

Seattle Department of Transportation

SEATTLE BICYCLE MASTER PLAN

2017-2021 Implementation Plan - Draft



MARCH 2017



Seattle
Department of
Transportation

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1. INTRODUCTION

BACKGROUND

The Seattle's 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 over the next 20 years 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](#), [Age-Friendly Seattle](#), [Vision Zero](#), and [Seattle 2035](#).

To achieve its vision and goals, the BMP calls 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.

This 2017-2021 BMP Implementation Plan identifies projects and programs that, combined with existing facilities, will make significant progress towards implementing the BMP in the next five years.

Starting in 2016, BMP implementation has been funded primarily by the Levy to Move Seattle, which was approved by voters in 2015. The new levy targets building a total of 50 miles of protected bicycle lanes and 60 miles of neighborhood greenways over the nine-year levy period.

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 five years. We update the implementation plan each year to:

- Provide a list of specific 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 six months on the status of projects, programs, and actions in the implementation plan.

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.

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.

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 roadway uses, 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 by 2030 through innovative engineering, enforcement, and education initiatives. 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 (see Chapter 5) provide innovative engineering and smarter street designs that support Vision Zero, and the bicycle safety programs in Appendix 3 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 targeted enforcement throughout the city to improve safety for our most vulnerable users, along with enhanced DUI enforcement. 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 city-wide data to identify which roadway design and user behavior characteristics most highly 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. Understanding the contributing circumstances of bicycle and pedestrian crashes will inform our work going forward, and move us more quickly towards our Vision Zero goal.



3. BMP PROGRESS

The projects in the table below were completed in 2016 and collectively added more than 5 miles to the network. They range from short extensions like that on 2nd Ave, to projects like Westlake that dramatically increased network connectivity.

PROJECTS COMPLETED IN 2016					
Facility Type	Project Name	On Street	From Street	To Street	Length (miles)
PBL	2nd Ave Protected Bike Lane Demonstration Project	2nd Ave Ext S	Yesler Way	S Washington St	0.07
PBL	Delridge Way SW PBL	Delridge Way SW	SW Myrtle St	SW Holden St	0.38
PBL	N 34th St Protected Bike Lane Project	N 34th St	Fremont Ave N	Phinney Ave N	0.23
PBL	Roosevelt Way NE Paving and Safety Improvements Project	Roosevelt Way NE	N 65th St	University Bridge	1.37
PBL	University Bridge PBL	University Bridge	Roosevelt Way NE	Fuhrman Ave E	0.35
PBL	Westlake Ave N PBL	Westlake Ave N	W Raye St	Valley St	1.23
BL	Meridian Ave N Paving and Safety Improvements Project	Meridian Ave N	N 103rd St	N 112th St	0.44
BL	Renton Ave S BL	Renton Ave S	51st Ave S	City Limits	1.34
BL	SW Admiral Way BL	SW Admiral Way	California Ave SW	63rd Ave SW	1.39
NGW	39th Ave NE Neighborhood Greenway Extension	39th Ave NE/NE 85th St/38th Ave NE/NE 89th St	NE 80th St	32nd Ave NE	0.80
NGW	E Columbia Street Neighborhood Greenway	E Columbia St	12th Ave	29th Ave	1.02
NGW	Wallingford Neighborhood Greenway Upgrade (Added improvements to existing)	N 43rd St/Burke Ave N/N 44th St/NE 44th St	Stone Way N	Latona Ave NE	N/A

At the beginning of 2016, we set goals for project and program delivery as shown in the table below.

2016 MOVE SEATTLE DELIVERABLES		
Deliverable	2016 Goal	2016 Status
Education (Schools Reached)	N/A	Every 3rd, 4th, and 5th grade class in Seattle Public Schools
Bike Parking Spaces	500	622
Wayfinding (miles)	N/A	2.13
Spot Improvements	10	11
Move Seattle Neighborhood Greenways (miles constructed)	6.67 (60 miles over 9 years)	1.82
Move Seattle Protected Bike Lanes (miles completed)	5.56 (50 miles over 9 years)	3.63

These goals are intended to help us reach the 9-year targets established in Move Seattle. We met or exceeded the education, bike parking, wayfinding and spot improvement goals, and did not meet the neighborhood greenway and protected bicycle lane goals. Several factors contributed to us not meeting those goals. For example, the Rainier Valley Neighborhood Greenway was delayed due to the need for

additional public outreach along the six-mile corridor. Other projects were not completed before year-end due to a particularly wet and severe winter, construction/utility conflicts, and inter-agency coordination issues. Those projects are listed below, with their new completion dates. In spite of not meeting our 2016 goals, we are on track to catch up with our Move Seattle deliverable goals in the next few years.

DELAYED 2016 PROJECTS ¹		
Project Name	Estimated Completion	Reasons for delay
Banner Way NE Corridor Project	2017	Weather delay
Dexter Ave N Protected Bike Lane	2017	Weather delay
N 92nd St Protected Bike Lane	2017	Weather delay
Gilman Ave W (Part of the Interbay Trail Connector)	2017	Added to contract with Nickerson St paving
Center City - 9th Ave N Protected Bike Lane (Northern segment)	2017	Weather delay
Center City - 9th Ave N Protected Bike Lane (Southern segment)	2017-2018	Private construction and utility coordination
Rainier Valley Neighborhood Greenway	2017-2018	Needed additional public outreach
S Dearborn St Protected Bike Lanes Project	2017-2018	WSDOT and paving project coordination
SODO Trail	2018-2019	WSDOT and Metro coordination

¹Please note that all projects listed in this table are included in the Project Lists and Maps in Section 5 along with their extents and associated mileage.

