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## APPENDIX A: Survey Questions

The following questions were part of an online survey conducted by SDOT in May and June of 2012:

**We will begin by having you tell us about the kind of bicycle trip that you typically make:**

1. Between April and September, how many days do you typically bicycle per week for the following trip purpose?

| Commute to school or work | Number of days per week |
|---|---|
| Shopping/errands | |
| Visit friends/social/entertainment | |
| Recreational activity or for exercise/health reasons | |

2. Between October and March, how many days do you typically bicycle per week for the following trip purpose?

| Commute to school or work | Number of days per week |
|---|---|
| Shopping/errands | |
| Visit friends/social /entertainment | |
| Recreational activity or for exercise/health reasons | |

3. What is the average distance (one-way) of your trip for each trip purpose?

| | |
|---|---|
| Commute to school or work | • I do not ride a bicycle for this trip purpose<br>• 2 miles or less<br>• 2 miles, but less than 5 miles<br>• 5 miles, but less than 10 miles<br>• 10 miles or more |
| Shopping/errands | |
| Visit friends/social/entertainment | |
| Recreational activity or for exercise/health reasons | |

4. What type of bicycle facility do you use for the trip purpose?

| | |
|---|---|
| Commute to school or work | • I do not ride a bicycle<br>• Off-street paved trail<br>• Arterial (busy) street with bicycle lanes<br>• Arterial (busy) street with sharrows<br>• Arterial (busy) street with no bicycle facilities<br>• Low traffic, low speed residential street<br>• Sidewalk |
| Shopping/errands | |

| | |
|---|---|
| Visit friends/social/entertainment | |
| Recreational activity or for exercise/health reasons | |

5. What was the primary purpose of your LAST bicycle trip?
   __ Commute to work or school
   __ Shopping/errands
   __ Visit friends/social/entertainment
   __ Recreational activities of for exercise/health reasons
   __ I do not ride a bicycle

**Now we are going to ask a few questions about your opinions of bicycling and City of Seattle priorities.**

6. Which of the following factors do you think would do the most **to encourage** bicycling in the City of Seattle? Please select your top 3 answers.
   __Reduce motor vehicle lane capacity
   __Enforce laws applying to motorists, bicyclists and pedestrians
   __Develop safety education and encouragement programs
   __Improve street pavement conditions
   __Provide more end-of-trip facilities (secure bicycle parking, showers/changing rooms at my destination
   __Install more bicycle racks on sidewalks/on-street bicycle corrals
   __Install more on-street bicycle facilities and/or off-street paved trails
   __Create a bike share program (short-term, public bicycle rental program)

7. Which of the following factors play a role in why you **do not** ride your bicycle to your destination? Please check all that apply.
   __Travel time/distance to my destinations
   __Lack of availability of end-of-trip facilities (secure bicycle parking, showers/changing rooms at my destination)
   __I do not feel safe riding a bicycle
   __Crime
   __Weather
   __Hills (topography)
   __Unlawful/unsafe motorist behavior
   __I have too many things to carry
   __I travel with small children
   __Less convenient than other options
   __Inadequate bicycle facilities and/or gaps in the bicycle network
   __Street pavement conditions

__Difficult connections to transit, not enough bicycle racks on buses, no room for my bicycle on the train
__Other, please specify

8. What type of bicycle improvements would you like to see the City of Seattle spend money on to improve the bicycling environment in Seattle? Please select your top 3 answers.
__Improve street pavement conditions
__Build off-street paved trails
__Install bicycle lanes on arterial (busy) streets
__Install sharrows on arterial (busy) streets
__Install neighborhood greenways (low traffic and low speed residential streets)
__Build on-street separated facilities (cycle tracks or buffered bicycle lanes)
__Install more signed routes
__Install bicycle racks/on-street bicycle corrals
__The city does not need more bicycle facilities
__I do not know

9. Which of the following best describes you as a bicyclist? Please check only one answer.
__A frequent cyclist who rides in mixed traffic with automobiles on any type of street.
__A frequent cyclist who rides on arterial (busy) streets when bicycle facilities are present and on low speed, low traffic streets when bicycle facilities are not present.
__Interested in bicycling and rides on low traffic, low speed residential streets, but I am concerned about my safety when riding in mixed traffic with automobiles.
__I am a recreational or occasional bicyclist and ride primarily on trails for exercise.
__I do not ride a bicycle now, but might be interested if Seattle developed bicycle facilities that met my needs or made me feel safer.
__I do not ride a bicycle and am unlikely ever to do so.

10. What are the most important destinations that you currently or would like to ride your bicycle to? Please rank your top 3 choices.

__My place of employment
__High schools
__Middle schools
__Elementary schools
__Universities/colleges
__Parks and other community amenities (libraries, community centers, etc)
__High capacity transit stations (Light Rail, Bus Rapid Transit, Ferry Terminals) or bus stops
__Neighborhood Commercial Districts
__Downtown Seattle
__Other

11. Please check the box if you know how to use the following bicycle facilities.
    __ Sharrows
    __Bicycle lanes
    __Buffered bicycle lanes
    __Green bicycle lanes
    __Green bicycle boxes

12. Other comments: See Appendix D.

**We will end by asking a few questions about you.**

13. In what zip code do you live?

14. Do you have an automobile available to you for trip making?
    __Yes
    __No

15. Are you:
    __male
    __female
    __transgender
    __ identify as other than male, female or transgender

16. How old are you?
    __Under 18
    __18-24
    __25-44
    __45-64
    __65 years and over

17. Optional question: Which race do you identify with?
    __Black or African American
    __American Indian or Alaskan Native
    __Asian
    __Native Hawaiian or Pacific Islander
    __White
    __Hispanic, Latino or Spanish

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**Interactive Mapping Tool**

1. Where do you currently ride most often?

2. Where would you like to ride that you currently do not?
3. Based on your experience, which Seattle streets are best for bicycling? Please be as specific as possible about location.
4. Based on your experience, which Seattle streets are the worst for bicycling? Please be as specific as possible about location.
5. At which locations would you like to see future spot improvements? For example, a bridge, railroad crossing, or intersection. Please be specific.

## APPENDIX B: Survey Results

The following data shows the raw results from the online survey questions listed in Appendix A. Some of this data was recalculated in order to be included in the Public Engagement Summary report.

**We will begin by having you tell us about the kind of bicycle trips that you typically make:**

**1. Between April and September, how many days per week do you typically bicycle for the following trip purposes?**

| Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Commute to work/school | 607 | 230 | 368 | 523 | 563 | 973 | 28 | 49 |
| Shopping/errands | 975 | 743 | 582 | 408 | 170 | 117 | 62 | 125 |
| Visit friends/ entertainment/social | 1104 | 760 | 494 | 313 | 132 | 85 | 59 | 116 |
| Recreation/exercise | 475 | 1037 | 750 | 436 | 247 | 189 | 96 | 133 |

**2. Between October and March, how many days per week do you typically bicycle for the following trip purposes?**

| Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option. | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Commute to work/school | 1039 | 421 | 374 | 374 | 334 | 694 | 27 | 44 |
| Shopping/errands | 1404 | 703 | 425 | 265 | 86 | 71 | 42 | 95 |
| Visit friends/ entertainment/social | 1559 | 695 | 335 | 176 | 82 | 48 | 30 | 85 |
| Recreation/exercise | 1186 | 1020 | 490 | 256 | 107 | 95 | 39 | 83 |

**3. What is the average distance (one-way) of your trip for each trip purpose?**

| Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option. | I do not ride a bicycle for this trip purpose | 2 miles or less | 2 miles, but less than 5 miles | 5 miles, but less than 10 miles | 10 miles or more |
|---|---|---|---|---|---|
| | 0 | 1 | 2 | 3 | 4 |
| Commute to work/school | 573 | 265 | 708 | 1174 | 637 |
| Shopping/errands | 839 | 1448 | 673 | 136 | 29 |
| Visit friends/ entertainment/social | 967 | 778 | 782 | 372 | 122 |
| Recreation/exercise | 394 | 132 | 264 | 464 | 2064 |

**4. What type of bicycle facility do you use for the majority of each trip? (Click on the photo to see large images).**

| Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option. | I do not ride a bicycle | Off-street paved trail | Arterial (busy street) w/ bicycle lanes | Arterial (busy street) w/ sharrows | Arterial (busy street) w/ no marked bicycle-specific facilities | Low traffic low speed residential street | Sidewalk |
|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Commute to work/school | 538 | 608 | 728 | 705 | 450 | 249 | 40 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Shopping/errands | 747 | 105 | 454 | 577 | 415 | 669 | 61 |
| Visit friends/ entertainment/social | 853 | 144 | 392 | 560 | 328 | 609 | 46 |
| Recreation/exercise | 346 | 1225 | 351 | 339 | 569 | 361 | 24 |

| **5. What was the primary purpose of your last bicycle trip?** | | |
|---|---|---|
| Commute to work or school | 2127 | 61% |
| Shopping/errands | 238 | 7% |
| Visit friends/entertainment/social | 151 | 4% |
| Recreation/exercise | 835 | 24% |
| I do not ride a bicycle | 131 | 4% |
| Total | 3482 | 100% |

**The following questions ask about your opinions of bicycling and City of Seattle priorities:**

**8. What type of bicycle improvements would you like to see the City of Seattle spend money on to improve the bicycling environment in Seattle? Please rank your top 3 answers.**

