

**Seattle Bicycle Master Plan
City of Seattle Department of Transportation
Public Meeting Summary
August 29, 2006
6:30pm - 9:30pm
Gould Hall, University of Washington**

Meeting Overview

More than 450 people attended the first public meeting for the Seattle Bicycle Master Plan project. The meeting was divided into three parts: an open house, brief presentation and a series of interactive workstations. Each of these is summarized below along with the comments that were provided from the public.

Open House

During the open house portion of the meeting, participants met the planning team, reviewed and commented on draft bike network maps and filled out a questionnaire on bicycling conditions and opportunities. During this time, they were also able to preview the materials for the interactive workstations.

Presentation

Anne Fiske-Zuniga, Assistant Director of SDOT welcomed the meeting participants and explained the importance of the bike master plan effort. She introduced members of the Bicycle Plan Citizen's Advisory Board, Seattle Bicycle Advisory Board and Seattle Department of Transportation (SDOT) staff. Pete Lagerwey, the SDOT Bicycle Program Manager spoke briefly about the City's bike program. Tammy Sufi, Bill Schultheiss and Bob Schneider of Toole Design Group then gave an overview of the Bicycle Master Plan project including:

- The primary goals of the plan,
- An overview of work products and timeline,
- An assessment of Seattle bicycling today, and
- Next steps for the plan

Workstations

Following the presentation, meeting participants were asked to provide direct feedback to the planning team at a variety of interactive workstations. These included

- North and South Seattle Map Stations: Participants talked to the planning team and marked-up maps with their comments.
- Downtown Bicycle Access Station: Participants marked aerial photos of downtown to identify access issues.
- Wayfinding Station: Participants worked with the sign designer and discussed sign layout and information to be conveyed.
- Spot Locations for Wayfinding: Participants marked potential bike routes and areas in need of detailed signing.
- Site specific discussion: Participants discussed challenging locations to access/cross with two of the project engineers. These locations included:
 - I-5 crossings between NE 40th Street and NE 50th Street
 - Green Lake
 - University Bridge

- Connection to new SoundTransit Station at Rainier Avenue, Martin Luther King Jr. Way, and McClellan Street
- Rainier Avenue Crossing at S Dearborn Street
- Ballard Bridge
- Fauntleroy Way
- I-5 crossing at S Lucille Street (and access through the surrounding areas)

In addition to the maps and aerials that were marked and discussed at the above workstations, approximately 400 comment cards and follow up emails regarding education, enforcement, promotion of bicycling, policy and individual facility need recommendations were received. This input from the maps and comment cards is summarized below.

Summary of Public Input

Downtown Seattle (includes South Lake Union)

Comments

- 3rd Avenue should be restricted to Bus/Bike use at all times, not just during peak commuting hours.
- Add signage to public elevator near Pike & Alaskan Way/1st Avenue.
- The trail on the east side of Alaskan Way is not bikeable because intersections are difficult, there are too many pedestrians, and it is too narrow.
- Need a trail along entire length of waterfront to Connect Elliot Bay Trail and Alki Trail (and connect to I-90 Trail).
- The left-side bicycle lane on 2nd Avenue is dangerous (many people made this comment).
- Want a dedicated bicycle lane on 2nd and 4th Avenues during Viaduct construction, not just a sharrow.
- Provide bus/bike lanes on 2nd and 4th Avenues.
- Remove debris and improve maintenance on Alaskan Way south of Downtown.
- Cabs make u-turns on Alaskan Way constantly-very dangerous as it cuts off cyclists. Need lots of regulatory signage on this street please.
- Provide bicycle facilities to connect 4th Avenue to Airport Way
- Have you considered a bike lane down the center of the street on 2nd Avenue? The shoulder area is very dangerous with left and right turns.
- Many people bicycle on Eastlake now, but do not like it.
- Howell is a very scary roadway for riding from Eastlake to Downtown.
- No good way to get from Fairview to 9th or Dexter.
- Connect Eastlake and Fairview to Dexter.
- Republican and Harrison should be made into good bicycle connections across South Lake Union.
- Loop trail is requested from Capitol Hill to Dexter Avenue.
- Provide a trail all the way around Lake Union (on both sides of the lake).
- Need a good north/south route on the west side of Lake Union.
- Add a floating dock bicycle trail to the gap in Fairview Avenue between Roanoke and Hamlin Street to make the bicycle route/trail on the east side of Lake Union a feasible alternative.
- There should be either bicycle lanes or sharrows on Mercer.

- Provide better connection between the Seattle Center and Lake Union.
- Improve railroad crossings throughout South Lake Union.
- Bicycle lanes should be provided on Pike rather than Pine.
- A full bike path should be provided on the east side of Lake Union from Fairview to Yale Avenue.
- Westlake Avenue should be improved so that it is more suitable for bicycling.
- “People are commuting to work and shopping...yet Metro prohibits bicycles from mounting or dismounting buses Downtown, where the steepest grades exist.”
- Allow bicyclists to bring their bicycles on buses in the Downtown area.
- More bicycle parking should be provided in the International District, near the Convention Center, and near Pioneer Square.
- High-capacity and covered/protected bicycle parking should be provided by the City in Downtown Seattle.
- King Street should be made into a bicycle boulevard.
- Bicyclists have to fight with cruise ship traffic on downtown roadways.
- Make some type of improvements to Howell Street because it is critical to the connection between Downtown and the U-District.
- Repave Eastlake Avenue to remove bumps in lane.
- Open up WSDOT gravel road south of Galer and Colonnale Park to bicycles—it is a safe and viewful alternative to Eastlake Avenue with less altitude loss and gain.
- Repave Valley Street.
- Improve signal coordination on Westlake Avenue so that traffic signals work well for bicyclists.
- Improve connections from Downtown to South Queen Anne
- There must be a dedicated bike lane northbound through Downtown Core; not a sharrows.
- Create several bicycle and pedestrian only corridors in Downtown area.
- Need access to Western Avenue via Virginia or Stewart to allow bicyclists from Pine Street to get to the waterfront.
- Alaskan Way on game/event days is impossible to use on a bicycle—should provide special accommodations at those times.
- Turning traffic along Alaskan Way in the Downtown area is hazardous for bicyclists.
- Use sharrows on Fairview where it is not possible to provide bicycle lanes.
- Need more immediate improvements to SR519/Alaskan Way than Viaduct replacement schedule will provide

Locations Suggested for Bicycle Lanes

- 7th Avenue
- Pike
- Pine (extend existing bike lane to waterfront)
- Uphill bike lanes on Pike and Pine
- 4th Avenue
- 1st Avenue
- Taylor
- West end of Mercer (or sharrows)
- Fairview
- Westlake Avenue (entire length) (one comment recommended providing a full, protected 8-foot bike lane on both sides of this roadway)
- Eastlake Avenue

- Battery
- Bell
- Mercer Street
- Broad Street
- Alaskan Way (Belltown area)
- Valley Street
- Madison
- Denny Way
- Howell
- Olive
- Provide northbound bike lane on 3rd, 4th, or 5th Avenue between the I-90 Trail and Downtown.

Locations Suggested for Crossing Improvements

- Alaskan Way to Elliot Bay Trail
- 5th Avenue & Airport Way
- Mercer & Fairview (roundabout and/or better crossings needed)
- Dexter & Mercer
- Melrose & Pike
- Battery & 3rd Avenue (improve the signal timing so that it is in sequence with the other traffic lights in the corridor)
- Pier 70 Cruise Ship Area
- Train track crossing at Fairview/Valley
- Dexter & Denny (install bike detector to give signal advantage to bicyclists)
- Broad & Roy
- Denny & Stewart
- Eastlake & Fairview
- Fairview & Denny
- Fairview & Valley (conflicts with existing railroad tracks and proposed light-rail)
- WA 99 freeway access ramps at 1st Avenue

Locations Suggested for Wayfinding Improvements

- Eastlake to Stewart
- U-District to Downtown/Seattle Center (connecting through South Lake Union)
- Bell Street between Western and 1st Avenue (westbound)
- Bike route from Dexter to Seattle Center
- 6th Street bike lanes to 7th/Dexter bike lanes
- Dexter to Alaskan Way via Blanchard/Bell (including crossing of Denny from Dexter Avenue bike lanes)
- Dexter to Lower Queen Anne
- To help bicyclists getting off of ferries in Downtown area
- Lakeview to Boylston to Harvard (alternative to Eastlake)
- Through and around Stadiums

West Seattle (includes South Park)

Comments

- Complete Duwamish River Trail along WA 99 from Holden Street to South, connecting with trail in King County (Define the Duwamish Trail in South Park).
- Complete connection between Duwamish River Trail and Alki Trail

- Improve Delridge Way between Andover Street and the west end of the Low Level Bridge Trail.
- Improve signage and maintenance on Duwamish River Trail.
- Provide bicycle trail through Lincoln Park.
- Mark routes from Alki beach to nearby shopping districts and parks for visitors and residents of other parts of the City.
- Want bike lanes over the high bridge on Spokane because the lower bridge opens for 20 to 30 minutes at a time.
- Run the Elliot Bay Water Taxi all year round.
- The road diet on 35th Avenue, SW is a must.
- Provide a new trail connection between Highland Park Way and South Seattle Community College.
- Delridge Way is ideal for bicycle lanes or climbing lanes.
- Delridge Way to Barton Street is an ideal bicycle connection to Fautleroy, Lincoln Park, and Southwest Seattle.
- Highland Park Way to Henderson Street is an important bicycle connection.
- Connecting the complete circuit around West Seattle is critical for bicycle transportation and recreation. Beach Drive is one of the best family bike routes because it is relatively flat and connects to Alki.
 - Provide bike lanes on Harbor Avenue, Alki Avenue, Beach Drive.
 - Repave Beach Drive.
- Create a multi-use trail or mountain bike trail in the Greenbelt (from Low Level Bridge area on north end to Westcrest Park on south end).
- Entire area near the north end of Delridge Way is dangerous for bicycles.
- West Seattle needs bicycle and pedestrian improvements for Safe Routes to School.
- Increase water taxi service
- Provide a floating bicycle bridge between Alki point and Belltown.
- Provide connections to White Center from Southwest Seattle.
- Do not provide a bicycle lane on Admiral Way because parked cars are dangerous.
- Delridge Way to Genessee Street to 35th Avenue SW to Alaska Street is a good connection, but needs road work.

Locations Suggested for Bicycle Lanes

- Delridge Way
- 35th Avenue, SW (Do road diet between Hudson Street and Roxbury Street)
- California Avenue
- Avalon Way

Locations Suggested for Crossing Improvements

- The traffic signal at the corner of Southwest Spokane Street/Chelan Avenue, and Delridge Way should be retimed for better bicycle access.
- Admiral/Avalon/30th Ave., SW intersection

Locations Suggested for Wayfinding Improvements

- Provide better wayfinding signs to show bicyclists how to get to and get across the Low Level Bridge and connect to the Alki Trail and to Delridge Way.
- Need signs that show how to get onto the bridge at SW Michigan Street (Duwamish Trail issue).
- Provide better wayfinding to and from water Taxi.

- Need neighborhood signs to direct bicyclists from Bridge over Duwamish Waterway into Georgetown, etc. (SW Michigan Street; W Marginal Way)
- Need signs to show preferred bicycle route in the 21st Avenue, SW/Dawson/22nd Avenue, SW area
- Need signs for getting back and forth between the Spokane Street Bridge and the Duwamish trail.
- Many bicyclists use Dallas Avenue in South Park—nice, tree-lined roadway. Needs markings and signage.

