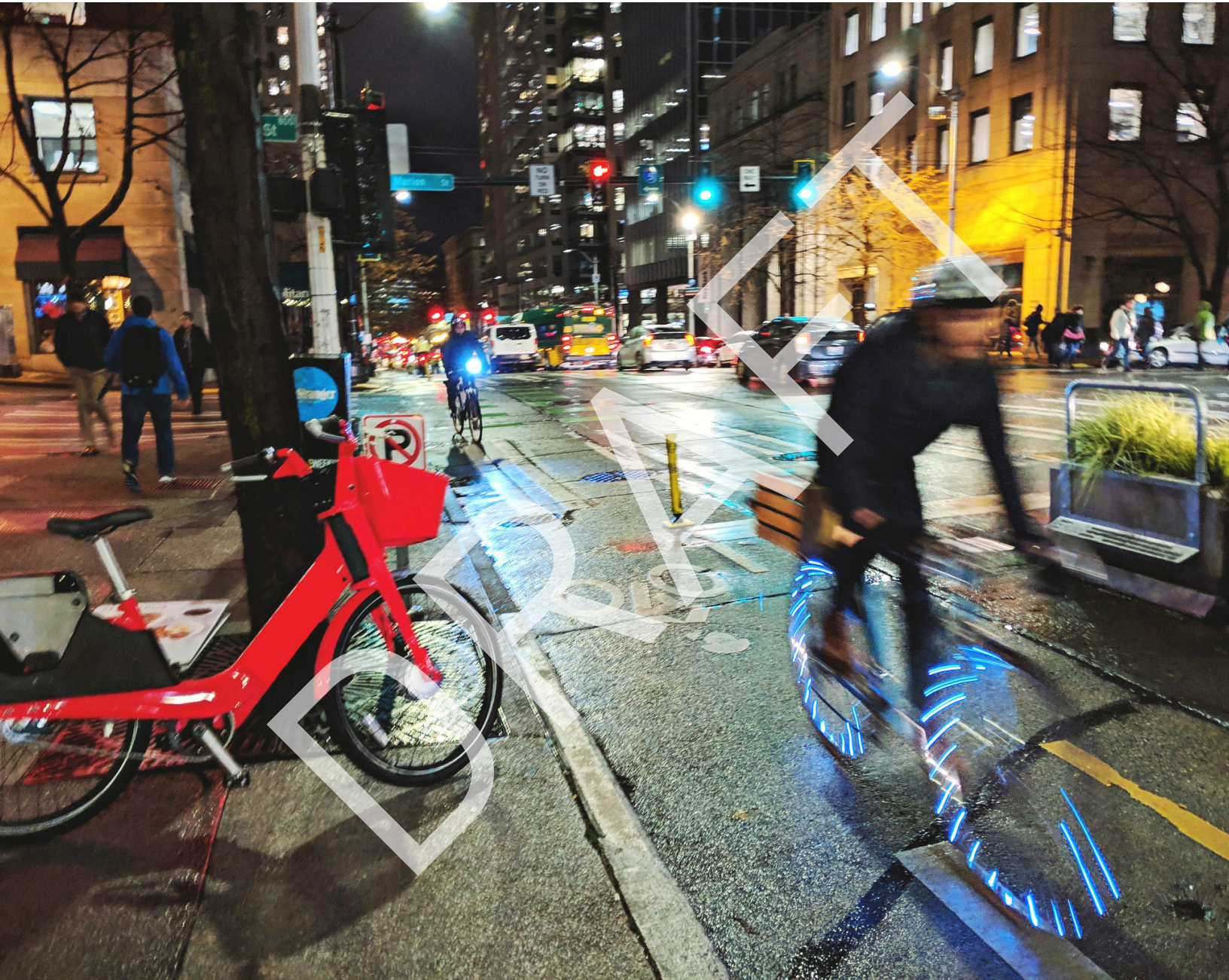


Seattle Department of Transportation

# SEATTLE BICYCLE MASTER PLAN

## 2019-2024 Proposed Implementation Plan



MARCH 28, 2019 **DRAFT**



**Seattle**  
Department of  
Transportation



303  
METRO

BULLITT

Bionik

## **Move Seattle Levy Resources to Help Implement the Bicycle Master Plan**

Over the past three years, the City of Seattle has built 27 miles of new bike facilities. Mayor Durkan and SDOT Director Zimbabwe are committed to continuing to build a connected bike network as Seattle grows. We know many people are talking about how we implement Seattle's 2014 Bicycle Master Plan (BMP) recommendations. Today we submitted to City Council a Draft BMP Implementation Plan and proposed project list. Let's talk about what this means.

Last fall, Mayor Durkan directed us to complete a comprehensive update of the Levy to Move Seattle based on more realistic budget assumptions than we used in 2015. The way we came up with the draft six-year plan is by working with the Seattle Bicycle Advisory Board, and considering the updated Levy to Move Seattle commitments. We also continue to use the prioritization framework identified in the 2014 Bicycle Master Plan to make the best investments to maximize safety, connectivity, equity, ridership and livability.

We'll take public comments about this draft plan until April 30 and then submit a revised version to City Council. Once the plan is done, there are still many steps that need to be taken before a project is built because things can change over time. For example, we may need to revise the plan if something unforeseen comes up during engineering, if there are coordination challenges with other public and private projects, or as we learn about other issues through community engagement.

One way we can advance transparency is to identify potential risks or issues that may change over time, and by engaging in an open public process. Our goal is to be upfront about what we'll need to consider before each project is built.

# CONTENTS

## Chapters

|   |    |
|---|----|
| 1. Introduction   | 4  |
| 2. Safety   | 6  |
| 3. Bicycle Master Plan Progress   | 7  |
| 4. Prioritization   | 11 |
| 5. 2019-2024 Proposed Projects  | 12 |
| 6. Coordination Projects Update   | 18 |
| 7. Project Delivery: Taking Projects<br>from 1% Design to 100% Construction | 20 |
| 8. Funding and Costs  | 22 |

## Appendices

|                                    |    |
|------------------------------------|----|
| Appendix 1: Performance Measures   | 25 |
| Appendix 2: Strategies and Actions | 26 |
| Appendix 3: Proposed Project Lists | 32 |

# 1. INTRODUCTION

## BACKGROUND

The Seattle Bicycle Master Plan's (BMP) vision is that riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. The BMP identifies projects and programs to be implemented from 2014 to 2033 to achieve the vision and meet the plan's goals for safety, ridership, equity, connectivity, and livability.

Implementing the BMP also supports other city plans and priorities, including the [Housing Affordability and Livability Agenda \(HALA\)](#), [Age-Friendly Seattle](#), [Vision Zero](#), and [Seattle 2035](#).

The BMP outlines an infrastructure plan for a connected network that includes approximately 100 miles of protected bicycle lanes<sup>1</sup> and nearly 250 miles of neighborhood greenways<sup>2</sup>. The BMP also identifies activities designed to support and encourage riding such as facility maintenance, bicycle parking, and educational events.

This 2019-2024 BMP Implementation Plan identifies projects and programs that, combined with existing facilities, will make significant progress towards implementing the BMP in the next six years.

Starting in 2016, BMP implementation is funded primarily by the Levy to Move Seattle, which was approved by voters in 2015.

## PURPOSE

This implementation plan describes the work that the Seattle Department of Transportation (SDOT) and our partners will undertake to implement the BMP over the next six years. We update the implementation plan each year to:

- Provide a list of specific infrastructure projects SDOT is planning to build each year;
- Serve as an accountability and reporting tool; and
- Guide future budget requests.

## REPORTING REQUIREMENTS

Consistent with Council Resolution 31515, this implementation plan is updated annually by March 31 of each year. Adjustments are made to the project lists and maps to reflect changes to project schedules, changes to project types, and to add or remove projects.

Also, consistent with Council Resolution 31515, SDOT submits a progress report to the City Council as part of the annual implementation plan update. The progress report summarizes progress made during the prior year, and is reviewed and endorsed by the [Seattle Bicycle Advisory Board \(SBAB\)](#). SDOT also provides updates to the City Council and SBAB every 6 months on the status of projects, programs, and actions in the implementation plan.

---

<sup>1</sup>**Protected bicycle lanes:** facilities physically separated from motor vehicle traffic and distinct from the sidewalk; they may be one-way or two-way, and may be at street level or raised several inches above.

<sup>2</sup>**Neighborhood greenways:** residential streets with low motorized traffic volumes and speeds that are designated and designed to give bicycle and pedestrian safe and pleasant travel priority.

In 2018 Council passed Resolution 31826, a resolution relating to the Seattle Center City Bike network (CCBN). This resolution proposed an implementation schedule for the CCBN and requested quarterly status updates to the Chair of the Sustainability and Transportation Committee through 2019.



## 2. SAFETY

A central focus of the BMP is to design and implement bicycle facilities that are safe and comfortable for riders of all ages and abilities. Since the BMP was adopted in 2014, we have launched our [Vision Zero](#) initiative, which addresses safety for all travelers, and completed the Bicycle and Pedestrian Safety Analysis. These complement the BMP's focus on safety, and are described below.

### VISION ZERO

In 2015, the City of Seattle launched Vision Zero, our plan to end traffic deaths and serious injuries on city streets by 2030 through data-driven engineering, education, and enforcement. Staff who implement the BMP are now part of SDOT's Vision Zero team, which enhances collaboration and leverages our commitment to safety.

The bike facilities included in this plan provide innovative engineering and smarter street designs that support Vision Zero and the bicycle safety programs help implement the education components of the BMP and Vision Zero. To address the enforcement component, the Seattle Police Department (SPD) will continue to conduct education and enforcement efforts targeting high crash corridors and intersections, and the most frequent contributing factors to bicycle crashes = impairment, speeding, distraction, and failure to yield. We will work with SPD to educate people in advance of these patrols, so everyone will expect appropriate enforcement and develop a better understanding of the rules of the road.

### BICYCLE AND PEDESTRIAN SAFETY ANALYSIS

In 2016, we completed the [Bicycle and Pedestrian Safety Analysis \(BPSA\)](#), which studied eight years of citywide data to identify which roadway design and user behavior characteristics most correlated with collisions involving people walking or biking. Based on the data analysis, we developed a safety prioritization model to identify opportunities for spot and corridor improvement projects. The results of this research help inform where the BMP can prioritize bicycle infrastructure as a function of bicycle safety and where spot projects can improve existing bicycle facilities. In 2018, we launched Phase II of the BPSA to better understand the contributing circumstances of crashes involving people walking and biking. This research will continue to inform our work going forward and move us towards our Vision Zero goal. We expect that this second phase of research will be completed in 2019.

# 3. BICYCLE MASTER PLAN PROGRESS

The projects in the tables below represent those projects funded by the levy to move Seattle that were completed in 2016, 2017 and 2018 and collectively added more than 25 miles to the network. They range

from short extensions like the Banner Way Upgrade, to transformative projects like the 2nd Ave Protected Bike Lane that dramatically increased regional network connectivity.

| PROJECTS COMPLETED IN 2016                               |   |                    |                   |               |                  |
|--|---|--------------------|-------------------|---------------|------------------|
| Project Name   | On Street                                     | From Street        | To Street         | Facility Type | Facility Mileage |
| 2nd Ave PBL Demonstration                                | 2nd Ave Ext S                                 | Yesler Way         | S Washington St   | PBL           | 0.07             |
| Delridge Way SW PBL                                      | Delridge Way SW                               | SW Myrtle St       | SW Holden St      | PBL           | 0.38             |
| N 34th St PBL  | N 34th St                                     | Fremont Ave N      | Phinney Ave N     | PBL           | 0.23             |
| Roosevelt Way NE Paving and Safety Improvements          | Roosevelt Way NE                              | NE 65th St         | University Bridge | PBL           | 1.37             |
| University Bridge PBL                                    | University Bridge                             | Roosevelt Way NE   | Fuhrman Ave E     | PBL           | 0.35             |
| Westlake Ave N PBL <sup>1</sup>                          | Westlake Ave N                                | W Raye St          | Valley St         | PBL           | 1.23             |
| Meridian Ave N Paving and Safety Improvements            | Meridian Ave N                                | N 103rd St         | N 112th St        | BL            | 0.44             |
| Renton Ave S BL  | Renton Ave S                                  | 51st Ave S         | City Limits       | BL            | 1.34             |
| SW Admiral Way BL  | SW Admiral Way                                | California Ave SW  | 63rd Ave SW       | BL            | 1.39             |
| 39th Ave NE NGW Extension                                | 39th Ave NE/NE 85th St/38th Ave NE/NE 89th St | NE 80th St         | 32nd Ave NE       | NGW           | 0.8              |
| E Columbia St NGW  | E Columbia St                                 | 12th Ave           | 29th Ave          | NGW           | 1.02             |
| Wallingford NGW Upgrade (Added improvements to existing) | N 43rd St/Burke Ave N/N 44th St/NE 44th St    | Stone Way N        | Latona Ave NE     | NGW           | N/A              |
| 39th Ave NE NGW Upgrade (Added improvements to existing) | 39th Ave NE                                   | Burke-Gilman Trail | NE 80th St        | NGW           | N/A              |
| <b>Total Miles Delivered in 2016: 8.62</b>               |   |                    |                   |               |                  |

<sup>1</sup>This project did not use levy funding.