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** |
|---|---|---|---|---|---|---|---|---|---|
| Install off-street paved trails | 968 | 454 | 466 | 57 | 16 | 11 | 4 | 0 | 0 |
| | 49% | 23% | 24% | 3% | 1% | 1% | 0% | 0% | 0% |
| Install on-street separated facilities (cycle tracks or buffered bicycle lanes) | 1115 | 871 | 370 | 24 | 6 | 4 | 2 | 0 | 1 |
| | 47% | 36% | 15% | 1% | 0% | 0% | 0% | 0% | 0% |
| Install bicycle lanes on arterial (busy) streets | 402 | 687 | 652 | 36 | 22 | 10 | 1 | 1 | 0 |
| | 22% | 38% | 36% | 2% | 1% | 1% | 0% | 0% | 0% |
| Install sharrows on arterial (busy) streets | 52 | 153 | 189 | 50 | 38 | 20 | 19 | 0 | 0 |
| | 10% | 29% | 36% | 10% | 7% | 4% | 4% | 0% | 0% |
| Install neighborhood greenways (low traffic and low speed residential streets) | 301 | 559 | 571 | 46 | 30 | 21 | 9 | 1 | 0 |
| | 20% | 36% | 37% | 3% | 2% | 1% | 1% | 0% | 0% |
| Install more signed routes | 38 | 117 | 245 | 25 | 30 | 38 | 30 | 3 | 0 |
| | 7% | 22% | 47% | 5% | 6% | 7% | 6% | 1% | 0% |
| Improve street pavement conditions | 461 | 440 | 612 | 63 | 33 | 15 | 30 | 2 | 0 |
| | 28% | 27% | 37% | 4% | 2% | 1% | 2% | 0% | 0% |
| The city does not need more bicycle facilities | 97 | 31 | 27 | 4 | 1 | 1 | 0 | 40 | 14 |
| | 45% | 14% | 13% | 2% | 0% | 0% | 0% | 19% | 7% |
| I don't know | 10 | 10 | 30 | 1 | 1 | 1 | 1 | 11 | 43 |
| | 9% | 9% | 28% | 1% | 1% | 1% | 1% | 10% | 40% |

| **9. Which of the following best describes you as a cyclist?** | | |
|---|---|---|
| A frequent cyclist who rides in mixed traffic with automobiles on any type of street | 1766 | 51% |
| A frequent cyclist who rides on arterial streets when bicycle facilities are present and on low speed, low traffic streets when bicycle facilities are not present | 886 | 26% |

| | | |
|---|---|---|
| Interested in bicycling and rides on low traffic, low speed residential streets, but I am concerned about my safety when riding in mixed traffic with automobiles | 457 | 13% |
| I am a recreational or occasional cyclist and ride primarily on off-street paved trails | 202 | 6% |
| I do not ride a bicycle now, but might be interested if Seattle developed bicycle facilities that met my needs or made me feel safer | 67 | 2% |
| I do not ride a bicycle and am unlikely ever to do so | 80 | 2% |
| Total | 3458 | 100% |

**10. What are the most important destinations that you do or would like to ride your bicycle to? Please rank your top 3 choices.**

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| My place of employment | 2507 | 184 | 83 | 11 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 90% | 7% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Neighborhood commercial districts | 322 | 1163 | 652 | 31 | 3 | 3 | 0 | 0 | 0 | 0 |
| | 15% | 53% | 30% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| Downtown Seattle | 137 | 629 | 553 | 40 | 14 | 3 | 0 | 1 | 0 | 2 |
| | 10% | 46% | 40% | 3% | 1% | 0% | 0% | 0% | 0% | 0% |
| High capacity transit stations (Light Rail, Bus Rapid Transit, Ferry Terminals) or bus stops | 65 | 381 | 410 | 45 | 28 | 9 | 2 | 1 | 1 | 0 |
| | 7% | 40% | 44% | 5% | 3% | 1% | 0% | 0% | 0% | 0% |
| Parks and other community amenities (libraries, community centers, etc) | 184 | 619 | 900 | 56 | 34 | 7 | 2 | 0 | 0 | 0 |
| | 10% | 34% | 50% | 3% | 2% | 0% | 0% | 0% | 0% | 0% |
| Universities/colleges | 82 | 107 | 103 | 11 | 16 | 47 | 2 | 0 | 3 | 0 |
| | 22% | 29% | 28% | 3% | 4% | 13% | 1% | 0% | 1% | 0% |
| High schools | 5 | 6 | 19 | 3 | 3 | 6 | 45 | 4 | 1 | 0 |
| | 5% | 7% | 21% | 3% | 3% | 7% | 49% | 4% | 1% | 0% |
| Middle schools | 2 | 7 | 21 | 4 | 1 | 2 | 8 | 45 | 2 | 0 |
| | 2% | 8% | 23% | 4% | 1% | 2% | 9% | 49% | 2% | 0% |
| Elementary schools | 10 | 44 | 40 | 4 | 3 | 4 | 2 | 5 | 46 | 2 |
| | 6% | 28% | 25% | 2% | 2% | 2% | 1% | 3% | 29% | 1% |
| Other | 74 | 87 | 206 | 7 | 3 | 5 | 3 | 1 | 2 | 51 |
| | 17% | 20% | 47% | 2% | 1% | 1% | 1% | 0% | 0% | 12% |

**11. Please check the box if you know how to use the following bicycle facilities:**

| | | |
|---|---|---|
| __ Sharrows | 2974 | 89% |
| __Bicycle lanes | 3279 | 98% |
| __Buffered bicycle lanes | 3090 | 93% |
| __Green bicycle lanes | 2923 | 88% |
| __Green bicycle boxes | 2679 | 80% |

**We will end by asking a few questions about you:**

**13. In what zip code do you live?**

**3498 Responses**

| 14. Do you have an automobile available to you for trip making? | | |
|---|---|---|
| **Yes** | 3080 | 89% |
| **No** | 392 | 11% |
| **Total** | 3472 | 100% |

| 15. Are you: | | |
|---|---|---|
| **Male** | 2225 | 64% |
| **Female** | 1246 | 36% |
| **Transgender** | 6 | 0% |
| **Identify as other than male, female or transgender** | 21 | 1% |
| **Total** | 3498 | 100% |

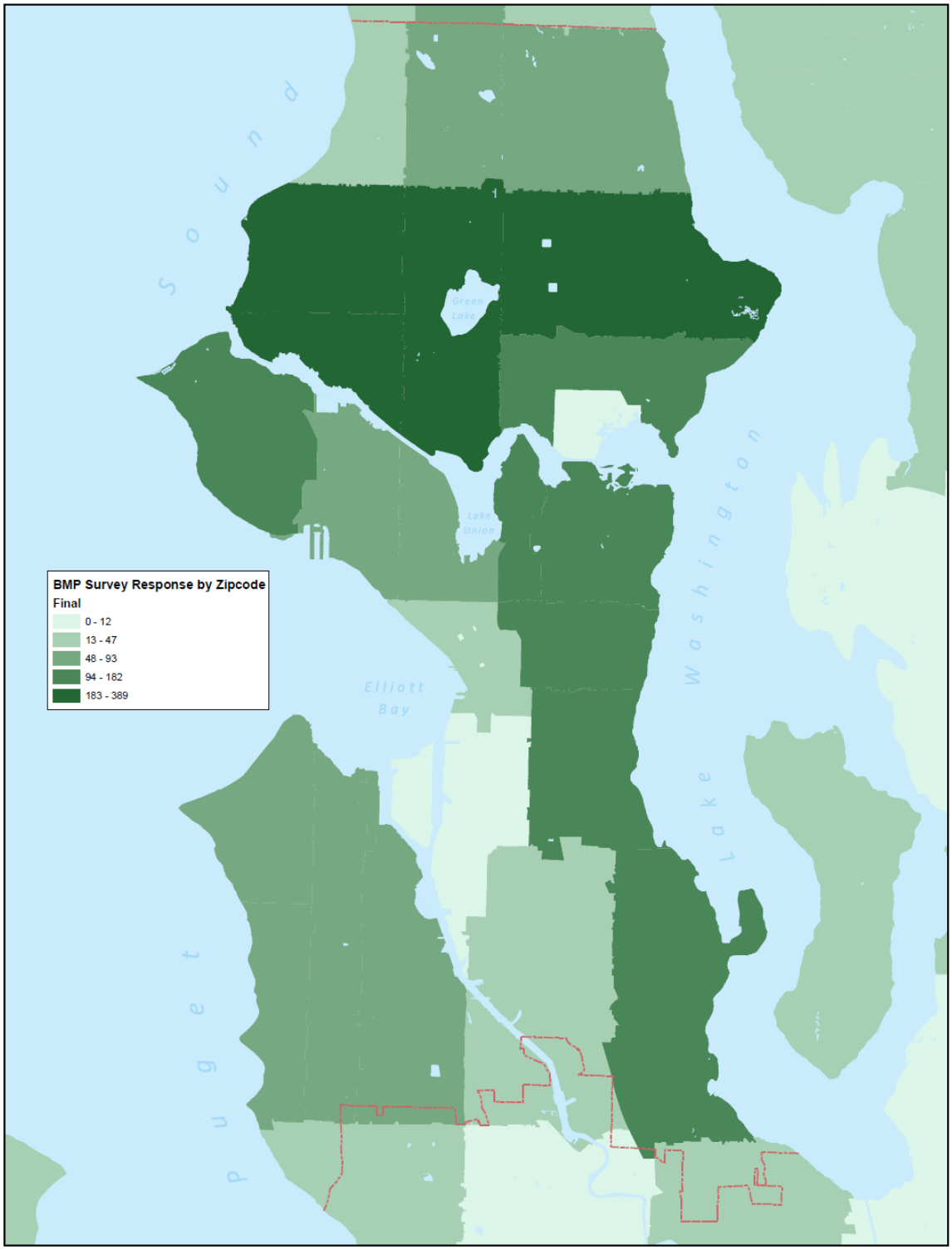
| 16. How old are you? | | |
|---|---|---|
| **Under 18** | 10 | 0% |
| **18-24** | 148 | 4% |
| **25-44** | 1976 | 56% |
| **45-64** | 1237 | 35% |
| **65 years and over** | 127 | 4% |
| **Total** | 3498 | 100% |

| 17. Which race do you identify with? (Check all that apply*) | | |
|---|---|---|
| **Black or African American** | 58 | 2% |
| **American Indian or Alaskan Native** | 62 | 2% |
| **Asian** | 209 | 6% |
| **Native Hawaiian or Pacific Islander** | 42 | 1% |
| **White** | 3117 | 93% |
| **Hispanic, Latino or Spanish** | 111 | 3% |

* Note: Total is greater than 100% since participants were encouraged to mark all that apply

## APPENDIX C: Response by Zip Code

The map below shows the Seattle-area distribution of responses to the online survey by zip code.



## APPENDIX D: BMP Online Survey Comments

The following comments were received in response to Question 12 in the online survey, which asked if respondents had any other comments.

1 I've been riding in all street environments for more than 30 years. I have ridden on self-supported tours of several hundred miles through heartland America and much of Western Europe. However, I still feel most comfortable on separated facilities and I would be much more comfortable with my children biking independently if there were more separated facilities and greenways. As it is, I cannot let my children bike to school in SE Seattle because the street conditions are just not safe

2 Bicycle lanes are too often shoved up against parked cars, putting you right in the dangerous "door zone" and also creating an expectation in cars that they don't have to watch out for you or take care in passing, because you're in the bicycle lane. For this reason, I usually prefer streets with sharrows. Bike lanes that are well-placed are great, but most of them seem too much of an afterthought.

