A RESOLUTION approving the Seattle Bicycle Master Plan.

The City of Seattle – Legislative Department

Resolution sponsored by: 

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<th>Committee Action:</th>
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<td>4/8/14</td>
<td>Adopt as amended</td>
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This file is complete and ready for presentation to Full Council.

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<td>Adopted as Amended</td>
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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. More detailed design and community engagement may lead to a project being developed in a different way or location than envisioned in the Plan, including where multiple bicycle facilities serve parallel transportation corridors.

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

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

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

<table>
<thead>
<tr>
<th>Department:</th>
<th>Contact Person/Phone:</th>
<th>CBO Analyst/Phone:</th>
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<tr>
<td>Legislative</td>
<td>Traci Ratzliff 4-8153</td>
<td>Doug Palmer 4-5266</td>
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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 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:
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.
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Section 8. SDOT will develop a 3-5 year implementation plan and present it to the Bicycle Advisory Board (SBAB) and Council for their review and comments within 90 days of the Mayor’s concurrence on this resolution. SDOT will provide SBAB and Council with its annual update of the implementation plan by March 31 of each subsequent year. The implementation plan will include projects prioritized for planning, design and construction for the following 3-5 years. The implementation plan will show SDOT’s priorities for implementing programs prioritized under the strategies and actions described in Chapter 6 of the Bicycle Master Plan, including safety and education programs. The implementation plan will also demonstrate SDOT’s priorities for maintenance activities, end-of-trip facilities and funding mechanisms.

Section 9. To track progress on the Bicycle Master Plan implementation, SDOT will prepare and submit to the City Council an annual progress report covering the prior year’s achievements that has been reviewed and endorsed by the SBAB. SDOT shall also provide updates to the City Council and SBAB every six months. In addition, SDOT will update the 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
Bicycle Master Plan recommendations as it develops proposed changes to the Comprehensive Plan, land use code, design review guidelines and other development standards.

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

Section 9. To track progress on the Bicycle Master Plan implementation, SDOT will prepare and submit to the City Council an annual progress report covering the prior year’s achievements that has been reviewed and endorsed by the SBAB. SDOT shall also provide updates to the City Council and SBAB every six months. In addition, SDOT will update the Bicycle Master Plan every five to seven years.
Bicycle Master Plan Adoption RES
March 24, 2014
Version 5

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

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<td>Legislative</td>
<td>Traci Ratzliff 4-8153</td>
<td>Christie Parker 4-5211</td>
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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 legislation does not have any financial implications.

(Approve 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.)
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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

310878
No. 31515 31516
CITY OF SEATTLE, CLERKS OFFICE

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
State of Washington, King County

City of Seattle
Title Only Resolutions

The full text of the following legislation, passed by the City Council on April 14, 2014, and published below by title only, will be mailed upon request, or can be accessed at http://clerk.seattle.gov. For information on upcoming meetings of the Seattle City Council, please visit http://www.seattle.gov/council/calendar.

Contact: Office of the City Clerk at (206) 684-3044

RESOLUTION NO. 31516
A RESOLUTION approving the Seattle Bicycle Master Plan.

RESOLUTION NO. 31518
A RESOLUTION amending Resolution 20408; updating the debt service coverage financial policy for the Solid Waste System.
Date of publication in the Seattle Daily Journal of Commerce, May 9, 2014.

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