4. PRIORITIZATION

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, projects are assigned scores based off 5 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 5 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 (SBAB) 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. SDOT and SBAB prioritized BMP projects if they could be completed at the same time as another project involving major work on a street, including bus rapid transit, paving, or safety projects. This 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.

5. 2017-2021 PROJECTS

The following pages describe the selected projects for implementation for 2017 through 2021.

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 year, facility type, and project length. All projects for the 5-year implementation plan are included so that the connected network is apparent.

There are several projects on the list and map where the exact route, length, and/or facility type of each project are still unknown for this plan. For those projects, the location, length, and/or facility type is listed as “TBD” (to be determined) in the list and the projects are shown on the maps as dashed blue lines (indicating potential routes). Subsequent implementation plans will be updated with more specific information as these projects enter into the project definition phase.



Legend

- Proposed 2017-2021 Projects
- Final route pending selection
- Existing Bike Facilities
- Study Areas

0 0.5 1 Miles

NORTHERN SECTOR PROJECT LIST							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year*
2017							
01	N 92nd St Protected Bike Lane	N 92nd St	Wallingford Ave N	1st Ave NE	PBL	0.38	2017
02	Banner Way NE Corridor Project	Banner Way NE	5th Ave NE	15th Ave NE	BL	0.57	2017
03	Cedar Park Elementary NGW Connection	37th Ave NE / NE 125th St / 38th Ave NE	NE 123rd St	NE 145th St	NGW	1.21	2017
04	Greenwood Elementary NGW Connection	1st Ave NW	N 73rd St	N 92nd St	NGW	0.98	2017
05	Olympic Hills NGW Connection	25th Ave NW / NE 130th St / 27th Ave NE	NE 127th St	NE 135th St	NGW	0.63	2017
2018							
06	Burke Gilman Trail Missing Link	Burke-Gilman Trail	11th Ave NW / NW 45th St	NW Market St / NW 54th St	TRL	1.42	2018
07	11th / 12th Ave NE 2018 Paving Project	Eastlake Ave NE / 11th Ave NE / 12th Ave NE	University Bridge	NE 75th St	PBL	1.94	2018
08	35th Ave NE 2018 Paving Project (Northern Segment)	35th Ave NE	NE 65th St	NE 89th St	PBL	1.20	2018
09	15th Ave NE 2018 Paving Project (Northern Segment)	15th Ave NE	NE 62nd St	Lake City Way NE	PBL	0.94	2018
10	Roosevelt PBL Extension	Roosevelt Way NE	NE 65th St	NE 75th St	PBL	0.50	2018
11	N 34th St Protected Bike Lane	N 34th St	Fremont Ave N	Stone Way N	PBL	0.33	2018
12	NE 70th St Protected Bike Lane	NE 70th St	8th Ave NE	Roosevelt Way NE	PBL	0.12	2018
13	35th Ave NE 2018 Paving Project (Southern Segment)	35th Ave NE	Burke-Gilman Trail	NE 65th St	BL	0.98	2018
14	15th Ave NE 2018 Paving Project (Southern Segment)	15th Ave NE	NE 47th St	Cowen Pl NE	BL	0.62	2018
15	North Seattle NGW	N 92nd St / 1st Ave NW / N 100th St	15th Ave NW	College Way N	NGW	3.26	2018
16	Wedgwood NGW Connection	NE 68th St	34th Ave NE	39th Ave NE	NGW	0.26	2018
17	NE 65th St Vision Zero Project	NE 65th St / NE 68th St / NE 70th St	NE Ravenna Blvd	34th Ave NE	TBD	1.56	2017-2018

*Target year is year of completion.

NORTHERN SECTOR PROJECT LIST (CONTINUED)							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2019							
18	Northgate Light Rail Station Project (Segment 1)	1st Ave NE	NE 92nd St	NE 100th St	TRL	0.38	2019
19	Green Lake 2019 Paving Project	Green Lake Dr N / E Green Lake Dr N / E Green Lake Way N / Green Lake Way N	Aurora Ave N / N 83rd St	N 50th St	PBL	2.55	2019
20	N 50th St 2019 Paving Project	N 50th St	Phinney Ave N	Green Lake Way N	PBL	0.64	2019
21	NE 100th St Protected Bike Lane	NE 100th St	1st Ave NE	5th Ave NE	PBL	0.31	2019
22	N / NE 40th St 2019 Paving Project	N 40th St / NE 40th St	Woodland Park Ave N	7th Ave NE	BL	1.12	2019
23	Ballard NGW Eastern Segment	N 83rd St	Fremont Ave N	Aurora Ave N	NGW	0.25	2019
2020							
24	Northgate Light Rail Station Project (Segment 3)	1st Ave NE	NE 103rd St	NE Northgate Way	TRL	0.38	2020
25	Northgate Pedestrian and Bicycle Bridge	Northgate Ped Bridge	North Seattle College	Northgate TC	TRL	0.27	2020
26	Northgate Light Rail Station Project (Segment 2)	1st Ave NE	NE 100th St	NE 103rd St	TRL	0.13	2020
27	Greenwood Ave N Protected Bike Lane	Greenwood Ave N	N 77th St	N 100th St	PBL	1.15	2020
28	Northgate Light Rail Station Project (Segment 4)	1st Ave NE	NE Northgate Way	N 117th St	PBL	0.45	2020
29	NW Market St 2020 Paving Project	32nd Ave NW / NW 54th St / NW Market St	32nd Ave NW / NW Market St	24th Ave NW	BL	0.60	2020
30	Northgate Light Rail Connection NGW	NE 103rd St	1st Ave NE	15th Ave NE	NGW	0.80	2019-2020

