

Seattle

⋮ Bicycle Master Plan ⋮

Making the Case for Investing in Bicycling

- 1. Improves Your Health**
- 2. Saves You Time**
- 3. Efficient Use of Street Space**
- 4. Supports a Strong Economy**
- 5. Provides Affordable Transportation Options**
- 6. Does Not Pollute the Air**
- 7. Helps Create More Livable Communities**

policy framework ...

Vision

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



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
- 3. Connectivity** – Create a bicycle network that connects to places people want to go and provides a time-efficient travel option
- 4. Equity** – Provide equal cycling access for all through public engagement, program delivery, and capital investments
- 5. Livability** – Build vibrant and healthy communities by creating a welcoming environment for bicycle riding

performance measures ...



Goal	Performance Measure	Target
Ridership	Bicycle counts	Triple ridership between 2013 and 2030
Safety	Collision rate	Reduce collision rate by half (50%) between 2013 and 2030
Connectivity	Percent network completion	Full system completion by 2035
Equity	Areas lacking bicycle facilities	No parts of the City lacking bicycle facilities by 2030
Livability	Percentage of households within ¼ mile of a bicycle facility	100% of households in Seattle within ¼ mile of a bicycle facility by 2035

Goal	Performance Measure	Desired Trend
Ridership	Mode share	Increase
Safety	Number of serious collisions/fatalities	Decrease
Connectivity	Key travel sheds completed	Increase
Equity	Percentage of females/non-whites who ride regularly	Increase
Livability	Number of bike racks and on-street bike corrals	Increase
	Self-reported physical activity	Increase

bicycle facility visual ... glossary

Neighborhood Greenways

Neighborhood Greenways are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle and pedestrian travel priority. Neighborhood Greenways use signs, pavement markings, and traffic calming measures to discourage through trips by motor vehicles and create safe, convenient bicycle and pedestrian crossings of busy arterial streets.



Cycle Track

Of all bicycle facilities, cycle tracks offer the most protection and separation from adjacent motor vehicle traffic. Cycle tracks may be one-way or two-way, and may be at street level, or raised to the sidewalk or an intermediate level.



Off Street Bicycle Facilities

Off street facilities include bicycle facilities that are distanced from the roadway, or that exist in an independent corridor not adjacent to any road.

