

Seattle Department of Transportation

# SEATTLE BICYCLE MASTER PLAN

## 2020 Progress Report



December 2020



**Seattle**  
Department of  
Transportation





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# 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.

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

Approved by voters in November 2015, the 9-year, \$930M Levy to Move Seattle provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. The levy provides roughly 30% of the City's transportation budget and replaced the 9-year, \$365M Bridging the Gap levy approved by voters in 2006.

As COVID-19 and the emergency closure of the West Seattle High-Rise Bridge rapidly shift travel patterns throughout the city, achieving these visions is more critical than ever. Since the onset of the pandemic and Washington State's "Stay Home, Stay Healthy" order, neighborhoods throughout Seattle have experienced an increase in bicycling activity and a renewed desire for safe and comfortable walking and biking facilities.

The BMP responds to these calls by launching programs that prioritize investments in areas where they are needed most. SDOT launched

more than 20 miles of "Stay Healthy Streets" to give people ample space to travel and recreate in the neighborhoods. In West Seattle, staff are engaging with the community to prioritize safe and comfortable options for people to bike to help connect to daily needs.

While SDOT continues to seize upon new opportunities, there have been challenges with delivering projects. COVID-19 has impacted how SDOT crews are able to do their work and the emergency closure of the West Seattle High-Rise Bridge has created new challenges for crew capacity. Additionally, COVID-19 has impacted the Seattle economy which has required SDOT to pause projects across the department. As the city looks to the future, SDOT will continue to look for opportunities to cost-effectively deliver projects and programs to support the people riding bikes as comfortable part of daily life.

## PROGRAM STATUS UPDATE

The Seattle Department of Transportation publishes an annual BMP Implementation Plan that includes a list of projects we plan to construct over the next 5 years and a progress report with recent project and performance measure updates. However, due to the drastic impacts of COVID-19 on our operations and program budgets, this document focuses on the progress report only, detailing recent program updates (2019-2020) rather than a full 5-year project list.

Once more complete information is available on how COVID-19 has impacted the BMP implementation program and SDOT as a whole, a new version of the BMP Implementation Plan and Progress Report will be published that reflects an accurate and reliable future work plan.

## 2. BMP 2019-2020 PROJECT UPDATE

### PERFORMANCE REPORT

Since the beginning of the Levy to Move Seattle in 2016, we have made investments throughout the city that address our commitment to improving safety and mobility for bicyclists. Due to the budgetary impacts and project delivery challenges associated with COVID-19, we are unlikely to achieve 2020 targets but are committed to continuing to invest in high priority bicycling improvements that enhance the bicycling environment in Seattle. However, the city

has seized this time to implement Stay Healthy Streets and Keep Moving Streets to support social distancing. The city closed over 20 miles of streets to vehicles to allow for people biking and walking to travel safely.

Below is a list of projects completed in 2019 and through Q3 of 2020 and status updates for projects scheduled for 2020 construction in the 2019 BMP Implementation Plan.