3 I used to ride my bicycle a lot but now I am a parent and quite frankly, I don't feel comfortable putting my life at risk. Seattle needs safer biking option for commuting AND more responsible vehicular culture.

4 South Seattle has very little bicycle infrastructure. Cycle tracks on Rainier would be amazing and heavily used. Consider equity more in this version of the bike master plan.

5 Painted bike lanes that narrow car traffic (e.g. Roosevelt N.E.) are dangerous to everyone. Sharrows are stupid. Fix the road surfaces instead of painting the roads to maximize safety

6 Sharrows don't work.

7 Though not a "top 3" priority, motorists need to be educated about what is legal for pedestrians and cyclists to do (as do pedestrians and cyclists). Often my most unpleasant commutes are not due to weather, but due to JERKS. It is also crucial that bike lanes do not disappear at the most critical times (like intersections). It is also very hard to share a lane with a bus! Putting a sharrow in a bus lane is usually not helpful. Finally, I think if the administrators designing bike routes actually used them, they'd see right away what the problems are! I think many of theses systems must be made by non-cyclists or non-pedestrians.

8 Educating drivers that cyclists are people allowed to use the roadways too! I'd suggest a "share the road" campaign.

9 I commute to work downtown from Fremont mostly on the sidewalk unless the traffic is very light, because I do not feel safe mixing with traffic. You will never convince me that it is safe to do so in a bike lane, sharrowed lane or without either. There is simply no contest between a car and a bicyclist, just the same as a car and a pedestrian. I believe that we need grade separated lanes (full car lane for bicycling one direction)to successfully encourage Seattle residents to get around by bike, including with their children. I would never ride in any of the bike lanes with my ten-year old. Bike commuting will stay a fair weather option, truly, until the city takes action to reclaim the streets and provide adequate room and safety for the novice and people of all abilities to feel invited to bike in the streets. Our low roads into downtown need to have a full car lane each way reserved and separated for bicyclists to use safely, in order to provide direct, safe transportation to downtown that invites people of all abilities and levels of experience to commute/shop by bike. In particular, I mean Leary/Westlake/9th and Rainier/Dearborn. The existing facilities are inadequate or meander, which does not make for efficient and safe commuting. The ten feet that the city has provided for a cycle track in planning the First Hill Streetcar Line is insufficient room for passing or safety! Thank you for conducting the survey, but I think that the feature where you rank your top three is tricky to use and you may not get the answers correctly from survey users.

10 Sorry, I already took the survey but have one more comment: traffic light sensors! They need to be able to sense when a bike is waiting for a light to change, otherwise you get stuck forever at a light, until a car comes from the other direction to trigger it to change. Thanks!

11 Bicycle only paths (especially no pedestrians) and bicycle roads (roads that already exist re-zoned and restricted to bicycle use only) are what is actually needed to promote bicycle transit in Seattle. I feel safer riding with auto traffic than I do on the mixed use paths, also, the speed limit and uncontrolled intersection paths feature cause them to be very slow routes for the average commuting bicyclist.

12 Linden Ave is a key bike corridor and is in horrible shape between 65th and 60th, it is unsafe in my estimation. The bike lanes in SODO (E. Marginal Way S.) have not been cleared of gravel from the winter. There have been several cycling / auto incidents resulting in death in which charges were not filed and criminals were not found. People won't ride more until they feel safe, Seattle must punish negligent drivers that cause death, enforce laws to protect vulnerable road users BEFORE incidents, and maintain the key bike corridors. Bike sharing won't matter unless these issues are addressed.

13 Eastlake Ave is on my commute route and is the most treacherous part of my ride. Please consider repaving and adding a separated or buffered bike-lake to this stretch.

14 Biking has it's own safety and practicality challenges; with the additional peril that you can be instantly crushed to death by a vehicle. I can't imagine riding to work on a regular basis, except on bike-specific infrastructure or otherwise separated facilities. All is takes is one drunk, careless or inattentive driver. I support investment in this area.

15 Sharrows are no help to bicyclists, confuse drivers and are a total waste of money and effort. Only very clearly marked bike lanes and separated facilities really work on busy urban streets. Install stop signs on greenways at intersections!

16 Laws against motorists talking on cell phones or hitting/killing cyclists is too lax or rarely enforced. I fear for my life every time I need to ride on the street with traffic.

17 The two biggest thing that need to be addressed is street conditions and more bicycle lanes.

18 Stop making "bike lanes" that overlap with the parked car door opening buffer. Getting doored is a bigger risk than getting hit from behind.

19 Your image of "bicycle lane" is exactly what is wrong with your strategy. No one that I know who has ridden in traffic hugs the parked car side of the "bicycle lane" - for the very obvious - if you have ever ridden a bike - reason of the possibility of being doored. Seattle's bicycle lanes are simple too narrow - the rider must straddle the line of not being doored meanwhile the moving motorist on your left has no problems easing into an already narrow lane. Sharrows are largely ignored in this city. Ranking the proposed solutions for preference is fine with respect to gaining a better understanding of what riders want - but implementing and actually having new facilities used (the end goal) must come from propoer design, signage, and an education to the public. The City of Seattle does very little to instill and foster ridership compared to the constant complaint about rising gas prices and traffic jams. Bleh, at least you have a survey, which who knows if anyone will read. Thanks if you did.

20 On street parking should be severely limited and made more expensive in order to 1) make additional space and increase safety for cyclists, 2) discourage single-occupancy car commuting, 3) raise money for transit infrastructure improvements. An enormous proportion of Seattle's streets are essentially a subsidized (even free) car parking lot. Traffic violations should also be ticketed and fined much more aggressively, maybe by expanding the use of automated cameras, again to increase safety and revenue.

21 1. It is too cold and wet for most of the year for cycling to be practical for me. I just get miserably sick. Expecting bikes to be even close to a year-round transportation solution is ridiculous even for healthier people. 2. I didn't own a car when I lived in California in my 20s because it was warm enough to bike everywhere - and there were off-road bike options. Neither one is true here. 3. Eastlake is a truly awful route for bikers. I avoid driving it because I'm so afraid of hitting an out-of-it biker. I'd rather take I-5 (2X as slow and out of my way) and not worry about hitting bikers. You've made the road unsafe for both bikers and drivers. Way to go. 4. Painting bike lanes on busy, crowded streets is a recipe for injuries - I'm agape at how stupidly the McGinn administration has mushed bikes and cars together into dangerous situations. Roosevelt lanes are now too narrow for cars to drive safely (see the left parking lane in particular) - what were you thinking???

22 incentive programs will get people to try biking, but road conditions will keep them biking.

23 MOTORIST AND BICYCLEIST ROAD EDUCATION.I LIKE SHARROWS.

24 I would like to get bicycle-specific traffic revision alerts. I want to ride from the Bainbridge Island Ferry Terminal to my work in south Seattle but there are a lot of disruptions and changes in routes around the viaduct and on south 1st ave. that make it hard to deal with and are not bicycle friendly.

25 I dislike the Green bicycles boxes as a cyclist and a motorist. I feel that if cars have patiently waited to pass me curtiously, and then I cheat to the front of the line, they will then have to try and pass me again. This creates animosity between drivers and cyclist...preferential treatment.

26 More people would ride if they felt safe. I am almost killed once or twice a week by cars and lack of bike lanes.

27 Thank you for surveying ridership and awareness. I would like to see Seattle become even more bike friendly. As a male who is assertive on the road but also does my best to follow the traffic rules, sometimes the most frustrating thing is the poor condition of roads.

28 The road crossings on the burke gilman trail between ballard and fremont are dangerously and unnecessarily bumpy. Bikers go into traffic to avoid. Replace with green lanes!!

29 Please teach drivers how to drive SAFELY around bicycles. Please build Greenways in neighborhoods leading to schools and parks that are safe enough for children to use. Please make sure that cars have to stop when crossing the Greenway.

30 I go out of my way to ride on low volume, low stress routes when they are available for my own safety. Otherwise, I'll mix with traffic, but it's always dangerous as drivers HATE having me in their way. They often honk and pass aggressively close.

31 I don't really know what the green is about. With the box, I feel funny going around traffic to wait up front. It seems to upset motorists so I just wait my turn in line with the cars (ex 12th and madison).

32 Safety improvement should be #1 priority. A public information campaign intended to educate the public about how to share the roads with bicycles as well as physical improvements to separate cars from cyclists would be great.

33 Sharrows have lost their significance. Too many in too many inappropriate places have taught motorists and bicyclists to ignore them.

34 I want safer streets for biking!

35 First of all: Sharrows are useless! Second: I want to see facilities that are safe from Point A to Point B. Too much of the BMP was to add a lane here or there. It doesn't matter if any given street has a bicycle facility. What matters is: Can I bike from, say, Ballard to Capitol Hill where AT NO TIME do I feel unsafe or threatened.

36 We need a better route on to the west Seattle bridge!

37 I've long been a recreational cyclist but it wasn't until I got an electric bicycle as an experiment that I really started to use a bike for utilitarian trips, and then I discovered that it was surprisingly convenient, super easy to park, and my car sat in the garage for weeks on end while my body got in very good shape. I wore out 4 electric batteries and then discovered I can use transit for most of the hill climbing that the electric assist was helping with -- the ORCA card and OneBusAway app make it really convenient -- and now I ride all over the place, rain or shine, often in street clothes, with a basket on the back, often full of groceries or what have you. I really appreciate all the improvements that have been made in the 20 odd years I've lived in Seattle -- I've ridden on pretty much all of them -- and I really appreciate Mayor McGinn's focus on walking, bicycling and transit. I'm concerned there won't be enough space for bikes on the Link trains when that system is fully built out and gas is much more expensive. I think bicyclists are an indicator species of a healthy urban environment -- healthy for the bicyclists, and for everyone else who benefits from fewer cars on the road. We have a long way to go before we are Copenhagen or even Portland (which, in all fairness, are a lot flatter), but we're heading in the right direction. On the negative side, it was very unfortunate that the streetcar tracks on Westlake interfere with bicycling, and also unfortunate that the Westlake rebuild a few years back (in the pre-McGinn era) did not include a cycle track. The facilities on Dexter are great but it's not a flat route. Even though I'm in good shape and sometimes ride hills just for fun, I am routinely annoyed at the lost opportunities on Westlake. I am super excited about the East and West Mercer projects, especially the calm Valley Street, wide Mercer underpass and reunification of the street grid. I am excited about the potential of an Arboretum trail parallel to Lake Washington Blvd., and the neighborhood greenways that seem to be gaining steam. In my own neighborhood, Montlake, there's an opportunity for a greenway on 22nd/23rd Avenues hooking up to Interlaken Park which is a staircase now. A ped/bike activated signal to cross 24th Ave. E at Interlaken (like at the I-90 trail) and hooking up to the Arboretum trail would be a welcome improvement. We do NOT, repeat NOT, need a second Montlake Bridge for bicycles and buses. The current one is fine and will remain so. It's much shorter than the University Bridge or Ballard Bridge -- only a couple of hundred feet across. Spend the $80M we don't have somewhere, anywhere else, please!!! Like funding the rest of the Bicycle Master Plan! Of course it's the state that has the crazy idea to build that bridge, along with all their other crazy ideas, but they should never be allowed to do it. It would ruin the aesthetics of that entire area forever for little to no real gain. Thank you for listening!

