Executive

SUMMARY

"I support the vision to embrace the weather and hills head-on. Take pride in our hardiness. Share options – layers, lights, generating heat by moving (it's warmer to be riding than it is to be standing and waiting for the bus)."

The Vision of the Seattle Bicycle Master Plan:

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

Introduction

A bikeable city is one where people ride bikes because it is a convenient, fun, safe and healthy choice. It is a city in which people of all ages and abilities bicycle for any trip purpose. While many people in Seattle currently ride bicycles, the 2013 Seattle Bicycle Master Plan (BMP) aspires to encourage and accommodate even more people to ride a bike. The BMP provides a blueprint to make it easier to decide to ride through a focus on:

- Enjoyable and safe places to ride – whether on a residential street, multi-use trail or cycle track (protected bicycle lane)
- Connected and well-maintained bicycle facilities that link the places people want to go – shops, schools, jobs, services, and parks, as well as to transit for access to further destinations
- A traveling public that is educated on how to safely, respectfully and predictably share the road
- Community support for bicycling, including from businesses, schools and government
- Places to securely park bicycles at destinations
- Increased access to bicycles
- People of all ages and abilities riding bicycles – young and old, beginners and confident riders
- Populations of historically underrepresented in bicycling - women, economically disadvantaged, and people of color

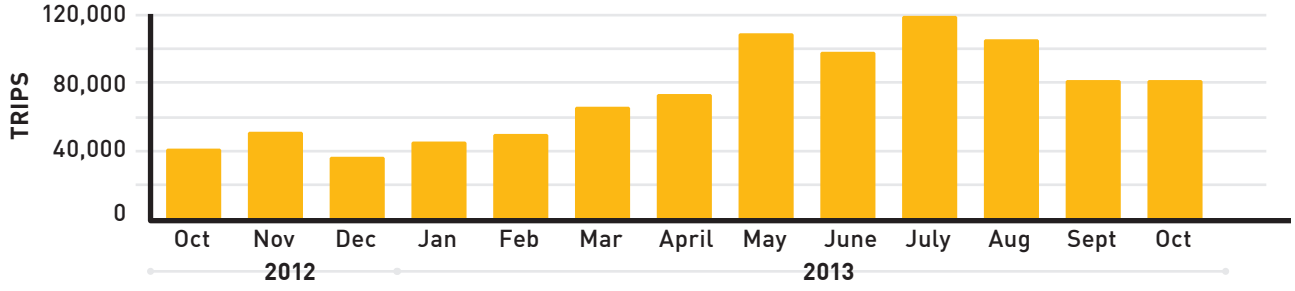
Over the next 20 years, Seattle will add 120,000 new people and 115,000 jobs within city limits. That is more growth than Seattle experienced over the last 20 years. Key to accommodating this growth will be bicycle investments and nurturing of the Seattle's bicycle culture in a manner that purposefully benefits the city's livability, affordability, public health, economic competitiveness, and natural environment. The BMP charts a path to these outcomes.

Vision

Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. This is the future envisioned by the Bicycle Master Plan, and it signifies an evolution in the way Seattle accommodates people who will be riding a bicycle for any trip purpose.

There are several important themes embedded in the vision statement. First, the idea that bicycling is "comfortable" suggests it is a safe, convenient, and attractive travel option for a large number of people. "Integral to daily life in Seattle" means that bicycling is not a niche activity only for the fast and fearless riders, but is desirable for a wide variety of people and trip purposes, especially shorter trips. Finally, "all ages and abilities" is a key theme for the entire plan, meaning that the emphasis is on planning, designing and building bicycle facilities that will be used by a broad range of people throughout the city.

Bicycle Traffic Over the Fremont Bridge



Goals

The plan's bold vision is supported by five goals which articulate the plan's future achievements. The goals set the basis for the plan's performance measures and frame the prioritization criteria that help define which projects should be built first:

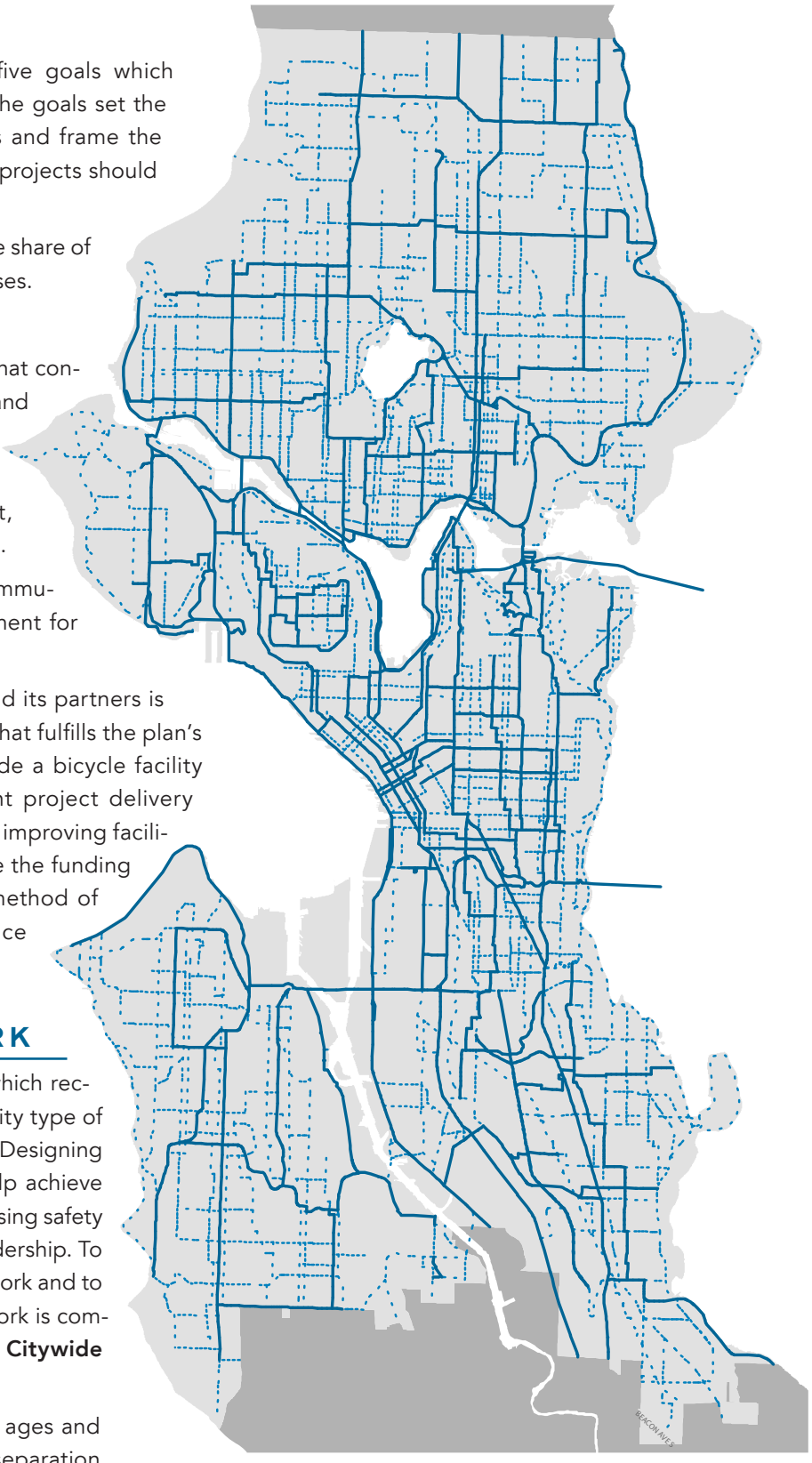
- **Ridership** Increase the amount and mode share of bicycle riding in Seattle for all trip purposes.
- **Safety** Improve safety for bicycle riders.
- **Connectivity** Create a bicycle network that connects to places that people want to go, and provides a time-efficient travel option.
- **Equity** Provide equal bicycling access for all; through public engagement, program delivery, and capital investment.
- **Livability** Build vibrant and healthy communities by creating a welcoming environment for bicycle riding.

Data-driven decision-making by the city and its partners is critical to implement the BMP in a manner that fulfills the plan's goals. Key implementation elements include a bicycle facility project prioritization process, a consistent project delivery process, clear direction for maintaining and improving facilities, an investment approach that will guide the funding strategy for plan implementation, and a method of measuring success through performance measures.

The Bicycle Network

The plan includes a bicycle network map, which recommends the appropriate location and facility type of bicycle improvements throughout the city. Designing and building this network over time will help achieve some of the major goals of the plan by increasing safety and connectivity, and therefore increasing ridership. To clearly define an "all ages and abilities" network and to increase network legibility, the bicycle network is comprised of two complementary networks: the **Citywide Network** and **Local Connectors**.

