

Seattle Department of Transportation

2021-2024 IMPLEMENTATION PLAN

Seattle Bicycle Master Plan



May 2021



Seattle
Department of
Transportation

Dear Seattle,

Despite the challenges 2020 brought us, Seattle is still a more vibrant and connected city because of the progress we've made on transportation projects funded by the Levy to Move Seattle, other local sources, and grant partners.

Unprecedented circumstances in 2020 required us to recalibrate and adjust. From a transportation perspective, we met the moment and responded to our region's changing travel patterns. Our important work to support communities – especially our most vulnerable – was evident through programs like Stay Healthy Streets and Reconnect West Seattle.

To create this implementation plan, in 2019 SDOT held multiple community meetings, asking hundreds of people what their priorities were for building bike facilities in Seattle. In collaboration with Department of Neighborhoods, these community conversations were able to inform our bike projects moving forward, and we continue to hold ourselves accountable to the 2019 implementation plan.

While 2020 had its challenges, 2021 is shaping up to be a banner year. In 2021, we expect to add 12 to 20 miles of bicycle facilities to the bicycle network. Seattle will see key investments coming online connecting our bicycle network to new transit facilities like the new Light Rail Stations in Northgate and the University District, additional projects in the Center City Bike Network, and new “all ages and abilities” connections in high collision locations.



Prior to the onset of the COVID-19 pandemic, Seattle had seen ridership grow by 18% at our key count locations over the last few years. As people return to job sites, we expect these numbers to continue to grow along with our continued buildout of a connected bicycle network.

We value the passion and commitment of residents, workers, and employers who continue to engage in making Seattle a world-class bike city. We look forward to continued engagement as we deliver the projects and programs in this plan and realize our shared vision for a truly safe, connected, multimodal network in Seattle.

Sincerely,
Jenny A. Durkan
Mayor of Seattle

Sam Zimbabwe
Director, Seattle Department of Transportation

CONTENTS

1. INTRODUCTION	4
Background	4
Purpose	4
Reporting Requirements	4
2. SAFETY	5
Vision Zero.....	5
Bicycle and Pedestrian Safety Analysis	5
3. NEW INITIATIVES	6
Stay Healthy Streets.....	6
Reconnect West Seattle	6
4. BICYCLE MASTER PLAN PROGRESS	9
Project Status Changes.....	14
5. PRIORITIZATION	18
Quantitative Prioritization	18
Qualitative Prioritization	18
Leveraging Opportunities.....	18
6. PROJECT LIST	19
Benefits and Challenges	20
7. COORDINATION PROJECTS UPDATE	35
8. FUNDING AND COSTS	37
Funding Assumptions	37
APPENDIX 1: PERFORMANCE MEASURES	39
APPENDIX 2: STRATEGIES AND ACTIONS	40

1. 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.

The BMP outlines an infrastructure plan 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.

Approved by voters in November 2015, the 9-year, \$930M Levy to Move Seattle provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. The levy provides roughly 30% of the City's transportation budget and replaced the 9-year, \$365M Bridging the Gap levy approved by voters in 2006.

2020 EMERGING PRIORITIES

As COVID-19 and the emergency closure of the West Seattle High-Rise Bridge rapidly shift travel patterns throughout the city, achieving these visions is more critical than ever. Since the onset of the pandemic and Washington State's "Stay Home, Stay Healthy" order, neighborhoods throughout Seattle have experienced an increase in bicycling activity and a renewed desire for safe and comfortable walking and biking facilities.

The BMP responds to these calls by launching programs that prioritize investments in areas where they are needed most. SDOT launched

26 miles of "Stay Healthy Streets" in 2020 to give people ample space to travel and recreate in the neighborhoods. In West Seattle, staff are engaging with the community to prioritize safe and comfortable options for people to bike to help connect to daily needs. As the city looks to the future, SDOT will continue to look for opportunities to cost-effectively deliver projects and programs to support the people riding bikes as a comfortable part of daily life.

PURPOSE

This implementation plan describes the work that the Seattle Department of Transportation (SDOT) and our partners will undertake to implement the BMP over the next four years. We update the implementation plan each year to:

- Provide a list of specific infrastructure projects SDOT is planning to build each year;
- Serve as an accountability and reporting tool; and
- Guide future budget requests.

REPORTING REQUIREMENTS

Consistent with Council Resolution 31515, this implementation plan is updated annually by March 31 of each year. Adjustments are made to the project lists and maps to reflect changes to project schedules, changes to project types, and to add or remove projects. Also, consistent with Council Resolution 31515, SDOT submits a progress report to the City Council as part of the annual implementation plan update. The progress report summarizes progress made during the prior year, and is reviewed and endorsed by the Seattle Bicycle Advisory Board (SBAB). SDOT also provides updates to the City Council and SBAB every 6 months on the status of projects, programs, and actions in the implementation plan.

2. SAFETY

A central focus of the BMP is to design and implement bicycle facilities that are safe and comfortable for people of all ages and abilities. Since adopting the BMP in 2014, Seattle launched Vision Zero, which addresses safety for all travelers, and completed the Bicycle and Pedestrian Safety Analysis. These complement the BMP's focus on safety, and are described below.

VISION ZERO

In 2015, the City of Seattle launched Vision Zero, a long-term citywide initiative to end traffic deaths and serious injuries on city streets. Achieving this aggressive goal will require sustained collaboration within and beyond SDOT. To date, we've taken a traditional approach to traffic safety, focusing on engineering, education, and enforcement.

Our engineering approach will continue to be both proactive and reactive – targeting improvements on our high injury network of streets and on the top contributing factors of crashes. In 2020, we made significant strides in making systemwide improvements focused on the safety of our most vulnerable travelers (people outside of vehicles). This included lowering [speed limits](#) on arterial streets across the city. Now, more than 75% of our arterial street network has a speed limit of 25 MPH. This is an essential element of our Vision Zero efforts, as speed is the critical factor in the frequency and severity of crashes.

The bike facilities included in this plan provide innovative engineering and smarter street designs that support Vision Zero and the bicycle safety programs help implement the education

components of the BMP and Vision Zero. Our teams will also be looking to partner with community based organizations to increase outreach to and engagement with historically underrepresented communities, both to build long-term relationships and trust, and to ensure they have the tools to safely and comfortably travel in Seattle.

BICYCLE AND PEDESTRIAN SAFETY ANALYSIS

In 2016, we completed the Bicycle and Pedestrian Safety Analysis (BPSA), which studied eight years of citywide data to identify which roadway design and user behavior characteristics most 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. The results of this research helps to inform where the BMP can prioritize bicycle infrastructure as a function of bicycle safety and where spot projects can improve existing bicycle facilities.

In 2019, we released Phase II of the BPSA to better understand the contributing circumstances of crashes involving people walking and biking. This second iteration of the BPSA further refined previous collision models, incorporated new collision types to model, outlined a means to rapidly expand SDOT's bicycle and pedestrian counter program, and incorporated near miss camera technology to evaluate bicycle facility safety at intersections. SDOT continues to incorporate BPSA findings in our standard project development process to ensure that bicycle and pedestrian safety is always taken into account.

3. NEW INITIATIVES

STAY HEALTHY STREETS

Since the start of the COVID-19 crisis, we've listened carefully to residents and worked diligently to develop a toolkit of programs to meet their needs, while keeping public health considerations at the forefront. As part of these efforts, Mayor Jenny Durkan announced Stay Healthy Streets in the spring 2020. Stay Healthy Streets are closed to through traffic and open to people walking, rolling and biking, which allows residents the space they need to remain physically distant while safely recreating close to home.

Ultimately, we turned over 26 miles of Neighborhood Greenways to Stay Healthy Streets. Upgrading the Neighborhood Greenways improved their functionality as all ages and abilities facilities as well as took advantage of the initial investment to build the greenways.

We have committed to make up to 20 miles of Stay Healthy Streets permanent. We continue to collect community feedback to equitably and carefully plan and develop these streets so they can facilitate safe ways for everyone in our community to maintain their mental and physical health. We continue to work with the Mayor's Office on possible funding sources to meet our commitment.

KEEP MOVING STREETS

In partnership with Seattle Parks and Recreation we opened streets adjacent to four of Seattle's most popular destination parks. These streets were opened to provide additional space for social distancing and encourage safe recreation.

Two of these streets, Green Lake and Alki Point, have remained open for walking and biking through the winter months. With the approach of warmer weather in summer 2021 we are again working with our partners at Seattle Parks and Recreation to evaluate Keep Moving Street options for Lake Washington Blvd and how we can support COVID safe recreation at Golden Gardens.

RECONNECT WEST SEATTLE

On March 23, 2020, to protect public safety, we closed the West Seattle High-Rise Bridge in response to rapid concrete cracking.



Sign in street reminding people to be socially distant



Aerial view of West Seattle Intersection

Since the bridge closure and the placement of restrictions on the Spokane Street Low Bridge all travel lanes for personal vehicles are concentrated at the south end of West Seattle.

Furthermore, the detour routes go through some of Seattle's most diverse and historically underserved neighborhoods, bringing increased congestion and pollution into places where people already experience poorer health outcomes than the City as a whole. Reconnect West Seattle envisions how we can achieve a reconnected West Seattle peninsula that has similar levels of travel across the Duwamish to those seen before the closure of the High-Rise Bridge, while also reducing the environmental injustices that impact

communities in the Duwamish Valley. To do this we are developing several projects to support significant mode shift to and from West Seattle. To accomplish this we are:

- Working with neighborhoods like Highland Park, South Park, Georgetown, and SODO to prioritize projects that will reduce the impact of increased detour traffic through their communities.
- Prioritizing transit connections to and from West Seattle
- Building new bicycle projects
- Establishing and improving the detour routes through revised traffic signal timing, signage, and real-time information

Below are projects planned to increase safety and access for people biking in and out of West Seattle.

