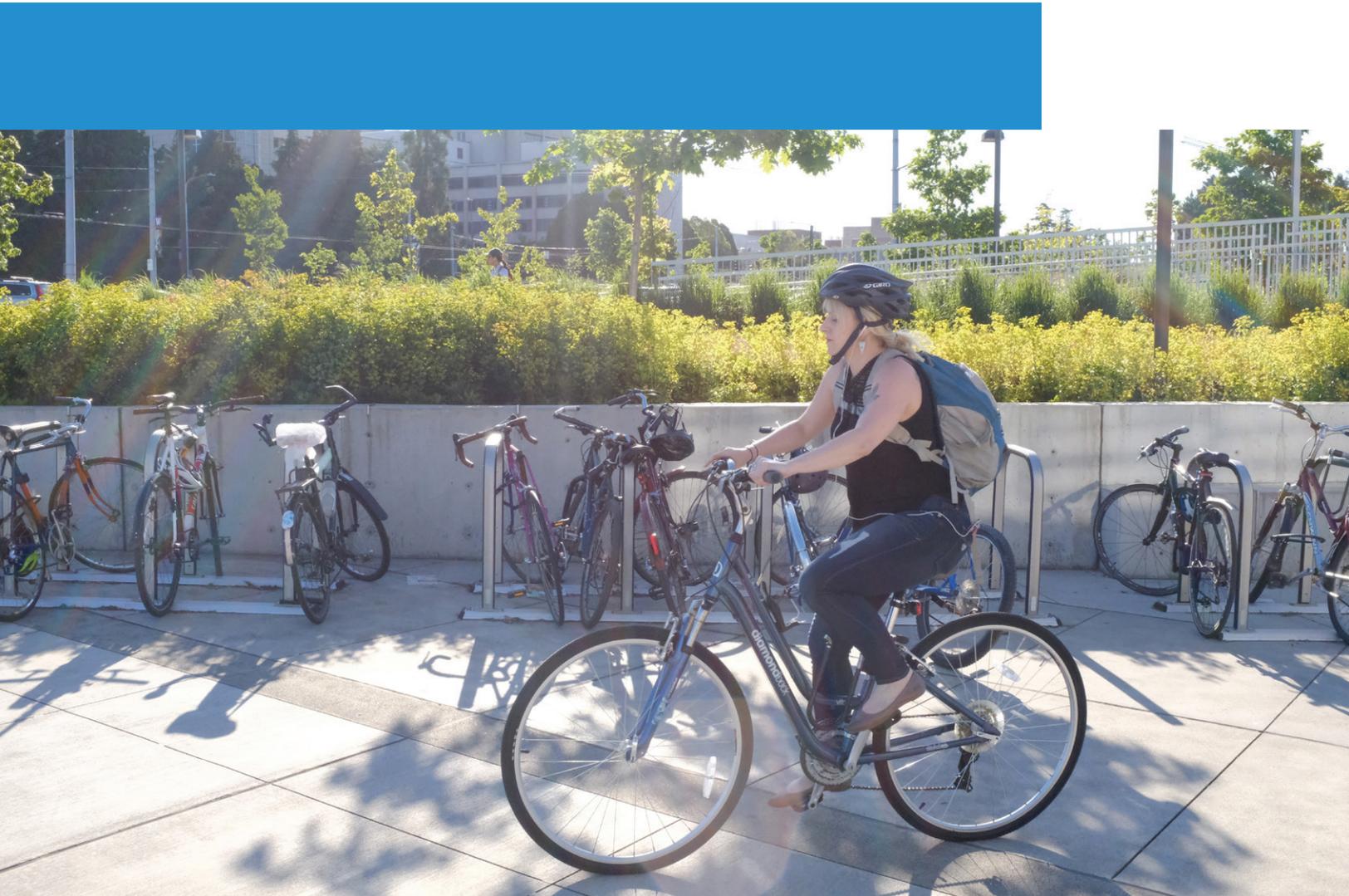


Seattle Department of Transportation

SEATTLE BICYCLE PARKING GUIDELINES



May 2018 DRAFT



Seattle
Department of
Transportation

CONTENTS

1	Introduction	1
2	Short Term Bicycle Parking	4
3	Long Term Bicycle Parking	12
4	Bicycle Rack Examples and Specifications	17
	Appendices	20
	Appendix A	Additional Resources
	Appendix B	Required Bicycle Parking per Seattle Municipal Code
	Appendix C	City of Seattle Bike Standard Corral Plans and Elevations
	Appendix D	Short-Term Bicycle Parking Layout
	Appendix E	Long-Term Bicycle Parking Layout Examples
	Appendix F	Bike Rack Materials and Coatings from APBP
	Appendix G	Bike Rack Installation from APBP
	Appendix H	SDOT's Five Core Values



Bicycle Racks at Husky Stadium (Photo: MIG|SvR)

1. INTRODUCTION

OVERVIEW AND PURPOSE

Safe and secure bicycle parking is a key amenity that encourages people to bike to work, school, or to run errands. Bicycling is good for one's health, it's an affordable transportation option, and it's environmentally friendly. To encourage ridership there is a need for convenient short-term (4 hours or less) and long-term (more than 4 hours) bicycle parking facilities; after all, there can only be as many people biking as there are safe places to leave a bike. There are many benefits to providing bicycle parking including:

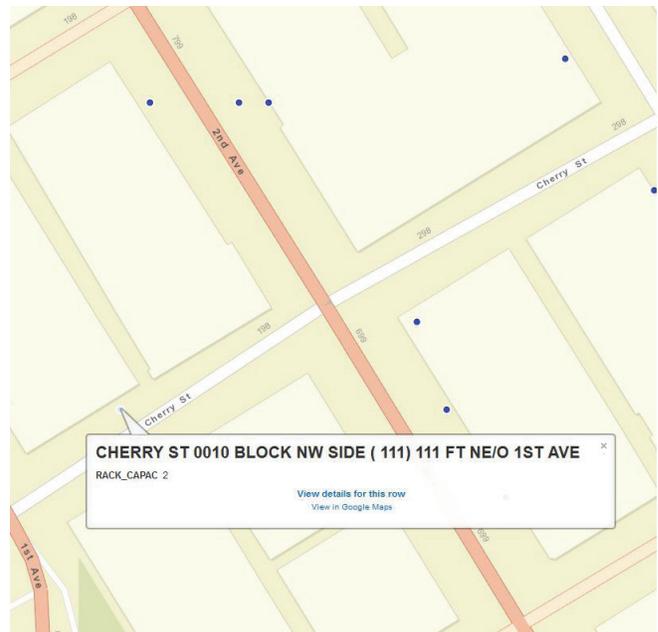
- Bike parking facilities legitimizes biking as an important mode of transportation that reduces the number of vehicles on the road. Bike parking requires less space than vehicles and in many situations allows you to park closer to your destination.
- Convenient bike racks provide an amenity for customers and businesses benefit by making it more convenient for people riding bicycles to patronize their establishment.
- Well organized and planned bike parking maintains pedestrian access, prevents clutter and minimizes impacts on adjacent uses.



On-street bicycle parking corral (Photo: SDOT)

This guide centralizes information for providing bicycle parking for both short and long-term use. It addresses public and private bicycle parking requirements, design standards, optional guidance, and practical information such as how to request a bicycle rack in the public right-of-way (ROW). This guide is both a resource for new development that is required to provide bicycle parking and for property and business owners who would like to add bike parking in or near existing buildings and in the right of way. These guidelines include key considerations, best practices, and resources for selecting and installing bike racks for public and private use.

The Seattle Department of Transportation and The Seattle Department of Construction and Inspections will use this guide in conjunction with Director's Rules to determine if proposed/ planned bike parking meets promulgated standards.



Screen shot from the interactive SDOT Online Bike Rack GIS Map (see Appendix A for link)

USING THIS GUIDE

Planning for bike parking should begin by understanding the needs of the users. Users may include business customers, residents, employees, and facility visitors. Types of bikes, length of visit, expected route to parking from nearest bike route or facility and desired/expected volume are all considerations. This guide divides bicycle parking into short-term and long-term parking.

- **Chapter 2** covers short-term parking with guidelines on rack types, placement, permitting process, and how to request a bike rack.
- **Chapter 3** provides information on long-term parking with required standards and recommendations on how to create exceptional long-term parking facilities that appeal to residents, employees and other bicycle commuters.
- **Chapter 4** includes standard and pre-approved bike racks, and custom bike rack guidelines, including rack and mounting hardware specifications.
- The **Appendices** compile additional useful information for both bikers and those interested in offering bike parking.

BACKGROUND INFORMATION

Guiding Documents

The following are the primary documents referenced in the development of these guidelines. See Appendix A for links.

- Seattle Streets Illustrated (www.streetsillustrated.seattle.gov)
- Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines (2nd edition) www.apbp.org
- San Francisco Municipal Transportation Agency Bicycle Parking: Standards, Guidelines, Recommendation (2015)



Sidewalk racks on Lincoln Way (Photo: MIG/SvR)

