

Resolution No. 31515

A RESOLUTION approving the Seattle Bicycle Master Plan.

Related Legislation File: _____

Date Introduced and Referred: <u>3/31/14</u>	To: (committee): <u>Transportation</u>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>4/14/14</u>	Date Presented to Mayor: <u>4/15/14</u>
Date Signed by Mayor: <u>4/18/14</u>	Date Returned to City Clerk: <u>4/18/14</u>
Published by Title Only <u>Y</u>	Date Returned Without Concurrence:
Published in Full Text _____	

The City of Seattle – Legislative Department

Resolution sponsored by: *Patricia K. ...*

Committee Action:

Date	Recommendation	Vote
<u>4/8/14</u>	<u>Adopt as amended</u>	<u>3 (TR, MOB, SB) - 0</u>

This file is complete and ready for presentation to Full Council. _____

Full Council Action:

Date	Decision	Vote
<u>4/14/14</u>	<u>Adopted as Amended</u>	<u>9-0</u>

Law Department

CITY OF SEATTLE
RESOLUTION 31515

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



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

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

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

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

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

WHEREAS, the vision for the Bicycle Master Plan is to create a bicycle network where riding a bicycle is safe, comfortable, and integral part of daily life in Seattle for people of all ages and abilities; NOW, THEREFORE,

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

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

Section 2. As part of the annual budget process, the City Council will determine the level of funding allocated for implementation of the Seattle Bicycle Master Plan. Successful implementation of the Bicycle Master Plan by 2035 will require increased prioritization for bicycle projects within SDOT's budget.

Section 3. The Bicycle Master Plan's prioritization framework will assure that projects focusing on safety for all roadways and users, including pedestrians and drivers, and connectivity to the network are developed. Equity will also be an important factor in considering where bicycle facilities should be implemented.



1 Section 4. Successful project implementation will rely on the coordination of multi-
2 modal investments where pedestrian, bicycle, freight, and transit investments are made
3 simultaneously. Development of the network will also use a multi-modal decision making
4 framework which will consider priority transit corridors, frequent transit network routes, and
5 Major Truck Streets during project implementation as outlined in Strategies 4.12 - 4.16.

6
7 Section 5. Consistent with the Bicycle Master Plan's Strategy 7.1 and Action 7.1.1, as
8 bicycle projects are prioritized and funded, SDOT will engage with the surrounding community
9 (residents and businesses) to understand neighborhood priorities and concerns regarding bicycle
10 improvements and use of the right of way within the relevant corridor identified in the Bicycle
11 Master Plan. More detailed design and community engagement may lead to a project being
12 developed in a different way or location than envisioned in the Plan, including where multiple
13 bicycle facilities serve parallel transportation corridors.

14 Section 6. Design of Bicycle Master Plan Recommended Facilities

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

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

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



1 Section 7. The Department of Planning and Development (DPD) will take into account
2 the recommended bicycle network and bicycle facility designs outlined in the Bicycle Master
3 Plan during the planning and design review process of new developments, especially the
4 development's impact on bicycle safety in the surrounding location. DPD will also consider
5 Bicycle Master Plan recommendations as it develops proposed changes to the Comprehensive
6 Plan, land use code, design review guidelines and other development standards.

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

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



Adopted by the City Council the 14th day of April, 2014, and signed
by me in open session in authentication of its adoption this 14th day of
April, 2014.

[Signature]
President _____ of the City Council

THE MAYOR CONCURRING:

[Signature]
Ed Murray, Mayor

Filed by me this 18th day of April, 2014.

[Signature]
for Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Seattle Bicycle Master Plan



FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Traci Ratzliff 4-8153	Doug Palmer 4-5266

Legislation Title: A RESOLUTION approving the Seattle Bicycle Master Plan

Summary of the Legislation:

This legislation states the City Council's intent to approve the Seattle Bicycle Master Plan. The plan defines the set of actions to be completed in order to achieve the key vision for the BMP: "Riding a bicycle is a comfortable integral part of daily life in Seattle for people of all ages and abilities."

Background:

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.

In 2007, the City Council adopted Resolution 31024, approving the City's Bicycle Master Plan, which contained a map showing where bicycle facility improvements should be made, and identified a number of actions to improve conditions for bicycling in the city.