NORTHERN SECTOR PROJECT LIST (CONTINUED)							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2021							
31	N 130th St 2021 Paving Project	N 130th St	1st Ave NW	5th Ave NE	PBL	1.62	2021
32	Montlake Blvd NE Protected Bike Lane	Montlake Blvd E / Montlake Blvd NE	NE Pacific Pl	E Roanoke St	PBL	0.57	2021
33	Ballard NGW Western Segment	NW 83rd St / NW 77th St	Loyal Way NW	Fremont Ave N	NGW	2.81	2020-2021
34	Pinehurst NGW	25th Ave NE / NE 115th St	NE 125th St	15th Ave NE	NGW	1.00	2021
35	NGW Connections (2018-2021)	Various	Various	Various	NGW	1.33	2018-2021
36	Market / 45th Transit Improvement Project	NE 45th St	4th Ave NE	Brooklyn Ave NE	TBD	0.46	2021
Facility Type	2017 Mileage	2018 Mileage	2019 Mileage	2020 Mileage	2021 Mileage	5-year Totals	Northern Mileage Total
TRL	0	1.42	0.38	0.78	0	2.58	33.72
PBL	0.38	5.03	3.5	1.6	2.19	12.7	
BL	0.57	1.6	1.12	0.6	0	3.89	
NGW	2.82	3.52	0.25	0.8	5.14	12.53	
Facility TBD	0	1.56	0	0	0.46	2.02	

One Center City Planned Facilities

Legend

- Proposed 2017-2021 Projects
- Final route pending selection
- Existing Bike Facilities
- Study Areas

Scale: 0 to 1 Miles

CENTRAL SECTOR PROJECT LIST							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2017							
37	520 Bridge Trail (WSDOT)	SR-520 Bridge Trail	Montlake Blvd E	City Limits	TRL	2.18	2017
38	Washington Park Arboretum Loop Trail (Seattle Parks Dept.)	Arboretum Loop	Graham Visitor Center	E Madison St	TRL	1.20	2017
39	Interbay Trail Connector	20th Ave W / Gilman Ave W	Elliot Bay Trail	20th Ave W	PBL	1.92	2017
40	One Center City - 2nd Ave Protected Bike Lane	2nd Ave	Broad St	Pike St	PBL	0.83	2017
41	One Center City - 9th Ave N Protected Bike Lane (Phase 1)	9th Ave N	Wetlake Ave N	Harrison St	PBL	0.35	2017
42	One Center City - 7th Ave Protected Bike Lane	7th Ave	Westlake Ave	Pike St	PBL	0.33	2017
43	Roy St Protected Bike Lane	Roy St	Dexter Ave N	9th Ave N	PBL	0.12	2017
44	Dexter Ave N Protected Bike Lane	Dexter Ave N	Mercer St	Roy St	PBL	0.06	2017
45	One Center City - 4th Ave Bike Lane (Phase 1)	4th Ave	Spring St	Pike St	BL	0.28	2017
2018							
46	One Center City - 9th Ave N Protected Bike Lane (Phase 2)	9th Ave N	Harrison St	Denny Way	PBL	0.24	2017-2018
47	Center City - 4th Ave Bike Lane (Phase 2)	4th Ave	Pike St	Vine St	BL	0.69	2018
48	CID-Judkins Park NGW	S King St / 7th Ave (N-S connection to S Dearborn St)	5th Ave S	20th Pl S	NGW	1.40	2018
49	Central Area NGW Connection	TBD	TBD	TBD	NGW	0.50	2017-2018
2019							
50	One Center City - Pike and/or Pine Protected Bike Lane	Pike St and/or Pine St	1st Ave	Broadway	PBL	2.00	2019
51	One Center City - Spring Street Bike Lanes	Spring St	4th Ave	9th Ave	BL	0.3	2019
52	Central Ridge NGW	16th Ave E / 18th Ave E / 20th Pl S	E Prospect St	S King St	NGW	2.69	2018-2019
53	Lake Washington Loop NGW - Phase 1 (Southern segment)	26th Ave E / E Harrison St	37th Ave E	Boyer Ave E	NGW	1.20	2018-2019

