

An aerial photograph of a city street intersection. A semi-transparent blue rectangular overlay is centered over the intersection. The text "Bike Master Plan Implementation" is written in large white font across the top of the overlay, and "2019-2024" is written in a smaller white font below it. The street below shows various vehicles, including a white van, a black SUV, a silver car, and a red car. There are also pedestrians and a cyclist. The street has white lane markings, a crosswalk, and a green-painted bike lane with white directional arrows. A "SLOW" sign is visible on the right side of the street. The overall scene is a busy urban environment with autumn leaves scattered on the ground.

# Bike Master Plan Implementation

## 2019-2024

# Presentation Overview

- Mayor Durkan's transportation vision
- Delivering on the vision
- What we heard through outreach
- What's new
- Next steps

# Mayor Durkan's Vision for Transportation in Seattle

- The city of the future is a **connected city that has safe, affordable, and reliable transportation choices - for walking, rolling, taking transit, and biking.**
- Committed to listening to community to **create a safer, more connected multimodal network** for transit riders, pedestrians, and bicyclists.
- That multimodal network will **give people more transportation choices**, fight climate change, make our communities healthier and safer, connect people with opportunity like jobs, school, and training, and achieve our shared Vision Zero goals.

# Actions & Investments in Seattle's Transportation System & Multimodal Network

## 2018

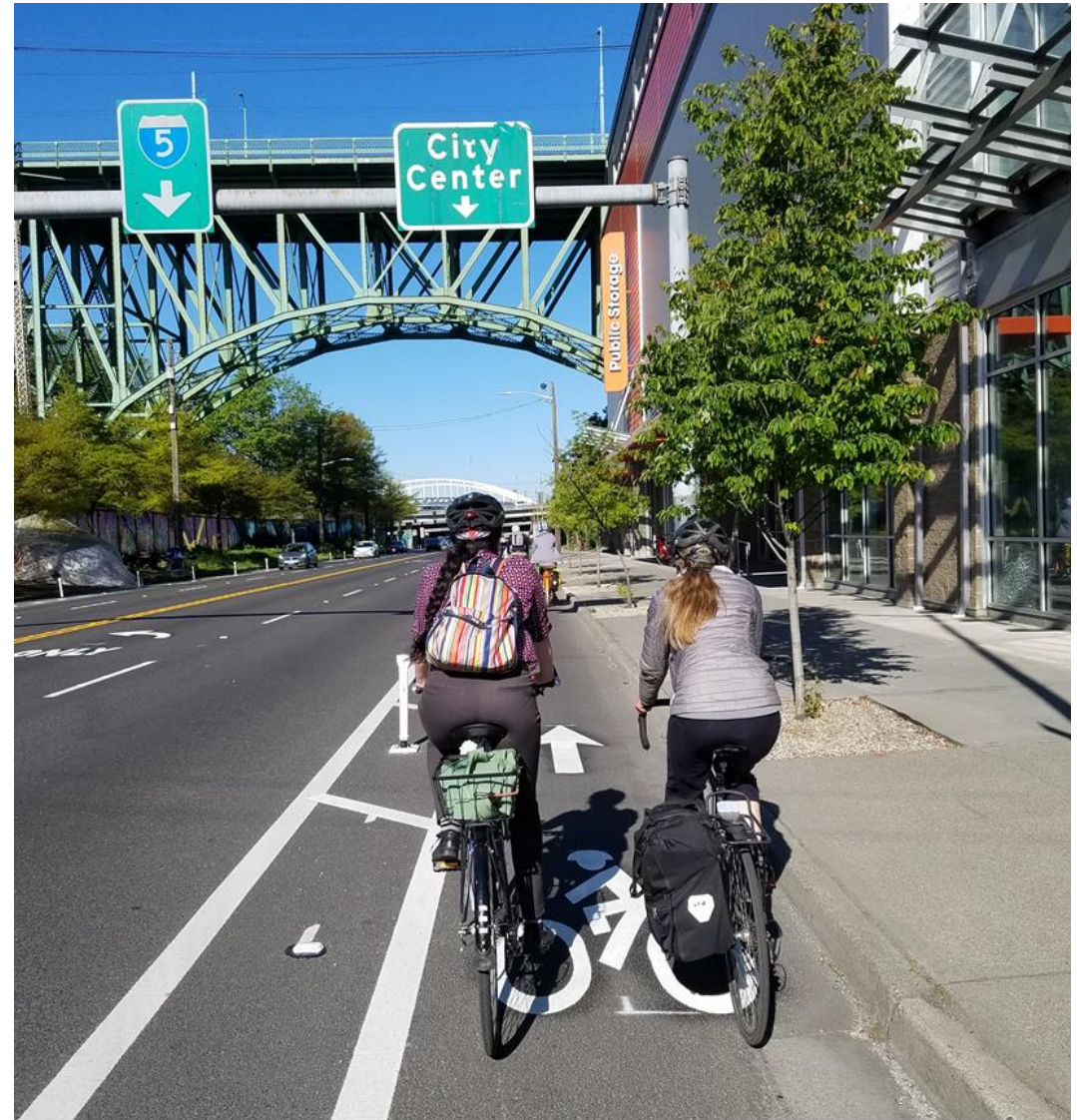
- Congestion Pricing Study Announcement
- Spring ORCA Opportunity for all HS students and Seattle Promise scholars
- Free-Floating Bike Share Pilot Made Permanent
- Seattle Transit Benefit District Scope Change
- 2019 Budget Release
- Third Ave Bus Priority Expansion
- Director Zimbabwe Nominated