PBL = Protected Bike Lane

BL = Bike Lane

NGW = Neighborhood Greenway



**PROJECT COMPLETED IN 2017**

| Project Name  | On Street   | From Street           | To Street      | Facility Type | Facility Mileage |
|---|---|-----------------------|----------------|---------------|------------------|
| 520 Bridge Trail (WSDOT) <sup>1</sup>                                   | SR-520 Bridge                                     | Montlake Blvd E       | City Limits    | Trail         | 2.18             |
| Washington Park Arboretum Loop Trail (Seattle Parks Dept.) <sup>1</sup> | New Facility                                      | Graham Visitor Center | E Madison St   | Trail         | 1.20             |
| N 92nd St PBL   | N 92nd St   | Wallingford Ave N     | 1st Ave NE     | PBL           | 0.38             |
| Interbay Trail Connections  | 20th Ave W/Gilman Ave W                           | Elliot Bay Trail      | 20th Ave W     | PBL           | 1.92             |
| One Center City - 9th Ave N PBL (Phase 1)                               | 9th Ave N   | Westlake Ave N        | Harrison St    | PBL           | 0.35             |
| Roy St PBL  | Roy St  | Dexter Ave N          | 9th Ave N      | PBL           | 0.12             |
| Dexter Ave N PBL  | Dexter Ave N                                      | Mercer St             | Roy St         | PBL           | 0.06             |
| Western Ave PBL   | Western Ave                                       | University Ave        | Virginia Ave   | PBL           | 0.34             |
| NE Pacific PBL  | NE Northlake Way/NE Pacific St (sidewalk project) | 7th Ave NE            | Eastlake Pl NE | PBL           | 0.09             |
| Pike/Pine PBLs  | Pike St/Pine St                                   | 2nd Ave               | 8th            | PBL           | 0.54             |
| Cedar Park Elementary NGW Connection                                    | 37th Ave NE/NE 125th St/38th Ave NE               | NE 123rd St           | NE 145th St    | NGW           | 1.21             |
| Greenwood Elementary NGW Connection                                     | 1st Ave NW  | N 73rd St             | N 92nd St      | NGW           | 0.98             |
| Banner Way NE Corridor Project  | Banner Way NE                                     | 5th Ave NE            | 15th Ave NE    | BBL           | 0.57             |
| Spring Street Bike Lane   | Spring St Bike Lane (Bus Lane Project)            | 3rd Ave               | 6th Ave        | BL            | 0.18             |
| S Dearborn Project  | S Dearborn St                                     | Rainier Ave S         | 6th Ave S      | BBL           | 0.69             |

**Total Miles Delivered in 2017: 10.81**

<sup>1</sup>This project did not use levy funding.

PBL = Protected Bike Lane

BL = Bike Lane

BBL = Buffered Bike Lane

NGW = Neighborhood Greenway

**PROJECT COMPLETED IN 2018**

| Project Name                             | On Street                                    | From Street   | To Street         | Facility Type | Facility Mileage |
|--|--|---------------|-------------------|---------------|------------------|
| 2nd Ave PBL                              | 2nd Ave                                      | Denny Ave     | Pike St           | PBL           | 0.92             |
| 7th Ave PBL                              | 7th Ave                                      | Westlake Ave  | Pike St           | PBL           | 0.39             |
| Banner Way Upgrade                       | Banner Way                                   | NE 77th St    | 9th Ave NE        | PBL           | 0.57             |
| S Dearborn St PBL                        | S Dearborn St                                | Rainier Ave S | 6th Ave S         | PBL           | 0.46             |
| Eagle Staff Middle School NGW Connection | N 92nd St                                    | Fremont Ave N | Wallingford Ave N | NGW           | 0.65             |
| Highland Park NGW Connection             | SW Trenton St/<br>11th Ave SW                | 17th Ave SW   | 10th Ave SW       | NGW           | 0.52             |
| Louisa Boren STEM K-8 NGW Connection     | SW Juneau St/<br>Croft Pl SW                 | 21st Ave SW   | 26th Ave SW       | NGW           | 0.45             |
| Olympic Hills NGW Connection             | 25th Ave NE/NE<br>130th S/20th Ave NE        | NE 127th      | NE 135th          | NGW           | 0.76             |
| Rainier Valley NGW Phase 1               | 30th Ave S/<br>S Ferdinand St/<br>46th Ave S | S College St  | S Henderson St    | NGW           | 5.54             |

**Total Miles Delivered in 2018: 10.26**

Spot improvements are prioritized annually by the frequency and severity of collisions, geographic equity which is assessed through race and social justice initiative metrics, and with guidance from the prioritization in the 2017 Trails Upgrade Plan which builds from the Seattle Pedestrian Master Plan and Bicycle Master Plan. SDOT also considers opportunities to partner and leverage with other projects.

**BICYCLE RACKS AND SPOT IMPROVEMENTS COMPLETED IN 2016 – 2018**

| Levy Deliverable                         | 2016 | 2017 | 2018 |
|--|------|------|------|
| Bike parking spaces added                | 622  | 466  | 306  |
| Urban trail and bikeway spot improvement | 10   | 12   | 12   |

We met or exceeded our 2018 goals informed by the Bicycle Master Plan for education and outreach, spot improvements projects, and bike racks installed. See Appendix 1: Performance Measures for more information on our safety, ridership, and connectivity achievements. We

did not meet the Neighborhood Greenway and Protected Bicycle Lane mileage goals set for 2018 for a variety of reasons including weather and contractor delays. The Projects not completed in 2018 that will be completed in 2019 are listed below:

| 2018 PROJECTS WITH 2019 FINAL DELIVERY <sup>1</sup>                |  |                  |                      |   |
|--|--|------------------|----------------------|---|
| Facility Type  | Project Name                           | Facility Mileage | Estimated Completion | Notes   |
| PBL  | NE 65th St Vision Zero Safety Corridor | 0.74             | 2019                 | Delay of equipment. Weather.                              |
| PBL  | NE 70th St PBL                         | 0.20             | 2019                 | External agency coordination and weather.                 |
| NGW  | NE 70th St NGW                         | 0.17             | 2019                 | External agency coordination and weather.                 |
| PBL  | S Columbian Way Paving Project         | 1.11             | 2019                 | Contracting delays. Missed the weather window for paving. |
| PBL  | Swift Ave S/S Myrtle Paving Project    | 1.75             | 2019                 | Contracting delays. Missed the weather window for paving. |
| PBL  | Wilson Ave Paving Project              | 0.81             | 2019                 | Contracting delays. Missed the weather window for paving. |
| NGW  | North Seattle NGW                      | 2.70             | 2019                 | External agency coordination and weather.                 |
| NGW  | West Seattle NGW                       | 2.21             | 2019                 | External agency coordination                              |
| <b>Total miles of 2018 Projects with 2019 final delivery: 9.69</b> |  |                  |                      |   |

<sup>1</sup>Total number of projects planned for 2019 delivery and their corresponding mileage can be found in the final project delivery list.

In addition to the projects listed above SDOT initiated installation of a protected bike lane on 35th Ave NE in conjunction with a paving project. After considerable community engagement, SDOT has determined not to proceed with the installation of the bike facilities at this time, but to focus corridor improvements on pedestrian safety and additional improvements to the 39th Ave NE greenway.

# 4. PRIORITIZATION

The 2019- 2024 implementation plan includes a set of proposed infrastructure projects. The project list in this plan was developed using the prioritization process established in the BMP, which includes both a quantitative and a qualitative process.

## QUANTITATIVE PRIORITIZATION

Quantitatively, all bicycle projects are assigned scores based on five factors, in order of highest weight to lowest:

- Safety
- Connectivity
- Equity
- Ridership
- Livability

The sum of these scores is assigned to individual project segments, which are then divided into five different priority tiers of projects. Tier 1 is the highest scoring 20% of the projects, Tier 2 is the next highest 20%, and so on.

## QUALITATIVE PRIORITIZATION

The next step of our prioritization process considers qualitative factors including policy directives, community interest, and geographic balance. In collaboration with the Seattle Bicycle Advisory Board these factors were considered along with the quantitative data to select projects that helped to connect and extend Seattle’s all ages and abilities network.

## LEVERAGING OPPORTUNITIES

Leveraging the benefits of other SDOT projects was another high priority in this year’s project selection process. SDOT and SBAB prioritized BMP projects if they could be completed at the same time as other projects involving major work on a street, including bus rapid transit, paving, or safety projects.<sup>1</sup> The complete streets approach helps to reduce construction impacts and provides benefits to multiple SDOT and partner agency programs. We also look for opportunities to partner with private development to support HALA through BMP investments.

Throughout the next five years, we will also be looking to leverage funding opportunities outside SDOT and the City, including those available through Sound Transit Station Access Improvement funding. SDOT will also leverage opportunities presented by WSDOT’s replacement of the SR 520 bridge in improving bike connections.

---

<sup>1</sup>Approximately 25 miles of bike facilities will be delivered by other programs over the next 5 years.

# 5. 2019-2024 PROPOSED PROJECTS

Appendix 3 describes the selected projects for implementation for 2019 through 2024.

For ease of review and discussion, the project list and maps are organized by geographic sector (north, central, and south), and provide a description including desired year, facility type, and project length. All projects for the six-year implementation plan are included to show the connected network.

There are several projects on the list and map where the exact route, length, and/or facility type of each project are still unknown. In those instances, the location, length, and/or facility type is listed as “TBD” (to be determined). Subsequent

implementation plans will be updated with more specific information as these projects enter the project definition phase.

There are several projects where we have identified potential risks for construction. These risks include project cost, neighborhood support, and corridors that have high demands from other modes.

In addition, three neighborhood greenways will be upgraded in 2019. Because they are existing facilities and won't add new mileage to the bike network, they are in a table below separate from the overall project list.

| 2019 NEIGHBORHOOD GREENWAY UPGRADES   |                  |                             |                 |                 |
|---|------------------|-----------------------------|-----------------|-----------------|
| Project Name  | Facility Mileage | On Street                   | From Street     | To Street       |
| Ballard East-West<br>Signal detection improvement<br>at 8th Ave NW                | 2.1              | NW 58th St                  | Seaview Ave NW  | 4th Ave NW      |
| Central Area East - West<br>Crossing Improvement, curb<br>bulbs/ramps at 14th Ave | 1.2              | E Columbia St               | Broadway        | 29th Ave E      |
| Delridge - Highland Park<br>Speed Hump Replacement                                | 4.0              | 17th Ave SW/<br>21st Ave SW | Delridge Way SW | SW Cambridge St |

## QUICK WINS

We consistently look for opportunities to quickly enhance safety and comfort, both for permanent and interim facilities. This can include upgrading minor-separation bike lanes, intersection improvements, and pavement repair. Examples of upcoming quick wins are described below:

The High Point Loop neighborhood greenway will build off of the Safe Routes to School crossing at Sylvan Way SW and SW Holly St. This loop will provide an enhanced connection for the High Point neighborhood to the West Seattle Neighborhood Greenway Phase 1, High Point Elementary School and the future crossing of 35th Ave SW at SW Graham St.