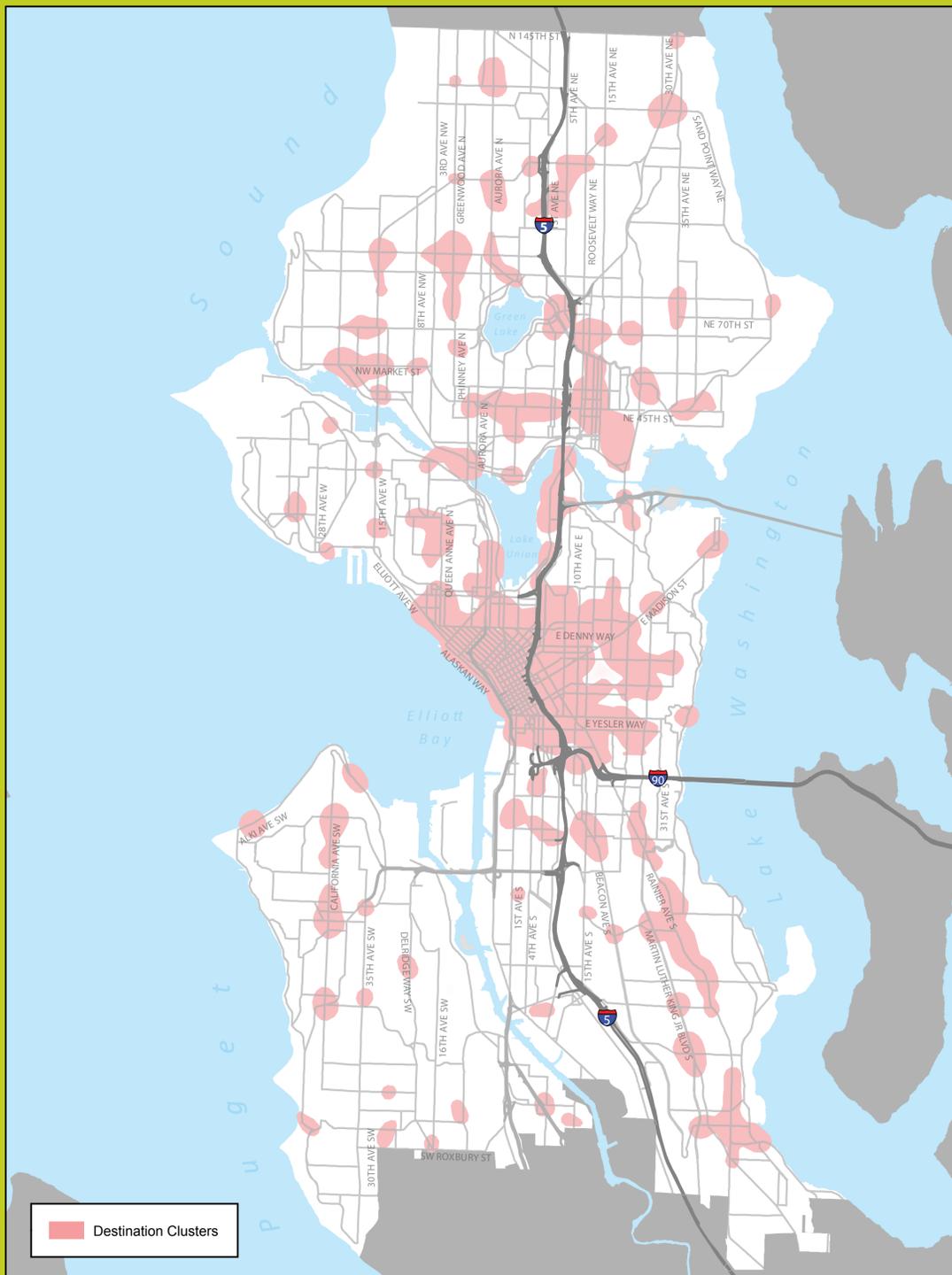


bicycle network development

Gathered Data and Input

- 2007 BMP recommendations
- Gap and opportunities analysis
- Topography
- Public input
- Policy framework
- Bicycle facility designation guidelines

Identified Land Use Destinations



bicycle network ... development

Divide Network Maps into Two Categories

Citywide Network—the Backbone:

- Facilities for all ages and abilities that connect clusters of land use destinations
- Cycle tracks, multi-use trails and neighborhood greenways

Local Connections:

- Facilities than connect to the Citywide Network and serve neighborhood destinations
- Neighborhood greenways, bike lanes, buffered bike lanes, shared lanes

	Existing Network*	Proposed Network Improvements			Total Network	Portion of Proposed Network
		Upgrade to Existing Facilities	New Facilities	Total New or Upgraded Facilities to Build		
Off Street	47	0	31.2	31.2	78.2	7%
Cycle Track	1	51.7	49.5	101.3	102.3	22%
Neighborhood Greenway	8.7	0	235.8	235.8	244.5	52%
In Street, Minor Separation	51.7	18.9	59.3	78.2	129.9	17%
Shared Street	24.7	0	5.1	5.1	29.8	1%
Total	133	70.7	381	451.7	584.7	100%

*Existing network totals include only existing facilities that meet the proposed bicycle facility designation guidelines.

bicycle facility visual glossary

In Street, Minor Separation

In street, minor separation facility types are appropriate when the prevailing motor vehicle travel speeds and volumes are too high for safe and comfortable operation within a shared lane, and when application of Traffic Calming techniques are not available or appropriate.



Buffered bike lane

Shared Street

To provide comfort for bicyclists, shared streets employ basic treatments such as signage and shared lane markings to help improve conditions for bicyclists. Shared streets include advisory bike lanes, BAT lanes, and shared lane markings.



Shared lane markings (sharrows)

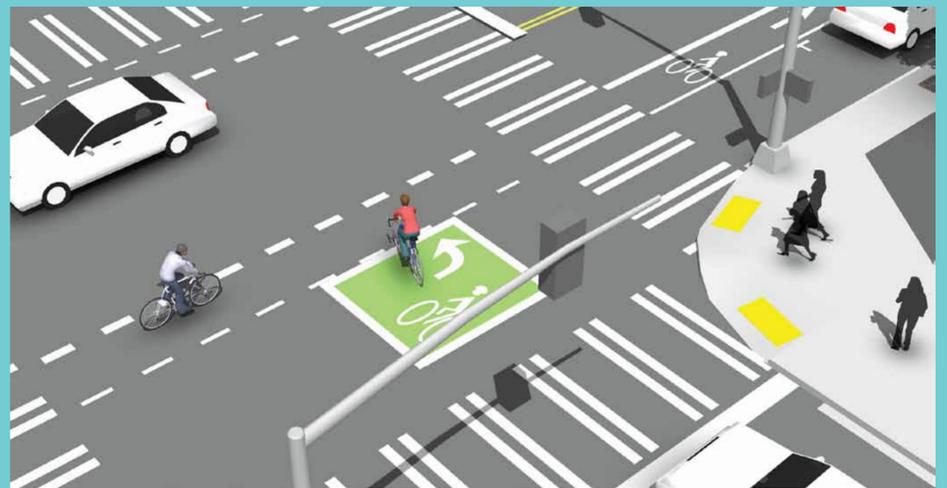


bicycle facility visual glossary

Intersection Treatments

An important part of making bicycling is moving people safely through intersections. The Bicycle Master Plan uses a table to help figure out the best design. Here is an example.

