



**Seattle**  
Parks & Recreation

# **Multi-Use Trail Pilot**

## **Findings & Next Steps**

August 1, 2018 - July 31, 2019

Presentation to the Board of Park Commissioners

# A Quick Refresher on the Multi-Use Trail Pilot

August 1, 2018 - July 31, 2019

# Refresher on the Pilot Elements

- Set a 15 mph Speed Limit
- Allow Class 1 & 2 E-Bikes
- Post Education Signs

on 5 trails

**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.

**SPEED LIMIT 15**

**CLASS 1 & 2 E-BIKES ALLOWED**

*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/multisetrail](http://seattle.gov/parks/multisetrail)    Comments or Questions?    206-684-4075  
PKS\_info@seattle.gov    100 Dexter Ave N    Seattle WA 98109

**TRAILS ARE FOR EVERYONE**

seattle.gov/visionzero

VISION ZERO Seattle Department of Transportation



# The Priorities We Sought to Address in the Pilot

**Safety:** We want all users on shared use paths to feel welcome and safe

**Clarity:** All users should know the regulations and expectations of trail use

**Consistency:** Trail regulations should be consistent among owners

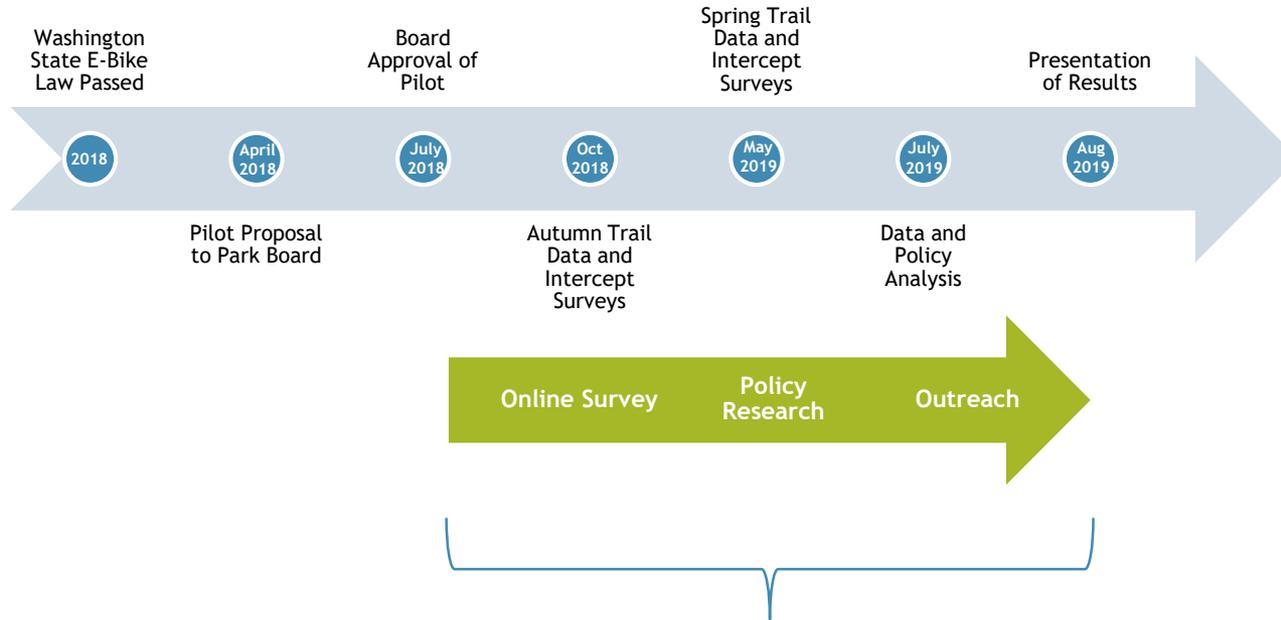
**Etiquette:** Education and enforcement should create behavior change



## What SPR can do:

- Regulate speed
- Determine user types
- Educate and coordinate

# Pilot Timeline



## Pilot Period

August 1, 2018 - July 31, 2019

# Planned Data Collection and Research

**Outreach:** Presentations and discussions with user groups

**Trail Use Data:** On-site trail user data collection on three trails

**Survey:** Online survey and intercept surveys on three trails

**Policy Research:** Participate in Regional Trails Coalition and research best practices



# What We Learned During the Pilot

August 1, 2018 - July 31, 2019

# Outreach Conducted

- 40+ organizations contacted
- 15 presentations
- 10 letters of support
- 30+ direct emails
- Many calls



# Key Takeaways

- Organizations in strong support of pilot
- People are engaged and want to find a way to increase safety and clarity
- Individual feedback was overall balanced, but those that took the time to call/email had strong opinions on both sides



