

Bicycle Master Plan Implementation Plan



Seattle Freight Advisory Board
Kristen Simpson and Sara Zora, SDOT
November 18, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

Bicycle Master Plan

Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities

- 20-year plan, adopted Spring 2014
- Formally adds new facility types (neighborhood greenways and protected bicycle lanes) to our toolbox
- Identifies citywide “all ages and abilities” network
- Establishes prioritization criteria and methodology

BMP Implementation Plan

- 5-year implementation plan:
 - Accountability and reporting tool
 - Multi-year project list provides predictability for stakeholders
 - Guides future budget requests
- Includes strategies and actions identified in BMP, as well as project lists
- Met with SBAB 3 times to review draft project and strategies lists and receive feedback
- Annual updates (each March) for review by SBAB and City Council, to include progress report on previous year's plan
 - Updates to SBAB and City Council on status of projects, programs and actions, every 6 months

New facility type – protected bike lanes



Broadway



2nd Ave

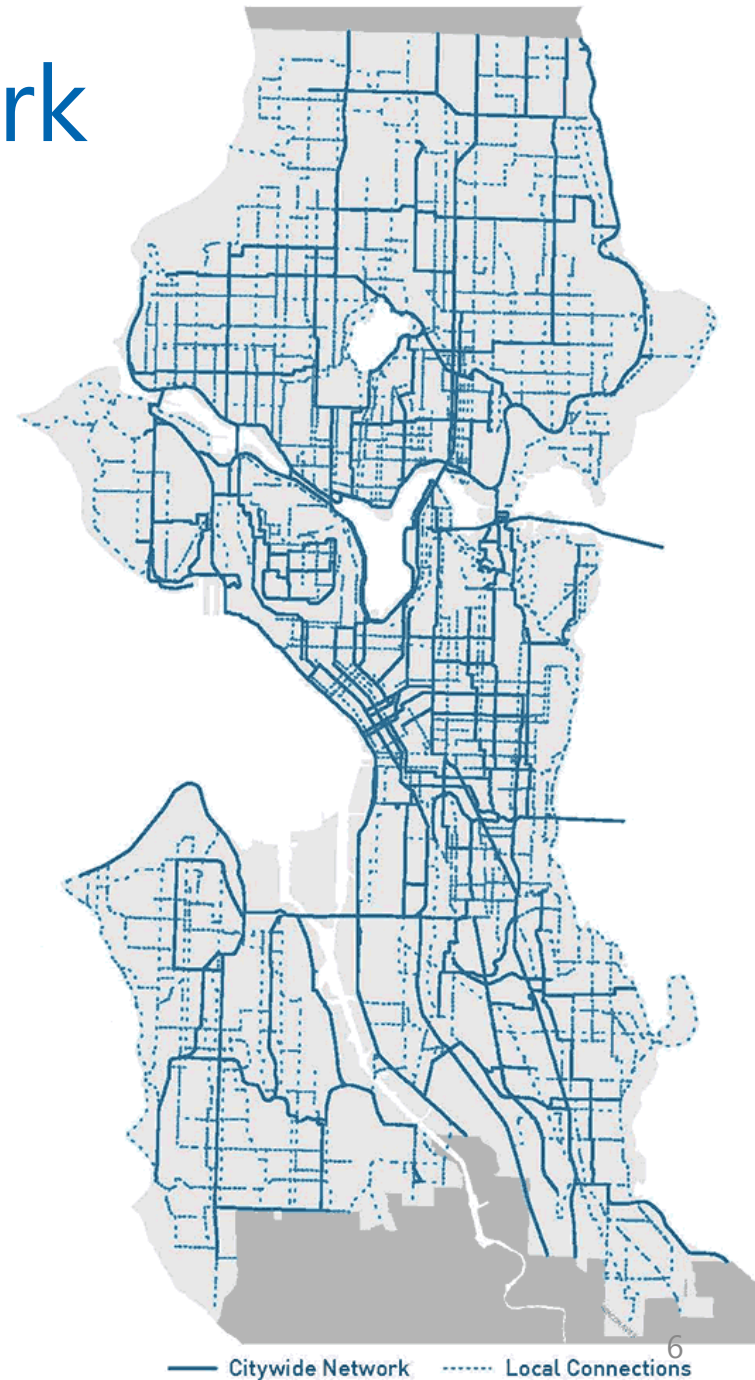
Prioritization framework

Quantitative Evaluation:

- Safety – 40 points
- Connectivity – 25 points
- Equity – 20 points
- Ridership – 10 points
- Livability – 5 points

Qualitative Evaluation:

- Potential to leverage other projects
- Policy directive
- Community interest
- Geographic balance