Project	Description	From	To	Mileage	Facility Type	New or Upgrade?	Status
East Marginal Way PBL Improvements	Refresh existing bike lane markings, add delineators and green driveway markings	S Atlantic St	S Spokane St	1.33	PBL	Upgrade	Complete (2020)
West Seattle Bridge Trail Improvements	Signs and markings improvements along the West Seattle Bridge Trail and S Spokane St	East Marginal Way S	Harbor Ave SW	1.43	Shared Use Path/Trail	Upgrade	Complete (2020)
West Marginal Way SW Improvements	New PBL connecting Duwamish Route gap	SW Marginal Pl	Duwamish Trail Crossing	0.4	PBL	New	Planning (potential 2021)
21st Ave SW Neighborhood Greenway Improvements	Improvements to 21st Ave SW between West Seattle Bridge and SW Dawson St	West Seattle Bridge Trail	SW Dawson St	0.96	NGW	Upgrade	Planning (potential 2021)
S Orcas St Bike Improvements	Spot crossing improvements to upgrade bicycle connections in Georgetown	East Marginal Way S	Corson Ave S	NA	Spot	Upgrade	Planning (potential 2021)

4. BICYCLE MASTER PLAN PROGRESS

The projects in the tables below represent those projects primarily funded by the Levy to Move Seattle that were completed in 2016 through 2020 and collectively added over 45 miles to the network as well as 1,530 bike parking spots and 55 bike spot safety improvements. In 2020, the projects ranged from key links connecting neighborhoods to downtown such as the Avalon Paving project to key safety enhancements for bicyclists around streetcar tracks.

2020 posed significant challenges due to COVID-19. Several projects were delayed due to city’s crews COVID-19 restrictions and changing priorities. SDOT built just over 3 miles in 2020. However, in 2021 we anticipate constructing 12 to 20 miles of new bicycle infrastructure.

Note: The mileage in the tables may not correspond exactly to the Quarterly/ Annual Levy Progress Reports due to the Bicycle Master Plan Implementation Plan reporting on all bike facilities built in Seattle, not just Levy-funded projects.

PROJECTS COMPLETED IN 2016					
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
2nd Ave PBL Demonstration	2nd Ave Ext S	Yesler Way	S Washington St	PBL	0.07
Delridge Way SW PBL	Delridge Way SW	SW Myrtle St	SW Holden St	PBL	0.38
N 34th St PBL	N 34th St	Fremont Ave N	Phinney Ave N	PBL	0.23
Roosevelt Way NE Paving and Safety Improvements	Roosevelt Way NE	NE 65th St	University Bridge	PBL	1.37
University Bridge PBL	University Bridge	Roosevelt Way NE	Fuhrman Ave E	PBL	0.35
Westlake Ave N PBL	Westlake Ave N	W Raye St	Valley St	PBL	1.23
Meridian Ave N Paving and Safety Improvements	Meridian Ave N	N 103rd St	N 112th St	BL	0.44
Renton Ave S BL	Renton Ave S	51st Ave S	City Limits	BL	1.34
SW Admiral Way BL	SW Admiral Way	California Ave SW	63rd Ave SW	BL	1.39
39th Ave NE NGW Extension	39th Ave NE/NE 85th St/38th Ave NE/NE 89th St	NE 80th St	32nd Ave NE	NGW	0.8
E Columbia St NGW	E Columbia St	12th Ave	29th Ave	NGW	1.02
Wallingford NGW Upgrade (Added improvements to existing)	N 43rd St/Burke Ave N/N 44th St/NE 44th St	Stone Way N	Latona Ave NE	NGW	N/A
39th Ave NE NGW Upgrade (Added improvements to existing)	39th Ave NE	Burke-Gilman Trail	NE 80th St	NGW	N/A
Total Miles Delivered in 2016: 8.62					

PBL = Protected Bike Lane
 BL = Bike Lane
 NGW = Neighborhood Greenway

PROJECTS COMPLETED IN 2017

Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
520 Bridge Trail (WSDOT)	SR-520 Bridge	Montlake Blvd E	City Limits	Trail	2.18
Washington Park Arboretum Loop Trail (Seattle Parks Dept.)	New Facility	Graham Visitor Center	E Madison St	Trail	1.20
N 92nd St PBL	N 92nd St	Wallingford Ave N	1st Ave NE	PBL	0.38
Interbay Trail Connections	20th Ave W/Gilman Ave W	Elliot Bay Trail	20th Ave W	PBL	1.92
One Center City - 9th Ave N PBL (Phase 1)	9th Ave N	Westlake Ave N	Harrison St	PBL	0.35
Roy St PBL	Roy St	Dexter Ave N	9th Ave N	PBL	0.12
Dexter Ave N PBL	Dexter Ave N	Mercer St	Roy St	PBL	0.06
Western Ave PBL	Western Ave	University Ave	Virginia Ave	PBL	0.34
NE Pacific PBL	NE Northlake Way/NE Pacific St (sidewalk project)	7th Ave NE	Eastlake Pl NE	PBL	0.09
Pike/Pine PBLs	Pike St/Pine St	2nd Ave	8th	PBL	0.54
Cedar Park Elementary NGW Connection	37th Ave NE/NE 125th St/38th Ave NE	NE 123rd St	NE 145th St	NGW	1.21
Greenwood Elementary NGW Connection	1st Ave NW	N 73rd St	N 92nd St	NGW	0.98
Banner Way NE Corridor Project	Banner Way NE	5th Ave NE	15th Ave NE	BBL	0.57
Spring Street Bike Lane	Spring St Bike Lane (Bus Lane Project)	3rd Ave	6th Ave	BL	0.18
S Dearborn Project	S Dearborn St	Rainier Ave S	6th Ave S	BBL	0.69

Total Miles Delivered in 2017: 10.81

PBL = Protected Bike Lane
 BL = Bike Lane
 BBL = Buffered Bike Lane
 NGW = Neighborhood Greenway

PROJECTS COMPLETED IN 2018

Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
2nd Ave PBL	2nd Ave	Denny Ave	Pike St	PBL	0.92
7th Ave PBL	7th Ave	Westlake Ave	Pike St	PBL	0.39
Banner Way Upgrade	Banner Way	NE 77th St	9th Ave NE	PBL	0.57
S Dearborn St PBL	S Dearborn St	Rainier Ave S	6th Ave S	PBL	0.46
Eagle Staff Middle School NGW Connection	N 92nd St	Fremont Ave N	Wallingford Ave N	NGW	0.65
Highland Park NGW Connection	SW Trenton St/ 11th Ave SW	17th Ave SW	10th Ave SW	NGW	0.52
Louisa Boren STEM K-8 NGW Connection	SW Juneau St/ Croft Pl SW	21st Ave SW	26th Ave SW	NGW	0.45
Olympic Hills NGW Connection	25th Ave NE/NE 130th S/20th Ave NE	NE 127th	NE 135th	NGW	0.76
Rainier Valley NGW Phase 1	30th Ave S/ S Ferdinand St/ 46th Ave S	S College St	S Henderson St	NGW	5.54

Total Miles Delivered in 2018: 10.26

PBL = Protected Bike Lane

BL = Bike Lane

NGW = Neighborhood Greenway



Person riding a bike in a protected bike lane behind a tree at NE 55th St and Roosevelt Way NE

PROJECTS COMPLETED IN 2019

Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
AAC - S Columbian Way/S Alaska St (2018 AAC Package)	S Columbian Way	15th Ave S	MLK Jr Way S	PBL	1.11
AAC - Swift/Myrtle/Othello (2018 AAC Package)	Swift Ave S/S Myrtle St/S Othello St	S Albro Pl	MLK Jr Way S	PBL	1.18
AAC - Wilson Ave S (2018 AAC Package)	Wilson Ave S	S Morgan St	S Dawson St	PBL/BL	0.81
Center City - 8th Ave -Interim	8th Ave	Pike St	Bell St	PBL	0.56
Center City - 9th Ave N (includes .04 for Bell from Denny to 8th)	Bell St/9th Ave N	8th Ave	Harrison St	PBL	0.24
Center City - Pike/Pine Interim	Pike St	9th Ave	Broadway	PBL	0.51
Center City -South End Connection	2nd Ext Ave S/S Main St/5th Ave S	S Washington St	S King St	PBL	0.27
Dexter PBL*	Dexter Ave N	Comstock St	Valley St	PBL	0.3
NE 70th St PBL	NE 70th St	8th Ave NE	12th Ave NE	PBL	0.1
VZ - NE 65th St Vision Zero Safety Corridor	NE 65th St	NE Ravenna Blvd	20th Ave NE	PBL	0.74
NE 70th St Connection to PBL	NE 70th St	12th Ave NE	15th Ave NE	NGW	0.17
North Seattle NGW (Crown Hill – Northgate)	NW 92nd St/1st Ave NW/N 100th St/Ashworth Ave N	15th Ave NW	College Way N	NGW	2.7
SRTS (Hight Point Loop)	SW Graham St/SW Holly St	34th Ave SW	High Point Dr SW	NGW	0.88
West Seattle Phase 1	30th Ave SW/34th Ave SW	SW Roxbury St	SW Graham St	NGW	2.21
AAC - Swift/Myrtle/Othello (2018 AAC Package)	Swift Ave S	S Albro Pl	S Myrtle St	BL	0.58
Center City - 8th Ave -Interim	8th Ave	Lenora St	Blanchard St	BL	0.05
Total miles delivered in 2019: 12.41					

*The project was not included in the 2019-2024 Implementation Plan. It was funding through the Urban Trails and Bikeways program.

PBL = Protected Bike Lane
 BL = Bike Lane
 NGW = Neighborhood Greenway

PROJECTS COMPLETED IN 2020					
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
4th Ave Phase 1	4th Ave	Madison St	Pine St	PBL	0.41
4th Ave Phase 2A	4th Ave	Pine St	Bell St	PBL	0.41
AAC - SW Avalon Way and 35th Ave SW (2019 AAC Package)	SW Avalon Way	SW Spokane St	SW Alaska St	PBL	0.9
First Hill Streetcar Bike Enhancements	Yesler Way E	12th Ave E	14th Ave E	PBL	0.2
Lander St Bridge	S Lander St	1st Ave S	4th Ave S	Trail	0.24
Delridge Transit Plus Multi-Modal Corridor - NGW	18th Ave SW/ SW Webster St	SW Myrtle St	17th Ave SW	NGW	0.29
SRTS (Lowell - Meany Connection)	E Republican	21st Ave E	11th Ave E	NGW	0.79
Ballard Multimodal Corridor	24th Ave NW	Spot		BL	0.05
Total miles delivered in 2020: 3.29*					

*This total does not include the 26 miles of greenways converted to Stay Healthy Streets.

PBL = Protected Bike Lane
 BL = Bike Lane
 NGW = Neighborhood Greenway

Spot improvements are prioritized annually by the frequency and severity of collisions, geographic equity which is assessed through race and social justice initiative metrics, and with guidance from the prioritization in the 2017 Trails Upgrade Plan which builds from the Seattle Pedestrian Master Plan and Bicycle Master Plan. SDOT also considers opportunities to partner with and leverage other projects.

