

**Bicycle Master Plan Policy Framework Update
Draft, September 6, 2012**

The table below provides a side-by-side comparison of the vision, goals, and objectives for the 2007 Bicycle Master Plan and those proposed for the 2012 Bicycle Master Plan Update. SDOT developed these proposals using input from the Seattle Bicycle Advisory Board (SBAB) and other community stakeholders. **Blue** indicates 2012 language that is a modified version of comparable 2007 language. **Green** indicates new language, or a new theme, for the 2012 plan update.

2007 Bicycle Master Plan	2012 Bicycle Master Plan Update - Proposed
VISION	VISION
The Seattle Bicycle Master Plan defines a set of actions, to be completed within 10 years, to make Seattle the best community for bicycling in the United States. ¹	Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. (new vision)
GOALS	GOALS
<ol style="list-style-type: none"> 1. Increase the use of bicycling in Seattle for all trip purposes. Triple the amount of bicycling in Seattle between 2007 and 2017. 2. Improve safety of bicyclists throughout Seattle. Reduce the rate of bicycle crashes by one third between 2007 and 2017. 	<ol style="list-style-type: none"> 1. Ridership – Increase the amount and mode share of bicycle riding in Seattle for all trip purposes. (similar to existing Goal 1) 2. Safety – Improve safety for bicycle riders. (similar to existing Goal 2) 3. Connectivity – Create a bicycle network that connects to places people want to go and provides a time-efficient travel option. (new goal) 4. Equity – Provide equal cycling access for all through public engagement, program delivery, and capital investments. (new goal) 5. Livability – Build vibrant and healthy communities by creating a welcoming environment for bicycle riding. (new goal)
OBJECTIVES	OBJECTIVES
<ol style="list-style-type: none"> 1. Develop and maintain a safe, connected, and attractive network of bicycle facilities throughout the city. 2. Provide supporting facilities to make bicycle transportation more convenient. 3. Identify partners to provide bicycle education, enforcement, and encouragement programs. 4. Secure funding and implement bicycle improvements. 	<ol style="list-style-type: none"> 1. Complete and maintain a high-quality bicycle network of on-street and trail facilities throughout the city. (similar to existing Objective 1) 2. Integrate planning for bicycle facilities with all travel modes and complete streets principles. (new objective) 3. Employ best practices and context sensitivity to design facilities for optimum levels of bicycling comfort. (new objective) 4. Build outstanding leading-edge bicycle facilities, including on-street separated facilities and neighborhood greenways. (new objective) 5. Update and apply a prioritization framework for bicycle investments throughout the city. (new objective) 6. Identify and implement actions to support and promote bicycle riding. (combine themes of previous objectives 2, 3 and 4)

¹ The 2007 BMP did not define a formal vision statement. This is the first sentence of the plan, and is thus considered the vision for the purpose of comparison.