# Trail Use Data Gathering



**9,514 Total Users**



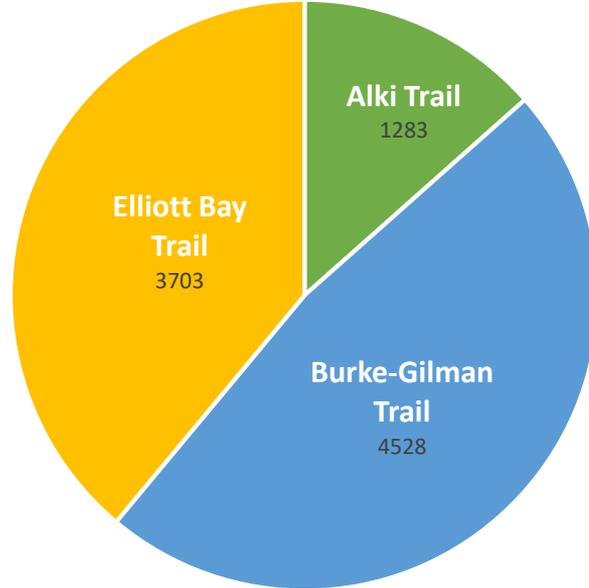
**5 Trail Visits Per Trail**

autumn and spring (2 hours/visit)

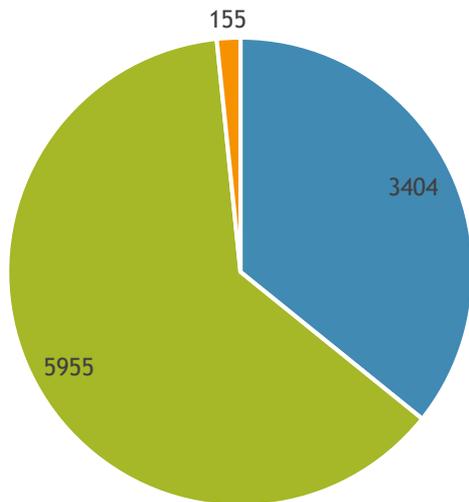


**Peak Times & Locations**

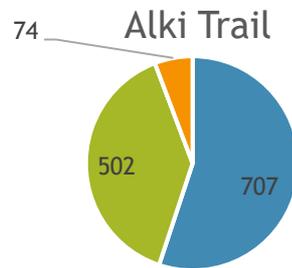
morning, afternoon, weekend



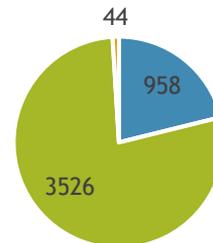
# Who is on the trail?