38 Great work. Keep it up. Educate more people about the ease of bicycling and provide more education for businesses and residents about how biking really works well to make stornger people and communities.

39 Road diets and separate bike lanes (e.g., Dexter, 9th, etc.) are the most important improvement we can install. Use of colored lanes is fun and different - gets peoples' attention. Keep up the good work!

40 Helping kids ride to school is a top priority.

41 I was never instructed in how to use the above bike facilities. But I use them if they are available.

42 I ride on a mix of different facilities, but greatly prefer quiet, residential streets and being separated from fast traffic. When I ride with my son, we need much safer routes.

43 - Promote greenways. Use learnings from Portland and other places to make Seattle's greenways effective. I hope that in the future the city can remove the turn option at 43rd St and Stone Way on the Wallingford greenway. This would make this intersection safer. Additionally, I recommend stop signs at every non-arterial that crosses a greenway. - I will vote for bike supportive candidates running for city elected offices. - Do not overlook bicycle connections to new light rail stations and Rapid Ride stops. - Find motorist that killed Mike Wang. - Promote winter and challenging weather riding. - Eliminate helmet laws when launching a bike share program. Bike share programs have failed in other cities (e.g., Sydney) where mandatory helmet laws are in place. - Road conditions are atrocious in Seattle, which impacts cycling comfort. I encourage development of new bike facilities like those on Dexter, which buffer cyclists from traffic. - Lobby the state for the ability to lower traffic speed limits on neighborhood streets. Non-arterial speed limits should be 15 MPH in my opinion. - Promote electric bikes. The city will increase ridership.

44 My number one priority would be to build buffered bicycle lanes in a citywide network serving Downtown and all neighborhood commercial districts. We also need more on-demand crosswalks for pedestrians on streets like 24th Ave NW in Ballard. Pedestrians and bicyclists should always come before drivers. Also, the concrete on Ballard's proposed sharrow (NW 58th St) needs to be repaved.

45 Seattle is doing a great job and it's a good city in which to get around by bicycle (which I try to do). There is definitely room for improvement, though, and I firmly believe that as we increase cycling infrastructure, we'll get far more people riding for short trips. I think a good place to start is encouraging/ensuring safety of kids biking to schools.

46 This survey gave a lot of false choices. For instance, I had to choose what type of condition I rode in, when my commute mixes 4-5 types of conditions. There was not "bike trail" choice at all. How did you forget to mention the Burke Gilman? What were you thinking by leaving that out, as it is one of the main corridors for many bikers? No question about whether 1 or 2 percent of our public transportation dollars should be dedicated to improving bike infrastructure. Is the transportation good ole boy network so powerful that planners are not even capable of asking the public how our money should be spent? If you do this again, I respectfully ask that you please start giving us some substantive policy choices, rather than treating us paternalistically with pictures that ask us, do you know how to ride your bike on a street? I found that somewhat insulting to my intelligence and the intelligence of tens of thousands of committed citizens are making this place better to live by putting our lives on the line every day with two wheels. Please show us more respect. Signed: Rudy Owens, tdfuega@yahoo.com, MPHc, UW School of Pubic Health and committed lifelong bike commuter and promoter of multi-modal transportation.

47 Greenways and buffered bike lanes/cycle tracks and an effective, CONNECTED network of these facilities seem like the best way to encourage people to use biking as a mode of transportation.

48 Thank you for doing this! I love the bike route signs Seattle has around the city; they are so helpful! If more bike lanes are put in (which I think would be great), I hope that there could be more space between them and parked cars to help avoid getting door-ed.

49 Install more bike racks everywhere

50 Once people know that biking is faster, they will bike.

51 I would like to see the city provide incentives for businesses to welcome customers who arrive by bike. Current incentives promote bike commuting but not everyday bike use.

52 Please encourage the Seattle Times to be more balanced in its coverage of bicycles and to monitor following these articles. There is a definite anti-bike bias both in articles and in tolerance of comments after, and it'd be nice if our newspaper didn't actively contribute to the hostility between bikers and drivers.

53 We're on the right track (no pun intended), it's just time to step it up!

54 I appreciate bicycle facilities, but don't go overboard. I also drive a car, and appreciate being able to get around that way too. Seniors, people with disabilities, parents with children cannot conduct their affairs on bicycles ... Let's not become zealots, folks.

55 Enforce the use of turn signals for cars. Kill two birds with one stone - motorists using handheld devices never signal - both illegal.

56 Cyclists endanger themselves and drivers. We do not need more cyclists in Seattle. We need fewer potholes.

57 not sure what this question is asking - I know how to ride a bike but am not sure if there are laws / rules pertaining to these bike facilities

58 I would like SDOT to install bike traffic lights that allow bikes to enter the intersection BEFORE cars at busy intersections. See Portland's bike infrastructue. Also would like SDOT to build islands midway across major arterials for bikes to wait safely in if they cannot cross 4 or more lanes of traffic safely or turn left safely. Also seen in Portland.

59 I live in Georgetown, and there's no way of leaving my neighborhood without sharing lanes with semi trucks and other vehicles who are often traveling at well over the posted speed limit. I'd love to see buffered bike lanes on 1st, 4th, E. Marginal, and Airport in order to connect us to other communities. A simple bike lane isn't effective on these streets, as I found out last week when I was passed too closely by a speeding Metro bus while riding in a bike lane on E. Marginal. The draft nearly sucked me into it, and I crashed. I love my neighborhood, but at some point my husband and I will have children, and we'll need to move to a neighborhood with adequate safe facilities, where speed limits are enforced and drivers respect cyclists. No child of mine will ever use the bike lanes on E. Marginal Way S.

60 There is a need to improve north-south cycle facilities across downtown. For example, 2nd Avenue bike lane is more dangerous [door-zone, left turns] than illegally riding down the bus lane.

61 East-West is more important than North-South. Public buildings should provide secure parking. I mean City Hall.

62 I want to emphasize that pavement conditions are a really big issue and make riding a bike significantly scarier and unsafe than it could be. We have plenty of sharrows and often it seems like they're just slapped down on random streets--maybe that's useful for wayfinding? Also I know how to use a bike box (I think) but I'm not sure bike boxes accomplish much (especially at places like 12th and Pine where they pavement is super crummy). In a perfect world I'd like to see some sort of standard about how to queue at intersections--do I go up to the front of the line even when there's no bike box? There's disagreement on this subject, I think.

63 Put the money into fixing the streets. We don't ride bikes

64 By far the worst part of my 10 mile commute is the two blocks connecting the West Seattle Bridge to Delridge Way SW. It's a vital link in our bicycle network for almost any cyclist in south-west Seattle, and the lack of infrastructure is appalling. The bicycle facility dumps cyclists onto a poorly-maintained sidewalk on the wrong side of the street, which crosses several blind driveways before the intersection with Andover. The presence of places like this makes me question if Seattle is really committed to safe commuting, or if SDOT is just interested in painting a few sharrows to convince themselves that they're green. We can spend $4 billion of our sales and property tax for a useless tunnel under the city; can't we spend a couple thousand more to improve facilities in a way that will actually serve the needs of Seattle commuters? With the current SDOT/metro rechannelization of Delridge, now is the perfect time to address this stretch of road.

65 Bike lanes on low traffic streets parallel to busy streets are more useful. Keep bikes off of busy arterials.

66 Safety, safety, safety, and that means separated rights of way and low speed, low traffic side streets.

67 The new green bicycle box at 34th and Fremont is poorly planned with the right hand lane taken up with too much parking. People have to totally cover the green bike lane because there is only room for two or so cars in the right lane. Take away the parking.

68 I look forward to Mayor McSchwinn's defeat at the polls.

69 I would like to see more separate bike lanes on flat streets like Rainier Avenue South. I would bike to work everyday if this existed. Having a physical barrier between the bike lane and cars would be very helpful. I biked for 40 years and now am terrified after too many near misses with cars.

70 Once a month bike day from late summer to early fall.

71 Bike lanes next to parked cars are more dangerous than no bike lane, yet they are more numerous than any other 'bike facility'. I'm reluctant to propose that SDOT spend more money on bike facilities because (other than separated trails) I don't think they do much to increase safety or encourage riding (I have yet to find and attempt to ride on a signed bike route. I can't imagine bothering.). I'd like to see SDOT identify a bike-only, north-south corridor that my grandmother would feel safe to use (grandmothers regularly ride in the Netherlands). That would encourage people to ride their bike in Seattle.

72 Potholes and degraded pavement is a huge impedence to bicycling safely in the City.

73 Many of the recent bike lanes/sharrows are much improved over the old facilities. Older facilities (like the 2nd Ave bike lane downtown) are often in poor position and not well protected. The mix of quality for any particular facility type makes it difficult to generalize maps and other information.

74 Seattle needs more east-west bicycle facilities. There are so few east-west bicycle lanes north of the U-district and the ones we do have end abruptly, leaving the rider to figure out some other route. It's maddening. City planners need to ride bikes to see what it's like to try and be a commuter in Seattle.

75 I highly recommend more separation for cyclists and motorists. After living in Denmark and the Netherlands, I strongly believe that cyclists, pedestrians and motorists will do the right thing and be safe if there are safe and adequate facilities. This will ultimately encourage more novice cyclists to cycle. My other main concern is lack of a safe route through downtown Seattle. Currently I ride on 3rd Avenue with the busses. I feel that the bus drivers pay more attention than the motorists. 4th Avenue north is scary with the bike lane and then lack of bike lane. This should be a TOP priority. Due to tourists and new drivers to the city, these routes need to be very obvious, not simply painted lines or sharrows.

76 As a motorist I hate sharrows. It's a cheap solution. At least bike lanes are needed on busy streets. If a street can't accommodate a bike lane then opt to move bikers to a parallel side street.

