



Bike Master Plan Levy Status Update & 2023-2024 SDOT Proposed Budget

Seattle Bicycle Advisory Board
Summer Jawson & Hallie O'Brien
November 2, 2022

We are here today to:

- Outline SDOT's proposed 2023-2024 budget priorities
- Show how 2023-2024 budget supports bicycle safety
- Share SDOT's progress on meeting Levy goals

SDOT 2023-2024 Proposed Budget

Priorities:

- **Finish strong on the Levy to Move Seattle**
- Fund core services sustainably
- Continue to invest in Vision Zero
- Implement Transportation Equity Framework



Finishing strong on the Levy to Move Seattle

In **addition** to the baseline budget, in the 2023-24 Proposed Budget we are:

1) Investing available Levy and non-Levy funds into **specific programs** previously identified as at risk for not meeting 2015 Ordinance goals, **getting us on track** to meet or get closer to 2015 Ordinance goals

2) Continuing to invest available Levy and non-Levy funds **across the portfolio**, allowing us to **stay on track** to meet 2015 Ordinance goals

The 2023-2024 proposed budget works in tandem with other budget actions we take, such as supplemental budget actions and administrative transfers.

Where is this funding coming from?

Fund Source	Amount (2023 & 2024)	Where did it come from?
Levy to Move Seattle	\$42.1M	<ul style="list-style-type: none"> • Reprioritized Levy funds • Project savings from Lander St Bridge, Fairview Bridge • Program reductions from Program 18 - Market/45th project (was supplanted with STM funding), and Program 21 - Transit Spot Improvements (program was on track to overdeliver)
SSTPI (School Safety, Traffic and Pedestrian Improvement)	\$4.4M	<ul style="list-style-type: none"> • Increased SSTPI fund revenues due to reopening of schools after COVID closures
REET (Real Estate Excise Tax)	\$6.0M	<ul style="list-style-type: none"> • Increased REET fund allocation from revised revenue forecast
STM (Seattle Transit Measure)	\$1.4M	<ul style="list-style-type: none"> • Move Ahead WA package funding youth ridership on transit freed up STM money
LCLIP (Land Conservation & Local Infrastructure Program)	\$0.5M	<ul style="list-style-type: none"> • Funding from cooperative program with King County
TOTAL	\$54.4M	

Where is it going?

1) To specific programs, to get us on track to meet or get closer to 2015 Ordinance Goals

Program	Funding	Projects Supported
5 - Bicycle Safety	Levy - 2023-2024: \$11.8M SSTPI - 2023-2024: \$1.9M	Georgetown-Downtown PBL, SODO Trail Extension, Beacon Ave S PBL, Alaskan Way PBL, 11 th /12 th Ave PBL, Little Brook NGW, Neighborhood Greenways serving schools
6 - Sidewalk Safety Repair	Levy - 2023-2024: \$6.5M	22 additional blocks of sidewalk repair
9 - Arterial Roadway Maintenance	Levy - 2024: \$10.7M	Paving of 15 th Ave NW
10 - Paving Spot Improvements	Levy - 2023-2024: \$6.2M	8 additional lane-miles of arterials repaired
25 - New Sidewalks	Levy - 2023-2024: \$6.6M SSTPI - 2023-2024: \$1.2M REET - 2023: \$0.5M LCLIP - 2023: \$0.5M	Beacon Ave S (12 blocks) Greenwood Ave N (6 blocks) REET funding for Ryther School

Where is it going?

2) Across the portfolio, allowing us to stay on track to meet 2015 Ordinance Goals

Program	Funding	Projects Supported
1 - Safety Corridors	STM - 2023: \$1.4M	Safety improvements along High Injury Network streets.
2 - Safe Routes to School	SSTPI - 2023-2024: \$0.4M	Projects to create safer places to walk and bike on routes to schools, including improvements on busy arterial intersections like curb bulbs and flashing lights, speed humps for neighborhood street calming, and stop signs to improve traffic control.
18 - Multimodal Improvements	REET - 2023: \$2.9M	Burke Gilman Trail
26 - SPU Broadview	SSTPI - 2023-2024: \$0.4M	Projects to increase pedestrian safety in the Broadview neighborhood.
27 - Bike Parking and Bike Spot Improvements	SSTPI - 2023-2024: \$0.5M	Projects to increase safety on bike routes.
29 - East Marginal Way	Levy - 2023: \$0.3M REET - 2023-2024: \$2.6M	Paving and construction of North Segment roadway and Protected Bike Lane (PBL) ; railroad track reconfiguration at S Hanford St needed to improve the PBL crossing at this intersection

Additional Funding in Bike Safety - \$19.3M

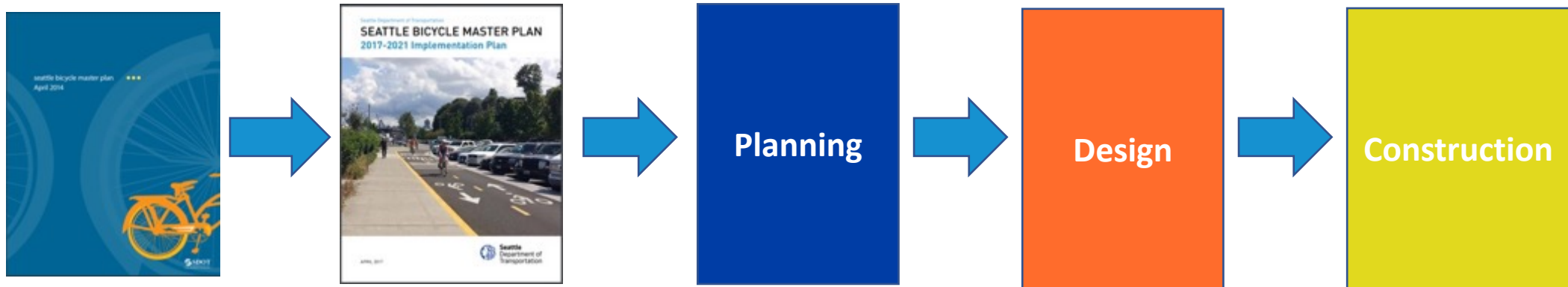
Resulting from Levy Portfolio Status Update work