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

The BMP was developed over the past 18 months in partnership with City Council, the Executive, the Seattle Bicycle Advisory Board, and interested stakeholders. Over 3,500 responded to an on-line survey that identified benefits and challenges to the existing bike network and opportunities for system improvements. Staff hosted 7 community open house meetings, attended a large number of community group meetings, and briefed a number of City boards and commissions, including the Freight Advisory Board, the Pedestrian Advisory Board, and the Planning Commission. More than 1,000 comments were received and considered on the draft Bicycle Master Plan.

x **This legislation does not have any financial implications.**

(Please skip to "Other Implications" section at the end of the document and answer questions a-h. Earlier sections that are left blank should be deleted. Please delete the instructions provided in parentheses at the end of each question.)

Approving the Seattle Bicycle Master Plan has no fiscal implications. However, it is important to state that appropriations to support the plan implementation will be part of subsequent years' budget processes.

 This legislation has financial implications.

(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the "Other Implications" Section. Please delete the instructions provided in parentheses at the end of each title and question.)

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
(If yes, explain them here.)

No -- but appropriations to support the plan implementation will be part of subsequent years' budget processes

- b) **What is the financial cost of not implementing the legislation?**

(Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs.)

None

- c) **Does this legislation affect any departments besides the originating department?**

(If so, please list the affected department(s), the nature of the impact (financial, operational, etc), and indicate which staff members in the other department(s) are aware of the proposed legislation.)

No

- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** (Include any potential alternatives to the proposed legislation, such as reducing fee-supported activities, identifying outside funding sources for fee-supported activities, etc.)

None.

- e) **Is a public hearing required for this legislation?**

(If yes, what public hearing(s) have been held to date, and/or what public hearing(s) are planned for the future?)

No

- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

(For example, legislation related to sale of surplus property, condemnation, or certain capital projects with private partners may require publication of notice. If you aren't sure, please check with your lawyer. If publication of notice is required, describe any steps taken to comply with that requirement.)

No

- g) **Does this legislation affect a piece of property?**

(If yes, and if a map or other visual representation of the property is not already included as an exhibit or attachment to the legislation itself, then you must include a map and/or other visual representation of the property and its location as an attachment to the fiscal note. Place a note on the map attached to the fiscal note that indicates the map is intended for illustrative or informational purposes only and is not intended to modify anything in the legislation.)

No

- h) **Other Issues:**

CITY OF SEATTLE
RESOLUTION 31515

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

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

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

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

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

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

WHEREAS, the vision for the Bicycle Master Plan is to create a bicycle network where riding a bicycle is safe, comfortable, and integral part of daily life in Seattle for people of all ages and abilities; NOW, THEREFORE,

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

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

Section 2. As part of the annual budget process, the City Council will determine the level of funding allocated for implementation of the Seattle Bicycle Master Plan. Successful implementation of the Bicycle Master Plan by 2035 will require increased prioritization for bicycle projects within SDOT's budget.

Section 3. The Bicycle Master Plan's prioritization framework will assure that projects focusing on safety for all roadways and users, including pedestrians and drivers, and connectivity to the network are developed. Equity will also be an important factor in considering where bicycle facilities should be implemented.

Section 4. Successful project implementation will rely on the coordination of multi-modal investments where pedestrian, bicycle, freight, and transit investments are made simultaneously. Development of the network will also use a multi-modal decision making framework which will consider priority transit corridors, frequent transit network routes, and Major Truck Streets during project implementation as outlined in Strategies 4.12 - 4.16.

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

Section 6. Design of Bicycle Master Plan Recommended Facilities

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

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

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

1 Section 7. The Department of Planning and Development (DPD) will take into account
2 the recommended bicycle network and bicycle facility designs outlined in the Bicycle Master
3 Plan during the planning and design review process of new developments, especially the
4 development's impact on bicycle safety in the surrounding location. DPD will also consider
5 Bicycle Master Plan recommendations as it develops proposed changes to the Comprehensive
6 Plan, land use code, design review guidelines and other development standards.

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

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

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

President _____ of the City Council

THE MAYOR CONCURRING:

Ed Murray, Mayor

Filed by me this ____ day of _____, 2014.

Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Seattle Bicycle Master Plan



CITY OF SEATTLE
RESOLUTION 31515

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 6. Design of Bicycle Master Plan Recommended Facilities

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

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

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

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

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.

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

President _____ of the City Council

THE MAYOR CONCURRING:

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2014.

Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Seattle Bicycle Master Plan

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Traci Ratzliff 4-8153	Christie Parker 4-5211

Legislation Title: A RESOLUTION approving the Seattle Bicycle Master Plan

Summary of the Legislation:

This legislation states the City Council's intent to approve the Seattle Bicycle Master Plan. The plan defines the set of actions to be completed in order to achieve the key vision for the BMP: "Riding a bicycle is a comfortable integral part of daily life in Seattle for people of all ages and abilities."