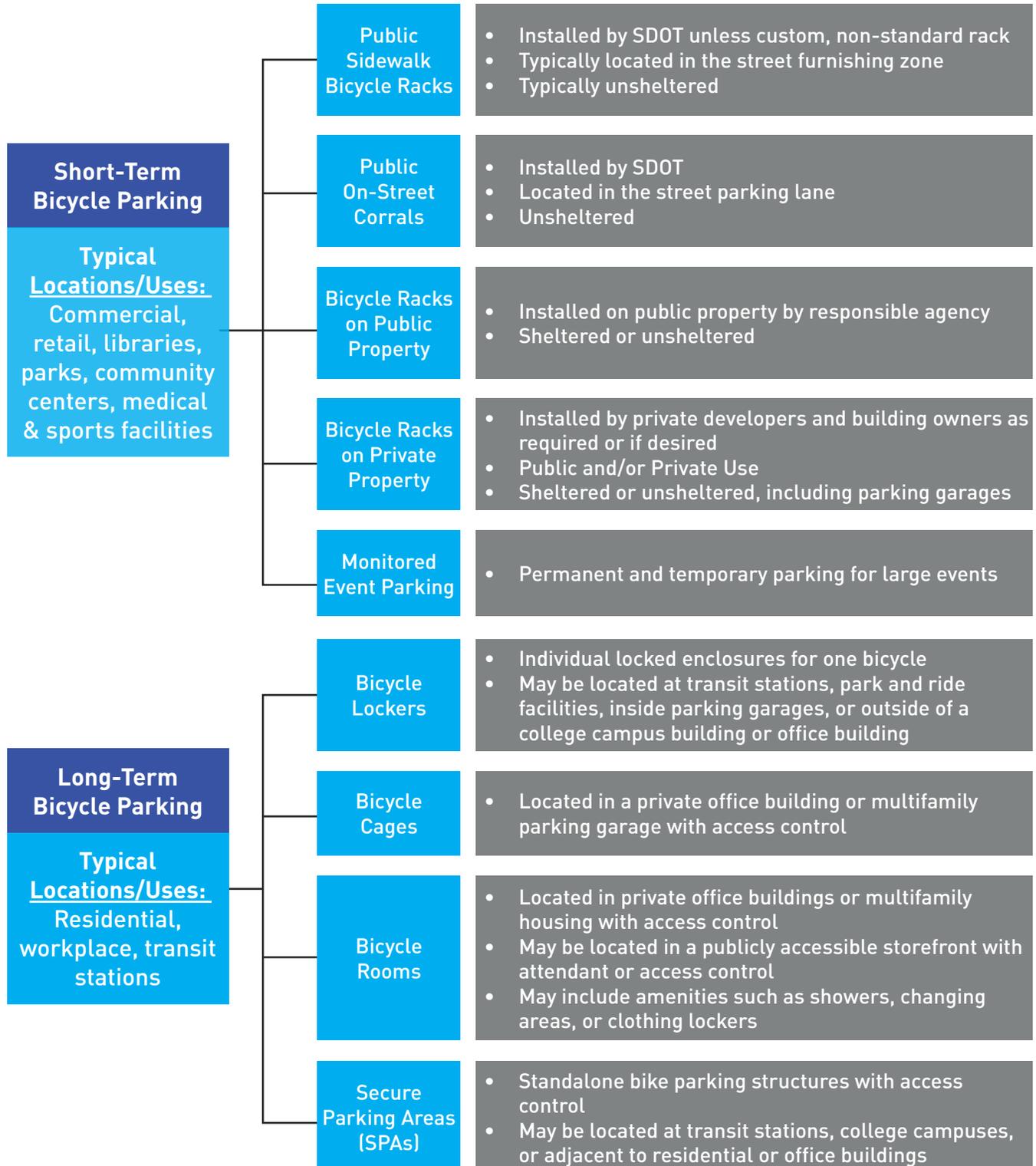


Short-term sheltered bike racks next to a long-term secure parking area at UW (Photo: MIG/SvR)

BICYCLE PARKING CLASSIFICATION

- Short-term bicycle parking is for bicycles parked less than 4 hours in locations that are easily accessible.
- Long-term bicycle parking is for bicycles parked 4 or more hours and requires more secure parking.

FIGURE 1-1: BICYCLE PARKING CLASSIFICATION



2. SHORT-TERM BICYCLE PARKING

INTRODUCTION

Short-term bicycle parking accommodates bikes parked less than four hours in locations that are easily accessible, such as sidewalks, bicycle corrals located in the street parking lane, parks and other public facilities, and on private property for visitors, customers and residents. Short-term bicycle parking encourages people to bike by offering convenient parking options. Bicycle parking can provide parking for more visitors and customers as bike racks require less space than vehicle parking. Designating locations for bicycle parking in the right of way (ROW) prevents visual and physical clutter of unplanned parking and avoids bicycle parking that might block pedestrian access or damage trees.

OVERVIEW OF SHORT-TERM BICYCLE PARKING TYPES

Public Sidewalk Bicycle Parking

- Racks are typically installed by Seattle Department of Transportation (SDOT). Custom or non-standard racks can be installed by a private party or in partnership with SDOT.
- Typically located in the street furnishing zone
- Typically unsheltered



Inverted U sidewalk rack on 2nd Ave
(Photo: MIG/SvR)

Public On-Street Bicycle Parking Corrals

- Installed by SDOT
- Located in the street parking lane
- Often sited near the intersection in areas with high demand for bike parking.
- Typically unsheltered

Public Bicycle Parking on Public Property

- Installed on public property by responsible agency (e.g. Seattle Public Library, Seattle Parks and Recreation, Seattle School District, King County Metro, etc.)
- Sheltered or unsheltered

Private Property Bicycle Parking

- Installed by private developers and building owners as required or desired. These racks are primarily located at commercial frontages.
- Public and/or private use
- Sheltered or unsheltered

Monitored Event Parking

- Monitored permanent and temporary bicycle parking at sport facilities, theaters, large public events including festivals and races. This could include valet bike parking.



Rail type sidewalk racks on 1st Ave (Photo: SDOT)

SHORT-TERM BICYCLE PARKING DESCRIPTIONS

Public Sidewalk Bicycle Parking

Standard Bicycle Racks:

- The SDOT Bicycle Spot Improvement Program installs bicycle racks in commercial areas to encourage bicycling for short trips and errands. The racks provide safe and convenient bicycle parking.
- Standard Bicycle Racks are installed by SDOT at the request of citizens and business or property owners or managers. Bicycle Program staff are available to meet with representatives from interested businesses to explain the program, answer questions and select locations for racks.
- Public sidewalk bicycle racks remain the property of SDOT and SDOT assumes responsibility for standard racks, but not for parked bicycles.
- See Chapter 4 Bicycle Rack Examples and Specifications for more details on sidewalk bicycle rack requirements.

Custom Sidewalk Bicycle Racks:

- Custom bicycle racks require a street use permit or a partnership with SDOT to install in a neighborhood or district.
<http://www.seattle.gov/transportation/stuse/permitlist.htm>
- Custom bicycle racks are typically maintained by the applicant.



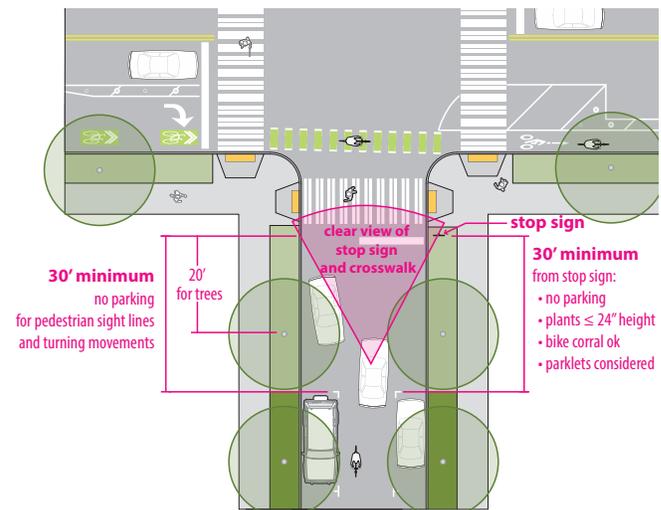
On-street bicycle corral on NW Vernon PL
(Photo: Bicycle Security Advocates)

- See Chapter 4 Bicycle Rack Examples and Specifications for more details on custom sidewalk bicycle rack minimum requirements.

Public On-Street Bicycle Parking Corrals

Corrals or on-street bicycle parking can accommodate many more bicyclists than a typical bicycle rack. Pedestrians also benefit from the reduced clutter along increasingly-encumbered sidewalks. Installing bike corrals near intersections or driveways can also protect sight distance clearances for motorists.

- On-Street bicycle corrals are placed in the street parking lane
- Located in areas with high bicycle parking demand and/or where there is limited sidewalk space.
- Can accommodate approximately 6 to 12 bicycles for each motor vehicle on-street parking space.
- Corrals are often located near the intersection where vehicle parking is not allowed due to sightlines.
- Bike corrals provide increased visibility for bicycle parking.
- Bike corrals may provide opportunities for the incorporation of public art.
- Bikes parked in corrals in the parking lane allow more room for pedestrians and other furnishings on the sidewalk.



Horizontal clearances from a stop sign
(Image: Seattle Right-of-Way Improvements Manual)



On-street bicycle corral installation at Capitol Hill Light Rail Station (Photo: SDOT)

SDOT will consider installing on-street bicycle corrals upon receiving a request. Converting a motor vehicle parking space to on-street bike parking is typically warranted in locations where bicycle parking demand is high and sidewalks are constrained—for example, outside of restaurants with sidewalk cafés or in neighborhoods with narrow sidewalks flanked with tree pits and assorted street furniture.

- See Chapter 4 for more details on bicycle corral requirements.

Public Bicycle Racks on Public Property

- Bicycle racks provide short-term parking at public facilities such as schools, libraries, parks and transit stations.
- These racks are either designed as part of new facility, a facility upgrade or as a retrofit.
- SDOT provides bike racks to Seattle public agencies, such as the Seattle Public Library, Seattle School District and Seattle Parks and Recreation for retrofit projects. SDOT supplied racks are then installed by the agency receiving the racks.

Private Property Bicycle Rack

- Racks offer short-term bicycle parking at stores, businesses, offices, institutions, and multi-family residences.
- Location should be highly, visible, safe, well-lit and accessible, emphasizing user



Bike parking at Lake Union Park (Photo: MIG|SvR)



Private bicycle parking at REI (Photo: MIG|SvR)

convenience and deterrence of theft.

- When possible, it's encouraged that bike parking facilities be shared by more than one business.
- Racks provided on public property by a developer may be counted toward bicycle parking requirements for their project.



Bike parking at the Amazon Campus (Photo: MIG|SvR)



Festival bike parking at Ballard Street Fair
(Photo: SDOT)



Make sure to lock up above cross bar (icon: SDOT)

Monitored Event Bicycle Parking

- Permanent and temporary short-term parking presents alternative transportation options to attendees of sporting events, stadiums, festivals, fairs, etc.
- Providing bicycle parking at large events helps ease traffic congestion at the start and finish of these events
- Bike Works is a Seattle area organization that will provide event parking for a fee.

REQUESTING OR PERMITTING BICYCLE RACKS IN THE ROW Sidewalk Bicycle Rack or On-Street Bicycle Corral Request

- Send requests to walkandbike@seattle.gov or (206) 684-7583
- To expedite the bike rack/bike corral request process, include the following items:
 - Name of the business
 - Address of the business
 - Location for rack if different
 - Name of the requester (or the name of the business owner)
 - Phone number of requester (or that of the business owner)
 - Email of requester (or business owner)
 - Type of rack requested (either a sidewalk rack or an on-street corral)
 - A description of the need for bike parking (ideas for placement are helpful but not

required)

- An estimation of the quantity needed
- SDOT staff will contact the requester to coordinate installation of standard rack

Bicycle Rack Permit Process

For developers or businesses that do not want to wait through SDOT's request queue or who want to install a custom bike rack the following process applies:

- Street Improvement Plan or Building Site Plans show location of bike racks in relation to building entries, utilities, trees, furnishings, etc. SDOT approves locations in the ROW
- Custom bike racks as part of a development permit require a Street Use Permit while standard racks do not.
- If custom rack meets SDOT's minimum requirements (See Chapter 4), SDOT may take ownership of rack if desired by owner after first year of street use permit. Confirmation is obtained on a case by case basis.
- Street Use Permit Basic Permit #52 for bike racks and corrals
 - Permit Fee is \$146 for the first year; \$140 for subsequent years. Fee Schedule: www.seattle.gov/transportation/docs/stuse/SDOT%202011%20Street%20Use%20Fee%20Schedule%20v8.pdf
 - Permit Application Form: www.seattle.gov/transportation/docs/stuse/AnnualsApplicationFormFILL.pdf
 - Include the following with the permit application form:
 - * Site Plan (11x17 paper size preferred)

- Note the following on the site plan:
- Proposed location of bike rack. See the Right-of-Way Improvements Manual (ROWIM) for standard clearance from bicycle parking. These clearances are also listed in the following section on short term bike parking requirements.
 - Street name and building address
- * Include bike rack product information:
- Note type and model of bike rack.
 - If non-standard bike rack, submit the manufacturer’s cut sheet, including model, dimensions, material and finish, and installation method and type.
 - For custom bike rack see customization, in Chapter 4 Bicycle Rack Examples and Specifications

SHORT-TERM BICYCLE PARKING REQUIREMENTS

Required Number of Bicycle Racks

- See Appendix B for Required Bicycle Parking per Seattle Municipal Code.