## Greenway Upgrades

The Neighborhood Greenway Program systematically evaluates greenways after they are installed. The evaluation takes into account vehicle speeds, vehicle volumes, collisions, ridership numbers and community feedback to determine what improvements need to be made. In 2017 and 2018 SDOT upgraded the following greenways based on those evaluations: Delridge-Highland Park, Central Area North-South, Jackson Place, and PhinneyWood. In 2019 there will be upgrades to Delridge-Highland Park, and Central Area East-West.



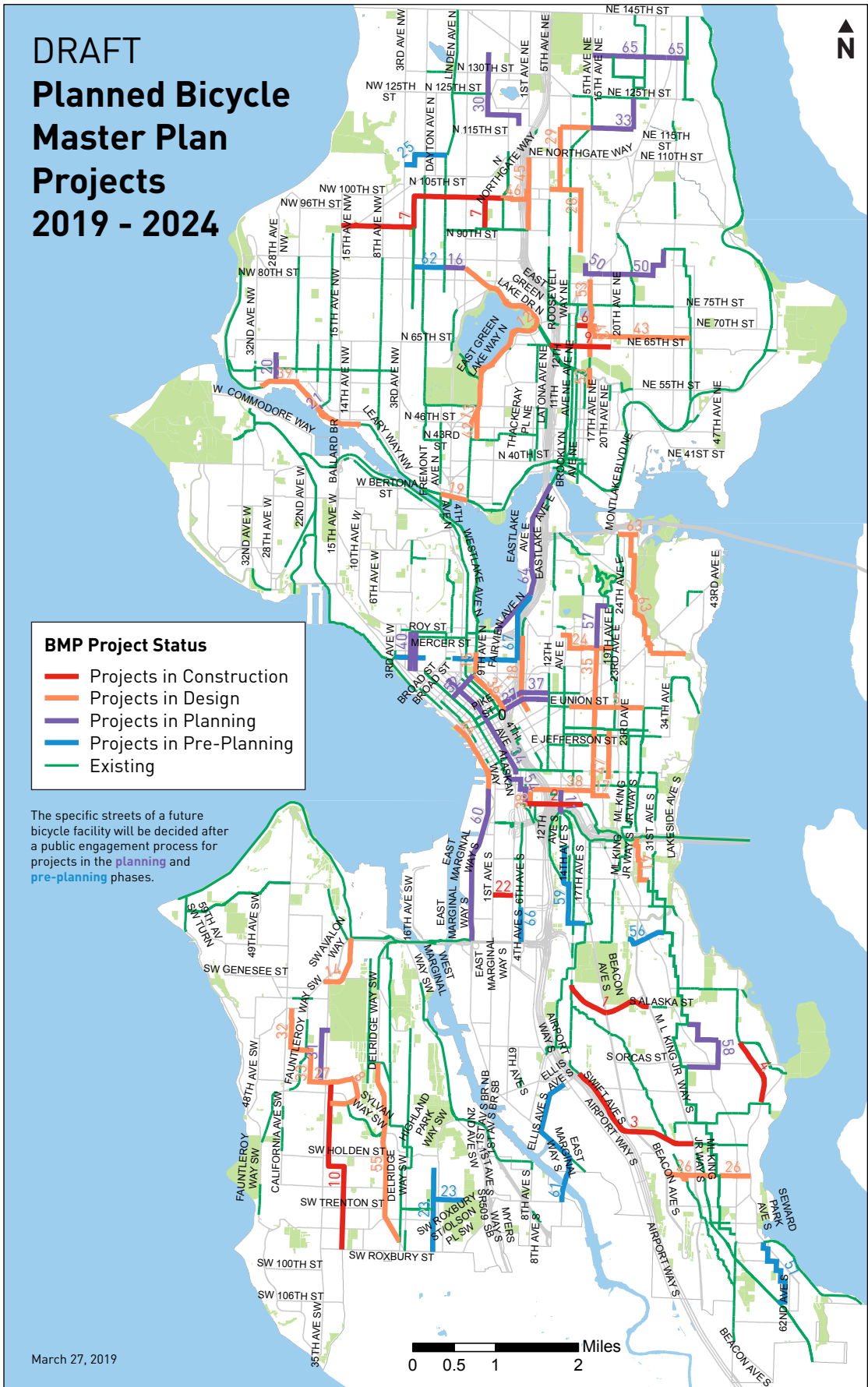
# DRAFT Planned Bicycle Master Plan Projects 2019 - 2024



**BMP Project Status**

- Projects in Construction
- Projects in Design
- Projects in Planning
- Projects in Pre-Planning
- Existing

The specific streets of a future bicycle facility will be decided after a public engagement process for projects in the **planning** and **pre-planning** phases.



March 27, 2019


DRAFT

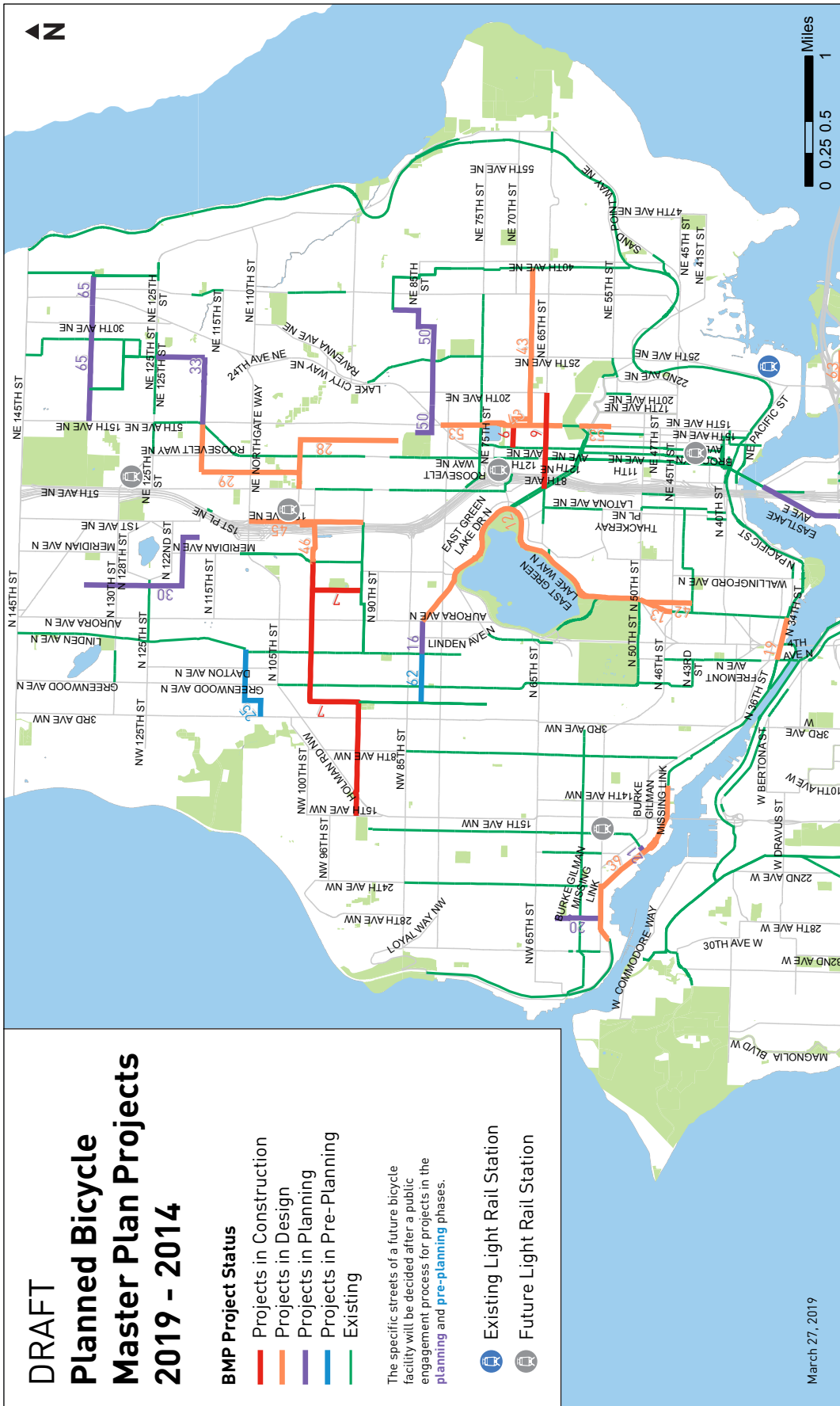
# Planned Bicycle Master Plan Projects 2019 - 2014

## BMP Project Status

- Projects in Construction
- Projects in Design
- Projects in Planning
- Projects in Pre-Planning
- Existing

The specific streets of a future bicycle facility will be decided after a public engagement process for projects in the **planning** and **pre-planning** phases.

-  Existing Light Rail Station
-  Future Light Rail Station



March 27, 2019



# DRAFT Planned Bicycle Master Plan Projects 2019 - 2024

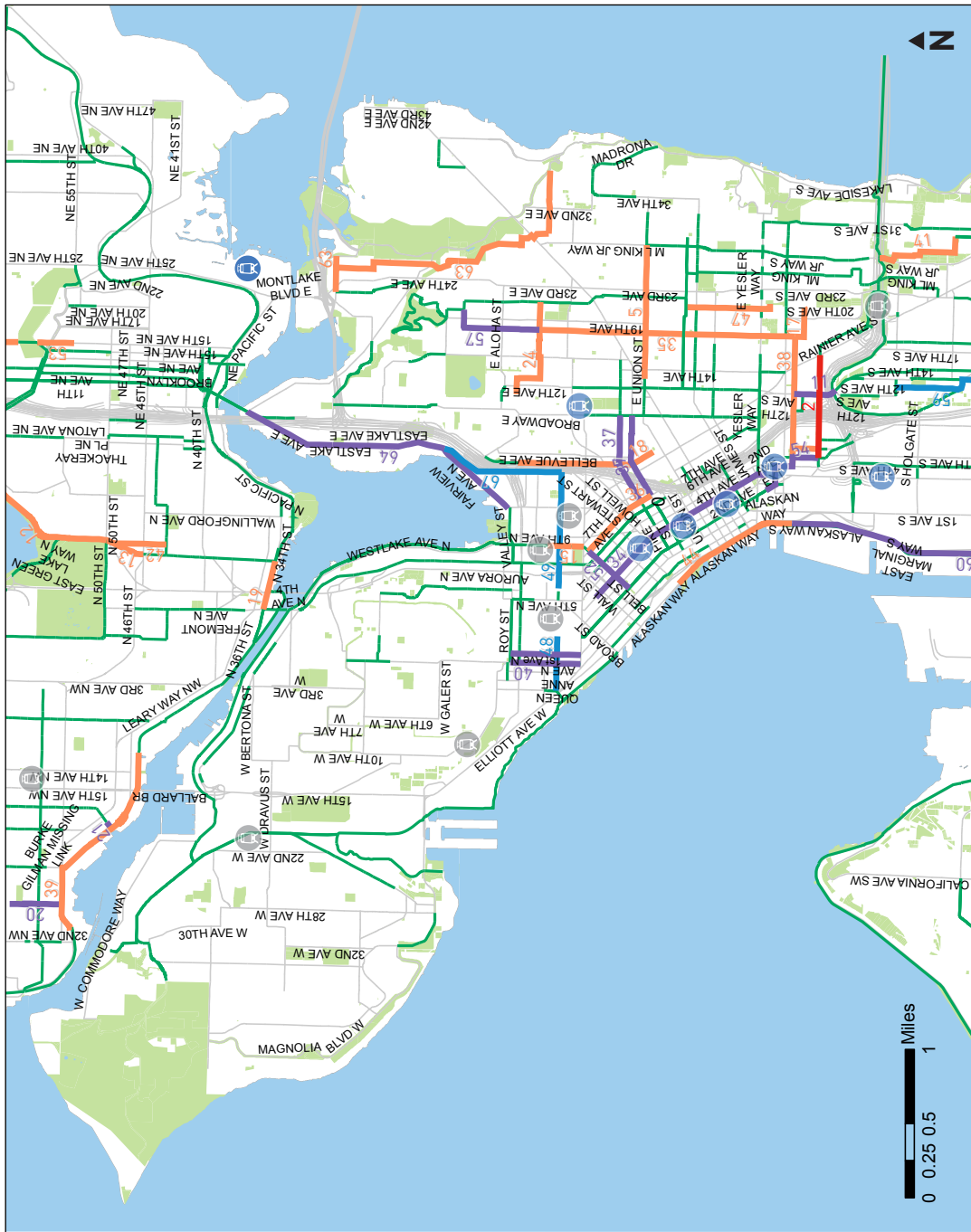
## BMP Project Status

- Projects in Construction
- Projects in Design
- Projects in Planning
- Projects in Pre-Planning
- Existing

The specific streets of a future bicycle facility will be decided after a public engagement process for projects in the **planning** and **pre-planning** phases.