## 2019

- Block the Box/Transit Lane Advocacy in Olympia
- Ride 2 in West Seattle
- Seattle Squeeze: Viaduct Closure
- Via to Transit in Southeast Seattle
- 2019-2024 Bicycle Master Plan Implementation Plan
- Bike Share Partnership with Outdoors for All
- Transportation Equity Workgroup Launch
- ORCA Opportunity Pilot with Seattle Housing Authority
- Scooter Share Pilot Announcement (Implementation 2020)
- Congestion Pricing Report and Engagement
- Sound Transit 3 Advancement to EIS Phase

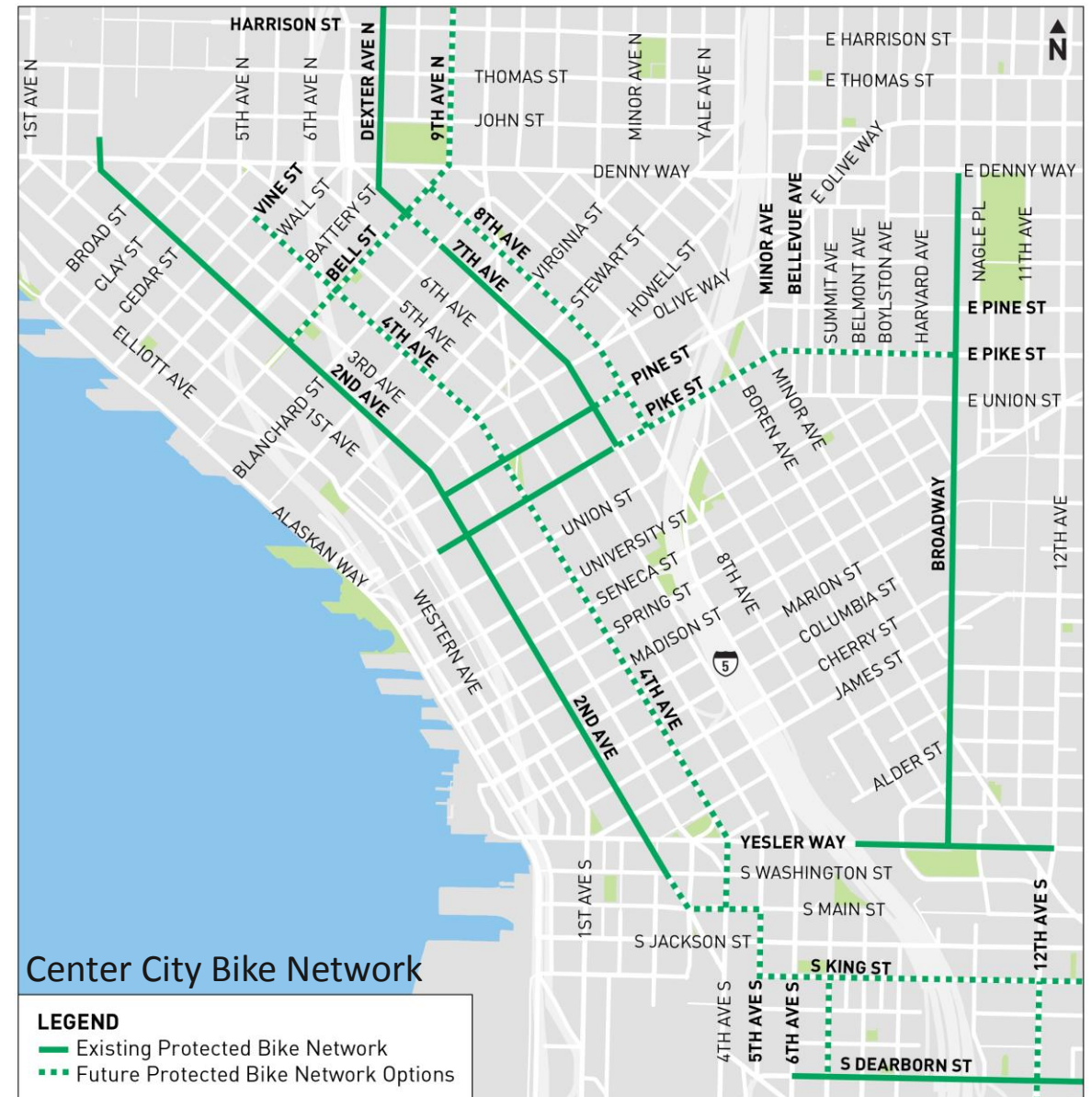
# Mayor Durkan's Vision for Seattle's Bike Network