77 Bike lanes on busy arterials are just not safe and don't usually consider terrain. We need more bike routes on quiet streets that are gently sloped - something I could take my middle school child on.

78 Seattle has not done a good job of creating safe bicycle lanes. We've done the wrong thing of taking high use and heavy traffic routes such as 8th Ave NW and 45th Ave and made them worse for motor vehicles and downright dangerous for bicycles. We as a city should be using low speed low traffic routes for safe bicycle routes, much like they do in Vancouver, BC.

79 The Green lanes and boxes confuse me on my bike and while driving my car, they confuse others too!

80 Your survey seems squeued toward bicycles. It doesn't give many options.

81 It's difficult to answer the survey with only one option for what facilities I use on my bicycle trips. My trip to work uses sidewalks, low speed residential streets, arterials with bike lanes, and arterials without bike lanes, because I pass through all of those conditions. I am forced to use arterials with bike lanes and sidewalks to cross I-5, for example, but I would prefer not to. I was hit by a driver last year who ran a stop sign while I was biking on NE 50th St to cross I-5. I cut down drastically on how much I bicycle, and bike out of my way to cross I-5 at NE 65th Street instead. I would bike much more and to more destinations if I-5 were not such a huge barrier.

82 MORE PAVED PATHS FOR FAMILIES PLEASE!!!!! IMPROVE SAFETY ON BALLARD BRIDGE- CAN'T RIDE IT WITH KIDS.

83 Thank you for improving the Ship Canal trail and the transition towards Fisherman's Terminal. It makes biking around the south end of the Ballard Bridge so much easier and safer!

84 Thanks for the survey!

85 I love Burke-Gilman! I love bikes! Thanks for keeping SEA-town bike friendly!

86 Please fund safe bicycling in Seattle!

87 I don't understand the bicycle box in Fremont! Street paving is the most important issue for me, as bad paving can cause swerving into car laves.

88 This is a great idea. I hope you get a lot of feedback.

89 I'd like to see awareness and clearly marked bike routes as a bicycles t and motorist. I think the green bicycle lane is fantastic because it alerts drivers that this is a major bike lane. I have ridden in Portland and really enjoy moving the bike routes off major roads where possible. They are well signed and create a continuous and relatively direct network of routes. I think this is key in creating a successful bike program for a city. ALSO stop putting freaking bike lanes in extremely busy bus lanes (Elliot)! I have riden this route for 4 years now and have lost count of how many time 1. People on the bus are almost injured to due immediate stops or slow downs by a cyclist or bus pulling out of the bus lane into the traffic lane. 2. Bus pulling into the traffic lane almost causing a collision to avoid a bicyclist.

90 I skateboard long distance often. Consider that users like myself also use the bike improvements as well. Love the removal of steel posts on the Burke in Fremont!

91 Due the service nature of my job, I need to carry tools and materials in my van through several areas of the city which have a high volume of bike traffic. While I applaud anyone who rides a bike to work or for recreation on the city streets, I think there is a serious problem with bicyclists who do not obey the traffic laws and become a danger to themselves in traffic by riding two abreast on narrow streets, run stop signs and lights. The last thing I want to do is have an accident with a bicyclist, or pedestrian, but I am constantly putting my life in jeopardy by having to pass them in oncoming traffic or dodging them in intersections. The roads are meant for all and we ALL need to be courteous and conscientious to each other! Seattle PD needs to make a serious effort to cite bicyclists who are a danger to themselves and others.

92 I keep seeing people driving in the bike lanes! Some of them have the paint so worn that drivers might not know they exist. Drivers have gotten much better in the past 5 years, but I think they need strong cues about what to expect and how to act on the road- make it easier for people to do the right thing without thinking about it.

93 Sharrows are bullshit. The one on 15th and Elliot that you are supposed to share with buses is down right criminal. Do better.

94 More people on bicycles.

95 The city needs to consider bicycles and pedestrian pathways and alternatives for ALL of their construction projects as a whole. Some over arching program management to wholistically look at bicycle/pedestrian safety end to end. Example...Alaskan Way is currently unsafe for both pedestrians and bicycles.

96 Some of the bigger bike lanes in town (e.g. the buffered lanes on 7th Ave & the left-hand bike lane on 2nd) are starting to get so faded that motorists don't seem to notice the markings any more and just drive in them anyway.

97 sharrows just totally suck, drivers ignore them. bikes need to be separated from traffic, unfortunately the few crazy drivers ruin it for the normal ones.

98 Better road surfaces and more street sweeping services for bicycle facilities please.

99 I like unpaved trails like the one through Ravenna Park. I find buffered bicycle lanes (especially if separated) frustrating to use because they make left turns difficult.

100 The green bicycle lanes and green bicycle boxes are terribly confusing for motorists. When I do use car share to drive, I am confounded by the awful and dangerously confusing traffic signage in Seattle. This makes bicycling on streets very dangerous. Also, the flagrant disregard for traffic laws by bicyclists who ride in the street is ridiculous.

101 To be honest, I've been riding bikes in seattle/bellevue area for 20 years - but I don't really know the official rules/laws for utilizing the above bike facilities. I think it's critical to slow traffic down in Seattle's residential neighborhoods in order to increase the safety factor for riders. Strategically placed speed bumps will do wonders for slowing cars down - thereby creating a safer riding environment for bikers. Thanks!

102 I think the 'focus' on 'problem bikers' is a distration/red herring and a myth. Given that Seattle has one of the highest mortality rate for bicyclists in the country, and those deaths have been 100% car-fault, the city really needs drivers with anger management issues. They are the deadly problems. One way to do this is to pass pro-bike laws and ordinances to encourage biking, keep bicycles safe from cars, and quell arguments from angry drivers. Laws like those in Idaho (bikes are not required to stop at stop signs) are a good start.

103 When will Seattle be repairing potholes again, if ever?

104 Greenways and buffered lanes pls

105 Motor vehicle driver awareness!!!! Ask the community of car drivers if they understand what a sharrow is, what a bike lane means, or what standard hand signals mean. I'd guess that a significant percentage has no answer to 2 or 3 out of those 3 questions!

106 Don't like & often do not use bike lanes on busy arterials (e.g., Stewart St.)that are next to parked cars - door prize concerns. Usually take a lane, drivers get mad & tailgate, etc, but I feel safer. Think these kind of lanes such as on Stewart are arguably less than useful.

107 Cyclists get hurt or killed because they are usually trying to "sneak" by a vehicle. They should be required to take and pass an exam for safety; (pay an exam fee)and be fined the same as vehicles or motorcycles for infractions.

108 Some people CANNOT ride bikes due to age, infirmity, or goods delivery. Don't make life impossible for them!

109 The City bicycle path is useful. Keep it coming! I am retired so am primarily a recreational bicyclist.

110 I am very grateful for the extension of the Ship Canal Trail, and for the new SoDo trail on Alaskan! I use them both almost every weekday.

111 I hate to see biccycle dollars wasted on poor projects, like bike lanes on areterials, unless it is downtown. It makes much more sense just to have bikers use parallel residential streets. I live in Ballard, and would never bike the 24th Ave. bike lane. I bike on 22nd Ave, a nice quiet residential strett. It would have been better to design 22nd as the bike route, and install yield signs on cross streets and traffic circles. But the most important projects are gettting it all connected, which means fix the Ballard Bridge! This is the number one hinderance to cyclists from this part of town. Concentrate on commuting projects, not recreational bike projects. Educate drivers that these projects are for commuting, not recreation. The recreational use should be secondary. The absolute goal should be seperate bike paths for north-south routes, and cross town routes. Stop wasting money on silly sharrows and bike lanes that don't make sense(24th Ave. W, 20th Ave. W,NE 45th St.). Good bike lanes that make sense are Dexter and Western Ave. downtown.

112 barriers to drivers encourage bike commuting such as lack of street parking, cost of paid parking. Reducing the number of pot holes and more off road routes/trails would help alot!

113 Hard to describe a mix of bicycling styles with this survey. With the kid on the bike, it's low-speed roads and bike lanes. With just me, it's any road. Also, paint stripes does not a buffer make. There needs to be something that will actually stop some yo-yo chatting on his/her phone from killing me.

114 I do not have a clue. We ride old school, when you see a car coming, you yell'car' & get out of the way, then continue on. It has always worked well, doesn't slow down traffic & no one gives you the finger.

115 I work at home, so I'll never commute, but I would ride more if we had good facilities in my Northgate neighborhood.

116 7th Ave between Dexter & Westlake is terribly maintained. Physical barriers at 7th & Battery have been destroyed and not replaced. Motor vehicles frequently travel in the bike only lane.

117 As bicyclist, we must also adhere and respect the laws of the road. Running red lights and dodging in and out of traffic at crazy speeds, do not gain us any respect from motorist, especially if verbal assault and flipping the finger is one's means of negotiating traffic! If we exhibit bad behavior on the road, we certainly will not have much sympathy support from non-riders come a crucial city vote.

118 having parking spots along a bicycle lane is incredibly unsafe. I have been "doored" twice. Ending free on-street parking would go a long way towards making cycling safer

119 The streets of SODO are a cyclist's nightmare. The industrial traffic is manageable, but the potholes and train tracks might be what kills me in the end.

120 It would be nice to see biker obey the law. at almost every red light where there is a bike they run the light. I take the bus to work and my return bus starts north of NE Pacific on 15th NE. Bikes come down the sidewalk at 15 to 20 mph and not yeild for peds. ALmost every day I see a person have to jump out of the way of a bike. The city should hold off on spending more money on biker until they show some respect for traffic laws and peds.

121 I know how to follow rules! I am just tired of my tax money going to make bike lanes when the potholes are deep enough to ruin a tire on my car. I enjoy riding - but I will never bike to work or do errands on my bike. I also never shop in Ballard anymore because there is no parking!

122 Most important: Building a network of bicycle oriented greenways is very much needed and would set this city to being much more bike friendly and safe! Survey note: Some of the above items could use better explanations of what they are or what they mean, which could be done with mouse over info (techically).

123 bike paths would be safer for cyclists and less frustrating for motorists if they were separate from roads.

124 enforcing traffic laws to the point that people feel they will be caught for breaking a law rather than being willing to risk breaking a law on the off chance they will be caught is the most important thing that a city can do to make the roads friendly for everyone: people, vehicles, and cycles.

125 Let's make Seattle on of the friendliest bike cities! The biggest problem I see is hostility from drivers. A public awareness campaign encouraging cyclists and showing how to treat them would be great.