- 2023-2024 Proposed Budget
 - Levy - \$11.8M to Protected Bike Lanes (\$11.6M) and Neighborhood Greenways (\$0.2M)
 - SSTPI - \$1.9M to Neighborhood Greenways
- Administrative transfers
 - \$1.8M to Neighborhood Greenways
- Supplemental budget actions
 - \$3.8M to Protected Bike Lanes

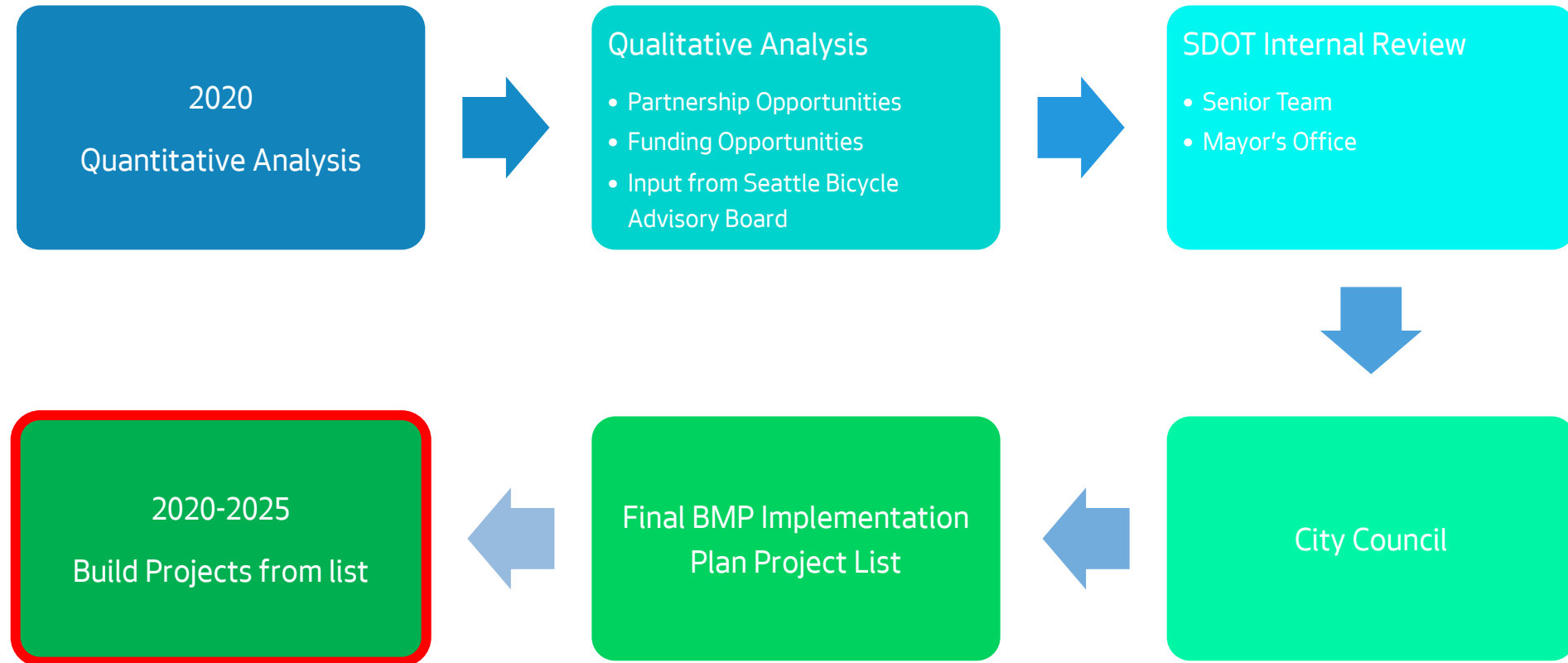
Program 5 - Bicycle Safety

2015 Ordinance	2018 Levy Workplan Target	2021 Recommendations	Additional Plan Developed in 2022
Build approximately 50 miles of new protected bike lanes (PBLs) and 60 miles of greenways (NGWs)	A range of 50 to 55 miles of any type of bike facility based on previously-approved plans	Allows us to build 65.53-75.53 miles of bike facilities with Levy dollars	Now allows us to build 90-107 miles of bike facilities

Life cycle of a project



BMP Implementation Plan Development



Seattle's Bike Network

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			
	Any	Multiple lanes per direction		Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Trails / Shared Use Paths

- Separate path
- Signs and wayfinding

Protected Bike Lanes

- Protected bike facility in the roadway
- Protected intersections and green paint markings

Conventional Bike Lanes/ In Street Minor Separation

- Striped lane or painted marking in the roadway

Neighborhood Greenways

- Improved crossing of busy streets
- Walk and bike priority through traffic calming and side street stop control
- Wayfinding

