

APPENDIX G. BICYCLE ROUTE SIGNAGE AND WAYFINDING PROTOCOL

Bicycle route signs will be posted on designated roadways and trails to direct bicyclists to major destinations throughout Seattle. Pavement markings will also be used to assist with wayfinding in some locations. The protocol for locating signs and markings is described below. Several routes will be signed during the first year after this Plan is adopted, and modifications will be made to this protocol based on this experience.

General

Use standard City and regional sign designs developed as a part of this Plan (see below).

Follow MUTCD standards for sign installation, such as minimum height of signs above ground and horizontal placement from edge of the roadway or trail.

Post the regional route sign separate from the City route sign on all segments that are both regional and City routes (e.g., combined signs will not be used).

City route signs should include a directional arrow, destination and distance.

Destinations on signs should be named using Urban Villages and Urban Centers, major transit hubs and regional parks (see the major activity center names on Figure 1: Major Bicycle Destinations and Key Bicycle Corridors).

Whenever any type of sign or marking is used on a bicycle route, there must always be a sign that shows the direction to follow to remain on the route.

While a route may extend the length of the City, it should not show all destinations on a single sign; instead, it should show important intermediate destinations

When directional subplate signs (e.g., “blades”) are used, the sign listing the closest destination should be on top, and the furthest destination should be on the bottom. A maximum of three directional subplate signs should be used on any single bicycle route sign.

Reduced-size signs can be used as route confirmation signs on regional routes. These smaller signs may be placed lower to the ground or on different types of poles than the regular-size signs.

Regional route signs can be installed on the same or separate posts as the City route signs. When regional route signs are added to a post with City route signs, they should be the small-sized version of the regional route sign, and they should go underneath the City route signs.

Bicycle Routes on Trails

Post bicycle route signs at all major decision points along the trail (feeder trail intersections, forks in the trail, etc).

Provide bicycle route confirmation signs

- After all roadway crossings (local streets and arterials)
- Every one-third to one-half mile, depending on the segment length, sight distance, and need for confirmation signs

Provide directional signs indicating how to access nearby destinations from the trail

- Feeder streets between nearby destinations and the route may have sign subplates to indicate direction and distance to the destination or to the route

Street name signs should be placed at all locations where trails intersect streets (this type of sign should have a sign blade for both the street name and the trail name)

Bicycle Routes on Streets

Post bicycle route signs at all turns or decision points along the route

On non-arterial streets, use circular dot bicycle pavement markings with an arrow (or other markings) to indicate turns along an on-street route where signs may be difficult to see because of parked cars or vegetation (optional: use bike-in-arrow markings to indicate turns)

Route confirmation signs

- Provide bicycle route confirmation signs every one-third to one-half mile on straight segments of the route, depending on the locations of crossings with other bicycle routes, locations of primary arterial roadway crossings, sight distance, and overall frequency of street crossings
- Locate bicycle route confirmation signs near crossings of other bicycle routes and primary arterial roadway crossings on straight segments of bicycle routes
- Confirmation signs may also be complemented by pavement markings

Provide directional signs indicating how to access nearby destinations from the signed bicycle route

- Feeder streets between nearby destinations and the route may have sign subplates to indicate direction and distance to the destination or to the route
- Pavement markings may be used on feeder streets to supplement signs

Spot signage can be installed to show bicyclists how to access and cross bridges, travel through complicated areas, and connect through gaps between existing sections of bicycle facilities (this signage does not need to be part of a signed route)

Sign designs for bicycle wayfinding on city streets and on Urban Trails and Bikeways System routes were developed during the Bicycle Master Plan process. These designs are shown in Figure G.1: Bicycle Wayfinding Sign Designs. The Seattle Parks and Recreation Department is working with SDOT to develop brown signs for routes on Olmstead Boulevards.

Figure G.1. Bicycle Wayfinding Sign Designs



Example wayfinding signs for City routes



Example wayfinding sign for regional route##