

BICYCLE MASTER PLAN

2010 PLANNED IMPROVEMENTS

Bicycle lanes and more. SDOT is installing 20 miles of bike lanes and sharrows, signing 30 miles of bicycle routes and remarking 35 miles of bike facilities to make it easier for people to get around the city.

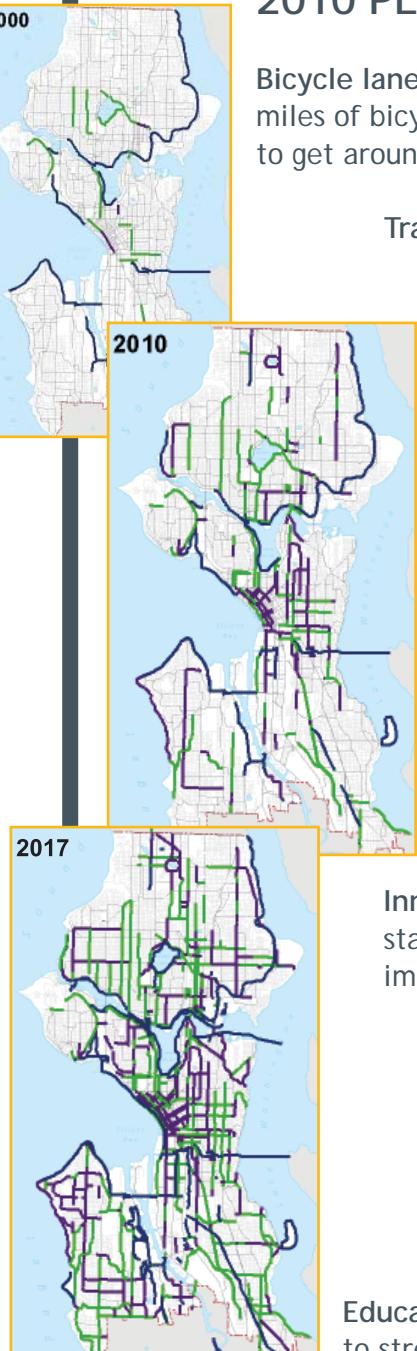
Trail projects. SDOT trail projects continue to move forward.

- Ship Canal Trail (Phase 2):** Construction is underway for the segment between 6th and 11th Avenues West. SDOT continues to work with the railroad to complete a continuous trail from the Fremont Bridge to Fisherman's Terminal along the south side of the Ship Canal.
- Mountains to Sound Trail:** Construction of the Mountains to Sound Trail from the José Rizal Bridge to South Holgate Street along the east side of I-5 is scheduled to be completed in early 2011.
- Chief Sealth Trail (phase 2):** After constructing 3.6 miles of the Chief Sealth Trail in 2007, the northern extension from Beacon Avenue South to the east side of I-5 is underway and scheduled to be completed in 2011.
- Burke-Gilman Trail:** Construction is delayed due to ongoing litigation. Assuming a favorable ruling, construction may start this year.

Innovations. SDOT will be working with community members, businesses and other stakeholders to consider how and where other projects to encourage bicycling and improve safety could be implemented, such as:

- Cycle Tracks and Buffered Bike Lanes:** Separated marked lanes from which motorized traffic is excluded and are designed for use by bikes.
- Bicycle Sharing:** Bicycles intended for short-term use by the public are made available for check-out at unattended locations throughout the city. Think public transportation by bike!

Education and enforcement activities. SDOT is working with the Police Department to strengthen education and enforcement activities to help improve bicycling conditions in Seattle.



CONTACT

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BICYCLE MASTER PLAN

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SEATTLE'S BICYCLE MASTER PLAN

In 2007, the city council adopted Seattle's first Bicycle Master Plan. It is the product of extensive outreach, interagency coordination and detailed field work. The Bicycle Master Plan, like all of the Seattle Department of Transportation (SDOT) modal plans, flows from the guidance of the Transportation Strategic Plan (TSP). The TSP is the department's 20-year work plan; it maps out the objectives and investments needed to transform the transportation system and support walking, bicycling, transit and freight.

