

Multi-use Trail Pilot

A Safe, Clear, and Consistent Experience



Seattle Pedestrian Advisory Board
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September 12, 2018



Seattle
Parks & Recreation

The Issues We Seek to Address

Safety: many complaints of user conflicts, especially about speed

Clarity: users unsure of what is allowed and what isn't

Consistency: trail managers have inconsistent regulations

Enforcement: limited to no enforcement along trail



What we can do:

- Regulate speed
- Determine user types
- Educate and coordinate

What we can't do:

- Enforcement

Regulatory Landscape - Regional



SDOT

- Aligned with state law
- Pursuing 15 mph on all trails

Port of Seattle

- Aligned with state law

King County and UW

- Updating to align with state
- Current 15 mph speed limit

WSDOT

- Aligning with state law
- Looking into 15 mph speed limit

New state law passed

- Classifies e-bikes
- Allows Class 1 and 2 e-bikes on multi-use trails
- Requires regulatory consistency once a change is made
- Requires classification labels
- Allows localization
- **Effective June 7, 2018**
- **Effects all Seattle trails except SPR's**

Regulatory Landscape - National

E-BIKE REGULATIONS

MODEL LEGISLATION

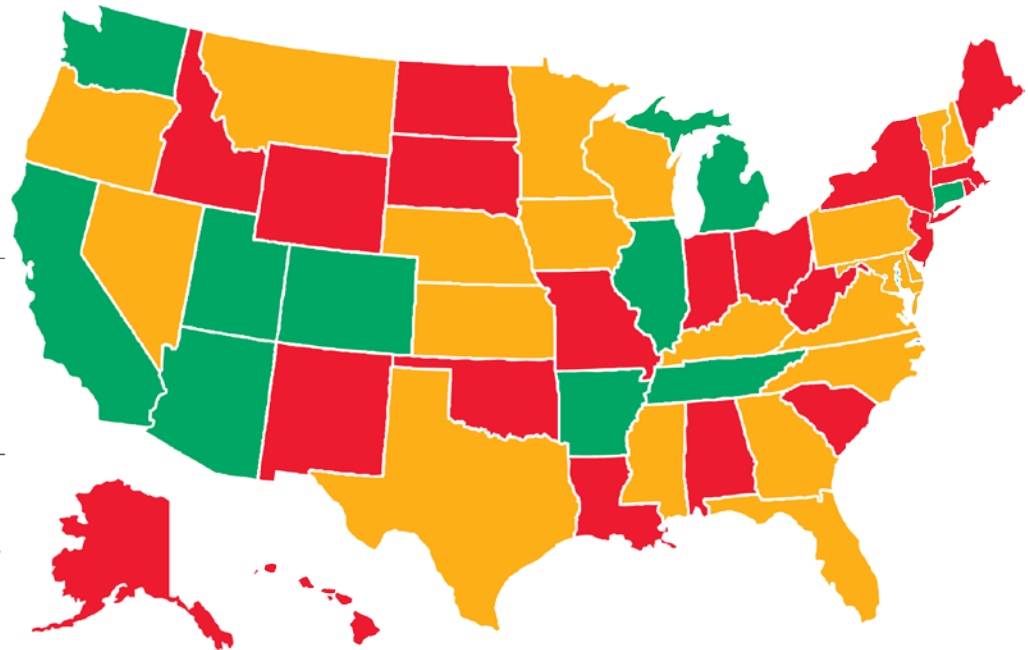
- » PFB and BPSA have enacted our model law, which defines and regulates three classes of e-bikes.

ACCEPTABLE

- » Regulated as a bicycle
- » Passengers allowed
- » No age minimum
- » No licensing or registration required
- » Can use existing bike infrastructure

PROBLEMATIC

- » Regulated as a moped or motor vehicle
- » Confusing equipment + use requirements
- » Confusing licensing + registration requirements
- » Confusing access to bike infrastructure