Healthy Streets

- Street Closed
- Entrance narrowing

Even Better Bike Lanes – New Materials

Four materials to pilot

- Concrete
 - 1x Precast Parking Stop
 - 1x Precast Barrier
 - 1x Extruded Curb
- Manufactured Polymer barriers
 - 1x Plastic Delineators

NE 40th St – Parking Stops

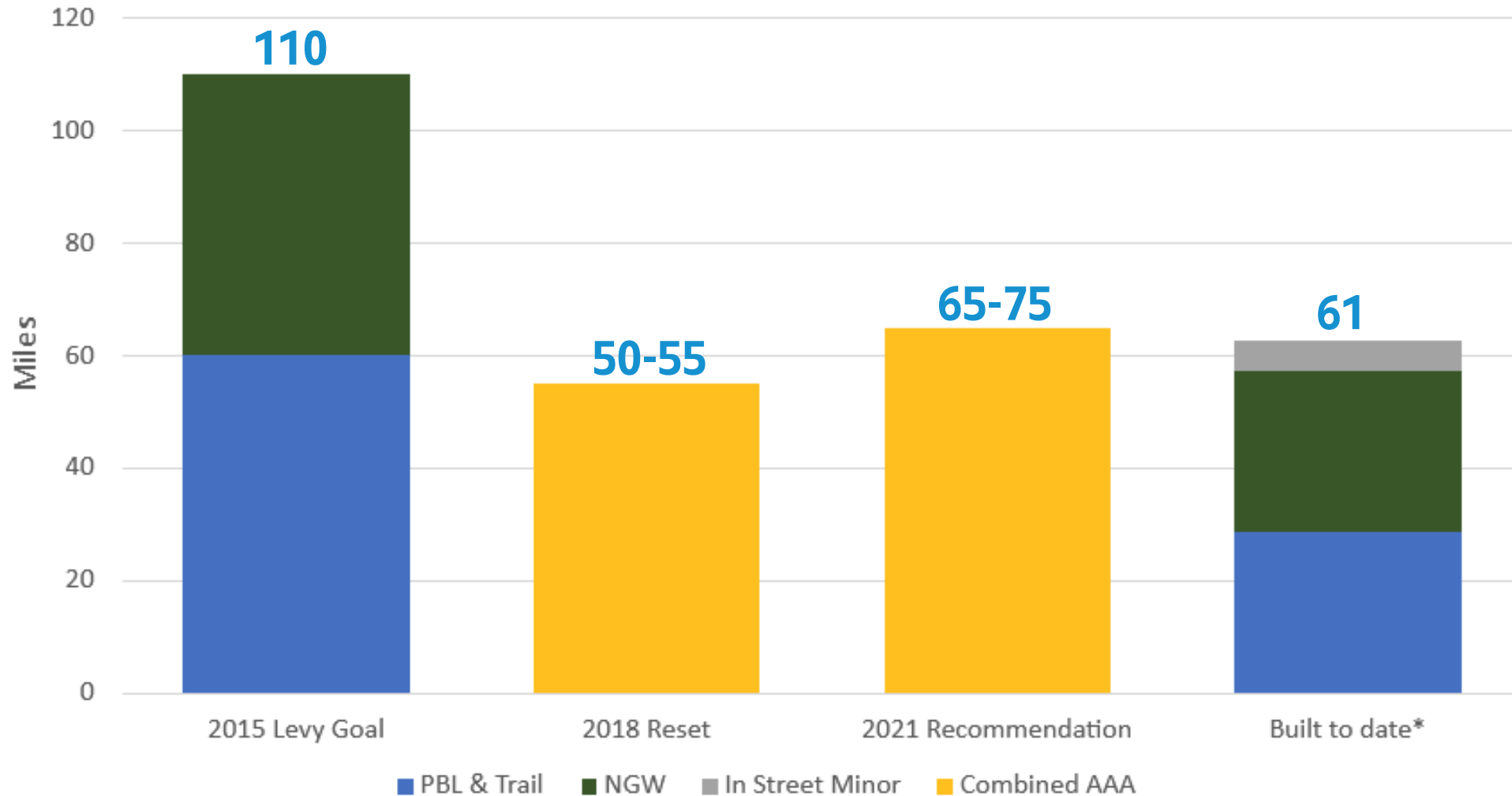
N 9th St – Armadillo

S Columbian Way – Toronto Barrier

S Dearborn St – Extruded Curb



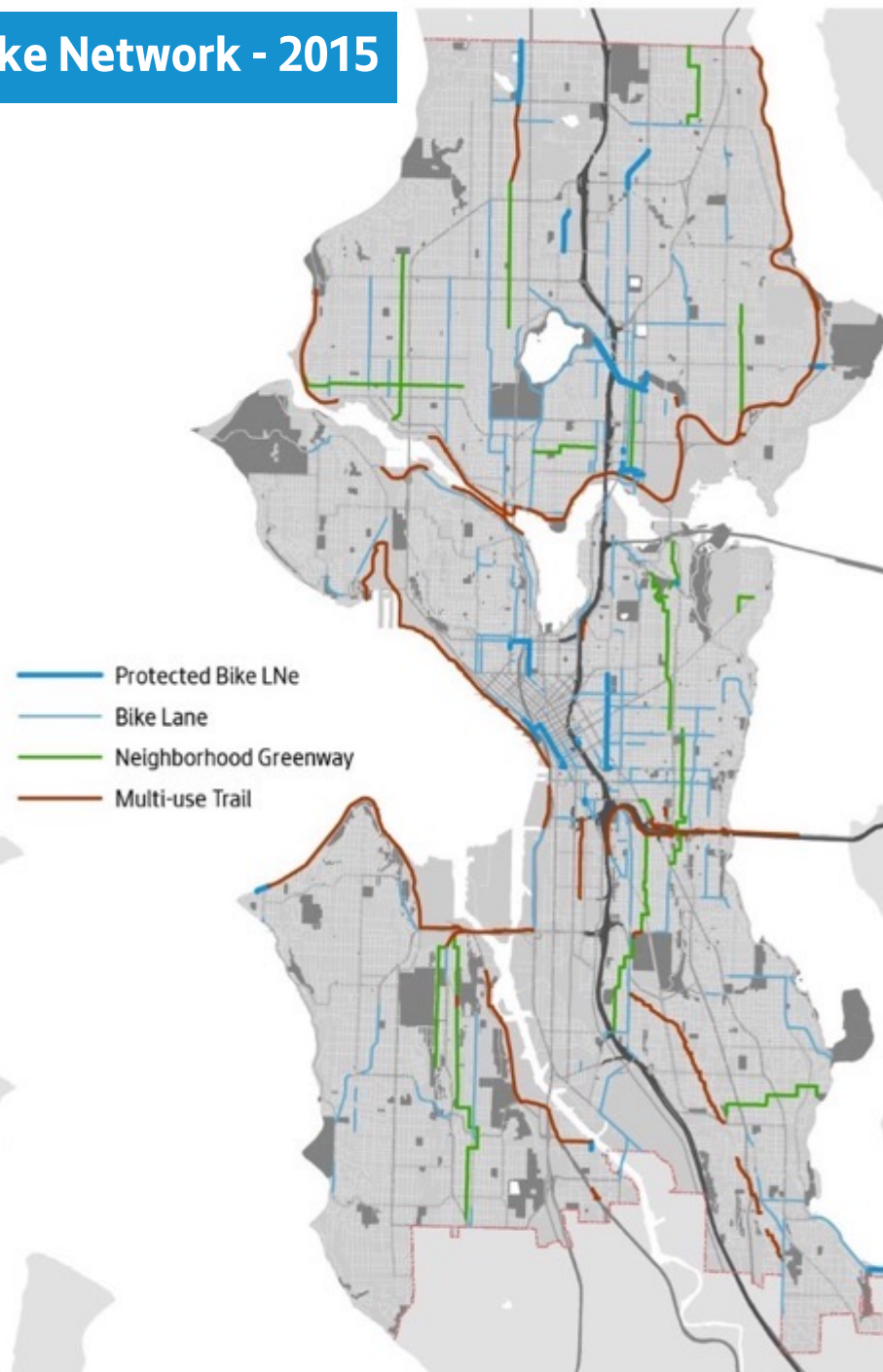
Bike Facilities Constructed with Levy Dollars