BICYCLE RACKS AND SPOT IMPROVEMENTS COMPLETED 2016-2020*					
	2016	2017	2018	2019	2020
Bike parking spaces added	622	466	306	116	20
Urban trail and bikeway spot improvement	10	12	12	15	6

*The bike parking space numbers above only represent bike parking spaces funded through the Move Seattle Levy. The numbers here do not include bike parking spaces built with revenue from Seattle's bike share permit program. We completed our 9-year levy goal to add 1,500 bike parking spaces in 2019.

PROJECT STATUS CHANGES

The projects in the tables below represent those projects that have changed status since the publication of the 2019-2024 Bicycle Master Plan Implementation Plan. Specifically highlighted are projects that have been delayed from 2019 and 2020, added, paused, or have received construction funding. 2020 presented some challenges for delivering projects. COVID - 19 and the West Seattle Bridge Closure impacted organizational priorities for building projects as well working conditions.

TIMING CHANGES				
Project Number	Project Name	Type	Length (miles)	Comment
11	VZ - 12th Ave S (Dr. Jose Rizal Bridge to King St)	PBL	0.25	Constructed started in Q4 2020 and will continue into 2021. Final scheduling delayed due to COVID-19 impacts.
Spot	7th Ave – Bell to Blanchard	PBL	0.25	Originally scheduled for 2020. Private development competed construction in Q1 2021.
53	AAC – 15th Ave NE	PBL/ BL	0.94/ 0.25	Construction began in 2020 and will be completed in 2022. Delay due to construction scheduling.
52	Bell St	PBL/ NGW	0.23/ 0.24	Delayed from 2020 to 2021 due to equipment delivery delay. This was completed in Q1 2021.
39	Burke Gilman Trail – Missing Link/Ballard Multimodal Corridor	Trail	1.42	TBD pending resolution of ongoing legal challenges.
37	Center City – Pike/ Pine Interim – 3 blocks between 6th and 9th	PBL	0.1	Originally scheduled to be built in 2019 as part of the interim project. This section will now be built with the permanent installation of Pike/Pine Renaissance in 2023.
40	NODO – 1st/Broad St	PBL	0.25	This project is being built with the construction of the new Arena in 2021. The Arena construction has been delayed from 2020 to 2021.
40	NODO – Queen Anne/1st	PBL	0.47	This project is being built with the construction of the new Arena in 2021. The Arena construction has been delayed from 2020 to 2021.
19	N 34th St Mobility Improvements	PBL	0.33	Construction delayed from 2020 to 2021 due to grant obligation delays.
5	Union PBL	PBL	0.84	Delayed from 2020 to 2021 to mitigate impacts to ADA access and curbside business operations.
35	Central Ridge Phase 1 (18th Ave S)	NGW	0.75	Originally scheduled for 2020, now delivered in 2021 due to COVID-19.

TIMING CHANGES

Project Number	Project Name	Type	Length (miles)	Comment
16	Greenlake to Interurban Connection (N 83rd St)	NGW	0.25	Originally scheduled for 2020, now delivered in 2021 due to COVID-19.
38	King St Neighborhood Greenway	NGW	1.05	Originally scheduled for 2020, now 2021 due to coordination of International Special Review District sign review and COVID-19.
17	Judkins Park Connection (S Weller St/18th Ave S)	NGW	0.26	Originally scheduled for 2020, now 2021 due to COVID-19.
20	NGW Connection to Missing Link 1 (26th Ave NW)	NGW	0.35	Tied to the Burke-Gilman Trail schedule. Moved from 2020 to TBD due to ongoing legal challenges.
21	NGW Connection to Missing Link 2 (NW Dock Pl)	NGW	0.05	Tied to the Burke-Gilman Trail schedule. Moved from 2020 to TBD due to ongoing legal challenges.
41	Rainier Valley N-S Phase 2	NGW	0.67	Pending WSDOT Lease Coordination. Moved from 2020 to 2022.
23	SRTS (Highland Park Connection Ph 2a)	NGW	1.18	Moved from 2020 to 2022. Delay due to Reconnect West Seattle coordination and COVID-19.
23	SRTS (Highland Park Connection Ph 2b)	NGW	0.27	Moved from 2020 to 2023. Delay due to Reconnect West Seattle coordination and COVID-19.
25	SRTS (Viewlands Connection)	NGW	0.67	Moved from 2020 to 2021. Delay due to COVID-19. Length adjusted based on final route.
26	SRTS (Wing Luke Elementary Connection)	NGW	0.8	Moved from 2020 to 2021. Delay due to COVID-19. Completed in Q1 2021.
27	West Seattle Neighborhood Greenway Phase 2a and 2b	NGW	1.38	Moved from 2020 to 2021. Delay due to grant obligation delays.
43	VZ -Wedgwood to Roosevelt Connection	NGW	1.39	Moved from 2020 to 2021. Delay due to COVID-19.

RECEIVED CONSTRUCTION FUNDING

Project Number	Project Name	Type	Length (miles)	Comment
60	E Marginal Way – Phase 1	PBL	1.3	E Marginal Way – Phase 1 was originally only funded through design. Upon securing grant funding, the project is now funded through construction in 2023.
61	Georgetown to South Park Trail	PBL/ Trail	1.64	In 2020, SDOT received grant funds and City Council allocated money to fully fund construction in 2023.
64	RapidRide J Line (previously Roosevelt Transit Plus Multi-Modal Corridor)	PBL	2.06	Construction to start in 2023 and go through 2025.
62	VZ- Interurban to Greenwood Connection	NGW	0.24	Originally only funded through design. Due to a partnership opportunity, the project is now funded through construction. It is scheduled to be built in 2022.
Study area	Beacon Segment 3 (Dr. Jose Rizal Bridge to S Spokane St)	TBD	TBD	In 2019, the Mayor’s office and City Council allocated additional money to construct a bike connection in Southeast Seattle. Planning started in 2020. Staff anticipates having final routing by the end of 2021.

NEW PROJECTS

Project Number	Project Name	Type	Length (miles)	Comment
74	NE 43rd Street Improvements	PBL	0.11	The NE 43rd Street Improvement Project is building a protected bike lane from 15th Ave NE to Brooklyn Ave NE in 2021.
75	12th Ave NE and NE 43rd St Paving Project	PBL	0.27	This project will build segments of PBL on Brooklyn Ave NE, NE 43rd, and NE 47th to replace the existing NE 12th Ave NGW from NE 43rd to NE 45th.
83	NE 45th St between 4th Ave and Brooklyn	Spot	N/A	Levy funded project to install leading pedestrian intervals, bicycle detection at signals, and improved signal timing for pedestrians and bicyclists. Construction Summer 2021.
83	NE 45th St between 8th Ave NE and Latona Ave	PBL	0.23	Council provided \$400K in funding for this project in the 2021-2022 budget process. Evaluation and design to be completed in 2021. Funded through Design.
82	Alki Point Stay Healthy Street	NGW	TBD	Piloted as a Keep Moving Street. Currently funded through Plan/Design.

NEW PROJECTS

Project Number	Project Name	Type	Length (miles)	Comment
80	RWS (Georgetown)	NGW	0.8	Reconnect West Seattle prioritized neighborhood connection to Georgetown to South Park trail.
81	RWS (South Park)	NGW	1.25	Reconnect West Seattle prioritized neighborhood connection to Georgetown to South Park trail.
84	West Marginal Way SW Improvements	PBL	0.4	Reconnect West Seattle prioritized connecting the Duwamish Trail to the West Seattle Bridge.

PROJECTS PAUSED OR CANCELLED

Project Number	Project Name	Type	Length (miles)	Comment
	King Street – Under I-5	NGW	Spot	Seattle City Light added a project to upgrade lighting under I-5, therefore SDOT has worked with the community to re-evaluate the priority locations for pedestrian lighting. SDOT is currently constructing lighting upgrades as part of the VZ 12th Ave S project.
42	SRTS (Lincoln HS Connection)	NGW	0.35	PAUSED due to another program's funds being paused.
49	Thomas St: Dexter to Eastlake	TBD-NGW	0.62	Project split into funded and unfunded segments. Grant applications were not successful, funding not identified for the Dexter to Eastlake section.

5. PRIORITIZATION

The 2020-2024 implementation plan includes a set of proposed infrastructure projects. The project list in this plan is the same list that was published in the 2019 plan with the addition of key projects delivered via other programs like the Reconnect West Seattle.

The 2019 list was developed using the prioritization process established in the BMP, which includes both a quantitative and a qualitative process.

QUANTITATIVE PRIORITIZATION

Quantitatively, all bicycle projects were assigned scores based on five factors, in order of highest weight to lowest:

- Safety
- Connectivity
- Equity
- Ridership
- Livability

The sum of these scores is assigned to individual project segments, which are then divided into five different priority tiers of projects. Tier 1 is the highest scoring 20% of the projects, Tier 2 is the next highest 20%, and so on.

QUALITATIVE PRIORITIZATION

The next step of our prioritization process considers qualitative factors including policy directives, community interest, and geographic balance. In 2019, SDOT and Department of Neighborhoods held several community drop-in sessions to solicit community feedback on the project list. In collaboration with the Seattle Bicycle Advisory Board, feedback from the community was considered to select projects that helped to connect and extend Seattle's all ages and abilities network. Based on the feedback

from the Seattle Bicycle Advisory Board and the community, Mayor Durkan and the Seattle City Council allocated additional funding to build an additional bicycle connection in Southeast Seattle.

LEVERAGING OPPORTUNITIES

Leveraging the benefits of other SDOT projects was another high priority in the project selection process. SDOT and SBAB prioritized BMP projects if they could be completed at the same time as other projects involving major work on a street, including bus rapid transit, paving, or safety projects.* The complete streets approach helps to reduce construction impacts and provides benefits to multiple SDOT and partner agency programs. We also look for opportunities to partner with private development to support Housing Affordability and Livability Agenda through BMP investments.

Throughout the next five years, we will also be looking to leverage funding opportunities outside SDOT and the City, including those available through Sound Transit Station Access Improvement funding. SDOT will also leverage opportunities presented by WSDOT's replacement of the SR 520 bridge in improving bike connections.

*Approximately 25 miles of bike facilities will be delivered in partnership with other programs over the next 5 years. These include projects like the Green Lake Paving Project, Northgate Bicycle and Pedestrian Bridge, and Delridge Way SW - RapidRide H Line project.