SPR Multi-Use Trail Pilot Elements

Speed Limit: 15 mph speed limit for all users



Allow E-Bikes: Allow Class 1 and Class 2 electric-assisted bikes



Education: Safety campaign with SDOT & community partners



seattle.gov/visionzero



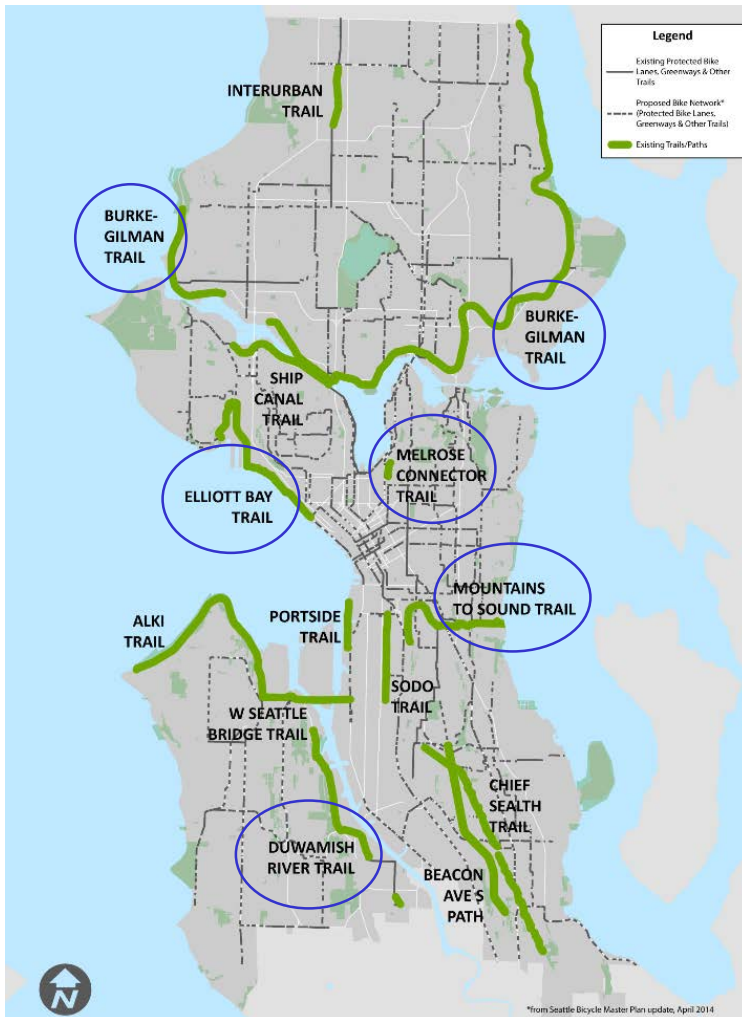
seattle.gov/visionzero



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SPR Multi-Use Trail Pilot Locations



Five Multi-Use Trails

1. **Burke-Gilman Trail**
(SPR, SDOT, UW)
2. **Duwamish Trail**
(SPR, SDOT, Port)
3. **Elliott Bay Trail**
(SPR, SDOT, Port)
4. **Melrose Connector Trail**
(SPR, WSDOT)
5. **Mountains to Sound Trail**
(SPR, SDOT, WSDOT)

SPR Multi-Use Trail Pilot Timeframe

August 1, 2018 – August 1, 2019



July 2018 – Final Preparations & base research

August 2018 – Launch 8/1/18

August - October 2018

- Surveys and data collection

November 2018 – May 2019

- Passive data collection only

June – July 2019

- Surveys and data collection

August 2019

- Complete evaluation
- Develop recommendation to present to Board of Park Commissioners

Outreach

Pilot Development

- 40+ organizations contacted
- 12 presentations
- 10 letters of support
- Public comments = 75% in favor

Pilot Implementation

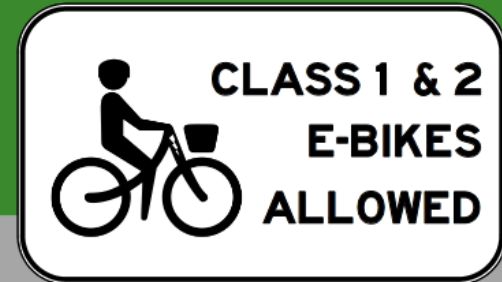
- Organizational partners
- Trail signs
- Surveys
- Social media
- Presentations



Multi-Use Trail Pilot


August 2018 - August 2019


The Multi-Use Trail Pilot updates regulations to create consistency and improve safety for everyone using these trails. The pilot sets the speed limit at 15 mph and allows for Class 1 and Class 2 electric-assisted bicycles.





No other motorized vehicles allowed, except ADA-compliant.


