

An aerial photograph of a city street intersection. A semi-transparent blue rectangular overlay is centered over the intersection, containing white text. The street below shows various vehicles including a black sedan, a white van, a black van, a silver sedan, a red car, and a dark red SUV. There are also pedestrians and a cyclist visible. The street has white lane markings, a crosswalk, and a green-painted area with white arrows. A 'ONE WAY' sign is visible on the left side of the street.

Critical Bicycle Connections

A planning tool for project development

Our vision, mission, and core values

Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

Presentation overview

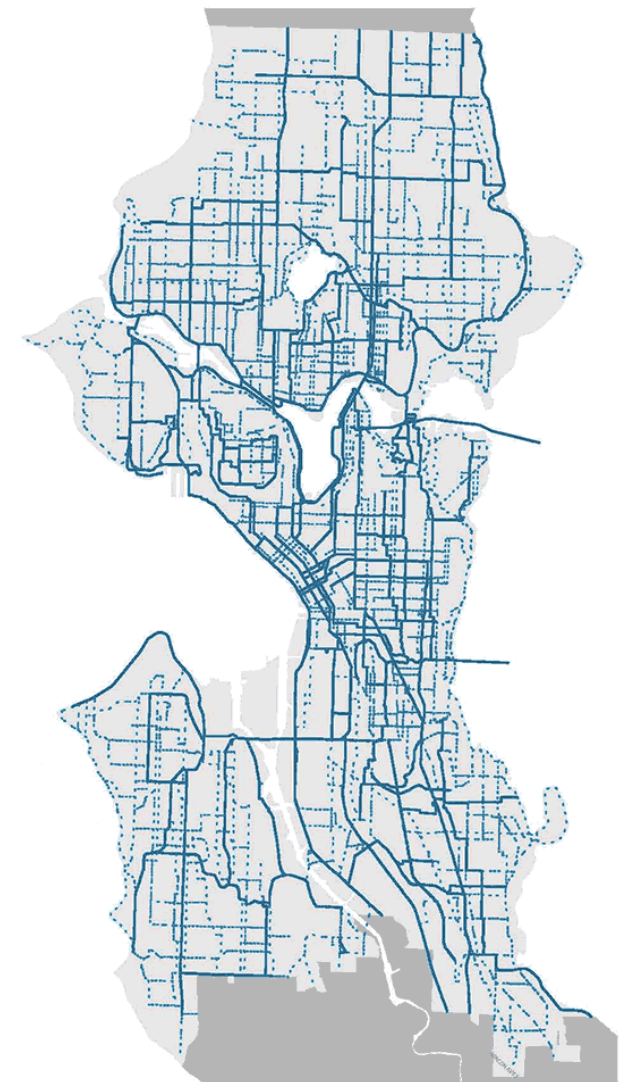
- Goal and purpose of the critical bicycle connections map
- Why are we creating this tool?
- What the critical bicycle connections layer is, and what it isn't
- Approach
- Criteria for selecting critical bicycle connections + Questions for SBAB members
- Next steps
- Future citywide integrated transportation planning

Goal for critical bicycle connections

- Ensure that right-of-way is prioritized for critical connectivity to fulfill the goals and intent of the Bicycle Master Plan.

Purpose of the tool

- Tool for internal planning, coordination, and communication
- Strengthen BMP citywide by defining where bicycle infrastructure must be built on arterials and providing guidance for how to do it, despite limited ROW space
- Providing structure for when BMP lines overlap with other modal plan lines
- Pulling deficiency analysis into planning, know at the onset of the project what major tradeoffs will be



— Citywide Network - - - - Local Connections

See Maps 4-3 through 4-8 for the detailed network

2014 BMP map

Why are we creating this tool?

