2025 Bicycle Master Plan Update

Network Development Approach

Bicycle network development consists of two basic steps: selecting routes and identifying facility types. For the 2025 Bicycle Master Plan Update (BMP), both steps were informed by following two guiding principles and several corresponding strategies. The guiding principles were derived from the BMP's goals, and strategies were developed based on community feedback and input from Public Works.

Guiding Principles & Strategies

Safety

The frequency and severity of crashes are minimized and conflicts with motor vehicles are minimized. Safety will be achieved by:

- Prioritizing routes on lower volume, lower speed streets (such as those with traffic calming measures);
- Providing physical separation on higher volume, higher speed streets;
- Following FHWA (Federal Highway Administration) bikeway selection guidance to identify the most appropriate facility type based on traffic speeds and volumes;
- Redesigning intersections and crossings along higher volume, higher speed streets;
- Providing fully separated routes from motor vehicles along flood control channels; and
- Ensuring adequate lighting and maintenance of all bicycle facilities.

Bicycle Master Plan Goals

Safety. Prioritize bicycle projects that improve the safety of our streets.

Equity. Invest in underserved, pollution burdened communities that are most dependent on active transportation.

Mobility. Increase the number of biking and multimodal trips.

Accountability. Be responsive, transparent, and accountable to our communities and regional partners.

Connectivity

Each community is connected to key destinations including retail areas, local schools, employment areas, major transit stops, beaches, parks, and trailheads. Connectivity will be achieved by:

- Comparing results of existing conditions analyses and adding new bicycle connections in areas with high trip potential and few existing bicycle facilities;
- Focusing on first/last mile connections to transit in disadvantaged communities and outside of the urban core;
- Providing consistent and continuous bicycle facility types across jurisdictional boundaries;

- Using the flood control channels as longer distance, car-free routes to create 'freeways' of the regional bike network; and
- In densely populated areas, providing access points to pathways on flood control channels no more than one-half mile apart.

Supporting Data

The draft bicycle network was created with Technical Advisory Committee and Bicycle Advisory Committee input as well as Geographic Information System (GIS) mapping software, allowing large amounts of supporting data to be displayed geographically and inform the location of the "lines on the map." The table below describes the key questions asked during network development and the supporting data used to answer those questions.

Key Question	Supporting Data
1. Does this line connect to an **existing or planned facility** in a city or unincorporated area?	Planned & Existing Routes from the Metro Active Transportation.
2. Which streets connect to the most destinations? Are some **streets more connected than others**?	Centrality analysis highlighting the most connected street segments.
3. Are major **destinations** connected to the network?	Bicycle Network Analysis (BNA) scores, a measure of how many destinations there are in a given area.
4. Are the areas of **public interest** addressed by the network?	Public comments from Phase 1 engagement in Spring 2023.
5. Are major **transit stops** accessible via the bike network?	Transit stop locations.
6. What **bike facility** is most appropriate for the roadway context?	FHWA Bikeway Selection Guide speed and volume thresholds.