-  Existing Light Rail Station
-  Future Light Rail Station

March 27, 2019




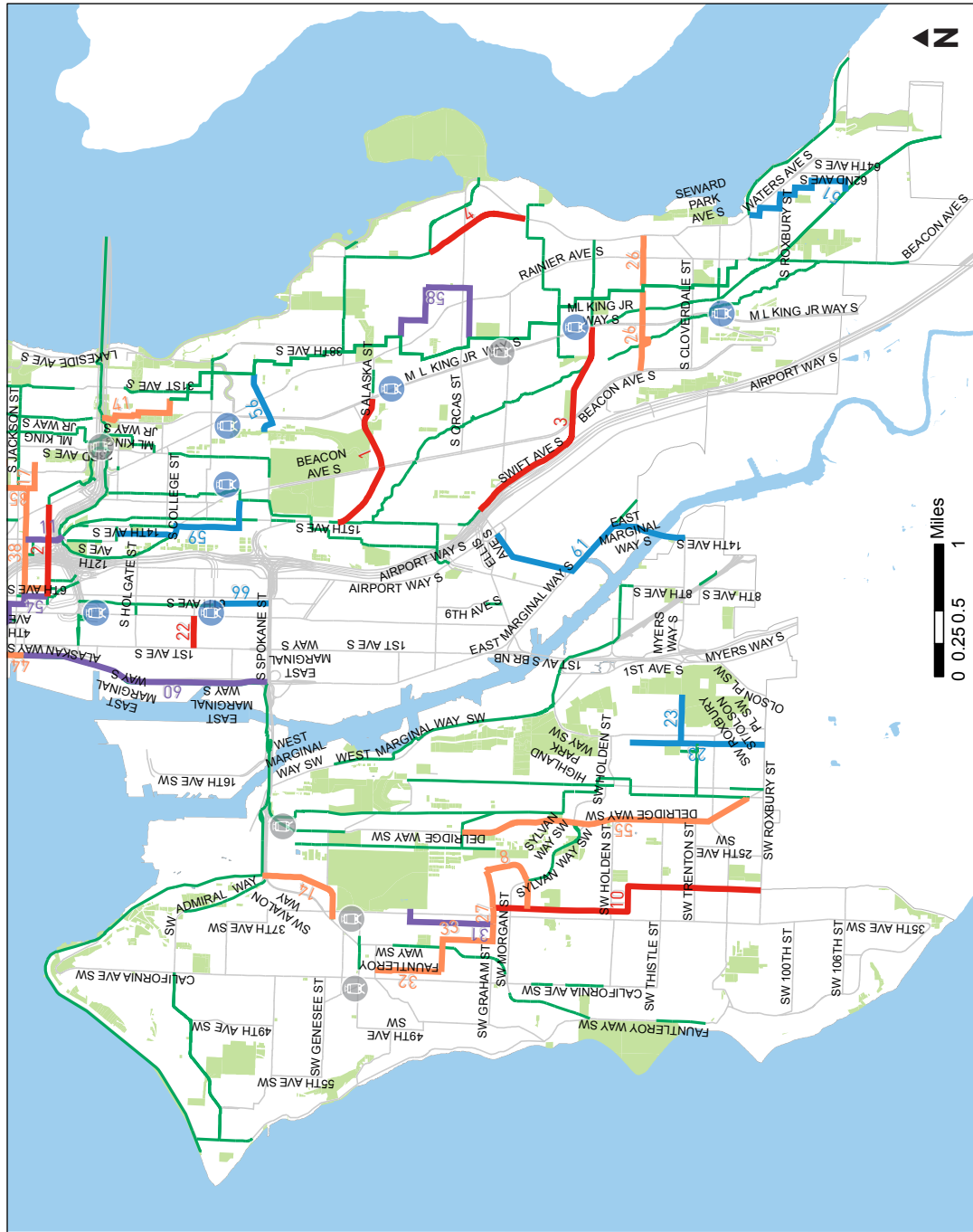
# DRAFT Planned Bicycle Master Plan Projects 2019 - 2024

## BMP Project Status

- Projects in Construction
- Projects in Design
- Projects in Planning
- Projects in Pre-Planning
- Existing

The specific streets of a future bicycle facility will be decided after a public engagement process for projects in the planning and pre-planning phases.

-  Existing Light Rail Station
-  Future Light Rail Station



March 27, 2019

# 6. COORDINATION PROJECTS UPDATE

Some of the projects that contribute to building out the all ages and abilities bicycle network involve multiple agencies and have multi-year schedules.

For these projects, we provide an annual update through this report, while additional information is available through the individual project websites.

| Project                                   | Description  | Expected Completion Date  | Bike Components  | Where to Learn More  |
|---|--|---|--|--|
| SR-520 Bridge Replacement and HOV Program | Replaces the SR 520 floating bridge across Lake Washington and makes transit and roadway improvements throughout the SR-520 corridor from I-5 in Seattle to I-405 in Bellevue. | Montlake Phase: 2022-2023<br>Portage Bay Phase: 2026-2028<br>Montlake Cut Phase: 2029 | <ul style="list-style-type: none"> <li>14-foot wide bicycle and pedestrian path across Lake Washington (opened in 2017) and Portage Bay</li> <li>New bicycle/pedestrian crossings over SR 520 and I-5</li> </ul> | Email: <a href="mailto:SR520bridge@wsdot.wa.gov">SR520bridge@wsdot.wa.gov</a><br>Website: <a href="http://www.wsdot.wa.gov/Projects/SR520Bridge/">www.wsdot.wa.gov/Projects/SR520Bridge/</a>   |
| Accessible Mt. Baker                      | Builds near-term access and safety improvements at the Mt. Baker Link light rail station, and builds long-term multimodal transportation enhancements                          | 2024  | <ul style="list-style-type: none"> <li>TBD walking and biking connections in the area to be completed by 2024</li> </ul>   | Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/accessible-mt-baker">www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/accessible-mt-baker</a>  |
| Burke-Gilman Trail Missing Link           | Connects two existing portions of the Burke-Gilman Trail in Ballard to complete the regional facility that otherwise runs continuously from Kenmore Park to Golden Gardens.    | Phase 1: 2019<br>Phase 2: 2020  | 1.4-mile multi-use trail on NW 45th St, Shilshole Ave NW, and NW Market St.  | Email: <a href="mailto:BGT_MissingLink_Info@seattle.gov">BGT_MissingLink_Info@seattle.gov</a><br>Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/burke-gilman-trail-missing-link-project">www.seattle.gov/transportation/projects-and-programs/programs/bike-program/burke-gilman-trail-missing-link-project</a> |
| Center City Bike Network                  | Builds near- and long-term improvements to the transportation system and public realm in Seattle's Center City neighborhoods   | 2019-2021   | Bike facilities on multiple north-south and east-west streets in the Center City. Check project map for updates.   | Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/center-city-bike-network">www.seattle.gov/transportation/projects-and-programs/programs/bike-program/center-city-bike-network</a>  |
| Waterfront Seattle                        | Rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct  | 2019-2023   | A 2-way protected bike lane from S Yesler St to Pine St  | Email: <a href="mailto:info@waterfrontseattle.org">info@waterfrontseattle.org</a><br>Website: <a href="http://www.waterfrontseattle.org/">www.waterfrontseattle.org/</a>   |

| Project                                   | Description  | Expected Completion Date | Bike Components  | Where to Learn More   |
|---|--|--------------------------|--|---|
| Northgate Pedestrian and Bicycle Bridge   | Build a new pedestrian and bicycle bridge over I-5 to improve connections within the Northgate community | 2020-2021                | <ul style="list-style-type: none"> <li>• A new pedestrian and bicycle bridge over I-5</li> <li>• A potential shared-use path on the west side of 1st Ave NE between NE 92nd St and NE 103rd St</li> <li>• A potential shared-use path on the east side of 1st Ave NE between NE 103rd St and NE Northgate Way</li> </ul> | Email: <a href="mailto:NorthgateBridge@seattle.gov">NorthgateBridge@seattle.gov</a><br>Website: <a href="http://www.seattle.gov/transportation/northgatepedbridge.htm">www.seattle.gov/transportation/northgatepedbridge.htm</a>  |
| Transit-Plus Multi Modal Corridor Program | Build new Transit-Plus Multi Modal Corridors throughout the City   | 2021-2024                | Improvements to crossings, neighborhood greenways, and bike lanes  | Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program">www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program</a> |



# 7. PROJECT DELIVERY: TAKING PROJECTS FROM 1% DESIGN TO 100% CONSTRUCTION

We rely on key tools and practices to develop and deliver our projects, including conducting a Complete Streets review, applying the Race and Social Justice Initiative equity toolkit, engaging with community members, and evaluating alternatives. The BMP identifies where bicycle facilities are needed and what facilities are appropriate; our public engagement process focuses on soliciting community input to ensure projects balance community interests. We describe these tools here and combine them along with the guidance in the BMP to direct the Project Delivery Process laid out on the following page.

## COMPLETE STREETS POLICY

Bicycle facilities are an integral aspect of Complete Streets. Established in 2012, the Complete Streets policy guides how we develop projects to provide for all users of the roadway. We use a checklist to help us review the needs of other modes, relationships to land use, and the future vision for streets so that we can reflect those needs in our project development.

## RACE AND SOCIAL JUSTICE INITIATIVE

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism, and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to help evaluate and guide project and program development. This toolkit was used as part of creating the BMP and is also used to evaluate individual projects.

## PUBLIC ENGAGEMENT

During the planning, design, and construction phases of all our projects, we conduct inclusive public engagement and strive to balance varying needs presented by public comments that we receive at each step of our outreach processes.