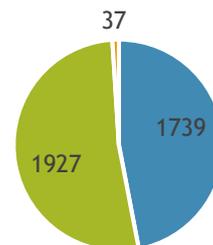
■ Pedestrian   ■ Bikes   ■ Other



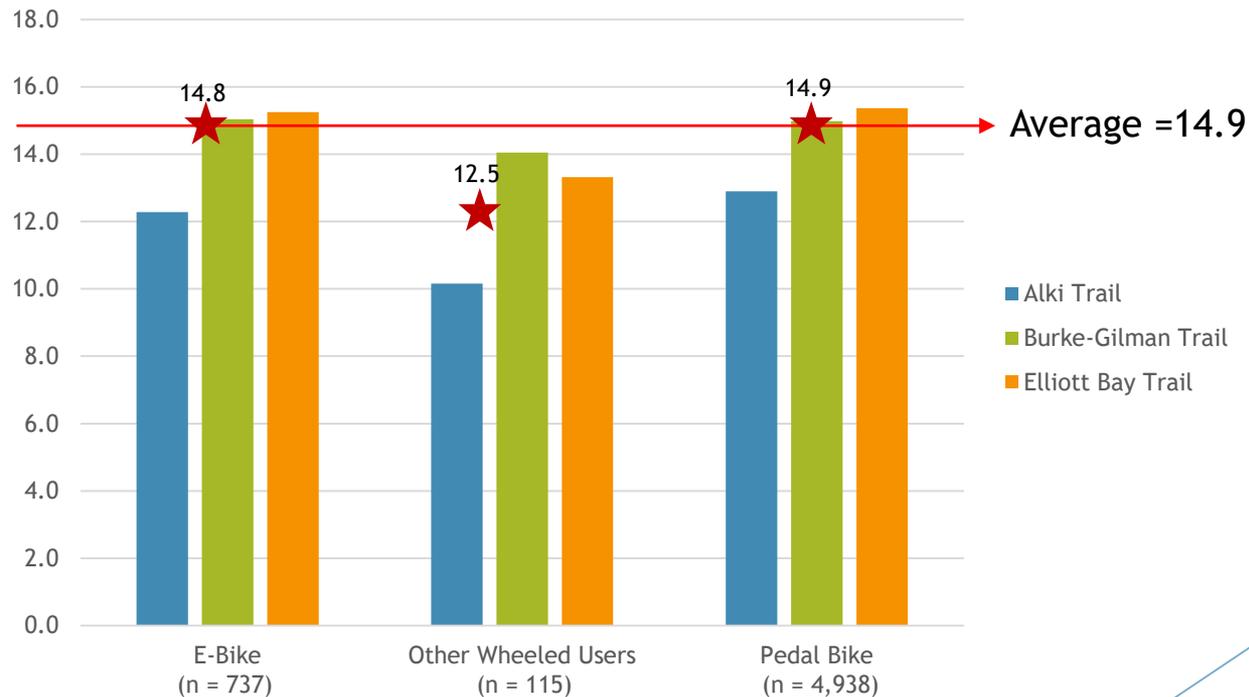
### Burke-Gilman Trail



### Elliott Bay Trail

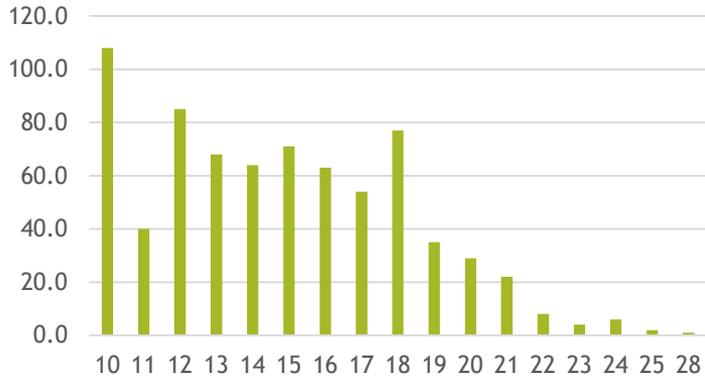


# Average Speeds

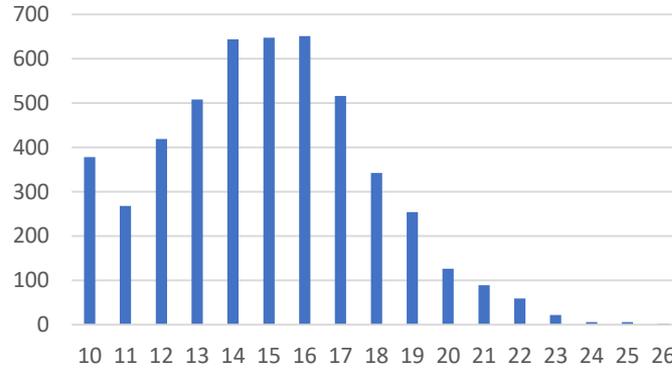


\* Note: Median values are nearly identical (15, 11, 15), with an overall median of 15.0 mph.

