Bicycle Master Plan Update

City Council Transportation Committee

April 8, 2014

SDOT

Seattle Department of Transportation

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.

Vision: a vibrant Seattle with connected people, places, and products.

SDOT's core principles

Background

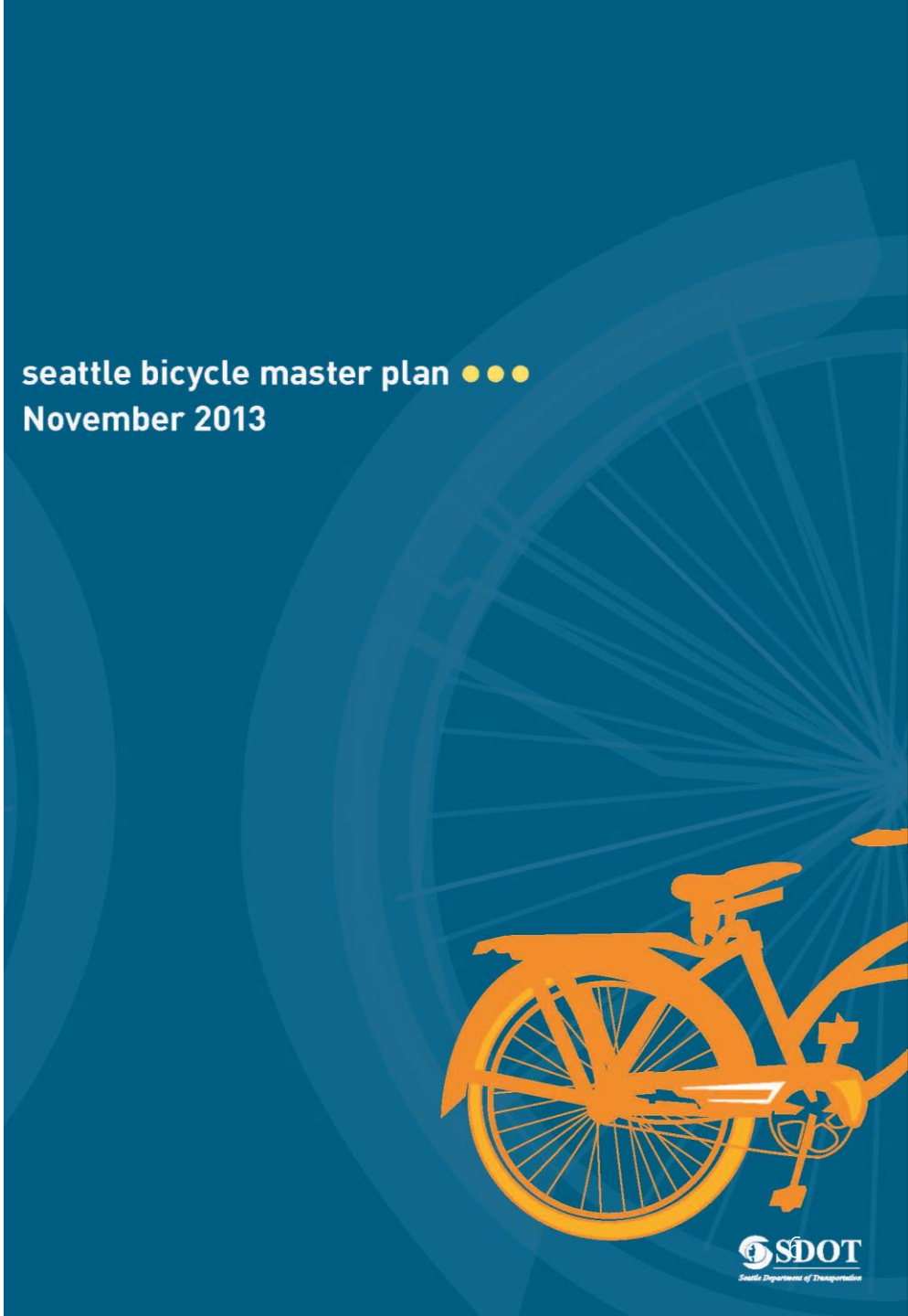
- BMP update launched spring, 2012
- Council direction:
  - Include cycle tracks and neighborhood greenways
  - Incorporate new standards based on NACTO Urban Bikeways Guide
  - Develop clear prioritization framework

Background (cont.)

