

A group of children are riding bicycles on a paved path. The children are wearing helmets and casual clothing. The background is filled with lush green trees, suggesting a park or a tree-lined street. The scene is bright and sunny.

Bicycle Master Plan Update

Urban Forestry Commission
May 14, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

SDOT's core principles



Background

- BMP update launched spring, 2012
- Council direction:
 - Include cycle tracks and neighborhood greenways
 - Incorporate new standards based on NACTO Urban Bikeways Guide
 - Develop clear prioritization framework



Background (cont.)

- Public outreach and engagement
 - Community meetings
 - Boards and commissions (SBAB as main advisory body)
 - Other agencies
- Released draft plan June 2013
- Released recommended plan November 2013
 - Transportation Committee briefing and public hearing in December



Key purposes of updated plan

- Plan, design, and build a bicycle network for people of “all ages and abilities”
- Focus network more on non-arterial streets (neighborhood greenways and off-street trails)
- Address competing needs among travel modes on arterials
- Emphasize safety

seattle bicycle master plan ●●●
November 2013



Why improve conditions for bicycles?

- Mobility choices
- Economic competitiveness
- Contributes to sustainable transportation system
- Affordability and equity



Policy framework

VISION: Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities.



Policy framework

Plan Goals:

1. **Ridership** – Increase amount and mode share of bicycle riding in Seattle for all trip purposes.
2. **Safety** – Improve safety for bicycle riders in Seattle.
3. **Connectivity** – Create a high-quality bicycle network that connects to places people want to go and provides a time-competitive travel option.
4. **Equity** – Improve bicycle riding for all through equity in public engagement, program delivery, and capital investments.
5. **Livability** – Build vibrant communities by creating a welcoming environment for bicycle riding.

Bicycle network map

Citywide Network:

“All ages and abilities” facilities connect to key destinations

- multi-use trails
- cycle tracks (protected bike lanes)
- neighborhood greenways

Local Connectors:

Facilities that connect to citywide network and serve local destinations

- neighborhood greenways
- bike lanes
- buffered bike lanes
- shared lanes



Protected bicycle lanes (cycle tracks)

Cycle tracks provide separation between bike riders and other vehicle traffic, and can be designed in a variety of ways



Neighborhood greenways

Residential streets that are optimized for pedestrians and bicycles—a major component of the plan



Treatments include:

- Pavement markings and wayfinding signs
- Traffic calming elements – speed humps, traffic circles
- Safety improvements at crossings and intersections

Neighborhood greenways

- Beacon Hill Greenway
 - Intersection of S Spokane St and Lafayette Ave S



Bicycle Network Facilities

Bicycle Facilities in the Recommended Bicycle Network (lengths in miles)

	Existing Network*	Proposed Network Improvements			Total Network	Percent of Total Network
		Upgraded to Existing Bicycle Facilities	New Facilities	Total New or Upgraded Facilities to Build		
Off Street	46.9	0	32.0	32.0	78.9	13%
Cycle Track (protected bicycle lane)	3.2	52.1	49.5	101.6	104.8	17%
Neighborhood Greenway	10.3	0	238.6	238.6	248.9	41%
In Street, Minor Separation	44.4	17.9	75.6	93.5	137.9	23%
Shared Street	30.0	0	7.8	7.8	37.8	6%
Total	134.8	70.0	403.5	473.5	608.3	100%