# E-Bike Speeds vs. Pedal Bike Speeds



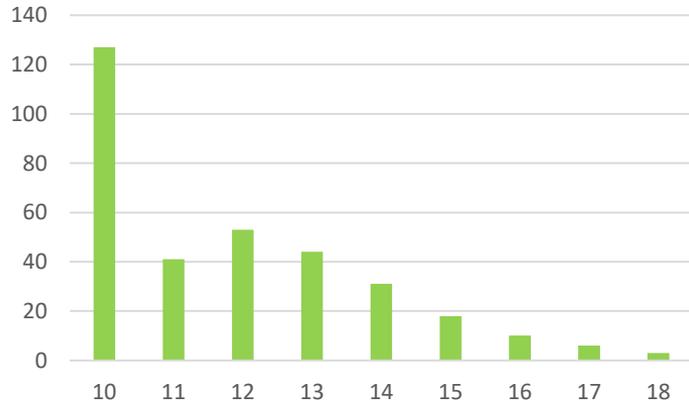
**E-Bike Average: <14.8 mph**



**Pedal Bike Average: <14.9 mph**

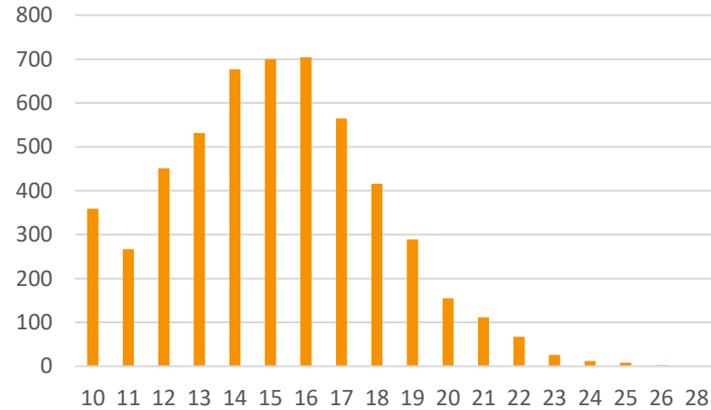
# Bike Share vs. Private Bike Speeds

Bike Share



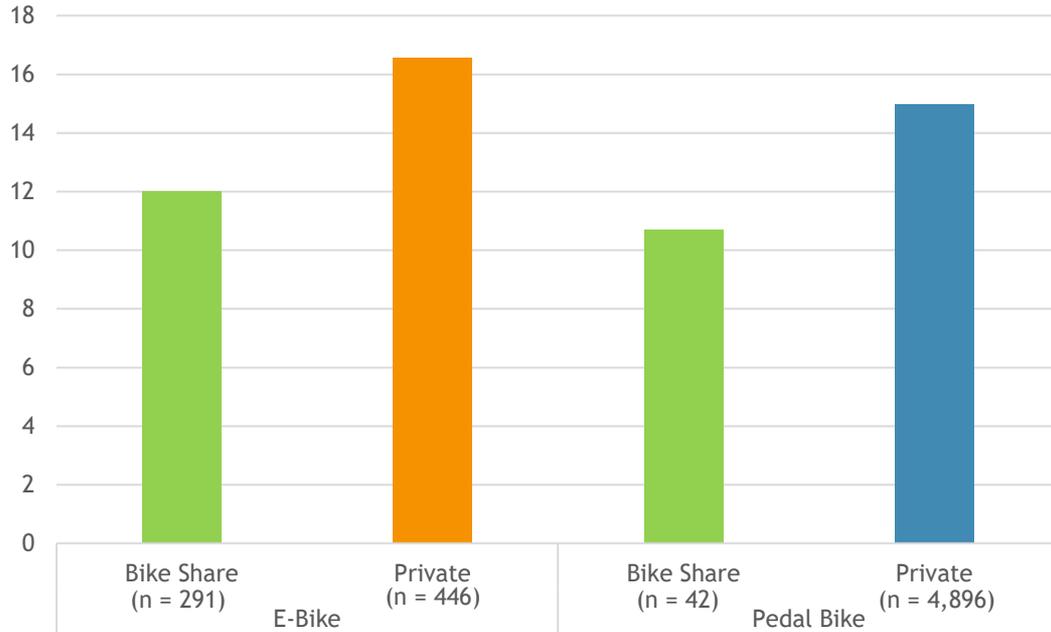
**Bike Share Average: <11.9 mph**

Private



**Private Bike Average: <15.1 mph**

# Average Bike Speeds



# Trail Data - Key Takeaways

Private e-bikes are a little faster than road bikes, but not by much

The average speed for trail users is just under 15 mph

Bike shares are not going very fast

E-skateboards, e-scooters, and other powered users are increasing

Most users share the trail respectfully

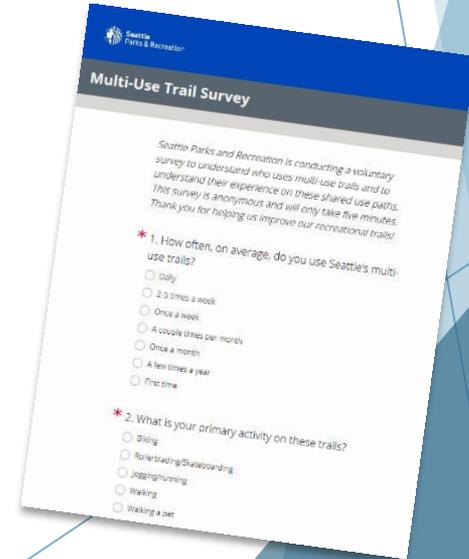
Each trail is distinct in its use patterns

# Surveys

## 200 Intercept Surveys

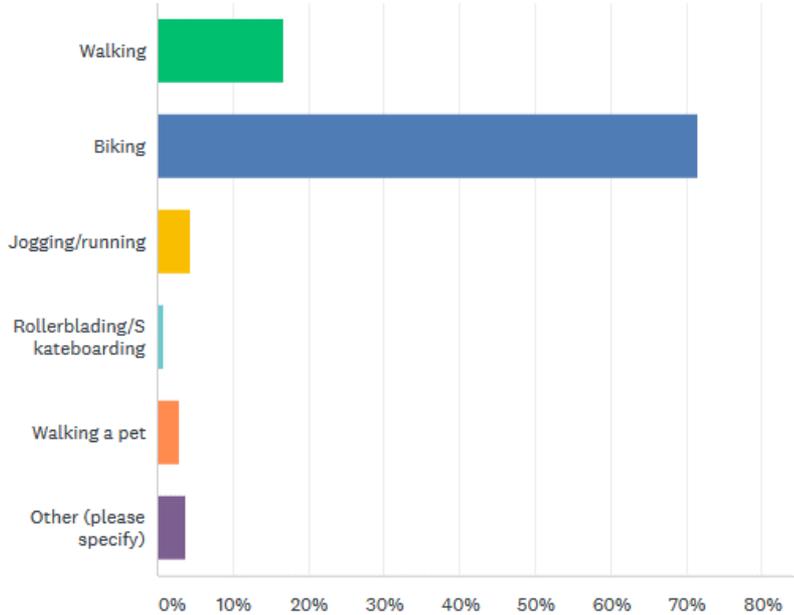
- ▶ Alki, Burke-Gilman, and Elliott Bay Trails
- ▶ Autumn and spring, peak times