- Public outreach and engagement
  - Community meetings
  - Boards and commissions (SBAB as main advisory body)
  - Other agencies
- Released draft plan June 2013
- Released recommended plan November 2013
  - Transportation Committee briefing and public hearing in December

Key purposes of updated plan

- Plan, design, and build a bicycle network for people of "all ages and abilities"
- Focus network more on non-arterial streets (neighborhood greenways and off-street trails)
- Address competing needs among travel modes on arterials
- Emphasize safety



Why improve conditions for bicycles?

- Mobility choices
- Economic competitiveness
- Contributes to sustainable transportation system
- Affordability and equity

Policy framework

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

Policy framework

Plan Goals:

1. **Ridership –** Increase amount and mode share of bicycle riding in Seattle for all trip purposes.

2. **Safety –** Improve safety for bicycle riders in Seattle.

3. **Connectivity –** Create a high-quality bicycle network that connects to places people want to go and provides a time-competitive travel option.

4. **Equity –** Improve bicycle riding for all through equity in public engagement, program delivery, and capital investments.

5. **Livability –** Build vibrant communities by creating a welcoming environment for bicycle riding.

Bicycle network map

Citywide Network:

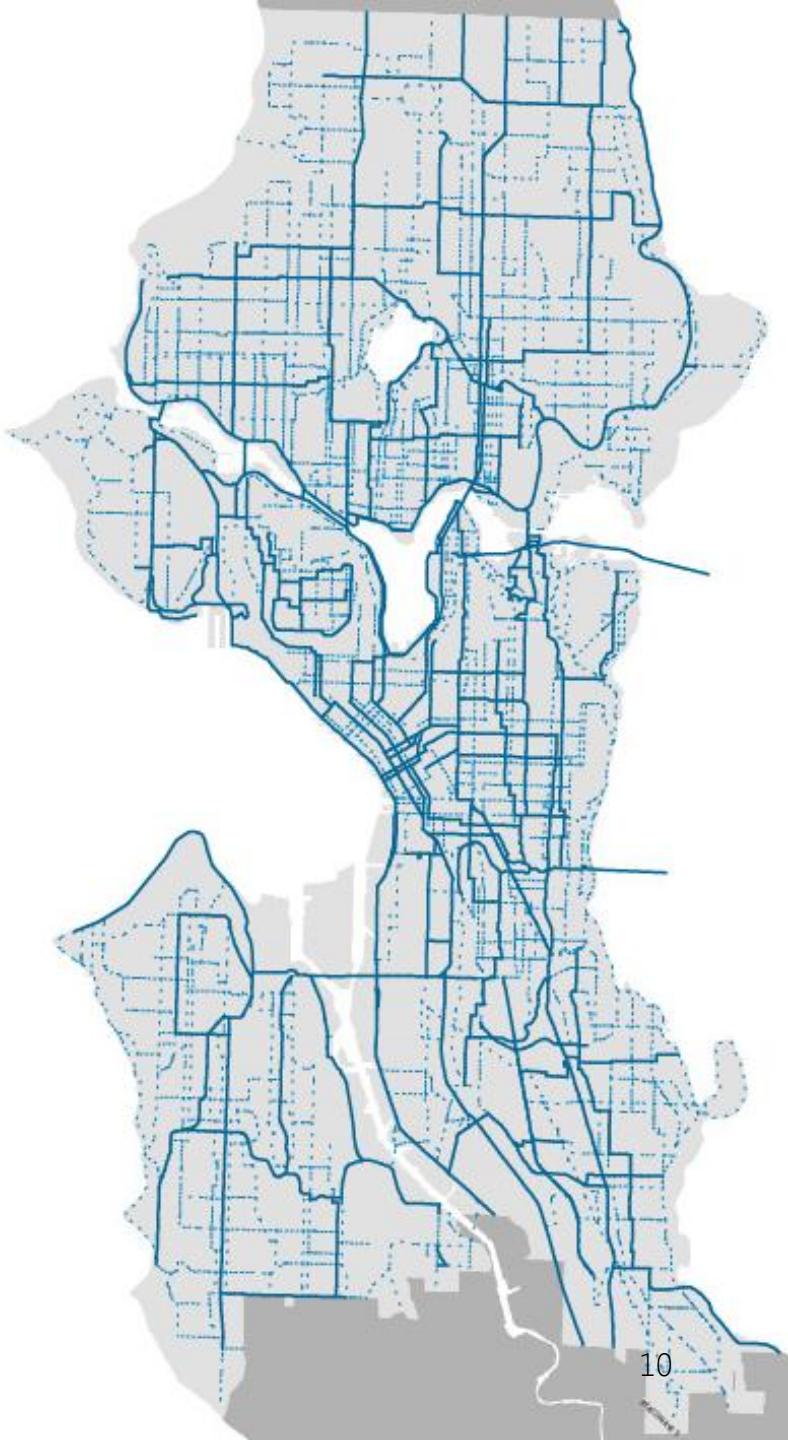
"All ages and abilities" facilities connect to key destinations