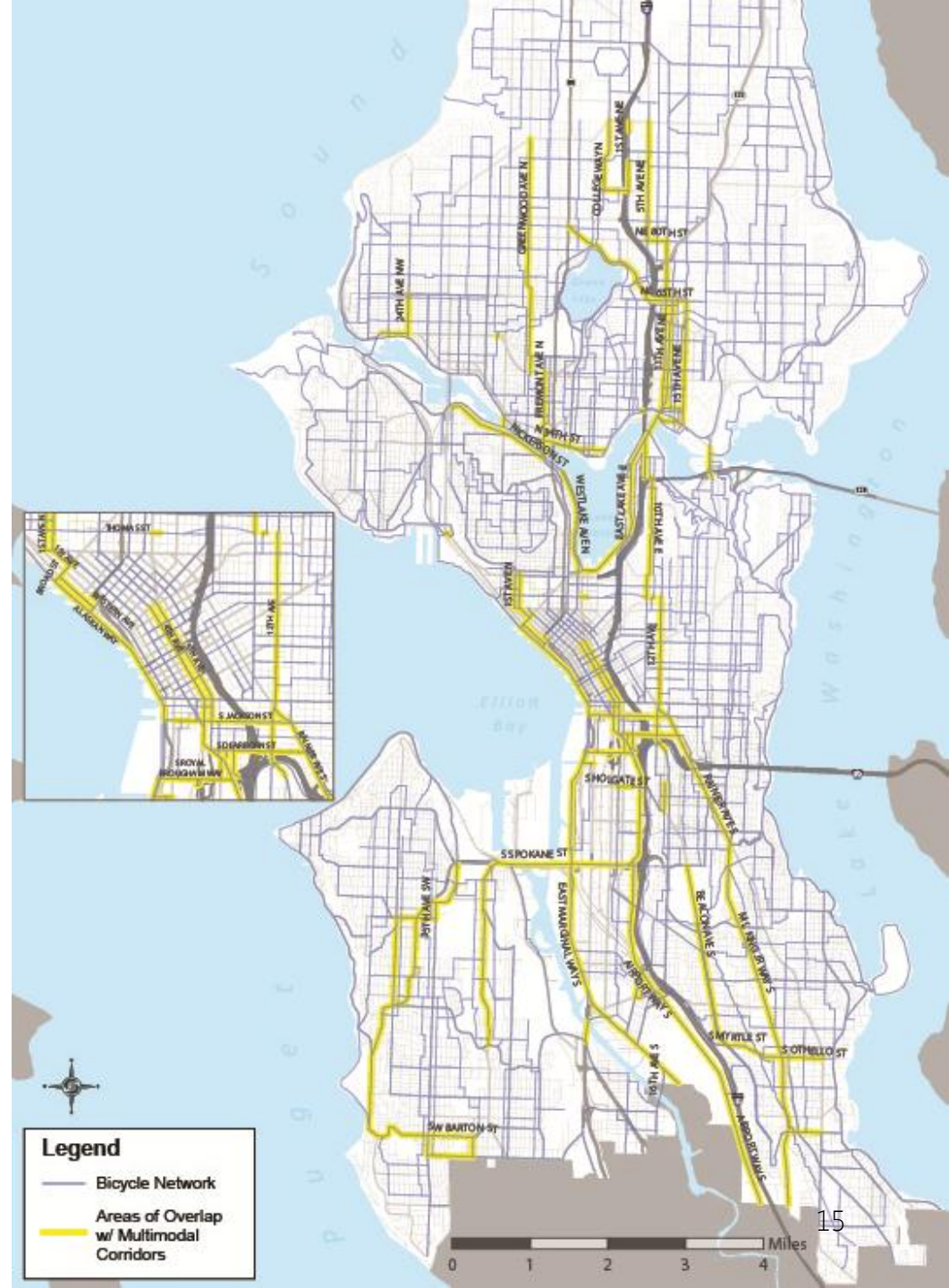
*Existing network totals include only existing facilities that meet the bicycle network facility designation guidelines or, in some cases, where right-of-way is limited and a higher-quality facility could not be implemented.

Multimodal corridors

Identified where a proposed bicycle facility is on same street as:

- Priority transit corridor
- Major Truck Street

Decision framework developed for bicycle facilities on multimodal corridors



Implementation approach

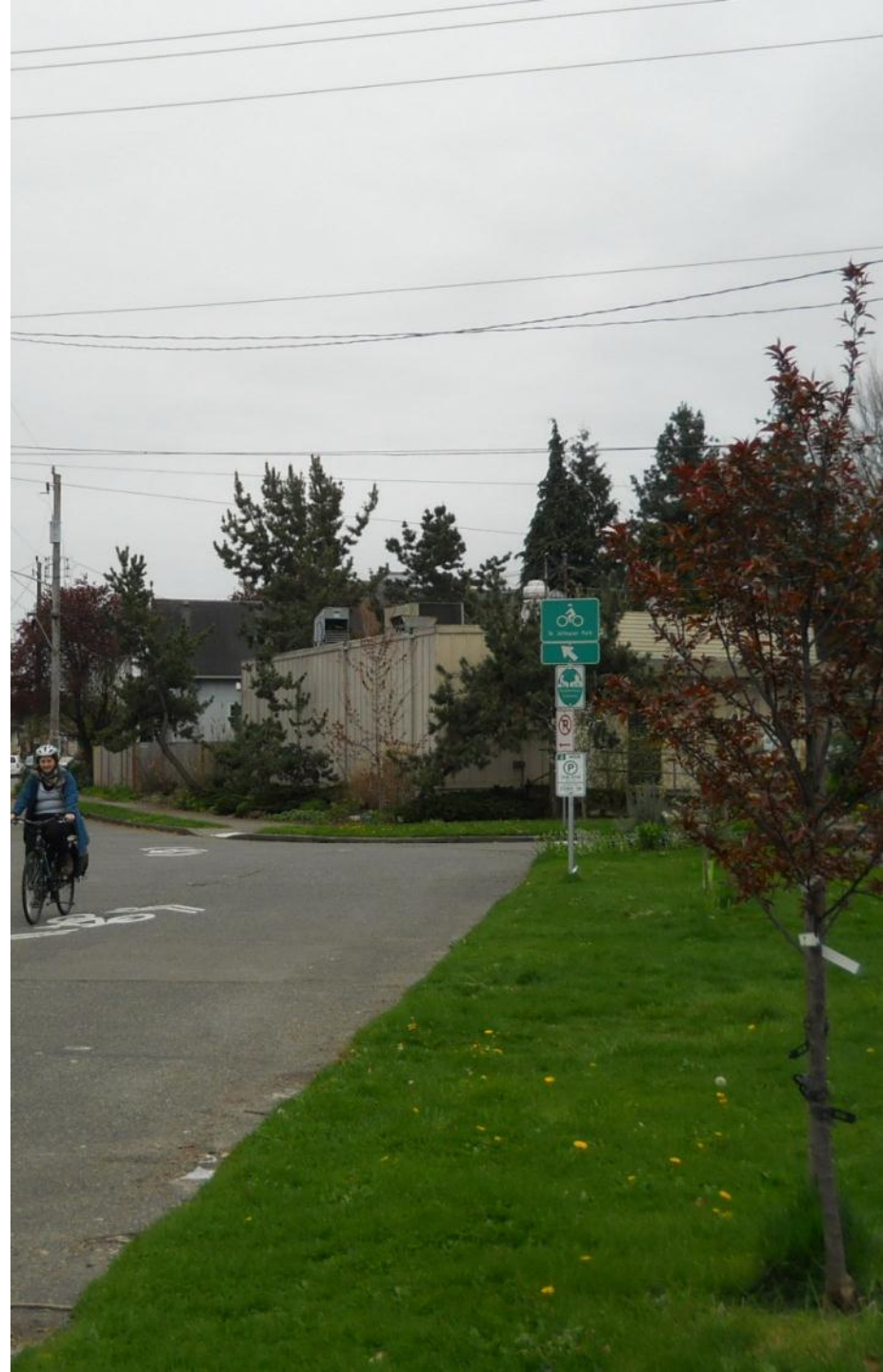
- New SDOT implementation actions
 - Prioritization process
 - Bicycle project delivery process
- Coordination with other city departments and partners
- Maintenance of and improvements to bicycle facilities
- Performance measures
- Develop 3-5 year implementation plan