## 1,200 Online Survey

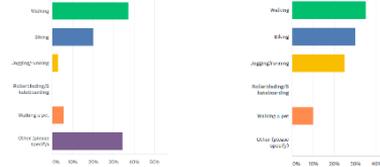


# What is your primary activity on these trails?

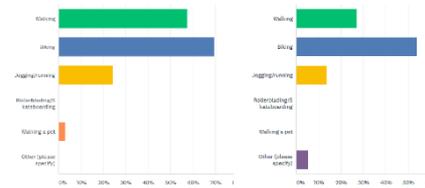
## Intercept Surveys



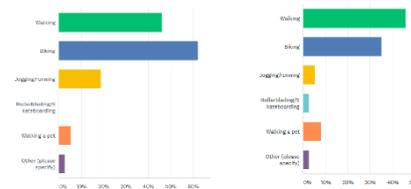
### Alki Trail



### Burke-Gilman Trail



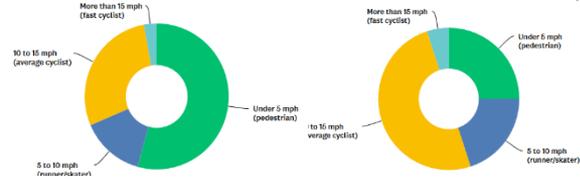
### Elliott Bay Trail



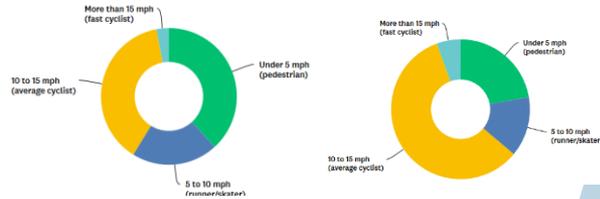
# What is your average speed on multi-use trails?

## Intercept Surveys

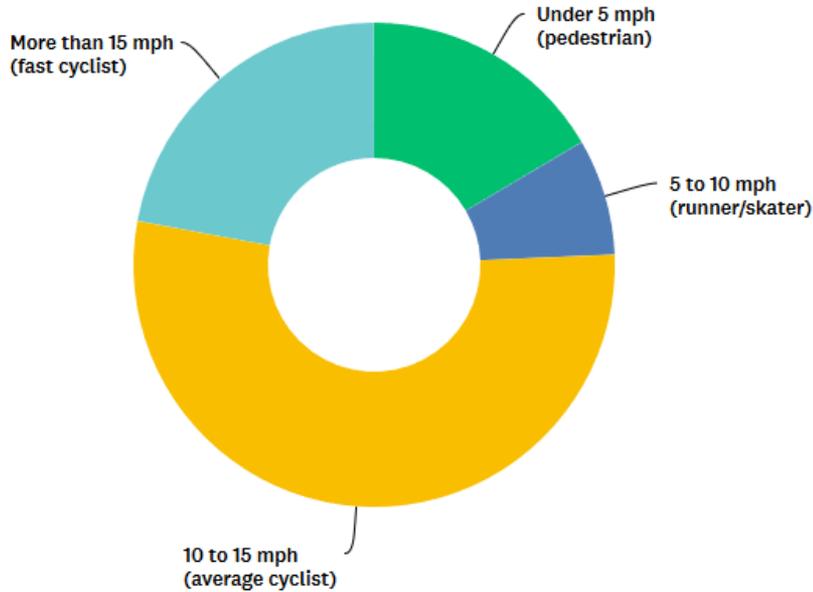
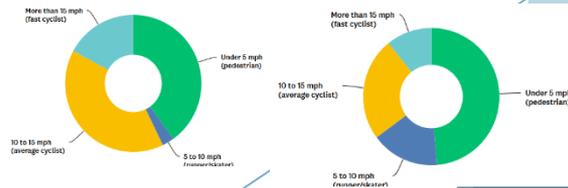
### Alki Trail