General Bicycle Rack Location and Layout

Refer to the Seattle Streets Illustrated for

TABLE 2-1: ROWIM BICYCLE PARKING CLEARANCES

From	To	Standard Clearance
Bicycle Parking	Curb when adjacent to parking	3 feet (including rack in use with parked bicycle)
	Curb when adjacent to vehicle travel lane	2 feet (including rack in use with parked bicycle)
	Street tree pits and street furniture	1 foot (including rack in use with parked bicycle)
	Fire Hydrant	5 feet (including rack in use with parked bicycle)

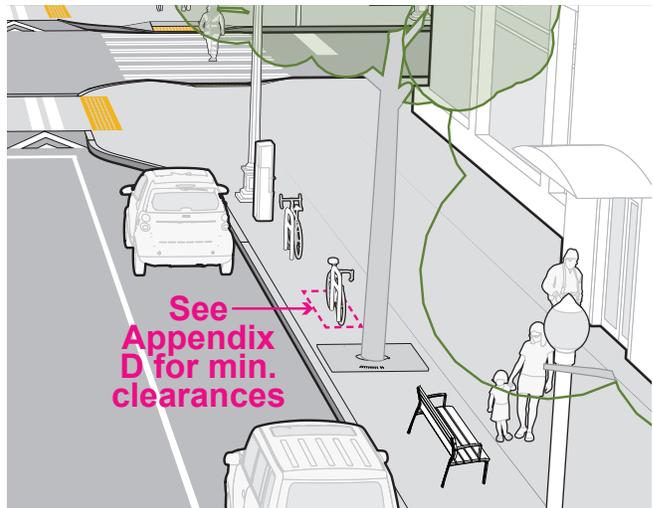
current standard clearances from bicycle parking and other related clearances in the ROW. See Appendix D for short-term bicycle parking layout and clearances.

- Standard bicycle dimensions are 2-feet wide by 6-feet long. Racks and their placement must accommodate this space at a minimum.
- It is preferable to locate racks on a fairly level surface. When locating racks on a steeper slope, align racks perpendicular to the slope, if possible, to prevent bikes from rolling when the bicyclist is locking or unlocking the bike from the rack.

Sidewalk Bicycle Rack Location and Layout

SDOT will review and approve all proposed bicycle racks locations in the ROW. Location requirements for public sidewalk bicycle racks and public on-site bicycle racks includes:

- Install racks as close to, without being directly in front of, the main entrance(s) of a building or site, 25 to 50 feet preferred.
- Provide required clearance from driveways, curb ramps, transit loading areas and immediately adjacent to shelters, and utility poles per the ROWIM.
- At high volume locations, provide for the widest variety of bicycles (family bikes and mobility trikes) and allow for greater clearances than the standards, referenced above.



Horizontal Clearances (Image: Adapted from ROWIM)



Bike corral on University Way NE (Photo: SDOT)

- Are to be installed in public space, usually on a sidewalk. When installed on a sidewalk, a preferred pedestrian passage of 8-feet in downtown areas and 6-feet in other areas shall remain.
- Racks can be installed in bus stops or loading zones only if they do not interfere with boarding or loading patterns and there are no alternative locations.

Public On-Street Bicycle Corral Location and Layout

- Selection of the number of on-street bike U-rack clusters is based on available space as well as demand for bicycle parking.
- On-street bike corrals must be oriented so that bicyclists can safely enter and exit without conflicting with motor vehicles or pedestrians.
- Locate on-street bike parking near entrances (within 50-feet) of locations with high demand for bicyclists.
- Placing bike corrals near intersections allows them to function like curb extensions, providing visibility and protected space for crossing pedestrians as well as bicyclists entering and leaving the corral. Pavement markings, bollards and wheel stops must be used to define the corral.
- Avoid locating bike corrals in areas where public utilities are located or where curbsides are prone to flooding.



Private bicycle parking (Image: Sportworks)

Private Property Bicycle Parking Location and Layout

- Racks shall be placed at convenient, usable and visible locations in close proximity (within 25 to 50-feet) of destination/building entrances without impeding pedestrians or blocking building entrances.
- Wayfinding is required if bicycle parking location if it is not visible from the site or building entrance.
- Provide signage to clarify if bicycle parking is for customer use only.
- At high volume locations, consider the widest variety of bicycles (family bikes and mobility trikes) and allow for greater clearances.

SHORT-TERM BIKE PARKING ENHANCEMENTS

- Additional options
 - Weather protection – use building awnings, overhangs and shelters



Bike shelter at Woodland Park Zoo

(Photo: MIG/SvR)

- Electrical outlets for charging of electric bicycles.
- Lighting for all hours visibility
- Security cameras pointed toward racks
- For passive surveillance, locate bike parking in front of business windows and in high traffic areas to allow bicyclists and others to keep an eye on the bikes
- Designing for family or cargo bikes:
 - These bikes range from 7 to 9 feet in length and may have wide boxes on front/rear - plan for additional space.

MAINTENANCE OF BICYCLE RACKS & CORRALS IN THE ROW & PUBLIC PROPERTY

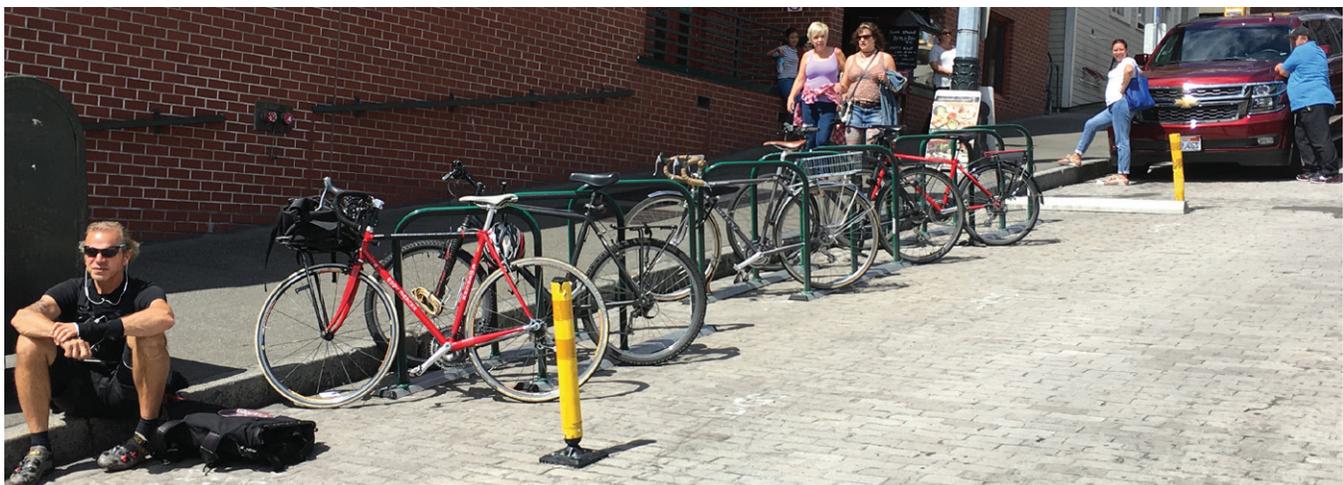
- SDOT will assume ownership and maintenance of standard bicycle racks and corrals located in the ROW once they are installed.
- SDOT may take ownership of permitted custom racks that meet their minimum requirements after the initial street use application and first year. See Chapter 4.
- Racks located on public property will be maintained by the associated City department or institution (Library, Parks, Schools, etc.).
- Use the City’s “Find It, Fix It” smartphone app or call the City’s Customer Service Bureau at 206-684-2489, TTY: 7-1-1 to report rusted or damaged bike racks in the ROW.



Sidewalk bike rack on 3rd Ave (Photo: Alta Planning + Design)



Bike corral on Fremont Ave (Photo: MIG|SvR)



On-street bicycle parking at Pike Place Market (Photo: SDOT)

GOOD SHORT-TERM BICYCLE PARKING EXAMPLES



On-street bike corral near an intersection in Ballard (Photo: Alta Planning + Design)



Racks are protected under building cover at Swedish First Hill (Photo: Alta Planning + Design)



Racks under a shelter with lighting & repair station at UW (Photo: MIG/SvR)



Multiple public racks at a high demand location at the University Stadium Light Rail Station (Photo: MIG/SvR)



Rail type rack with space for a cargo bike on Greenwood Ave N (Photo: MIG/SvR)



On-street racks in leftover space from angle parking on Terry Ave (Photo: MIG/SvR)

NOT SO GOOD SHORT-TERM BICYCLE PARKING EXAMPLES



Rack does not provide 2 points of support or place to lock to frame (Photo: MIG/SvR)



Non-intuitive rack does not provide 2 points of support (Photo: Alta Planning + Design)



Rack does not provide 2 points of support (Photo: MIG/SvR)



Rack does not allow use of a u-lock (Photo: Alta Planning + Design)



Rack is not intuitive (Photo: MIG/SvR)



Inadequate bike parking provided (Photo: SDOT)

3. LONG-TERM BICYCLE PARKING

INTRODUCTION

When bicycles are parked for more than 4 hours, there are additional security needs to ensure that the bikes are safe from theft and vandalism and sheltered from weather over prolonged periods of time. This is especially important for building residents, employees, commuters or other individuals who require overnight or workday storage. Users of special bicycles, such as e-bikes, may opt for more secure bicycle parking even if the bike is parked for less than 4 hours. Typically, secure long-term bicycle parking is located in a building bike room, shared cage in a garage, or in a standalone enclosure such as a locker or structure. Any bicycle parking should still be in a convenient, visible, and safe location to encourage use. New buildings are required to provide long term parking per SMC 23.54.015 Table D - See Appendix B. Building and business owners may voluntarily retrofit to meet these criteria.