CENTRAL SECTOR PROJECT LIST (CONTINUED)							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2019 (Continued)							
54	Madison RapidRide+ (G Line) Complementary Route	TBD (will not be on Madison due to ROW constraints)	TBD	TBD	TBD	TBD	2019
55	One Center City - 4th or 4th / 5th Protected Bike Lane	4th Ave / 5th Ave	Vine St	Main St	PBL	TBD	2019
56	One Center City - 8th Ave Protected Bike Lane	8th Ave	Pike St	Bell St	PBL	TBD	2019
2020							
57	Melrose Promenade Project (PBL portion)	Melrose Ave / Minor Ave	University St	E Denny Way	PBL	0.49	2020
58	Lake Washington Loop NGW - Phase 2 (Northern leg)	26th Ave E	Boyer Ave E	E Shelby St	NGW	1.00	2019-2020
59	Melrose Promenade Project (NGW portion)	Melrose Ave E	E Denny Way	E Roy St	NGW	0.47	2020
60	One Center City - Yesler Way Protected Bike Lane	Yesler Way	Alaskan Way	East side of I-5	PBL	TBD	2020
61	One Center City - Alaskan Way Protected Bike Lane	Alaskan Way	Virginia St	Elliot Bay Trail	PBL	TBD	2020
62	One Center City - South End Connection Protected Bike Lane	2nd Ave Ext S / S Main St / 5th Ave S / S King St / 6th Ave S	S Washington St	S Dearborn St	PBL	TBD	2020
63	One Center City - Broad Street Protected Bike Lane	Broad St	Elliot Bay Trail	5th Ave	PBL	TBD	2020
64	One Center City - Bell and/or Blanchard Protected Bike Lane	Bell St and/or Blanchard St	2nd Ave	8th Ave / 9th Ave	PBL	TBD	2020
65	One Center City - Vine Street NGW	Vine St / Taylor Ave / Taylor Ave N	2nd Ave	Thomas St	TBD	TBD	2020

CENTRAL SECTOR PROJECT LIST (CONTINUED)							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2021							
66	First Hill Streetcar: Broadway Extension	Broadway / 10th Ave E	E Denny Way	E Aloha St	PBL	0.57	2021
67	Valley Street Protected Bike Lane	Valley St	9th Ave N	Fairview Ave N	PBL	0.25	2021
68	Central Waterfront Project (AWV)	Alaskan Way	S King St	Virginia St	PBL	0.90	2021
69	NGW Connections (2018-2021)	Various	Various	Various	NGW	1.33	2018-2021
70	Roosevelt RapidRide+	TBD	TBD	TBD	TBD	TBD	2021
Facility Type	2017	2018	2019	2020	2021	5-year Totals	Central Mileage Total
TRL	3.38	0	0	0	0	3.38	21.3
PBL	3.61	0.24	2	0.49	1.72	8.06	
BL	0.28	0.69	0.3	0	0	1.27	
NGW	0	1.9	3.89	1.47	1.33	8.59	
Facility TBD	0	0	0	0	0	0	

[illegible]

SOUTHERN SECTOR PROJECT LIST							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2017							
71	Rainier Valley NGW	28th Ave S / S Ferdinand St / 46th Ave S	S Mt Baker Blvd	S Henderson St	NGW	6.20	2017-2018
72	Highland Park NGW Connection	SW Trenton St / 11th Ave SW	17th Ave SW	10th Ave SW	NGW	0.52	2017
2018							
73	Swift Ave S / S Myrtle St 2018 Paving Project	Swift Ave S / S Myrtle Pl	S Albro Pl	ML King Jr Way S	PBL	1.75	2018
74	S Dearborn St Protected Bike Lanes Project	S Dearborn St	6th Ave S	Rainier Ave S	PBL	0.69	2017-2018
75	S Columbian Way 2018 Paving Project	S Columbian Way	Beacon Ave S	ML King Jr Way S	PBL	0.55	2018
76	Fauntleroy Way SW Boulevard Project	Fauntleroy Way SW	SW Alaska St	36th Ave SW	PBL	0.29	2018
77	Wilson Ave S 2018 Paving Project	Wilson Ave S	S Dawson St	Seward Park Ave S	BL	0.81	2018
2019							
78	SoDo Trail Extension	SoDo Trail / E3 Busway	S Forest St	S Spokane St	TRL	0.42	2018-2019
79	SW Avalon Way 2019 Paving Project	SW Avalon Way	SW Spokane St	SW Alaska St	PBL	0.90	2019
80	S Henderson St / Seward Park Ave S Bike Lane	S Henderson St / Seward Park Ave S / Rainier Ave S	50th Ave S	Ithaca Pl S	BL	0.66	2018-2019
81	West Seattle NGW	34th Ave SW	SW Roxbury St	S Edmunds St	NGW	3.58	2018-2019
2020							
82	Fauntleroy Way SW Protected Bike Lane	Fauntleroy Way SW	SW Morgan St	SW Alaska St	PBL	1.30	2020
83	S Spokane St 2020 Paving Project	S Spokane St	14th Ave S	19th Ave S	BL	0.39	2020
84	15th Ave S 2020 Paving Project	15th Ave S	S Nevada St	S Bradford St	BL	0.25	2020
85	Beacon Hill / Mt Baker NGW	S Snoqualmie St / Cheasty Blvd S / S Walden St	13th Ave S	34th Ave S	NGW	2.02	2020
86	Delridge RapidRide+ (H Line)	TBD	TBD	TBD	TBD	TBD	2020