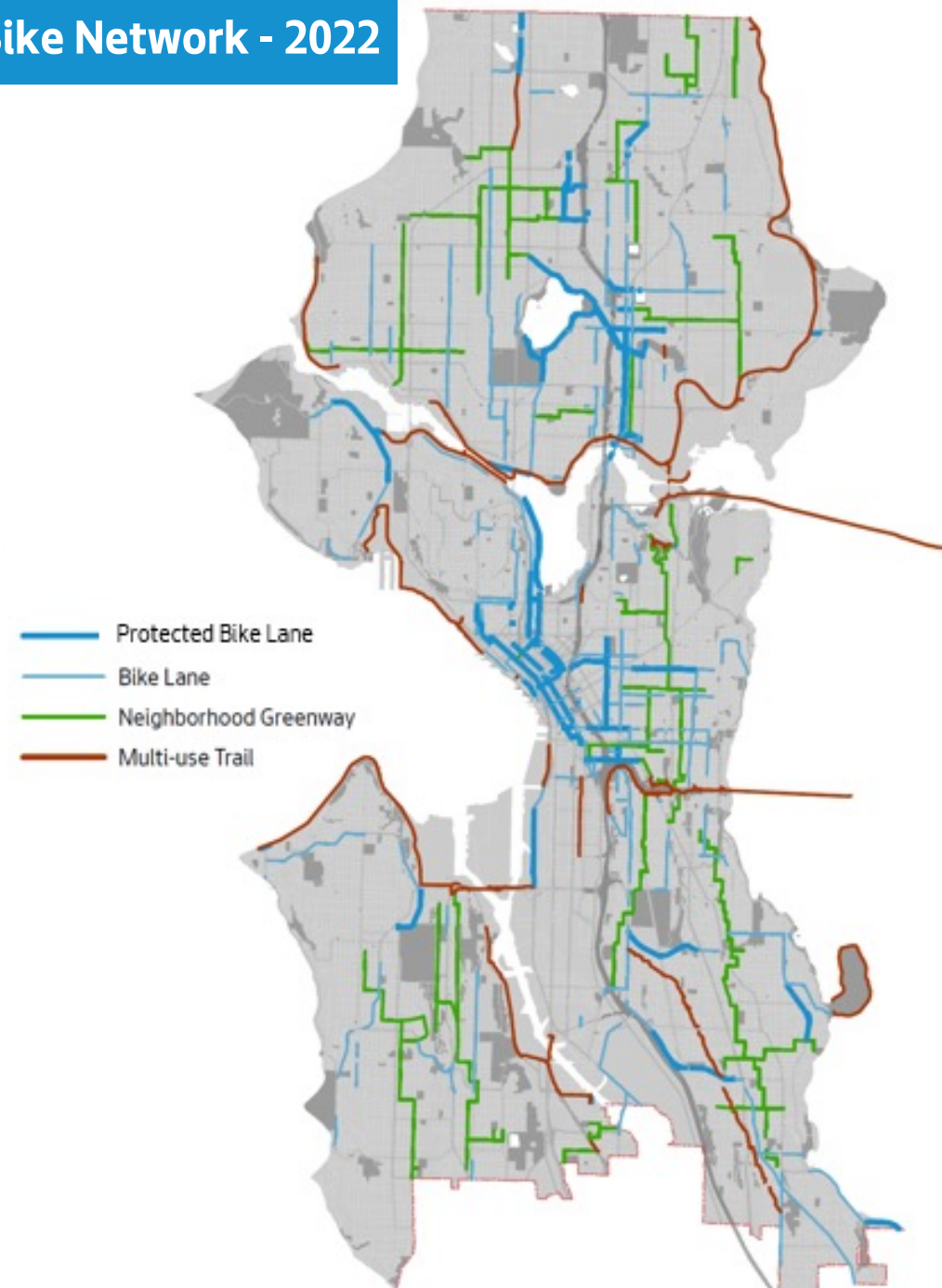
AAA= All ages and abilities

*Projects completed through Q3 2022

Seattle's Bike Network - 2015



Seattle's Bike Network - 2022



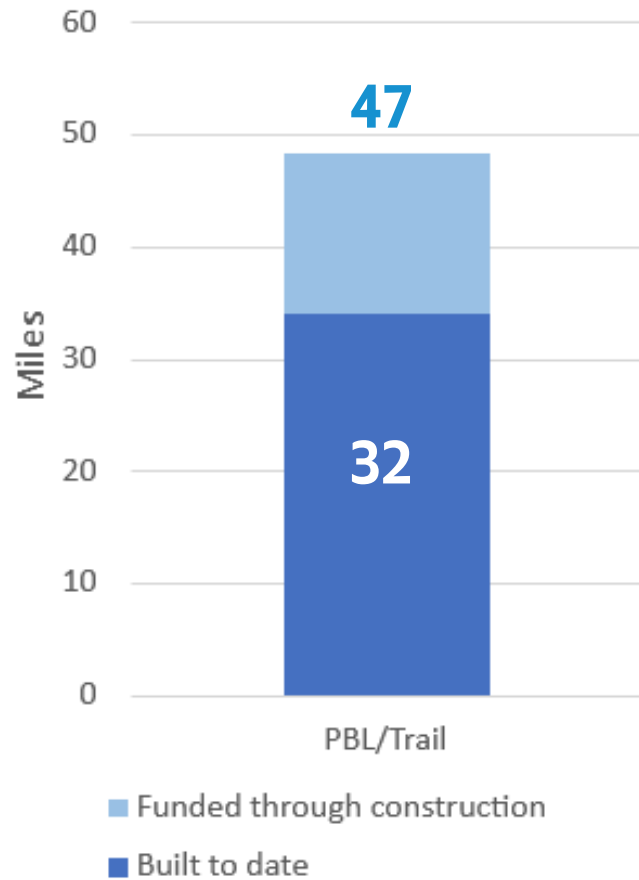
Bicycle Safety Program Next Steps

1) Finish Strong

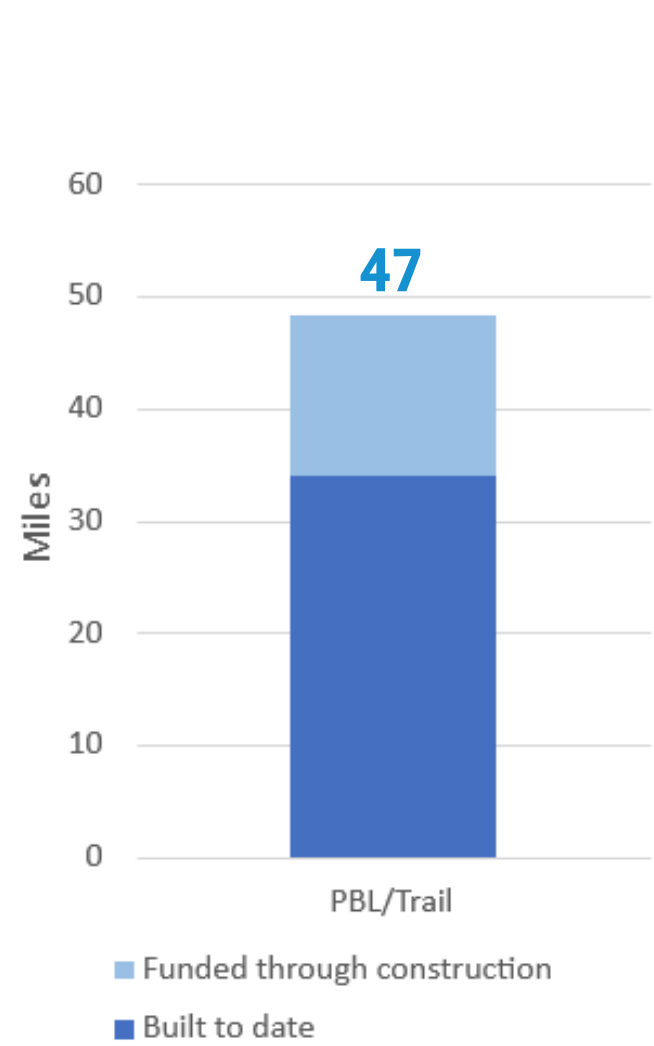
- Build new protected bike lanes & trails (15.25 miles)
- Build new neighborhood greenways partnering with Safe Routes to School (14.59 - 18.09 miles)
- Build permanent Healthy Streets on existing neighborhood greenways built under the Bridging the Gap Levy (2.7 - 9.5 miles)
- Building neighborhood greenways and permanent Healthy Streets at the same time at locations that were prioritized during the pandemic (3.1 miles)

