

**CITY OF SEATTLE**  
**RESOLUTION \_\_\_\_\_**

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

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

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

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

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

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

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

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

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

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

24 Section 3. The Bicycle Master Plan’s prioritization framework will assure that projects  
25 focusing on safety for all roadways and users, including pedestrians and drivers, and connectivity  
26 to the network are developed. Equity will also be an important factor in considering where  
27 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.

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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.

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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.

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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.

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President \_\_\_\_\_ of the City Council

THE MAYOR CONCURRING:

\_\_\_\_\_  
Ed Murray, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2014.

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Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Seattle Bicycle Master Plan