BMP near-term priorities

- Build high-demand segments of citywide network
- Implement neighborhood greenways in all areas
- Coordinate with other modal plans and resurfacing projects
- Build network connectivity
- Implement programs



Project lists, maps and strategies

Project Lists:

- Reflect BMP priorities
- Coordinated with other projects and programs (paving, multimodal corridors)
- Focus on tier 1 projects

Maps:

- Show projects planned for 2015-2019 implementation

Strategies and Actions Summary:

- Identifies programs and other activities starting in 2015 to carry out non-project aspects of the BMP

Seattle Bicycle Master Plan Implementation 2015



Major Truck Street/
Oversize load route:

- S Dearborn Street

Oversize load route:

- Rainier Ave S

Seattle Bicycle Master Plan Implementation 2016



Major Truck Street:

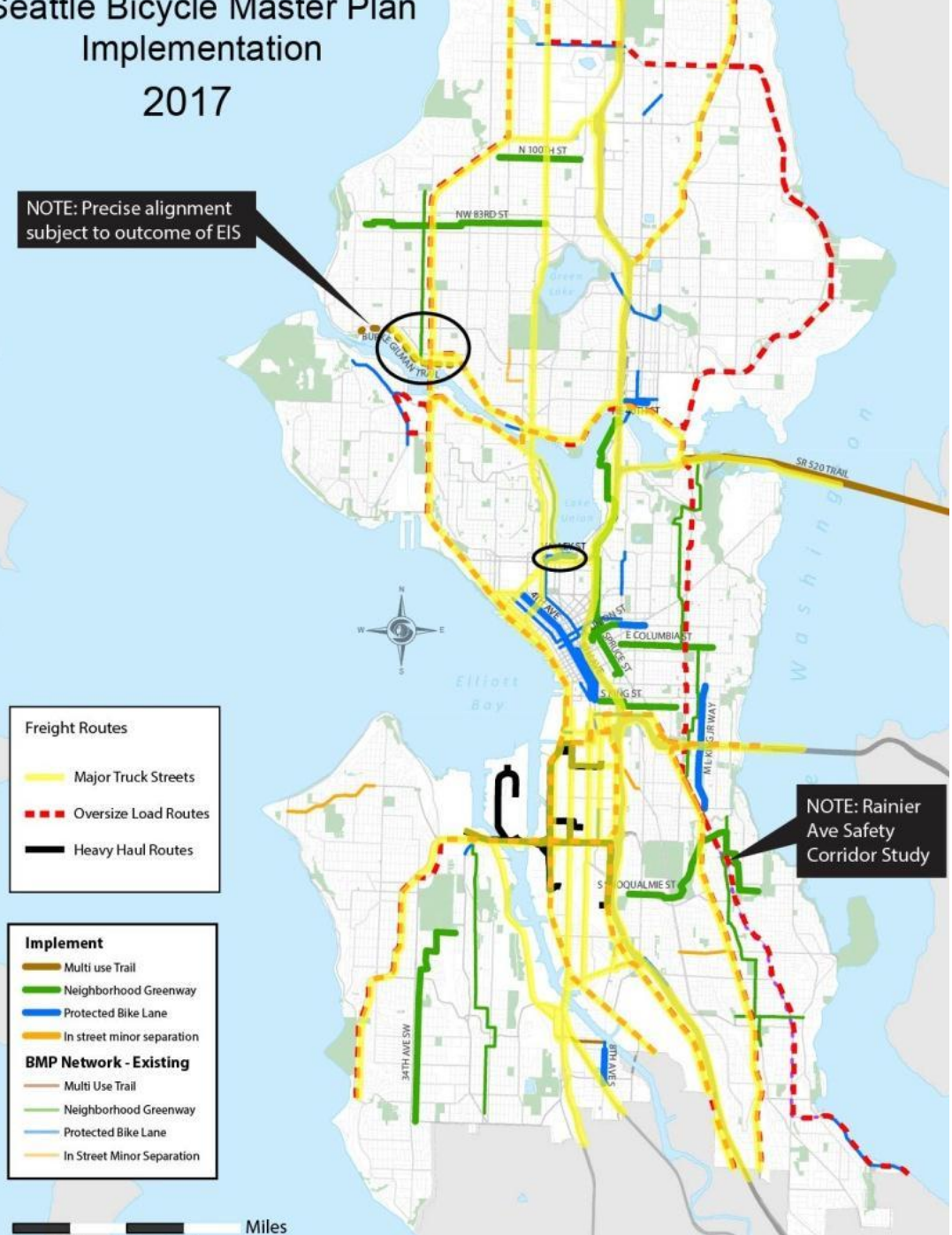
- 6th Ave S
- S Royal Brougham Way

Oversize load route:

- Gilman Ave W and 20th Ave W
- W Emerson Pl
- N 130th St

Seattle Bicycle Master Plan Implementation 2017

NOTE: Precise alignment
subject to outcome of EIS



Freight Routes

- Major Truck Streets
- - - Oversize Load Routes
- Heavy Haul Routes

Implement

- Multi use Trail
- Neighborhood Greenway
- Protected Bike Lane
- In street minor separation

BMP Network - Existing

- Multi Use Trail
- Neighborhood Greenway
- Protected Bike Lane
- In Street Minor Separation

NOTE: Rainier
Ave Safety
Corridor Study

Major Truck Street:

- Valley St

Multi-use trail
potential overlap*:

- Burke-Gilman Trail

*dependent on Environmental Impact
Statement (EIS) outcome

Seattle Bicycle Master Plan Implementation 2018

NOTE: Precise alignment subject to outcome of EIS

Freight Routes

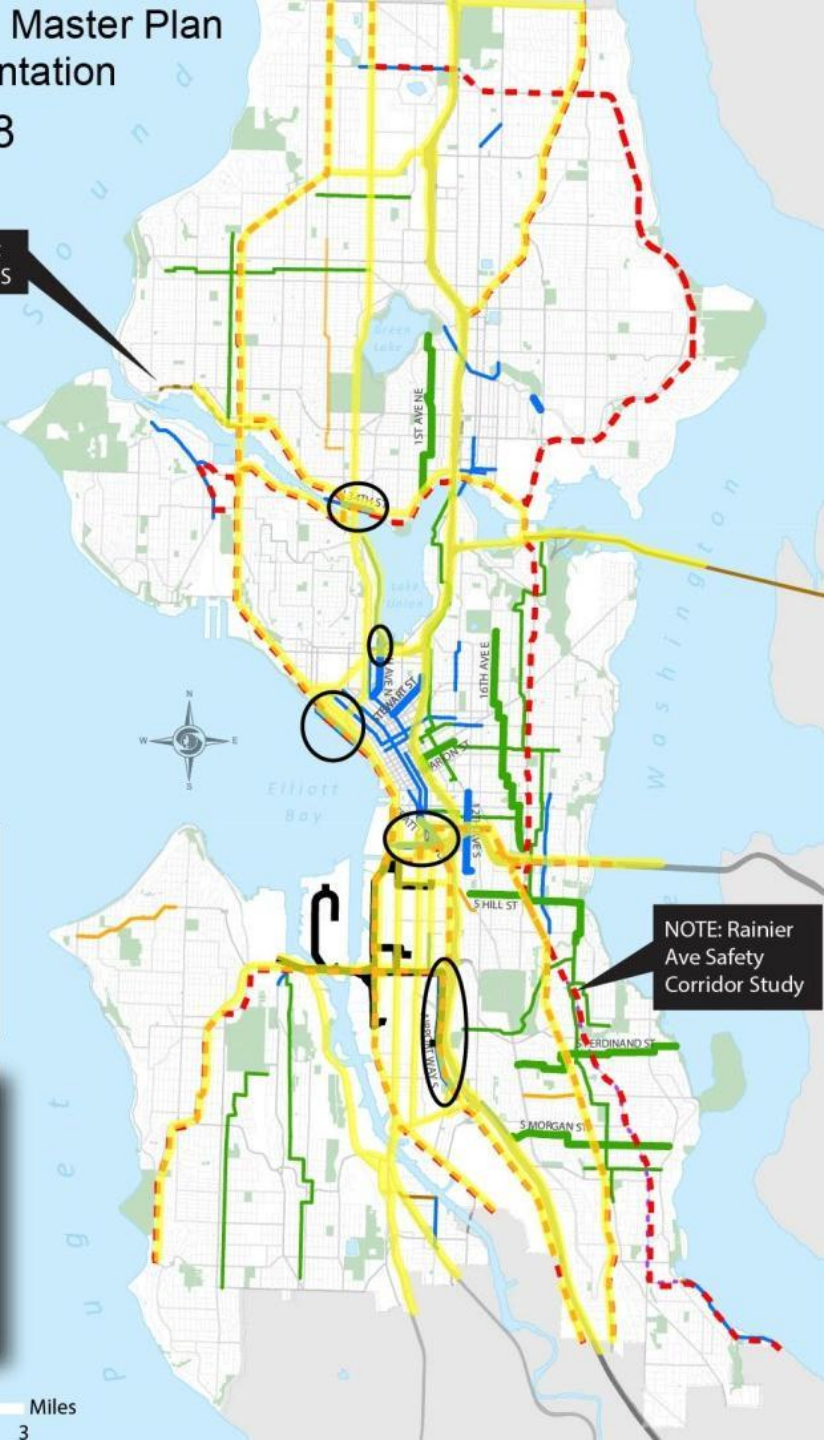
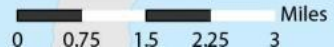
- Major Truck Streets
- - - Oversize Load Routes
- Heavy Haul Routes