OVERVIEW OF LONG-TERM BICYCLE PARKING TYPES

Bicycle Lockers

- Box enclosures which can hold one individual bicycle that may be keyed or accessed by a smart card (e-lockers)
- May be located at transit centers, parking garages, or outside of buildings

Bicycle Cages

- Shared bicycle racks placed in a caged enclosure in a parking garage
- Typically located in a private office building or multifamily residential building with keyed access

Bicycle Room

- Indoor room with shared bicycle racks
- Typically located in a storefront or ground floor location of an office building or multifamily residential building

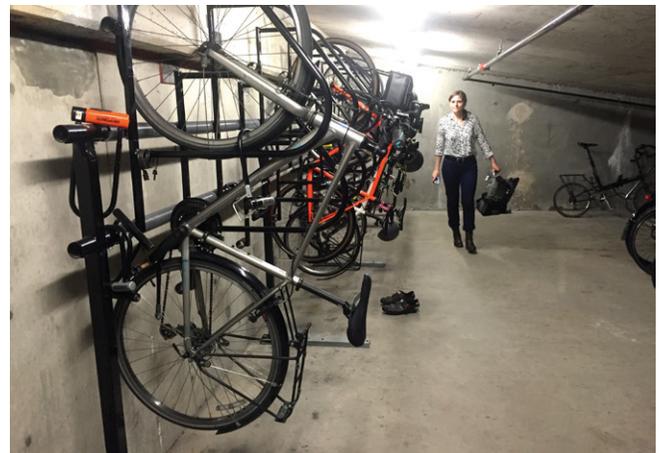
Secure Parking Area (SPAs)

- Shared racks within a standalone structure or building extension.
- May be located at transit stations, college campuses, or destination hubs such as a downtown retail areas.

LONG-TERM BICYCLE PARKING REQUIREMENTS

General

- Must provide bicycles full weather protection and theft protection
- Typically provided at no cost to users. A nominal fee is appropriate for publicly accessible lockers and cages when turnover or high demand is a concern.
- Must be located on site or within 100-feet of pedestrian entrance, no further from building entrance than closest non-disabled vehicle parking space



Wall-mounted racks (Photo: MIG|SvR)

- In a campus environment containing more than one building, such as a hospital or college setting, required long term bicycle parking may be provided up to 600 feet from the land use triggering the bicycle parking requirement.
- A minimum of 50% of the bicycle parking shall allow bicycles to sit horizontally on the ground to accommodate non-standard bicycles and the needs of those who cannot lift a bicycle. Double stack bicycle racks must include an assisted lift mechanism.
- Provide easily accessible electrical outlets within the long term bike parking area.
- Ground -level rack should accommodate recumbent bikes, folding bikes, cargo bikes, bikes with trailers, family bikes, etc.

Layout

See Appendix E for long-term bike parking layout examples.

- When planning a long term bicycle parking area account for a minimum of 12 sq ft for every required bicycle parking space.

Access

- Logical well-lit path of travel from building or garage entry to bicycle parking, marked with signage or entry door to a bicycle room or cage is visible from building entrance or elevator doors
- All bicycle parking is encouraged to be located on the ground floor near the main pedestrian entrances.



Parking garage with signed bike entrance over a delineated bike path (Photo: Alta Planning + Design)

- No stair or escalator use shall be required to access the bike parking. Ramps or elevator access should be limited to no more than one floor above or below the main pedestrian entry. Ramps should be no more than 4.8 degree slope.
- Minimum elevator cab dimensions for bicycle use shall be 70 sq. ft. and no less than 7-feet in any dimension.
- Bicycle parking access plan must be submitted to Seattle Department of Construction and Inspections (SDCI) during building permit review

Shower and Storage Facilities

- Two showers must be provided for every 100,000 sq ft. of building office space. Showers are for cyclist use and should be located near the long-term bike parking area
- Showers, clothing lockers, and bicycle workstation space is recommended in office, commercial, and retail buildings over 50,000 sq. ft.
- See Appendix B for Bike Parking Requirements per Seattle Municipal Code

Bicycle Lockers

General

- Should be labeled as bicycle parking
 - Cannot be used for non- bicycle storage if using lockers to satisfy long-term bicycle parking amount
- #### Location
- Preferably located in covered area for weather protection



Bicycle lockers protected under building cover (Photo: Alta Planning + Design)

- Located on a hard-surfaced area for anchoring

Dimensions / Layout

- Minimum depth of 6-feet, minimum door width of 2-feet
- Minimum access aisle of 6-feet wide to allow full 90 degree door opening

Bicycle Cages & Bicycle Rooms

Location

- Located in a well-lit area with a minimum average illumination level of 200 lux (recommended light levels from the US General Services Administration for public areas including stairwells, pedestrian tunnels and bridges, elevator lobbies and corridors <https://www.gsa.gov/portal/content/101308>)
- If bicycle parking is accessed from garage entry, must have delineated path from garage entry to bicycle parking entry that is separate from path of motor vehicles
- Path or hallway to bike room or cage must be a minimum of 5-feet wide

Security

- The bicycle cage or room must be secured by key, smart card, or code access
- The bicycle cage or room must be under surveillance by attendant, video camera, or, if located in an office, under passive surveillance of employees

Dimensions / Layout

- Spacing of racks no less than 30-inches O.C. or 17-inches O.C. for high density offset arrangements



Secure parking area at UW (Photo: Alta Planning + Design)



Bike room with stacked racks, service station and lockers (Photo: Dero)

- Minimum vertical clearance of 7-feet
- Minimum aisle of 5-feet between bicycle racks
- Minimum rack wall clearance of 2-feet

Racks

- Racks should be mounted with secure theft resistant anchoring
- All racks must support a bicycle in two places and a bicycle should be able to lock a front wheel with a U style lock without having to remove the wheel of the bicycle
- Minimum 50% of racks which do not require lifting and allow bicycles to sit horizontally on ground.

Secure Parking Areas

General

- May be conditioned or an open air structure
- Enclosure must not permit a 4-inch ball from passing through to prevent unauthorized access
- Must have average illumination of 200 lux

Security

- Must be secured by key, smart card, or code access and under surveillance by attendant or video camera

Dimensions / Layout

- Spacing of racks no less than 30-inches O.C. or 17-inches O.C. for high density offset arrangements
- Minimum vertical clearance of 7-feet

- Minimum aisle of 5-feet between bicycle racks
- Minimum on-ground rack clearance to wall of 2-feet

Racks

- Racks should be mounted with secure theft resistant anchoring
- All racks must support a bicycle in two places and a bicycle should be able to lock a front wheel with a U style lock without having to remove the wheel of the bicycle
- Provide a minimum 50% of racks which do not require lifting and allow bicycles to sit horizontally on ground

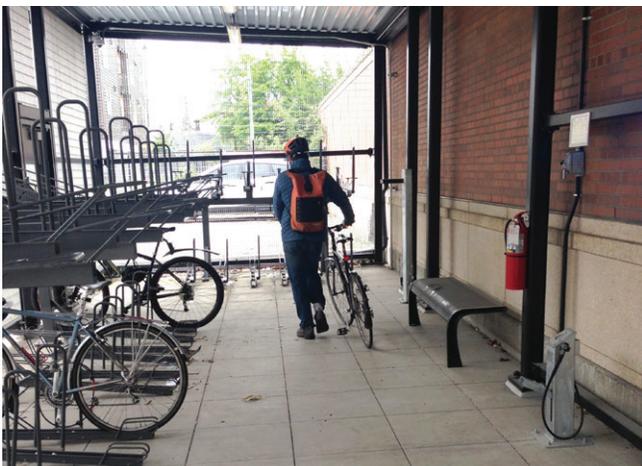
LONG-TERM BICYCLE PARKING ENHANCEMENTS

- Additional electrical outlets for ebike charging
- Automated doors
- Showers (office, commercial, retail buildings under 100,000 sq. ft.)
- Clothing lockers (office, commercial, retail buildings under 50,000 sq. ft.) & drying rack
- Public artwork to enliven space
- Workstation space (office, commercial, retail buildings under 50,000 sq. ft.)
- Vending Kiosk for bicycle parts

PUBLIC VS. PRIVATE LONG-TERM BICYCLE PARKING

Public Long-Term Bicycle Parking

- Publicly accessible long-term parking: Transit, Civic Buildings



Bicycle cage at the Beacon Hill Light Rail Station
(Photo: Alta Planning + Design)

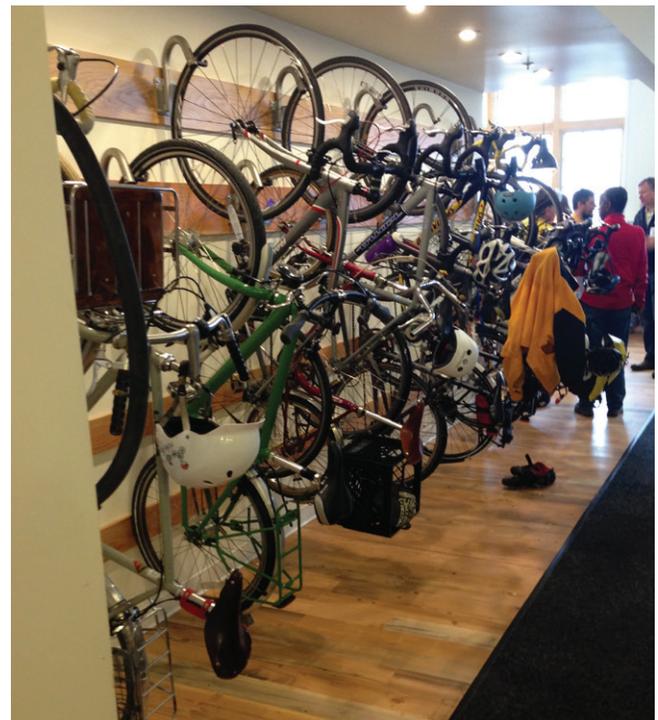
- City owned and leased properties have set standards to provide bicycle parking and standard racks
- Require regular survey of amount, location, usage of bicycle parking spaces
- Monitored bicycle parking with public access typically limited to building hours

Private Long-Term Bicycle Parking

- Privately accessible long-term parking: Residential, office, institutional, healthcare, retail, live-work
- See Appendix B for specific locker & shower requirements for building size minimums



Bike facility wayfinding (Photo: MIG|SvR)



Parking in clear view of employees (Photo: Alta Planning + Design)

GOOD LONG-TERM BICYCLE PARKING EXAMPLES



A variety of rack types including floor racks is provided (Photo: Alta Planning + Design)



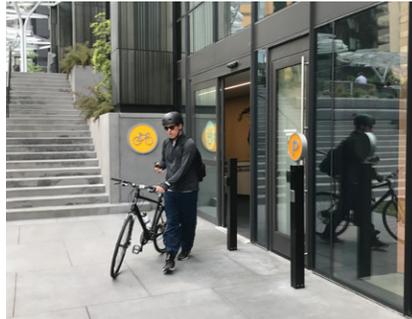
Racks are in a secure cage with artwork (Photo: Alta Planning + Design)



SPA with steel bars provides high level of security (Photo: MIG|SvR)



Adequate aisle space provided (Photo: Alta Planning + Design)



Bike room is in a secure, accessible location with signage (Photo: MIG|SvR)



Covered bike lockers at Angle Lake Light Rail Station (Photo: Alta Planning + Design)

NOT SO GOOD LONG-TERM BICYCLE PARKING EXAMPLES



Anchoring is not theft resistant (Photo: MIG|SvR)



