

CHAPTER 5: END-OF-TRIP FACILITIES

Better align bicycle parking with types of destinations, trip purpose, and length of stay at destination.



On-street bicycle corral

What Do You Think?

How can we best increase bicycle parking in neighborhood business districts and other areas?

CHAPTER 7: HOW WE DO BUSINESS

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

Maintenance

Identify key maintenance actions to support safe riding.



CHAPTER 6: PROGRAMS

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

Recommended programs are proposed to enhance safety, knowledge, and encourage more people to ride.



What Do You Think?

Do you think that all programmatic actions that will improve safety be prioritized first?

Are there additional programmatic ideas that should be considered?

CHAPTER 8: INVESTMENT APPROACH

A multi-pronged investment approach is necessary and needed for all plan elements

- New facilities
- Programs
- Maintenance
- End-of-trip facilities

Prioritization Framework

Select equitable and high-quality set of infrastructure projects that fulfill the plan's goals (safety, ridership, connectivity, equity, livability).

What Do You Think?

Do you think that the five prioritization criteria should all be weighted the same or should one of more be given more weight in the prioritization process?

WHAT ELSE DO YOU THINK OF THE DRAFT BMP?

Do you have any other comments?

Draft Seattle Bicycle Master Plan (BMP) Community Guide

June 2013

CHAPTER 1: INTRODUCTION

Why Ride a Bike?

- Improves your health
- Supports a strong economy
- Saves you time
- Efficient use of street space
- Affordable transportation
- Does not pollute the air
- Creates livable communities

This guide seeks to summarize each chapter of the draft BMP. Let us know your thoughts by filling out a comment sheet (found online or at the open houses). Go online to review the full plan at www.seattle.gov/transportation/bikemaster.htm.

Email the comments sheets back to bmpupdate@seattle.gov by **FRIDAY, JULY 26, 2013.**

CHAPTER 4: BICYCLE NETWORK

Citywide Network

Backbone of all ages and abilities bicycle facilities (cycle tracks, multi-use trails, and neighborhood greenways) connecting to destinations throughout the city.

Local Connections

Parallel routes to the backbone, connect to neighborhood destinations and the citywide network.

Bicycle Facility Visual Glossary

The "what" and the "why" of the facilities.

CHAPTER 2: STATE OF THE SEATTLE BICYCLING ENVIRONMENT

Snapshot of the past five years of implementing the 2007 BMP.

TRIPLE THE NUMBER OF BICYCLISTS	FEWER COLLISIONS	NETWORK COMPLETION	MORE BIKE RACKS	INCREASE STAFF TRAINING	INCREASE GRANT FUNDING	MORE SPOT IMPROVEMENTS
X	✓	✓	✓	?	✓	?

CHAPTER 3: POLICY FRAMEWORK

Vision

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

5 Goals

- Ridership
- Safety
- Connectivity
- Equity
- Livability

Performance Measures

Targets and Trends

	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.