SOUTHERN SECTOR PROJECT LIST (CONTINUED)							
Project #	Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage	Target Year
2021							
87	SW Roxbury 2021 Paving Project	SW Roxbury St	35th Ave SW	16th Ave SW	PBL	1.02	2021
88	Rainier Ave S 2018 Paving Project	Rainier Ave S	S Dearborn St	23rd Ave S	PBL	0.88	2020-2021
89	12th Ave S Protected Bike Lane	12th Ave S	E Yesler Way	S Charles St	PBL	0.53	2020-2021
90	NGW Connections (2018-2021)	Various	Various	Various	NGW	1.33	2018-2021
91	Accessible Mt Baker	TBD	TBD	TBD	TBD	TBD	2021
92	Rainier RapidRide+	TBD	TBD	TBD	TBD	TBD	2021
Facility Type	2017	2018	2019	2020	2021	5-year Totals	Southern Mileage Total
TRL	0	0	0.42	0	0	0.42	23.57
PBL	0	3.28	0.9	1.3	2.43	7.91	
BL	0	0.81	0.66	0.64	0	2.11	
NGW	6.2	0	3.58	2.02	1.33	13.13	
Facility TBD	0	0	0	0	0	0	

CITYWIDE 2017-2021 MILEAGE						
Facility Type	2017	2018	2019	2020	2021	5-year Totals
TRL	3.38	1.42	0.80	0.78	0.00	6.38
PBL	3.99	8.55	4.40	3.39	8.34	28.67
BL	0.85	3.10	2.08	1.24	0.00	7.27
NGW	9.02	5.42	7.72	4.29	7.80	34.25
Facility TBD	0.00	1.56	0.00	0.00	0.46	2.02

This plan calls for 35.05 miles of trails/protected bike lanes and 34.25 miles of neighborhood greenways, which keeps us on track for meeting Move Seattle 9-year goals.

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 Portage Bay Phase: 2026-2028 Montlake Cut Phase: 2027	<ul style="list-style-type: none"> 14-foot wide bicycle and pedestrian path across Lake Washington (opening in 2017) and Portage Bay New bicycle/pedestrian crossings over SR 520 and I-5 	Email: SR520bridge@wsdot.wa.gov Website: www.wsdot.wa.gov/Projects/SR520Bridge/
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	2021 - in conjunction with Rainier RapidRide Plus	<ul style="list-style-type: none"> Potential protected bike lanes on MLK Jr Way S, Rainier Ave S, S McClellan St, and S Mt. Baker Blvd. Potential neighborhood greenways on S Winthrop St, Cheasty Blvd S and 25th Ave S 	Website: www.seattle.gov/transportation/accessibleMtBaker.htm
Burke-Gilman Trail Missing Link	Connects two existing portions of the Burke-Gilman Trail through the Ballard neighborhood, to complete the regional facility that otherwise runs continuously from Kenmore Park to Golden Gardens	2018	1.4-mile multi-use trail potentially on NW 45th St, Shilshole Ave NW, and NW Market St.	Email: BGT_MissingLink_Info@seattle.gov Website: www.seattle.gov/transportation/BGT_Ballard.htm
One Center City	Builds near- and long-term improvements to the transportation system and public realm in Seattle's Center City neighborhoods	2019-2035	Potential bike facilities on multiple north-south and east-west streets in the Center City (locations to be determined)	Email: info@onecentercity.org Website: http://onecentercity.org/
Waterfront Seattle	Rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct	2020+	A two-way protected bike lane from S King St to Pine St	Email: info@waterfrontseattle.org Website: www.waterfrontseattle.org/

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	<ul style="list-style-type: none"> • A new pedestrian and bicycle bridge over I-5 • A potential shared-use path on the west side of 1st Avenue NE between NE 92nd Street and NE 103rd Street • A potential shared-use path on the east side of 1st Avenue NE between NE 103rd Street and NE Northgate Way 	Email: NorthgateBridge@seattle.gov Website: www.seattle.gov/transportation/northgatepedbridge.htm
RapidRide Expansion Program	Build seven new RapidRide corridors throughout the City	2019-2024	Potential improvements to crossings, neighborhood greenways, and bike facilities	Email: RapidRide@Seattle.gov Website: www.seattle.gov/Transportation/RapidRideExpansion.htm



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 the public, 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 plan for inclusive public engagement and strive to balance varying needs presented by public comments that we receive at each step of our outreach processes.