6. PROJECT LIST

For ease of review and discussion, the proposed 2021-2024 projects and maps are organized by geographic sector (north, central, and south), and provide a description including desired construction year, facility type, project length, funding status, and major benefits and challenges associated with each project. All projects proposed for the implementation plan are also included on one city-wide map to show the connected network goal by 2024.

There are several projects on the list and map where the exact route, length, and/or facility type of each project are still unknown. In those instances, the location, length, and/or facility type is listed as “TBD” (to be determined). Several projects listed as such in the 2019 BMP Implementation Plan have been updated, and subsequent implementation plans will be updated with more specific information as these projects enter the project definition phase. There are several projects where we have identified potential challenges for construction. These challenges include project cost, neighborhood support, agency coordination, and corridors that have high demands from other modes.

Each sector has a set of projects listed as “funded through design”. These range from projects in the design stage and projects at the planning stage. Planning includes studying the corridor connections, identifying alternatives for facility types and cross sections; developing cost estimates and proposing project scope.









Protected bike lane through the intersection

With this plan, we are focusing our efforts on delivering these projects. We view this project list as an accountability plan that will guide the work of SDOT and partners in delivering bicycle infrastructure improvements. As projects advance and sometimes evolve, we will continue to use this list and annual Levy updates to communicate project status and any changes since the previous plans as outlined in the tables on pages 15-17.

BENEFITS AND CHALLENGES

The benefits and challenges associated with each project were determined by spatial analysis of proximity to transit, schools, community centers, urban villages, and RSJI opportunity areas. Cost estimates were generated by typical project scale of impact and by using recently completed project cost information. The complete methodology can be reviewed in the table below:

	<p>CONNECTIONS TO MAJOR/MASS TRANSIT</p> <p>Projects with this icon overlap with corridors that offer connections to existing or near-term major transit opportunities. This provides alternative connections to transit for facility users. Major transit includes Light Rail stations, Bus Rapid Transit/Transit Plus Multi-Modal Corridor routes, and Transit+ routes.</p>
	<p>SCHOOLS, COMMUNITY CENTERS, AND URBAN VILLAGE CONNECTIONS</p> <p>Projects with this icon route to within 300 feet of school or community center locations. This serves to connect BMP facility users with specific community points of interest. Additionally, facilities that route to/through Urban Villages or Urban Centers were highlighted in this analysis.</p>
	<p>CONNECTIONS TO BICYCLE FACILITIES</p> <p>Projects with this icon connect to existing BMP facilities or facilities that are planned to be constructed by the end of the current BMP Implementation Plan’s timeline. For the purposes of this analysis, bicycle facilities were determined to be minor-separation facilities (bicycle lanes), major-separation facilities (protected bicycle lanes), and multi-use trails. Connections can be present at any part of the proposed route. Multiple connections to one project are not differentiated.</p>
	<p>COST TIER</p> <p>This icon differentiates between low, medium, and high marginal costs associated with implementation of the project. This is based off of costs allocated from the Bicycle Master Plan itself and does not factor in funds provided by other programs or agencies.</p> <p>Low cost projects are expected to cost the BMP under \$350,000 per constructed mile.</p> <p>Medium cost projects are expected to cost the BMP between \$350,000 and \$1,250,000 per constructed mile.</p> <p>High cost projects are expected to cost the BMP over \$1,250,000 per constructed mile.</p> <p>Projects that are fully funded by other programs or agencies are considered low cost.</p>
	<p>RACE AND SOCIAL JUSTICE INITIATIVE (RSJI) OPPORTUNITIES</p> <p>Projects with this icon route through portions of the city that score in the upper quartile of the City of Seattle Race and Social Equity Composite Index. This index scores regions of Seattle based on multiple inputs related to RSJI points of focus, including median income, access to opportunities, racial compositions, and health outputs. Projects in the upper quartile are identified as facilities that have potential for greater benefits.</p>
	<p>PARTNERSHIP</p> <p>Partly or fully funded in partnership with another agency or through a grant.</p>

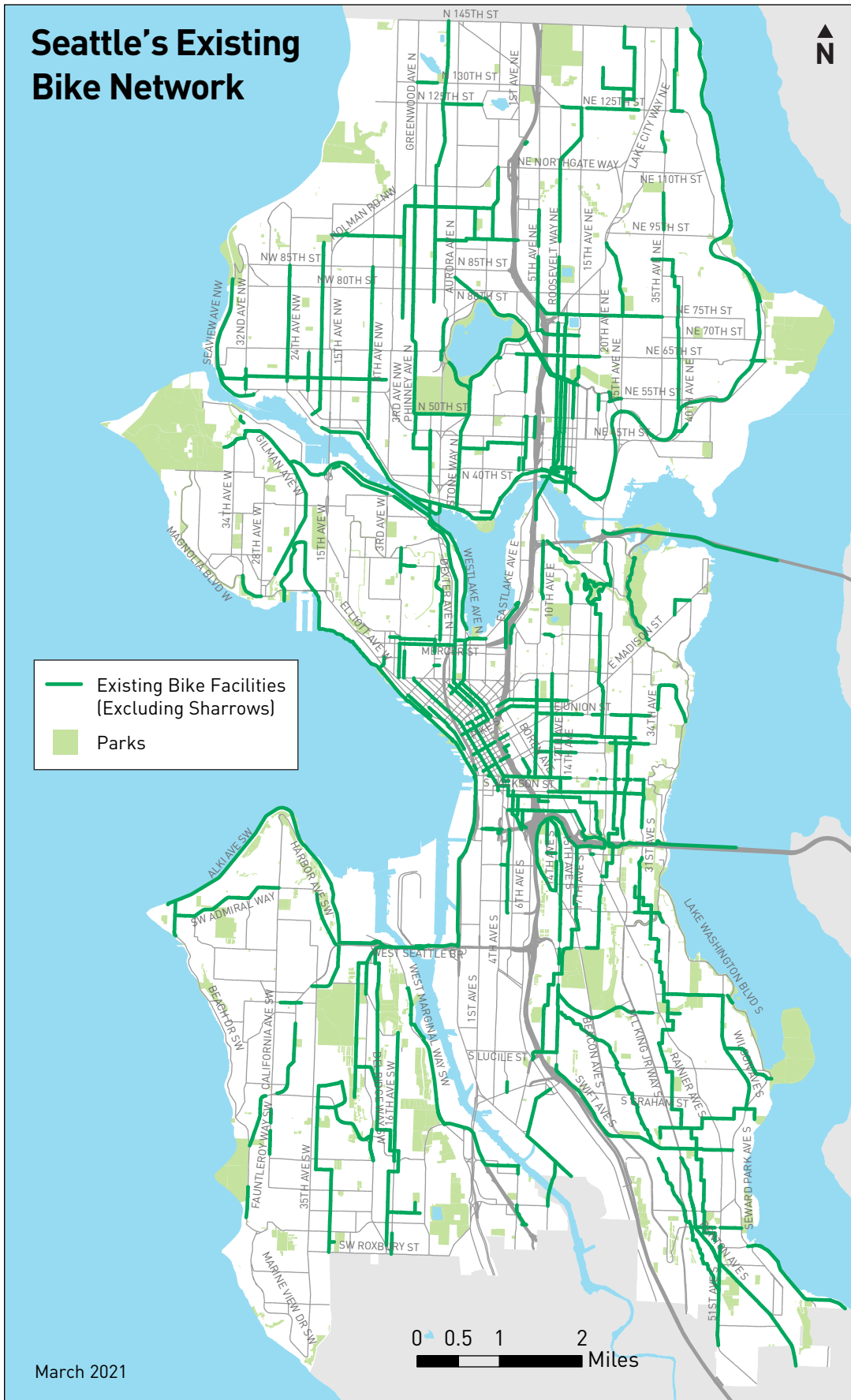
Planned Bicycle Master Plan Projects 2021 - 2024

- Planned 2021-2024 Project with Funding through Construction
- - - Planned Project with Funding through Design
- Existing Bike Facilities (Excluding Sharrows)
- Parks

0 0.5 1 2 Miles

March 2021

Seattle's Existing Bike Network



- Existing Bike Facilities (Excluding Sharrows)
- Parks

March 2021

0 0.5 1 2 Miles

Planned 2024 Bike Network



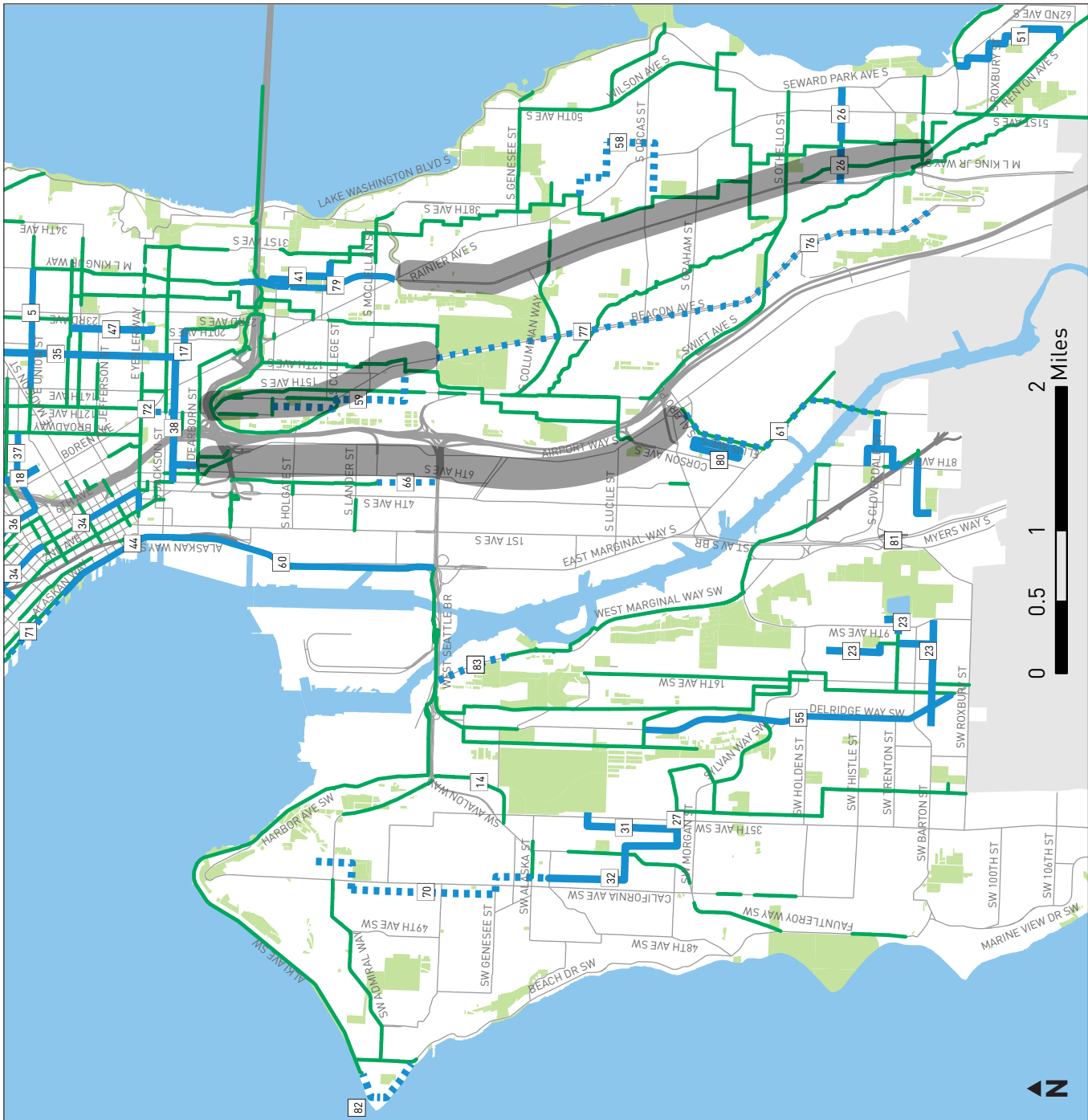
— 2024 Full Build Out of Planned Bike Projects and Existing Bike Facilities (Excluding Sharrows)
 Parks



