

CITY OF SEATTLE
RESOLUTION _____

A RESOLUTION approving the Seattle Bicycle Master Plan.

WHEREAS, the City of Seattle Comprehensive Plan establishes transportation goals and policies for implementation through the Transportation Strategic Plan including: making the best use of the streets we have to move people and goods; encouraging walking and bicycling as an easy and healthy way to get around; making the most of new transportation investments; protecting city infrastructure; connecting to the region; planning for and investing in urban villages; enhancing neighborhood livability; and improving the environment; and

WHEREAS, the transportation system of Seattle is an extraordinary public asset and is vital and integral to the City’s economic health, environmental quality, and social and community fabric; and

WHEREAS, the City of Seattle has a tremendous opportunity to improve health and to reduce traffic and transportation problems by providing viable transportation alternatives, including bicycling, walking, and transit use; and

WHEREAS, in 2007, the Seattle City Council passed Ordinance 122386 establishing a Complete Streets policy and stating the Council’s intention that the Seattle Department of Transportation (SDOT) implement Complete Streets by designing, operating, and maintaining the transportation network to improve travel conditions for pedestrians, bicyclists, transit, and freight, in a manner consistent with and supportive of the surrounding community; and

WHEREAS, in 2007, the City Council adopted Resolution 31024, which approved the City’s Bicycle Master Plan; and

WHEREAS, in 2013, the City Council adopted Resolution 31447, which approved the City’s Climate Action Plan, which identified a number of near-term and long-term actions to develop bicycle improvements as a way to reduce greenhouse gas (GHG) emissions; and

WHEREAS, as part of the 2012 Budget, the City Council included funding for an update to the Bicycle Master Plan, and provided direction that the plan should include review and incorporation of national best practices (including use of the National Association of Transportation Officials (NACTO) Urban Bikeway Design Guidelines), include facilities

1 not in the 2007 plan, specifically cycle tracks (protected bicycle lanes) and neighborhood
2 greenways, and contain a prioritization framework; and

3 WHEREAS, the Seattle Department of Transportation (SDOT) has worked with the Mayor and
4 City Council, the Seattle Bicycle Advisory Board, and briefed a number of other City
5 advisory boards and commissions to produce a draft plan; and

6 WHEREAS, SDOT held several public open houses and attended meetings with a number of
7 community organizations to seek comments, and solicited comments on-line from the
8 larger Seattle community and individual neighborhoods on the draft plan; and

9 WHEREAS, SDOT has briefed the Mayor and City Council on the results of those open houses
10 and other public comments; and

11 WHEREAS, SDOT issued a State Environmental Policy Act (SEPA) Determination of Non-
12 Significance for the Seattle Bicycle Master Plan on December 2, 2013; NOW,
13 THEREFORE,

14 BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR
15 CONCURRING, THAT:

16 Section 1. The Seattle Bicycle Master Plan, a copy of which is attached hereto as
17 “Attachment A” and incorporated by reference herein, is hereby approved.

18 Section 2. As part of the annual budget process, the City Council will determine the level
19 of funding allocated for implementation of the Seattle Bicycle Master Plan.

20 Section 3. As discussed in the Bicycle Master Plan, a prioritization framework assures
21 that projects focused on safety and connectivity are developed. Equity will also be an important
22 factor in considering where bicycle facilities should be implemented.

23 Section 4. Successful project implementation will rely on the coordination of multi-
24 modal investments where pedestrian, bicycle, freight, and transit investments are made
25 simultaneously. Development of the network will also use a multi-modal decision making

1 framework which will consider priority transit corridors, frequent transit network routes, and
2 Major Truck Streets during project implementation as outlined in Strategies 4.12 - 4.16.

3 Section 5. Consistent with the Bicycle Master Plan’s Strategy 7.1 and Action 7.1.1, as
4 bicycle projects are prioritized and funded, SDOT will engage with the surrounding community
5 (residents and businesses) to understand neighborhood priorities and concerns regarding bicycle
6 improvements and use of the right of way within the relevant corridor identified in the Bicycle
7 Master Plan. As noted in Chapter 7, more detailed design and community engagement may lead
8 to a project being developed in a different way or location than envisioned in the Plan.

9 Section 6. Design of Bicycle Master Plan Recommended Facilities

10 A. Consistent with Strategy 4.10 and Action 4.10.1, facilities will be designed to meet or
11 exceed applicable federal, state and local guidelines and standards. In the absence of existing
12 guidelines or standards, the City Traffic Engineer will exercise his or her best judgment.

13 B. SDOT will develop detailed design standards for intersection treatments and bicycle
14 facilities identified in the plan and incorporate those design standards into subsequent revisions
15 of the Seattle Right-of-Way Improvements Manual. These design standards should meet or
16 exceed the latest applicable federal, state and local guidelines.

17 C. In designing and constructing cycle tracks (protected bicycle lanes), SDOT will pay
18 particular attention to the needs of people with disabilities and to maintaining access to hospitals
19 and other medical treatment facilities. SDOT will address these access issues and other curb
20 space allocation needs as new bicycle facilities are incorporated into the 2014 update of the
21 Seattle Right of Way Improvement Manual.

22 Section 7. The Department of Planning and Development (DPD) will take into account
23 the recommended bicycle network and bicycle facility designs outlined in the Bicycle Master
24 Plan during the planning and design review process of new developments, especially the
25 development’s impact on bicycle safety in the surrounding location. DPD will also consider
26

1 Bicycle Master Plan recommendations as it develops proposed changes to the Comprehensive
2 Plan, land use code, design review guidelines and other development standards.

3 Section 8. SDOT will develop a 3-5 year implementation plan and present it to the
4 Bicycle Advisory Board (SBAB) and Council for their review and comments within 90 days of
5 the Mayor's concurrence on this resolution. SDOT will provide SBAB and Council with its
6 annual update of the implementation plan by March 31 of each subsequent year. The
7 implementation plan will include projects prioritized for planning, design and construction for
8 the following 3-5 years. The implementation plan will show SDOT's priorities for implementing
9 programs prioritized under the strategies and actions described in Chapter 6 of the Bicycle
10 Master Plan, including safety and education programs. The implementation plan will also
11 demonstrate SDOT's priorities for maintenance activities, end-of-trip facilities and funding
12 mechanisms.

13 Section 9. To track progress on the Bicycle Master Plan implementation, SDOT will
14 prepare and submit to the City Council an annual progress report covering the prior year's
15 achievements that has been reviewed and endorsed by the SBAB. SDOT shall also provide
16 updates to the City Council and SBAB every six months. In addition, SDOT will update the
17 Bicycle Master Plan every five to seven years.

1 Adopted by the City Council the ____ day of _____, 2014, and signed
2 by me in open session in authentication of its adoption this _____ day of
3 _____, 2014.

4 _____
5 President _____ of the City Council

6 THE MAYOR CONCURRING:

7 _____
8 Ed Murray, Mayor

9
10 Filed by me this ____ day of _____, 2014.

11
12 _____
13 Monica Martinez Simmons, City Clerk

14
15 (Seal)

16
17 Attachment A: Seattle Bicycle Master Plan