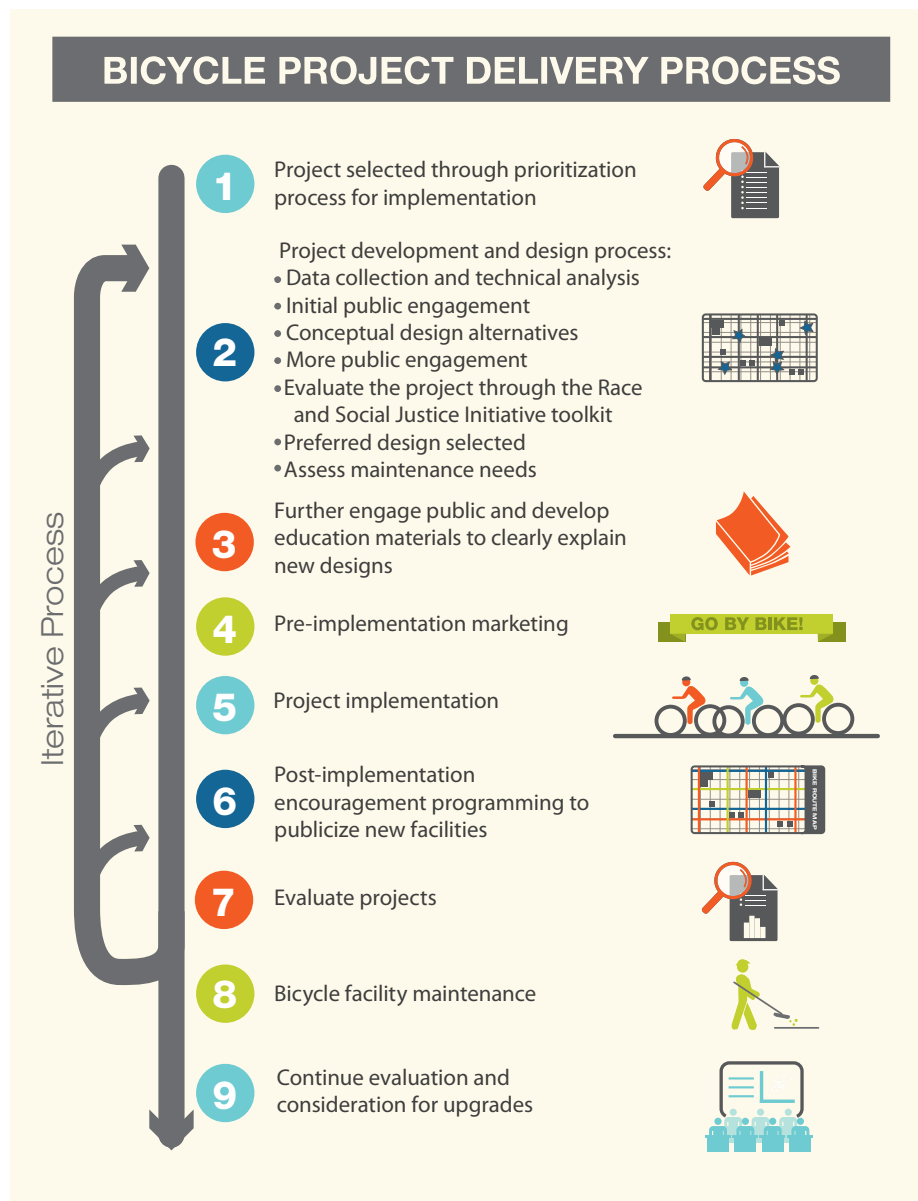
SDOT has developed an effective public engagement process built on gathering input from community members about their needs and concerns, presenting them with options that meet project goals and objectives, and incorporating their input along with our expertise in selecting a best solution for a particular 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, from mailers and traditional open houses to drop-in events and online open houses and surveys. We will continue working with the Seattle Bicycle Advisory Board (SBAB) and the Department of Neighborhoods to continually strengthen our public engagement strategies and reach more members of the community in engaging ways.

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.

8. FUNDING AND COSTS

FUNDING ASSUMPTIONS

The 2017-2021 Implementation Plan leverages the funding provided by the Levy to Move Seattle with other local funds and existing and anticipated grant funding, and requires some of our large capital projects, such as the Rapid Ride Plus projects, to deliver bicycle improvements where appropriate. This multi-layered funding approach allows us to maximize the return on public funding.

The Levy to Move Seattle provides \$65M over nine years to build approximately 50 miles of protected bike lanes and 60 miles of neighborhood greenways, and \$7M for programs (including maintenance and bicycle parking). On an annual basis, the levy provides \$8.0 million per year for BMP implementation, which includes \$7.2 million for facilities and \$0.8 million for programs. For 2017-2021, the plan assumes that some of the money from 2021 would be allocated to 2017 and 2018, per the City Council directive to accelerate bike facility construction.

In 2017, in addition to the levy funds, we have \$3.4 million in unspent funds from previous years, and \$1.3 million that was reallocated from Pronto bikeshare.

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 2017-2021 BMP implementation are provided in the table on the following page.



BIKE MASTER PLAN IMPLEMENTATION PLAN BUDGET						
Funding (Millions)	2017	2018	2019	2020	2021	5-Year Total
Carryforward*	3.6 M	0.0 M	0.0 M	0.7 M	5.6 M	3.6 M
Levy to Move Seattle**	9.2 M	12.2 M	8.2 M	8.2 M	6.2 M	44.0 M
Bike Share Transfer	1.3 M					1.3 M
Grants (Secured)	7.2 M	0.6 M	4.7 M	2.6 M	0.6 M	15.7 M
Grants (Assumed)		3.0 M	0.0 M	3.0 M	0.8 M	6.8 M
Total Funding	21.2 M	15.7 M	12.9 M	14.5 M	13.2 M	71.3 M
Cost (Millions)	2017	2018	2019	2020	2021	5-Year Total
New Trails, Protected Bike Lanes, and Bike Lanes	13.8 M	11.0 M	5.5 M	4.1 M	6.6 M	40.9 M
Neighborhood Greenways	6.1 M	2.7 M	3.9 M	2.1 M	3.9 M	18.7 M
Maintenance and Spot Improvements	1.0 M	1.0 M	1.0 M	1.0 M	1.0 M	5.0 M
Programs	0.4 M	1.1 M	1.9 M	1.7 M	1.8 M	6.8 M
Total Cost	21.3 M	15.8 M	12.2 M	8.9 M	13.3 M	71.4 M
Running Budget Surplus/Shortfall	0.0 M	0.0 M	0.7 M	5.6 M	0.0 M	0.0 M

*Any budget surplus carries forward to the next year.