March 2021




















South Sector Project Map

- Proposed 2021-2024 Projects with Funding through Construction
- - - Planned Project with Funding through Design
- Existing Bike Facilities (Excluding Sharrows)
- Study Areas
- Parks



March 2021

SOUTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION

Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges
80	NEW RWS (Georgetown)	NGW	0.8	2021	\$  
81	NEW RWS (South Park)	NGW	1.25	2021	\$  
26	SRTS (Wing Luke Elementary Connection)	NGW	0.8	2021	\$\$  
27	West Seattle NGW Phase 2a and 2b	NGW	1.38	2021	\$\$\$  
79	AMB: Mt Baker Bicycle and Pedestrian Improvements	Spot		2022	\$  
55	Delridge Transit Plus Multi-modal Corridor-PBL	PBL	2.2	2022	\$  
79	Martin Luther King Jr Blvd (I-90 to Rainier)	PBL	1	2022	\$\$\$  
41	Rainier Valley N-S Phase 2	NGW	0.67	2022	\$\$  
51	SRTS (Emerson ES Connection)	NGW	1.06	2022	\$  
23a	SRTS (Highland Park Connection Ph 2a)	NGW	1.18	2022	\$  
31	West Seattle - 35th Ave SW Alternative - Camp Long Connection	NGW	0.72	2022	\$  
Study Area	Beacon Ave S (Segment 3 - Dr. Jose Rizal Bridge to S Spokane St)	PBL/NGW	TBD	2023	\$\$\$   TBD
61	Georgetown to South Park	PBL/Trail	1.64	2023	\$ 
23b	SRTS (Highland Park Connection Ph 2b)	NGW	0.27	2023	\$\$  

 Low cost
 Medium Cost
 High Cost

 Partnership
 Connections to major/mass transit
 Schools, Community Centers, and Urban Village Connections

 Connections to Bicycle Facilities
 Race and Social Justice Initiative (RSJI) Opportunities

SOUTH SECTOR PROJECTS FUNDED THROUGH DESIGN/PLAN						
Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges	
82	NEW Alki Point	TBD-NGW	0.65	TBD	TBD	
76	Beacon Ave S (Segment 1 - S 39th St to S Myrtle St). 10% Design in 2020	PBL/Trail	1.39	TBD	\$\$\$	TBD
77	Beacon Ave S (Segment 2 - S Myrtle St to S Spokane St). 10% Design in 2020	PBL/Trail	2.36	TBD	\$\$\$	TBD
Study Area	Georgetown to Downtown (Pre-plan). Planning Phase Started	TBD	TBD	TBD	\$\$\$	TBD
Study Area	Martin Luther King Jr. Way from Rainier to Henderson. Planning Phase Started.	TBD	3.81	TBD	\$\$\$	TBD
66	SODO Trail (this project is on hold). Design Complete, project on hold due to multi-agency coordination	Trail	0.42	TBD	TBD	Multi-agency coordination
59	SRTS (Beacon Hill ES). Planning Phase Started.	NGW	0.8	TBD	\$\$	
58	SRTS (Orca K-8 Connection). Planning Phase Started.	NGW	1.27	TBD	\$\$	
70	West Seattle North Admiral Connection. Planning Phase Started.	NGW/PBL	1.94	TBD	\$\$\$	TBD
84	West Marginal Way SW Improvements. Plan Phase Started.	PBL	0.4	TBD	\$	

Low cost



Partnership

Medium Cost



Connections to major/mass transit

High Cost



Schools, Community Centers, and Urban Village Connections



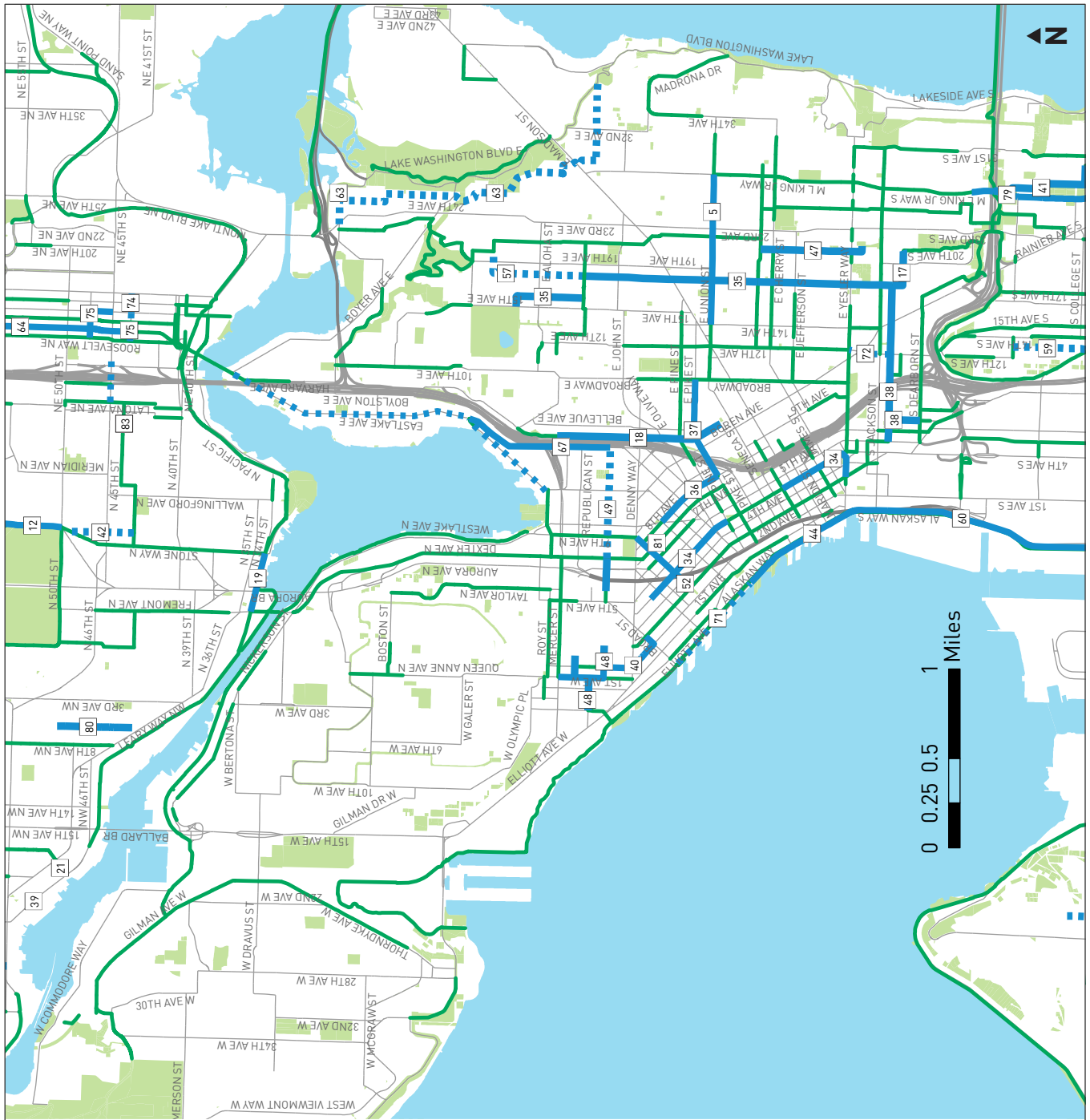
Connections to Bicycle Facilities










































Race and Social Justice Initiative (RSJI) Opportunities

Central Sector Project Map

- Proposed 2021-2024 Projects with Funding through Construction
- ▬ Planned Project with Funding through Design
- ▬ Existing Bike Facilities (Excluding Sharrows)
- Parks



March 2021

























CENTRAL SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION						
Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges	
11	VZ - 12th Ave S PBL- Golf Dr to S King St	PBL	0.25	2021	\$\$\$	  
81	7th Ave - Bell to Blanchard	PBL	0.25	2021	\$	  
Spot	Battery St	BL	0.2	2021	\$	  
52	Bell Street Park	NGW	0.24	2021	\$	  
52	Bell Street PBL	PBL	0.23	2021	\$\$	  
34	Center City - 4th Ave (segment 2B Vine to Pine)	PBL	0.2	2021	\$\$\$	  
34	Center City - 4th Ave (segment 3 Spring to Main)	PBL	0.53	2021	\$\$\$	  
35	Central Ridge Phase 1 (18th Ave S)	NGW	0.75	2021	\$	  
17	Judkins Park Connection (S Weller St/18th Ave S)	NGW	0.26	2021	\$	  
40	NODO - 1st/Broad St	PBL	0.25	2021	\$	 
40	NODO - Queen Anne/1st	PBL	0.47	2021	\$	 
Spot	King Street - 12th & King	NGW	0	2021	\$	 
38	King Street Neighborhood Greenway	NGW	1.05	2021	\$\$\$	  
5	Union PBL	PBL	0.84	2021	\$\$	  