Intersection treatments are designed to increase the comfort, safety and predictability of bicyclists. Some treatments are designed to help neighborhood greenways cross busy streets, other treatments are designed to reduce conflicts for cycle tracks or bicycle lanes at major intersections.



Two-stage turn box



Green bike box



Bicycle forward stop bar



Colored treatment



end-of-trip facilities ...

Having a great place to park your bicycle is critical. Here are the types of bicycle parking facilities:



Bicycle rack and bicycle lockers



Sheltered bicycle parking



Bicycle secure parking area



On-street bicycle corral

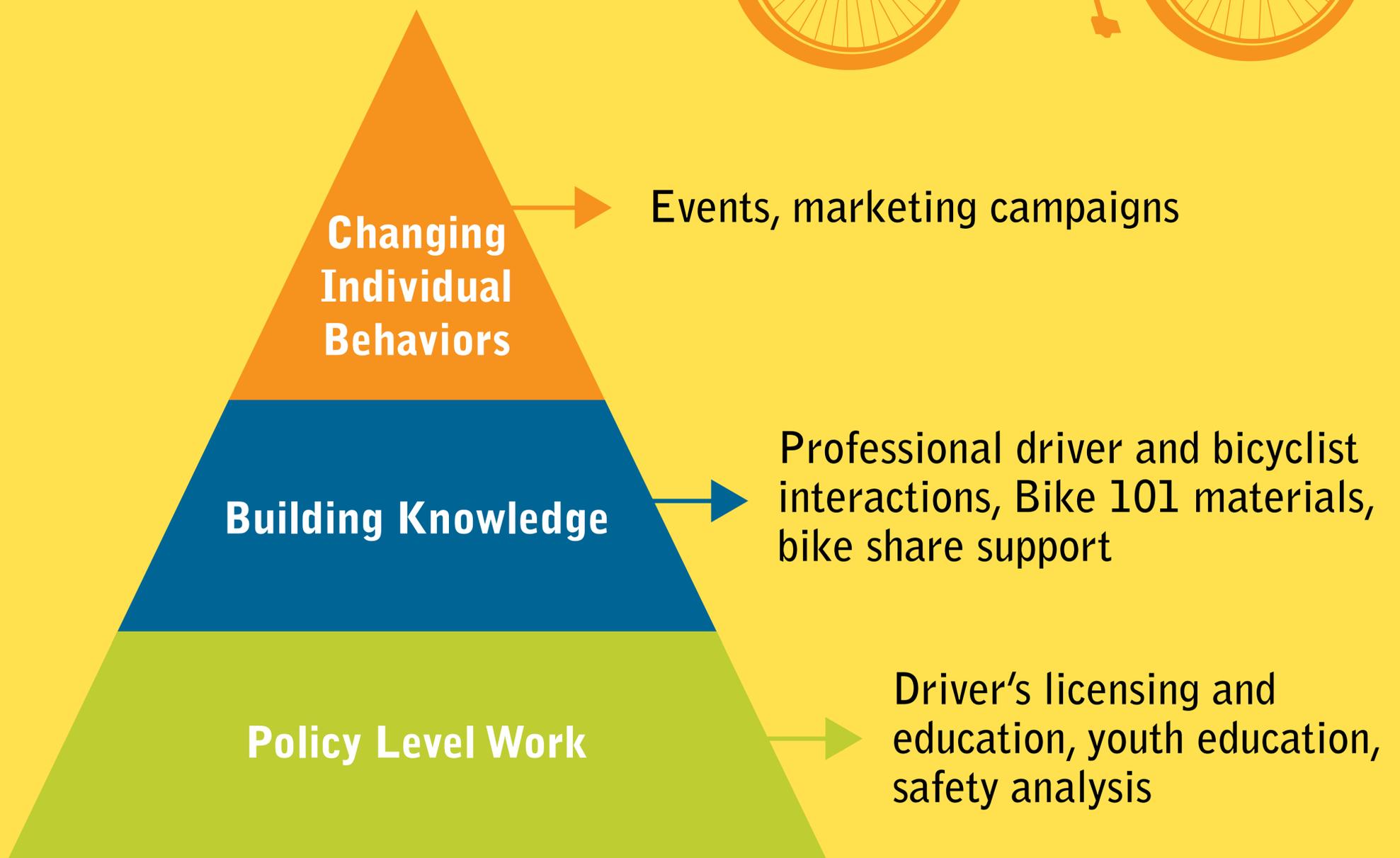
The draft plan recommends updates for:

- Code revisions
- Bicycle parking in the public right of way
- Bicycle parking at transit stations
- Temporary (event) bicycle parking
- Abandoned bicycles

programs ...

