

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 general 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 Figure G.1: Bicycle Wayfinding Sign Designs).
- Follow Manual on Uniform Traffic Control Devices (MUTCD) standards for sign installation, such as minimum height of signs above ground and horizontal placement from edge of the roadway or trail.
- Keep 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, though two different types of signs may be on the same post).
- City route signs should include a directional arrow, destination, and distance.
- When city route 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.
- Destinations on signs should be named using common neighborhood names (e.g., Urban Villages and Urban Centers), major transit hubs, and regional parks.
- While a route may extend the length of the city, it should not list all destinations on a single signpost; instead, it should show important intermediate destinations.
- 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.
- Install signs on feeder streets between nearby destinations (e.g., schools, transit hubs, parks, Urban Village Centers, etc.) and city or regional bicycle routes. These feeder streets may have signs to indicate the distance and direction to the destination, and the distance and direction to the bicycle route. Pavement markings may be used on feeder streets in place of or in conjunction with these 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 at the following locations:
 - 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.
- Install street name signs 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.
- Use circular dot bicycle pavement markings with an arrow (or other markings) on non-arterial streets 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).
- Use the following guidelines to install route confirmation signs and communication that bicyclists are still on the correct route:
 - 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 the 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.
 - Use pavement markings to complement confirmation signs, where appropriate.
- Install spot signage 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 Department of Parks and Recreation is working with SDOT to develop brown signs for routes on Olmsted Boulevards.

Figure G.1. Bicycle Wayfinding Sign Designs



Examples of wayfinding signs for city routes



Examples of wayfinding signs for regional routes