**Build a robust and connected network of bike lanes and greenways so residents of all ages and abilities have more options to connect to jobs, schools, access transit hubs, and get around safely and affordably.**



# Delivering on the Vision

- Since November 2017:
  - \$21 million invested in bike infrastructure
  - 13 miles of new facilities
  - Nation's largest free-floating bike share program – made permanent (two million rides in 2018)
- 11 additional miles to be built in 2019 with \$14 million in investments:
  - Center City PBL network
  - S Columbian Way/S Alaska St PBLs
  - S Dearborn St PBLs
  - S Wilson St bike facilities
  - Swift/Myrtle/Othello bike facilities



# Implementation Plan Development

## Bike Master Plan

Objective: Increase transparency and deliver a realistic, prioritized Implementation Plan that holds us accountable.

- Complete Levy to Move Seattle assessment
- Acknowledge construction cost increases
- Recognize implementation challenges
- Reprioritize projects to match \$76.8 million in funding
- NEW! Gather input from stakeholders citywide



# Getting the Word Out to a Wider Audience

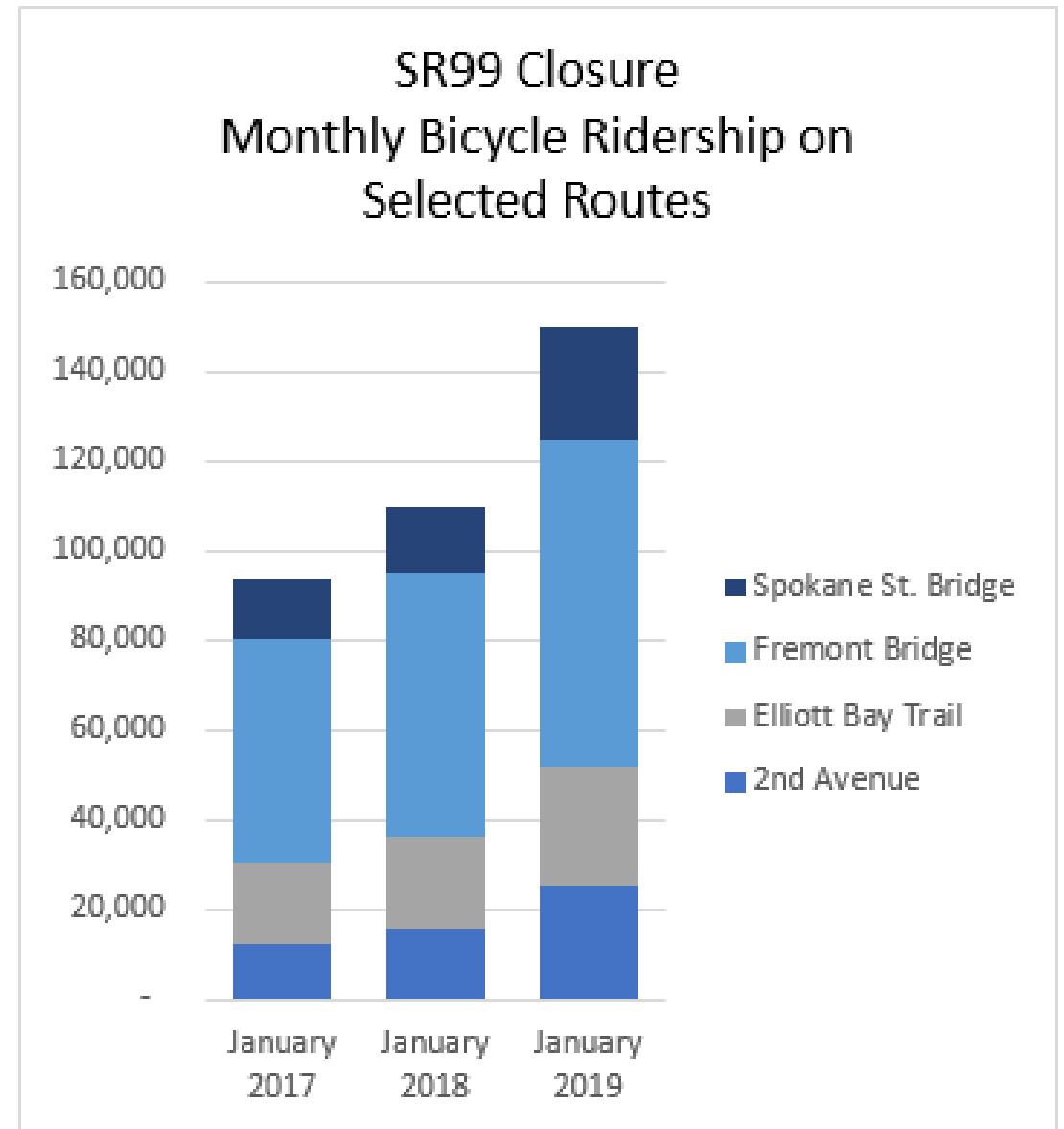
- Department of Neighborhoods (DON) and SDOT partnered to conduct outreach:
  - April 23: Central Seattle
  - April 24: West Seattle
  - April 29: South Seattle
  - April 30: North Seattle
- Briefed Seattle Bicycle Advisory Board (SBAB) and Levy Oversight Committee
- More than 350 people attended meetings and took our survey and 550+ emails received





# What We Heard: Values

- Provide safe and connected facilities
- Prioritize climate change and options to driving alone in decision-making
- Center equity in how investments are made and projects prioritized
- Create transparency in decision-making
- Use data to tell the story



# What We Heard: Facility Needs

- Maintain existing bike infrastructure
- Remove debris from bike facilities regularly
- Improve signage and wayfinding to help bicyclists navigate



# What We Heard: Projects

- Strong support for the Center City Bike Network Projects
- Connect downtown to southeast Seattle
- Connect downtown to SODO, Georgetown, and South Park
- Build key projects like Burke Gilman Trail, Eastlake/Roosevelt, and the Green Lake Park Loop
- Seek additional revenue



# What We Heard: Engagement

- Include project benefits in Implementation Plan
- Engage with all people impacted by a particular project
- Increase coordination among programs and departments to reduce public meetings
- Engage communities of color, people of all ages and abilities, and new people biking in project development