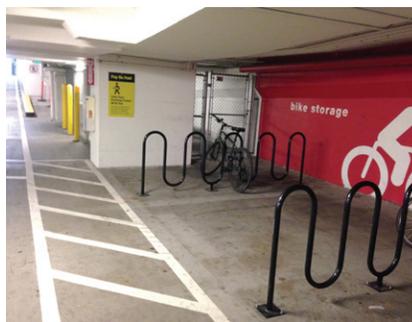
Anchoring and wood mounting is not theft resistant (Photo: MIG|SvR)



Racks are wheel benders (Photo: Alta Planning + Design)



Poor circulation (Photo: Alta Planning + Design)



Racks do not provide 2 points of support & there is no delineated bike exit (Photo: Alta Planning + Design)



Racks do not provide 2 points of support (Photo: Alta Planning + Design)

4. BICYCLE RACK EXAMPLES AND SPECIFICATIONS

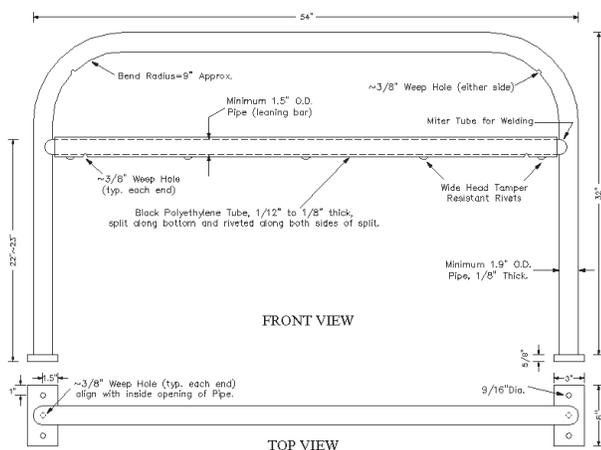
OVERVIEW

The following are guidelines for both standard and custom bicycle racks. The goals of the specifications are to provide safe, secure, durable, low-maintenance bike racks and corrals that are easily identifiable as such.

SPECIFICATIONS

The following are Seattle standard bike racks and pre-approved bike racks for the ROW.

- **Seattle standard bike rack:**
 - Inverted-U Bike Rack
- Approved pre-manufactured models
 - **Manufacturer:** Dero
 - * **Dero Models:** Hoop Rack, Hoop Rack Heavy Duty, Swerve Rack, Downtown Rack, Round Rack, Arch Rack
 - **Manufacturer:** Sportworks
 - * **Sportworks Models:** Tofino No Scratch, Oahu No Scratch Circular, Westport No Scratch
 - **Manufacturer:** Urban Racks
 - * **Urban Racks Models:** Urban Staple, Urban Corral
 - **Manufacturer:** HuntCo
 - * **Urban Racks Models:** The City of Portland Bike Rack, The Arc Bike Rack



Rail Type Bike Rack (Image: SDOT)

STANDARD ON-STREET BICYCLE PARKING CORRAL

See Appendix C for City of Seattle standard corral plans and elevations.



Bike corral on University Way NE (Image: SDOT)

CUSTOM BICYCLE RACK MINIMUM SPECIFICATIONS

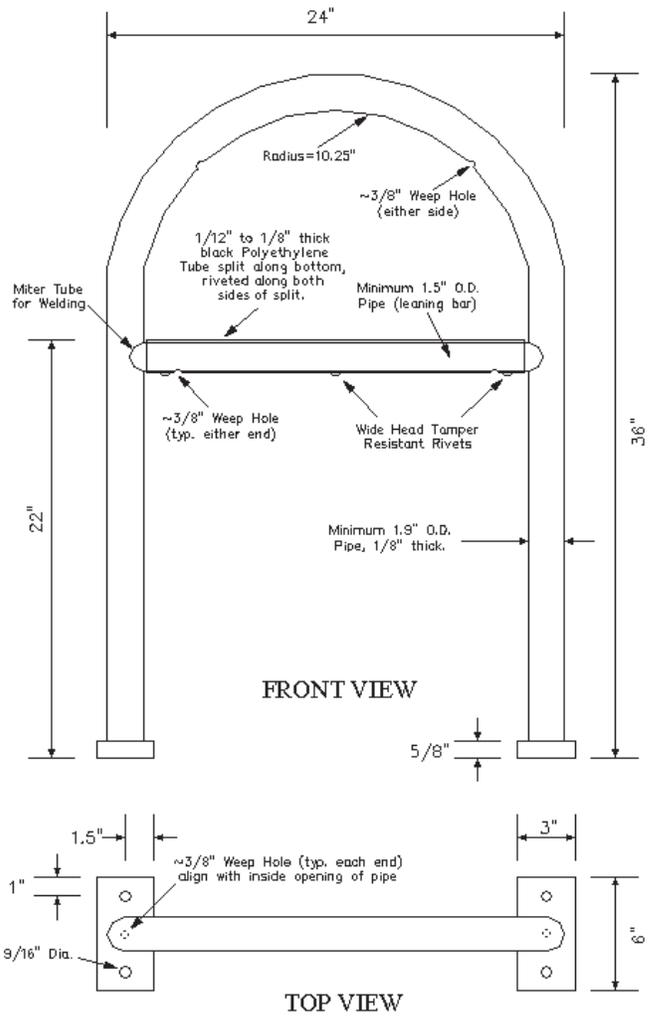
SDOT will review and approve all non-standard bicycle racks in the ROW. The following are required minimum specifications for all bicycle racks in the ROW and recommended specifications for bicycle racks on public and private property:

- are intuitive to use correctly;



Non-standard racks on Blanchard St (Photo: MIG/SvR)

- have a minimum height of 32 inches so it is not a tripping hazard;
- support bicycle frame at 2 points;
- allow a u-style lock to secure one of the wheels and the frame to the rack;
- allow the bike to be locked by a U-Lock through the bike frame and at least one wheel, or preferably lock both wheels using two locks;
- support bicycles of various dimensions;
- can be securely installed with tamper-proof hardware to prevent rack removal by bicycle thieves;
- meet requirements for protruding objects under ADA standards;
- all spaces and openings will not cause entrapment issues such as a child's head getting stuck.



Inverted-U Bike Rack (Image: SDOT)



Grouped sidewalk bicycle racks on Terry Ave N (Photo: SDOT)

MATERIALS & FINISHES

Durable materials and low-maintenance finishes are required for public bicycle racks and are recommended for private bike racks.

- All public bicycle racks shall have a no-maintenance finish that won't chip, peel, or rust. Galvanized steel finishes are preferred.
- Material is durable enough to prevent being cut by a bolt cutter or other means.
- See Appendix F for APBP's table on bike rack materials and finishes.

MOUNTING/ INSTALLATION

Mounting to be tamper proof to prevent thieves from accessing the parked bikes.

- Surface mounting only if a rack is to be installed in the public ROW
- If installation is on private property, racks may be embedded into concrete at a depth of 10" below the surface
- All hardware to be tamper-proof and low maintenance/weatherproof
- Custom rack mounting must be tamper-proof per manufacturer's recommendations
- See Appendix G for APBP's tables on bike rack installation.



Tamper-proof hardware (Photo: MIG|SvR)



Non-standard stainless steel racks on 2nd Ave (Photo: SDOT)



On-street bike racks at Bell Street Park (Photo: MIG|SvR)

APPENDICES

- Appendix A Additional Resources
- Appendix B Required Bicycle Parking per Seattle Municipal Code
- Appendix C City of Seattle Bike Standard Corral Plans and Elevations
- Appendix D Short-Term Bicycle Parking Layout
- Appendix E Long-Term Bicycle Parking Layout Examples
- Appendix F Bike Rack Materials and Coatings from APBP
- Appendix G Bike Rack Installation from APBP
- Appendix H SDOT's Five Core Values

APPENDIX A - ADDITIONAL RESOURCES

The following are additional bike parking and bicycling resources.

- **Seattle Department of Transportation**
 - Bike program page with links to Seattle biking resources including the current Seattle bike map, Seattle bike laws, the bike parking site with information on how to request a bike rack or corral, City standard bike rack details and the site on how to report abandoned bicycles. <https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/bike-racks>
 - Interactive map of downtown sidewalk rack locations <https://data.seattle.gov/Transportation/Downtown-Seattle-Bike-Racks/55n4-ddnu>
- **City of Seattle Right-of-Way-Improvements Manual (ROWIM)**

The ROWIM is an on-line resource to help property owners, developers, architects, landscape architects, and engineers involved with the design, permitting, and construction of improvements to Seattle's street right-of-way. The manual includes clearance requirements for bicycle parking. <https://www.seattle.gov/transportation/rowmanual/manual/>
- **City of Seattle Municipal Land Use Code**

Bicycle Parking is under SMC 23.54.015K
- **Sound Transit**

Bicycle riders guide, bike loading tips video and parking information. www.soundtransit.org/rider-guide/bringing-your-bike
- **King County Metro**

Bike travel information including parking at transit facilities & how to load your bike on a bus. metro.kingcounty.gov/tops/bike/
- **Seattle Police Department (SPD)**

If your bike is lost or stolen, email SPD at FindMybike@Seattle.gov
- **Washington State Dept. of Transportation**
 - Biking resources including Washington State bike map, bike laws, and bike safety tips <http://wsdot.wa.gov/bike>
 - **Washington State Ferries**

Information on bike parking, how to ride your bike on a ferry, how to pay your fare <http://www.wsdot.wa.gov/ferries/bicycles>
- **Commute Seattle**

Interactive Bike Map that includes trip planning, private bike amenities and public bike parking <https://commuteseattle.com/commuteportal/>
- **Seattle Cycling Tours**
 - Interactive map with bike parking in parking garages <http://www.seattle-cycling-tours.com/seattlebicycleparkingguide.html>
 - Bicycle parking etiquette <http://www.seattle-cycling-tours.com/bicycleparkingetiquette.html>

- **Port of Seattle**
Sea-Tac Airport Bicycle Resources
Information on bike parking at Sea-Tac airport
<https://www.portseattle.org/Sea-Tac/Parking-and-Transportation/Ground-Transportation/Pages/Bicycle-Resources.aspx>
- **Bicycle Security Advisors**
Seattle-based organization that advises on best practices in bicycle security issues, including bike theft and bike parking <http://bicyclesecurityadvocates.org/>
- **Bike Link Secure Bike Parking**
Sign up for a card to rent bike lockers. Lockers in Seattle are currently located at the King County Northgate Transit Center.
www.bikelink.org
- **529 Garage**
Register your bike
<https://project529.com>
- **Bike Index**
Register your bike and information on how to protect your bike.
<https://bikeindex.org/>
- **Cascade Bicycle Club**
<https://cascade.org/>
- **Washington Bikes**
<http://wabikes.org/>
- **Association of Pedestrian and Bicycle Professionals**
Bicycle parking solutions
http://www.apbp.org/?page=Bike_Parking
- **San Francisco Municipal Transportation Agency**
“Bicycle Parking: Standards, Guidelines, Recommendations” (2015)
https://www.sfmta.com/sites/default/files/file_attach/2017/1_SFMTA_bicycle_parking_guidelines-Updated-01-17-2017.pdf
- **American Bicyclist Bike Friendly Business**
Become a League of American Bicyclist Bike Friendly Business
<http://bikeleague.org/business>
- **American Association of State Highway and Transportation Officials (AASHTO)**
See AASHTO’s Guide for the Development of Bicycle Facilities (Fourth Edition) for information on bicycle dimensions.
<http://www.transportation.org/>
- **Bike Link Secure Bicycle Parking**
Sign up for a card to rent bike lockers by the hour at transit stations. Seattle currently has lockers located at the King County Northgate Transit Center
<http://www.bikelink.org>

APPENDIX B - REQUIRED BICYCLE PARKING PER SEATTLE MUNICIPAL CODE

The following are excerpts related to Bicycle Parking from the current City of Seattle Land Use Code:

CHAPTER 23.54 - QUANTITY AND DESIGN STANDARDS FOR ACCESS, OFF-STREET PARKING, AND SOLID WASTE STORAGE

23.54.015K - Required parking: Bicycle parking

...