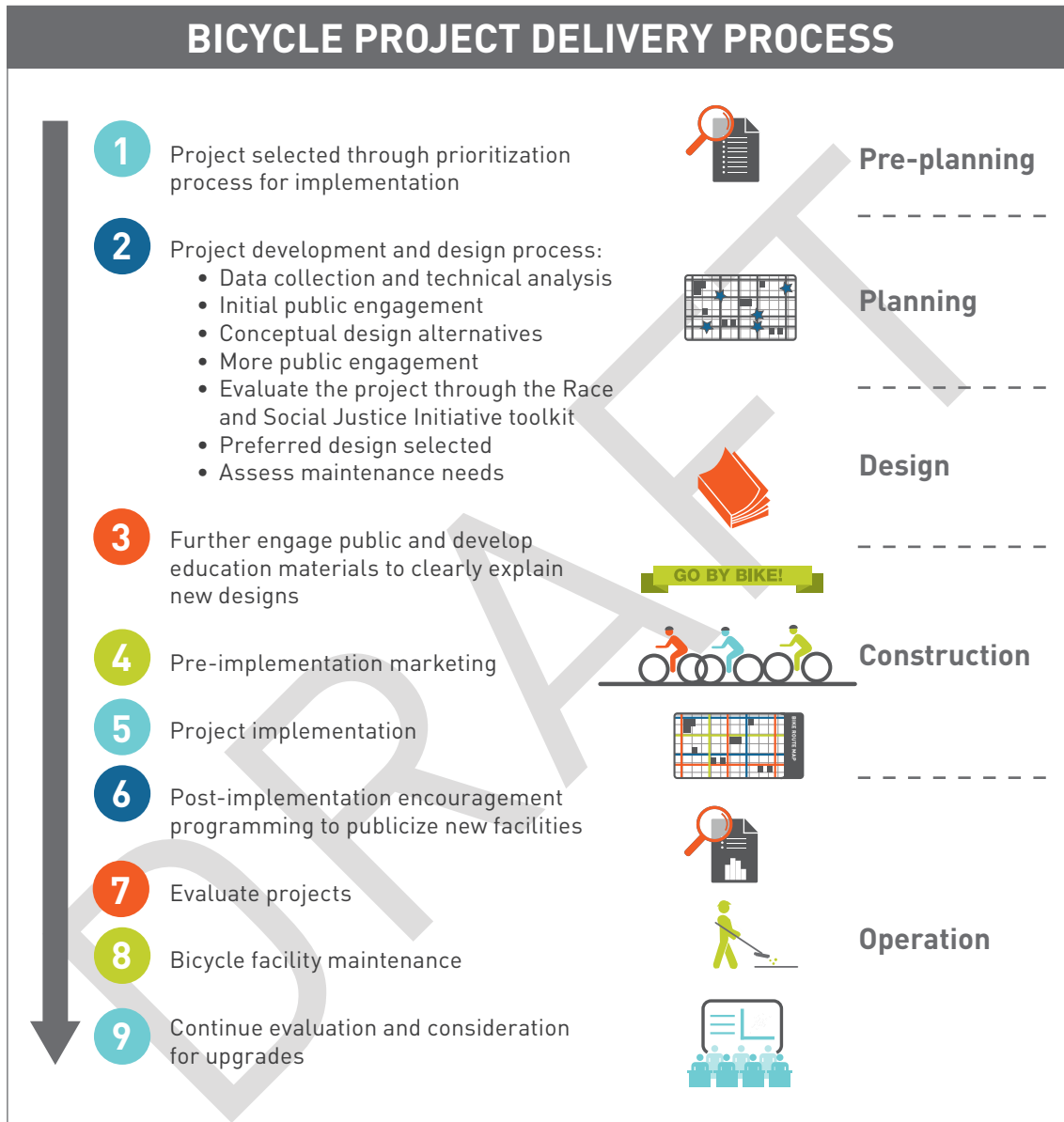
SDOT has developed an iterative public engagement process built on gathering input from community members about their needs and concerns, presenting them with options that meet project goals and objectives, and incorporating their input along with our expertise and collected data in selecting a design for a particular project.

We also reach out to the public when we implement the strategies, actions, and programs shown in Appendix 2, which include installing bicycle parking, conducting education and encouragement programs, and performing bike facility maintenance.

SDOT uses a wide variety of methods to reach community members, including mailers, traditional open houses, drop-in events, online open houses and surveys, and joining regularly scheduled meetings and events of community-based organizations. We will continue working with the Seattle Bicycle Advisory Board and the Department of Neighborhoods to continually strengthen our public engagement strategies and reach more members of the community more effectively throughout the project development and delivery process.

# ALTERNATIVES DEVELOPMENT AND EVALUATION

The project development and delivery process is outlined in the BMP and summarized in this diagram:



The bicycle network recommended in the BMP was developed based on a robust methodology. However, as projects move through the project development process, our analysis, design, and community engagement may lead to a project being developed in a different way or location than envisioned in the plan. For example, the BMP may recommend a protected bike lane

on a particular street, but through our project development and outreach process, we may determine that an alternate facility, such as a parallel neighborhood greenway, would be preferable. The goal of our engagement process is to make these determinations as early in the project development phase as possible.

# 8. FUNDING AND COSTS

## FUNDING ASSUMPTIONS

The 2019-2024 Implementation Plan leverages the funding provided by the Levy to Move Seattle with other local funds as well as existing and anticipated grant funding. Additionally, some of our large capital programs, such as the Transit-Plus Multimodal Corridor Program, seek to deliver bicycle improvements where appropriate. This multi-layered funding approach allows us to maximize the return on local public funding.

The Levy to Move Seattle provides \$65 million over nine years with the goal to build protected bike lanes, bike lanes, buffered bike lanes, and neighborhood greenways. It also provides \$7 million for programs (including maintenance and bicycle parking). On an annual basis, the

levy provides \$8 million per year for BMP implementation, which includes \$7.2 million for facilities and \$0.8 million for programs. In November 2018, a levy assessment was published and the bicycle master plan program was identified as one of the programs that was challenged by program cost increases.

The funding assumptions include secured grants as well as estimates for grants we will be seeking in the future. If we receive grant funding at a higher or lower amount, it will affect the number, type, extent, and features of the projects we can construct. We will continue to partner with other agencies and programs, and to seek additional grants and funding sources to meet the Move Seattle mileage goals.



Funding assumptions for 2019-2024 BMP implementation are provided in the table below.

| BIKE MASTER PLAN IMPLEMENTATION - BIKE FACILITY FUNDING |             |             |              |              |             |             |                     |
|---|-------------|-------------|--------------|--------------|-------------|-------------|---------------------|
| Adopted Budget  | 2019        | 2020        | 2021         | 2022         | 2023        | 2024        | 6-Year Total        |
| Move Seattle Levy                                       | \$9,114,000 | \$6,489,000 | \$13,210,000 | \$7,001,000  | \$5,868,000 | \$1,244,000 | \$42,926,000        |
| Grants*   | \$2,532,000 | \$4,821,000 | \$0          | \$0          | \$0         | \$0         | \$7,353,000         |
| Washington State Convention Center                      | \$1,600,000 | \$600,000   | \$2,400,000  | \$11,400,000 | \$0         | \$0         | \$16,000,000        |
| Other**   | \$3,037,000 | \$1,322,000 | \$1,293,000  | \$1,325,000  | \$1,358,000 | \$2,219,000 | \$10,553,000        |
| <b>Total</b>  |             |             |              |              |             |             | <b>\$76,832,000</b> |

| BIKE MASTER PLAN IMPLEMENTATION - BIKE FACILITY SPENDING PLAN |           |           |           |           |           |           |                     |
|---|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|
|   | 2019      | 2020      | 2021      | 2022      | 2023      | 2024      | 6 -Year Total       |
| Neighborhood Greenways Programatic management                 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$3,000,000         |
| Bike racks  | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$1,800,000         |
| Protected Bike Lanes/ Bike lanes/Trails program management    | \$890,000 | \$890,000 | \$890,000 | \$890,000 | \$890,000 | \$890,000 | \$5,340,000         |
| Total funding for Construction                                |           |           |           |           |           |           | \$61,119,000        |
| Total funding for Design                                      |           |           |           |           |           |           | \$2,595,000         |
| Contingency   |           |           |           |           |           |           | \$2,978,000         |
| <b>Total</b>  |           |           |           |           |           |           | <b>\$76,832,000</b> |

| BIKE MASTER PLAN-PROGRAMMATIC MAINTENANCE & SPOT IMPROVEMENTS |                    |                    |                    |                    |                    |                    |                    |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Move Seattle Levy   | \$1,100,000        | \$1,200,000        | \$1,200,000        | \$1,133,000        | \$1,000,000        | \$1,000,000        | \$6,633,000        |
| Other   |                    |                    |                    | \$167,000          | \$329,000          | \$322,000          | \$818,000          |
| <b>Total Funding</b>  | <b>\$1,100,000</b> | <b>\$1,200,000</b> | <b>\$1,200,000</b> | <b>\$1,300,000</b> | <b>\$1,329,000</b> | <b>\$1,322,000</b> | <b>\$7,451,000</b> |

\*The budget assumes a placeholder amount for assumed grants based on what we typically receive and acknowledges current uncertainty in obtaining federal grants. If we received grant funding at a higher or lower amount, this will affect the number, type, extent, and features of the projects we can construct.

\*\*"Other" sources include Vehicle Licensing Fees, Urban Trails and Bikeways funding.

Note: Any budget surplus carries forward to the next year. Local sources include Vehicle Licensing Fees, Move Seattle Levy, and Urban Trails and Bikeways funding. Levy funding will vary year to year and project mileage will be adjusted. The budget assumes a placeholder amount for assumed grants based on what we typically receive and acknowledges current uncertainty in obtaining federal grants. If we received grant funding at a higher or lower amount, this will affect the number, type, extent, and features of the projects we can construct.



## COST ASSUMPTIONS

To develop estimates for new projects, we use data from recently completed projects and final estimates from projects about to begin construction. Project costs vary greatly due to the wide range of designs (from paint and post to fully raised and separated paths), site conditions (working downtown or near steep slopes can increase costs), and whether the project can be combined with other nearby projects.

For the 2019 projects in this plan, preliminary cost estimates have been developed based on each project's individual characteristics.

With projects coming in at a higher cost than anticipated and less federal grants available, we are strategizing how to prioritize the projects in the implementation plan to build out the best network with what we have.

DRAFT

# APPENDIX 1: PERFORMANCE MEASURES

The 2014 Bicycle Master Plan includes performance measures to assess whether the plan is meeting its goals. The measures are focused on assessing progress over the long-term, and data is collected and analyzed either

annually or as the data is available to help track interim progress. The table below includes the BMP performance measures and progress towards those targets based on the most recently available data.

| PERFORMANCE MEASURE TARGETS |  |   |   |
|-----------------------------|--|---|---|
| Goal                        | Performance Measure  | Performance Target  | Performance Result  |
| <b>Ridership</b>            | Number of people biking counted at locations throughout Seattle                      | Quadruple ridership between 2014 and 2030   | 2014-2015: 0.6% decrease <sup>1</sup><br>2015-2016: 5.7% increase <sup>1</sup><br>2016-2017: 0.9% decrease <sup>1</sup><br>2017-2018: 12.1% increase <sup>1</sup>   |
| <b>Safety</b>               | Bicycle collision rate   | Reduce bicycle collisions by half (50 percent) between 2013 and 2030                              | 2014: 426 reported collisions<br>2015: 469 reported collisions<br>2016: 407 reported collisions<br>2017: 346 reported collisions<br>2018: 393 reported collisions <sup>2</sup>  |
|                             | Number of serious injuries and fatalities  | Zero by 2030  | 2013: 27 serious injuries; 2 fatalities<br>2014: 29 serious injuries; 1 fatality<br>2015: 24 serious injuries; 1 fatality<br>2016: 26 serious injuries; 2 fatalities<br>2017: 12 serious injuries; 2 fatalities<br>2018: 29 serious injuries<br>1 fatality <sup>2</sup> |
| <b>Connectivity</b>         | Percentage of bicycle facility network completed                                     | 100 percent of bicycle system constructed by 2035   | 2013: 22%<br>2016: 28% (167/608 miles)<br>2017: 29% (179/608 miles)   |
| <b>Equity</b>               | Areas lacking bicycle facilities   | Zero areas of City lacking bicycle facilities by 2030   | 2012: 7 census tracts<br>2016: 7 census tracts<br>2017: 7 census tracts<br>2018: 7 census tracts  |
| <b>Livability</b>           | Percentage of households within ¼ mile of an all ages and abilities bicycle facility | 100% of households in Seattle within ¼ mile of an all ages and abilities bicycle facility by 2035 | 2013: 34%<br>2016: 49%<br>2017: 60%<br>2018: 61%  |

<sup>1</sup>Percentages are based off bike counts taken at 5 locations where reliable data was available for 2014, 2015, 2016, 2017, and 2018.

<sup>2</sup>Based on January 2019 query.