Southeast Seattle (East of Duwamish River, South of I-90)

Comments

- “Time to put \$ where mouth is on race/social justice priorities and make near-term commitments to these trails [bicycle facilities] along with big public education push in diverse Rainier Valley Communities.”
- Provide underpass connection under I-5 between 10th Avenue, S and Industrial Way
- Open the access road at Beacon Hill Reservoir to connect the south section of 16th Avenue with the north section of 16th Avenue, and make 16th Avenue a bicycle boulevard alternative to 15th Avenue.
- Sharrows or other bicycle facility should be provided on Graham.
- Sharrows should be provided on Corson.
- 38th Avenue, S/Hunter Boulevard S is scary and narrow—cars parked on both sides, opening doors.
- 38th Avenue, S/Hunter Boulevard S is awesome. It is wide and has few cars. It is a good route for sharrows.
- I-90 trail crossing of MLK - Install notice of bikes coming so that cyclist doesn't stop - someone else said: Or at least reduce 1-plus minute wait.
- Spokane Street is a mess and should be improved to provide connection from Low Level Bridge to new 5th Avenue Trolley Trail. This includes improving crossings of the railroad tracks between East Marginal Way and 1st Avenue.
- Construct a trail in the I-5 corridor between Lucile Street and I-90 trail
- Comment to “open access road to bikes” at Beacon Hill Reservoir so that 16th continues through. Would allow creation of a bike boulevard as an alternative to 15th.
- Install bike friendly grates on Rainier.
- Request to do something on Cheasty.
- Provide centerline stripe on I-90 Trail.
- Improve the existing Alaskan Way bike lanes north of Spokane. This includes widening, improving maintenance, and removing debris. Many people are also concerned about riding next to large trucks. The southbound lanes are worse than the northbound lanes. “To call this a bike lane is a joke. It is often unpainted broken pavement and glass.”
- 17th Avenue between Beacon and I-90 trail is “commonly used by bikes”
- Need better connections across I-5 in the area of Holgate, Lander, Spokane-suggested a funicular (gondola?).
- Pave shoulders on Airport Way, S (south of Military Road)
- Repave Coleman Park Road.
- Repave Lake Washington Boulevard.
- Rainier Avenue has horrible traffic and dangerous intersections.
- Install bike-friendly grates on Rainier Avenue.

- Broken glass on Seward Park Avenue and Rainier Avenue south of Cloverdale should be swept regularly.
- Broken glass everywhere on 4th Avenue, S near Spokane
- Provide new multi-use trail through Cheasty Greenspace, parallel to Cheasty Boulevard, and north through park properties to Bayview Street (include connection to Mt. Baker light rail station).
- Provide underpass for bicycles where light rail tunnel goes under I-5 and up to Beacon Hill.
- It is difficult to use median trail on Beacon Avenue because it is narrow and has bad street transitions and curb cuts.
- Repave Rainier Avenue.
- Enforce the speed limit on Lake Washington Boulevard.
- Provide sharrow on Lake Washington Boulevard.
- Improve the drainage on Lake Washington Boulevard—it is particularly bad in winter.
- Provide sidewalk bike facilities on Orcas Street to help overcome hills.

Locations Suggested for Bicycle Lanes

- East Marginal Way
- Rainier Avenue between Orcas and Alaska (should do road diet to provide space for bike lanes) (“Make it Work”).
- Along entire length of Alaskan Way (waterfront). Make the bike lanes on Alaskan Way “real bike lanes.”
- Lake Washington Boulevard
- Airport Way
- Martin Luther King, Jr. Boulevard (do a road diet to create bicycle lanes)
- Columbian Way
- Beacon Avenue
- Albro Place
- Ellis Avenue
- Boeing Access Road in Tukwila

Locations Suggested for Crossing Improvements

- Alaskan Way/East Marginal Way/Spokane Street intersection is extremely dangerous.
- Merge area at City Limit line on Airport Way, S.
- Beacon Avenue intersections between 14th Avenue and 17th Avenue need better signal timing for bicycles.
- Golf Drive/12th Avenue/I-90 Trail (add crosswalk)
- Provide curb cut at Albro Place & Swift Avenue to allow bicyclists to continue north on 17th Avenue, S.
- 43rd Avenue & Lake Washington Boulevard, S. This is a dangerous intersection. Better sight distance is needed. Possibly use flashing warning lights.
- Rainier Avenue intersections from Yesler to McClellan, especially at the I-90 on- and off-ramps. The sidewalk is a poor alternative because of gravel and glass.

Locations Suggested for Wayfinding Improvements

- Need sign at intersection of Seward Park Avenue and Wilson Avenue that directs cyclists to Seward Park and Lake Washington Blvd.
- Signage in the Georgetown Area

- Signage to Seward Park from Seward Park Avenue, S at fork in road with Wilson Ave, S
- Bicyclists commonly use 17th Avenue, S
- Perimeter Road is a good route alternative to Airport Way.

Capitol Hill (North of I-90, South of Shipping Canal, East of I-5)

Comments

- Provide connection through Capitol Hill between I-90 Trail to U-District, possibly with bicycle lanes on Martin Luther King, Jr. Way and a bicycle boulevard on 28th Avenue/Prospect Street/26th Avenue/25th Avenue.
- Provide connection between I-5 overpass and Capitol Hill using Belmont Avenue and Roy Street.
- Provide trail system over Montlake lid with Pacific Interchange.
- At the south end of the University Bridge, Metro bus drivers on Route 49 repeatedly invade and sideswipe bicyclists in a clearly marked bicycling lane. This is unacceptable, unsafe, and illegal.
- Difficult to bicycle on Montlake Boulevard/24th Avenue in either direction in the Montlake neighborhood.
- Should provide better curb ramps to make it possible to use the sidewalks on 24th Avenue in Montlake area.
- Boyer Avenue should be improved.
- Add more bicycle racks at Madison Park Beach.
- Construct pedestrian/bike bridge across Montlake Cut as a part of the WA 520 project.
- There are bad storm drains on Lake Washington Boulevard between WA 520 and 26th Avenue (on 26th Avenue).
- Create a bicycle boulevard or use traffic calming on 28th Avenue/Prospect Street/26th Avenue/25th Avenue.
- Create a bicycle boulevard on 27th Avenue between Harrison Street and Washington Street—needs better signage and warnings on cross streets.
- Provide better bicycle accommodation on Broadway (special bicycle traffic lights, separation from cars, etc).
- Prohibit cars from using the Arboretum.
- Provide better connection across I-5 at Denny Way.
- Improve Fuhrman Avenue from Eastlake to Capitol Hill.
- Prohibit motor vehicles from using Interlaken Boulevard.
- Union Street should have traffic calming—vehicles speed down hills.
- Get rid of hidden curb extension on Prospect Street/28th Avenue.
- Suggest Bike Boulevard on 11th Avenue between Thomas and Miller.
- Request climbing lanes on Madison between 12th and MLK.
- Add shoulders on Lake Washington Boulevard (or at least a climbing lane).
- Repave Lake Washington Boulevard.
- Enforce speed limit on Lake Washington Boulevard.
- Repave Dearborn Street.
- Repave Boren Avenue—southbound lanes are very rough.
- Repave Pine Street between 12th Avenue and 19th Avenue.
- Repave Eastlake Avenue.
- Eastlake - complaint about delivery trucks, cars, etc. parking/double-parking/blocking "bike lane" [or outside travel lane].

- Add centerline stripe to I-90 Trail on curve between Lake Washington Boulevard and Lakeside Avenue.
- Construct pedestrian/bike bridge from WA 520 to Madison Park neighborhood as a part of WA 520 reconstruction project.
- Avoid further damage to Foster Island Wetland. 43rd Avenue E alignment for the bike trail connection to WA 520 will minimize wetland impact.
- Provide a trail on WA 520 when it is constructed (like the I-90 Trail). This bridge is not currently served by buses, so a bicycle connection is critical.
- Citizen reported breaking a jaw on bad paving near Judkins Street and 22nd Avenue, S
- 23rd Avenue is scary because of buses, heavy traffic, and poor road conditions. A bike lane? Or good alternative routes North/South through Central District.
- 23rd Avenue/24th Avenue is a great street for a road diet.
- 20th Avenue may be a good potential route because it has few cars and stop signs—some other comments complained about curb extensions on this street
- The Montlake Bridge/24th Avenue area is dangerous in the southbound direction due to cars trying to enter WA 520.
- Provide bicycle access on sidewalks south of the Montlake Bridge to make it safer and clearer.
- Widen the sidewalks south of the Montlake Bridge to make bicycling on the sidewalk more comfortable.
- Provide wide outside lanes on Montlake Boulevard/24th Avenue south of the Montlake Bridge.
- Add a new trail through the Arboretum to provide a north-south alternative to Arboretum Drive.
- I-90 Trail: As you head east out of the bicycle tunnel it is hard to see bicyclists coming up off of the I-90 route (in vicinity of the I-90 Trail and Lake Washington Boulevard). There is poor visibility in the tunnel and it goes into a curve with high speeds.
- Judkins Street (on north side of I-90 Trail) is a bad roadway because it is narrow, has blind turns, and a big hill.
- Provide connection on Roanoke Street between Harvard Ave. and Delmar Dr., E.
- Provide trail between Arboretum Drive and McGilvra Street to connect to Madison Park neighborhood.
- 24th Avenue is a lousy route for sharrows in Montlake area; sign route on 25th Avenue instead.
- 19th Avenue is a much better route than 23rd/24th Avenue.
- Provide bicycle warning signs on Lake Washington Boulevard to remind drivers that it is a heavily-used bike route.
- Open up the WS DOT access road under/adjacent to I-5 and allow it to become a trail between Colonnade Park and Belmont Avenue.
- Use 16th Avenue instead of 15th Avenue between Pine and Highland to avoid a bad crossing.
- Provide sharrows:
 - 15th Avenue between Yesler Way and Pine Street
 - 14th Avenue between Yesler Way and Pine Street
 - Jefferson Street between Broadway and 23rd Avenue
 - Aloha Street between 19th Avenue and 23rd Avenue (or use parallel street for this east-west connection)
 - Harvard Avenue

- Aloha street does not have enough space for cars and bikes to share lanes between 12th Avenue and 19th Avenue.