The **Citywide Network** is a network of "all ages and abilities" bicycle facilities with comfortable separation from motor vehicles and a focus on intersection safety. The network provides short distance connections to neighborhood destinations, as well as connections to



See Maps 4-3 through 4-8 for the detailed network

destinations throughout the city. People of all ages and abilities should be able to access destinations on this network, which is composed of:

- **Off-street trails** – facilities for two-way, off-street bicycle use that may also be used by pedestrians, skaters, joggers, and other non-motorized users.
- **Cycle tracks (protected bicycle lanes)** – facilities physically separated from motor vehicle traffic and distinct from the sidewalk; they may be one-way or two-way, and may be at street level or raised several inches above.
- **Neighborhood greenways** – residential streets with low motorized traffic volumes and speeds that are designated and designed to give bicycle and pedestrian safe and pleasant travel priority

Elliott Bay Trail

Local Connectors provide access to the Citywide Network, parallels the Citwide Network, and also serves destinations. While Local Connectors may use facility types suitable for all ages and abilities, some segments will be served by conventional bicycle treatments. For people who are comfortable riding a bicycle in or adjacent to traffic with no physical barrier, some Local Connectors may provide more direct routes.

The Local Connectors Network facility types include:

- Off-street trails
- Cycle tracks (protected bicycle lanes)
- Neighborhood greenways
- In-street, minor separation
- Shared streets

All totaled, the BMP identifies over 600 miles of bicycle facilities. This includes nearly 135 miles of existing facilities, 70 miles of upgrades to existing facilities and more than 400 miles of new facilities to be implemented over the next 20 years.

Bicycle Facility Upgrades

Upgrades of existing bicycle facilities are important to recognize, as bicycle facilities have evolved since the 2007 BMP. To meet the goals of this plan, some existing bicycle facilities will either be upgraded to a higher-quality bicycle facility type or decommissioned. Recommended upgrades will be included within the prioritization framework to determine when to install a higher-quality facility type.

Bicycle Facilities in the Recommended Bicycle Network (lengths in miles)

	Existing Network*	Proposed Network Improvements			Total Network	Percent of Total Network
		Upgraded to Existing Bicycle Facilities	*New Facilities*	*Total New or Upgraded Facilities to Build*		
Off Street	46.9	0	32.0	32.0	78.9	13%
Cycle Track (protected bicycle lane)	3.2	52.1	49.5	101.6	104.8	17%
Neighborhood Greenway	10.3	0	238.6	238.6	248.9	41%
In Street, Minor Separation	44.4	17.9	75.6	93.5	137.9	23%
Shared Street	30.0	0	7.8	7.8	37.8	6%
Total	**134.8**	**70.0**	**403.5**	**473.5**	**608.3**	**100%**

*Existing network totals include only existing facilities that meet the bicycle network facility designation guidelines or, in some cases, where right-of-way is limited and a higher-quality facility could not be implemented.

End-of-Trip Facilities

Part of making it easier to decide to bicycle is the reassurance that there is someplace safe, convenient, and accessible to leave the bicycle at the end of a trip. The plan outlines strategies to support development of a range of bicycle parking accommodations for short-term and long-term use, other elements like changing room/shower facilities, and fix it stations. Better aligning bicycle parking with the types of destinations, trip purpose, and length of stay at destinations is an important component of the plan.

On-street bicycle corral

Programs

Education, encouragement, enforcement, and promotional programs will help people of all ages and abilities realize the full potential of Seattle's new and proposed bicycle infrastructure. These types of programs help people know how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle.

The programmatic strategies and actions in the plan aim to improve safety, better educate all users on the rules of the road, strengthen wayfinding, increase access to bicycling, and encourage community and economic development. Together these efforts can help make riding a bicycle in Seattle a safe, easy, and enjoyable experience for more people.

Aki Kurose Bicycle Club

Implementation Approach

How We Do Business

The City of Seattle and partner organizations must work to implement bicycle projects and programs efficiently and comprehensively. Decision making by the city to implement the BMP is supported by a set of activities that include policies, management, and processes.

Maintenance

Bicycle facility maintenance and improvements to existing bicycle facilities are critical to the success of a high-quality network.

Prioritization

Full implementation of the proposed bicycle network will take many years. This makes it important to have a process for prioritizing projects to ensure that the projects that most advance the goals of the plan are implemented in the near term. The prioritization process in the plan will fulfill the plan's goals of increased safety ridership, connectivity, equity, and livability, while simultaneously providing enough flexibility for Seattle to pursue projects based on opportunities.

Funding

Seattle's funding approach should be multi-pronged, covering investments not just in constructing bicycle facilities, but also in offering end-of-trip facilities, encouraging people to use facilities and bicycles in general, educating people about the rules of the road, maintaining bicycle facilities, and tracking the success of bicycle projects and programs.

