

11/15/2021 DRAFT - Arterial Bike Network Analysis – PDD Summary

Below is a summary of the work being conducted by the Project Development Division (PDD) to evaluate how the 2014 Bicycle Network is being implemented and operating with a focus on safety. As part of this work, PDD has identified future segments for implementation to highlight opportunities to prioritize safety for our vulnerable users in the roadway and compared these with Policy and Planning's Critical Bike Segment Map.


2014- 2021 Implementation

Since the adoption of the 2014 Bicycle Master Plan SDOT has implemented over 20 miles of protected bike lanes with varying levels of design compromises to accommodate all modes on the roadway.

Example of projects where a full AAA facility was compromised. This list is **NOT** comprehensive.

- Swift/Myrtle/Othello - 2019 – dropped protection at intersections due to impacts to level of service
- 4th – 2021 - Rerouted facility due to potential impacts to vehicle transit travel times
- 15th Ave NE –2021/2022 - Protection dropped at intersections due to impacts to vehicle and transit travel times
- Delridge RR

SDOT staff continues to monitor and evaluate the implementation of the arterial bike network including

-  Bicycle and Pedestrian Safety Analysis: Continue to monitor locations with designs highly correlated with bicycle collision frequency and severity. BPSA locations on BMP plan or existing bicycle network are high priority for safety purposes. BPSA Phase 3 currently in scoping to 2022 research and reporting – expected to include additional emphasis on bicycle facility designs.
- Evaluation of implemented bike network: Identify where protection drops with relation to collision data. Field checks to confirm facility gaps.

2022 – 2024+ Implementation

With the upcoming adoption of the Modal Integration Policy Framework and the Seattle Transportation Plan, PDD conducted an evaluation of the City's arterial network based on the 2014 BMP, last mile connections, BPSA data, and Vision Zero priority corridors.

[Methodology for PDD Critical Bike Network Evaluation](#)

Staff are concerned that with the implementation of P&P's Critical Bike Network Staff that this will change how the BMP is implemented. Additionally, staff are concerned this policy will deprioritize safety for vulnerable roadway users.

Staff identified segments to trial run Policy and Planning's Critical Bike Network. Below are examples of future projects where there could be compromises to the bicycle network based on the Modal Integration Policy

- 12th Ave S – King St to Yesler Way – 2014 BMP calls for Major Separation. The segment is not identified for ROW constraints.

- This segment would connect the PBLs on 12th Ave S (south of King) to the bike lanes north of Yesler) and PBLs on Yesler. Additionally, it would provide connectivity to the Streetcar on Jackson
 - This is part of the Frequent Transit Corridor, Freight Route (Boren to Yesler), no parking.
 - There isn't a good alternate route.
 - Based on the existing policies the bike facility would likely be routed to another location.
- Greenwood Ave N – N 50th to N 87th - 2014 BMP calls for Major Separation. ROW constraints identified via P&P from N 50th to N 65th .
 - This corridor is a Minor Transit Corridor, Minor Freight Corridor, Flex zone is parking.
 - P&P identified N 50th to N 65th as critical.
 - No good alternate route - Rerouting north of N 50th would require substantial grade changes