

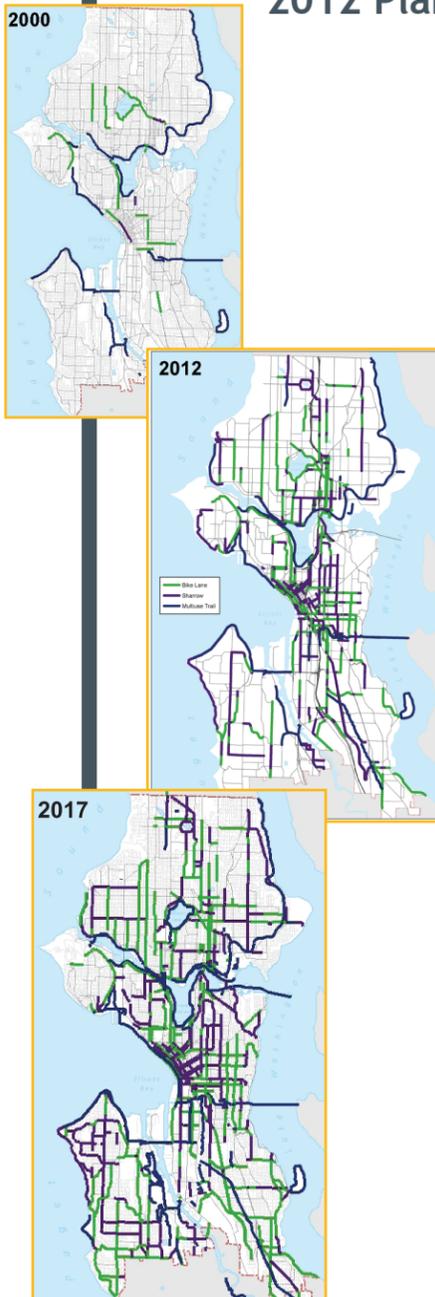
BICYCLE MASTER PLAN

2012 Planned Improvements

Neighborhood Greenways. Seattle streets are becoming more welcoming to children walking to school, neighbors walking their dogs, and people biking to their neighborhood parks, libraries, and grocery stores. SDOT is planning to construct up to 7 miles of greenways in 2012 in Ballard, Beacon Hill, Laurelhurst, Delridge and Wallingford. Neighborhood Greenways are slow-speed, low-traffic residential streets made even more pleasant for the people who live, walk, and bike on them. By placing greenways a block or two away from major arterials, they create a great option for people who prefer to walk or bike away from congested streets.

Bicycle Master Plan Update. The BMP has been directing improvements to the City's bicycle system over the last five years. This year SDOT will work with the public in updating the plan to include fast-evolving best practices, new thinking in bicycle facilities (including neighborhood greenways and cycle tracks), and safety and design improvements that will result in an even more robust bicycle network for all Seattlites. The update is also an opportunity to develop a more focused methodology to identify areas of greatest need and priority. Outreach and technical work will launch this spring. To follow plan update efforts and get involved, send your contact information to bmpupdate@seattle.gov.

Safety Campaigns. SDOT received a safety grant from the state. As a result, in 2012, SDOT and Seattle Police Department (SPD) will implement a Corridor Bicycle and Pedestrian Safety Campaign along Aurora Avenue, Lake City Way, Rainier Avenue S and 45th Avenue. SDOT also received a portion of the Bicycle Enhancements at Sound Transit (BEAST) project grant from Sound Transit to improve non-motorized connections around Link light rail stations. These education campaigns will focus on the rules of the road, empathy and respect for all users, and the health benefits of walking and biking more.



- Sharrows
- Bike Lanes
- Trails

CONTACT

For all bicycle-related inquiries, please contact:

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SEATTLE'S BICYCLE MASTER PLAN PROGRESS REPORT

January 2012



Check out our website at
<http://www.seattle.gov/transportation/bikemaster.htm>

SEATTLE'S BICYCLE MASTER PLAN



In 2007, the City Council adopted Seattle's first Bicycle Master Plan (BMP). It is the product of extensive outreach, interagency coordination and detailed field work. The Bicycle Master Plan, like all of the Seattle Department of Transportation (SDOT) modal plans, flows from the guidance of the Transportation Strategic Plan (TSP). The TSP is a broad policy document that maps out the objectives and investments needed to transform the transportation system and support walking, bicycling, transit and freight.

One goal of the Bicycle Master Plan is to triple the amount of bicycling in Seattle between 2007 and 2017. The plan recommends a 450-mile network of bike facilities that when implemented puts more than 95 percent of Seattle's residents within one-quarter mile of a bike facility. This report shares our accomplishments and gives a preview of work planned for 2012, which includes an update to the BMP.



MAKING IT EASIER TO BIKE AND WALK

Applying "Complete Streets" principles in neighborhoods translates into real opportunity to increase the use of walking, bicycling and riding transit to make shorter trips instead of driving. In 2010, Greenwood Avenue from N 85th Street to N 105th Street was reconfigured to have one travel lane in each direction, a center turn lane and bicycle lanes on both sides of the street. In 2011, the same treatment was applied to

NE 125th Street between Roosevelt Way NE and 28th Avenue NE. The result is slower vehicle speeds and reduced risk of vehicle and pedestrian and bicycle collisions. Safety has been improved for all users.

2007 - 2011 ACCOMPLISHMENTS

Over the past four years, SDOT has invested nearly \$36 million bicycle improvements guided by the Bicycle Master Plan. The improvements listed below were funded through the voter-approved Bridging the Gap transportation levy.

- Installed 129 miles of new bike lanes and sharrows
- Installed 98 miles of signed routes
- Built 5 new signals specifically for bikes
- Installed green bike lanes at 35 locations
- Installed green bike boxes at 6 locations
- Improved trail crossings at 6 locations
- Made on-street spot improvements at 33 locations
- Improved trail pavement at 40 locations along the Burke Gilman Trail, 16 along the Duwamish Trail and 8 locations along the Ship Canal Trail
- Trimmed vegetation at 49 trail locations
- Installed over 2,230 new bike parking spaces, including 6 on-street racks
- Constructed segments along the South Ship Canal, Chief Sealth Trail, Mountains-to-Sound Trail for an additional 1.87 miles of new, multi-purpose trail
- Updated the Seattle Bicycle Guide Map, distributing over 118,500 maps in 2011
- Funded the Bike Smart education program that reached 295,000 Seattle households and responded to more than 15,000 requests for information on bicycle commuting in 2007-2010



Did You Know...

Bicyclists are allowed to ride on sidewalks, but must maintain safe speeds, always yielding to pedestrians and using their bell or voice when overtaking and passing.

LET'S GET BEHIND IT



Bike boxes help prevent bicycle and car collisions. It is a painted green space with a white bicycle symbol inside. The box creates space between motor vehicles and the crosswalk that allows bicyclists to position themselves ahead of vehicles.

The bike box improves safety by increasing visibility of cyclists; helps cyclists make safer intersection crossings - especially when drivers are turning right and bicyclists are going straight; encourages cyclists to make more predictable approaches to and through an intersection; and helps cyclists avoid breathing vehicle fumes.

BIKE LANES



ENCOURAGING THE 'WILLING, BUT WARY' BICYCLIST

A buffered bike lane provides a striped cross-hatched area between bicyclists and motor vehicles. The buffer creates an environment that encourages bicyclists who might be 'willing, but wary' to use the bike for short trips or commuting. SDOT has added buffered bike lanes along N 130th Street between Linden Avenue N and Greenwood Avenue N, on 7th Avenue, from Denny to Virginia and on Dexter Avenue N.