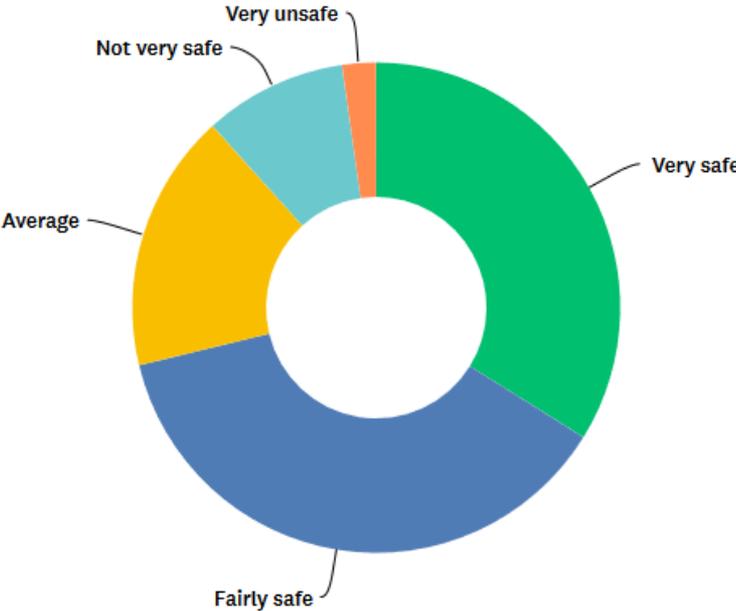
### Burke-Gilman Trail



### Elliott Bay Trail

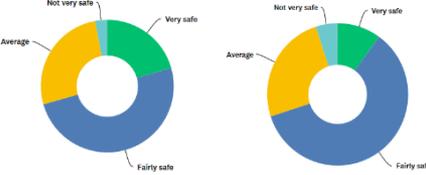


# How safe do you feel on Seattle's multi-use trails?

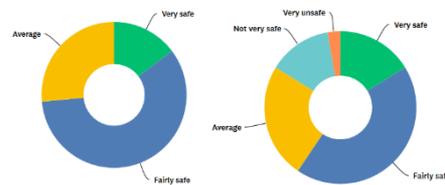


## Intercept Surveys

### Alki Trail



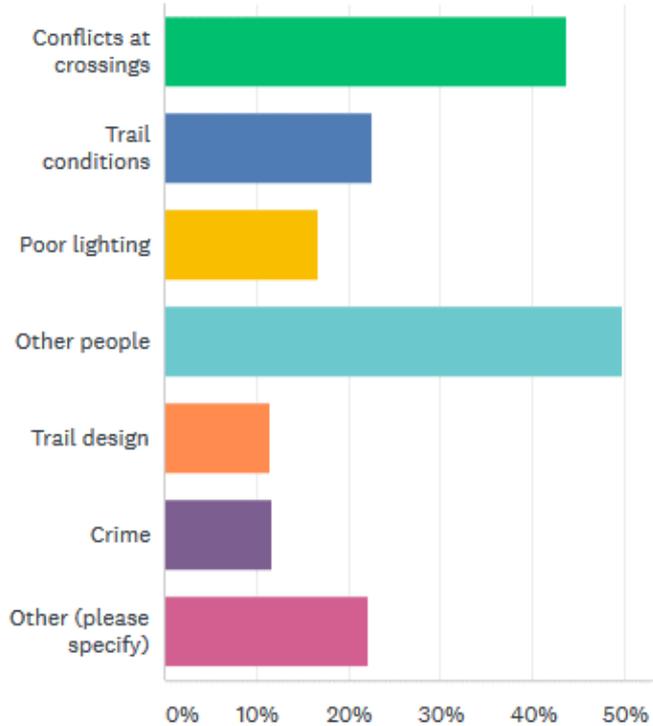
### Burke-Gilman Trail



### Elliott Bay Trail

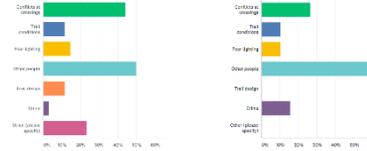


# My greatest safety concerns on Seattle's multi-use trails are:

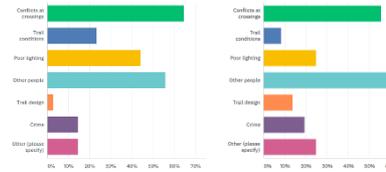


## Intercept Surveys

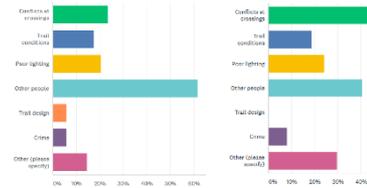
### Alki Trail



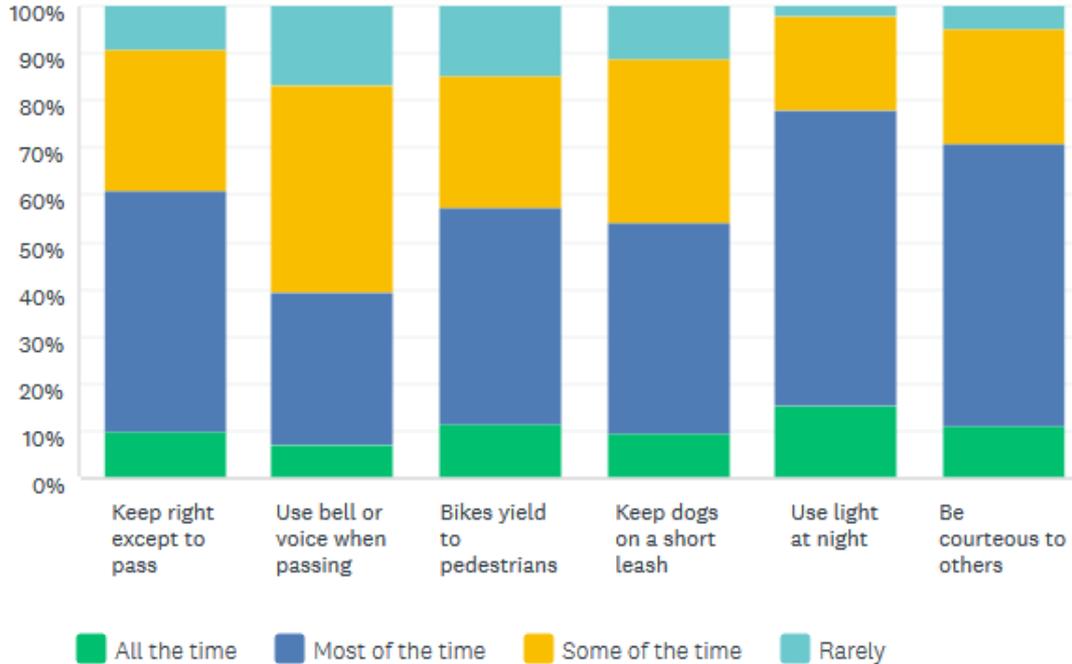
