

Seattle Bicycle Master Plan Update

Policy Framework

2007 Plan	2012 Update - Proposed
VISION	VISION
<p>The Seattle Bicycle Master Plan defines a set of actions, to be completed within 10 years, to make Seattle the best community for bicycling in the United States.¹</p>	<p>Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.</p>
GOALS	GOALS
<ol style="list-style-type: none"> 1. Increase the use of bicycling in Seattle for all trip purposes. Triple the amount of bicycling in Seattle between 2007 and 2017. 2. Improve safety of bicyclists throughout Seattle. Reduce the rate of bicycle crashes by one third between 2007 and 2017. 	<ol style="list-style-type: none"> 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.
OBJECTIVES	OBJECTIVES
<ol style="list-style-type: none"> 1. Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. 2. Provide supporting facilities to make bicycle transportation more convenient. 3. Identify partners to provide bicycle education, enforcement, and encouragement programs. 4. Secure funding and implement bicycle improvements. 	<ol style="list-style-type: none"> 1. Complete and maintain a high-quality bicycle network of on-street and trail facilities throughout the city. 2. Integrate planning for bicycle facilities with all travel modes and complete streets principles. 3. Employ best practices and context sensitivity to design facilities for optimum levels of bicycling comfort. 4. Build outstanding leading-edge bicycle facilities, including on-street separated facilities and neighborhood greenways. 5. Update and apply a prioritization framework for bicycle investments throughout the city. 6. Identify and implement actions to support and promote bicycle riding.

¹ The 2007 BMP did not define a formal vision statement. This is the first sentence of the plan, and is thus considered the vision for the purpose of comparison.

Preliminary Bicycle Facility Designation Criteria*

Generalized Bicycle Facility Designation	Detailed Bicycle Facility Designation	Speed Limit (mph)	ADT (vehicles per day)	Street Classification
Enhanced street	Neighborhood Greenway	25 or less	1,500 or less	Non-arterial
	Shared lane pavement marking (sharrows)	25	To be used due to ROW constraints or downhill	Non-arterial and Collector/minor arterials
In street, minor separation	Bicycle lane	25-30	8,000 or less	Collector arterial
	Buffered bicycle lane	25-30	15,000 or less	Collector/minor arterials
In street, major separation	Cycle track (raised or with barrier)	30 and greater	15,000 and above**	Minor/principal arterials
Off-street	Multi-use trail	N/A	N/A	N/A

*= This chart recommends a process to determine facility designations. Certain circumstances may require a different outcome than the chart represents once a project gets into more detailed design. The criteria are intended to allow for some design flexibility.

**= All principal arterials that have an Average Daily Traffic (ADT) volume of 25,000 or higher are recommended to have a cycle track where there is a recommended bicycle facility. Implementing a cycle track will require an analysis of trade-offs to determine project feasibility. Parallel routes, such as neighborhood greenways, may be recommended if the trade-offs analysis does not recommend the implementation of a cycle track on that specific street.

Visit www.seattle.gov/transportation/bikemaster.htm for more information on the Bicycle Master Plan update.