## PROJECTS COMPLETED IN 2019

Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
AAC - S Columbian Way/S Alaska St (2018 AAC Package)	S Columbian Way	15th Ave S	MLK Jr Way S	PBL	1.11
AAC - Swift/Myrtle/Othello (2018 AAC Package)	Swift Ave S/S Myrtle St/S Othello St	S Albro Pl	MLK Jr Way S	PBL	1.18
AAC - Wilson Ave S (2018 AAC Package)	Wilson Ave S	S Morgan St	S Dawson St	PBL/BL	0.81
Center City - 8th Ave -Interim	8th Ave	Pike St	Bell St	PBL	0.56
Center City - 9th Ave N (includes .04 for Bell from Denny to 8th)	Bell St/9th Ave N	8th Ave	Harrison St	PBL	0.24
Center City - Pike/Pine Interim	Pike St	9th Ave	Broadway	PBL	0.51
Center City -South End Connection	2nd Ext Ave S/S Main St/5th Ave S	S Washington St	S King St	PBL	0.27
Dexter PBL*	Dexter Ave N	Comstock St	Valley St	PBL	0.3
NE 70th St PBL	NE 70th St	8th Ave NE	12th Ave NE	PBL	0.1
VZ - NE 65th St Vision Zero Safety Corridor	NE 65th St	NE Ravenna Blvd	20th Ave NE	PBL	0.74
NE 70th St Connection to PBL	NE 70th St	12th Ave NE	15th Ave NE	NGW	0.17
North Seattle NGW (Crown Hill – Northgate)	NW 92nd St/1st Ave NW/N 100th St/Ashworth Ave N	15th Ave NW	College Way N	NGW	2.7
SRTS (Hight Point Loop)	SW Graham St/SW Holly St	34th Ave SW	High Point Dr SW	NGW	0.88
West Seattle Phase 1	30th Ave SW/34th Ave SW	SW Roxbury St	SW Graham St	NGW	2.21
AAC - Swift/Myrtle/Othello (2018 AAC Package)	Swift Ave S	S Albro Pl	S Myrtle St	BL	0.58
Center City - 8th Ave -Interim	8th Ave	Lenora St	Blanchard St	BL	0.05
<b>Total miles delivered in 2019: 12.41</b>					

\*The project was not included in the 2019-2024 Implementation Plan. It was funding through the Urban Trails and Bikeways program.

PBL = Protected Bike Lane  
 BL = Bike Lane  
 NGW = Neighborhood Greenway

## 2020 Projects Delivered in Q1 - Q3

Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
AAC SW Avalon	SW Avalon Way	S Spokane St	35th Ave SW	PBL	0.9
Aurora & 83rd Signal Improvements	Aurora & 83rd			Spot	N/A
Center City – 4th Ave (Segment 1 – Pine to Madison)	4th Ave	Pine St	Madison St	PBL	0.41
NEW First Hill Streetcar Bike Enhancements	E Yesler Way	12th Ave E	14th Ave E	PBL	0.20
S Lander St Bridge	S Lander St	1st Ave S	4th Ave S	Trail	0.24
Ballard Multimodal Corridor	24th Ave NW	NW Market St	NW 56th St	BL	0.05
SRTS (Lowell-Meany Connection)	E Republican St/E Roy St	21st Ave E	11th Ave E	NGW	0.79
<b>Total miles delivered through Q3 2020: 2.59</b>					

PBL = Protected Bike Lane  
 BL = Bike Lane  
 NGW = Neighborhood Greenway

## Remaining 2020 Project Updates

Below are projects that were originally scheduled for delivery in 2020 in the 2019 BMP Implementation Plan published in June 2019.

Project Name	Facility Type	Length (miles)	Scheduled Completion	Comment
VZ – 12th Ave S	PBL	0.25	Q2 2021	Constructed started in Q4 2020 and will continue into 2021. Final scheduling delayed due to COVID-19 impacts
AAC – 15th Ave NE	PBL/ BL	0.94/0.25	2021	Construction to begin in 2020 and will be completed in 2021. Delay due to construction scheduling.
Center City – Bell St PBL	PBL	0.3	Q4 2020	
Center City – Pike/ Pine Interim – 3 blocks between 6th and 9th	PBL	0.1	2023	This section will now be built with the permanent installation of Pike/Pine Renaissance
Key Arena – NODO – 1st/ Broad	PBL	0.25	2021	This project is being built in coordination with the construction of the new Key Arena in 2021
Key Arena – NODO – Queen Anne/1st	PBL	0.47	2021	This project is being built with the construction of the new Key Arena in 2021