K. Bicycle parking. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table D for 23.54.015. Long-term parking for bicycles shall be for bicycles parked four or more hours. Short-term parking for bicycles shall be for bicycles parked less than four hours. In the case of a use not shown on Table D for 23.54.015, one bicycle parking space per 10,000 gross square feet of either short- or long-term bicycle parking is required, except single-family residential use is exempt from bicycle parking requirements. The minimum requirements are based upon gross floor area of the use in a structure minus gross floor area in parking uses, or the square footage of the use when located outside of an enclosed structure, or as otherwise specified.

1. Rounding. For long-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole number. For short-term bicycle parking, calculation of the minimum requirement shall round up the result to the nearest whole even number.
2. Performance Standards. Provide bicycle parking in a highly visible, safe, and convenient location, emphasizing user convenience and theft deterrence, based on rules promulgated by the Director of the Seattle Department of Transportation that address the considerations in this subsection 23.54.015.K.
 - a. Provide secure locations and arrangements of long-term bicycle parking, with features such as locked rooms or cages and bicycle lockers. The bicycle parking should be installed in a manner that avoids creating conflicts with automobile accesses and driveways.
 - b. Provide pedestrian and bicycle access to long-term bicycle parking that is separate from other vehicular entry and egress points.
 - c. Provide adequate lighting in the bicycle parking area and access routes to it.
 - d. If bicycle parking facilities are not clearly visible from the street or sidewalk, install directional signage in adequate amounts and in highly visible indoor and outdoor locations in a manner that promotes easy wayfinding for bicyclists. Wayfinding signage shall be visible from adjacent on-street bicycle facilities.
 - e. Long-term bicycle parking shall be located where bicyclists are not required to carry bicycles on stairs to access the parking.

- f. Where practicable, long-term bicycle parking shall include a variety of rack types to accommodate different types of bicycles.
 - g. Install bicycle parking hardware so that it can perform to its manufacturer's specifications and any design criteria promulgated by the Director of the Seattle Department of Transportation, allowing adequate clearance for bicycles and their riders.
 - h. Provide full weather protection for all required long-term bicycle parking.
3. Bicycle parking required for residential uses shall be located on-site.
 4. Bicycle parking required for small efficiency dwelling units and congregate residence sleeping rooms is required to be covered for full weather protection. If the required, covered bicycle parking is located inside the building that contains small efficiency dwelling units or congregate residence sleeping rooms, the space required to provide the required bicycle parking shall be exempt from Floor Area Ratio (FAR) limits. Covered bicycle parking that is provided beyond the required bicycle parking shall not be exempt from FAR limits.
 5. Bicycle parking facilities shared by more than one use are encouraged.
 6. Except as provided in subsection 23.54.015.K.7, bicycle parking facilities required for non-residential uses shall be located:
 - a. On the lot; or
 - b. For a functionally interrelated campus containing more than one building, in a shared bicycle parking facility within 600 feet of the lot.
 7. Both long-term and short-term bicycle parking for non-residential uses on a functionally interrelated campus containing more than one building may be located in an off-site location within 600 feet of the lot, and short-term public bicycle parking may be provided in a public place, subject to approval by the Director of the Seattle Department of Transportation. The Director of the Seattle Department of Transportation may consider whether bicycle parking in the public place shall be sufficient in quality to effectively serve bicycle parking demand from the site.
 8. Bicycle Commuter Shower Facilities. Structures containing 100,000 square feet or more of office use floor area shall include shower facilities and clothing storage areas for bicycle commuters. Two showers shall be required for every 100,000 square feet of office use. They shall be available in a manner that results in equal shower access for all users. The facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to bicycle parking facilities.
 9. Bicycle parking spaces within dwelling units, other than a private garage, or on balconies do not count toward the bicycle parking requirement.

**Table D for 23.54.015
Parking for Bicycles ¹**

		Bike parking requirements	
Use		Long-term	Short-term
A. COMMERCIAL USES			
A.1.	Eating and drinking establishments	1 per 5,000 square feet	1 per 1,000 square feet
A.2.	Entertainment uses other than theaters and spectator sports facilities	1 per 10,000 square feet	Equivalent to 5 percent of maximum building capacity rating
A.2.a	Theaters and spectator sports facilities	1 per 10,000 square feet	Equivalent to 8 percent of maximum building occupancy rating ²
A.3.	Lodging uses	3 per 40 rentable rooms	1 per 20 rentable rooms plus 1 per 4,000 square feet of conference and meeting rooms
A.4.	Medical services	1 per 4,000 square feet	1 per 2,000 square feet
A.5.	Offices and laboratories, research and development	1 per 2,000 square feet	1 per 10,000 square feet
A.6.	Sales and services, general	1 per 4,000 square feet	1 per 2,000 square feet
A.7.	Sales and services, heavy	1 per 4,000 square feet	1 per 10,000 square feet of occupied floor area; 2 spaces minimum
B. INSTITUTIONS			
B.1.	Institutions not listed below	1 per 4,000 square feet	1 per 10,000 square feet
B.2.	Child care centers	1 per 4,000 square feet	1 per 20 children. 2 spaces min.
B.3.	Colleges	1 per 5,000 square feet	1 per 2,500 square feet
B.4.	Community clubs or centers	1 per 4,000 square feet	1 per 1,000 square feet
B.5.	Hospitals	1 per 4,000 square feet	1 per 10,000 square feet
B.6.	Libraries	1 per 4,000 square feet	1 per 2,000 square feet

B.7.	Museums	1 per 4,000 square feet	1 per 2,000 square feet
B.8.	Religious facilities	1 per 4,000 square feet	1 per 2,000 square feet
B.9.	Schools, primary and secondary	3 per classroom	1 per classroom
B.10.	Vocational or fine arts schools	1 per 5,000 square feet	1 per 2,500 square feet
C. MANUFACTURING USES		1 per 4,000 square feet	1 per 20,000 square feet
D. RESIDENTIAL USES			
D.1.	Congregate residences ³	1 per sleeping room	1 per 20 sleeping rooms. 2 min.
D.2.	Multi-family structures	1 per dwelling unit and 1 per small efficiency dwelling unit	1 per 20 dwelling units
D.3.	Single-family residences	None	None
E. TRANSPORTATION FACILITIES			
E.1.	Park and ride facilities on surface parking lots	At least 20 ⁵	At least 10
E.2.	Park and ride facilities in parking garages	At least 20 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property	At least 10 if parking is the principal use of a property; zero if non-parking uses are the principal use of a property
E.3.	Flexible-use parking	1 per 20 auto spaces	None
E.4.	Rail transit facilities and passenger terminals	Spaces for 5% of projected AM peak period daily ridership ⁵	Spaces for 2% of projected AM peak period daily ridership

Footnote to Table D for 23.54.015

- 1) Required bicycle parking includes long-term and short-term amounts shown in this table.
- 2) The Director may reduce short term bicycle parking requirements for theaters and spectator sports facilities that provide bicycle valet services authorized through a Transportation Management Program. A bicycle valet service is a service that allows bicycles to be temporarily stored in a secure area, such as a monitored bicycle corral
- 3) For residential uses, after the first 50 spaces for bicycles are provided, additional spaces are required at three-quarters the ratio shown in this Table D for 23.54.015.
- 4) For congregate residences that are owned by a not-for-profit entity or charity, or that are licensed by the State and provide supportive services for seniors or persons with disabilities, the Director shall have the discretion to reduce the amount of required bicycle parking if it can be demonstrated that residents are less likely to travel by bicycle.
- 5) The Director, in consultation with the Director of the Seattle Department of Transportation, may require more bicycle parking spaces based on the following factors: Area topography; pattern and volume of expected bicycle users; nearby residential and employment density; proximity to the Urban Trails system and other existing and planned bicycle facilities; projected transit ridership and expected access to transit by bicycle; and other relevant transportation and land use information.

23.54.016 - Major Institutions—parking and transportation

Except in the MPC-YT zone, Major Institution uses are subject to the following transportation and parking requirements:

...

B. Parking Quantity Required.

...

d. Bicycle Parking. Bicycle parking meeting the development standards of subsections 23.54.015.K.2 through 23.54.015.K.6 and subsection 23.54.016.D.2 shall be provided in the following quantities:

- 1) Medical Institutions. A number of spaces equal to two percent of employees, including doctors, present at peak hour;
- 2) Educational Institutions. A number of spaces equal to 10 percent of the maximum students present at peak hour plus five percent of employees.

If at the time of application for a master use permit, the applicant can demonstrate that the bicycle parking requirement is inappropriate for a particular institution because of topography, location, nature of the users of the institution or other reasons, the Director may modify the bicycle parking requirement.

3. Parking Deficits. In addition to providing the minimum required parking for a new structure, five percent of any vehicular or bicycle parking deficit as determined by the minimum requirements of this subsection 23.54.016.B, existing on the effective date of the ordinance codified in this section, shall be supplied before issuance of a certificate of occupancy.

...

D. Development Standards for Parking.

...

2. Bicycle Parking.

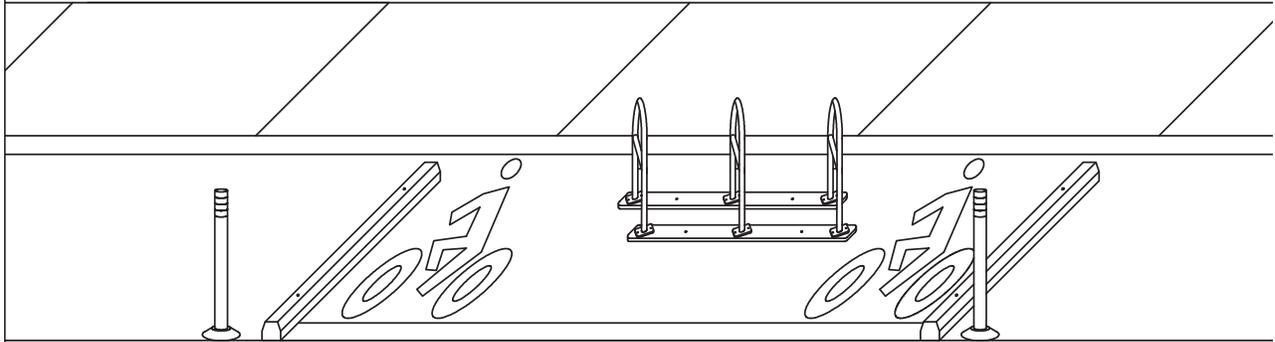
- a. Required bicycle parking shall be in a convenient location, covered in the same proportion as auto parking spaces and provided free of charge.
- b. Bicycle rack designs shall accommodate locking of the bicycle frame and both wheels with chains, cables, or U-shaped bicycle locks to an immovable rack or stall.