### Burke-Gilman Trail



### Elliott Bay Trail

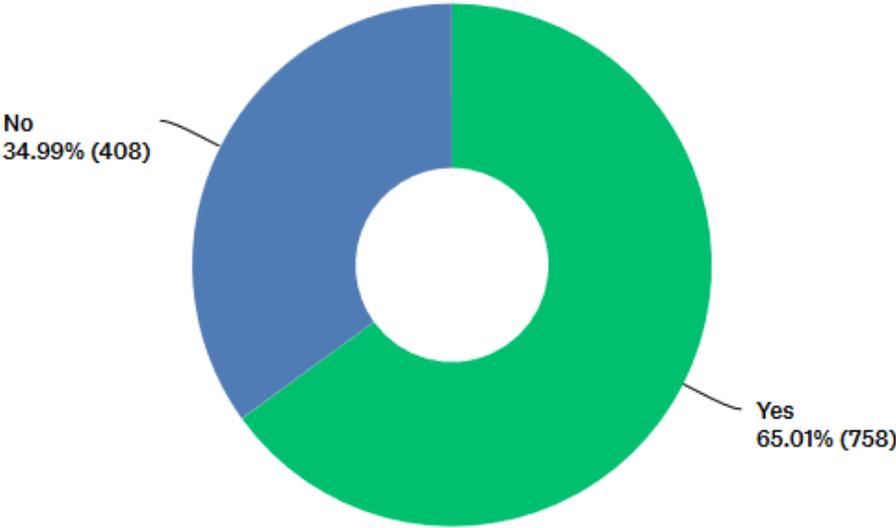


# The Trail Code of Conduct includes the following rules. For each, do you feel people generally follow them on Seattle's multi-use trails?

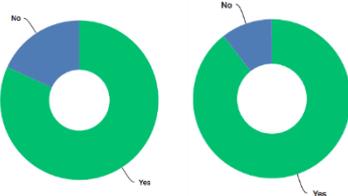


# Do you support the new 15 mph speed limit for all users on Seattle's multi-use trails?

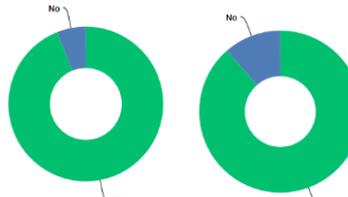
## Intercept Surveys



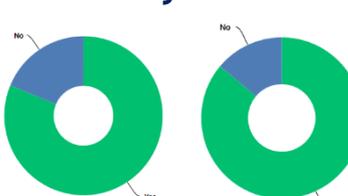
### Alki Trail



### Burke-Gilman Trail



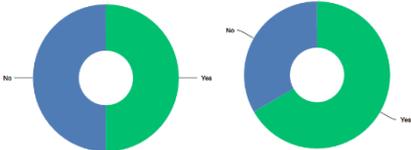
### Elliott Bay Trail



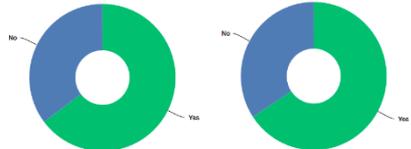
# Do you support allowing e-bikes on Seattle's multi-use trails?