One goal of the Bicycle Master Plan is to triple the amount of bicycling in Seattle between 2007 and 2017. The plan recommends a 450-mile network of bike facilities that when implemented puts more than 95 percent of Seattle's residents within one-quarter mile of a bike facility. This report shares our accomplishments and gives a preview of work planned for 2010.

INSTALLING BIKE RACKS



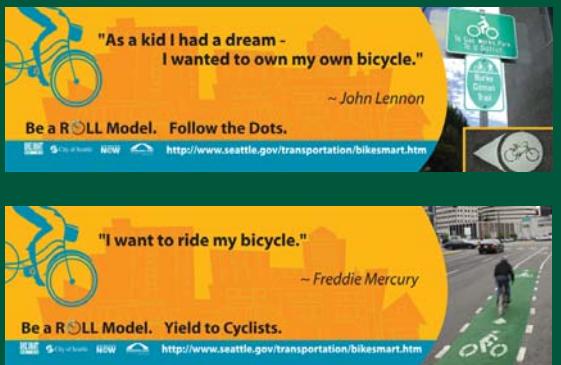
As we make it easier for people to bike, we need more spaces for them to park.

SDOT recently completed a **citywide bike rack inventory**. We now know where we have racks and where buildings or recreational areas need more. Using the inventory to prioritize areas with limited bike parking helps us to meet our goal to install 300 racks every year (about 600 parking spaces).

In 2009, SDOT installed three **on-street bike racks** to help meet this goal.

These racks have room for 12 bikes in place of one car space. We are also **working with public schools** to install more racks. Providing bike parking encourages children to ride their bikes to school. SDOT is training future bike riders and supporting healthy lifestyles.

BIKE SMART SEATTLE



SDOT contracted with the Cascade Bicycle Club to encourage more people to ride their bicycle and to improve bicycle safety. The program is called Bike Smart Seattle. In 2009, the program used bus ads to spread the word. The ads used song lyrics like Queen's 'I want to ride my bicycle' to catch people's attention.

BICYCLE EDUCATION

2007 - 2009 ACCOMPLISHMENTS

Over the past three years, SDOT has installed 40 percent of the bike lanes and sharrows described in the Bicycle Master Plan. These and the improvements listed below reflect an investment of \$17.5 million dollars, funded through the voter approved *Bridging the Gap* transportation measure.

- Installed 93 miles of bicycle lanes and sharrows
- Installed 31 miles of signed bicycle routes
- Built 4 new signals specifically for bicyclists
- Installed green bike lanes at 19 locations
- Improved trail crossings at 3 locations
- Made on-street/spot improvements at 11 locations
- Improved trail pavement at 31 locations along the Burke Gilman Trail and 16 locations along the Duwamish Trail
- Trimmed vegetation at 38 trail locations
- Installed 801 new bike racks, including 3 on-street facilities
- Signed 5.8 miles of bicycle boulevards
- Completed 5.2 miles of new, multi-purpose trails
- Distributed more than 60,000 Bicycle Guide Maps
- Funded the Bike Smart Education program which responded to more than 9,300 requests for information on bicycle commuting



Did You Know...

In 2010, King County Metro is piloting a program allowing bicycle loading on buses at all times of the day in the Downtown ride free area.

LOOP DETECTORS, BIKE DOTS AND GREEN BIKE LANES

SDOT is also making it easier to bike around the city through traffic signals with **loop detectors**. Pavement markings indicate where to position the front wheel of the bike in order to change the signal. We've also installed Bike Dots and green bike lanes. **Bike Dots** are pavement markings for signed bicycle routes and are a tool to provide wayfinding. **Green bike lanes** highlight areas where bicycles and cars cross paths, reminding people to stay alert.



SEATTLE CHAMPIONS BIKES