3. Joint use or shared use of parking areas and facilities shall be encouraged if approved by the Director according to the standards of Section 23.54.020 G.

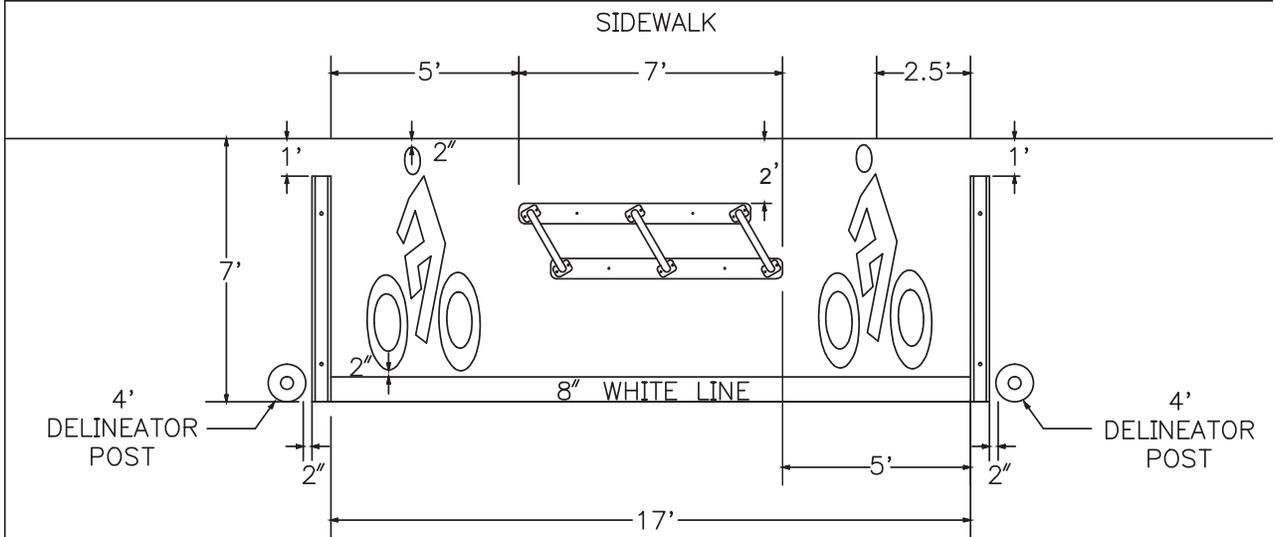
4. The location and design of off-street parking and access to off-street parking shall be regulated according to the general standards of Chapter 23.54 and the specific standards of the underlying zone in which the parking is located.

APPENDIX C - CITY OF SEATTLE STANDARD BIKE CORRAL PLANS & ELEVATIONS

DETAIL

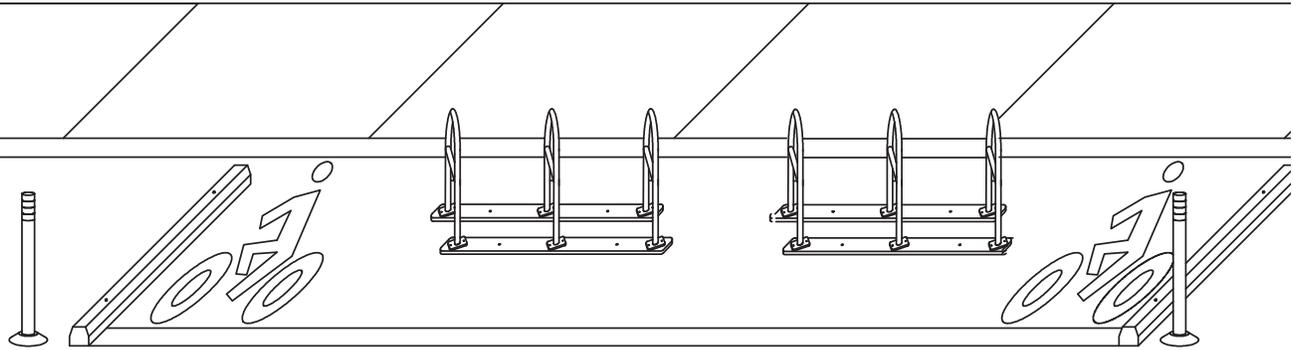


SITE PLAN

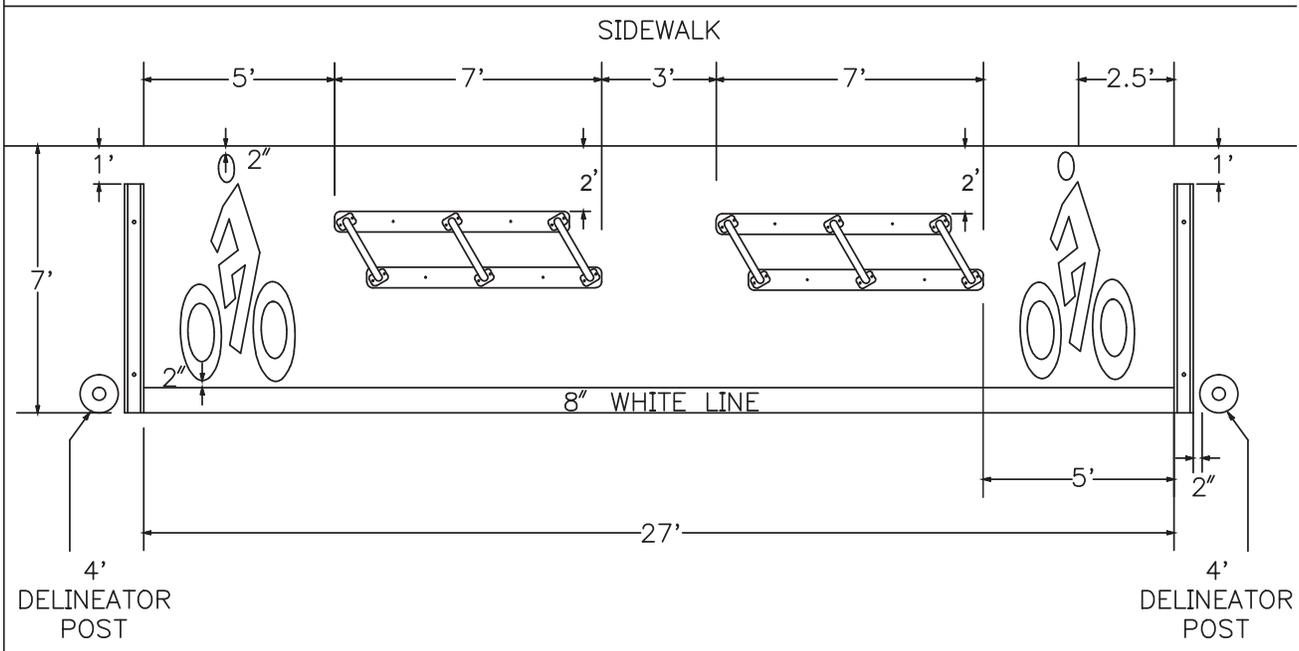


Single Bike Corral Elevation and Site Plan (Image: SDOT)