 Low cost
 Medium Cost
 High Cost

 Partnership
 Connections to major/mass transit
 Schools, Community Centers, and Urban Village Connections

 Connections to Bicycle Facilities
 Race and Social Justice Initiative (RSJI) Opportunities

CENTRAL SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION

Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges
67	Eastlake (Fairview to Stewart)	PBL	0.8	2022	\$  
18	Melrose Promenade (NGW segment)	NGW	0.83	2022	\$\$  
18	Melrose Promenade (PBL segment)	PBL	0.1	2022	\$\$ 
48	Seattle Center to Waterfront Walking and Biking Connection	PBL	0.35	2022	\$\$\$  
48	Seattle Center to Waterfront Walking and Biking Connection	NGW	0.17	2022	\$\$\$  
47	SRTS (Washington MS Connection)	NGW	0.6	2022	\$\$  
49	Thomas St: Seattle Center to Eastlake (5th to Dexter)	TBD-NGW	0.24	2022	\$\$\$  
36	Center City - 8th Ave (permanent, mileage to match interim)	PBL	Mileage will match interim design	2023	\$\$  
37	Center City - Pike/Pine (permanent, mileage to match interim with the addition of the blocks between 6th and 9th)	PBL	0.1	2023	\$\$\$ 
44	Central Water Front (Alaskan Way Viaduct Replacement)	PBL	0.56	2023	\$  
60	E Marginal Way-Phase 1	PBL	1.3	2023	\$\$ 
35	Central Ridge Phase 2	NGW	1.41	2024	\$\$   
64	RapidRide J (Formerly Roosevelt Transit Plus Multi-modal Corridor).	PBL	2.06	2025	\$  

 Low cost
 Medium Cost
 High Cost

 Partnership
 Connections to major/mass transit
 Schools, Community Centers, and Urban Village Connections

 Connections to Bicycle Facilities
 Race and Social Justice Initiative (RSJI) Opportunities

CENTRAL SECTOR PROJECTS FUNDED THROUGH DESIGN/PLAN

Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges
71	Center City: Alaskan (Virginia to Elliot Bay Trail). Planning Phase Started	TBD	0.38	TBD	\$\$\$ 
72	Central Seattle – 12th Ave King St to Yesler. Start Planning Phase.	PBL	0.23	TBD	\$\$\$   
63	Lake Washington Loop. 90% Design Completed	NGW	2.31	TBD	\$\$ 
57	SRTS (Stevens ES)	NGW	0.63	TBD	\$  

\$ Low cost



Partnership

\$\$ Medium Cost



Connections to major/mass transit

\$\$\$ High Cost



Schools, Community Centers, and Urban Village Connections



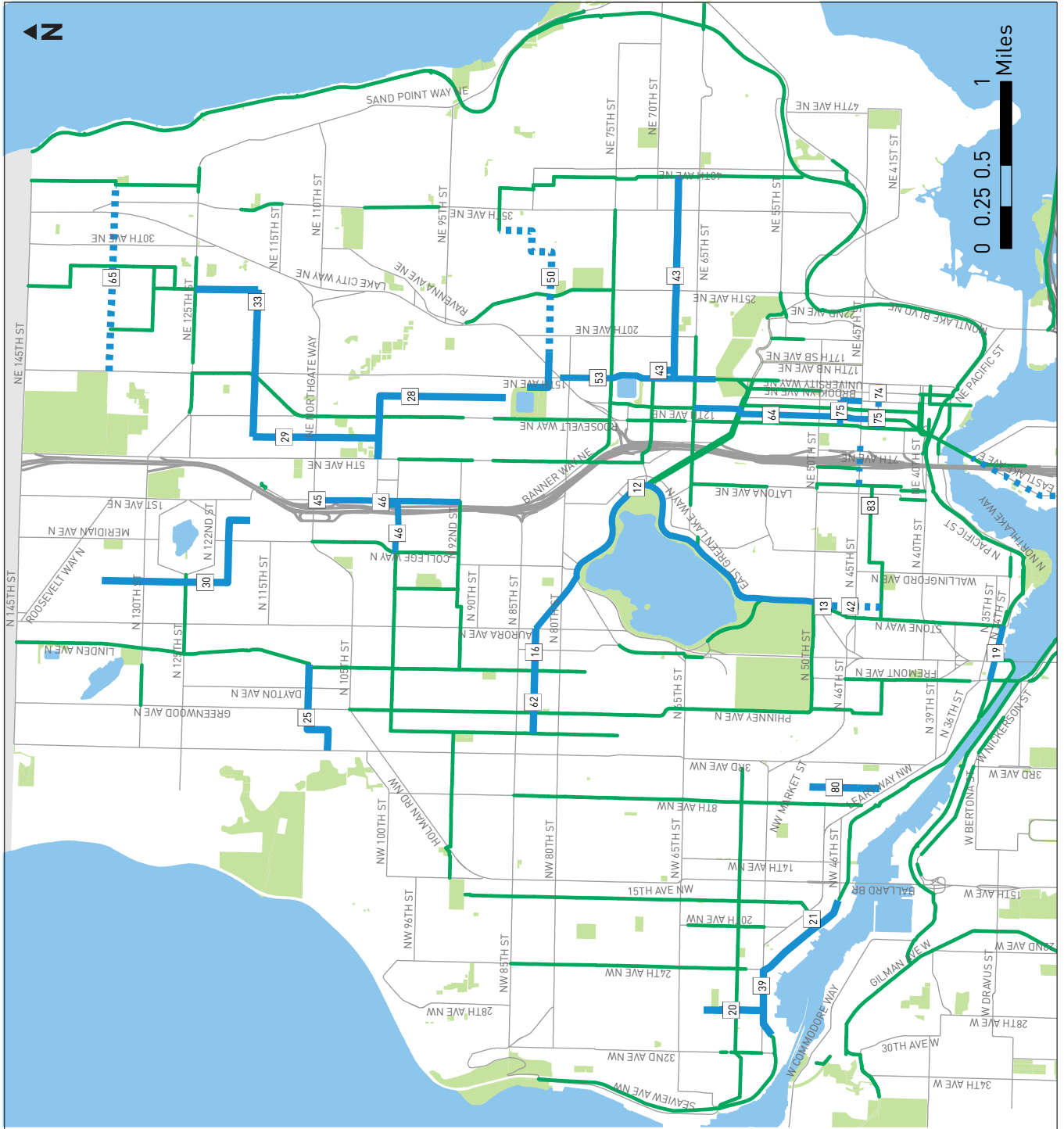
Connections to Bicycle Facilities



Race and Social Justice Initiative (RSJI) Opportunities

North Sector Project Map

- Proposed 2021-2024 Projects with Funding through Construction
- Planned Project with Funding through Design
- Existing Bike Facilities (Excluding Sharrows)
- Parks



March 2021

NORTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION						
Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges	
12	AAC - Green Lake Park Loop	PBL	2.55	2021		\$\$\$
13	AAC - N 50th St	BL	0.27	2021		\$\$\$
Spot	AAC - N 80th St - Green Lake PBL	Other	0	2021		\$
16	Greenlake to Interurban Connection (N 83rd St)	NGW	0.25	2021		\$
19	N 34th St Mobility Improvements	PBL	0.33	2021		\$\$\$
74	New NE 43rd Street Improvements	PBL	0.11	2021		\$\$\$
75	New NE 12th Ave and 43rd Ave NE Paving Project	PBL	0.24	2021		\$\$
83	NE 45th St between 4th Ave NE and Brooklyn Ave NE	Spot	N/A	2021		\$
28	Northgate (Light Rail) to Maple Leaf	NGW	1.13	2021		\$\$
29	Northgate (Light Rail) to Pinehurst	NGW	1.12	2021		\$\$
46	Northgate Light Rail - Northgate Pedestrian and Bicycle Bridge	Trail	0.27	2021		\$
45	Northgate Light Rail- 1st Ave NE Multi-Use Path (formerly Northgate Light Rail Station (Seg 3))	Trail	0.38	2021		\$
45	Northgate Light Rail- 1st Ave NE PBL (formerly Northgate Light Rail Station Project (Seg 1))	PBL	0.38	2021		\$

Low cost

Medium Cost

High Cost

Partnership



























Connections to major/mass transit

Schools, Community Centers, and Urban Village Connections

Connections to Bicycle Facilities

Race and Social Justice Initiative (RSJI) Opportunities

NORTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION

Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges
45	Northgate Light Rail- 1st Ave NE PBL (formerly Northgate Light Rail Station Project (Seg 2))	PBL	0.13	2021	\$   
25	SRTS (Viewlands Connection)	NGW	0.67	2021	\$  
43	VZ - Wedgwood to Roosevelt Connection	NGW	1.39	2021	\$   
80	YYC - 6th Ave NW	NGW	0.42	2022	\$\$\$  
53	AAC - 15th Ave NE - North Segment	PBL	0.94	2022	\$\$\$  
53	AAC - 15th Ave NE - South Segment	BL	0.25	2022	\$\$\$  
50	Lake City to Maple Leaf NGW CROSSING	NGW	0.34	2022	\$\$\$ 
33	SRTS (Hazel Wolf K-8) Pinehurst Connection	NGW	0.89	2022	\$\$\$  
30	SRTS (Ingraham HS Connection Ph 1)	NGW	1.25	2022	\$\$ 
62	VZ- Interurban to Greenwood Connection. (Moved from Design to Construction due to VZ Partnership)	NGW	0.24	2022	\$\$  
20	NGW Connection to Missing Link 1 (26th Ave NW)	NGW	0.35	TBD	\$  
21	NGW Connection to Missing Link 2 (NW Dock Pl)	NGW	0.05	TBD	\$\$  
39	Burke Gilman Trail - Missing Link / Ballard Multimodal Corridor	Trail	1.42	TBD	\$  



Low cost



Medium Cost



High Cost



Partnership



Connections to major/mass transit



Schools, Community Centers, and Urban Village Connections



Connections to Bicycle Facilities



Race and Social Justice Initiative (RSJI) Opportunities

NORTH SECTOR PROJECTS FUNDED THROUGH DESIGN/PLAN

Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges
83	NE 45th St between 8th Ave NE and Latona Ave	Spot	N/A	TBD	\$  
50	Lake City/Maple Leaf NGW Connection to Wedgewood. Planning Started.	NGW	1.05	TBD	\$\$\$  
64	AAC-11th/12th Ave NE (Formerly Roosevelt Transit Plus Multi-modal Corridor).	PBL	1.26	TBD	\$\$\$   
65	SRTS (Olympic Hills to Cedar Park). 10% Design Completed.	NGW	1.12	TBD	\$\$\$  

\$ Low cost

\$\$ Medium Cost

\$\$\$ High Cost



Partnership



Connections to major/mass transit



Schools, Community Centers, and Urban Village Connections



Connections to Bicycle Facilities



Race and Social Justice Initiative (RSJI) Opportunities

7. COORDINATION PROJECTS UPDATE

Some of the projects that contribute to building out the all ages and abilities bicycle network involve multiple agencies and have multi-year schedules. For these projects, we provide an annual update through this report, while additional information is available through the individual project websites.