2) Get projects designed and "shovel ready" for future funding opportunities

Protected Bike Lanes and Trails

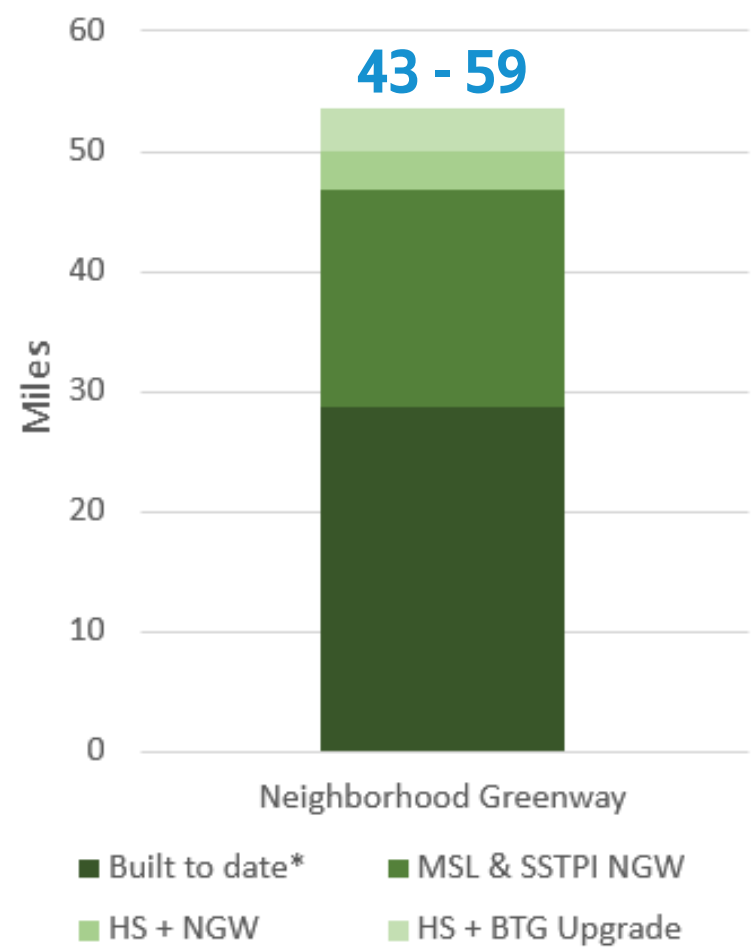


Protected Bike Lanes and Trails



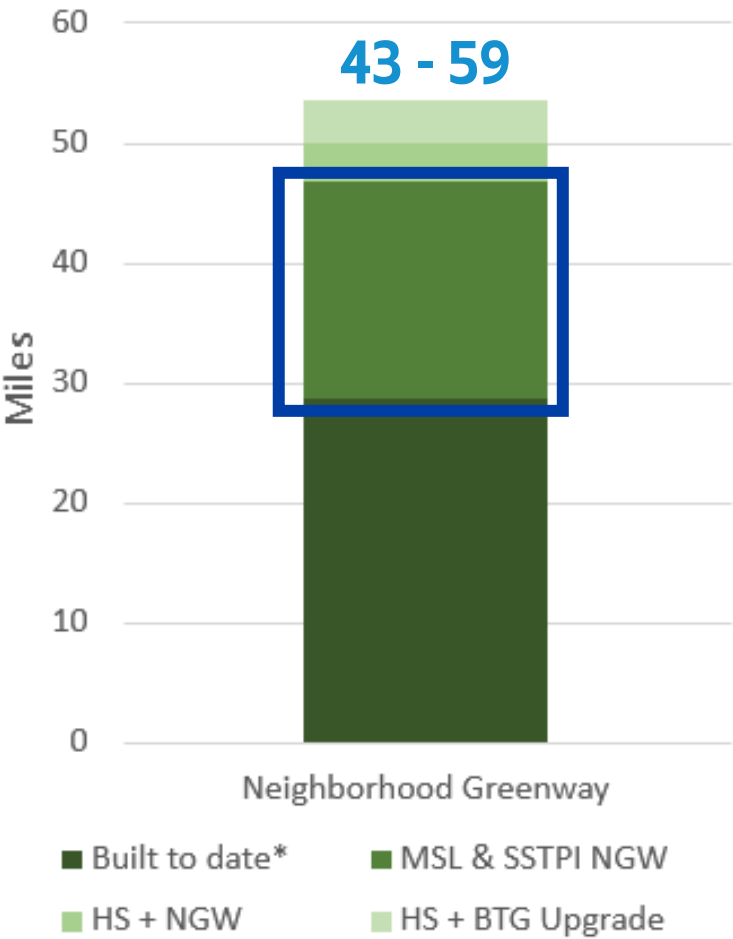
Funded Through Construction	
11th/ 12th Paving Project- NE 43rd St to NE 67th St.	1.25
BMP - 4th Ave Protected Bike Lane Barrier	0
BMP - MLK Rainier to Judkins Park	1
BMP PBL - 8th Ave PBL Permanent	0
BMP PBL-Alaskan Way PBL (Virginia to Elliot Bay Trail)	0.56
BMP PBL-Beacon Hill PBL	1.7
BMP PBL-NE 45th St Bridge Eval	0
Burke Gilman Trail - Missing Link / Ballard Multimodal Corridor	1.42
Center City - Pike/Pine (permanent, mileage to match interim with the addition of the blocks between 6th and 9th)	0.1
E Marginal Way-Phase 1	1.3
Eastlake (Fairview to Stewart) Q4	0.8
Georgetown to Downtown	1.9
Georgetown to South Park Connection	1.64
Melrose Promenade (PBL segment)	0.1
RapidRide J (Formerly Roosevelt Transit Plus Multi-modal Corridor).	2.06
Green Lake Loop	1.0
Total	14.83