Locations Suggested for Bicycle Lanes

- Eastlake (remove the center turn lane because it has low vehicle use and add real bicycle lanes)
- Cherry Street (do a road diet between Broadway and 20th Avenue; stripe simple bike lanes further east)
- Extend Pine Street Bike Lane west into downtown and east to Madrona Drive
- Want clearly marked bike lanes throughout on Eastlake.
- 23rd Avenue between the Arboretum and King Street (this section would also benefit from traffic calming).
- 24th Avenue between Boyer Avenue and Aloha Street.
- 12th Avenue (complete the gap between Yesler Way and Beacon Hill).
- 10th Avenue between Roy and Boston Street (sharrow is not good enough going north down Capitol Hill—need bike lanes on both sides).
- 19th Avenue (between Galer Street and Yesler Way).
- Montlake Boulevard south of Montlake Bridge.
- Rainier Avenue north of I-90 Trail.
- Union Street between Broadway and MLK.
- Request bike lanes on Boren.
- Bike lanes on Madison.
- Fuhrman Avenue
- MLK north of Union - Remove parking on west side to paint bike lanes - cheap solution.
- Bike boulevard alternative to Arboretum - use diversions or speed traffic calming to eliminate bikes from using this route.
- Broadway between James and Union.
- Harvard Avenue
- Extend existing bike lanes on Jackson west into Downtown.
- Madison Street (Lake Washington Boulevard to Madison Park Beach)
-

Locations Suggested for Crossing Improvements

- Blind corner at Lake Washington Blvd and Frink - need stop sign [not sure which leg]
- Crossings of John Street between 19th Avenue and 32nd Avenue.
- Dearborn Street & Rainier Avenue (signal sensor does not detect bicycles)
- Pine Street & Boren Avenue
- 10th Avenue & Roanoke Street
- Southbound Lakeview crossing of I-5 on-ramp in vicinity of Howe Street.
- Yesler Way & 20th Avenue (add bicycle detection loops for signal)
- Union & Madison
- Northbound exit ramp conflict on north side of University Bridge.
- Frink Place & Lake Washington Boulevard (this is a blind corner—traffic on S Frink needs a stop sign)
- Jefferson Street & 18th Avenue (buses wait near this intersection and block sight lines between motor vehicle drivers and bicyclists).
- Eastlake Avenue & Harvard Avenue

- Lake Washington Boulevard & Arboretum Drive (accommodate bicyclists in up hill direction; do not allow intersection to be squared off, as proposed in Arboretum Plan).
- Interlaken Boulevard & 23rd Avenue
- 12th Avenue & Olive Street
- 15th Avenue & Olive Street
- 16th Avenue & Aloha Street

Locations Suggested for Wayfinding Improvements

- Improve signage on Dearborn Street at 12th Avenue
- Route from UW area on west side of Arboretum connecting to Lake Washington Boulevard (using 28th Avenue/Prospect Street/26th Avenue/25th Avenue).
- Add bike route signs to the Arboretum Bypass Route near the intersection of Madison & Lake Washington Boulevard. There should also be “bike route crossing”/“bike route ahead” signs oriented to traffic on Madison.
- Add signs from I-90 Trail to Olmsted Legacy Trail.
- Access to and along the I-90 Trail.
- Sign route on Interlaken Boulevard between Delmar Drive and 24th Avenue.
- Sign route on road that skirts the southeast side of Interlaken Park (between 24th Avenue and 19th Avenue)

Queen Anne

Comments

- Give commute direction priority to bikes in the morning using the Fremont Bridge.
- Continue the Dexter Bike Lanes across the Fremont Bridge.
- Construct a trail that extends 6th Avenue to the north up to around Raye Street (new “bike viaduct”).
- Need connection from Waterfront to Lower Queen Anne—Overpass at Thomas Street is good idea.
- Important to provide a connection between Dravus Street and the South Ship Canal Trail/Emerson Street
- Connect bicycle trail on Emerson Street to Gilman Avenue.
- Emerson Street Trail is dangerous; it is difficult to get off curb on this road.
- Eliminate parking at the crest of the hill on Nickerson Street.
- Complete missing section of South Ship Canal Trail to the west.
- Several requests for Sharrows and/or Share the road signs on 15th and Elliott.
- There is a confusing stripe on the Elliot Bay Trail near the Galer Street overpass.
- Improve the Elliot Bay Trail bridge overpass at the rail yard.
- Elliot Bay Trail should be open 24/7.
- Improve connectivity across Aurora Avenue.
- Provide bike trail along the side of Aurora Avenue, continuing north over Aurora Bridge
- Improve the condition/safety of the Dexter Avenue bicycle lanes.
- Prohibit parking on Dexter to reduce door zone conflicts.
- Address the hazards caused by many railroad track gaps.
- Increase enforcement so that cars must park close to curb on Dexter. Also restrict parking near corners to improve sight distance to vehicles on cross streets; trim vegetation.

- Need “Yield to Bicyclists” signs at the cross-street intersections with Dexter Avenue (particularly Queen Anne Drive/6th Avenue N)
- Intersections of Dexter with angled streets (7th Avenue N and Broad Street) - Drivers making turns don’t yield to bicyclists - need signs saying yield to bikes.
- Provide bicycle facilities on Olympic Way/10th Avenue connection across southwest Queen Anne.
- Westlake Avenue should have bicycle lanes (it is an even better connection than Dexter because it is flatter).
- Very hard to access S. Queen Anne from S. Lake Union. Must use sidewalk on Mercer to go under Aurora—this is scary and should be improved.
- There should be a multi-use trail on the east side of Westlake Avenue.
- On Westlake take 5 feet out of the parking lots and make a dedicated bike lane
- Provide sharrows:
 - 15th Avenue (requires reducing motor vehicle travel speeds to less than 30 MPH)
 - Elliot Avenue (requires reducing motor vehicle travel speeds to less than 30 MPH)
 - Gilman Drive
 - Westlake Avenue
 - Florentia Street
 - Climbing lane is needed on 3rd Avenue W on north side of Queen Anne Hill
- Need connection between Queen Anne and Capitol Hill.
- Reconnect streets across Aurora Avenue and Broad Street in the Seattle Center Area.
- There is an opportunity to provide a bicycle trail through Kinnear Park and the SW Queen Anne Greenbelt.

Locations Suggested for Bicycle Lanes

- Westlake Avenue (entire length)
- Nickerson Street
- Emerson Street (15th Avenue to Gilman Avenue)
- Improve existing bicycle lanes on Dexter Avenue. Extend the existing bicycle lanes through the intersections with a dotted line to remind turning drivers to yield.
- Olympic Way/Olympic Place
- West Mercer Street
- 6th Avenue between Mercer and Galer
- Elliot Avenue/15th Avenue

Locations Suggested for Intersection Improvements

- Nickerson St. & Florentia St.
- Nickerson St. & Emerson St.
- 4th Avenue/Nickerson St./Westlake Avenue (mark bike lanes across the intersection)
- Florentia Street immediately west of the Fremont Bridge (there is a blind spot with vegetation; construction is a real problem at the moment).
- Bicycle signal and push button is needed at Nickerson Street at the south end of the Ballard Bridge.
- Crossings of Aurora and Dexter in Broad Street area.
- Queen Anne Avenue & Highland Drive (many bicyclists cross here)

- Dravus Street & 15th Avenue W (bicyclists turning onto 15th need better accommodations)

Locations Suggested for Wayfinding Improvements

- Show route from Dexter Avenue to Green Lake

Magnolia

Comments

- Keep trail across the locks open at all hours (not just 7 a.m. to 9 p.m.).
- The trail across the locks is inadequate for bicyclists.
- Improve lighting in the area south of the locks.
- Repave Harley Street/Commodore Way/27th Avenue/Fort Street (this is a good route to use between Gilman Avenue and the trail across the locks).
- Repave Commodore Way.
- Magnolia Bridge: "I was accosted by police who told me I had to be on the sidewalk".
- Add a bicycle path to the Magnolia Bridge.
- Need more connectivity in the Thorndyke Avenue Area at the end of the Elliot Bay Trail.
- Trail connection is needed between 32nd Avenue/W Galer Street and W Marina Place/Elliot Bay Trail.
- Address the hazards caused by many railroad track gaps.
- Elliot Bay Trail is too narrow at several pinch points.
- Need 24 hour public access on Elliot Bay Trail in area near Thorndyke Avenue.
- Provide a trail connection between Elliot Bay Trail to Ballard Bridge and the Locks.
- Need ground level access for bicyclists to travel east-west under the Magnolia Bridge.

Locations Suggested for Bicycle Lanes

- On Magnolia Bridge
- Commodore Way

Locations Suggested for Intersection Improvements

- None suggested

Locations Suggested for Wayfinding Improvements

- Sign a route along the lower section of Galer St, up 32nd Avenue, jog over on Clise Pl, to McGraw St., and then go north to 34th Avenue to connect between Magnolia Park and Discovery Park. (or from Galer to Clise Place/Vermont Way to 34th)
- Provide better signage to help bicyclists get to the trail across the locks.
- Sign a route from Ballard Bridge to Downtown that goes south on 15th Avenue, west on Dravus Street, south on 20th Avenue, and south on the Elliot Bay Trail.
- Sign a scenic bike route around the perimeter of Magnolia using Magnolia Boulevard/Government Way/Gilman Avenue/Thorndyke Avenue
- Improve wayfinding through Discovery Park.

Ballard (West of 8th Avenue, between Shipping Canal and 85th Street)

Comments

- Complete the Burke-Gilman Trail through Ballard.
- Provide climbing lane on Seaview Place between Golden Gardens Park and 32nd Avenue.
- Please make short-term improvements to help at the Ballard Bridge until a long-term plan materializes. The bridge is currently dangerous because it is too narrow.
- Find a good east-west arterial between 70th and 90th Streets and give it major bike lane status.
- The idea for a new pedestrian/bicycle bridge across the ship canal in the vicinity of 9th or 11th Avenue is a good idea for the future, but the immediate need to improve the existing Ballard Bridge must be addressed.
- The idea for a new pedestrian/bicycle bridge across the ship canal in the vicinity of 9th or 11th Avenue sounds expensive. Provide major pedestrian and bicycle facilities on the existing Ballard Bridge instead.
- The Ultra-Narrow sidewalk on Ballard Bridge needs to be improved somehow.
- What is the priority on Shilshole Avenue—bikes or trucks?
- Provide a bike path/route on Market Street rather than complete the Burke-Gilman Trail on Shilshole because it would provide better connectivity to the Ballard neighborhood and create less conflict with railroad tracks.
- Make 15th Avenue more accessible to bicycles to help improve connectivity to Downtown Seattle.
- Improve pavement in southbound lane on 8th Avenue NW between 85th Street and Leary

Locations Suggested for Bicycle Lanes

- 24th Avenue
- 8th Avenue (complete designated bike lane on entire length of street; pavement needs to be evened out; parked cars south of 50th Street are very close to where the bike lane would go, so there may be dooring hazards)
- Market Street
- 65th Street
- 80th Street
- 45th Street

Locations Suggested for Intersection Improvements

- 9th Avenue & 65th Street (add a pedestrian/bicycle signal)
- 9th Avenue & Market Street (add a pedestrian/bicycle signal)
- 9th Avenue & Leary Way (add a pedestrian/bicycle signal)
- 45th Street and 9th Avenue (fix the railroad crossing near this intersection)
- Shilshole Avenue between 14th and 17th Avenues (make the railroad track crossings on this key Burke-Gilman Trail connection safer).
- Shilshole Avenue & 17th Avenue (need better crossing of Shilshole).
- 15th Avenue & Market Street (provide signage for bikes at this location).
- Ballard Avenue & Leary Way (blind corner; especially dangerous with fast traffic coming off of Leary)
- Ballard Avenue & 17th Avenue
- Shilshole Avenue & 45th Street (provide a traffic signal)
- 54th Street & 32nd Avenue (Traffic light should be modified to detect bicycles and give them a green light automatically).

Locations Suggested for Wayfinding Improvements

- Designate bike route on 62nd Street between 28th Avenue and 8th Avenue.
- Designate bike route on 22nd Avenue between Market Street and 62nd Street.