Project	Description	Expected Completion Date	Bike Components	Where to Learn More
SR-520 Bridge Replacement and HOV Program	Replaces the SR 520 floating bridge across Lake Washington and makes transit, trail, and roadway improvements throughout the SR 520 corridor from I-5 in Seattle to I-405 in Bellevue	Montlake Project: 2023-2024 Portage Bay Project: 2029 Montlake Cut Project: TBD	<ul style="list-style-type: none"> 14-foot wide bicycle and pedestrian path across Lake Washington (opened in 2017) New path across Portage Bay New crossings over SR 520 in Montlake and over I-5 	Email: SR520bridge@wsdot.wa.gov Website: www.wsdot.wa.gov/Projects/SR520Bridge/
Accessible Mt. Baker	Builds near-term access and safety improvements near the Mt. Baker station, and builds longterm multimodal transportation enhancements in the greater Mt. Baker neighborhood.	Near-term projects to be delivered by 2022	<ul style="list-style-type: none"> Protected bike lanes on MLK Jr. Way S -2022 Walking and biking connections in the area - 2022 	Email: AMB@Seattle.gov Website: www.seattle.gov/transportation/amb
Burke-Gilman Trail	1.4-miles of new multiuse trail that would fill the "Missing Link" in the Burke-Gilman Trail that otherwise stretches between Golden Gardens and Bothell. The construction will be completed with the Ballard Multimodal Corridor Project.	The trail is currently on hold due to ongoing litigation.	1.4-miles of new multiuse trail.	Email: BGT_MissingLink_Info@seattle.gov Website: www.seattle.gov/transportation/BallardMultimodal
Center City Bike Network	Builds near- and long-term improvements to the transportation system and public realm in Seattle's Center City neighborhoods	Five projects completed in 2019 - 2020. The remaining Phases of 4th Ave PBL will be built in 2021	Bike facilities on multiple north-south and east-west streets in the Center City.	Email: CCbike@seattle.gov Website: www.seattle.gov/transportation/projects-and-programs/programs/bike-program/center-city-bike-network

Project	Description	Expected Completion Date	Bike Components	Where to Learn More
North Downtown Mobility Action Plan	Builds transportation improvements in the growing North Downtown area near the Seattle Center arena redevelopment.	2021	<ul style="list-style-type: none"> Protected bike lanes on 1st Ave N and Queen Ave N north of Denny Way Protected bike lanes on Broad St and 1st Ave south of Denny Way Seattle Center to the Waterfront Walking and Biking Connection 	Email: NorthDowntown@Seattle.gov Website: www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/north-downtown-mobility-action-program
Northgate Pedestrian and Bicycle Bridge	Builds a new pedestrian and bicycle bridge over I-5 to improve connections to the future Northgate Station and within the Northgate community.	2021	<ul style="list-style-type: none"> A new pedestrian and bicycle bridge over I-5 A shared-use path along 1st Ave NE between NE Northgate Way and NE 103rd St Protected bike lanes on 1st Ave NE between NE 103rd St and NE 92nd St A shared-use path near N 100th St between the bridge and College Way N 	Email: NorthgateBridge@seattle.gov Website: www.seattle.gov/transportation/northgatepedbridge.htm
Reconnect West Seattle	Planned investments for neighborhood mitigation projects to support mobility in response to the West Seattle High Bridge Closure.	2020-2022	<ul style="list-style-type: none"> East Marginal Way PBL Improvement West Seattle Bridge Trail Improvement West Marginal Way SW Improvement 21st Ave SW Neighborhood Greenway Improvement 	Email: WestSeattleBridge@seattle.gov Website: www.seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges/west-seattle-high-rise-bridge-safety-program/reconnect-west-seattle-
Transit-Plus Multi Modal Corridor Program	Implements New Transit-Plus Multi Modal corridors throughout the City.	2021-2024	Improvements to crossings, neighborhood greenways, and bike lanes	Email: RapidRide@Seattle.gov Website: www.seattle.gov/Transportation/RapidRideExpansion.htm
Waterfront Seattle	Rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct.	2019-2024	A 2-way protected bike lane alongside the new surface road from S King St to Pine St	Email: info@waterfrontseattle.org Website: www.waterfrontseattle.org/

8. FUNDING AND COSTS

FUNDING ASSUMPTIONS

The 2021-2024 Implementation Plan leverages the funding provided by the Levy to Move Seattle with other local funds as well as existing and anticipated grant funding. Additionally, some of our large capital programs, such as the Transit Plus Multimodal Corridor Program, seek to deliver bicycle improvements where appropriate. This multi-layered funding approach allows us to maximize the return on local public funding. The Levy to Move Seattle provides \$65 million over nine years with the goal to build protected bike lanes, bike lanes, buffered bike lanes, and neighborhood greenways. It also provides \$7 million for programs (including maintenance and bicycle parking). On an annual basis, the levy provides \$8 million per year for BMP implementation, which includes \$7.2 million for facilities and \$0.8 million for programs.

In 2019, the City Council in conjunction with the Mayor’s office allocated an addition \$10.33M from the sale of city owned property. This money is slated to fund a project in Southeast Seattle.

We are deeply invested in building out more bike facilities across the city. To do that work, we will continue to partner with other agencies and programs, and to seek additional grants and funding sources to meet the Move Seattle mileage goals.

We are seeking several grants to build out key projects from the contingency list (Design/Plan projects). To be successful, we are investing funds up front to do early design on projects to help us in the grants process. In the past SDOT has been successful with grant applications for bicycle projects.

We remain committed to transparency and updating the public– both at regular SBAB meetings and in future versions of this report – on those changes.

BIKE MASTER PLAN IMPLEMENTATION - BIKE FACILITY FUNDING					
Adopted Budget	2021	2022	2023	2024	TOTAL
Move Seattle Levy	\$6,204,984	\$5,576,915	\$2,340,478	\$1,965,524	\$16,087,901
Grants	\$5,960,310	\$-	\$-	\$-	\$5,960,310
Washington State Convention Center	\$1,757,259	\$1,000,000	\$14,000,000	\$400,000	\$17,157,259
Mercer Megablock (Gas Tax)	\$8,766,188	\$-	\$-	\$-	\$8,766,188
Carryforward 2019	\$8,815,990	\$-	\$-	\$-	\$8,815,990
Other*	\$3,392,992	\$3,324,563	\$1,358,000	\$-	\$8,075,555
TBD**	\$-	\$-	\$1,121,026	\$1,870,775	\$2,991,801
TOTAL	\$34,897,724	\$9,901,478	\$18,819,504	\$4,236,299	\$67,855,005

*"Other" sources include Vehicle Licensing Fees, Green Sheets, and other small funding sources.

**TBD was identified in the adopted 2020 CIP



Bike Share bike in front of painted utility box

BIKE MASTER PLAN IMPLEMENTATION – BIKE FACILITY SPENDING PLAN*

	2021	2022	2023	2024	Total
Neighborhood Greenway Program Management	\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
Bike Racks**	\$200,000	\$300,000	\$300,000	\$300,000	\$1,100,000
Protected Bike Lane Program Management	\$890,000	\$890,000	\$890,000	\$890,000	\$3,560,000
Total Funding for Construction Projects	\$23,571,698	\$12,094,340	\$20,704,000	\$2,121,000	\$58,491,038
Total Funding for Plan/Design Projects	\$1,200,000	\$822,000	\$100,000	\$381,000	\$2,503,000
TOTAL	\$26,411,698	\$14,656,340	\$22,544,000	\$4,242,000	\$67,854,038

BIKE MASTER PLAN-PROGRAMMATIC MAINTENANCE & SPOT IMPROVEMENTS

	2021	2022	2023	2024	TOTAL
Move Seattle Levy	\$1,067,125.00	\$1,111,659.43	\$1,366,721.00	\$1,450,727.33	\$4,996,232.76

*This spend plan pulls from multiple budget sources outlined on the previous page.

**Even though the Move Seattle Levy deliverable has been met, per the direction of the 2014 Bicycle Master Plan, SDOT continues to install bike racks per citizen and business request.

Note: Any budget surplus carries forward to the next year. Local sources include Vehicle Licensing Fees, Move Seattle Levy, and Urban Trails and Bikeways funding. Levy funding will vary year to year and project mileage will be adjusted.

APPENDIX 1: PERFORMANCE MEASURES

The 2014 Bicycle Master Plan includes performance measures to assess whether the plan is meeting its goals. The measures are focused on assessing progress over the long-term, and data is collected and analyzed either annually or as the data is available to help track interim progress. The table below includes the BMP performance measures and progress towards those targets based on the most recently available data.