Neighborhood Greenways



* Miles and projects pending completion of Healthy Street outreach process and available funding

Neighborhood Greenways

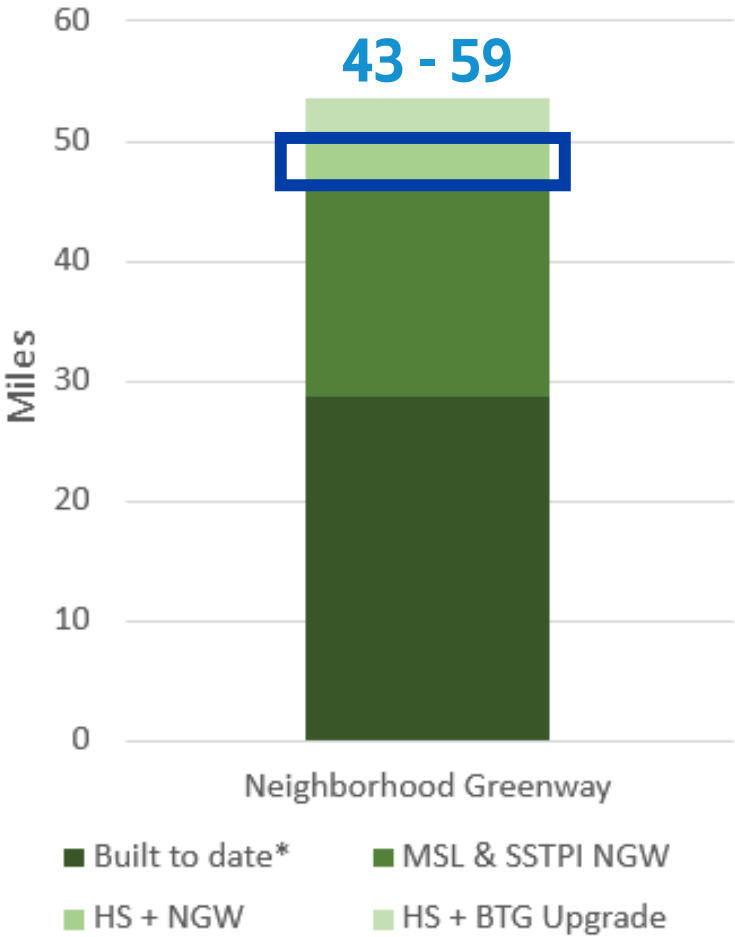


* Miles and projects pending completion of Healthy Street outreach process and available funding

MSL + SSTPI Neighborhood Greenways	
Central Ridge Phase 2	1.41
Lake City to Maple Leaf NGW CROSSING	0.34
Little Brook	0.38
Melrose Promenade (NGW segment)	0.83
NGW Connection to Missing Link 1 (26th Ave NW)	0.35
NGW Connection to Missing Link 2 (NW Dock Pl)	0.05
NGW Connection to Missing Link 2 (NW Vernon Pl)	0.1
Rainier Valley N-S Phase 2	0.67
VZ- Interurban to Greenwood Connection	0.24
West Seattle - 35th Ave SW Alternative - Camp Long Connection	0.72
Safe Routes to School Neighborhood Greenways (14 locations)	10-13
Neighborhood Greenway Total	14.59 - 18.09