Project Name	Facility Type	Length (miles)	Scheduled Completion	Comment
N 34t St Mobility Improvements	PBL	0.33	2021	Construction delayed due to grant obligation delays
Union PBL	PBL	0.84	2021	Delayed to mitigate impacts to ADA access and curbside business operations
Central Ridge Phase 1 (18th Ave S)	NGW	0.75	Q4 2020	
Greenlake to Interurban Connection (N 83rd	NGW	0.25	Q4 2020	
Judkins Park Connection	NGW	0.26	Q4 2020	
King St NGW	NGW	1.03	Q2 2021	Delay due to construction scheduling
NGW Connection to Missing Link 1 (26th Ave NW)	NGW	0.35	2023	Tied to the Burke-Gilman Trail schedule that is delayed due to legal challenges
NGW Connection to Missing Link 2 (NW Dock Pl)	NGW	0.05	2023	Tied to the Burke-Gilman Trail schedule that is delayed due to legal challenges
SRTS (Highland Park Connection Ph 2)	NGW	0.81	2021	Ongoing - delays due to crew availability
SRTS (Viewlands Connection)	NGW	0.67	2021	Ongoing - delays due to crew availability
SRTS (Wing Luke Elementary Connection)	NGW	0.8	Q4 2020	Ongoing - delays due to crew availability
VZ - Wedgwood to Roosevelt Connection	NGW	1.39	Q4 2020	Ongoing - delays due to crew availability
West Seattle Phase 2a and 2b	NGW	2.21	Q4 2020	Construction delayed due to grant obligation delays

# 3. 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 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	Total 2014 to 2019: 25.6% increase
<b>Safety</b>	Bicycle collision rate	Reduce bicycle collision rate by half (50 percent) between 2013 and 2030	2014: 27/1,000 Commuters 2015: 30/1,000 Commuters 2016: 30/1,000 Commuters 2017: 34/1,000 Commuters 2018: 22/1,000 Commuters 2019: See 2020 Traffic Report*
	Number of serious injuries and fatalities	Zero by 2030	2014: 24 serious injuries; 1 fatality 2015: 26 serious injuries; 1 fatality 2016: 30 serious injuries; 3 fatalities 2017: 16 serious injuries; 2 fatalities 2018: 30 serious injuries; 1 fatality 2019: 28 serious injuries; 2 fatalities 2020: 13 serious injuries; 1 fatality to date
<b>Connectivity</b>	Percentage of bicycle facility network completed	100 percent of bicycle system constructed by 2035	2013: 22% 2016: 28% (167/608 miles) 2017: 29% (179/608 miles) 2019: 37% (222/608 miles)
<b>Equity</b>	Areas lacking bicycle facilities	Zero areas of City lacking bicycle facilities by 2030	2012: 7 census tracts 2016: 7 census tracts 2017: 7 census tracts 2018: 7 census tracts 2019: 6 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% 2016: 49% 2017: 60% 2018: 61% 2019: 66%

\*The bicycle collision rate is published annually in the SDOT Traffic Report. The 2020 Report will be published in fall 2020.

# 4. STRATEGIES AND ACTIONS

BMP Strategy	Activity	2020 Status
<b>4: THE BICYCLE NETWORK</b>		
4.1 – 4.6 Implement the bicycle facilities	See project lists for projects to be studied, designed, and implemented in 2020-2024. SDOT will continue to research and incorporate best practices, leverage other capital project investments, and develop educational tools.	Mileage Completed by Year: 2016: 8.7 2017: 10.8 2018: 10.3 2019: 12.5 2020: 2.35*
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 continue working to meet targets. Recent work has included Neighborhood Greenway upgrades, converting buffered bike lanes to protected bike lanes, and spot safety and access projects. This will include looking at collaboration opportunities with Vision Zero corridor projects and AAC.
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 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.
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 currently designs bicycle facilities according to the ROWIM completed in 2017 and the Bicycle Design Guidelines completed in 2018. SDOT continues to research and pilot improvements to design and adopt new innovations from other jurisdictions.
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.	Completed in 2016. Consulting the ROW allocation framework is a standard step in the Complete Streets process as projects are being developed.