# APPENDIX 2: STRATEGIES AND ACTIONS

Previous implementation plan updates are included to provide consistent reporting.

| BMP Strategy  | Activity   | 2016 Status   | 2017 Status   | 2018 Status  | 2019 Status  |
|---|--|---|---|--|--|
| <b>THE BICYCLE NETWORK</b>  |  |   |   |  |  |
| 4.1 – 4.6<br>Implement the bicycle facilities   | See project lists for projects to be studied, designed, and implemented in 2018-2022. SDOT will continue to research and incorporate best practices, leverage other capital project investments, and develop educational tools.      | SDOT completed 8.65 miles.  | SDOT completed 10.81 miles  | SDOT completed 10.26   | SDOT will continue working to meet targets.  |
| 4.7 Implement upgrades of existing bicycle facilities   | Bicycle facilities upgrade projects will be identified through BMP project prioritization and through safety corridor projects. Refer to strategy 7.3 and 7.13 for related work  | SDOT will work to meet targets  | SDOT will work to meet targets  | SDOT upgraded 3 NGW and completed 12 spot safety projects  | SDOT will continue working to meet targets. This will include looking at collaboration opportunities with Vision Zero corridor projects and Arterial Asphalt and Concrete Program. |
| 4.8 Install bicycle detection at traffic signals in every new bicycle facility, as well as with all street replacement projects | SDOT will develop consistent bicycle detection standards by bicycle facility type, inventory existing detection on high priority bike facilities to determine upgrade needs, and develop a prioritized work plan for implementation. | SDOT has been recommending appropriate bicycle detection on a case-by-case basis, and may start developing guidelines based on facility type and intersection geometry in 2016. Inventory will begin in 2016, if staffing allows for this effort. | SDOT has been implementing bicycle detection at traffic signals on a case-by-case basis when it develops a bicycle facility that crosses a major street at a signalized intersection. | SDOT continues to implement bicycle detection at traffic signals on a case-by-case basis when it develops a bicycle facility that crosses a major street at a signalized intersection. | SDOT will continue its current practices   |
| 4.10 Design all bicycle facilities to meet or exceed the latest federal, state and local guidelines                             | This is SDOT's standard practice. In addition, the update of the Seattle Right-of-Way Improvements Manual will include bicycle facility design guidelines.   | SDOT is currently updating the Right-of-Way Improvement Manual (ROWIM), which include bicycle design guidelines. Director's Rule expected by end of the year.   | SDOT is currently finishing the Right-of-Way Improvement Manual (ROWIM), which includes bicycle design guidelines.  | The update to the ROWIM was completed in 2017. The bicycle design guidelines were completed in 2018.   | SDOT is designing bicycle facilities with guidance from the completed Bicycle Design Guidelines  |

| BMP Strategy  | Activity   | 2016 Status   | 2017 Status   | 2018 Status   | 2019 Status   |
|---|--|---|---|---|---|
| <b>THE BICYCLE NETWORK</b>  |  |   |   |   |   |
| 4.12 Integrate a multimodal decision making process into the update of the Comprehensive Plan   | SDOT has developed a right-of-way (ROW) allocation framework, a comprehensive methodology, to determine the uses and functions of corridors.   | The ROW allocation framework is within the draft Comprehensive Plan Update for consideration of adoption.   | Complete. The new Comprehensive Plan became effective on November 28, 2016 and includes ROW allocation framework.   | Completed in 2016   |   |
| <b>END-OF-TRIP FACILITIES</b>   |  |   |   |   |   |
| 5.1 Update the Seattle Municipal Code (SMC) bicycle parking requirements  | SDOT will work with DPD to review the existing language and identify proposed changes.   | SDOT has provided comment to DPD/SDCI on land use code changes for bicycle parking.   | Updates to the SMC are currently under review process and will be submitted to City Council at some point in the future.  | SDCI has submitted bicycle parking code updates to City Council Planning Land Use, and Zoning Committee with the intent to adopt in 2018                            | SDCI and SDOT are reviewing the language in the guidelines to identify potential changes to the land use code with a Joint directors rule between SDOT/SDCI to be signed sometime in 2019 |
| 5.2 Develop a bicycle Parking implementation program  | SDOT will develop a methodology to identify and prioritize high-demand locations for bicycle parking in 2015, and will complete a Client Assistance Memo (CAM) for installation of private bicycle racks in the public right-of-way. | Internal guidelines for private bicycle rack installation in the public Right-of-Way are being developed and a CAM will be developed later in 2016.   | SDOT will be developing an illustrated guide to bicycle parking to provide clearer and more direct assistance to business owners and developers that wish to install bike parking in the public right-of-way. | In addition to SDOT's current practices, SDOT will target schools and historic districts that have identified deficits in bicycle parking for new bike parking      | Bike Parking Guidelines will be publicly accessible online. PDD will partner with Bike Share program to install 1500 bike parking spaces during the one year bike share permit cycle.     |
| 5.3 Develop a process for abandoned bicycle removal with repurposing options  | Abandoned bicycles that are tagged and removed by SDOT personnel are donated to BikeWorks.   | SDOT will continue to donate abandoned bicycles to BikeWorks. No timeline exists for a partnership with SPD to create a policy to donate abandoned bikes.   | SDOT continues to remove abandoned bicycles from public bicycle racks after issuing a 72 hour notice.   | SDOT will continue its current practices related to abandoned bicycles  | SDOT will continue its current practices related to abandoned bicycles  |
| 5.5 Provide short-term and long-term secure bicycle parking at high-capacity transit stations, transit hubs, and heavily-used bus stops | SDOT will partner with other agencies to coordinate the development of long-term secure bicycle parking.   | Secured bicycle parking is incorporated in the Northgate and Judkins Park station designs. SDOT will continue to monitor needs at existing stations, future stations in ST3, and the Seattle RapidRide expansion program. | SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, Seattle's RapidRide other high capacity transit locations.   | SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, Seattle's RapidRide other high capacity transit locations. | SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, Seattle's RapidRide other high capacity transit locations.                       |

| BMP Strategy   | Activity  | 2016 Status   | 2017 Status   | 2018 Status  | 2019 Status  |
|--|---|---|---|--|--|
| <p><b>PROGRAMS</b></p> <p>6.1 Develop a bicycle safety program</p> | <p>SDOT will continue to build upon existing safety educational and encouragement programs, and create new programs. Towards this effort SDOT will:</p> <ol style="list-style-type: none"> <li>1. Provide bicycle education for primary school children</li> <li>2. Assess feasibility and cost of including middle school and high school roadway safety education (as part of the School Road Safety plan).</li> <li>3. Collaborate with partners to develop, strengthen, and distribute existing "Bike 101" materials to assist a wide range of current and new riders</li> <li>4. Engage with Seattle Public Schools to continue Safe Routes to School partnerships for traffic safety education and encouragement of walking and biking to school</li> </ol> | <ol style="list-style-type: none"> <li>1. SDOT is collaborating with Seattle Public Schools and Cascade Bicycle Club to develop a new pedestrian and bicycle safety curriculum that will be implemented in all public elementary schools. The curriculum program will be implemented in all 72 public K-5 and K-8 schools in September 2016.</li> <li>2. Pending the success of the elementary school program and funding availability, SDOT will expand the education program to middle and high school students in 2019.</li> <li>3. In 2016, SDOT will continue to publish an updated bike map; a magazine similar to the 2015 pilot BikeLife; and education and encouragement materials when projects such as the Eastlake and Roosevelt Protected Bicycle Lanes are complete.</li> <li>4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to encourage walking and biking to school.</li> </ol> | <ol style="list-style-type: none"> <li>1. SDOT reached every 3rd, 4th, and 5th grade physical education class at Seattle Public Schools in partnership with Cascade Bicycle Club, and plans to continue to do so for the next seven years.</li> <li>2. SDOT will assess program expansion to middle school and high school classes.</li> <li>3. SDOT will continue to publish an annual printed bike map and distribute education and encouragement materials when projects such as the Westlake and Roosevelt Protected Bicycle Lanes are complete.</li> <li>4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to encourage walking and biking to school.</li> </ol> | <ol style="list-style-type: none"> <li>1. SDOT continues supporting the in-classroom education at all Seattle Public Schools.</li> <li>2. SDOT piloted in-classroom education in Seattle Middle Schools in fall 2018.</li> <li>3. SDOT continues to distribute education materials when new bicycle facilities are complete.</li> <li>4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to encourage walking and biking to school</li> </ol> | <ol style="list-style-type: none"> <li>1. SDOT continues supporting the in-classroom education at all Seattle Public Schools.</li> <li>2. SDOT piloted in-classroom education in Seattle Middle Schools in fall 2018.</li> <li>3. SDOT continues to distribute education materials when new bicycle facilities are complete.</li> <li>4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to encourage walking and biking to school</li> </ol> |

| BMP Strategy   | Activity   | 2016 Status  | 2017 Status  | 2018 Status  | 2019 Status   |
|--|--|--|--|--|---|
| <b>PROGRAMS</b><br>6.2 Improve wayfinding and trip-planning opportunities for people on bicycles | SDOT will update the printed bicycle map annually.   | On track.  | SDOT continues to annually release a printed bicycle map. SDOT also released bicycle-related data to the public via data. seattle.gov, and is exploring more options to enhance public data availability.  | SDOT continues to annually release a printed bicycle map. SDOT will utilize an updated bicycle wayfinding in delivery of new projects  | SDOT continues its current practices  |
| 6.4 Support economic and community development through bicycle related activities                | SDOT will attend and support events with similar mission and focus that encourage neighborhood-level active transportation.<br><br>SDOT will continue to work with CTR employers and TMP plans to provide bicycle workshops, co-sponsor the second Annual Employer Bike Summit, and promote the 2016 Bike Commute Challenge. | SDOT will continue to attend and support events such as Summer Parkways, Bicycle Sundays, Kidical Mass, and the SR-520 bicycle ride.<br><br>In 2016 and 2017, 97 bike racks will be installed at locations outside Center City adjacent to CTR employer locations or buildings with Transportation Management Program requirements. This will program will result in public bike racks outside all CTR and TMP locations. Ten more bicycle commuter workshops will be conducted in 2016 and then again in 2017 (by Commute Seattle). | SDOT will continue to attend and support events such as Summer Parkways, Bicycle Sundays, Kidical Mass, and other bicycle related activities.<br><br>SDOT has installed public bike racks at all feasible CTR and TMP locations, and will continue to conduct bicycle commuter workshops and other programs. | SDOT will continue to attend and support events such as Bicycle Sundays, Kidical Mass, and other bicycle related activities.<br><br>SDOT continued to offer various bike events and programming for Seattle employers, which are often open to the public. 2018 programming will include May Bike to Work Day (Bike Month Celebration) and Bike 101 for employers. | SDOT will continue to attend and support events such as Bicycle Sundays, Kidical Mass, and other bicycle related activities<br><br>SDOT continues to offer various bike events and programming for Seattle employers, which are often open to the public. 2019 programming will include May Bike to Work Day and October Light Up Your Commute. |

| BMP Strategy  | Activity   | 2016 Status   | 2017 Status   | 2018 Status  | 2019 Status   |
|---|--|---|---|--|---|
| <b>IMPLEMENTATION APPROACH</b>  |  |   |   |  |   |
| 7.1 and 7.2<br>Develop and strengthen procedures and processes for bicycle project delivery   | SDOT has a well-developed evaluation, design and public engagement process for neighborhood greenways. In 2016, SDOT will continue to use and refine this process, and will adapt it for other projects types such as protected bicycle lanes. In addition, SDOT will:<br><ul style="list-style-type: none"> <li>• Allow temporary implementation of bicycle facilities</li> </ul>             | SDOT will continue to conduct data driven planning processes, collecting quantitative “before” data and administering perception surveys as funding allows. SDOT will continue to support PARKing day type of temporary installation of bicycle facilities. | SDOT continues to make data-driven decisions. We are improving our Program & Project Management processes, which includes improved cost estimating tools, and streamlining our delivery and contracting methods. These improvements are expected to result in quicker implementation of bicycle projects and reduced costs. | SDOT continues to refine our project delivery processes with a focus on internal collaboration. In 2018, we are conducting initial feasibility studies of bike projects that occur in corridors with high demand from other modes. This information will allow for more strategic investments. | SDOT continues to look at processes to assist in delivering projects on time and within budget. |
| 7.3 and 7.13<br>Review bicycle-related collisions, collision rates and frequencies over time and identify and implement safety strategies. Improve bicycle facilities as needed, based on performance criteria. | SDOT will build on the existing collision review program and will:<br><ul style="list-style-type: none"> <li>• Analyze bicycle-involved collisions per facility type to identify trends, behaviors, and engineering solutions</li> <li>• Create a data-driven process to identify spot and/or corridor improvement projects</li> </ul> Develop a prioritized list of spot improvement projects | SDOT is developing a Bicycle and Pedestrian Safety Analysis (BPSA) to address these concerns. The draft report is expected by the end of April and will help prioritize spot improvements for 2016 work program and beyond.                                 | SDOT has completed development of the BPSA and will use this report to work towards proactively making Seattle’s streets even safer. SDOT will continue to collaborate with SPD on increasing data sharing and data collection between the two departments.   | SDOT launched Phase II of the BPSA in 2018. The results of the work will further allow SDOT to be proactive in making our streets safer.   | SDOT expects to complete Phase II of the BPSA in 2019.  |
| 7.5 and 7.14<br>Create a multiuse trails upgrade and maintenance plan. Negotiate maintenance agreements with partners.  | SDOT will develop a trails upgrade plan in 2015, which will guide future upgrades to the multi-use trails.   | SDOT is developing a Trails Upgrade Plan to guide future investments. The draft report is expected by the end of April. Updated maintenance agreements with partners will be worked on following the Trails Upgrade Plan efforts (timeline unknown).        | SDOT has completed the Trails Upgrade Plan  | SDOT uses the Trails Upgrade Plan to guide maintenance and spot improvements throughout our Trail network  | SDOT continues to use the Trails Upgrade Plan to guide maintenance and spot improvements        |