Fremont (Between 8th Avenue and Stone Way, between Shipping Canal and 85th Street)

Comments

- 3rd Avenue W should be improved/repaved between 50th and 90th Streets
- Improve 3rd Avenue W, in general
- Provide a pedestrian/bicycle bridge across the Ship Canal at 3rd Avenue W (in addition to improving conditions on the Ballard Bridge).
- 39th Street should be improved with a bike lane and signage.
- Woodland Park Avenue is a wide road that is perfect for a bikeway.
- Enforce no parking on Green Lake Way W.
- Improve pavement on Winona Avenue.
- Fill the expansion joints on 50th Avenue in Fremont—they cause accidents.
- Provide share the road signs on 46th Avenue as it goes under Aurora Avenue
- Bicycles should be given priority at intersections between Burke-Gilman Trail and Fremont Bridge access; existing 4-way stops do not work well.
- Complete the missing section of the Burke-Gilman Trail near the Fremont Bridge.
- Extend bicycle accommodations from Green Lake Drive N to the west on 83rd Street.
- Improve pavement condition on Stone Way (particularly in southbound direction).

Locations Suggested for Bicycle Lanes

- Linden Avenue between 73rd Street and 90th Street
- 83rd Street between Linden Avenue and existing lanes on Green Lake Drive N.
- Stone Way
- Market Street
- 46th Street (full bike lanes, or provide climbing lane between Midvale Avenue and Fremont Avenue).
- 45th Street
- Winona Avenue
- 65th Street
- 80th Street
- Bridge Way

Locations Suggested for Intersection Improvements

- Greenwood Avenue & 77th Street (traffic signal is needed along this mapped bike route)
- Green Lake Drive N & Aurora Avenue & 83rd Street (need to improve the transition for bikes between the right side of the road and the left turn lane).
- Dayton Avenue & 85th Street (push button is needed at signal)
- Stone Way & Bridge Way
- E Green Lake Way N & W Green Lake Way N (keep cars from crowding bicyclists at the end of the bike lane).
- Woodland Park Avenue & Bridge Way
- Winona Avenue & Green Lake Drive N & Densmore Avenue

- 65th Street & Linden Avenue & Aurora Avenue
- Stone Way & 45th Street

Locations Suggested for Wayfinding Improvements

- Need signs showing the connection from Burke-Gilman Trail to Green Lake (possibly using Stone Way)
- Provide more east-west connections between 70th and 90th Street northwest of Green Lake.

Wallingford (Between Stone Way and I-5, between Shipping Canal and 85th Street)

Comments

- Pave a path under I-5 between 5th Avenue & 42nd Street and 6th Avenue and 40th Street.
- Drainage grates are a problem on 40th Street
- East-west connections through Wallingford are critical.
- Dangerous bollards on the Burke-Gilman Trail need to be painted (at Burke Avenue and Meridian Avenue)
- Improve pavement on Ravenna Boulevard.
- The bike lanes on Ravenna Boulevard should be on the right side of the roadway.
- The bike lanes on E Green Lake Drive N are dangerous because of car doors opening into the bike lanes and drivers making turns across the bike lanes.
- Great to provide a pedestrian/bicycle bridge over I-5 between 45th and 50th Streets, if it is affordable.
- Widen Wallingford Avenue between 80th Street & 90th Street.
- Remove parking on west side of Wallingford Avenue between 80th and 85th Street.
- Need many more bicycle signs and pavement markings on Ravenna Boulevard because many motorists do not expect bicyclists on the left side of the road.
- Signs should be posted on Northlake Way to remind drivers of the adjacent Burke-Gilman Trail.
- Add a pedestrian/bicycle bridge across Green Lake to connect 65th Street on both sides of the lake.
- Sharrows should be provided on:
 - Wallingford Avenue between Burke-Gilman Trail and Green Lake

Locations Suggested for Bicycle Lanes

- 45th Street (major artery of travel that needs bicycle lanes).
- 50th Street
- 40th Street between Stone Way and I-5 (bike lane needs to be redrawn). Signs could be provided, too.
- Wallingford Avenue N, between Green Lake Drive N and 92nd Street.
- 80th Street

Locations Suggested for Intersection Improvements

- Ravenna Boulevard & Woodlawn Ave.
- Ravenna Boulevard & Green Lake Drive
- Green Lake Drive N & 78th Street
- W Green Lake Way N & E Green Lake Way N
- 50th Street & Wallingford Avenue (need traffic signal to be able to detect bicycles).

Locations Suggested for Wayfinding Improvements

- Sign east-west route on 46th and 47th Streets that would use a proposed pedestrian/bicycle bridge over I-5.

University District (East of I-5, between Shipping Canal and 85th Street)

Comments

- Provide a trail connection through Gwen Park and Ravenna Park that would connect the Ravenna Boulevard bike lanes, which end at Brooklyn Avenue, with the Burke-Gilman Trail (near 25th Avenue).
- Special attention should be given to improving Ravenna Boulevard between the Burke-Gilman Trail and NE 55th Street.
- Connections from the University Bridge to the Burke-Gilman Trail need to be improved.
- The traffic signals along the Burke-Gilman Trail in the University Area should detect bicycles.
- Repaint bike symbols on Ravenna Boulevard.
- The bicycle facility on 40th Avenue under the University Bridge should have better signage—cars often drive down the bike-only lane without realizing that it is closed to vehicles.
- Provide climbing lane on 65th Street between 25th Avenue & 15th Avenue.
- Provide climbing lane on 35th Avenue between Burke-Gilman Trail and 65th Street.
- Provide more group bicycle racks in specific locations on Brooklyn Avenue.
- Improve 15th Avenue between 42nd Street and 45th Street.
- Tow illegally parked cars on 11th Avenue and Roosevelt Way more promptly.
- 11th Avenue and Roosevelt Way need to be improved, especially near Campus Parkway.
- Lake City Way has unsafe drainage grates in the shoulder.
- 20th Avenue across Ravenna Park should not have cars.
- Curb lane should be widened on Lake City Way.
- Need more bike-friendly north-south corridors through the U-District.
- Pave gravel trail in vicinity of Sand Point Way & 50th Avenue so children can get from Burke-Gilman Trail to Laurelhurst Elementary School easily.
- Add sharrows:
 - Roosevelt Way
 - 11th Avenue
- Roadway pavement should be improved in the following locations:
 - Eastlake Avenue near University Bridge
 - 40th at Eastlake at north University Bridge Approach
 - Lake Washington Boulevard storm drains
 - Montlake Bridge
 - Ravenna Boulevard
 - 17th Avenue north of UW Campus and south of Ravenna Park

Locations Suggested for Bicycle Lanes

- Montlake Bridge
- Brooklyn Avenue
- University Way
- 45th Street

- 35th Avenue (or climbing lane between Burke-Gilman Trail and 65th Street)
- 40th Avenue (or other type of bicycle facility—this is a good connection)
- Entire length of 65th Street (or provide sharrows and climbing lanes)
- 75th Street (it is hilly, but it is a wide roadway)

Locations Suggested for Intersection Improvements

- Burke-Gillman Trail & University Way (walk signals should also have a bike symbol on them)
- Burke-Gillman Trail & Brooklyn (walk signals should also have a bike symbol on them)
- North end of University Bridge (should add traffic light instead of slip lanes from northbound lanes of bridge).
- Path next to eastern overpass to the UW Hospital is a severe merge hazard (pedestrians crossing the Burke-Gilman Trail).
- Montlake Boulevard & Pacific Place
- Ravenna Avenue & 54th Street
- Ravenna Avenue & University Way
- Burke-Gilman Trail at 25th Avenue.
- Burke-Gilman Trail at 30th Avenue (suggest speed humps on road to slow vehicles, speed humps on trail to slow bikes, and overhead crosswalk sign to warn drivers about trail).

Locations Suggested for Wayfinding Improvements

- Signage directing bicyclists from the Burke-Gilman Trail to Magnuson Park
- Sign the route between the Burke-Gilman Trail and Green Lake.
- Need to designate good east-west routes north of UW.
- Signage should be provided to show the good east-west route on 47th Street.
- Signs should be used to show how to get from the UW Campus to the Montlake Bridge.

Northwest Seattle (West of I-5, North of 85th Street)

Comments

- Finish the Interurban Trail between 110th Street and 90th Street.
- Construct the Interurban Trail as a pathway that is separated from the roadway, parallel to Linden Avenue (on the east side of Linden) between 128th Street and 145th Street.
- Build pedestrian and bicycle bridge and trail from the intersection of 97th & College Way through the North Seattle Community College Campus, across I-5, and connecting to the intersection of 1st Avenue & 100th Street (this comment was made by a number of people)
- Greenwood Avenue should be repaved/reconstructed with bike lanes between 73rd and 145th Streets
- Reconstruct/widen Fremont Avenue between 85th and 105th Street and add bicycle lanes.
- Improve the route between Northgate and Shoreline (this route uses Meridian Avenue, 122nd Street, Densmore Avenue, 125th Street, and Ashworth Avenue).
- Need better east-west connections between 8th Avenue and the I-5 Corridor through this section of the City; particularly between 85th Street and 110th Street.
- Turn Dayton Avenue into a bicycle boulevard.

- Improve gravel trail that is a northward extension of Midvale Avenue from approximately 110th Street to 128th Street.
- Need to work with Shoreline and Montlake Terrace (north of the City limit) to create a regional path north of the Interurban Trail to connect Seattle with the employment areas in Mountlake Terrace (east of I-5). Ballinger Way is dangerous. 15th Avenue is very hilly. Prefer a sidepath from Meridian east along Ballinger Way.

Locations Suggested for Bicycle Lanes

- Aurora Avenue
- 90th Street between Dayton Avenue and Wallingford Avenue
- 15th Avenue between Holman Road and 105th Street (suggestion to remove parking on one side of the street between Holman Road and 100th Street)
- 100th Street between 15th Avenue and 8th Avenue (climbing lane)
- Dayton Avenue between 85th Street and 105th Street
- Linden Avenue between 73rd Street and 90th Street
- Wallingford Avenue between Green Lake Drive and 92nd Street

Locations Suggested for Intersection Improvements

- 145th Street & Linden Avenue (needs a traffic signal and marked crosswalk)
- 130th Street & Linden Avenue (provide push button that can be used by a bicyclist or signal that detects bicyclists automatically)
- 105th Street & Dayton Avenue (provide push button that can be used by a bicyclist or signal that detects bicyclists automatically)
- 105th Street & Greenwood Avenue
- 100th Street & Dayton Avenue (need stop signs for traffic crossing Dayton Avenue)
- 95th Street & Dayton Avenue (need stop signs for traffic crossing Dayton Avenue)
- 90th Street & Dayton Avenue (need stop signs for traffic crossing Dayton Avenue)
- 100th Street & Greenwood Avenue (need stop signs for traffic crossing Greenwood)
- 95th Street & Greenwood Avenue (need stop signs for traffic crossing Greenwood)
- 90th Street & Greenwood Avenue (need stop signs for traffic crossing Greenwood)
- Crossings of Aurora Avenue from Interurban Trail (145th, 137th, 135th, 130th, 128th, 125th, 105th)

Locations Suggested for Wayfinding Improvements

- Sign 1st Avenue NW as a bicycle route—this is an alternative to Greenwood Avenue between 105th Street and 130th Street.