DETAIL



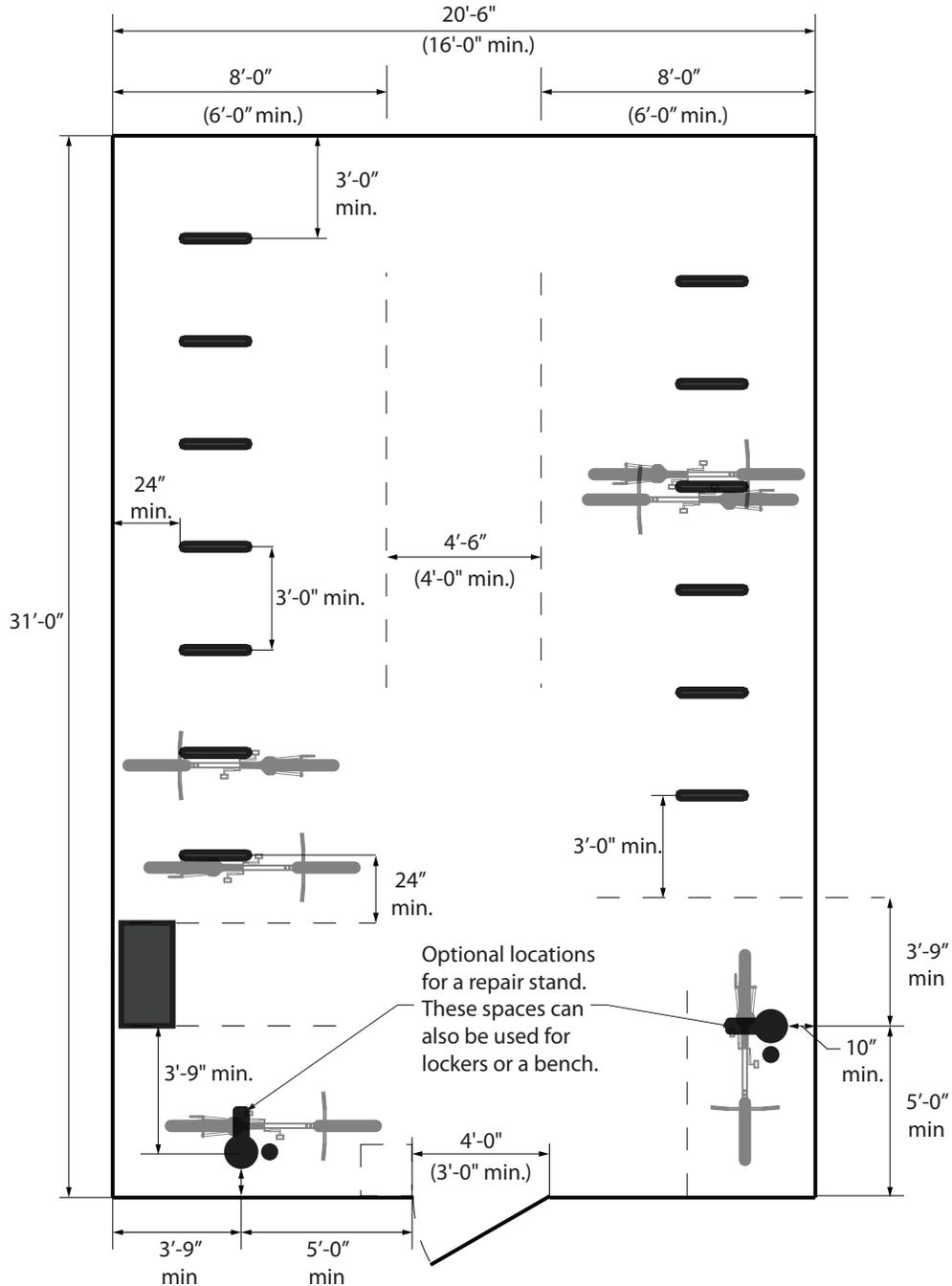
SITE PLAN



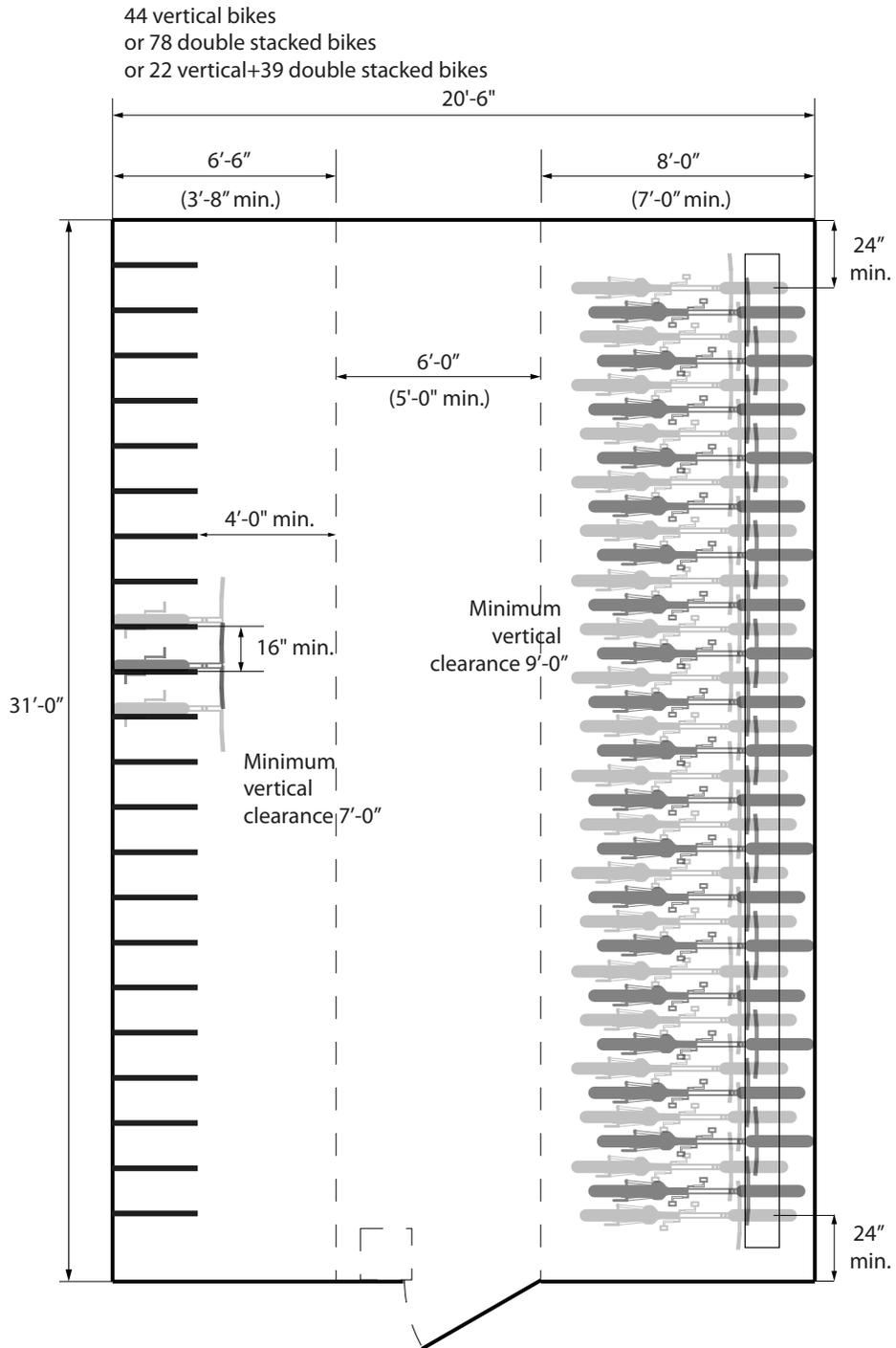
Double Bike Corral Elevation and Site Plan (Image: SDOT)

APPENDIX E - LONG-TERM BICYCLE PARKING LAYOUT EXAMPLES

36 bikes on 18 staple racks
 or 30 bikes on 15 staple racks+bench and repair stand
 or 32 bikes on 16 staple racks+bench and repair stand

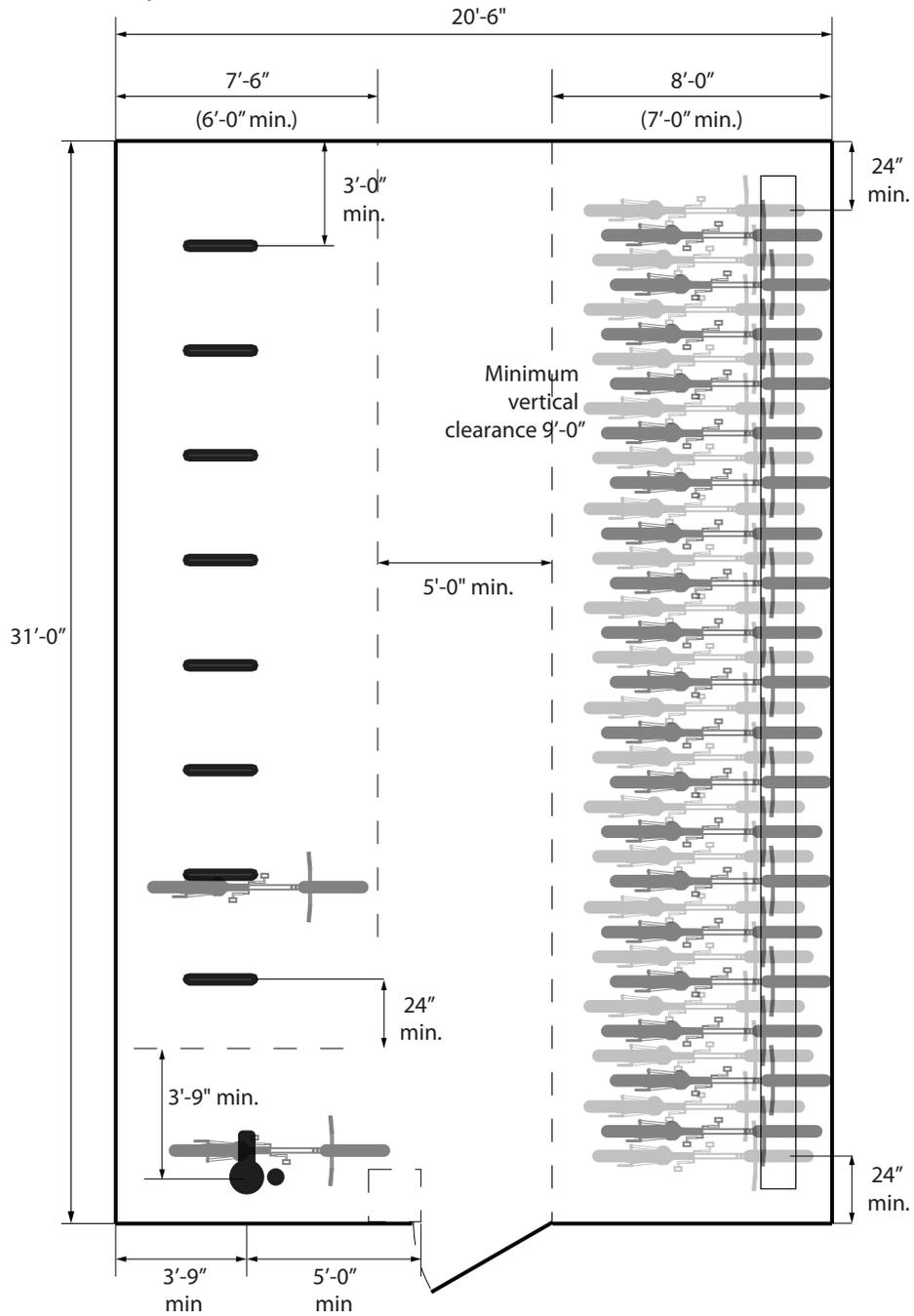


(Image: Alta Planning + Design)



(Image: Alta Planning + Design)

16 bikes on staple racks
 39 double stacked bikes
 repair stand



(Image: Alta Planning + Design)

APPENDIX F - BIKE RACK MATERIAL AND COATINGS FROM APBP

RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

* When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.

(Graphic courtesy Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015))

APPENDIX G - BIKE RACK INSTALLATION FROM APBP

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. [➔ apbp.org](https://apbp.org)

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

FASTENERS

CONCRETE SPIKE



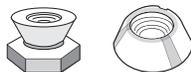
Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.

CONCRETE WEDGE ANCHOR



Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).

SECURITY NUTS



Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.

(Graphic courtesy Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015))

APPENDIX H - SDOT'S FIVE CORE VALUES

A Safe City

We will not accept traffic deaths as an inevitable part of traveling together in a safe city. Our goal is to eliminate serious and fatal crashes in Seattle. Safety also means being prepared for a natural disaster by seismically reinforcing our bridges to withstand earthquakes.

An Interconnected City

More travel options don't always equate to an easy-to-use, interconnected system. Our goal is to provide an easy-to-use, reliable transportation system that gives you the options you want when you need them.

A Vibrant City

A vibrant city is one where the streets and sidewalks hum with economic and social activity, where people meet and shop and enjoy the beautiful city we live in side by side with goods delivery and freight shipping. Our goal is to use Seattle's streets and sidewalks to improve the city's health, prosperity and happiness.

An Affordable City

Our goal is to give all people high-quality and low-cost transportation options that allow them to spend their money on things other than transportation. The transportation system in an affordable city improves the lives of all travelers: those with the latest model smart phones in their pockets and those without.

An Innovative City

Demographic changes and technological innovation are radically reshaping transportation. Our goal is to understand and plan for the changes of tomorrow, while delivering great service today. This includes newer, more nimble approaches to delivering projects and programs to our customers.

The Seattle Department of Transportation
700 5th Avenue, Suite 3800
PO Box 34996
Seattle, WA 98124-4996
(206) 684-ROAD (7623)
www.seattle.gov/transportation



Seattle
Department of
Transportation

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