



Mayor's Recommended Bicycle Master Plan – Reader's Guide (November 2013)

This document summarizes major changes in the Mayor's recommended Bicycle Master Plan as compared to the public review draft plan, which the Seattle Department of Transportation (SDOT) published in June.

New Executive Summary

The recommended plan contains an Executive Summary, which provides a brief overview of the content of the plan, including the plan's vision and goals; an overview of the bicycle network, including a description of the complementary Citywide "all ages and abilities" Network and Local Connectors network; the importance of end-of-trip facilities and programmatic elements that help create a welcoming bicycling environment; a summary of the approach the city will take to implement the plan and planning-level cost estimates of the bicycle facilities in the network; and a list of all of the strategies contained in the plan. These strategies provide more detail on what the City will do in coming years to implement the plan.

Higher Emphasis on Safety

SDOT heard many comments and concerns focused on safety for all users of the roadway throughout the planning process. Increasing safety for bicycle riders is one of the five goals of the plan, and safety overall is one of the most important aspects in all of SDOT's work. The recommended plan places a very high priority on safety, in terms of the type (and design) of bicycle facilities identified and how bicycle facilities and programs are prioritized.

Updated Bicycle Network Maps

Many comments that SDOT received on the June public review draft plan focused on specific bicycle facilities that were proposed in various parts of the city. Based on review of public comments received, gaps in the Citywide Network, and additional technical analysis, several changes to the network map have been made for the final recommended plan. Major changes to the network map are summarized in Table 1.

Consolidated Implementation Approach Chapter

Many comments that SDOT received on the public review draft plan were about how the City and the department should implement the plan, how the overall system would be maintained and improved, the overall cost of the plan, and how near-term implementation actions would be determined. The final recommended plan has a consolidated implementation chapter that covers:

- The processes that SDOT will use to implement projects and to work with other City departments, partner agencies and organizations to carry out the plan's strategies and actions.
- An enhanced section on how existing bicycle facilities will be maintained and upgraded over time.
- The process that the City will use to prioritize projects and programs. Generally, the plan recommends that cycle tracks (protected bicycle lanes) in the Downtown core and Center City and neighborhood greenways in the Citywide Network be a near-term focus.
- A summary of the approach the city will use to fund the plan over time; the planning-level cost range for the bicycle facilities identified in the long-range network plan ranges from approximately \$390,000,000 to \$525,000,000.
- A number of strategies and actions pertaining to implementation, including a recommendation that SDOT prepare a 3-5 year implementation plan.
- Inclusion of performance measures (targets and trends) that will be used to track progress made on the plan's goals over time.



Table 1 – Cycle Track (protected bicycle lane) Network Map Changes

NE Sector

Street	Extents of line on map	Bicycle facility	Changes	Rationale
NE 65th St	Removed cycle track between E Greenlake Way and NE Ravenna Blvd. Removed cycle track between 20 th Ave NE and the Burke-Gilman Trail.	Cycle track	Replaced with shared street between 20 th Ave NE and 25 th Ave NE. Replaced with in street, minor separation (climbing lane as was shown in the 2007 BMP) between 25 th Ave NE and to the Burke-Gilman Trail. Updated NE 68 th St to a citywide neighborhood greenway. Added a cycle track on 20 th Ave NE between NE 65 th St and NE 68 th St to ensure an all ages and abilities connection.	Community input and additional SDOT analysis
NE Ravenna Blvd	15 th Ave NE and NE 55 th St	Cycle track	Removed, added neighborhood greenway and multi-use trail alternative	Community input and additional analysis to identify alternative
Ravenna PI NE	NE 55 th St to the Burke-Gilman Trail	Cycle track	Added	Filling in Citywide Network gap to the Burke-Gilman Trail
15th Ave NE	Burke-Gilman Trail to NE 47 th St	Cycle track	Added	Community input from UW to improve access to UW from the Burke-Gilman Trail
12th Ave NE	NE 65 th St to NE 75 th St	Cycle track	Added	Community input; extend connection to new bicycle facility on NE 75th
1st Ave NE	Northgate Way to N 117 th St	Cycle track	Added	Public Input received as part of Northgate planning process
N 117th St	1 st Ave N to 1 st Ave NE	Cycle track	Added	Public Input received as part of Northgate planning process
NE 100th St	1 st Ave NE to 5 th Ave NE	Cycle track	Added	Public Input received as part of Northgate planning process



NW Sector

Street	Extents of line on map	Bicycle Facility	Changes	Reasoning
Stone Way	N 34 th St to N 50 th St	Cycle track	Removed, added citywide neighborhood greenway on Woodland Park Ave N	Community input, and identification of alternative route
N 34th St	Fremont Ave N to Phinney Ave N	Cycle track	Added	SDOT is currently studying feasibility of this option
14th Ave NW	NW 65 th St to NW Market St	cycle track	Added	Opportunity to provide improved access to future community park
3rd Ave NW	N 107 th St to N 97 th St	cycle track	Added	Community input to fill gap in the Citywide Network

W Sector

Street	Extents of line on map	Bicycle Facility	Changes	Reasoning
Stewart	7 th Ave to 2 nd Ave	Cycle track	Removed, cycle track in this section; connects to 7th Ave to provide access to downtown bicycle network	Coordination with Center City Connector Streetcar project, which is analyzing an alignment on Stewart
3rd Ave W	W Nickerson St to W Dravus St	Cycle track	Removed this as well as 4th Ave W neighborhood greenway due to grade of street	Community input (majority of bicyclists use the #13 bus or use the sidewalk along 3rd Ave W)



SE Sector

Street	Extents of line on map	Bicycle Facility	Changes	Reasoning
Rainier Ave S	S Dearborn St to 12th Ave S	Cycle track	Added	Community input to fill gap in Citywide Network
12th Ave S	S Weller St to Yesler Way	Cycle track	Added	Community input to fill gap in the Citywide Network
Beacon Ave S	S Snoqualmie St to S Spokane St	Cycle track	Added	Community input to fill gap in the Citywide Network
S Columbian Way	Beacon Ave S to 15th Ave S	Cycle track	Added	Community input to fill gap in the Citywide Network

SW Sector

Street	Extents of line on map	Bicycle Facility	Changes	Reasoning
Fauntleroy Ave SW	SW Morgan St to SW Alaska St	Cycle track	Added	Community input to fill gap in the Citywide Network