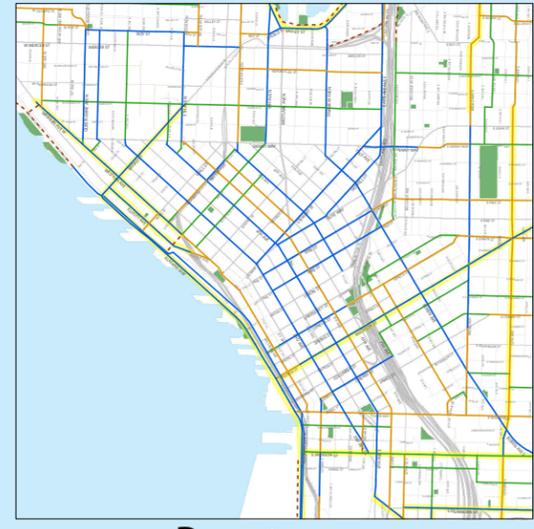


Street Designation	Total Miles on Network Map	Existing Facilities that Meet/Exceed Recommendations	New Facilities Recommendations	Upgrade to Existing Facility Recommended	Facilities to Build	Percent of Total
Off Street	64	46	18	0	18	3%
In Street, Major Separation	137	0	80	57	137	26%
In Street, Minor Separation	200	43	109	48	157	30%
Enhanced Street	226	15	211	0	211	40%
	627	104	418	105		

Total Facilities to Build
523



Downtown

2012 Bicycle Network Proposed Street Designation

- Off street
- In street, major separation
- In street, minor separation
- Enhanced Street

Multi-modal Corridor

- Multi-modal Corridor

Neighborhood greenways:
Many "enhanced streets" will be neighborhood greenways which will provide connections within and between neighborhoods. While the draft network map shows potential improvements on specific streets, the final location of a neighborhood greenway (in terms of what street is improved) may change once a project goes into the more detailed design process. The enhanced streets shown on the draft bicycle network map are intended to focus on general corridors which should be connected with bicycle improvements versus specific streets.

Multi-modal corridors:
Multi-modal corridors are identified as places where Transit Master Plan (TMP) priority transit corridors or designated Major Truck Streets coincide with either an existing bicycle facility or a proposed bicycle facility. These overlaps are largely due to:
1) the nature of Seattle's topography;
2) these streets' ability to provide direct connections to destinations and between urban villages/urban centers.

As each corridor is analyzed in more detail (through additional transit corridor studies, or further design work), it is important that (a) either all modes be accommodated along the same street or (b) bicycle facilities are accommodated using a street parallel to the priority transit corridor or Major Truck Street.

Seattle Bicycle Master Plan

2012 Draft Network Map