## Intercept Surveys

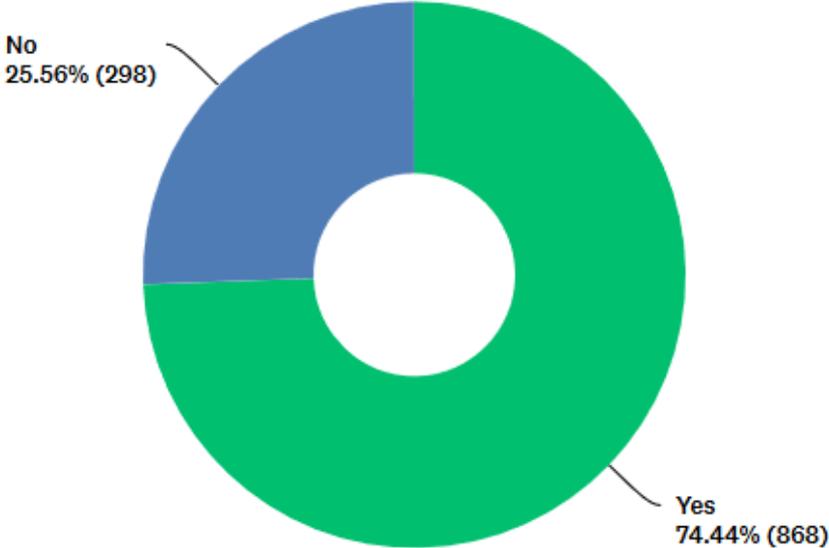
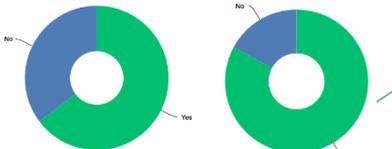
### Alki Trail



### Burke-Gilman Trail



### Elliott Bay Trail



# Surveys - Key Takeaways

**People use these trails for multiple purposes**

**Burke-Gilman is most challenging**

**Generally people feel safe**

**Greatest concerns are with other people and at crossings**

**Most agree that others follow trail etiquette**

**Majority support all the elements of the pilot**

# Policy Research – What Others are Doing

## Seattle

- ▶ SDOT: plans to align with SPR policy, planning e-scooter pilot, exploring other mobility options
- ▶ UW: will align with City policy
- ▶ WSDOT: will align with state policy
- ▶ Port: aligned with state law

## Region

- ▶ King County: aligning with state policy; 15 mph
- ▶ Shoreline: no motors on trail
- ▶ Lake Forest Park: King County policy
- ▶ Renton: 15 mph, no motors
- ▶ Regional Trails Coalition collaborating on policies

## National

- ▶ Boulder: Class 1 & 2 e-bikes on paved trails
- ▶ Park City: Class 1 & 2 e-bikes on paved trails and dirt trails <5'; 15 mph
- ▶ Portland: No motors; 15 mph or 5mph with pedestrians
- ▶ Boise: Class 1 & 2 e-bikes on all paved areas

# Research - Key Takeaways

**Regional partners are working together to align policies**

**All are adapting to changing technology, but heading in the same direction**

**E-bikes are just the tip of the iceberg**

**SPR's pilot is heading in the right direction**

# Next Steps

The background features a series of overlapping, semi-transparent geometric shapes in shades of blue and green, primarily concentrated on the right side of the frame. The shapes include triangles and polygons of varying sizes and orientations, creating a layered, abstract effect. The colors range from light sky blue to a darker, muted green.

# Continue Pilot Elements

## 15 mph speed limit for all users

- ▶ Consistent with King County and other regional partners
- ▶ Reflects reality of majority of users
- ▶ Sets expectations for safe use

## Allow Class 1 and Class 2 E-Bikes

- ▶ Consistent with Washington State and across nation
- ▶ Majority of e-bikes are Class 1 and 2
- ▶ Makes biking accessible to people with physical limitations

## Continue Collaborations

- ▶ Participate in Regional Trails Coalition
- ▶ Continue trail etiquette education efforts

# Timeline

## Retain Pilot Elements - August 1

- ▶ Approved by Superintendent

## Staff Policy Recommendation - October

- ▶ Policy proposal and implementation plan
- ▶ Park Board discussion

## Park Board Recommendation - November

- ▶ Vote by Park Board
- ▶ Superintendent Decision/Implementation Plan

# Thank You!