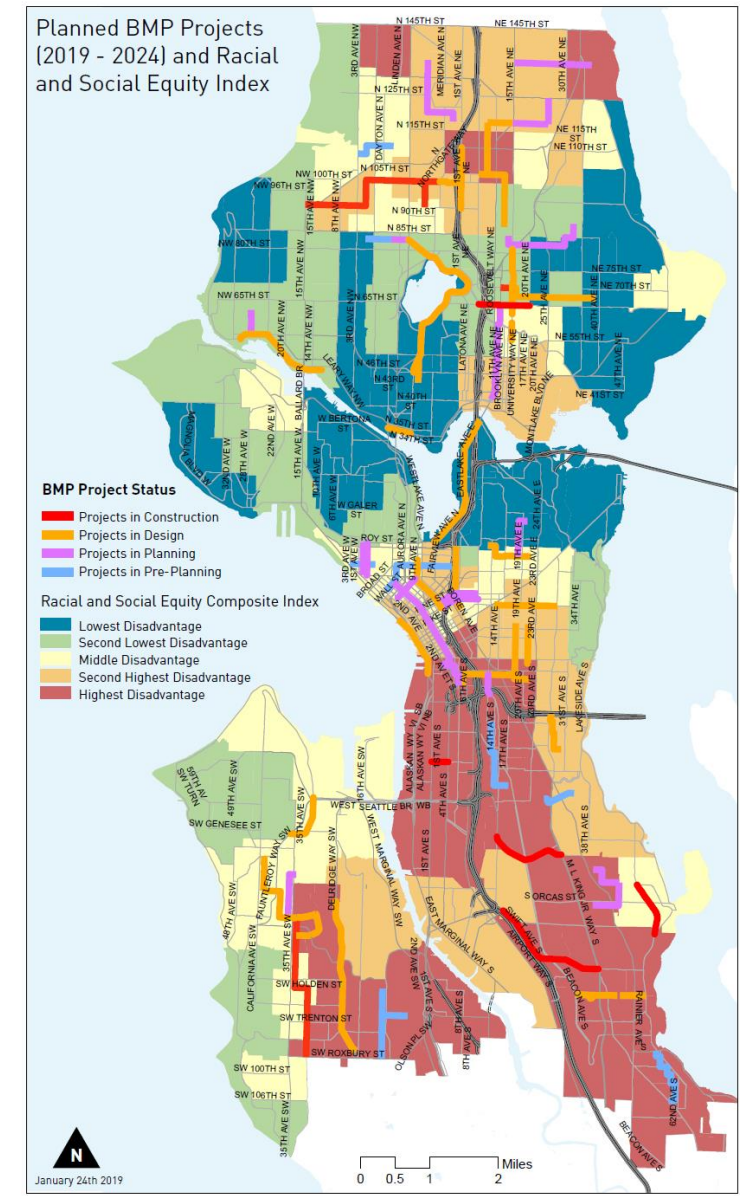
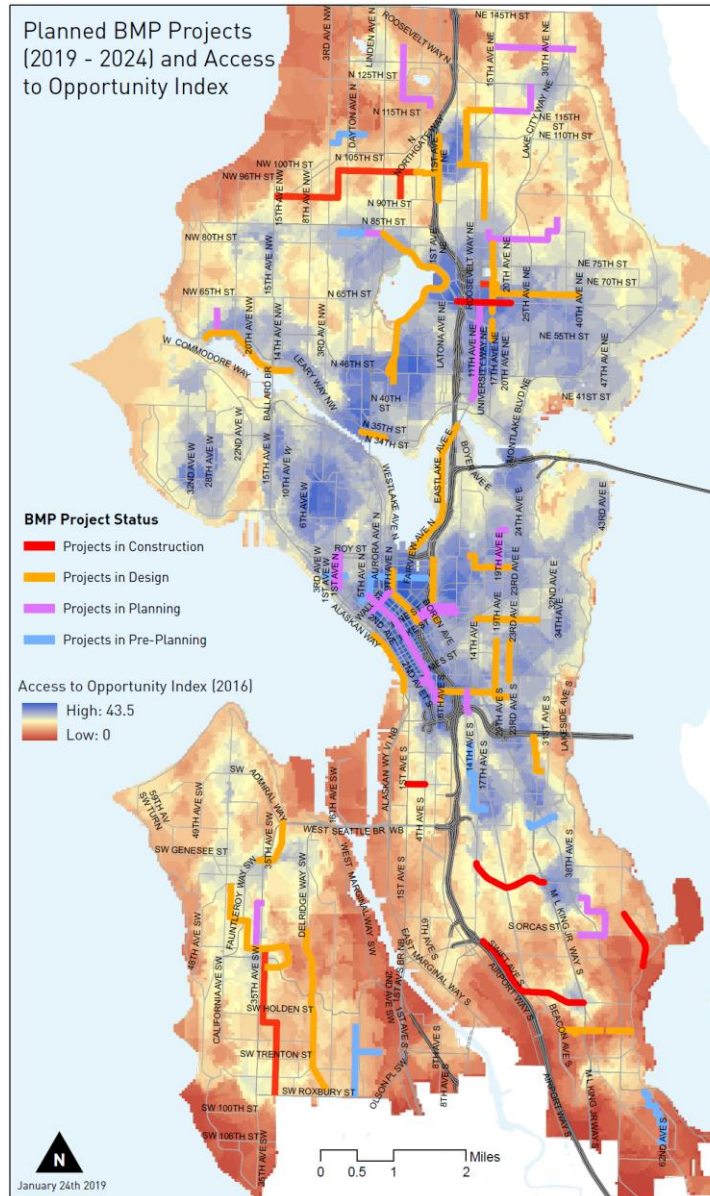
# Prioritizing Projects