Northeast Seattle (East of I-5, North of 85th Street)

Comments

- Lake City Way corridor is critical for bicycling—bicycle accommodations should be provided on Lake City Way or nearby parallel streets.
- Burke-Gillman Trail should be widened between 95th and 145th Streets
- The stop signs at Burke-Gilman Trail intersections with private driveways should be placed to stop cars, not the bikes on the trail. The stop signs should also be on some low-volume roadways where they cross the trail (rather than stopping bikes on the trail).
- Ravenna/25th Avenue should be repaved between 80th and 95th Streets
- Need bicycle improvements in the Northgate Area

- Provide a consistent shoulder/wide outside lane width on Lake City Way—the existing cross-section changes abruptly from wide outside lane to narrow lane.
- Need better east-west access between northeast neighborhoods and Burke-Gilman Trail.
- 105th Street/Fisher Place should be improved to provide connection between Lake City Way and the Burke-Gilman Trail.
- Provide more bike lanes and trails in North Seattle.
- Thornton Creek Trail could provide a bicycle connection between 98th Street & 20th Avenue and Roosevelt Way & 108th Street.
- Construct a Thornton Creek Bike Trail between Northgate and Lake City Way.
- Pave shoulder on 15th Avenue between 94th Street and Northgate Way.
- There is a rough spot of pavement on the southbound side of Sand Point Way at a bus stop near 123rd Street—this should be fixed.
- Bicycles should be allowed to use the transit only lane on Lake City Way in Lake Forest Park (north of the City limit).
- Condition of Burke-Gilman Trail in Lake Forest Park (north of City limit) should be improved.

Locations Suggested for Bicycle Lanes

- Northgate Way
- 125th Street
- 95th Street between 35th Avenue and Sand Point Way
- 5th Avenue

Locations Suggested for Crossing Improvements

- Burke-Gilman Trail & Sand Point Way (and other street crossings of B-G Trail in Northeast Seattle)
- Woodlawn & 50th (needs a signal)
- Latona & 50th (needs a signal and sensor)
- 137th & Greenwood (needs a signal)
- Ravenna & Greenlake Way & 71st (signal or roundabout needed)
- 95th Street & Ravenna Avenue (difficult to cross because of concrete barrier in the middle).
- 145th & Dayton and Shoreline Trail (signal to be added)
- 1st Avenue between 92nd Street and 100th Street
- Northgate Way under I-5 (glass on sidewalk)
- Lake City Way & 145th Street (need bicycle detection at the traffic signal, particularly in the southbound left-turn lane).
- Lake City Way & 104th Street (there is a signal and a push button, but bicyclists often don't use push button—even if you use the push button, it is a very dangerous intersection to walk bicycle across from west to east side).

Locations Suggested for Wayfinding Improvements

- Street signs should be provided along the length of the Burke-Gilman Trail through Northeast Seattle that show what street the trail is crossing.
- Signs should also be used to identify the trail to motorists at trail-roadway intersections along the Burke-Gilman Trail.
- Sign the link between the Burke-Gilman Trail and the Wedgewood neighborhood (use NE 93rd Street, 45th Avenue NE, NE 92nd Street, 42nd Avenue NE, and NE 88th Street).

- Sign a route from Meadowbrook Playfield and Lake Forest Park.

Maintenance

- Bike trail and maintenance is important. Car wheels kick debris toward the shoulder we have to ride. Regular sweeping would be an improvement
- Don't build anything that cannot be maintained. For example, Burke-Gilman north of 50th needs to be repaved.
- Broken glass in bike lane for 2 miles on Broadway and 10th East from Roanoke Park up to old Safeway at Mercer for two weeks. Sad! Why? Clean it up, folks!
- Fix routes on Burke-Gilman. Don't build trails if they can't be maintained.
- Sand and potholes are a great deterrent to bikes on LW Blvd. Safety and more driver awareness in this area.
- Need to address maintenance and existing trails and bike lanes
- There is so much glass on the sides of the roads. Do they clean the streets by sweeping glass to the sides of the roads? I have had so many flat tires since moving to Seattle. This is particularly bad on the bike lanes that pass under the University Bridge and on all roads that pass under bridges. (e.g. 45th under Aurora, 50th under Aurora and the edge of 45th passing I-5.)
- Regular street sweeping and spot maintenance should be undertaken on very clearly highly used bicycle facilities
- Maintain what gets built. If shoulders and bike lanes are full of debris and unsafe it's worse than if there were no facilities. Drivers think you should be in the bike lane or shoulder and don't see the danger the debris poses to the cyclist. Keep them clean!
- Please emphasize cleaning broken glass off of streets, sidewalks and bike paths.
- Maintain bike lanes, nothing like a pothole or crack or road debris to push one into the driving lane, potentially causing accident.
- Street sweeping: Need to step up this on heavy bike use roads. Risk of a flat tire makes bike commuting less desirable.
- Please fill potholes on residential and arterial streets. Many are dangerous to bicyclists even if not a problem for drivers. Also as some of us age, potholes are a major deterrent to bicycling because arthritis in our wrist and hands is exacerbated by potholes and more difficult to see/anticipate /recover if hit.
- More street cleaning is needed. Broken glass and other debris are hazardous to bicyclists.
- Maintenance and upkeep!
- Institute a hotline telephone number for calling in reports of broken glass in road.
- General pavement condition is a problem for cyclists in Seattle. Many heavily used bike routes like Lake Washington Blvd., Ravenna Blvd and parts of Fremont and Ballard have ruts, large cracks, holes, etc.
- Sweep bike lanes more.
- Prohibit blowing debris (with leaf blowers) from sidewalk into curb lanes.
- Existing bike trails and lanes need maintenance. Lots of pot holes, cracks, roots. Clean glass and debris from road way sides more frequently.

- Many comments were written about glass and debris on streets, bridges, trails, and in bike lanes. Residents want to have all bicycle facilities, streets, and bridges swept more regularly. Specific locations mentioned:
 - Lander Street near 49th Ave SW (West Seattle)
 - Seward Park Avenue from Cloverdale to Rainier
 - Rainier Avenue - Seattle portion bike lanes are much less well maintained than the Renton portion.
 - Alaskan Way bike lanes north of Spokane.
 - Overlook above I-90 Trail and trail portal near Lake Washington Boulevard
 - 10th Avenue, E between Prospect Street and Roanoke Street
 - Delmar Drive and other roads in wooded areas—covered with slick leaves in the fall, which makes them hazardous.
 - 21st Avenue, W and Thorndyke Avenue, W has gravel at the corner on the roadway.
 - Shelby Street and Hamlin Street need to be repaved (near Montlake Bridge)
 - Lake City Way
 - 45th Avenue and 50th Avenue under Aurora Avenue and on the bridges across I-5 (glass is always in these locations)
- The City should require glass and debris to be cleaned up at accident sites.
- Several locations were mentioned where pavement needs to be fixed.
 - Colman Park Road
 - Lake Washington Boulevard (Frink Park and Colman Park)

Transit and Bikes

- Need to be able to carry more than 2 bikes on bus.
- Metro Bus drivers need education about bikes. Please!
- Metro drivers need special training on bike safety as both types of vehicles tend to travel on the right. Some drivers on Dexter Ave N routes don't seem to pay bikes any heed.
- Retrofit buses not just with triple racks, but with a way to lift the bike onto the rack. The current system is shutting out the young, elderly and out-of-shape middle agers especially those with heavier electric assist bikes.
- Could we accommodate bike loading and unloading on busses in the ride free zone? Portland allows this (at least back in 2000)
- Metro Flyerstop Montlake 520 East is very busy with bikes and a simple way to improve loading onto eastbound buses: Allow buses coming from above (routes 271, 540) to stop at the flyer stop below. This allows all buses to be caught at the same spot and not let the bike queue get as big, since a biker usually has multiple route options, which currently load in separate places! Simple work, just remove a few concrete blocks, and buses can cross onto the lower lane from the on-ramp.
- You can't put bikes on buses in the "ride free area" during peak hours. Make sure you allow and/or funnel bike traffic to the locations where they can load a bike on the bus to get across a bridge or just out of downtown.
- The water taxi is a great way of connecting downtown and West Seattle. Please exert influence to have it run all year, not just spring and summer.
- Many people don't know how to use front rack. Need many opportunities to try this and learn this without pressure of real life for first time. Some ideas:

- Bring bus to all level schools and let kids practice
 - Bike Saturday and Sunday, have bus ready to practice
- It would be useful to be able to put more than two bikes on a bus.
- Improve bike capacity for vanpools and buses.
- Bicyclists should be able to ride free on transit.
- Metro buses should have racks for more than 2 bicycles (there are now 3-bike racks available commercially).

Bike Parking/End-of-Trip Facilities

- Need more bike parking at Westlake Mall on the streets, not just in underground parking. Need to be able to park quickly. Lots of other downtown stores need more things to lock bike to. Quick, easy street racks, poles, etc. for short quick errands. For example Regence Blue Shield on 9th & Stewart. Need rack for bike while paying bill—5 minutes.
- Need secure bike parking at downtown public library, Pike Place Market and Seattle Center.
- There is no bike rack at Chief Sealth High School.
- Install some group racks on the Ave (University Way) instead of single racks here and there. See outside UW bookstore for an example.
- All major bike parking areas (e.g. bus centers) need to have covered bike racks. Montlake. Lockers are more expensive.
- Insist that new multi-unit developments must have artful and interesting bike racks installed in the public right of way
- Work with apartment and condo owners to put in bike storage/scooter parking so that people don't have to put their bikes in their apartments
- Work with business to install a small rack in front of every large and every 2-3 small businesses.
- Employers should provide adequate overnight bike parking, not just racks. It's much easier to commute on wintry days if you don't have to commit to biking home as well.
- UW should allow bikes in private offices. Why can't I leave my bike next to my desk?
- We need secure, easily accessible parking! We need it everywhere--- department stores, government offices, parks. It should be well lit, visible with signs at building entrances. There can be no greater deterrent to bicycling than the sight of vandalized bikes drooping from poorly placed, poorly designed or improvised bike racks. Every sign that says "No Bike Parking Here" should include directions to nearby secure bike parking.
- Bus bike rack practice areas are needed. There used to be one outside of Greenlake Cycles so people could practice.
- Promote bicycle facilities that offer storage, bike repair, showers and other complimentary activities at high-volume areas of the city, i.e. downtown, University District. The facilities could be public or private but operated by a subsidy from SDOT and possibly an incentive program such as used with vanpool.
- Subsidize or require or otherwise encourage showers at workplaces. Maybe distribute general info to workplaces about how to be a biker-friendly employer. Encourage bike-to-work incentives for employees from employers

(akin to businesses providing free bus passes.) Same for Universities and public schools.

- I live near University Village. There are a few bike racks there, but could there be more? If bike racks were grouped together instead of scattered around, would it make a bigger impact and remind people they could ride their bikes there?
- We need more bike racks at farmers markets.
- Bicycles should be given priority for parking
- Decrease parking in favor of bike lanes and bike-only streets.
- Add bike racks that hold more than two bikes. Especially for 520 and I-90 Routes.
- The City removed parking meters to which we were often locking our bikes. Please replace these with sturdy goal U shaped racks. Lots of them in every block where parking used to be.

Education

- I would like to see more respect and awareness for cyclists on an overall basis from vehicle drivers. There's kind of a general negative attitude pervading over urban areas in this country against cyclists. I've cycled all over Europe and seen 82 year old chimney sweeps and babushkas in 10 below weather. And yes, there is respect and consideration for these senior citizens out on their wheels. This won't change until a few city and county rulings start coming down and big events such as this where people take it to the streets in a form of activism.
- Driver education is needed about how to safely go around mini-traffic circles. Too often a cyclist encounters a car coming around the left side. (I.e. not going around the circle but rather taking a left in front of it.)
- Need to address the general aggression motorists' exhibit towards bikes. Educate motorists about clearance between right front end and my rear end!
- Add "sharrows" to booklist/exam for drivers' license and renewals. People don't know it. Need to educate.
- Focus on driver education as well as bicyclist education. Bike lanes can be unsafe if drivers /bicyclists don't know how to use them. Drivers need to see and respect riders and vice versa. Rules of the road need to be followed by both user groups.
- Education of all—drivers, riders, pedestrians- is more important than striping. Signs with distance and direction to destinations will help with this.
- Serious public awareness needs to be built around the new pervasive habit of drivers to make moving rights on red lights-often with their heads pinned left, oblivious to bicyclists and pedestrians. This and red light running are the most dangerous situations I encounter on a daily or weekly basis.
- Need an educational campaign that defines the rules and responsibilities of bikers and drivers
- Need a written test for driver's license renewal that addresses bikes and cars sharing the road. For example, I have never met a driver who understands that it is safer for all for a bike rider to "hold his/her line" rather than ride in and out of parked cars.
- Include bike awareness within driver's education classes. Test on parking car and looking in rearview mirror
- Post bicycle rules of the road on billboards to educate motorists.