Planning-Level Bicycle Facility Costs

Planning-level cost estimates to implement the bicycle network ranges from $390 million to $525 million. This includes upgrades to existing facilities and new facilities. The cost estimate does not include end-of-trip facility improvements, programs, maintenance, and catalyst projects.

Plan Strategies

The following strategies are needed to meet the plan's five goals and six objectives. Strategies guide the city on how to achieve progress toward realizing the goals. The plan includes actions associated with these strategies that are specific tasks and duties to pursue for plan implementation. Actions are detailed in Chapters 4 through 7 in the plan.

Fremont Bridge Bicycle Counter

Chapter Topics	Strategies
Chapter 4: The Bicycle Network • Bicycle Facility Design • Multimodal Corridors	**4.1** Implement the off-street (multi-use trail) bicycle facility network
	4.2 Implement cycle tracks (protected bicycle lanes) as part of the bicycle facility network
	4.3 Implement neighborhood greenways as part of the bicycle facility network
	4.4 Implement in street, minor separation bicycle facilities as a part of the bicycle facility network
	4.5 Implement shared street bicycle facilities as part of the bicycle facility network
	4.6 Implement catalyst projects
	4.7 Implement upgrades of existing bicycle facilities
	4.8 Install bicycle detection at traffic signals in every new bicycle facility, as well as with all street replacement projects
	4.9 Coordinate bicycle network implementation with partners
	4.10 Design all bicycle facilities to meet or exceed the latest federal, state and local guidelines
	4.11 Improve bicycle safety and access at railroad and rail transit crossings and parallel facilities
	4.12 Integrate a multimodal decision-making process, into the update of the Comprehensive Plan
	4.13 Implement citywide network bicycle facilities on or parallel to Multimodal Corridors
	4.14 Consider transit mobility improvements that minimize conflicts with people riding bicycles
	4.15 Consider freight mobility and commercial vehicle load zones that minimize conflicts with people riding bicycles
	4.16 Update the curb space allocation priorities in the Comprehensive Plan update

Chapter Topics	Strategies
Chapter 5: End-of-Trip Facilities • Bicycle Parking • Parking Inventory • Abandoned Bicycles • Transit Stations • Event Parking	**5.1** Update the Seattle Municipal Code (SMC) bicycle parking requirements
	5.2 Develop a bicycle parking implementation program
	5.3 Ensure that bicycle parking in the right-of-way is inventoried every five years and provide the data to the public
	5.4 Develop a process for abandoned bicycle removal with repurposing options
	5.5 Provide short- and long-term secure bicycle parking at high-capacity transit stations, transit hubs, and heavily-used bus stops
	5.6 Require attended bicycle parking at large/special events
Chapter 6: Programs • Bicycle Safety Program • Wayfinding and Trip Planning • Access to and Encouragement for Bicycling • Economic and Community Development	**6.1** Develop a bicycle safety program
	6.2 Improve wayfinding and trip-planning opportunities for people on bicycles
	6.3 Support improved access to bicycles and encouragement of bicycling opportunities
	6.4 Support economic and community development through bicycle related activities
Chapter 7: Implementation Approach • Bicycle Project Delivery • Implementation • Partner Roles • Maintenance • Existing Facility Improvements	**7.1** Develop procedures and processes for bicycle project delivery
	7.2 Strengthen bicycle project and program delivery processes
	7.3 Review bicycle-related collisions, collision rates and frequencies over time and identify and implement safety strategies
	7.4 Track development of the bicycle facility network as part of SDOT's asset management system

Best scene from a bike: Seattle skyline and Mt. Rainier from Kerry Park

Chapter Topics	Strategies
Chapter 7: Implementation Approach • Bicycle Project Delivery • Implementation • Partner Roles • Maintenance • Existing Facility Improvements	**7.5** Negotiate maintenance agreements with partners
	7.6 Update the Bicycle Master Plan
	7.7 Seek partnerships for implementation of projects, initiatives, and programs
	7.8 Work with other City of Seattle departments to implement the plan
	7.9 Build and expand upon public partnerships
	7.10 Maintain on-street and off-street bicycle facilities
	7.11 Consider maintenance costs, procedures, and long-term funding mechanisms are a part of all new bicycle facility projects
	7.12 Encourage people riding bicycles to report maintenance complaints and improvement requests to SDOT
	7.13 Improve bicycle facilities as needed, based on performance criteria
	7.14 Create a multi-use trails upgrade and maintenance plan
	7.15 Assess the condition of SDOT-owned bicycle racks
	7.16 Develop 3–5 year implementation plan to summarize near-term priorities to implement the Bicycle Master Plan
	7.17 Establish a broad-based funding approach

Best scene from a bike: Puget Sound in Myrtle Edwards Park