- Complete corridors approach in bicycle master plan and comprehensive plan
- Planned modal networks don't correspond to available right-of-way when including other modal needs
 - Have done more analysis as part of the Modal Integration work with the Policy and Operations Advisory Group
- Tool for streamlining internal planning, coordination, and communication



What critical bicycle connections are not

- Not re-doing the BMP, not erasing bicycle networks, not creating new bicycle networks
- Not determining greenways
- “Critical” does not mean funded or currently prioritized for implementation

Approach

- Determine criteria
- Map arterials using criteria
- Work sessions
- Map layer incorporated into Complete Streets Process

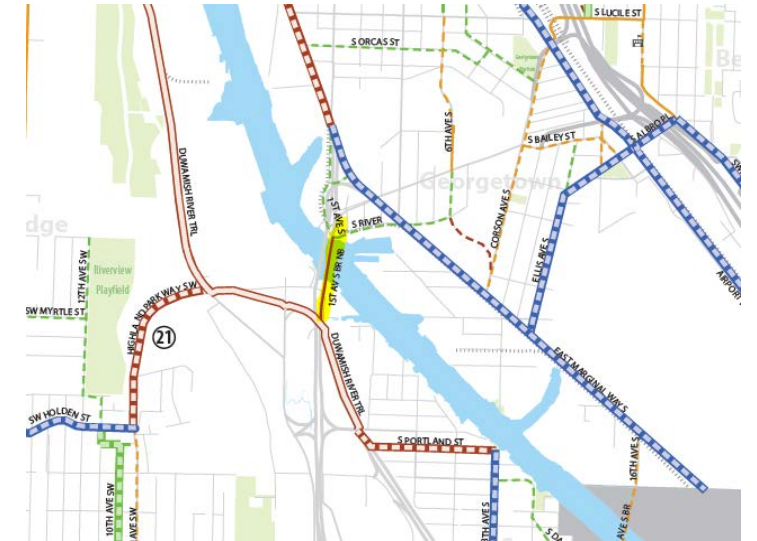
Criteria - what makes a connection critical?

Criteria in original BMP

- Community engagement spring and summer of 2012
 - Results from engagement questions like: Where are you riding bicycles?
Where do you want to ride in the city?
- Connections between existing facilities
- Connections between key destinations
- Topography
- Street character including speed limits, amount of daily traffic, and street classification

Example segments that were ultimately decided as "critical"

- 1st Ave S Bridge
- Avalon
- Eastlake
- Columbian Way
- Bike/ped bridge at Northgate



Questions

- What are the criteria that made these segments critical?
- Think of a bicycle segment from the BMP that you consider to be critical. What is the specific criteria that you used to inform that this is a critical segment?

Next steps

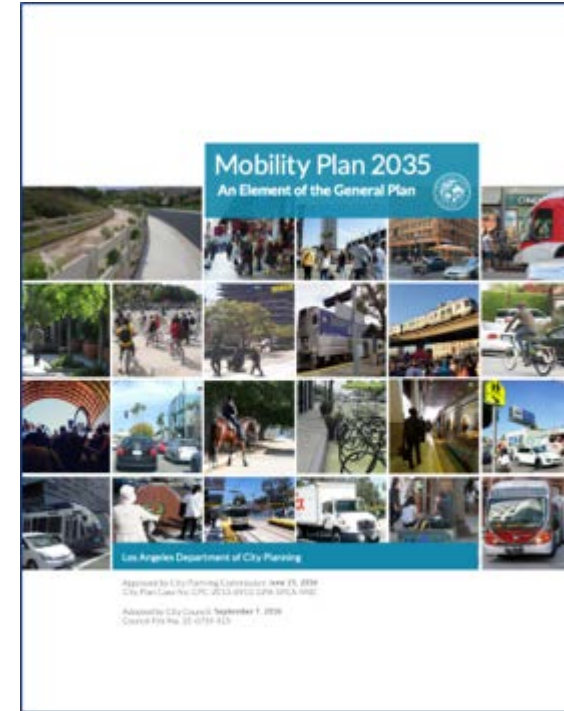
Date	Activity
March 3	Meet with SBAB and help guide criteria
March	Work on criteria with map, internal working sessions
Spring	Come back to SBAB?
	Integrate tool into Complete Streets Process

Future citywide integrated transportation planning

Integrate 4 modal plans within a single plan

- Leverage 2024 Comprehensive Plan update
- Engage in community conversations around mobility and public space needs
- Combine 4 modal master plan networks and integrated policy framework
- Prepare for next transportation levy

**This action is dependent on identifying resources*



Questions?

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