City of Seattle - North Proposed Bicycle Network

Seattle Bicycle Master Plan Update 2013



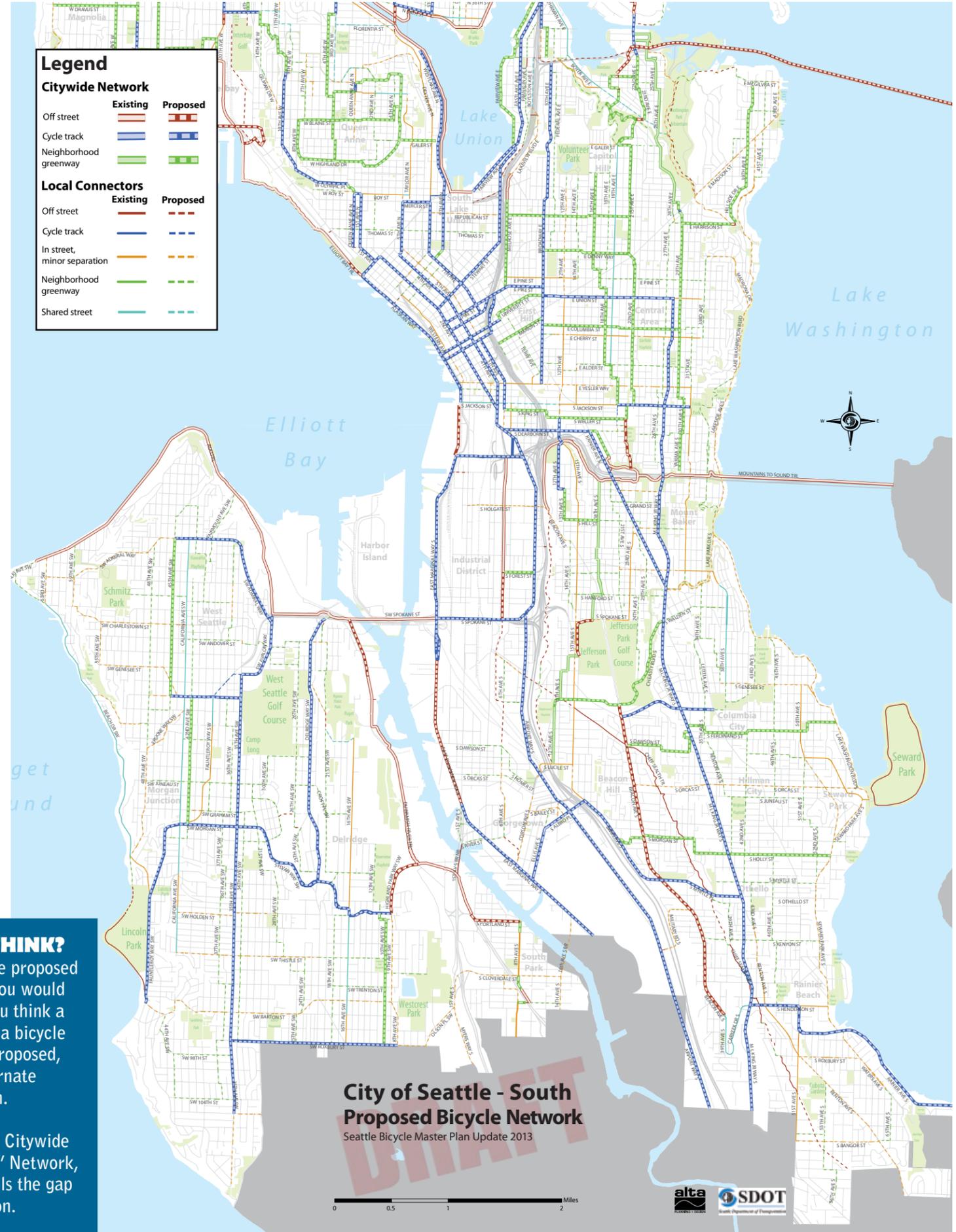
Legend		
Citywide Network		
Off street	Existing (Red solid line)	Proposed (Red dashed line)
Cycle track	Existing (Blue solid line)	Proposed (Blue dashed line)
Neighborhood greenway	Existing (Green solid line)	Proposed (Green dashed line)
Local Connectors		
Off street	Existing (Red solid line)	Proposed (Red dashed line)
Cycle track	Existing (Blue solid line)	Proposed (Blue dashed line)
In street, minor separation	Existing (Orange solid line)	Proposed (Orange dashed line)
Neighborhood greenway	Existing (Green solid line)	Proposed (Green dashed line)
Shared street	Existing (Cyan solid line)	Proposed (Cyan dashed line)

WHAT DO YOU THINK?

Is there any part of the proposed bicycle network that you would change and why? If you think a street should not have a bicycle facility where one is proposed, please suggest an alternate route for consideration.

If there is a gap in the Citywide "all ages and abilities" Network, suggest a route that fills the gap and provide explanation.

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City of Seattle - South Proposed Bicycle Network

Seattle Bicycle Master Plan Update 2013