**Levy funding will vary year to year and project and mileage will be adjusted.

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.

We are always looking for ways to deliver more with the available funds, and in 2017 we will conduct a thorough review of internal and external costs, as well as research what others have done to streamline and improve the efficiency of project delivery.

For the 2017 projects in this plan, preliminary cost estimates have been developed based on each project's individual characteristics. For the 2018-2021 projects, we used a planning level per-mile

cost estimate of \$750,000 for trails, protected bike lanes, bike lanes, and undetermined facility types, and \$500,000 for neighborhood greenways.

CENTER CITY PROJECTS

Many of the projects in or near downtown are being developed in conjunction with the [One Center City](#) project. For some of these projects, the costs and funding sources are still being developed, and will be added to the implementation plan when they are available. The One Center City projects with costs and funding included in this plan are: 2nd Ave PBL, 4th Ave BL, 7th Ave PBL, 9th Ave N PBL, Spring Street BL, and two additional miles of PBL (which are assigned to the Pike and/or Pine PBL at this time, but may change as the plan evolves). The One Center City projects with costs and funding to be determined are: 4th and or 4th/5th PBL, 8th Ave PBL, Alaskan Way PBL, Bell and/or Blanchard PBL, Broad St PBL, South End Connection PBL, Vine St (facility TBD), and Yesler Way PBL.

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
Ridership	Number of people biking counted at locations throughout Seattle	Quadruple ridership between 2014 and 2030	2014-2015: 11.7% increase ¹ 2015-2016: 10.9% increase ¹
Safety	Bicycle collision rate	Reduce bicycle collision rate by half (50 percent) between 2013 and 2030	2014: 426 reported collisions 2015: 469 reported collisions 2016: 407 reported collisions
	Number of serious injuries and fatalities	Zero by 2030	2013: 27 serious injuries; 2 fatalities 2014: 29 serious injuries; 1 fatality ² 2015: 24 serious injuries; 1 fatality ² 2016: 26 serious injuries; 2 fatalities
Connectivity	Percentage of bicycle facility network completed	100 percent of bicycle system constructed by 2035	2013: 22% 2016: 28% (167/608 miles)
Equity	Areas lacking bicycle facilities	Zero areas of City lacking bicycle facilities by 2030	2012: 7 census tracts 2016: 7 census tracts
Livability	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%

¹These percentages are based off of bike counts taken at 9 locations where reliable data was available for 2014, 2015, and 2016 for at least six days of counts.

²The most recent national bicycle safety data is for 2015 and prior years. Nationally, fatalities increased by 12.2% from 729 in 2014 to 818 in 2015, and injuries declined by 11.1% from 50,000 in 2014 to 45,000 in 2015. Source: USDOT NHTSA, March 2017.

APPENDIX 2: STRATEGIES AND ACTIONS

In the following table, the BMP strategy and activity are pulled directly from the BMP. 2016 status is taken directly from the 2016 implementation plan, and 2017 status provides a current update to each strategy and activity.

BMP Strategy	Activity	2016 Status	2017 Status
4.1 – 4.6 Implement the bicycle facilities	See project lists for projects to be studied, designed, and implemented in 2017-2021. SDOT will continue to research and incorporate best practices, leverage other capital project investments, and develop educational tools.	SDOT will work to meet targets.	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 continue working to meet targets.
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.
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.
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.
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.

BMP Strategy	Activity	2016 Status	2017 Status
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 in order to provide clearer and more direct assistance to business owners and developers that wish to install bike parking in the public right-of-way.
5.4 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.
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.	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 expansion program, and other high capacity transit locations.
6.1 Develop a bicycle safety program	SDOT will continue to build upon existing safety educational and encouragement programs, and create new programs. Towards this effort SDOT will: <ol style="list-style-type: none"> 1. Provide bicycle education for primary school children 2. Assess feasibility and cost of including middle school and high school roadway safety education (as part of the School Road Safety plan). 3. Collaborate with partners to develop, strengthen, and distribute existing "Bike 101" materials to assist a wide range of current and new riders 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. 	<ol style="list-style-type: none"> 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. 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. 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. 4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to promote walking and biking to school. 	<ol style="list-style-type: none"> 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. 2. SDOT will assess program expansion to middle school and high school classes. 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. 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.