..... *Share the Trail!*


 Use voice or bell when passing

 Keep right except to pass

 Bikes yield to pedestrians

 Keep dogs on a short leash

 Use light at night

 Be courteous to others

Learn more at

seattle.gov/parks/multiusetrail

Comments or

Questions ?

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Data Collection and Research



Bike Counters: Partner with SDOT to collect data on pedestrian/bike use on Burke-Gilman, Elliott Bay, Mountains to Sound, and Alki Trails.

Accident Data: Gather data from SDOT and WSDOT on accidents and collisions reported.



Surveys: Intercept survey and online public survey in partnership with SDOT, utilizing interns. Methodology support from UW School of Public Health. Includes radar speed detectors.



Focus Groups: Stakeholder focus groups and conversations in partnership with key organizations such as Feet First, Cascade Bicycle Club, & Disabilities Commission.



<https://www.surveymonkey.com/r/multiusetrail>



Evaluation Criteria



Quantitative

- Reduced accidents and conflicts
- Decreased average speed
- Increased use

Qualitative

- Increased perception of safety
- Positive response to pilot
- Increased understanding and adherence to trail etiquette

Thank You!



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Questions?



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Outreach and Partnerships

Presentations, Meetings, Media

Presentations Conducted / Meetings Held to Date

- Seattle City Council Sustainability and Transportation Committee (4/17/18)
- North Seattle Industrial Association (4/24/18) – support, but not on Burke-Gilman
- Douglas MacDonald (5/7/18) – general support
- Seattle King County Public Health (5/24/18)
- UW School of Public Health, Professor Andrew Dannenberg (5/29/18) – research partner
- Regional Trails Steering Committee (5/30/18) – support by regional partners
- Seattle Bicycle Advisory Board (6/6/18) – support
- Council on Aging & Disabilities Services Advocacy Committee (6/8/18)
- Sound Steps (6/13/18)
- Washington Trails Association (6/20/18) – general support, but no letter to date
- Disabilities Commission (6/21/18) – support
- Feet First (7/2/18) – support, letter forthcoming

Media and Online Presence to Date

- Press release (4/19/18)
- Parkways blog post (4/19/18)
- Seattle Times article (4/26)
- MyNorthwest (4/27)
- KIRO 7 (4/12)
- Seattle Transit Blog (4/28)
- Seattle Channel, Board of Park Commissioners

Outreach and Partnerships – Continued

Additional Outreach Conducted to Date

Organizations

Cascade Bicycle Club
Washington Bikes
Seattle Bicycle Club
Bike Works
The Bikery
Washington Bike Law
Sightline Institute
Cyclists of Greater Seattle
Rad Power Bikes
Seattle Neighborhood Greenways
Climate Solutions
Outdoors for All
Husky Cycling
Feet First
Friends of the Burke-Gilman Trail
Washington Trails Association
Transportation Choices Coalition
Undriving
Urban Sparks
Duwamish Valley Safe Streets
Seattle Children's Hospital
Outdoors for All
Pedestrian Advisory Board

Businesses

G&O Family Cyclery
Wright Brothers Cycle Works
Bicycle Repair Shop
FreeRange Cycles
Ride Bicycles
Montlake Bicycle Shop
Gregg's Cycle
Electric Lady
Seattle E-Bike
Electric and Folding Bikes NW
Alki Bike and Board
The Bicycle Repair Shop
Seattle Cycling Tours
Ride Bicycles
Recycled Cycles
Montlake Bicycle Shop
Dutch Bike Company Seattle

Media

Seattle Times
Bike Hugger
Biking Bis
Seattle Bike Blog
Bike Happy Cascadia
The Urbanist

Outreach and Partnerships - Continued

Public Input Received to Date

Organizational Letters of Support

- Cascade Bicycle Club
- Bicycle Advisory Board
- Seattle Commission for People with Disabilities
- Seattle Children's Hospital
- King County (awaiting letters of support from WSDOT, UW and Port)
- SDOT – Developing “letter of concurrence” (their standard)

Public Comments

- Generally very supportive of entire pilot package (42 in favor, 13 against)
- Concerns around bikes and e-bikes going too fast or out of control
- Concerns around speed limit being too high or not high enough
- Concerns around inability to enforce
- Concerns around data collection
- Supportive of comprehensive approach
- Appreciative of proactively addressing issue
- Uncertain of efficacy of education
- Desiring more education
- Concerns related to trail maintenance needs