| BMP Strategy   | Activity  | 2016 Status  | 2017 Status   | 2018 Status   | 2019 Status  |
|--|---|--|---|---|--|
| <b>IMPLEMENTATION APPROACH</b>   |   |  |   |   |  |
| 7.6 Update the Bicycle Master Plan   | SDOT will update the Bicycle Master Plan every 5-7 years  |  | SDOT is required by Council Resolution to update the BMP and will begin work to update in 2018, aiming for a completed update in 2021, incorporating HALA and other major city initiatives.   |   | The BMP update will begin in 2019.   |
| 7.10 – 7.12 Maintain on-street and off-street bicycle facilities. Consider maintenance costs, procedures, and long-term funding mechanisms are a part of all new bicycle facility projects. Encourage people to report improvements requests to SDOT | To address maintenance, SDOT will:<br><br>Create life-cycle costs per bicycle facility to better understand and gauge current and future maintenance needs<br><br>Coordinate projects with Street Maintenance Paving plan | As we continue to build protected bike lanes, tracking maintenance costs is important. SDOT is currently researching best practices from peer cities<br><br>As part of the 2016-2020 BMP IMP Plan, SDOT is coordinating upcoming paving projects and proposed bicycle facilities for better alignment. | SDOT continues to research best practices related to maintenance costs for our newest facility types.<br><br>As part of the 2017- 2021 Implementation Plan SDOT looked for opportunities to coordinate paving projects and proposed bicycle facilities. | SDOT continues to research best practices related to maintenance costs for our newest facility types.<br><br>As part of the 2018- 2022 Implementation Plan SDOT looked for opportunities to coordinate paving projects and proposed bicycle facilities. | SDOT has allocated additional funds to facilitate maintenance of some of our most used facilities.<br><br>As part of this 2019- 2024 Implementation Plan SDOT continues to look for opportunities to coordinate paving projects and proposed bicycle facilities, and will continue to do so in the future. |
|  | Evaluate additional bike facility sweeping as part of the SPU/SDOT street sweeping program  | As the city builds a critical mass of protected bike lanes, SDOT will identify the most cost effective way to sweep bicycle facilities.  | SDOT continues to research cost-effective ways to sweep our protected bike lanes.   | SDOT continued to research cost-effective ways to sweep our protected bike lanes  | SDOT continues to research cost-effective ways to sweep our protected bike lanes   |
|  | Continue to promote existing ways for people to report maintenance and improvements requests  | SDOT and the Mayor's Office are continuing to promote the web based, Find It, Fix It, application to improve reporting of maintenance requests.  | SDOT and the Mayor's Office participate in Find It, Fix It walks with community members that aim to promote use of the app while reporting maintenance needs.   | SDOT continued to utilize the Find It, Fix It app as well as participate in the Find It, Fix walks with community members.  | SDOT continues to utilize the Find It, Fix It app as well as participate in the Find It, Fix walks with community members.   |
| 7.17 Establish a broad based funding approach  | SDOT will continue to research and pursue grants, and other funding opportunities.  | The Transportation Levy to Move Seattle was approved by voters in 2015. There is \$65M for bicycle improvements over the nine year levy timeframe.   | SDOT continued to look for grant and partnership opportunities to deliver more and make the most out of our Move Seattle funding.   | SDOT continued to look for grant and partnership opportunities. In 2018 SDOT received \$16 M from the Washington State Convention Center to build key elements for the Center City Bike Network.  | SDOT continues to look for grant and partnership opportunities to deliver more and make the most out of our Move Seattle funding.  |



# APPENDIX 3: PROJECT LISTS

| PROJECTS FUNDED THROUGH CONSTRUCTION WITH LOW RISKS |  |       |                |             |  |
|---|--|-------|----------------|-------------|--|
| Project Number                                      | Project Name   | Type  | Length (miles) | Target year | Risk   |
| 1   | AAC - S Columbian Way/S Alaska St (2018 AAC Package)   | PBL   | 1.11           | 2019        | Low Risk   |
| 2   | AAC - S Dearborn St                                    | PBL   | 0.46           | 2019        | Low Risk   |
| 3   | AAC - Swift/Myrtle/Othello (2018 AAC Package)          | PBL   | 1.75           | 2019        | Low Risk   |
| 4   | AAC - Wilson Ave S (2018 AAC Package)                  | PBL   | 0.81           | 2019        | Low Risk   |
| Spot  | Aurora and 83rd signal (2019 AAC Package)              | Other | 0 (spot)       | 2019        | Low Risk, requires WSDOT Coordination  |
| 5   | MMC - Union PBL  | PBL   | 0.67           | 2019        | Low Risk   |
| 6 <sup>1</sup>                                      | NE 70th St PBL   | PBL   | 0.10           | 2019        | Low Risk, requires WSDOT Coordination  |
| 6 <sup>1</sup>                                      | NE 70th St Connection to PBL                           | NGW   | 0.17           | 2019        | Low Risk, connects to WSDOT Coordinated PBL                                    |
| 7   | North Seattle NGW                                      | NGW   | 2.70           | 2019        | Low Risk   |
| 8   | SRTS (High Point Loop)                                 | NGW   | 0.88           | 2019        | Low Risk   |
| 9   | VZ - NE 65th St Vision Zero Safety Corridor            | PBL   | 0.74           | 2019        | Low Risk   |
| 10  | West Seattle Phase 1                                   | NGW   | 2.21           | 2019        | Low Risk   |
| 11  | 12th Ave S PBL- Golf Dr to S King St                   | PBL   | 0.25           | 2020        | Low Risk, requires Load Zone & Transit Access Coordination                     |
| 12  | AAC - Green Lake Park Loop (2019 AAC Package)          | PBL   | 2.55           | 2020        | Low Risk, requires Right of Way acquisition, requires coordination with Parks. |
| 13  | AAC - N 50th St (2019 AAC Package)                     | BL    | 0.27           | 2020        | Low Risk   |
| Spot  | AAC - N 80th St (2019 AAC Package)-Green Lake PBL      | Other | 0 (spot)       | 2020        | Low Risk   |
| 14  | AAC - SW Avalon Way and 35th Ave SW (2019 AAC Package) | PBL   | 0.90           | 2020        | Low Risk, requires Load Zone & Transit Access Coordination                     |
| 15  | Center City - 9th Ave N                                | PBL   | 0.24           | 2020        | Low Risk, requires Private Development Coordination                            |
| 16  | Green Lake to Interurban Connection                    | NGW   | 0.38           | 2020        | Low Risk   |
| 17  | Judkins Park Connection                                | NGW   | 0.26           | 2020        | Low Risk   |
| 18 <sup>1</sup>                                     | Melrose Promenade (NGW segment)                        | NGW   | 0.83           | 2020        | Low Risk   |
| 18 <sup>1</sup>                                     | Melrose Promenade (PBL segment)                        | PBL   | 0.10           | 2020        | Low Risk, potential for minor parking and loading impacts                      |
| 19  | N 34th St Mobility Improvements                        | PBL   | 0.33           | 2020        | Low Risk   |
| 20  | NGW Connection to Missing Link 1                       | NGW   | 0.35           | 2020        | Low Risk, Dependent upon Missing Link project                                  |
| 21  | NGW Connection to Missing Link 2                       | NGW   | 0.05           | 2020        | Low Risk, Dependent upon Missing Link project                                  |
| 22  | S Lander Street Bridge                                 | Trail | 0.24           | 2020        | Low Risk   |
| 23  | SRTS (Highland Park Connection Ph 1)                   | NGW   | 1.45           | 2020        | Low Risk   |

| PROJECTS FUNDED THROUGH CONSTRUCTION WITH LOW RISKS |   |      |                |             |   |
|---|---|------|----------------|-------------|---|
| Project Number                                      | Project Name  | Type | Length (miles) | Target year | Risk  |
| 24  | SRTS (Lowell - Meany Connection)                              | NGW  | 0.79           | 2020        | Low Risk  |
| 25  | SRTS (Viewlands Connection)                                   | NGW  | 1.09           | 2020        | Low Risk  |
| 26  | SRTS (Wing Luke Elementary Connection)                        | NGW  | 0.80           | 2020        | Low Risk  |
| 27  | West Seattle Phase 2a   | NGW  | 0.17           | 2020        | Low Risk  |
| 28  | Northgate to Maple Leaf Light Rail Connection                 | NGW  | 1.13           | 2021        | Low Risk  |
| 29  | Northgate to Pinehurst Light Rail Connection                  | NGW  | 1.12           | 2021        | Low Risk  |
| 30  | SRTS (Ingraham HS Connection Ph 1)                            | NGW  | 1.25           | 2021        | Low Risk  |
| 31  | West Seattle - 35th Ave SW Alternative - Camp Long Connection | NGW  | 0.72           | 2021        | Low Risk, Dependent upon VZ signal project          |
| 32  | West Seattle Phase 2b   | NGW  | 1.21           | 2020        | Low Risk  |
| 33  | SRTS (Hazel Wolf K-8) Pinehurst Connection                    | NGW  | 0.89           | 2022        | Low Risk, Dependent upon SRTS/PMP signal project    |
| 34 <sup>2</sup>                                     | Center City -4th Ave (segment 1 Pine to Spring)               | PBL  | 0.36           | 2020        | Low Risk, potential for parking and loading impacts |
| 35  | Central Ridge Phase 1   | NGW  | 0.75           | 2020        | Low Risk, Previous commitment                       |
|   | 7th Ave   | PBL  | 0.20           | 2020        | Low Risk, construction by Amazon                    |
|   | Battery St  | BL   | 0.20           | 2020        | Low Risk, construction by WSDOT                     |
|   | <b>Grand Totals</b>   |      | <b>30.49</b>   |             |   |

| PROJECTS FUNDED THROUGH CONSTRUCTION WITH RISKS |  |       |                |             |   |
|---|--|-------|----------------|-------------|---|
| Project Number                                  | Project Name                                     | Type  | Length (miles) | Target Year | Risk  |
| 34 <sup>2</sup>                                 | Center City - 4th Ave (segment 2 Vine to Pine)   | PBL   | 0.61           | 2021        | Funding and Depending on design, level of service impacts, paving impacts |
| 34 <sup>2</sup>                                 | Center City - 4th Ave (segment 3 Spring to Main) | PBL   | 0.53           | 2021        | Funding and Depending on design, level of service impacts, paving impacts |
| 36 <sup>3</sup>                                 | Center City - 8th Ave -Interim                   | PBL   | 0.55           | 2019        | Potential for parking and loading impacts                                 |
| 37 <sup>3</sup>                                 | Center City - Pike/Pine Interim                  | PBL   | 0.60           | 2019        | Potential for parking and loading impacts                                 |
| 38  | King Street - 2019/2020 Delivery                 | NGW   | 1.05           | 2019        | Private development to construct part                                     |
| 39  | Burke Gilman Trail - Missing Link                | Trail | 1.42           | 2020        | Legal challenges  |
| 40  | Key Arena - NODO - Queen Anne/1st                | PBL   | 0.47           | 2020        | Private Developer to design and construct                                 |
| 40  | Key Arena - NODO - 1st/Broad st                  | PBL   | 0.25           | 2020        | Partnership-dependent   |
| Spot  | King Street - 12th & King                        | NGW   | 0 (spot)       | 2020        | Design to coordinate with adjacent projects                               |
| Spot  | King Street - Under I-5                          | NGW   | 0 (spot)       | 2020        | Funding risk  |
| 41  | Rainier Valley N-S Phase 2                       | NGW   | 0.67           | 2020        | Requires trail lease agreement WSDOT                                      |
| 42  | SRTS (Lincoln HS Connection)                     | NGW   | 0.35           | 2020        | Potential for parking and loading impacts                                 |
| 43  | VZ -Wedgwood to Roosevelt Connection             | NGW   | 1.39           | 2020        | Coordinate with 15th AAC  |