BMP Strategy	Activity	2016 Status	2017 Status
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 releases bicycle-related data to the public via data.seattle.gov, and is exploring more options to enhance public data availability.
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 Summer Parkways, Bicycle Sundays, Kidical Mass, and the SR-520 bicycle ride.	SDOT will continue to attend and support events such as Summer Parkways, Bicycle Sundays, Kidical Mass, and other bicycle related activities.
	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.	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 has installed public bike racks at all feasible CTR and TMP locations, and will continue to conduct bicycle commuter workshops and other programs.
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. 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: <ul style="list-style-type: none"> • Allow temporary implementation of bicycle facilities 	SDOT will continue to conduct datadriven 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, collecting quantitative "before and after" data for our projects. We are also improving our Program & Project Management processes, which includes things like 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.

BMP Strategy	Activity	2016 Status	2017 Status
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:	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.
	Analyze bicycle-involved collisions per facility type to identify trends, behaviors, and engineering solutions		
	Create a data-driven process to identify spot and/or corridor improvement projects		
	Develop a prioritized list of spot improvement projects		
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 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.
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.

BMP Strategy	Activity	2016 Status	2017 Status
7.10 – 7.12 Maintain on-street and offstreet 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	As we continue to build protected bike lanes, tracking maintenance costs is important. SDOT is currently researching best practices from peer cities.	SDOT continues to research best practices related to maintenance costs for our newest facility types.
	Coordinate projects with Street Maintenance Paving plan	As part of the 2016-2020 BMP IMP Plan, SDOT is coordinating upcoming paving projects and proposed bicycle facilities for better alignment.	As part of this 2017-2021 Implementation Plan SDOT looked 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.
	Continue to promote existing ways for people to report maintenance and improvements requests	SDOT and the Mayor's Office are continuing to promote the webbased, 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.
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 will continue to look for grant and partnership opportunities to deliver more and make the most out of our Move Seattle funding.

APPENDIX 3: PROJECT CHANGES IN THIS UPDATE

WAITLISTED PROJECTS

Waitlisted projects are those that were high priorities and may be implemented in the next five years if additional funds are available. These projects have been through the prioritization process, including recommendation by SBAB (see Chapter 4, Prioritization), but were not included in the project list due to funding and/or geographic equity constraints.

Project Name	On Street	From Street	To Street	Facility Type	Mileage	In Last Imp Plan?
Ballard 6th Ave NW N-S Neighborhood Greenway	6th Ave NW	Burke-Gilman Trail	NW 103rd St	NGW	3.22	2020
Ballard NW 53rd St/11th Ave NW Neighborhood Greenway	NW 53rd St / 11th Ave NW	17th Ave NW	Burke-Gilman Trail	NGW	0.63	2017
Columbia City E-W Neighborhood Greenway	S Dawson St / S Ferdinand St	Beacon Ave S	MLK Jr Way S	NGW	1.2	N/A
Ravenna Park Neighborhood Greenway	NE 62nd St	NE Ravenna Blvd	45th Ave NE	NGW	1.92	N/A

2016-2020 PROJECTS NOT SELECTED FOR 2017-2021 PLAN

Deferred projects are those that are not being pursued within this 5-year plan because with updated quantitative data, these projects no

longer met the prioritization threshold. These projects have an opportunity to be included in the next iteration of the implementation plan if they are selected through our prioritization process in subsequent years (see Chapter 4, Prioritization).

On Street	From Street	To Street	Facility Type	Mileage	In Last Imp Plan?
8th Ave S*	S Kenyon St	S Trenton St	PBL	0.50	2017
NE 40th St	7th Ave NE	Brooklyn Ave NE	PBL	0.31	2017
6th Ave S	S Spokane St	S Industrial Way	TRL	0.41	2018
6th Ave S	S Dearborn St	S Royal Brougham St	PBL	0.25	2018
Alaskan Way	Broad St	Virginia St	PBL	0.61	2018
Ravenna Pl NE	NE 55th St	Burke-Gilman Trail	PBL	0.15	2018
S Royal Brougham Way	S Occidental St	6th Ave S	PBL	0.34	2018
S Industrial Way*	6th Ave S	Airport Way S	BL	0.22	2018
Fairview Ave E	University Bridge	Fairview Bridge	NGW	1.70	2018
Terry Ave	Spruce St	University St	NGW	1.20	2018
University St	Seneca St	Broadway	NGW	0.51	2018
E Republican St	Broadway	E 21st St	NGW	0.77	2018
E Union St	12th Ave	14th Ave	PBL	0.12	2019
Spring St	1st Ave	4th Ave	PBL	0.18	2019
SW Avalon Way / 35th Ave SW	SW Avalon Way	SW Morgan St	PBL	1.34	2019
SW Morgan St / Dumar Way SW	California Ave SW	16th Ave SW	PBL	1.98	2019
24th Ave E	E Thomas St	E Union St	NGW	0.59	2019
27th Ave E	E Union St	ML King Jr Way E	NGW	0.70	2019
S Ferdinand St	Beacon Ave S	37th Ave S	NGW	1.26	2019
SW Myrtle St	SW Orchard St	12th Ave SW	NGW	0.39	2019
15th Ave NE	NE 125th	City Limits	PBL	1.00	2020
SW Admiral Way	California Ave SW	SW Olga St	PBL	0.49	2020
39th Ave S	S Myrtle St	S Kenyon St	NGW	0.53	2020
S Morgan St / S Holly St	Swift Ave S	46th Ave S	NGW	1.57	2020

*SDOT is working closely with the Duwamish Action Team to coordinate projects.

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