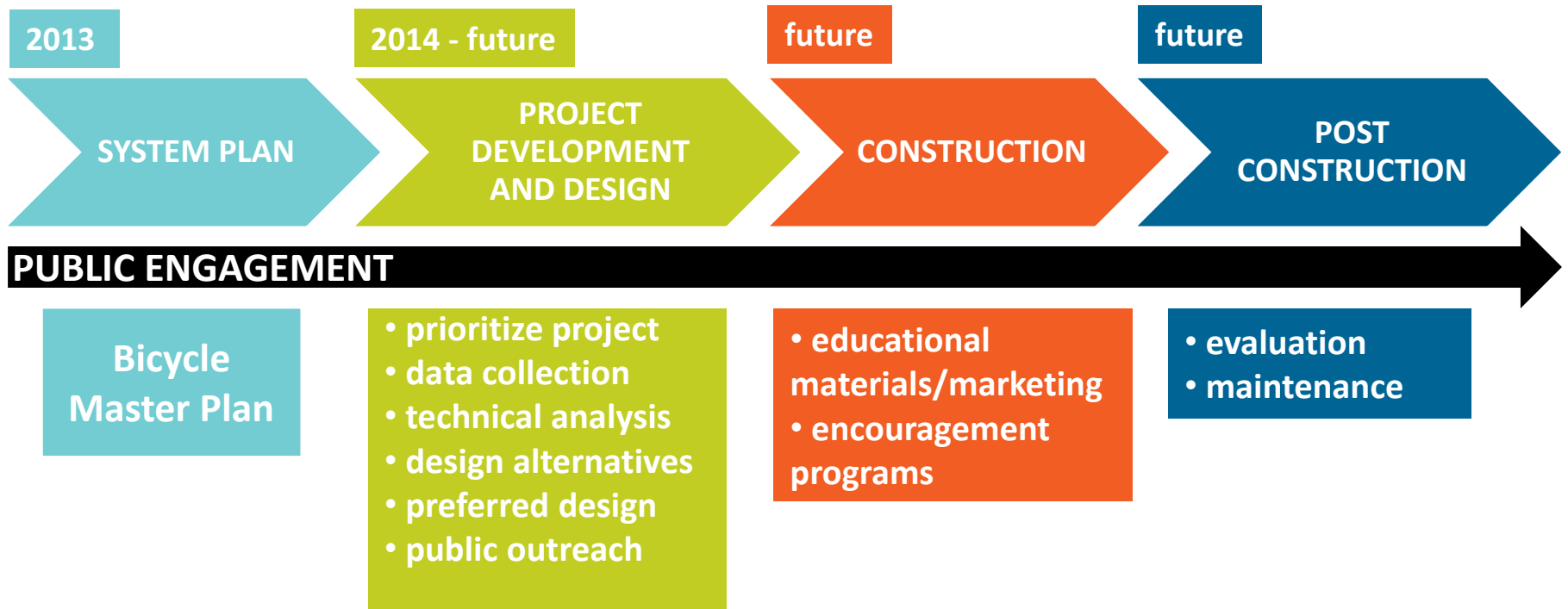
Implementation approach

Coordination with other city departments and partners

- Strategy 7.8, action 7.8.1: coordinate with SPU to maximize transportation and stormwater benefits ...
Incorporation of greener infrastructure on all streets is important for livability, sustainability, and the environment.
- Strategy 7.8, action 7.8.11: work with OSE to incorporate implementation strategies and complementary programs that help to achieve the goals of the Climate Action Plan.



From plan recommendation to project implementation



BMP Adoption Resolution

- City Council will determine annual funding level for implementation as part of budget process.
- Prioritization framework to determine projects.
- Incorporation of the plan's multimodal decision framework.
- Engage the public on plan implementation; final project implementation may differ from plan.



BMP Adoption Resolution

- Recommended facilities designed to meet or exceed national, state, local standards – likewise for intersection treatments.
- SDOT will address needs of people with disabilities in design/construction of bicycle facilities.
- DPD will take bicycle network and facility design into account during the planning and review of development projects.



BMP Adoption Resolution

- 3-5 year implementation plan presented to Council and SBAB within 90 days of adoption.
- Annual implementation progress report submitted to Council and reviewed and endorsed by SBAB.
- BMP will be updated every 5 – 7 years.



Questions?

http://www.seattle.gov/transportation/bikemaster_materials.htm

<http://www.seattle.gov/transportation>