126 Half-bicycle lanes that share space with parking, such as those on 8th Ave NW north of NW Market St, are hazardous. Some people park to far from the curb because they appear to have ample space. Two lines should always be painted even if it makes the parking area slightly smaller than "code" allows.

127 Great job on Dexter Ave N.

128 I suggest reducing bike conflicts with motorists. Sharrows make no sense to me and putting bikes of freight routes promotes dangerouse situations.

129 Thank you for addressing the needs of cyclists. I think the most effective improvements are ones that call attention to cyclists and make them more visible, like the green bike lanes and boxes and buffered lanes. These make me feel more comfortable sharing the road with cars when it is unavoidable.

130 Nobody understands sharrows, and motorists often ignore them. I think the buffered bike lane needs ot be implemented on 2nd, downtown, because I almost get hit there ALMSOT EVERY SINGLE DAY. No joke, every time I ride that lane, someone turns into me or I see it happen to someone else. I've helped people up from about 5 crashes there over the years I've been riding to downtown for work. Please do something about that! It's a highly visible bike lane and would be much safer with a buffer.

131 The narrow lanes of the Ballard Bridge are highly dangerous and limit interest in commuting from Ballard to downtown.

132 I also have an issue with the fact that in several places where the burke gilman trail crosses major streets (NE 25th, Brooklyn for example) that there is no protection from those making right hand-turns across the trail. For example, if a driver is driving west on Pacific and turning right onto Brooklyn they often do not stop or even look before they turn because the light is green, however those crossing Brooklyn on the trail going west ALSO have a 'walk' signal which conflicts. Same situation at 25th and Burke Gilman by U-village, and also at 15th and Pacific in the U-district . These are the most common places where I have had close calls on my bike.

133 If I don't know one of the choices, why don't you give me somewhere to go to find out.

134 Ballard Bridge needs to be much more bicycle friendly!!

135 I don't like/understand green bike boxes. I don't think cars like/understand them either.

136 Cyclist need to feel safe from getting harrassed (swerving) or hit by a car or they'll never ride.

137 Our bicycle plan stinks! Don't mix cars and bikes, bikes never win. Instead of spending all this money on bicycles in a city that's dark and rainy most of the year, could you improve the Metro and make the buses run on time? Please?

138 On the previous page about type of facility, very rarely are their multiple options that are comparable in time and comfort. We are forced to use sharrows and bike lanes and nothing because there aren't good residential or buffered or separated options. If we had an equal choice for my route, I would rarely use sharrows or bike lanes and I bet 99% of riders are with me. Also, there are many street classifications between arterial and residential. All the connectors can be very good bike routes because of their lower volumes. We have too many streets classified as arterial in this city. Finally, the photo of the facility types on page one does not enlarge in a way to show you all the photos. It only showed the right 4. I'm using Firefox on a PC.

139 My commute is half bike lane on Ravenna Blvd, part low-traffic street Brooklyn Ave NE Education and safety campaign should target motorists as well as cyclists who ignore traffic rules. from 60 yr old woman bike commuter

140 By far my top priority is finally finishing the BGT Missing Link, and now that the City has been forced to study and design the ultimate alignment, build it without creating the interim alignment. Don't let cycletracks or greenways serve as a substitute for completing this trail!

141 The city of Vancouver, BC has a really nice solution to bike commuting. They select specific, *non-arterial* streets as part of their many "bikeways". These are often quiet and safe - and it required *very little* in the way of adding infrastructure. I believe cars have to give full right of way in those bike thoroughfares. I'm sure city of VAN has more details online.

142 I've read an article that talks about other countries, in Europe I think, that require motorists to travel 20 MPH so as to avoid more severe injuries if there's an accident. It would be good to have separate barricaded lanes and/or require motorists go less than 30 MPH to avoid traumatic injury to bicyclists.

143 The safe bicycle network of paths, sharrows and separate bike trails is too disconnected to safely navigate to many neighborhoods in Seattle. This is discouraging wider adoption of bicycling in this city and putting more bikes in shared automobile situations and driving up resistance from drivers... it makes for unsafe bicycling.

144 I would like to see a safe fully bike laned (w or w/o buffer)route from the University Bridge to South Lake Union and then to Pioneer Square.

145 Paint on a roadway which designates a (un)buffered bicycle lane does not work. There needs to be physical impediments to deter vehicular traffic from encroaching and to also make cyclists feel safe.

146 Complete the missing link in Ballard! Improve trail conditions where trees have caused rooted sections to be dangerous.

147 You asked me if *I* know how to use the above facilities. I think I do. But I'm not sure motorists know what to expect in each situation, nor am I sure that new cyclists or pedestrians or anyone else understands the all the facilities above. I can tell from installation of sharrows, for instance, that there isn't even agreement WITHIN the City of Seattle on standards for putting them in or for what they indicate. I do NOT ride on them when they are in the door zone, but many cyclists think you should.

148 Regarding question #4, my daily bike commuting route takes me over a wide range of facilities, including off-street trails, roads with bike lanes and sharrows, and roads with no bike facilities.

149 Need that B-G missing link to feel comfortable riding with my daughter in a trailer.

150 keep up the good work!

151 Look at Munich, Germany on how to do this correctly. Separate, off-street bike paths. NO bikes on sidewalks. Bikes belong in the street or on dedicated paths and cars need to respect them. Thanks!

152 I am a beginner bike commuter. For that, I have no problem using side walks to go to places at low speed when necessary. Some hardcore bike commuters are very inpatient with people like me. Seattle City should advertise to people like me that it's OK to take a side walk. I think there are many of starters or want to start who are intimidated by those speeding commuters. It's nice to see which streets have wider side walks than others on bike map you provide.

153 Please fix the gap on N Linden between Shoreline Interurban trail and the Interurban trail from 110th to 130th.

154 I think we could add bicycle safety questions to Driver's License tests to help motorists understand who they are sharing the road with. Also, bicycle theft is a big problem and it would be good if SPD established a bicycle crime task force to alleviate this issue. Thanks for doing this survey!

155 Accidentally answered sharrows to #8, meant bike lanes. -Do more to clean up the sidewalks and keep the drains clear on the Ballard bridge. During big rains the huge puddles prevent pedestrians and cyclists from crossing.

156 Thank you for continuing to make Seattle a bike-friendly city. The potholes and pavement conditions sometimes cause cyclists to swerve out of their line to avoid crashing in the pothole. Keeping bike routes decently paved and swept could improve the safety and car-bike interactions.

157 Auto and/or buses, not bikes, are the transportation preference for the vast majority of Seattleites. Stop compromising automobile traffic with unsafe narrow auto lanes and other accommodations for bikes.

158 Despite the areas needing improvement, Seattle is a great city for cycling. Keep up the good work, we're on the right track

159 45th ave NE is not a great place to bike, so why does the bike map for Seattle recommend it?

160 One thing I do not want to see more of is "sharrows" which seem to do nothing but irritate drivers and make it less safe to cycle. I left question 9 blank because none of the profiles were appropriate to me. I am a relatively infrequent cyclist but when I do ride it is on a mixture of arterials and residential streets with a few paths thrown into the mix.

161 I don't drive, so my electric bike is my main mode of transit. Most of my friends would not touch a bike, because it's scary to ride in the streets. Over time, I've gotten used to sharing the road with cars, but I would far prefer buffered bike lanes. Dexter's repaved bike lanes (thanks!) should have been separated from traffic by the on-street parking strip. Also -- I wear a helmet, but helmet laws should have an expiration date. Helmet laws tell people that riding is unsafe and solely for people with the right sporting equipment. It dehumanizes cyclists to motorists. While I understand its necessity in the short term as bike infrastructure is built up, the long-term goal should be to widen sidewalks, encourage biking on sidewalks (many pedestrians don't realize it's legal in Seattle to do so), or to otherwise separate bike traffic from vehicle traffic. Requiring helmets does nothing to discourage half-hearted bike-motorist separation; sharrows are not a good permanent solution. Biking on the roads is scary!

162 I would like to see speed limits tightly enforced.

163 please shift bike lanes to arterials without transit service. there is friction between the two modes and both need to work well. if they both must be on the same arterial, install the Dexter solution. will the Broadway cycle track be wide enough, given the hills and cross traffic?

164 Take a lesson from Vancouver, BC. Close certain streets (Dayton Ave N, for example) to arterial car traffic by forcing cars to turn off and use Greenwood or Aurora Avenues. Install traffic lights that cyclists can activate WITHOUT having to dismount so we can safely cross busy arterials with lights that only respond to the weight of cars.

165 Enforcement of the laws, with regards to motorists is key. Too often motorist are texting/talking on the phone when they have come close to hitting myself or other cyclists.

166 Knowing that there is a safe route the whole way is my biggest factor in deciding whether to ride somewhere.

167 I commute nearly every day from Ballard to Downtown Seattle (I work in the Columbia Tower). The locker/shower facilities in the Columbia Tower (which, I believe, are financed in part by the City) are one of the main reasons I am able to bike to work. If more people knew about or had access to facilities like this, I think more people would be willing to try out commuting! That said, it's not easy to get from Ballard to the Columbia Tower without a safe, efficient north-south corridor. I usually take the Terminal 91 trail to the waterfront and then up Cherry, though it is much longer than taking the Fremont Bridge to Dexter to 5th Ave. A buffered bike lane on 5th Ave would be my dream come true. Connecting the BGT in Ballard would be my second dream come true (since getting from Market St. to the BGT can be pretty scary with the condition of the roads, speed of drivers, and abundance of train tracks). Thanks for listening! Charlotte

168 While I am already an avid cyclist, the greenways projects popping up around town seem to have the best approach at getting my wife to start riding - riding with cars is just too scary for some people.

169 Thank you for putting so much attention to us cyclists, it's time we transform the way we move through our cities away from cars... bicycles and mass transit is a great and greener answer! -Sean

170 In Brussels, a very car-based city, I experienced an incredible Bikes-Only Day one quiet Sunday in September. Doing such an event here, one day a year, would bring many non-riders out on the streets and reveal how lovely this place can be with fewer cars. In short, a Bike-Only Day would quickly grow the constituency for cycling in the city. Do it!

171 I know how to use green bicycle blocks, but it would seem to me that many drivers do not, or they ignore the posted signs/directions.

172 I live in Ballard -- so we are constantly dealing with the "Missing Link." I can't stress enough -- just how important it is to fix that problem - and to make the connection with the rest of the Burke Gilman. I'm constantly seeing accidents....

