerating delivery of the projects and programs defined in the plan will result in a transportation system that is more environmentally, economically, and socially sustainable and bring the city closer to the stated goal of carbon neutrality.

The goals of the plan are:

- Safety – Reduce the number and severity of crashes involving pedestrians.
- Equity – Make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.
- Vibrancy – Develop a pedestrian environment that sustains health communities and supports a vibrant economy.
- Health – Raise awareness of the important role of walking in promoting health and preventing disease.

The plan's objectives are:

1. Complete and maintain the pedestrian system as identified in the Pedestrian Master Plan.
2. Improve walkability on all streets.
3. Increase pedestrian safety.
4. Plan, design and build complete streets to move more people and goods.
5. Create vibrant public spaces that encourage walking.
6. Get more people walking for transportation, recreation, and health.

The cost to implement the top twenty percent of the improvement needs identified in the plan, as prioritized using the plan's criteria, is $840 million. At the current rate of funding (approximately $10 million per year since 2007), it will take over 80 years to complete the top twenty percent of projects.

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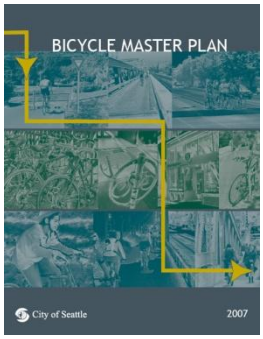
BIKE

The Seattle Bicycle Master Plan defines a set of actions, to be completed within 10 years, to make Seattle the best community for bicycling in the United States. By increasing support for bicycling, the city will make its transportation system more environmentally, economically, and socially sustainable.



The plan recommends a 450-mile network of bicycle facilities that, when implemented, will put more than 95 percent of Seattle's residents within one-quarter mile of a bicycle facility (see Recommended Bicycle Facility Network Map). The network of bicycle facilities will provide access across the rivers, waterways, freeways, and rail corridors that are currently barriers to bicycling in the city, and create hundreds of miles of new bike lanes, bike routes, trails, and transit connections. The recommended Bicycle Facility Network and supporting actions will serve all types of bicyclists—from new bicyclists to experienced riders.

The City of Seattle Bicycle Master Plan was created to achieve two goals:

- Increase use of bicycling in Seattle for all trip purposes. Triple the amount of bicycling in Seattle between 2007 and 2017.
- Improve safety of bicyclists throughout Seattle. Reduce the rate of bicycle crashes by one third between 2007 and 2017.

The city has identified four principal objectives to achieve the goals of the plan. A summary of each objective is provided below.

- Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city.
- Provide supporting facilities to make bicycle transportation more convenient.
- Identify partners to provide bicycle education, enforcement, and encouragement programs.
- Secure funding and implement bicycle improvements.

The total cost to implement the plan is $240 million and is funded primarily by the "Bridging the Gap" transportation funding initiative passed by Seattle voters in late 2006—it provides dedicated funding over the next nine years for bicycle lanes, multi-use trails, and other safety improvements. The plan is funded at approximately $3 million dollars each year through the end of Bridging the Gap in 2016. While this funding is sufficient to complete the on-street portion of the Bicycle Facility Network, it does not provide funds for larger capital projects, such as a bicycle connection across I-5 at 47th St. In addition, facilities like cycle tracks not contemplated in the plan are not funded.

SDOT will engage in an update of the Bicycle Master Plan in 2011. New types of facilities, a review of the current network in light of new transportation connections and a revision of the prioritization criteria will be included in the update.