PERFORMANCE MEASURE TARGETS			
Goal	Performance Measure	Performance Target	Performance Result
Ridership	Number of people biking counted at locations throughout Seattle	Quadruple ridership between 2014 and 2030	Total 2014 to 2020: 4%* increase
Safety	Bicycle collision rate	Reduce bicycle collision rate by half (50 percent) between 2013 and 2030	2014: 27/1,000 Commuters 2015: 30/1,000 Commuters 2016: 30/1,000 Commuters 2017: 34/1,000 Commuters 2018: 22/1,000 Commuters 2019: 20/1,000 2020: See 2021 Traffic Report**
	Number of serious injuries and fatalities	Zero by 2030	2014: 24 serious injuries; 1 fatality 2015: 26 serious injuries; 1 fatality 2016: 30 serious injuries; 3 fatalities 2017: 16 serious injuries; 2 fatalities 2018: 30 serious injuries; 1 fatality 2019: 28 serious injuries; 2 fatalities 2020: 17 serious injuries; 1 fatality
Connectivity	Percentage of bicycle facility network completed	100 percent of bicycle system constructed by 2035	2013: 22% 2016: 28% (167/608 miles) 2017: 29% (179/608 miles) 2019: 37% (222/608 miles) 2020: 37%: (226/608 miles)
Equity	Areas lacking bicycle facilities	Zero areas of City lacking bicycle facilities by 2030	2012: 7 census tracts 2016: 7 census tracts 2017: 7 census tracts 2018: 7 census tracts 2019: 6 census tracts 2020: 6 census tracts
Livability	Percentage of households within ¼ mile of an all ages and abilities bicycle facility	100% of households in Seattle within ¼ mile of an all ages and abilities bicycle facility by 2035	2013: 34% 2016: 49% 2017: 60% 2018: 61% 2019: 66% 2020: 68%

*In 2020 we saw a dramatic reduction of people using our streets due to COVID - 19 and Stay at Home orders. As of 2019, we had seen a 25.6% increase in people bicycling and we expect that to return as more people return to job sites.

**The bicycle collision rate is published annually in the SDOT Traffic Report. The 2020 Report will be published in the fall 2021.

APPENDIX 2: STRATEGIES AND ACTIONS

BMP Strategy	Activity	2021 Status
4: THE BICYCLE NETWORK		
4.1 – 4.6 Implement the bicycle facilities	See project lists for projects to be studied, designed, and implemented in 2021-2024. SDOT will continue to research and incorporate best practices, leverage other capital project investments, and develop educational tools.	Mileage Completed by Year: 2016: 8.7 2017: 10.8 2018: 10.3 2019: 12.5 2020: 3.29
4.7 Implement upgrades of existing bicycle facilities	Bicycle facilities upgrade projects will be identified through BMP project prioritization and through safety corridor projects. Refer to strategy 7.3 and 7.13 for related work	SDOT will continue working to meet targets. Recent work has included Neighborhood Greenway upgrades, converting buffered bike lanes to protected bike lanes, and spot safety and access projects. This will include looking at collaboration opportunities with Vision Zero corridor projects and AAC.
4.8 Install bicycle detection at traffic signals in every new bicycle facility, as well as with all street replacement projects	SDOT will develop consistent bicycle detection standards by bicycle facility type, inventory existing detection on high priority bike facilities to determine upgrade needs, and develop a prioritized work plan for implementation.	SDOT continues to implement bicycle detection at traffic signals on a case-by-case basis when it develops a bicycle facility that crosses a major street at a signalized intersection.
4.10 Design all bicycle facilities to meet or exceed the latest federal, state and local guidelines	This is SDOT’s standard practice. In addition, the update of the Seattle Right-of-Way Improvements Manual will include bicycle facility design guidelines.	SDOT currently designs bicycle facilities according to the Right of Way Improvement Manual completed in 2017 and the Bicycle Design Guidelines completed in 2018. SDOT continues to research and pilot improvements to design and adopt new innovations from other jurisdictions.
4.12 Integrate a multimodal decision making process into the update of the Comprehensive Plan	SDOT has developed a right-of-way (ROW) allocation framework, a comprehensive methodology, to determine the uses and functions of corridors.	Completed in 2016. Consulting the ROW allocation framework is a standard step in the Complete Streets process as projects are being developed.

BMP Strategy	Activity	2021 Status
5: END-OF-TRIP FACILITIES		
5.1 Update the Seattle Municipal Code (SMC) bicycle parking requirements	SDOT will work with DPD to review the existing language and identify proposed changes.	Seattle City Council passed code changes in 2018, and updates are expected in 2021. In 2020, SDOT and SDCI collaborated on a Joint Director’s Rule to help clarify required performance standards and to inform the design of bike parking facilities.
5.2 Develop a bicycle Parking implementation program	SDOT will develop a methodology to identify and prioritize high-demand locations for bicycle parking in 2015, and will complete a Client Assistance Memo (CAM) for installation of private bicycle racks in the public right-of-way.	SDOT has completed its Move Seattle goal of installing 1,500 bicycle parking spaces, and will continue to install bike parking to support local business districts and other destinations. Draft Bike Parking Guidelines are available online and will be finalized after incorporating comments and the latest code changes.
5.3 Develop a process for abandoned bicycle removal with repurposing options	Abandoned bicycles that are tagged and removed by SDOT personnel are donated to BikeWorks.	SDOT will continue its current practices related to abandoned bicycles.
5.5 Provide short- and long-term secure bicycle parking at high-capacity transit stations, transit hubs, and heavily-used bus stops	SDOT will partner with other agencies to coordinate the development of long-term secure bicycle parking.	SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, the RapidRide and Transit-Plus Multimodal Corridor projects, and other high capacity transit locations. Transit agency partners are upgrading and expanding bicycle parking options at existing stations.
6 - PROGRAMS		
6.1 Develop a bicycle safety program	<p>SDOT will continue to build upon existing safety educational and encouragement programs, and create new programs. Towards this effort SDOT will:</p> <ol style="list-style-type: none"> 1. Provide bicycle education for primary school children 2. Assess feasibility and cost of including middle school and high school roadway safety education (as part of the School Road Safety plan). 3. Collaborate with partners to develop, strengthen, and distribute existing “Bike 101” materials to assist a wide range of current and new riders 4. Engage with Seattle Public Schools to continue Safe Routes to School partnerships for traffic safety education and encouragement of walking and biking to school 	<p>Prior to March 2020 SDOT supported in-classroom education at Seattle Public Schools and distributed education materials. We transitioned to a virtual delivery of the program through a series of videos covering the walking and biking safety curriculum.</p> <p>SDOT continued to adapt by offering COVID-19 Response mini grants to the community to encourage students to continue to be active. We also gave out free masks and hand sanitizer at school lunch pick-up sites.</p>

BMP Strategy	Activity	2021 Status
6.2 Improve wayfinding and trip-planning opportunities for people on bicycles	SDOT will update the printed bicycle map annually.	SDOT continues to release both printed and online bicycle maps. The printed map was redesigned in 2019 to further highlight all ages and abilities bicycle facilities, and free copies are being distributed by SDOT and community partners. SDOT will include updated bicycle wayfinding in delivery of new projects.
6.4 Support economic and community development through bicycle related activities	SDOT will attend and support events with similar mission and focus that encourage neighborhood-level active transportation.	SDOT will continue to attend and support events such as Bicycle Sundays, Kidical Mass, and other bicycle related activities
	SDOT will continue to work with CTR employers and TMP plans to provide bicycle workshops and promote events such as the Bike Commute Challenge and Employer Bike Summit.	Through our partnership with Commute Seattle, SDOT continues to offer bike programming and events for Seattle employers and their commuters. Starting in 2020 we have adapted our major annual events by moving them online to a virtual format and by partnering with groups who are running COVID-appropriate events. 2021 programming will include adapted version of our annual events: Bike Month in May including Bike to Work Day and Light Up Your Commute in November. SDOT is working to frame 'return to work' phasing as opportunities for employers and their employees to consider biking as a key commute mode.
7.1 and 7.2 Develop and strengthen procedures and processes for bicycle project delivery	SDOT has a well-developed evaluation, design and public engagement process for neighborhood greenways and protected bike lanes. SDOT will continue to use and refine this process.	SDOT will continue to research and incorporate best practices for project delivery.
7.3 and 7.13 Review bicycle-related collisions, collision rates and frequencies over time and identify and implement safety strategies. Improve bicycle facilities as needed, based on performance criteria.	SDOT will build on the existing collision review program and will: <ul style="list-style-type: none"> • Analyze bicycle-involved collisions per facility type to identify trends, behaviors, and engineering solutions • Create a data-driven process to identify spot and/or corridor improvement projects Develop a prioritized list of spot improvement projects 	Phase 2 of the Bicycle and Pedestrian Safety Analysis was completed in early 2020. The results of the work will further allow SDOT to be proactive in making our streets safer. The Urban Trails and Bikeways Program continues to make spot improvements across the city.

BMP Strategy	Activity	2021 Status
7.5 and 7.14 Create a multiuse trails upgrade and maintenance plan. Negotiate maintenance agreements with partners.	SDOT will develop a trails upgrade plan in 2015, which will guide future upgrades to the multi-use trails.	SDOT continues to use the finalized Trails Upgrade Plan to guide maintenance and improvements along the trails.
7.6 Update the Bicycle Master Plan	SDOT will update the Bicycle Master Plan every 5-7 years	SDOT is working on policies and planning approaches that better integrate the modal priorities and plans, including the Pedestrian, Transit, Bicycle, and Freight master plans. This initiative will inform the approach to the Bicycle Master Plan Update and other modal plans.
7.10 – 7.12 Maintain on-street and off-street bicycle facilities. Consider maintenance costs, procedures, and long-term funding mechanisms are a part of all new bicycle facility projects. Encourage people to report improvements requests to SDOT	To address maintenance, SDOT will:	
	Create life-cycle costs per bicycle facility to better understand and gauge current and future maintenance needs	SDOT completed an evaluation of PBL maintenance in 2019, and is working on implementing its findings beginning with a \$100k investment to replace worn components of PBLs. SDOT issued a response to a 2019 City Council proviso on bike facility maintenance in Spring 2020.
	Coordinate projects with Street Maintenance Paving plan	SDOT bike projects are coordinated with major paving projects to achieve savings and reduce disruption caused by successive construction projects. City Council passed Ordinance 125902 in 2019, which requires major repaving projects to include protected bike lanes as identified in the BMP.
	Evaluate additional bike facility sweeping as part of the SPU/SDOT street sweeping program	Bike facilities are swept using standard equipment, specialized equipment capable of fitting within most protected bike lanes, or hand labor. In addition to year-round sweeping, maintenance to bike facilities now includes salting and snow plowing of protected bike lanes during winter storms.
7.17 Establish a broadbased funding approach	SDOT will continue to research and pursue grants, and other funding opportunities.	SDOT continues to look for grant and partnership opportunities to deliver more and make the most out of our Move Seattle funding. Funding associated with the Key Arena renovation, Convention Center renovation, and the sale of the “Mercer Megablock” have been and will continue be used to build bike projects in the near future.

The Seattle Department of Transportation
700 5th Avenue, Suite 3800
PO Box 34996
Seattle, WA 98124-4996
(206) 684-ROAD (7623)
www.seattle.gov/transportation



Seattle
Department of
Transportation

5.2021