- Quantitative analysis per 2014 Bicycle Master Plan
- Qualitative with Seattle Bike Advisory Board
- Input received during 2019 Implementation Plan outreach



# A Commitment to Equity

- Projects reviewed for geographic balance, socioeconomic factors, health, and accessibility
- Incorporated into quantitative analysis and confirmed through qualitative prioritization processes



# 2019 - 2024 Implementation: The Basics

- Align six-year plan with Levy to Move Seattle reassessment
- **Invest \$76.8 million** in Seattle's Bike Network
- **Build 50 miles** and **planning/design for an additional 29 miles** of new bike facilities
- **Create a 197-mile network** by 2024
- **Deliver transformative projects** for how people get around Seattle.

Seattle Department of Transportation

2019-2024 PROPOSED IMPLEMENTATION PLAN

Seattle Bicycle Master Plan



June 2019

 Seattle  
Department of  
Transportation

# 2019 - 2024 Implementation: Build Priority Projects

Maintain priority projects included in the implementation plan:

- Center City Bike Network
- RapidRide Roosevelt Project
- Green Lake Park Loop projects
- Burke-Gilman Trail Missing Link
- E Marginal Way



RapidRide Roosevelt Project



# 2019 - 2024 Implementation: Commitment to Seeking New Revenue Sources

- Some projects lack committed funding
- Committed to seeking additional revenue sources and grants to advance key connections









Celebrating \$16M to fund pedestrian and bike improvements and the Pike Pine Renaissance with SDOT, WA State Convention Center, Cascade Bicycle Club, and Seattle Neighborhood Greenways

# 2019 - 2024 Implementation Plan: What's New?

## Share project benefits

- Connections to transit
- Routes to schools, community centers, and Urban Villages
- Connections to existing bike facilities
- Race and Social Justice Initiative opportunities

	<p><b>CONNECTIONS TO MAJOR/MASS TRANSIT</b> Projects with this icon overlap with corridors that offer connections to existing or near-term major transit opportunities. This provides alternative connections to transit for facility users. Major transit includes Light Rail stations, Bus Rapid Transit/Transit Plus Multi-Modal Corridor routes, and Transit+ routes.</p>
	<p><b>SCHOOLS, COMMUNITY CENTERS, AND URBAN VILLAGE CONNECTIONS</b> Projects with this icon route to within 300 feet of school or community center locations. This serves to connect BMP facility users with specific community points of interest. Additionally, facilities that route to/through Urban Villages or Urban Centers were highlighted in this analysis.</p>
	<p><b>CONNECTIONS TO BICYCLE FACILITIES</b> Projects with this icon connect to existing BMP facilities or facilities that are planned to be constructed by the end of the current BMP Implementation Plan's timeline. For the purposes of this analysis, bicycle facilities were determined to be minor-separation facilities (bicycle lanes), major-separation facilities (protected bicycle lanes), and multi-use trails. Connections can be present at any part of the proposed route. Multiple connections to one project are not differentiated.</p>
	<p><b>COST TIER</b> This icon differentiates between low, medium, and high marginal costs associated with implementation of the project. This is based off of costs allocated from the Bicycle Master Plan itself and does not factor in funds provided by other programs or agencies.</p> <p><b>Low cost</b> projects are expected to cost the BMP under \$350,000 per constructed mile.</p> <p><b>Medium cost</b> projects are expected to cost the BMP between \$350,000 and \$1,250,000 per constructed mile.</p> <p><b>High cost</b> projects are expected to cost the BMP over \$1,250,000 per constructed mile.</p> <p>Projects that are fully funded by other programs or agencies are considered low cost.</p>
	<p><b>RACE AND SOCIAL JUSTICE INITIATIVE (RSJI) OPPORTUNITIES</b> Projects with this icon route through portions of the city that score in the upper quartile of the City of Seattle Race and Social Equity Composite Index. This index scores regions of Seattle based on multiple inputs related to RSJI points of focus, including median income, access to opportunities, racial compositions, and health outputs. Projects in the upper quartile are identified as facilities that have potential for greater benefits.</p>
	<p><b>PARTNERSHIP</b> Partly or fully funded in partnership with another agency or through a grant.</p>