Background:

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.

In 2007, the City Council adopted Resolution 31024, approving the City's Bicycle Master Plan, which contained a map showing where bicycle facility improvements should be made, and identified a number of actions to improve conditions for bicycling in the city.

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

The BMP was developed over the past 18 months in partnership with City Council, the Executive, the Seattle Bicycle Advisory Board, and interested stakeholders. Over 3,500 responded to an on-line survey that identified benefits and challenges to the existing bike network and opportunities for system improvements. Staff hosted 7 community open house meetings, attended a large number of community group meetings, and briefed a number of City boards and commissions, including the Freight Advisory Board, the Pedestrian Advisory Board, and the Planning Commission. More than 1,000 comments were received and considered on the draft Bicycle Master Plan.

THIS VERSION IS NOT ADOPTED

x **This legislation does not have any financial implications.**

(Please skip to "Other Implications" section at the end of the document and answer questions a-h. Earlier sections that are left blank should be deleted. Please delete the instructions provided in parentheses at the end of each question.)

Approving the Seattle Bicycle Master Plan has no fiscal implications. However, it is important to state that appropriations to support the plan implementation will be part of subsequent years' budget processes.

 This legislation has financial implications.

(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the "Other Implications" Section. Please delete the instructions provided in parentheses at the end of each title and question.)

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
(If yes, explain them here.)

No -- but appropriations to support the plan implementation will be part of subsequent years' budget processes

- b) **What is the financial cost of not implementing the legislation?**

(Estimate the costs to the City of not implementing the legislation, including estimated costs to maintain or expand an existing facility or the cost avoidance due to replacement of an existing facility, potential conflicts with regulatory requirements, or other potential costs.)

None

- c) **Does this legislation affect any departments besides the originating department?**

(If so, please list the affected department(s), the nature of the impact (financial, operational, etc), and indicate which staff members in the other department(s) are aware of the proposed legislation.)

No

- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?** (Include any potential alternatives to the proposed legislation, such as reducing fee-supported activities, identifying outside funding sources for fee-supported activities, etc.)

None.

- e) **Is a public hearing required for this legislation?**

(If yes, what public hearing(s) have been held to date, and/or what public hearing(s) are planned for the future?)

No

- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

(For example, legislation related to sale of surplus property, condemnation, or certain capital projects with private partners may require publication of notice. If you aren't sure, please check with your lawyer. If publication of notice is required, describe any steps taken to comply with that requirement.)

No

- g) **Does this legislation affect a piece of property?**

(If yes, and if a map or other visual representation of the property is not already included as an exhibit or attachment to the legislation itself, then you must include a map and/or other visual representation of the property and its location as an attachment to the fiscal note. Place a note on the map attached to the fiscal note that indicates the map is intended for illustrative or informational purposes only and is not intended to modify anything in the legislation.)

No

- h) **Other Issues:**

[City Clerk's Office Note: Because of its size, the exhibits for Resolution 31515 have been saved separately for electronic display and downloading. The file is a PDF document requiring Adobe Reader or equivalent program to view.]

Seattle Bicycle Master Plan

[Label](#) (68 MB)

Seattle Bicycle Master Plan

[Label](#) (46 MB)

City of Seattle Recommended Bicycle Network

[Label](#) (12 MB)

Appendix 1: Reports - Public Engagement Summary Report Phase II; Appendix 2: Best Practices White Papers

[Label](#) (40 MB)

Appendix 2 (Continued): Best Practices White Papers; Appendices 3 through 8

[Label](#) (43 MB)

STATE OF WASHINGTON -- KING COUNTY

--SS.

310878
CITY OF SEATTLE, CLERKS OFFICE

No. 31515 31516

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

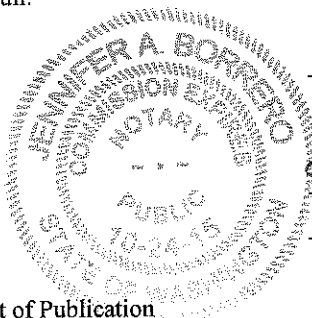
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:TITLE ONLY RESOLUTION

was published on

05/08/14

The amount of the fee charged for the foregoing publication is the sum of \$37.38 which amount has been paid in full.



Subscribed and sworn to before me on

05/08/2014

Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication

State of Washington, King County