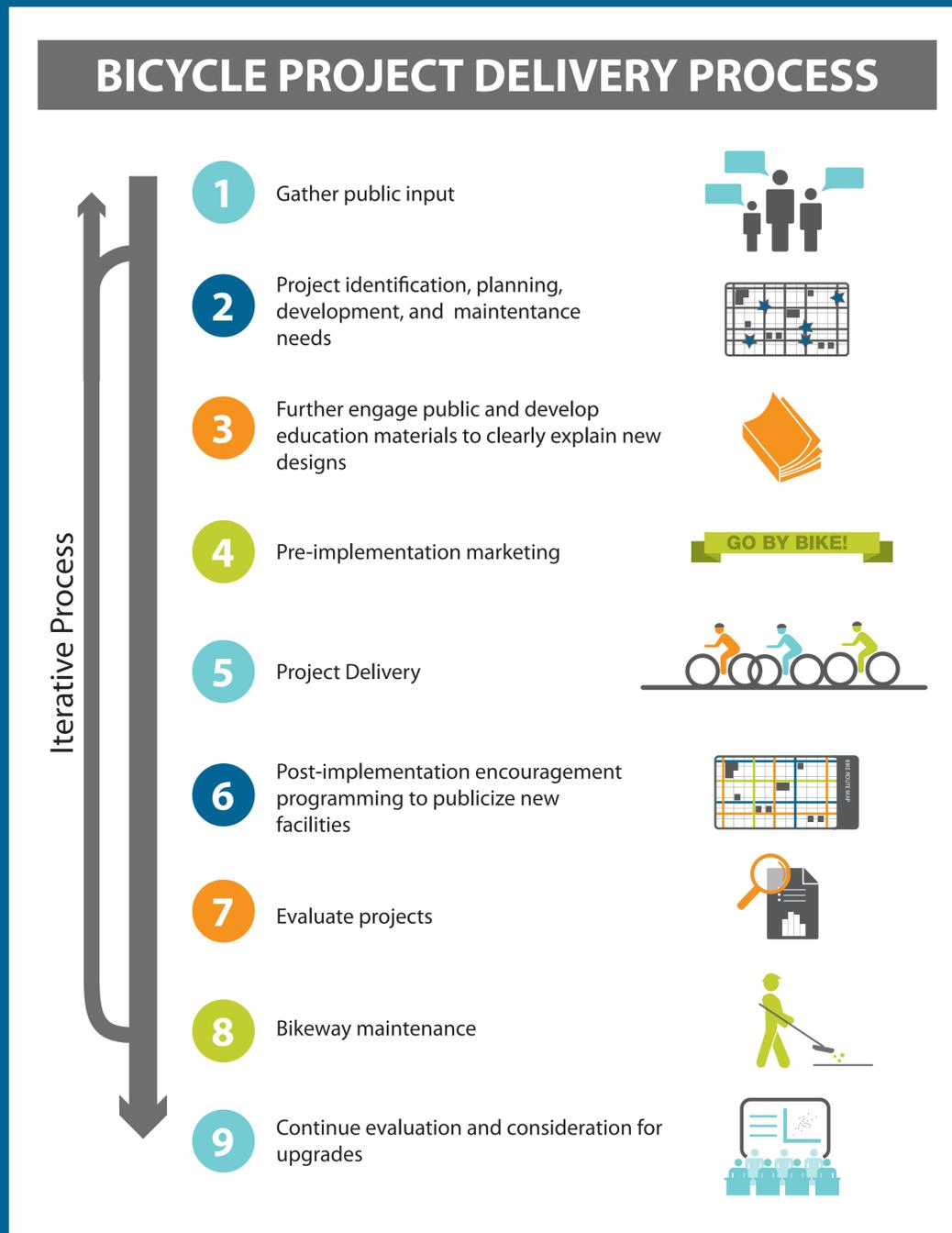
It takes more than infrastructure to create a welcoming and successful bicycling environment.

Programs support bicycle use by promoting safety, education, and engagement. The programs proposed in the BMP are organized based on how people adopt and maintain new behaviors.



how we do business ...

A consistent approach and partnership are necessary to implement bicycle projects efficiently.



Maintenance is an important component of a safe bicycle network. It affects the comfort and appeal of riding a bicycle. The draft plan identifies key maintenance strategies:

- Develop a bicycle facility maintenance program and implementation plan.
- Develop a per-mile unit cost estimate range for maintenance.

investment approach ...

The draft Bicycle Master Plan recommends a multi-pronged funding approach that will fund all plan elements:

- New Facilities
- Maintenance
- Programs
- End-of-Trip Facilities

Prioritization Framework

Sets the stage for selecting equitable and high-priority set of infrastructure projects that fulfill plan's goals. Criteria include:

- Improve Safety
- Increase Ridership
- Address Equity
- Enhance Livability
- Enhance Connectivity