



Legislation Text

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File #: CB 119601, Version: 3

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**CITY OF SEATTLE**

**ORDINANCE \_\_\_\_\_**

**COUNCIL BILL \_\_\_\_\_**

AN ORDINANCE relating to the construction of protected bicycle lanes; requiring major paving projects to include protected bicycle lanes as identified in The City of Seattle Bicycle Master Plan; and adding a new Chapter 15.80 to the Seattle Municipal Code.

WHEREAS, in 2007, the City established a Complete Streets policy to promote safe and convenient access and travel for all users of the right-of-way; and

WHEREAS, in 2013 the City established a Climate Action Plan, with a goal of achieving zero net Green House Gas emissions by 2050; and

WHEREAS, in 2014 the City adopted the Bicycle Master Plan, which identified a citywide connected network of cycle tracks, protected bicycle lanes, trail, and greenways with a goal of quadrupling bicycle ridership by 2030; and

WHEREAS, in 2015 the City established a Vision Zero policy and plan, with a goal of achieving zero traffic fatalities and serious injuries by 2030; and

WHEREAS, protected bicycle lanes establish a physical separation of bicyclists and motor vehicles, and provide the backbone of the Bicycle Master Plan's Recommended Bicycle Network map as a safe bicycle facility for users of all ages and abilities; and

WHEREAS, the City's experience with the 2<sup>nd</sup> Avenue protected bicycle lane shows that bicycle ridership increases as more bicycle facilities and destinations are connected to the protected bicycle lane; and

WHEREAS, providing connectivity between bicycle facilities is a critical element of the Bicycle Master Plan, so that bicycle users can connect to all the destinations of the Recommended Bicycle Network; and

WHEREAS, major road construction projects provide the greatest opportunity for efficiently delivering protected bicycle lanes as recommended in the Bicycle Master Plan; and

WHEREAS, in repaving 35<sup>th</sup> Avenue NE, the Seattle Department of Transportation did not build the protected bicycle lanes which were identified in the Bicycle Master Plan; and

WHEREAS, it is critical for the City to fully implement the Bicycle Master Plan in order to meet our stated climate, safety and mode split goals; NOW, THEREFORE,

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. A new Chapter 15.80 is added to the Seattle Municipal Code as follows:

**CHAPTER 15.80 CONSTRUCTION OF PROTECTED BICYCLE LANES**

**15.80.010 Definitions**

For the purposes of this Chapter 15.80:

“Adequate directionality” means (1) a two-way street with a protected bicycle lane or lanes that allow bicycle travel in both directions, or (2) a one-way street with a protected bicycle lane or lanes that allow bicycle travel either in the direction of the flow of vehicular traffic or in both directions.

“Connectivity” means the provision of a protected bicycle lane network that reflects desired routes between all major origins and destinations in the city.

“Major paving project” means any paving project of more than \$1 million. This includes the Arterial Asphalt and Concrete Program and other discrete corridor improvement projects identified in The City of Seattle’s Capital Improvement Program. “Major paving project” does not mean routine street maintenance, pothole repair, restoration of utility cuts, or emergency repairs.

“Protected bicycle lane” means a bicycle lane physically separated from motor vehicle traffic and distinct from the sidewalk, delineated by curbs, planters, flex delineators, or other vertical elements.

“Protected bicycle lane network” means the proposed set of protected bicycle lane facilities identified as “Cycle-track (protected bicycle lanes)” on the Recommended Bicycle Network map in The City of Seattle’s

Bicycle Master Plan adopted by Resolution 31515, or any plan superseding it.

**15.80.020 Requirements**

A. Whenever the Seattle Department of Transportation constructs a major paving project along a segment of the protected bicycle lane network, a protected bicycle lane with adequate directionality shall be installed along that segment with an expectation that the final scope and design of the project reflect continued community engagement and input in the project development on how to implement the protected bicycle lane.

B. Full compliance with the provisions of subsection 15.80.020.A is not required where the Director of the Seattle Department of Transportation determines that the characteristics of the physical features or usage of a street, or financial constraints of full compliance prevent the incorporation of a protected bicycle lane with adequate directionality.

C. Upon determining that full compliance with subsection 15.80.020.A is not required, the Director of the Seattle Department of Transportation shall provide a written report to the City Council detailing:

1. Why it is impractical to comply with subsection 15.80.020.A;
2. The alternatives analyzed in determining that full compliance with subsection 15.80.020.A is not required; and
3. How connectivity of the protected bicycle lane network could be advanced in the absence of a protected bicycle lane in that segment, including a cost estimate for providing such connectivity.

Section 2. The provisions of this ordinance are declared to be neither separate nor severable.

Section 3. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2019, and signed by

me in open session in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2019.

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Jenny A. Durkan, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2019.

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Monica Martinez Simmons, City Clerk

(Seal)