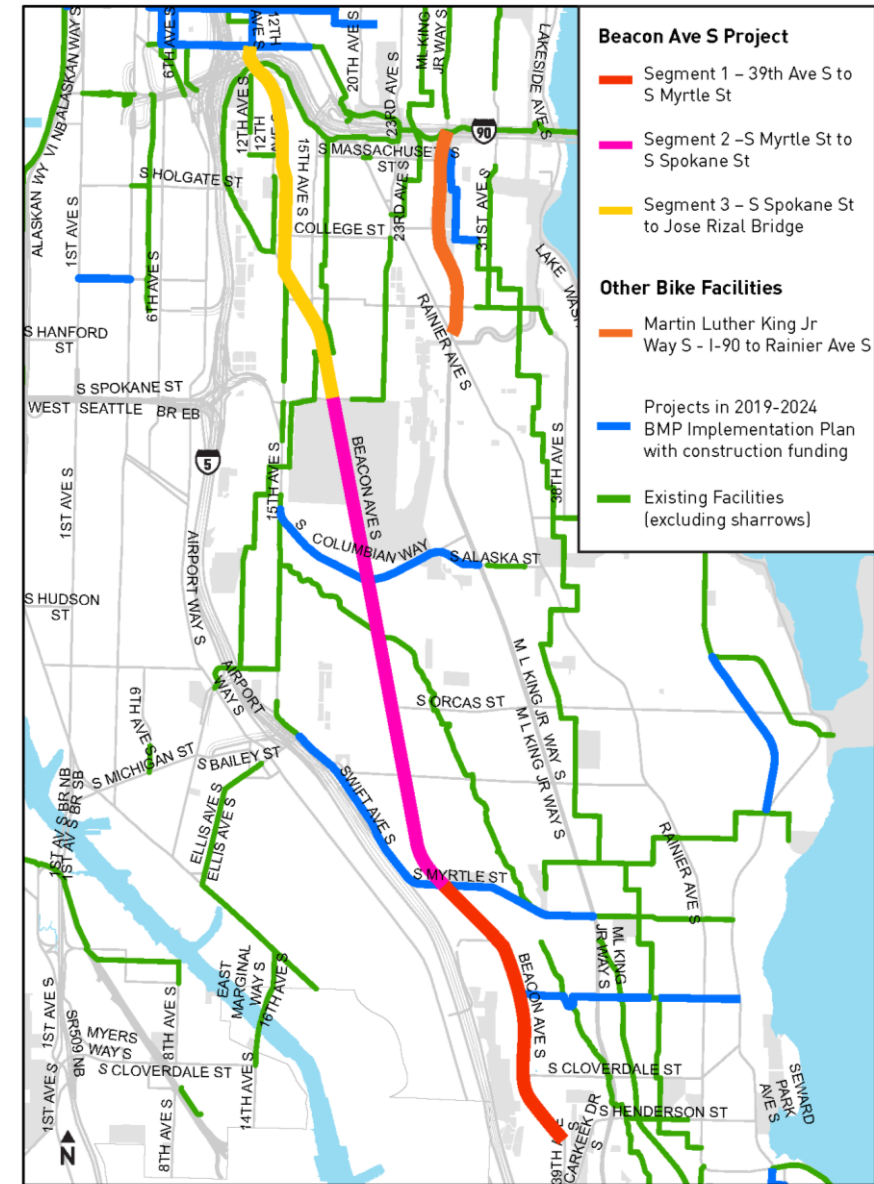
# 2019 - 2024 Implementation Plan: What's New?

Highlighting costs and challenges for transparency

SOUTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION						
Project Number	Project Name	Type	Length (miles)	Target Year	Cost	Benefits and Challenges
1	AAC - S Columbian Way/S Alaska St (2018 AAC Package)	PBL	1.11	2019	\$\$	
3	AAC - Swift/Myrtle/Othello (2018 AAC Package)	PBL	1.75	2019	\$	
4	AAC - Wilson Ave S (2018 AAC Package)	PBL	0.81	2019	\$	
8	SRTS (High Point Loop)	NGW	0.88	2019	\$	
14	AAC - SW Avalon Way and 35th Ave SW (2019 AAC Package)	PBL	0.9	2020	\$\$	 Parking impacts, Multi-agency coordination
41	Rainier Valley N-S Phase 2	NGW	0.67	2020	\$	 WSDOT Coordination
22	S Lander Street Bridge	Trail	0.24	2020	\$	
23	SRTS (Highland Park Connection Ph 2)	NGW	1.45	2020	\$	
26	SRTS (Wing Luke Elementary Connection)	NGW	0.8	2020	\$\$	
27	West Seattle Phase 2a and 2b	NGW	1.38	2020	\$\$\$	
55	Delridge Transit Plus Multi-modal Corridor	TBD	3.1	2021	\$	 Transit Plus Multi-modal Corridor dependent