- Put billboards all over Seattle to educate motorists about sharing the roads with bicycles. "Bicycles have a right to be on the road." "Make room for bicyclists." Etc.
- Need to educate cars about bikers, but need to also have public outreach for biking safely and follow traffic laws.
- Need to incorporate educational programs into driver's education classes.
- Need bicyclist education. Bicycles need to respect pedestrians on sidewalks. They should speak or use the bell. Visually impaired pedestrians do not see bicyclists coming. My cane gets hit. It's a problem. Bicyclists need to slow down.
- We need to educate the community about bicyclists' rights.
- Spend money on education, not wayfinding. Ideas:
 - Red Flag Day: Post a volunteer with a big red streamer flag everywhere there has been a crash to alert motorists of bike danger
 - PSA focused on driver attentiveness—Cell phones and driving should be illegal. Show a near miss between young driver on cell phone and mom with a baby in bike carrier. Make it scary!
 - Weekly ads in major paper about safety
- Educate bicyclists about how to pass each other safely, especially on busy streets or at intersections
- Need to educate drivers to share the road. Radio and TV stations are required to air PSAs. Couldn't some of these be reminders of the rules of the road? For example, "cyclists have the right to the whole lane or other bike-specific rules. Maybe bike clubs could produce them.
- Cheapest way to make us safer is to highlight bike safety in driver's education classes and on the test. Make them know and understand how to keep us safe!
- Would be great to have spot stations to show people how to install bike lights, panniers, etc. Especially if you want them to use bikes for errands (nothing too time intensive)
- Educate the kids—bikes are transportation too!
- Need to develop an outreach program that actually reaches drivers and riders so that they all know the rules of the road and develop street awareness and empathy for each other.
- Give thought to driver awareness, cyclists' rights to markings and signage.
- Driver education and enforcement of traffic laws are key. Please read op-ed in 8_29_06 Seattle PI by a mom whose son was maimed by an impatient, stupid, careless driver.
- We need to educate cars and other bike riders. Every year the number of riders practicing unsafe riding on the trails increases dramatically. They don't get it. Going 20+ mph is not appropriate when the trail crowded, nor is it legal!
- Education of cyclists and drivers is also important. Many cyclists do not ride with consideration of the traffic laws and many motorists are not aware of how to drive safely around bicyclists.
- From a sight-impaired pedestrian: bicyclists should yield the right-of-way to pedestrians—"Please use voice or bell when passing pedestrians."

Enforcement

- Has the Seattle Police Department ever ticketed a biker for running a red light? Perhaps the threat of ticketing will make bikers obey the law and gain/maintain the respect of car/truck drivers.
- European cities have laws stating that drivers can't tag or tail cyclists closer than 5 yards or the car driver gets a \$50-80 ticket in the mail. We need measures like this in this country.
- As a recreational cyclist and bike commuter as well as motorist, I see cyclists doing stupid, illegal and unsafe maneuvers in traffic. SPD should crack down on this to "train" cyclists that they must obey laws for their own safety, the safety of others and to gain respect of the motoring public.
- Improve sight lines at intersections by strictly enforcing (aggressive ticketing) of cars parked illegally within 30 feet of the intersection.
- Crack down on bicycle theft by posting a database on the internet. Set up a bike license program to subsidize the site maintenance. Database should have a sortable list of bikes by brand, license #, description and photo if available, plus a column for stolen on X date. Site would also have an anonymous way to contact the owner (like on craigslist) if the bike is spotted. Also makes it easy for someone who finds a bike to look it up.
- Have bike spring operations for bike thefts.
- The City and police department need to crack down on rolling right on red violations and cars stopping over crosswalks if we are serious about creating a safe space for bicyclists. I have almost been and have been hit by cars in this situation many, many times. We need to change this behavior.
- Enforce no parking or standing in bicycle lanes.
- Enforce leash laws on bicycle routes through park areas.

Encouragement

- Work with schools and especially high schools to encourage bike riding as an alternative to driving. Set up rider certification programs (so they know the rules of the road), bike repair classes (with abandoned/donated bikes), and just make it more cool to ride a bike or scooter than drive a car.
- Need programs to encourage cycling.
- Need neighborhood maps.
- Increase awareness about bikes in younger children.
- We need to get all sorts of people out on bikes, not just avid bike commuter group. Please focus the education/encouragement effort on
 - Motorists-It's okay and legal to have bikes on the road
 - Bicyclists-Don't be an *#*%\$! and know how to ride safely in traffic.
 - General public-It's easy and fun to bike for errands and recreation, maybe even commuting.
- Encourage Flexcar to add bike racks to their vehicles
- Encourage businesses to start shuttle bike program. This and more bike parking will promote shopping at lunch by bike.
- Institute programs to encourage cycling among women and girls. As a middle-aged bicyclist, I find the testosterone on heavily used bike routes tough to deal with. It's very intimidating.
- The audience at this meeting was almost entirely white! In order to encourage bicycling among groups that don't currently bicycle, include ALL parts of the City in improvements.

- My guess is that few riders come from low-income areas. Biking facilities in those areas might need improvements but are likely to be ignored.
- Need more workplace incentives for long-time cyclists who have ridden to work for years. We cycle because:
 - It's healthier
 - To save the planet/environment
 - So that those who really do need to burn gas can do so
- Encourage all city agencies that have websites to include bike routes and bike parking information on the "how to get here" page. Every time someone looks for directions, you should see not just driving directions, but also biking, walking and mass transit directions.
- Encourage city workers and elected officials to "ride the talk"
- Why not use transit surfaces to promote biking? Ads in/on buses, signs attached to bike parking lock-up aids. Why are 51% of survey respondents affiliated with bike organizations? Because there's not enough outreach to the average person. Stop calling it "commuter cycling" and start calling it "transportation cycling" or "utility cycling." Start a community funded bike garage in the convention center transit facility.
- Need to expand access to free bikes and helmets for low-income riders. Could fund with
 - Tax on car parking downtown?
 - Contribution boxes at bike stations?
 - Bike repair shops at bike stations?
 - Lending library for bikes?
 - Free bike program like yellow bike program
- Need more exposure to bike commuting, etc. with shows on NPR, etc. Maybe regular ½ hour to 1 hour show on one of the local (college or not) radio stations.
- Drinking fountains should have water fountains high enough to fill a water bottle.
- Please focus on encouraging people to take more trips by bike (or other non-car method)!! Seattle needs PSAs and reward incentives to reduce car traffic which will improve bicycle safety immeasurably
- Promote bike helmet use. Offer discounts, give away helmets as freebies on "bat" night at games, have contest to win safety accessories, have businesses subsidize rider programs
- Have a bike "library" at schools. Have loaner bikes for people to learn to ride on, check out after school, overnight and on the weekends. Have fieldtrips by bike...?
- How can bicycling become more popular?
- The bike shops need get on the ball and off their apathies about bicycle awareness, cyclists fights and cycling activism. I'm not interested in buying a \$3000 bicycle every year. The cycle shops can do more!
- We need employer/employee/business/corporate incentives for cyclists:
 - Insurance discount/transportation discount or tickets.
 - Monthly paid day off
 - 50% of annual bicycle maintenance and repairs for employees who cycle.

- With the Mayor's Green Ribbon Commission on Global Warming, let's make it clear we want to encourage bicycling and walking. More billboards, signs indicating to drivers to yield in words in addition to pictures.
- Bicycling must be accessible to the young, the elderly, the developmentally disabled, to non-English speakers, tourists and the "other bikes" like trikes and scooters. Ramps should have a "rail" for bikes. Steps with rails are easier than ramps for elderly, women, youths. Signs must be big and bright enough for the folks with bad eyes like me!
- Resources should be made available to help people who are new to bicycling learn how to ride around Seattle—some of the experienced riders can be extremely rude and make new bicyclists feel uncomfortable.
- Provide BMX or mountain bike parks for youth to practice riding.
- Passengers from cruise ships should be encouraged to rent bicycles.
- Improve bike infrastructure, such as air stations, ride up windows for espresso, etc. to improve the ridership. Connect the suburbs with bus routes to bike routes.
-

Policy

- Permanently ban parking near hill crests on all primary and secondary bike routes on streets (arterials). Example: Nickerson
- It won't be popular at first, but consider making many downtown streets closed to cars and open to bikes, buses and delivery vehicles (during limited hours) only. Businesses will see increased traffic (pedestrian, bikes) instead of less.
- By allowing left turns in front of traffic circles, drivers and bicyclists are likely to conflict, particularly when vegetation blocks sight lines.
- Streets with a series of traffic calming features (circles) work well as bike routes. Cars have to slow down to bicycle speed.
- Consider restricting street parking near intersections with heavily traveled bike routes. Having good sightlines is critical to the safety of cyclists and SUVs are not getting any smaller.
- Consider opportunities to connect schools into bike transport schemes. Kids' safety could also be a great selling point with motorists, parents.
- A workable bicycle plan needs to factor in scooters as well as cars and larger vehicles. There will be a huge increasing scooters plus an increase in electric assist bikes and mopeds. Street plans need to accommodate all types of vehicles.
- Traffic circles. Please stop depending upon traffic circles to act as "traffic calming" devices on bike routes. Drivers look at the largest object in the road and not for bicyclists.
- The effect road construction has on bicycle routes must be considered from the point of view of the cyclist. Detours must be created with the safety of the cycling community as well as cars and trucks in mind
- Generally Seattle is decent for biking, but there's room for improvement. The "Complete Streets" concept should be heavily emphasized. We must actively promote sustainable transportation if we want to keep our quality of life and especially if we want to support the Kyoto protocols as Mayor Nickels has said. We should make it an active goal to continually and measurably increase the

percentage of commuters who bicycle (in Denmark, it's around 30% and possibly higher in other countries.)

- If you are serious about making Seattle #1 for bicycling, you must be willing to remove car infrastructure (parking and travel lanes) to make more room for bikes.
- One of the best ways to facilitate cycling in the downtown is to make the City less friendly for cars.
- Make driving harder and biking easier. People won't stop driving until it is difficult
- Enact 3-foot minimum bike passing law for auto drivers. Post signs showing minimum passing distance.
- One important way to ensure continued support of the City is through monitoring. The City should conduct regular traffic counts for cyclists. These should be compiled in an annual report made available to the public. Counts should be taken before and after bike facilities are included.
- Decrease parking in favor of bike lanes and bike-only streets.
- Part of the city policy on routes that include street (parallel) parking for cars and a bike lane should be to ticket vehicles that are not sufficiently close to the curb. The door zone is measured from where vehicles are actually parked, not where the road is striped.
- Designate streets next to arterials as bike-friendly alternatives. They don't have to be official bike lanes, just noted on maps as the safest nearby route.
- Link neighborhood bike/pedestrian plan improvements with "Safe Routes to School" grants
- When construction affects a bike route, mitigation should be done similar to cars. When Myrtle Edwards path was closed for weeks in the spring, the city just said: "Use alternate routes" What alternate routes? There should have been a signed detour. The obvious alternative was Elliott Ave West. A lane of this street should have been blocked off for bikes. If you want people to use bikes, you cannot treat them as second class citizens.
- Cars parked during no parking hours (esp. on 11th, Roosevelt, Eastlake) need to be towed promptly.
- Add a toll for single-occupant vehicles and a free ride for shared/bus/bikes to WA 520.