| PROJECTS FUNDED THROUGH CONSTRUCTION WITH RISKS |   |       |                                   |             |   |
|---|---|-------|-----------------------------------|-------------|---|
| Project Number                                  | Project Name  | Type  | Length (miles)                    | Target Year | Risk  |
| 36 <sup>3</sup>                                 | Center City - 8th Ave   | PBL   | Mileage will match interim design | 2021        | SDOT contractually obligated by Washington state convention center on funding amounts |
| 37 <sup>3</sup>                                 | Center City - Pike/Pine   | PBL   | Mileage will match interim design | 2021        | SDOT contractually obligated by Washington state convention center on funding amounts |
| 44  | Central Water Front (Alaskan Way Viaduct Replacement)   | PBL   | 0.67                              | 2021        | Partnership-dependent   |
| 45 <sup>4</sup>                                 | Northgate Light Rail- 1st Ave NE PBL (formerly Northgate Light Rail Station Project (Seg 2))    | PBL   | 0.13                              | 2021        | Sound Transit partnership   |
| 46  | Northgate Light Rail - Northgate Pedestrian and Bicycle Bridge                                  | Trail | 0.27                              | 2021        | Sound Transit partnership   |
| 45 <sup>4</sup>                                 | Northgate Light Rail- 1st Ave NE Multi-Use Path (formerly Northgate Light Rail Station (Seg 3)) | Trail | 0.38                              | 2021        | Sound Transit partnership   |
| 45 <sup>4</sup>                                 | Northgate Light Rail- 1st Ave NE PBL (formerly Northgate Light Rail Station Project (Seg 1))    | PBL   | 0.38                              | 2021        | Sound Transit partnership   |
| 47  | SRTS (Washington MS Connection)   | NGW   | 0.60                              | 2021        | Coordination with Metro   |
| 48  | Key Arena - Thomas St (Seattle Center to Waterfront)  | NGW   | 0.37                              | 2022        | Design limited by available budget  |
| 49  | Key Arena-Thomas St (Seattle Center to Eastlake)  | NGW   | 0.86                              | 2022        | Design limited by available budget  |
| 50  | Lake City to Maple Leaf NGW CROSSING  | NGW   | 0.34                              | 2022        | Coordinate with WSDOT Paving (Requires signal approval)                               |
| 51  | SRTS (Emerson ES Connection)  | NGW   | 1.06                              | 2022        | Design Dependent on Rainier Phase 3   |
| 52  | Center City - Bell St PBL   | PBL   | 0.22                              | 2019        | Coordination with Metro and Private Development. Requires major signal work.          |
| 53 <sup>5</sup>                                 | AAC - 15th Ave NE (AAC Package)-North Segment   | PBL   | 0.94                              | 2020        | Low Risk  |
| 53 <sup>5</sup>                                 | AAC - 15th Ave NE (AAC Package)-South Segment   | BL    | 0.25                              | 2020        | Low Risk  |
| 54  | Center City -South End Connection   | PBL   | 0.27                              | 2020        | Metro and Sound Transit coordination  |
| 55  | Multi Modal Corridor-Delridge RR  | TBD   | 3.10                              | 2021        | Transit Plus Multi-modal Corridor dependent   |
| 35  | Central Ridge Phase 2   | NGW   | 1.41                              | 2024        | Dependent on Madison RapidRide construction   |
| 56  | AMB: Mt Baker Bicycle Connection  | TBD   | TBD                               | 2023        | Preferred route impacts Transit and travel times                                      |
| <b>Grand Totals</b>                             |   |       | <b>19.12</b>                      |             |   |

| PROJECTS FUNDED THROUGH DESIGN WITH LOW RISKS |  |           |                |             |   |
|---|--|-----------|----------------|-------------|---|
| Project Number                                | Project Name                                     | Type      | Length (miles) | Target Year | Risk  |
| 57  | SRTS (Stevens ES Connection)                     | NGW       | 0.63           | 2020        | Low Risk, Dependent on SRTS partnership                             |
| 58  | SRTS (Orca K-8 Connection)                       | NGW       | 1.27           | 2021        | Low Risk  |
| 50 <sup>5</sup>                               | Lake City/Maple Leaf NGW Connection to Wedgewood | NGW       | 1.05           | 2022        | Low Risk  |
| 59  | SRTS (Beacon Hill ES)                            | NGW       | 0.80           | 2022        | Low Risk  |
| 60  | E Marginal Way                                   | PBL       | 1.30           | 2021        | Low Risk, Multi-agency coordination and grant funding               |
| 61  | Georgetown to South Park                         | PBL/Trail | TBD            | TBD         | Low Risk, Funding and Depending on design, level of service impacts |
| <b>Grand Totals</b>                           |  |           | <b>5.04</b>    |             |   |

| PROJECTS FUNDED THROUGH DESIGN WITH KNOWN RISKS |  |       |                |             |  |
|---|--|-------|----------------|-------------|--|
| Project Number                                  | Project Name                           | Type  | Length (miles) | Target Year | Risk   |
| 62  | VZ- Interurban to Greenwood Connection | NGW   | 0.25           | 2020        | Partnership-dependent  |
| 63  | Lake Washington Loop                   | NGW   | 2.31           | 2024        | Construction coordination                                    |
| 64  | Multi Modal Corridor-Roosevelt RR      | PBL   | 3.39           | 2023        | Fully funded through construction pending FTA funds          |
| 65  | SRTS (Olympic Hills to Cedar Park)     | NGW   | 1.12           | 2023        | Design dependent on signal approval and funding              |
| 66  | SODO Trail                             | Trail | 0.42           | TBD         | Multi-agency agreements, funding includes construction costs |
| 67  | Eastlake (Fairview to Stewart)         | PBL   | 0.80           | TBD         | Multi-agency partnering and funding                          |
| <b>Grand Totals</b>                             |  |       | <b>8.29</b>    |             |  |

<sup>1</sup>This project is broken into a greenway segment and a protected bike lane segment.

<sup>2</sup>This project is broken into segments with different phases.

<sup>3</sup>This project is broken into an interim and a permanent phase.

<sup>4</sup>Northgate project broken into 3 segments.

<sup>5</sup>Project broken into 2 segments.

**PROJECTS REMOVED SINCE 2017 IMPLEMENTATION PLAN**

| Project Name                                      | Type | Length (miles) | Removal Reason  |
|---|------|----------------|---|
| 35th Ave N PBLs (Paving Project)                  | PBL  | 1.20           | Removed due to parking and travel impacts   |
| Ballard/Crown Hill to Greenwood                   | NGW  | 2.60           | SBAB Removed - 2018 Imp Plan; confirmed not a priority project in 2019 Imp Plan   |
| Beacon Hill to Mt Baker Phase 2                   | NGW  | 1.50           | SBAB Removed - 2019 Imp Plan  |
| Fauntleroy Way SW PBL                             | PBL  | 1.30           | SBAB Removed - 2019 Imp Plan  |
| Greenwood Ave N PBL                               | PBL  | 1.20           | SBAB Removed - 2019 Imp Plan  |
| Montlake Blvd NE PBL                              | PBL  | 0.60           | SBAB Removed - 2019 Imp Plan  |
| NE 100th St PBL                                   | PBL  | 0.30           | SBAB Removed - 2019 Imp Plan  |
| Northgate Light Rail Station Corridor - Segment 4 | PBL  | 0.50           | SBAB Removed - 2019 Imp Plan  |
| One Center City - Broad Street PBL                | PBL  | TBD            | SBAB Removed - 2019 Imp Plan  |
| One Center City - Yesler Way PBL                  | PBL  | TBD            | SBAB Removed - 2019 Imp Plan  |
| Roosevelt PBL Extension                           | PBL  | 0.50           | SBAB Removed - 2019 Imp Plan  |
| S Henderson St/Seward Park Ave S                  | BL   | 0.70           | SBAB Removed - 2019 Imp Plan  |
| Valley Street PBL                                 | PBL  | 0.30           | SBAB Removed - 2019 Imp Plan  |
| 12th Ave NE PBL-NE 67th to NE 75th St             | PBL  | 0.50           | Partnership - AAC delayed to after the Levy   |
| N 130th St 2021 Paving                            | PBL  | 1.60           | Partnership - AAC delayed to after the Levy   |
| SW Roxbury 2021 Paving                            | PBL  | 1.00           | Partnership - AAC delayed to after the Levy   |
| NW Market St 2020 Paving                          | BL   | 0.60           | Partnership - AAC Extents changed   |
| Market/45th Transit Improvement Area              | TBD  | 0.50           | Partnership - No longer funded as a multi-modal corridor  |
| Rainier Ave S Paving/RR                           | PBL  | 0.90           | To mitigate risk, project designed to match funding. Focus on spot transit improvements   |
| First Hill Streetcar: Broadway Extension          | PBL  | 0.60           | Project remains in BMP. Partnership - Streetcar Project put on hold.  |
| Chief Sealth Trail Connections                    | TRL  | 0.30           | City Light Coordination   |
| Fauntleroy Way SW Boulevard                       | PBL  | 0.30           | Fauntleroy Blvd. project put on hold  |
| Madison MMC Complementary: 9th/University/Union   | NGW  | 0.50           | Previously considered with Madison BRT complementary route.   |
| Madison MMC Complementary: Arthur/27th            | NGW  | 0.80           | Previously considered with Madison BRT complementary route.   |
| Madison MMC Complementary: Thomas/24th            | NGW  | 0.80           | Previously considered with Madison BRT complementary route.   |
| N 40th St (2019 AAC package)                      | PBL  | 0.29           | Removed due to design constraints & funding risk.   |
| Madison MMC Complementary: Denny Way              | NGW  | 0.76           | Previously considered with Madison BRT complementary route.   |
| West Seattle North Admiral Connection             | NGW  | 1.94           | Removed due to design constraints & funding risk.   |
| 15th Ave S AAC Coordination (16th Ave S NGW)      | NGW  | 0.28           | Bike Lanes in previous plan. Complete streets evaluation resulted in parallel greenway on 16th as recommended. However, NGW Connection dependent upon NSF project currently in design review. |
| S Alaska St Connection: Columbia City             | NGW  | 0.42           | Stakeholder investment in connection. Removed due to design constraints & funding risk.   |
| S Alaska St PBL                                   | PBL  | 0.29           | Stakeholder investment in connection. Removed due to design constraints & funding risk.   |

**PROJECTS REMOVED SINCE 2017 IMPLEMENTATION PLAN**

| Project Name  | Type | Length (miles) | Removal Reason  |
|---|------|----------------|---|
| Beacon Ave S PBL Study Only                         | PBL  | 0.87           | SBAB Removed - 2019 Imp Plan  |
| Myers Way S   | PBL  | 1.24           | SBAB Recommended for 2019 plan. Removed due to design constraints & funding risk. |
| Center City: Alaskan (Virginia to Elliot Bay Trail) | TBD  | 0.38           | Did not receive grant or private funding.   |
| <b>Grand Total</b>                                  |      | <b>25.57</b>   |   |

DRAFT

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](http://www.seattle.gov/transportation)



**Seattle**  
Department of  
Transportation

3.2019