Purpose of Briefing

• BMP update roadmap
• Proposed policy framework (vision and goals)
• Draft bicycle network plan map development – Identify locations for future bicycle investments
• Summary of comments received on draft map
• Highlight key issues/questions
• Next steps
Proposed vision statement:

*Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.*
Five proposed goals:

1. **Ridership** – Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.

2. **Safety** – Improve safety for bicycle riders in Seattle.

3. **Connectivity** – Create a high quality bicycle network that connects to places people want to go and provides a time-competitive travel option. (new goal)

4. **Equity** – Improve bicycle riding for all through equity in public engagement, program delivery, and capital investments. (new goal)

5. **Livability** – Build vibrant communities by creating a welcoming environment for bicycle riding. (new goal)
Draft Network Plan Map Development

Develop updated plan network map to identify locations for future bicycle investments (where and what type)

• Principles:
  – Consider land use (destinations and demand rankings)
  – Emphasize network connectivity
  – Improve conditions for bicyclists of all ages and abilities
  – Provide a bicycle facility within ¼ mile of all households in Seattle
Draft Plan Map Development

Step 1: Data analysis

– Data and inputs:
  • 2007 BMP recommendations
  • Gap analysis
  • Identified opportunities
  • Demand/land use destinations
  • Topography
  • Public input (early input on desired routes)
Land use: a key focus on connecting people to places they want to go
Step 2: Developed proposed network based on data analysis and review by project team

- More qualitative assessment
- Goal to create a connected network throughout the city
Step 3: Recommend facility types (what lines on the map mean)

- Updated bicycle facility types (based on underlying street classification)
- Incorporated new facility types into the plan (cycle tracks, buffered bike lanes, neighborhood greenways)
Draft Bicycle Facilities

- Enhanced street – neighborhood greenways
- In street, minor separation – bike lanes and buffered bike lanes
- In street, major separation – cycle tracks
Preliminary Draft Bicycle Facility Designation Criteria

Neighborhood greenways:

• The specific location of a neighborhood greenway may change based on more detailed analysis and design work

• Map is intended to show corridors where a greenway would be an appropriate connection
Multi-Modal Corridors — (highlighted on draft map in yellow)

The map designates some areas as multi-modal corridors, based on:

- Priority transit corridors identified in the City’s Transit Master Plan (TMP)
- Major Truck Streets (key freight routes)
- Need for more analysis about potential to build a bicycle facility on that street or a parallel street
## Draft Plan Network Map

<table>
<thead>
<tr>
<th>Street Designation</th>
<th>Total Miles on Network Map</th>
<th>Existing Facilities that Meet/Exceed Recommendations</th>
<th>New Facilities Recommendations</th>
<th>Upgrade to Existing Facility Recommended</th>
<th>Facilities to build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced Street</td>
<td>226</td>
<td>15</td>
<td>211</td>
<td>0</td>
<td>211</td>
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<tr>
<td>In Street, Minor Separation</td>
<td>200</td>
<td>43</td>
<td>109</td>
<td>48</td>
<td>157</td>
</tr>
<tr>
<td>In Street, Major Separation</td>
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<td>0</td>
<td>80</td>
<td>57</td>
<td>137</td>
</tr>
<tr>
<td>Off-Street</td>
<td>64</td>
<td>46</td>
<td>18</td>
<td>0</td>
<td>18</td>
</tr>
</tbody>
</table>
Activities (November – January)

- Three November public meetings
  - 300 attendees
  - Thousands of comments on the draft network maps
- Comment sheet and interactive mapping tool
  (1,400+ comments on map)
- 200+ e-mails with comments
- Attended 24 community, advisory board, and district council meetings
- Letters from organizations
What We Heard – Key Findings

• Add streets to the proposed network:
  – Address connectivity gaps (e.g. SLU to Capitol Hill) and missing connections
  – More focus on intersections

• Remove streets from the proposed network:
  – Comments indicated concern about practicality or necessity of arterial bike facilities (e.g. NE 65th St)
  – Some interest in removing arterial streets that have transit service

• Multi-modal corridors:
  – Strong interest and conflicting public comment for many corridors
What We Heard – Key Findings

• Facility designation criteria:
  – Generally supported

• Policy framework:
  – Generally support vision and goals
    • Connectivity is crucial to encourage more ridership

• Programs:
  – Support for a variety programmatic ideas: driver’s education and licensing, programs in schools
Draft Programmatic Categories

Programs to help achieve the goals: ridership, safety, connectivity, equity, livability
What We Heard – Key Findings

Other comments:

– Curious about funding strategy and maintenance of new facilities
– Negative comments about bikes in BAT lanes
– Concerns about challenging crossings and barriers
– Concern that plan map might be too ambitious
– Map needs more legibility to convey how it links core destinations together
How We Are Responding

• Plan map refinements:
  – More analysis of feasibility of bicycle facilities on multi-modal corridors and other arterials
    • Identify parallel routes if necessary
  – Community interest in creating clearer connections of “all ages and abilities” facilities
  – Develop more specific design guidance for facilities and intersections
  – Improve map readability
BMP Update Next Steps

• Identify programs (to enhance bicycle ridership, safety, etc.)
• Develop updated performance measures and prioritization framework
• Develop updated implementation strategies
• Develop complete draft BMP update for public review in late spring
Project Website:  
www.seattle.gov/transportation/bikemaster.htm

Project email address:  bmpupdate@seattle.gov