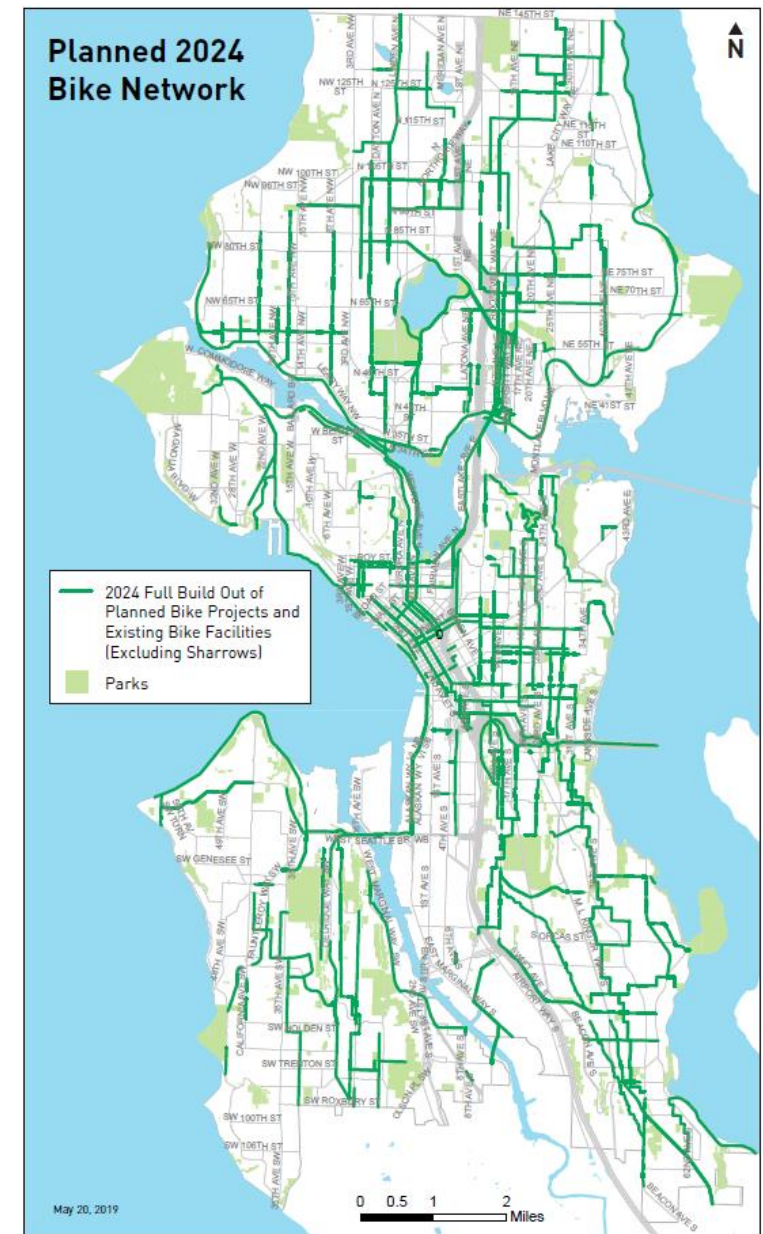
# 2019 - 2024 Implementation Plan: What's New?

- Projects funded through construction
  - MLK Jr Blvd (I-90 to Rainier)
  - 4<sup>th</sup> Avenue one-way northbound protected bike lane
- Projects prioritized for planning and design
  - Beacon Ave S (Dr. Jose Rizal Bridge to 39<sup>th</sup> Ave S)
  - MLK, Jr Blvd (Rainier to Henderson)
  - Georgetown to Downtown facility
  - Center City - Alaskan Way (Virginia St to Elliott Bay Trail)
  - Central District: 12<sup>th</sup> Ave (King St to Yesler)
  - West Seattle NGW – Admiral Connection



# Next Steps

Date	Action
June 18	Council Transportation Committee briefing
July	Continue Center City Bike Network outreach
August	Center City Bike Network construction begins



# Questions?

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[www.seattle.gov/transportation/document-library/citywide-plans/modal-plans](http://www.seattle.gov/transportation/document-library/citywide-plans/modal-plans)

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