173 I think Seattle and SDOT are doing a pretty good job for us cyclists, and we appreciate it - thanks. Nothing beats having dedicated off-street paved trails like burke-gilman. If we could get the missing link done and keep growing the paved trails network in the city, this would do a lot to encourage more people to ride their bikes everywhere instead of driving. Especially if there's lots of over-passes and under-passes that cyclists can use instead of stopping for lights - people would realize that biking is faster, healthier, less stressful, more environmentally friendly, and just plain more fun than driving in the city.

174 I encourage investment in a citywide network of neighborhood greenways that facilitates bicycle riders' opportunity to travel from Rainier Beach, South Park or Arbor Heights to both nearby neighborhoods and downtown; from downtown to Madison Park, Judkins Park, Carkeek Park or Lake City. In other words, my vision is one of Seattle with all of its neighborhoods connected to one another via low traffic, low speed residential streets, supported by existing arterial or trail facilities. Imagine being able to traverse all of Seattle with only minimal use of major car/bus arterials! It would please auto users and bicycle riders equally! Thank you for your time and work on making Seattle's master plan a future success!

175 Maintaining existing facilities seems to be overlooked in Seattle (repainting bike lane striping & repairing potholes in the area of the lane where bicyclists ride).

176 For the love of every good in life, please put a bike trail across 520, and shield it from the noise of car traffic! Second priority would be to increase the number of bike racks on buses.

177 Thanks for all your work! I'm actually very comfortable as a cyclist in Seattle.

178 less sharrows--no drivers understand them and they just get pissed when you're in the middle of the road.

179 While I am a cyclist who rides in "mixed traffic with automobiles on any type of street" That is only because doing otherwise would double my commute. I do not lightly choose to share the lane with aggressive motorist and would prefer not to do so. Also, fix the missing link!

180 The green bicycle box sucks. It encourages a dangerous, rude habit.

181 For the love of god, enforce the laws about not riding bikes on the sidewalk. I get clipped or narrowly missed on a regular basis.

182 Southbound on Ballard bridge needs better signage to facilitate crossing Emerson turn off. Ballard bridge needs railing between lanes and pedestrian/bike walkway for entire length of bridge, not just part way.

183 For fast cyclists, residential streets are difficult because of visibility issues, cars pulling out of driveways, etc. Motorist expectations, i.e. to expect cyclists on certain roads, is big. There are certain travel corridors in the city that are terribly inadequate. For example, north-south travel in the upper NW section of the city.

184 I'm mostly concerned with the recklessness and carelessness of drivers. When drivers are careless, people die.

185 Q10 omits obvious destinations like: shopping and restaurants. When you add more bike lanes, please try to make some that aren't just the door zone.

186 I know it's totally unrealistic to ask the City to do more enforcement of laws because of the resources that would require but it sure would be nice to see. Also, more buffered bike lanes would be sweet. I ride to work from Ballard to downtown year round the improvements you've made on Dexter are wonderful.

187 Lake union should have a designated bike trail connecting gasworks to south lake union park. I get nervous biking around traffic but would bike often if traffic was separated.

188 Bicycle riders need to be educated on sharing the road with cars, e.g. staying in bike lanes and obeying proper bike laws. Most bike riders seem to try to follow rules somewhere in between automobile and pedestrian laws, which is both confusing and dangerous for everyone.

189 Greenways are good. Sharrows are bad. Who thinks putting bikes on busy streets is a good idea? Not long ago someone got killed on 24th NW (Ballard), while one street over 22nd NW is a great ride.

190 Would love to see seattle integrate bike lanes on the sidewalk side of parked cars. Also i would love to see seattle go all out for bikes, even at the expense of cars. Only then will people make the switch.

191 Please create a complete network where I could ride safely in Seattle to and through downtown and to other neighborhoods.

192 It should be more instructional videos... available... educational...

193 I commute year round and ride recreationally a lot. The two thngs that would most improve my cycling experience, especially commuting, would be a secure place to park my bike at my destination and more "street sweeping" of bike lanes and areas bikes are o ride.

194 The city is doing well. As I cyclist I am willing to contribute a yearly fee to improve the city for bikes. Motorists in this city can be very rude and dangerous at times, however many motorists are respectful and safe. The most effective way to navigate the city of Seattle efficiently is on a bicycle so making the city safer and bicycle friendly facilities and routes more accessible could really decongest the city moving forward.

195 Expand bike routes to North Seattle and Shoreline along the I5 corridor. The bike racks on the Seattle Metro buses are difficult to use for smaller people, so many could be upgraded to the ones used on Sound Transit buses (the release mechanisms to pull the reinforcement over the front tire ALWAYS get stuck on the Seatte metro). BUT, Seattle is very bike friendly compared to other cities. THANK YOU!

196 I feel like Seattle is eager to put in sharrows on roads throught the metro area, but motorists really have no idea what they are or how to react when driving near them. This makes cyclcing extremely dangerous at times and I would imagine turns off a lot of casual cyclists. We really need to better educate drivers on their responsibilities and actually enforce traffic violations whenever possible. Yielding to pedestrians, cyclists, metro buses and even emergency vehicles is often a second thought to impatient Seattle motorists. Cycling should be a right (with obvious rules to follow) while driving an automobile is a responsibility - a resposibility that is given far too lightly to a self-centered populace intent on getting where they need to go as fast as possible without thought of those around them. If we can't enforce simple regulations on the motorists of this city it will never be a safe place for cyclists or pedestrians. I have thankfuly only been hit by a car once while commuting to work on a regular basis, but I am very nearly struck at least five times a week even though I obey traffic rules and wear a bright yellow jacket and blaze orange vest on almost every ride. I have never had a car nor a liscense and find it difficult to comprehend the process or lack-there-of envolved in training people to use automobiles or how we hand out liscences. We obviously can't legislate an over-caffinated car-hungry mindset out of people but frankly I'm very tired of being pushed into the glass-strewn-gutter by them every day. Education has to be just as important as green paint.

197 The bike trail through Pier 91 is in deplorable condition and makes many cyclist choose Elliot.

198 Our off-street paved paths are awesome and useful, I love that they are expanded and/or maintained regularly. I think what the Seattle area needs more of are sharrows (with bike lanes on uphill side) on medium to low traffic streets and buffered bike lanes on heavy traffic arterials. Thank you for your work!!!!

199 I love riding places and Seattle topography makes it a challenge, but safety concerns and road conditions can push me into driving or busing instead. Thank you for making Seattle a good place for riding, but please keep working toward making it a GREAT place to ride!

200 Thanks!

201 The biggest factor for bicycle (and pedestrian) safety in Seattle is driver behavior and attitude. I think that vigorous law enforcement and education have the best chance to change these. SDOT and Seattle Police need to work together on this.

202 The more bicycle signage, such as sharrows, bike lanes, etc. that motorists see, the more accepting they will be of sharing the road with cyclists. I tend not to ride in the downtown core because the roads are in bad shape and there are not very many sharrows/bike lanes on busy downtown streets

203 I don't think it is fair that you assume that everyone wants to ride a bike. It is not fair that the road sizes are reduced for drivers and expanded for bikers when the bikers don't have to pay any fees for it and the car drivers do (tab fees, licensing, tolls, etc.). The city should stop spending money on this issue and spend more on reducing crime in the city.

204 markings on bike lanes/sharrows etc wear out quickly.

205 The "missing link" in Ballard: While it's missing, it would be good to do something about the car parking along Shilshole.

206 Seattle's roads need some serious work. how about "no new transportation projects until we fix our existing roads??" more bike lanes, please! Seattle needs to educate DRIVERS to SHARE THE ROAD. everyone pays for the roads, cyclists have every right to use them. in my 15+ years of commuting, driver rage toward cyclists has only increased. Seattle is NOT a bike friendly town. drivers are way too possessive of the roads....

207 I live on the Missing Link (of the Burke-Gilman in Ballard)- this is a big issue, and a barrier to my day-to-day cycling. Being forced onto the road here is both inconvenient and unsafe; terrible road conditions, broken glass, loose gravel, huge potholes, railroad tracks, high speed and busy traffic, industrial traffic, all at once.

208 Please complete the Missing Link in Ballard! This has been needed for some time and would greatly increase both the safety and convenience of bicycling to work and adjacent neighborhoods and businesses...

209 Shilshole is a nightmare.

210 There is too much emphasis on bicycling accommodation in Seattle. Bicyclists should pay significant user taxes for the share of the road allocated to them.

211 Complete the missing section of the Burke Gilaman trail through Ballard.

212 I don't know how Green bicycle lanes actually differ from regular bike lanes. I think the Sharrows are very dangerous both to drivers and cyclists. I dislike them both as a cyclist and as a driver.

213 Roads are crumbling and unsafe in much of Seattle. Sharrows are not observed by cars. Drivers are getting more hostile towards bicyclists.

214 Something like Cascade's orange book on commuting in traffic or bicyclesafe.com should be easily noticeable and available in every shop in town, imo. I really appreciate SDOT's dedication to bicycle amenities. However, it's my strong hunch the lines defining bike lanes on 8th Ave NW, 24th Ave NW, Greenwood/Phinney Ave, and Roosevelt should be removed, especially on the downhill side. Despite being illegal, one driver EXPECTED me to yield to a car door ON 24TH. My own anecdote can add to the news and cases of car habitants lacking the consciousness ON THESE STREETS. And it's dangerous to suggest cyclists riding in these lines is prefered, also considering pullouts and right hooks from drivers w/o insurance. Drivers MAY see cyclists in these lanes in time, IF they're receptive to them. Too many cyclists have been in collisions or near-collisions in broad daylight with bright orange/yellow jackets from left hooks. How many incidences of driver-to-cyclist rear end collisions/physically harmful passings are there in Seattle? anyways thanks for the survey!

215 Sharrows feel like a little more than a way for the city to point at something concrete and say "Look! We're doing something to create infrastructure!" without really doing anything at all. That Seattle is even in the same conversation as Portland and Minneapolis when it comes to bike-friendly cities is a joke. Bike paths, buffers, actual bicycle lanes, ANYTHING to get us out of the flow of cars helps everyone, and should be top priority. I'm more or less fearless when it comes to riding in the city, but I know that many people aren't, and giving them their own space to ride safely without having to battle with motorized vehicles does more to get people out on bicycles than any awareness month or program ever will. Sharrows do next to nothing to contribute to my sense of safety while out on the road. There are also not enough bike racks in the city. I've seen a couple on Capitol Hill, and many more in Portland, but two measly parking spots can fit a rack that can house dozens of bikes, while giving the message that Seattle cares and doesn't always prioritize drivers over cyclists. One little rack per block that can lock ~three bikes is not sufficient in many neighborhoods and business districts.