Design

- One goal should be to make non-cyclists feel as safe as possible on the city bike system. This in mind, cycling facilities should be highly visible and should appear as safe as possible. For example, colored bike lanes, stencil size and location, etc. can send a message to users of the transportation system that bikes belong. The City should consider experimenting with controversial bike configurations like putting the bike lane between parked cars and the sidewalk because timid cyclists feel safe and are more likely to bike.
- Retrofit all sidewalks with access ramps—riding on the sidewalk is safer than on the street (especially a busy street.)
- Bike paths tend to make cars drive closer to bicyclists, increasing danger.

- Bus-bike lanes are awful for both. Leapfrogging is dangerous. Stop-go buses slow down bikes and bikes are in the way of buses trying to pull in and out of stops. Maybe it could work with bike lanes down the middle, but still difficult.
- Make turning left easier.
- I was a little concerned by the approving attitude toward “traffic-calmed” residential streets in the presentation tonight. Some “traffic calming” devices are dangerous to cyclists, especially opposing curb bulbs. They put bikes and cars in head-on opposition.
- Give cyclists protection by putting bike lanes between sidewalks and parked cars.
- Please fix roads that have parallel gaps in the pavement. There are a lot of roads that are made of cast cement (I think) with big gaps running parallel to traffic.
- Is it possible to make bike lanes on roads that are currently only “wide-shouldered”?
- As in Europe (or Burke-Gilman), one bike-path per street, but needs to be wide enough for bikers in both directions.
- What about bike streets? Streets completely dedicated to bikes/pedestrians like in San Francisco.
- Bus/bike lanes are a bad idea. I almost get hit/side-swiped by buses because they can’t see me. We are traveling to the right of them and they cut us off every time they stop or turn. Only works if there are no buses.
- Put in as many sharrows as possible. They change the attitude of bikers and drivers and are often an option where a bike lane isn’t.
- Differentiate bike lane from street by using a slightly different road material. Example
 - Add rubber (recycle) to mix surface of bike lanes because don’t see 3000-4000 lb vehicles
 - Use a slightly coarser surface
- Regarding paving shoulders if they are gravel or dust now—Please consider using permeable asphalt so that surface road run-off will be able to infiltrate into the soil.
- Will making streets narrower to make room for bikes cause an increase in car accidents due to less road space to maneuver in?
- Can we paint bike lanes blue like Portland does? This would make drivers think about the potential of cyclists on the road.
- Seattle has a golden opportunity to be a national leader in bike facilities by mandating full colored bike lanes as the City standard. Seattle should stripe an experimental colored bike lane as a pilot project. Similarly bike boxes, contra-flow bike lanes, bridge traffic signals, etc. are all important components of any “world-class” system
- I learned to ride a bicycle in the road. I don’t like bike lanes. I’ve too often seen cyclists seemingly hugging the side of cars as they rode along oblivious to the possible consequences I’ve been doored twice. Why create lanes which encourage cyclists to ride in the door zone? Further, bike lanes give a stamp of approval to cyclists on the right. As seen on Dearborn on which lanes are striped to the intersection. Although pervasive amongst virtually all cyclists it again acclimates cyclists to the idea that it is an acceptable practice. It is not.

- I've talked to cyclists who have paid an unacceptable price by passing on the right and getting hit.
- I am concerned to learn that Seattle is considering adopting the "sharrow" stencil as the city standard. I used to live in San Francisco (the city where the infamous sharrow was born). The sharrow is reviled by SF cyclists. The San Francisco Bike Coalition (SFBike.org) is lobbying for the sharrow to be removed and replaced with a bolder stencil. If a stencil is chosen, it should be BIG, white and placed in the center of the lane. The SF standards does none of these things.
 - I am pro bike/bus lanes downtown. I am anti-bus cutting off bikers and then stopping right in front of them. What type of training do bus drivers get about respecting bikers or at the very least, sharing the road with them? We're all trying to get somewhere and we all have our own schedules.
 - I enjoy shared bus/bike lanes and encourage the city to look into them. I find the buses stop frequently enough to be a good lane with bikes. 3rd St Transit only is my preferred downtown route.
 - Please consider moving bike lanes to the right of parking. The risk of being doored is too high in most lanes to the left of parking.
 - AASHTO standards are generally too conservative for Seattle and tend to prioritize cars and car movements.
 - We do not want to share with buses any more than we have to. I tried the new 3rd Ave system downtown recently and it was too scary to be between two buses for one thing.
 - Sharrow stencils should be placed in the center of the lane.
 - Some of Seattle's standard bike lanes are too narrow when placed next to parked cars. For example, Pine Street bike lanes encourage dooring. The stencils on Pine St are also poor.
 - In northern Europe, the bike lane is next to the pedestrian sidewalk with the parking lanes on the road side. This seems like a safer alternative than what we offer. Their alternative makes it safer for all levels of biking ability.
 - Only sharrows, no striped bike lanes. Stripes delineate and create a space in which motorists and cyclists are expected to be. No. No. No. I want to be able to use the whole road!
 - The wide bike notation on bike path (sharrow) is a great idea! Much more obvious to drivers.
 - Place bike lanes on roads that are not bus routes when possible.
 - Connect neighborhoods directly by improving bicycle facilities on the roadway network rather than relying only on multi-use trail connections.
 - Provide ramps beside stairs so that bicyclists can push their bicycles up steep hills with stairs.
 - The bicycle design guide should address the issue of bollards at trail access points because of safety problem they cause. Meeting participants suggested using rubber instead of unforgiving metal.
 - Plan should address the transition from designated bicycle lanes to sharing travel lanes with motorists (Beacon Avenue Trail, Duwamish River Trail were highlighted as examples).
 - Provide bike lanes to invite bicyclists off of sidewalks; keep wide sidewalks clear of clutter.

- Gaps between pavement slabs are dangerous for bicycles, particularly skinny tires—these gaps should be filled/improved, or at least marked.
- Use color coded lines on the pavement to designate bicycle routes—use them in conjunction with neighborhood maps.
- “I like arterial roads because they are most direct. Small roads have a lot of intersections and the road quality is terrible.”
- Many comments provided in support of climbing lanes and sharrows (big bicycle symbol with chevrons rather than “bike in house”).
- Some comments asked what a sharrow marking is—hoping that it would be on both directions of the roadway and be effective at indicating the presence of bicyclists to drivers. Some felt that the sharrow markings would not be bold enough for drivers to care about them.
-

Facilities

- Need accessible bike/pedestrian paths between neighborhoods and schools or other child destinations.
- 45th Street is a problem
- Need regular, easy crossing access of I-5 and Aurora
- Need a trail that draws bicyclists to the region, something along the lines of an Appalachian Trail/Pacific Crest. Should link Seattle north and south but also a bigger system
- The back roads are in too poor quality to be used frequently and you pass more intersections so you can get hit more.
- I generally ride 17-20 mph and appreciate on-street facilities that don't force me into being a pedestrian or make me stop all the time.
- I drive a giant Dodge Ram truck to work because I am scared to ride my bike from Madrona to Fort Lawton. I have to leave way to early every morning to catch the bus. Please make safer routes so I can ride to work and don't pollute the earth anymore.
- Fremont Ave north between 85th and 105th is one of the best examples of where traffic circles don't work. Traffic between Hwy 99 and Greenwood Ave on 90th, 95th, 100th cut around the traffic circles on Fremont Ave at a high rate of speed. These intersections would be better served with stop signs to calm East/West traffic.
- Eastlake Ave in the morning going southbound is horrible. Bike lanes?? Once you reach the end of Eastlake, navigating in downtown Seattle is horrible. Signage?
- RR tracks on trail under the Ballard Bridge are very dangerous.
- Five-way intersection near Ravenna Park and the Burke-Gilman Trail is horrible! Potholes, not enough stop signs.
- Choose new routes with minimum hill climbing. This should aid in getting non-cyclists to try it as a form of transportation. Westlake is a prime example. It runs a similar route to Dexter but doesn't involve an unnecessary hill.
- Eliminate street parking on 15th Ave NW. It is a fast big street that needs bike lanes.
- Include more bike boulevard routes off of main arterials like in Portland and Vancouver, BC
- For more specific problems, look at www.bicyclewatchdog.org.
- I-5 crossings should be improved.

- Need to improve connection and provide signed route to be able to ride from North Seattle to West Seattle safely.
- Provide connections from Seattle to adjacent jurisdictions.
- Plan should show the park boulevard routes that provide pleasant bicycle routes. Cars need to understand that bikes have priority [on these roadways].
- There should be bike lanes for children near schools and for the elderly near hospitals and doctors offices.
- It seems like a lot of the focus of the Plan is to put lanes on arterials. What are ways to get bikes off arterials?

Trails

- Alki Trail along Harbor Ave is not adequately signed as trail for both bikes and pedestrians. Pedestrians are often hostile toward bike riders.
- Trails and bikeways need to be continuous. For example complete the Duwamish Trail along West Marginal Way SW and through South Park
- Burke Gilman Trail: pavement condition, tree routes create "speed bumps". Needs to be repaved.
- Trail bollards are dangerous. If they are needed, should be painted a solid bright color.
- Burke Gilman: Great during non-rush hours during the week or with experienced commuters. Terrible on the weekends with pedestrians not paying attention and bicyclists going too fast.
- Posts or bollards at the entrances to trails create a super-hazard in and of themselves. Another method should be considered to keep car traffic from entering bike lanes that doesn't create a hazard for cyclists
- There are designated bike and pedestrian lanes on shared-use trails (e.g. Alki Beach), SPD should warn pedestrians to not stand in the bike lane and remind walkers to use the pedestrian lane.
- Burke-Gilman-great if you happen to have a commute on it. Otherwise, it is the false poster child to say "Seattle has bike trails". Also hard to commute with clueless roller bladers and such.
- Burke-Gilman love hate. Love the idea of it but:
 - Too many crossings along the lake
 - Lots of terrible roots
 - Lots of unruly pedestrians and dogs on narrow path
- Burke-Gilman Love/Hate mystery:
 - Love: It's a designated continuous trail that goes around the top of the lake. No cars. Easy to ride without stopping for long distances. Key for getting between Seattle and Redmond (Microsoft).
 - Hate: Compare Burke Gilman to Sammamish River Trail. Burke has tons of potholes, bumps from routes, bad pavement and tons of people. Not enough room for everyone during peak hours (except for section near UW.) Also, bad road crossing/right-of-way and signage.
- Signage on trails needs to be clear to both cyclists and pedestrians that trails are shared use and both have a right to be there.
- We need more bike paths configured as at Alki.
 - Bike path between pedestrian walkway and parking lane
 - Bike paths wide enough to accommodate bike traffic in both directions.