- multi-use trails
- cycle tracks (protected bike lanes)
- neighborhood greenways

Local Connectors:

Facilities that connect to citywide network and serve local destinations

- neighborhood greenways
- bike lanes
- buffered bike lanes
- shared lanes

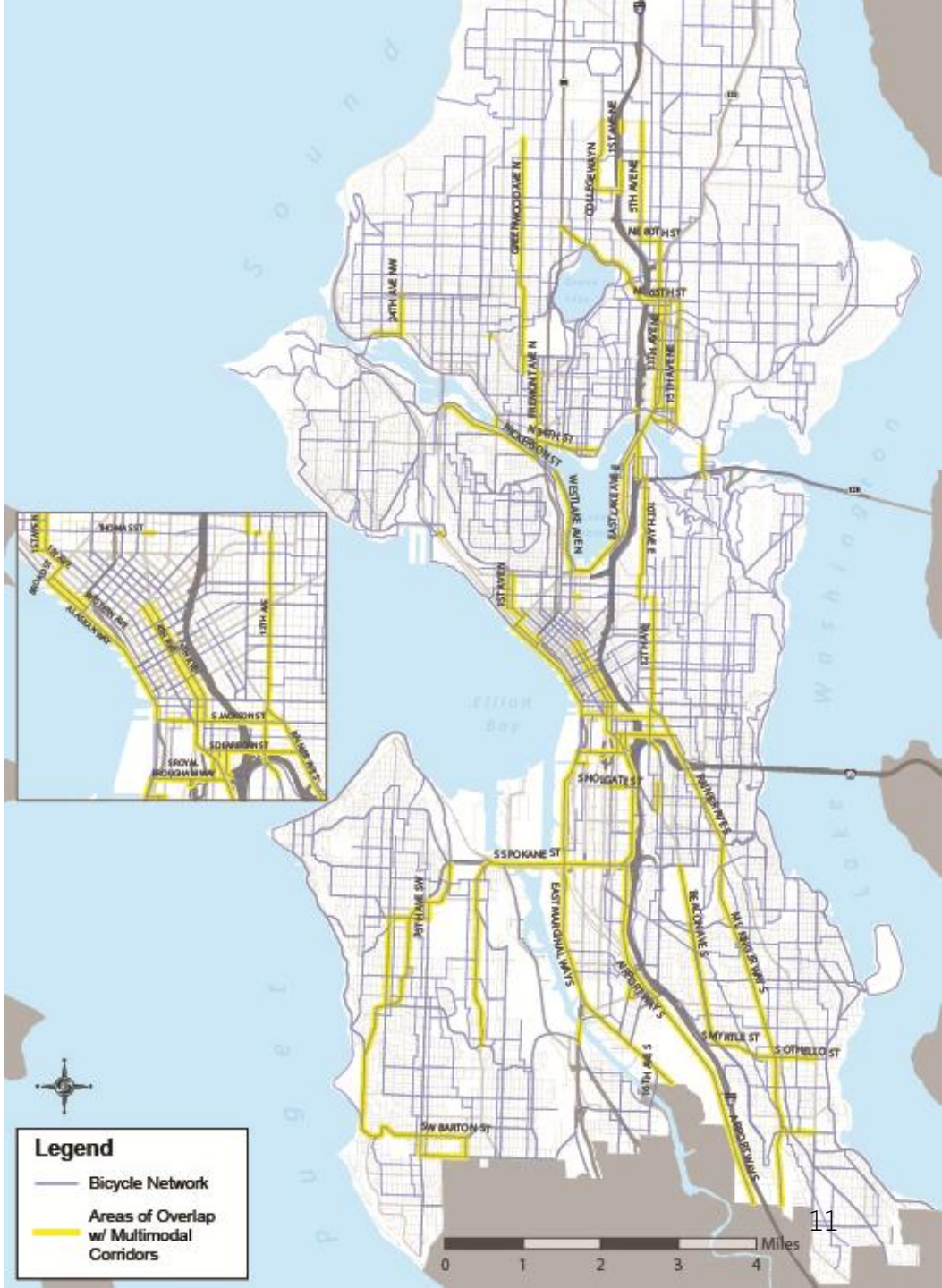


Multimodal corridors

Identified where a proposed bicycle facility is on same street as:

- Priority transit corridor
- Major Truck Street

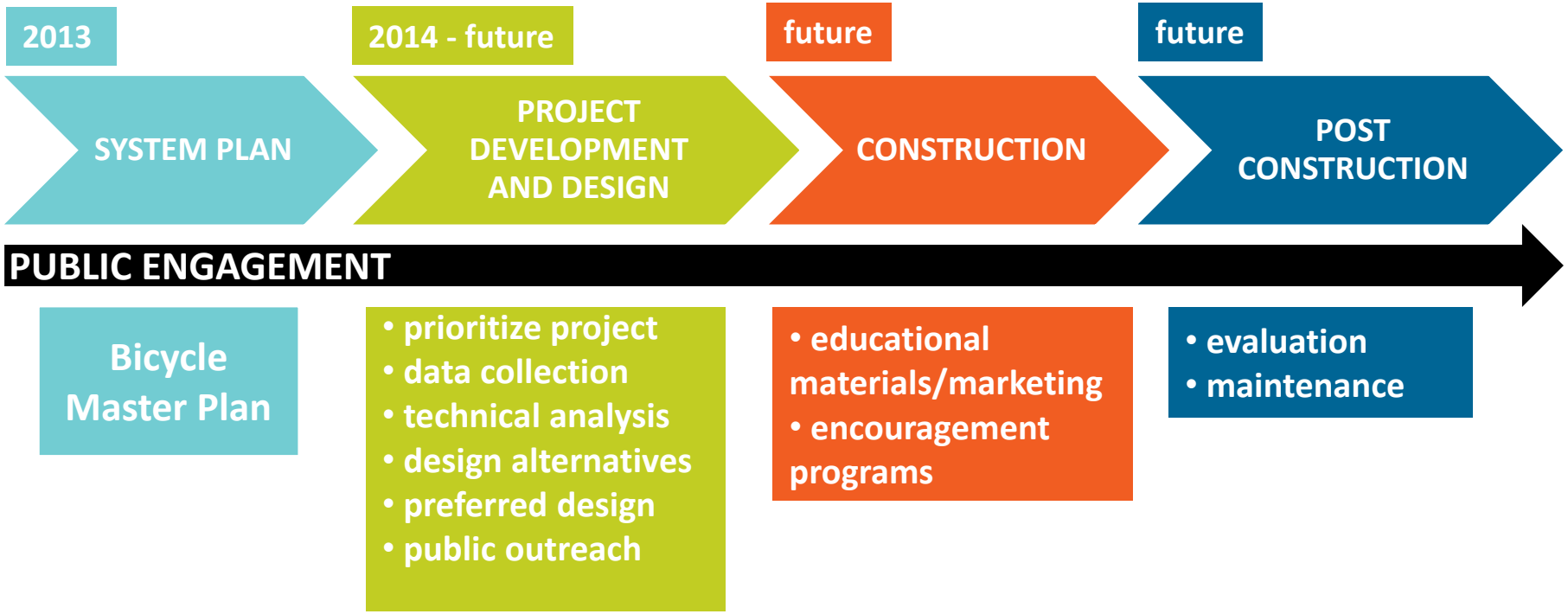
Decision framework developed for bicycle facilities on multimodal corridors



Implementation approach

- New SDOT implementation actions
  - Prioritization process
  - Bicycle project delivery process
- Coordination with other city departments and partners
- Maintenance of and improvements to bicycle facilities
- Performance measures
- Develop 3-5 year implementation plan

From plan recommendation to project implementation



Bike Master Plan (BMP) Adoption Resolution

- City Council will determine annual funding level for implementation as part of budget process.

- Prioritization framework to determine projects.

- Incorporation of the plan's multimodal decision framework.

- Engage the public on plan implementation; final project implementation may differ from plan.

BMP Adoption Resolution

- Recommended facilities designed to meet or exceed national, state, local standards – likewise for intersection treatments.

- SDOT will address needs of people with disabilities in design/construction of bicycle facilities.

- DPD will take bicycle network and facility design into account during the planning and review of development projects.

BMP Adoption Resolution

- 3-5 year implementation plan presented to Council and SBAB within 90 days of adoption.
- Annual implementation progress report submitted to Council and reviewed and endorsed by SBAB.
- BMP will be updated every 5 – 7 years.

Questions?

http://www.seattle.gov/transportation/bikemaster_materials.htm

http://www.seattle.gov/transportation

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