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BMP Network - Existing

- Multi Use Trail
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- In Street Minor Separation



Major Truck Street:

- 6th Ave S
- 9th Ave N
- S Royal Brougham Way
- Seattle Blvd S and Airport Way S

Major Truck Street/ Oversize load route:

- Airport Way S
- Alaskan Way
- N 34th St
- S Royal Brougham Way

Major Truck Street/ Oversize load route/Heavy haul:

- Airport Way S

Seattle Bicycle Master Plan Implementation 2019

NOTE: Precise alignment
subject to outcome of EIS



Freight Routes	
	Major Truck Streets
	Oversize Load Routes
	Heavy Haul Routes

Implement	
	Multi use Trail
	Neighborhood Greenway
	Protected Bike Lane
	In street minor separation
BMP Network - Existing	
	Multi Use Trail
	Neighborhood Greenway
	Protected Bike Lane
	In Street Minor Separation

NOTE: Rainier Ave Safety
Corridor Study

Major Truck Street:

- Broad St

Major Truck Street/ Oversize load route

- MLK Jr Way S
- Airport Way S
- Alaskan Way

Protected bike lanes overlap with freight

Primary Street	Project Extents	Length (miles)	Year	MTS	Oversize	Heavy Haul	Notes
Rainier Ave S	Ithaca PI S to city limits	1.4	2015		x		
S Dearborn St	Rainier Ave S to 5 th Ave S	0.76	2015	x	x		
Westlake Ave N	(within parking area ROW)	1.24	2015	x			bicycle facility not on street
6 th Ave S	S Forest St to S Spokane St	0.41	2016	x			bicycle facility may be located off-street in E-3 busway extension (multi-use trail)
Gilman Ave W and 20 th Ave W	W Emerson PI to W Dravus St	1.41	2016		x		
W Emerson PI	21 st Ave W to Gilman Ave W	0.16	2016		x		
N 130 th St	SR-99 to 5 th Ave NE	1.15	2016		x		
S Royal Brougham Way	E Frontage Way S to Occidental Way S	0.15	2016	x			
Valley St	9 th Ave to Fairview Ave N	0.25	2017	x			
6 th Ave S	Seattle Blvd S to S Royal Brougham Way	0.17	2018	x			
9 th Ave N	Aloha St to Mercer St	0.18	2018	x			
Airport Way S	Maynard Way S to S Royal Brougham Way	0.13	2018	x	x		
Airport Way S	S Spokane St to Corson Ave S	1.37	2018	x	x	x	
Alaskan Way	Broad St to Virginia St	0.62	2018	x	x		
N 34 th St	Fremont Ave N to Stone Way N	0.34	2018	x	x		
S Royal Brougham Way	4 th Ave S and 6 th Ave S	0.14	2018	x	x		
S Royal Brougham Way	Occidental Ave S to 4 th Ave S	0.2	2018	x			
Seattle Blvd S and Airport Way S	4 th Ave S to S Royal Brougham Way	0.25	2018	x			
Alaskan Way	Virginia St to S Jackson St	0.84	2019	x	x		
Broad St	Alaskan Way to 2 nd Ave	0.22	2019	x			
MLK Jr Way S	S Holly St to S Henderson St	1.36	2019	x	x		
MLK Jr Way S	S Walden St to S Oregon St	0.65	2019	x	x		
Airport Way S	Corson Ave S to S Hardy St	0.5	2019	x	x		2019 on BMP map, but not on BMP list
	Total miles	13.9					

Protected bicycle lanes and freight route* overlap summary

Type	2015	2016	2017	2018	2019	5-year total
Protected bicycle lanes and freight routes overlap (miles)	3.4	3.3	0.25	3.7	3.6	14.0

*Includes Major Truck Streets, oversize load routes, and proposed Heavy Haul corridors

Stakeholder engagement

Multi-pronged Approach:

- Work with SFAB as protected bicycle lane projects move forward; will work with Chris to schedule briefings
- Curbspace management study to provide guidelines on commercial vehicle load zones
- Door-to-door and key stakeholder engagement

SFAB engagement

Proposed schedule for bringing projects on Major Truck Street and/or oversize load routes to SFAB:

- Rainier Ave S – Q1 2015
- Westlake Ave N (parking lot area) – Q1 2015
- S Royal Brougham Way – Q1 2015
- S Dearborn St – Q2 2015
- 6th Ave S – Q2 2015
- Gilman Ave W, 20th Ave W, W Emerson Pl – Q2 2015
- N 130th St - TBD

Questions?

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<http://www.seattle.gov/transportation>