- Regional trail connectivity: Make sure Seattle works closely with King County Parks and their trails system for connectivity and standard signage.
- Bike trail design criteria needs to be incorporated into all SDOT projects (little things count: curb ramps, straight paths, no obstructions.)
- Marking on the edge of trails would make night/winter commutes (with fading batteries) easier.
- Do more trails like the Burke-Gilman. That will make us the #1 bicycling city. If we can build new roads, we can build new trails!
- Provide lighting on all trails at night.
- Some of the most dangerous locations in the City are on the Burke-Gilman Trail in areas with many bicyclists and pedestrians—also need good ways to alert drivers of two-way bicycle traffic.
- Burke-Gilman Trail needs more signs about cyclist rules - 15 mph speed limits, max 2 abreast, no pace lines, use a BELL, and signs reminding us it's a multi-use trail.
- Create trail-oriented commercial businesses at certain locations along City's trail system (e.g., Burke-Gilman Trail near 3rd Avenue NW, Burke-Gilman Trail near 25th Avenue NE).

Priorities

- Shift focus from wayfinding to education and commuter safety. Until people feel safer, they won't bike.
- Sharrows should be emphasized over bike lanes.
- The emphasis on "trail safety improvements" is largely misplaced. With the exception of a very few points (the Burke-Gilman northern terminus for example), Seattle's trails are perfectly safe. What are patently unsafe for bikers and more relevant for most bikers in this city are Seattle's streets. Please focus your time, energy and money there.
- Bike signage per se for wayfinding should take lower priority than safety improvements
- Please make bicycling and walking a priority. For courtesy and livability.
- The City should spend significant amounts of money to improve bridge access (including ramp crossings).
- Bike trails enforce the notion that bikes are for recreation not transportation. In addition, shared use trails limit bike speed, further reducing the desirability of bikes as a commuting option. Therefore, lanes are preferable to trails were practical.
- I think the wayfinding aspect of the plan is overemphasized. Should use an FTE and money to focus on commuter safety and motorist education. If you must, focus on an on-line bike route finding tool. A bicycle version of Metro's Trip Planner is more likely to help a person plan a trip than to start traveling and hope to find green signs.

Wayfinding/Route Information/Other signs

- Would be great to have online interface for detailed bicycle directions and mapping. Would be great addition to City's website.
- Need a computerized route finder similar to the bus route finder or maps.google.com to find safer/quicker routes.

- Why was there no mention of online bike trip planners? Portland has www.bicycle.org Seattle needs something like that.
- It would be good if there was a route plan that went along with the Metro route planning or “trip planning” that showed bike routes and places where you can put your bike on a bus route
- Implement a computerized wayfinding system (www.bicycle.org)
- Develop a beautiful and standardized “Bike Parking Located_____” sign to be displayed at ALL facility entrances in the City. For example at Nordstrom’s, where I had to carry my bike up to the concierge desk and ask about bike parking.
- On the future bike maps, could you use arrows to designate up hill and down hill topography?
- Signs need to be like bread crumbs—letting you know you are on the right path, especially at turn and switch points
- Need mile posts
- Include metric measurements: Seattle is an international city
- Post mileage to major intersections
- Need signs that say bikes are allowed to be there
- Size of signs is important: bigger is better. Sign placement is also important
- Including distance is a barrier removal for bicycle trips
- Time marking is too subjective: hills, individual fitness level, traffic, stop lights
- Destination and route markings serve different purposes.
- Examples of destination that should be marked:
 - Major buildings served by exits from Burke Gilman
 - Maps of UW at trail exits
 - Parks i.e. Magnusson
 - Golden Gardens
- Issue with destination marking: What end point to use? Furthest? Most recognizable?
- Ideal: numbered or color coded routes with destination marked along the way
- Green color for signs not good for Seattle: too much moss. Yellow/Black better option
- Marked routes can become “bike arterials” i.e. “Orange Route—Ballard to downtown”
- There might be different signage needed for recreational and commuting cyclists
- As population gets older, need to sign distance to public restrooms. Recreational routes need to mark services.
- Transit and bikes:
 - Need signs that show where bikes can be put on/taken off buses in downtown (first and last stop of ride free area.)
 - Need signs that mark connections to transit service i.e. From Burke Gilman to Campus parkway
- Signs need to give bikes legitimacy: size, placement and frequency will help. I.e.:
 - Yield to Bikes
 - Bikes May Take Lane
 - Same Rights, Same Responsibilities, Same Roads

- “Share the Road” not such good slogan: makes it seem like a concession from drivers
 - Leave 3 Feet (when passing bikes)
 - Giant yellow signs that denote there are bikes here
 - Respect the Red signs for bicyclists
- Need workshop on education and outreach issues
- Need to clearly mark lane space for cyclist and right turning cars
- Need to clearly mark downtown shared bike/bus lanes
- Signs on commercial streets and streets with bike lanes: Watch Your Door
- Include schools in wayfinding signs i.e.
 - Best trail exit for schools
 - Include in “safe route to school” program
 - Pavement markings good for kids
 - Pavement markings good for wayfinding and route and mileage markings
- Need maps and signs at bus stops i.e. Tri signs in Bellevue have bike, bus and street maps
- Link bike info to trip planner. Currently Metro Bus Trip planner only allows users to enter in up to 1 mile walk to make connection.
- Need info on how to put bike on bus
- Bike signs need to communicate bicycle presence to drivers ala “Bike Have Right of Way” sign on Lake Washington Boulevard
- Adopt-a-Trail signs for businesses to support portions of trails
- Signs at businesses to mark location of bike racks
- Sticker supplied with SDOT bike rack
- “If you rode a bicycle, parking is free” signs in garages
- Kiosks that ask for cyclists’ feedback on bike facilities (city)
- Motivational signs
- “good job” signs at top of steep hills give encouragement
- Public art in Portland, OR is bike oriented
- Speed Limit Signs
- Not useful: most cyclist do not have speedometers
- BUT “Congested Area” or “Narrow Path” or “Fast Riders Take Detour” signs are helpful
- Sidewalk signs
 - Use Bell or Voice When Passing—good
 - Stay Right—good
- Signaling
- Need traffic light button at arm level AND pavement marking or signs to indicate location
- Need sensors for bikes AND pavement marking to indicate location
- 10-15 sec early green for bikes ala Denmark
- Kid Friendly Signs
- Children are not motorists: They don’t know rules of road—Signs need to be intuitive
- Need wayfinding signs for crossings of I-5, Duwamish River, and Railroads.
- Make a bicycle map for families showing routes for kids.
- Most bike maps use red colors to indicate dangerous areas for bicycling; the Seattle Bicycle Map uses red for trails. The colors on the Seattle Bicycle Map should be changed to conform with this convention.

- Provide warning signs on roadways that tell drivers that they must have at least 3 feet of separation between themselves and the bicyclist to pass safely.
- Need signs downtown to alert bikes as to where they can and can't load a bike (on a bus?)
- The plans look great, especially the signage. Signage is cheap and easy...right? We'll put them up for you! Please get these things "on the ground" ASAP and thank you for all your work!
- Consider ideas from Vancouver, BC's bike boulevards. Named routes on low-traffic streets where cars are forced off the route (via forced turns) every few blocks. At arterials, have special signals for crossing. Special pavement marking in the road, not just signs. I took a ride in the rain, in the dark, on a previously unknown-to-me section of Vancouver this spring, and had no trouble following the way. There are some sections of Seattle where I can't read the street signs.
- In addition to wayfinding signs, treat bike trails like freeways: tell me what street I'm crossing, what the creek is I'm crossing over, which street I'm crossing under, etc. Helps keep you aware of where you are, and treats cycling as a "real" form of transportation.
- Consider marking the street directly instead of signs on poles. This technique has been used effectively in marking the slick rock trail and certain biking trails in Europe. It is very easy to get "off trail" when the only signage is placed at large intervals. This would be a cheap way to connect bike trails to bike paths that do not connect.
- Time to location is next to useless, especially in Seattle with its hills. If the City were flat than it might be scalable to an individual, but hills add an extra dimension to the equation.
- Consider signage where bike lane exists alongside parallel parking spots: reminder to cars to beware when opening doors into bike lanes.
- Signs at on ramps

Signals

- Bike friendly trips on traffic signals.
- Pedestrian crossing buttons: Most often these crossing buttons can not be reached by a person on a bike. Take a clue from the City of Vancouver, B.C. They place them near the curb but just before the crosswalk.
- The City should explore installing bike signals at particularly busy intersections (Dexter/Denney, Dexter/Mercer, Greenlake/50th). These bike signals would give bicyclists a 10 second headstart, allowing them to get across intersections without competing with cars. See Denmark.
- Consider pedestrian /bike crossing with yellow flashing lights on demand (flashing only when someone is ready to cross.) I've seen these in either Vancouver BC or Bellingham.
- The intersection at 65th NE and Ravenna Blvd needs to have the walklights increased. Cars waiting to turn get on I-5 regularly cutoff cars, bikes and pedestrians on the road in the crosswalk.
- Crosswalk push buttons and most low frequency intersections are inconvenient and waste trail money. I.e. New Burke-Gilman Trail at Ballard Locks parking lot has buttons. How much asphalt could have been bought?

- Add traffic signals that turn green for a few seconds before the signal for autos. This provides more visibility for bicycles and reduces right turn conflicts with cars. (Seen in many European cities.)
- Traffic signals on bike routes and trails should automatically trigger for bikes. No requirement to press a button.
- Where bikes use sidewalks and paths and should obey the “walk” sign, “walk” should be presented on every cycle. (This is not currently the case at signal just west of Locks on new section of B-G Trail.)
- We need more bike sensors at intersections in our fair city. Specifically 80th and Woodlawn)
- When a traffic signal is provided for a trail, it should provide green/walk for the trail during every cycle (there are examples of signals that do not do this in Ballard).
- Intersections that are known to have conflicts between bicyclists and motor vehicles should have signals specifically for bicyclists.
- Several locations were mentioned where signals do not detect bikes:
 - Dearborn at Rainier
 - Beacon at Spokane
- Bicycle sensors should be provided in turn lanes.
- Provide traffic signals with bicycle signal heads at complex intersections.

Process/Bike Program

- Tweak your online survey. There are two questions that are one-answer only that should be numbered priority answers.
- Why is a firm based in Baltimore, that doesn't know anything about riding in Seattle, making decisions about our transportation infrastructure?
- In comparison to New York, Philly, Pittsburgh, or most any other city, Seattle you're doing a great job with bike routes.
- Thanks for having this meeting! I thought the arrangement for providing input and feedback was set up extremely well. Most of the recommended improvements you have listed on the map appear to be on the right track. Way to go. Thanks again!
- As a city taxpayer, I would raise our taxes so we could pay consultants and city staff to go visit cities with great bike facilities like Montreal so you could use those ideas here.
- This process is ridiculously slow. Please speed it up. We need improvements now, not then years from now.
- Need strong collaboration between this effort and the Seattle Office of Sustainability & Environment if this is not already happening.
- It is important that the Bicycle Master Plan have the force of law and be backed by an adequate budget. The plan should be
 - Adopted by ordinance
 - Added to the Municipal Code
 - Be accompanied by
 - Budget
 - Specific action timeline
 Other wise the plan will be another product of the “Seattle Process” that gathers dust on a shelf.
- Nice repaving on Rainier Ave South

- I attended the Mayor's Green Plan at Town Hall with 499 other people in March which made front page news (with a cyclist in the picture) There were a lot of promises made that night 7 months ago. Not one promise has been kept and not one improvement for cyclists has been seen to date.
- This is the "most positive community meeting I've been to in years."