\*Represents Q1-Q3

BMP Strategy	Activity	2020 Status
<b>5: 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.	Seattle City Council passed code changes in 2018, and updates are expected in 2020. SDOT and SDCI collaborated on a Joint Director’s Rule to help clarify required performance standards and to inform the design of bike parking facilities.
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.	SDOT has completed its Move Seattle goal of installing 1,500 bicycle parking spaces, and will continue to install bike parking to support local business districts and other destinations. Draft Bike Parking Guidelines are available online and will be finalized after incorporating comments and the latest code changes.
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 its current practices related to abandoned bicycles.
5.5 Provide short- 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.	SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, the RapidRide and Transit-Plus Multimodal Corridor projects, and other high capacity transit locations. Transit agency partners are upgrading and expanding bicycle parking options at existing stations.
<b>6 - PROGRAMS</b>		
6.1 Develop a bicycle safety program	<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>	<p>Prior to March 2020 SDOT supported in-classroom education at all Seattle Public Schools and distributed education materials. Most of this work has been paused due to Seattle Public Schools move to remote learning.</p> <p>SDOT continues to look with ways to engage with schools and their communities. One way SDOT continued to adapt was to offer mini grants to the community to encourage students to continue to be active.</p>

BMP Strategy	Activity	2020 Status
6.2 Improve wayfinding and trip-planning opportunities for people on bicycles	SDOT will update the printed bicycle map annually.	SDOT continues to release both printed and online bicycle maps. The printed map was redesigned in 2019 to further highlight all ages and abilities bicycle facilities, and free copies are being distributed by SDOT and community partners. SDOT will include updated bicycle wayfinding in delivery of new projects.
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.	SDOT will continue to attend and support events such as Bicycle Sundays, Kidical Mass, and other bicycle related activities
	SDOT will continue to work with CTR employers and TMP plans to provide bicycle workshops and promote events such as the Bike Commute Challenge and Employer Bike Summit.	SDOT continues to offer various bike events and programming for Seattle employers, which are often open to the public. 2020 programming will include the May Bike to Work Day and the Light Up Your Commute event near the daylight savings time change in autumn. Additionally, SDOT's 2020 Seattle Squeeze marketing and outreach work to certain Center City TMP buildings may include programming around bicycle use for tenants
7.1 and 7.2 Develop and strengthen procedures and processes for bicycle project delivery	SDOT has a well-developed evaluation, design and public engagement process for neighborhood greenways and protected bike lanes. SDOT will continue to use and refine this process.	SDOT will continue to research and incorporate best practices for project delivery.
7.3 and 7.13 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: <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	Phase 2 of the Bicycle and Pedestrian Safety Analysis was completed in early 2020. The results of the work will further allow SDOT to be proactive in making our streets safer. The Urban Trails and Bikeways Program continues to make spot improvements across the city.
7.5 and 7.14 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 continues to use the finalized Trails Upgrade Plan to guide maintenance and improvements along the trails.

BMP Strategy	Activity	2020 Status
7.6 Update the Bicycle Master Plan	SDOT will update the Bicycle Master Plan every 5-7 years	SDOT is launching a project to consider policies and planning approaches that better integrate the modal priorities and plans, including the Pedestrian, Transit, Bicycle, and Freight master plans. This initiative will inform the approach to the Bicycle Master Plan update and other modal plans.
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:	
	Create life-cycle costs per bicycle facility to better understand and gauge current and future maintenance needs	SDOT completed an evaluation of PBL maintenance in 2019, and is working on implementing its findings.
	Coordinate projects with Street Maintenance Paving plan	SDOT bike projects are coordinated with major paving projects to achieve savings and reduce disruption caused by successive construction projects. City Council passed Ordinance 125902 in 2019, which requires major repaving projects to include protected bike lanes as identified in the BMP.
	Evaluate additional bike facility sweeping as part of the SPU/SDOT street sweeping program	Bike facilities are swept using standard equipment, specialized equipment capable of fitting within most protected bike lanes, or hand labor. In addition to year-round sweeping, maintenance to bike facilities now includes salting and snow plowing of protected bike lanes during winter storms.
7.17 Establish a broadbased funding approach	Continue to promote existing ways for people to report maintenance and improvements requests	SDOT continues to utilize the Find It, Fix It app as well as participate in the Find It, Fix walks with community members.
	SDOT will continue to research and pursue grants, and other funding opportunities.	SDOT continues to look for grant and partnership opportunities to deliver more and make the most out of our Move Seattle funding. Funding associated with the Key Arena renovation, Convention Center renovation, and the sale of the “Mercer Megablock” have been and will continue be used to build bike projects in the near future.

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