Neighborhood Greenways

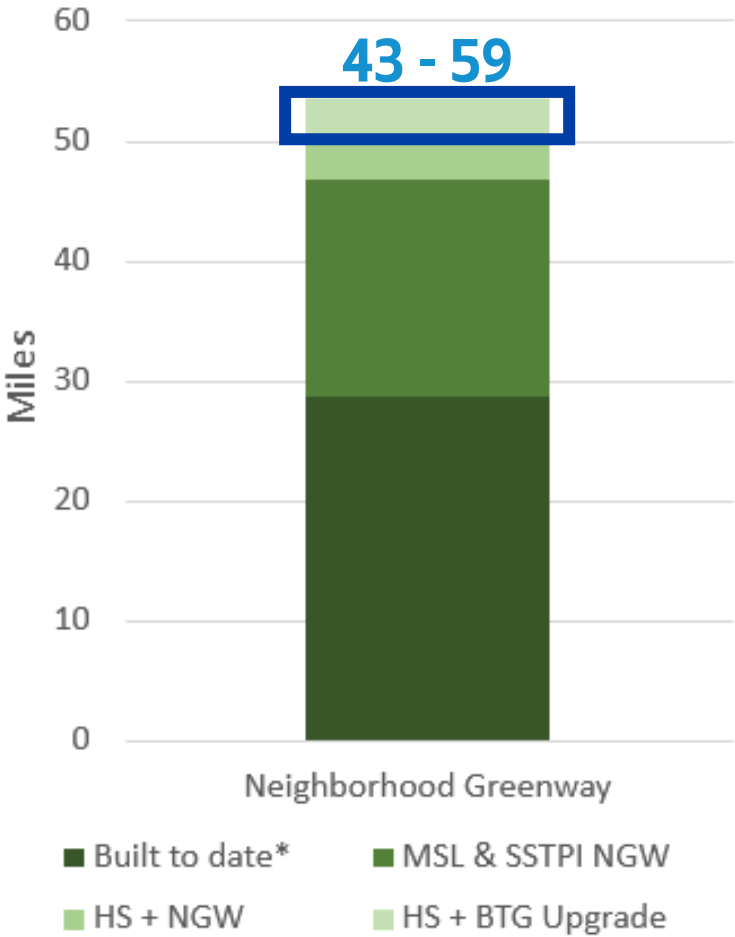


* Miles and projects pending completion of Healthy Street outreach process and available funding

Healthy Streets + Neighborhood Greenways built at the same time	
Alki Point	0.65
Bell Street Park	0.24
South Park	1.4
Georgetown	0.8
HS+NGW Total	3.1



Neighborhood Greenways



* Miles and projects pending completion of Healthy Street outreach process and available funding

Healthy Streets + Upgrades to Bridging the Gap Neighborhood Greenways*	
South Seattle (Delridge, Beacon Hill)	1.3 - 4.5
Central	0.5 - 2.5
North Seattle (17th Ave NW, Fremont Ave N)	0.9 - 2.5
HS-BTG Total	2.7 - 9.5



Permanent Healthy Streets

Move Seattle Levy Miles

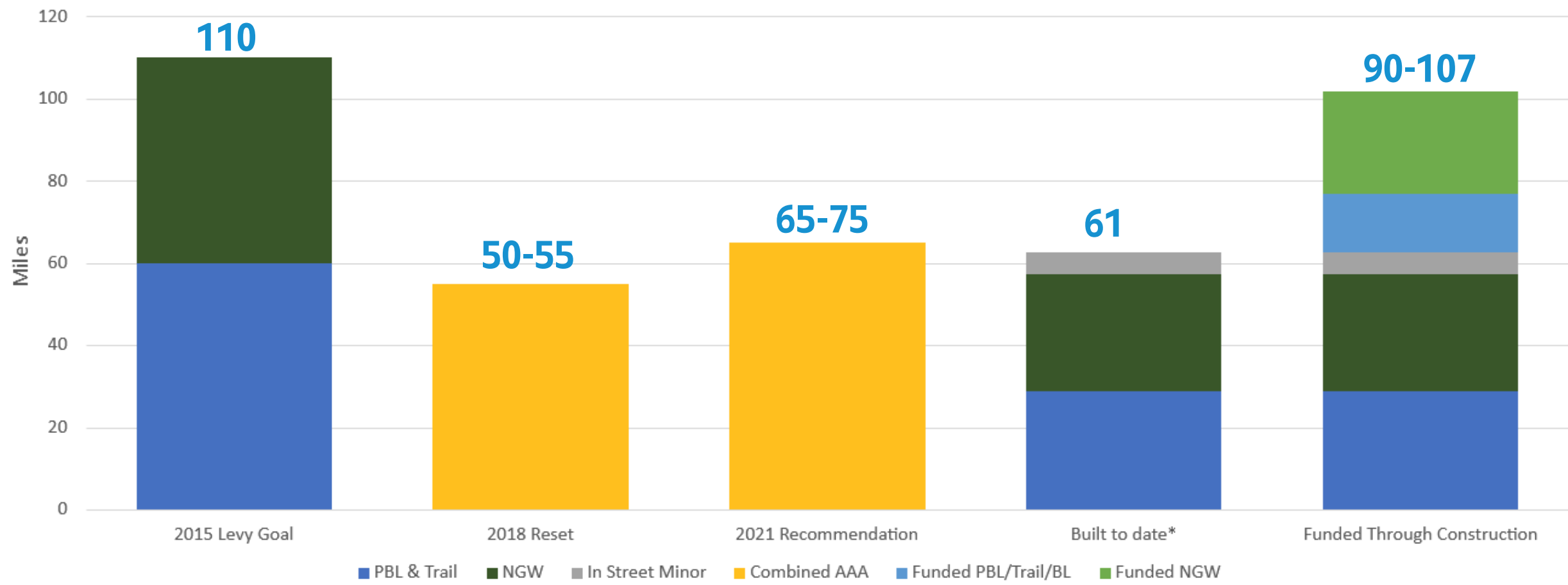
- Upgrade to Bridging The Gap Neighborhood Greenways
- New Neighborhood Greenways prioritized through COVID response and Reconnect West Seattle

Coronavirus Local Fiscal Recovery Funding / Non-Levy Funded

- Upgrading Neighborhood Greenways built with Move Seattle Levy funding



Projected Bike Facilities Constructed with Levy Dollars



AAA= All ages and abilities
*Projects completed through Q3 2022

Questions?

Hallie.O'Brien@seattle.gov

Summer.Jawson@seattle.gov

<https://www.seattle.gov/transportation/BMP>



Thank you!