216 Whoever the suyper-athletes responsible for most neighborhood bike direction signs are, they should stop being considered the voice for bikes in Seattle. There are many easy-hills, low-auto routes thru this city, but everywhere there are dangerous 'sharrows' and routes going straight up steep hills, discouraging the more average rider. Why are bikes directed to 12th Ave coming off B'way/Capitol Hill when Federal Ave is wide open a block away? Just e.g. ... Why does a sign point one up over Wedgwood at Ravenna NE & NE 82d, when a slight hill up 25th to NE 90th takes one easily to Matthews Beach or Sandpoint? Etc.

217 Green bicycle boxes are a hazard when wet. Consider improving surface texture for safety.

218 The city needs to install bike transit centers. See: http://home.bikestation.com/

219 Bike lanes are great as long as they aren't installed next to parked cars. Please stop doing this. Also the bike lane on 2nd is awful, please no more bike lanes on the left side of the road. There is barely any bicycle parking in old ballard and often I have an easier time finding a parking spot than an open space to lock up my bike, downtown can be the same way.

220 Again, what is up with Ravenna? It is a major east/west bicycle thouroughfare and it is completely mucked up right now. It's a bummer.

221 Fix all the pavements!

222 use the Portland model!

223 The amount of tax money spent on bicycles is totally out of proportion to the percentage of people who ride them. Please stop.

224 East West travel is a problem for me. Getting from Ballard to Shoreline is my commute but traversing East for that ride is challenging. Also would love to see sharrows continued up 3rd ave NW to 145th. That's the fastest and easiest way to get to Shoreline from Ballard.

225 I fail to see the point of sharrows. I suppose it's a reminder that there are bikes on the street, but to me a sharrow is not much of an improvement over nothing.

226 It would be nice if there was a better marked route to get from Ballard to Greenwood.

227 Thank you for all the bike improvements in the last few years! At my work alone the number of cyclists has doubled since biking is becoming more accessable.

228 Pass a law allowing bikes to treat stop signs as a yield sign.

229 I will be honest, just the sharrows on the street so nothing for motorists. They do not seem to care at all that bikes are there. I am new to the city and my work commute is the missing link! It stinks, the sharrows are barely helpful and in a cars defense, there really is no room for us both on those streets.

230 I'm able to ride in "mixed traffic with automobiles on any type of street," but that doesn't mean I find it pleasant. I'd love to have more direct, safe routes to my many destinations, so I don't have to take some circuitous back route not to mix it up with high-speed cellphone users. (I don't own a car, so I go everywhere by bus and/or bike.)

231 When planning *any* light rail or streetcar (or road!) improvements in the city, please, please, please don't mess up like they did with MLK. The only flat route (well, besides Rainier, but that's even more terrifying) through the Rainier Valley frequently has traffic frequently traveling 40-50 mph, with no bike facilities. I am constantly amazed that this was overlooked. Even for me to get to a light rail station (Othello and Columbia City are .75 miles away from my home) I absolutely have to travel on MLK to use my bike to get to the light rail. It's incredibly dangerous. I would love to use MLK to get to north/south commercial districts since going east or west requires going up steep hills nearly immediately, and honestly that's a gigantic barrier! While I wasn't living in this neighborhood when the plans were made, and when I bought my home I hadn't biked in years, now that I'm a frequent cyclist I'm stunned that even sharrows weren't put in, let alone a bike lane or greenway. The closest thing we have was the Chief Sealth Trail, which I call the "choose your own adventure trail" since it's so dang confusing and hilly. Please don't repeat this mistake elsewhere in the city. It won't help me, but if streets are going to be torn up, please get it done right.

232 Reducing speed limits to 20mph and other "traffic calming" has proven itself to be so effective in preventing injury/death and has contributed to more consistent rush hour travel times. Bike lanes between traffic and parked cars are dangerous and contribute to cyclist/motorist miscommunication and distrust. Cyclists ride in traffic when they are afraid of doors opening in front of them which frustrates motorists who don't understand why the cyclist is riding in traffic when there is a "perfectly good bike lane" right there. Trust and understanding between motorists and cyclists is incredibly important in moving towards a healthier, happier city. I think that we need to do more experimenting with different types of on-road bicycle facilities and continuously work on better education for everyone.

233 There are a lot of places where great bicycle routes don't quite connect. 12th Avenue between Dearborne and Yesler is a great example - south of Dearborne, Golf Dr, 15th, and 14th are all very ridable. North of Yesler, 12th is a bicycle thoroughfare. But there's seven blocks in the middle that are very high traffic, and very bicycle unfriendly. Please, connect the routes!

234 How about a safe route through downtown, that doesn't involve dodging delivery trucks, cabs, etc. in the bike lane, and that minimizes left-turn/cyclist conflicts? I consider myself a confident cyclist, but I really do not feel safe in the bike lanes on 2nd/4th. Mingling with the buses on 3rd isn't any better.

235 Lack of dry and secure bicycle parking is a big deal - I'm hesitant to ride my bike to performance venues, the library, or downtown after dark.

236 Generally I find that Separated lanes > Sharrows > unseparated bike lanes. Unseparated bike lanes tend to be dangerous for the following reasons: full of debris, often have standing cars in lane, often either high risk of getting doored by parked cars next to bike lane or can't use complete bike lane due to grates Better clarity in on-street markings on how to handle bike lanes + right turn lanes (e.g. 12th Ave through capitol hill) to prevent cyclist/driver conflict

237 I want to be involved in the education/encouragement/community but I don't know where to begin.

238 The number one thing I find frustrating on my commute? Potholes. Omg, potholes. I actually take a route that's 20% longer on my daily commute to avoid the horrendous road conditions on Eastlake and in the U-District. I've broken two spokes this month. This makes me sad.

239 I wonder how many motorists know how to use the above "facilities?" (that's a very strange word to describe street access for bicycles.)

240 Need more bike racks. Look at downtown copenagen versus downtown seattle.

241 I used to be a very frequent bicyclist living downtown in other cities- even 20 years ago when there was little bicycle infrastructure. Since moving to Seattle, I bike very little here. I find the commbination of hills, fast traffic and agressive cyclists (on trails especially) tend to make me choose transit and walking more. Mostly, I leave my bike at home these days, and I miss not riding. Love to ride in other cities (Portland,Vancouver, Philadelphia, NYC) when I visit.

242 Buffered lanes can create extra hazards. The bus islands on the north side (northbound) of the Dexter hill (south of the Fremont Bridge Dexter are dangerous because the encourage Bike/Ped conflicts at high bike speed, and because they require complex steering movements at high bike speed. Spenind short City dollars on dangerous facilites is not appropriate. Also separated trails are more expensive per mile than re-striping roads, and less likely to take the cyclist where he or she wants to go. Thus separated trails should be thought of as secondary to road sharing projects.

243 Taking space away from cars on our already clogged streets to accommodate a small percentage of bike riders makes me incredibly angry. Just because the mayor rides a bike doesn't mean the rest of us should. Personally, I'd like to get from point A to point B as fast as possible within the law.

244 Please make better bicycle access available under the west seattle bridge. I need to get to georgetown from downtown.

245 I appreciate the sharrows but sometimes they make no sense, as on Stone Way going south near the Green Lake baseball field parking lot; the heavy traffic prevents me from getting fully into the lane, yet here is the bike sign on the pavement indicating that this is where I should be. It seems dangerous.

246 A little common sense goes a long way. Lighting is an issue for nighttime riding that I do not see addressed here.

247 This survey is only for Seattle, but I ride in N King and S Snohomish counties. Please let me know who is the correct contact agency/person that I should send my feedback to for funding bicycle improvements in those areas, to mhowell777@yahoo.com

248 Police need to enforce laws for cyclists running red lights and breaking laws. They're putting themselves and pedestrians at risk.

249 These survey questions are very biased. One is left with the impression that if we could finally get rid of the awful automobiles and if we had more government programs that all the shiny, happy people would be riding bikes.

250 We are overdoing the whole "Bike" thing. Need to show more consideration for the VAST MAJORITY of the people of Seattle who have a much harder time driving in the city because of this.

251 Connected neighborhood bike blvd's will help the most. Followed by a bike share program integrated into the bus/Light Rail system. The key to being able to "share the road" is that the difference in speed between bikes and cars can't be more than 15mph or drivers don't have enough time to react to bikes.

252 Please don't sacrifice traffic fluidity for more bicycle use. Seattle has extreme traffic problems; much of the "road dieting" has contributed to more traffic clogs. Encouraging more bicyclists, who do not follow traffic laws and who are supposed to, only makes the problem worse.

253 please make more bike lanes! Please have more bike racks around the city! Please invest in motorist education so motorists realize it's NOT OK to scream and yell and rev their engines around bikers who are just trying to share the road.

254 Please do something about bike access across the Ballard Bridge. Somehow there needs to be a way found to widen the paths both directions and provide a better option for re-entry onto 15th travelling southbound.

255 Be careful with the paint that you use for Green bicycle lanes, wet paint can be very very slippery!

256 The city's addition of bicycle lanes on heavily traveled streets, especially where traffic lanes have been decreased in number, is killing traffic for those of us who must commute by vehicle. I would rather see bicycle lanes added off the streets, then see more vehicle lanes taken away from our already congested streets.

257 Fix the potholes

258 Reducing road capacity is not the answer. Many of the road diets were done "just because" and not due to documentation of a high rate of accidents involving bikes. Prime example is 20th Ave NW -- I very rarely see bikes in the new dedicated lanes but it has been increasingly more difficult to make left turns with the turn lane removed.

259 Please build a bike lane from my house directly to city hall and the Mayors office so I can ride my bike down there and shove it up his butt!!!

260 Yay for bikes.

261 I am not a fan of sharrows. In general, this seems to give less experienced cyclists a false sense of security. It also seems to empower motor vehicle operators on streets lacking sharrows, i.e. 'there are no sharrows so you shouldn't be here'. I think sharrows are a merely a reminder of laws and regulations that are already in effect on all city streets. We might do better educating cyclists and motor vehicle operators on those laws rather than use a graphic reminder on some streets and not others.

262 We need ALL types of bicycle infrastructure!

263 STOP the vendetta against cars!

264 #6. On-street bike facilities and off-street paved trails are not equals and i would not rank them the same. It's a bit disingenious to put them together.

265 The main problems, having been a cyclist in London for 10 years, are the weather (which you can't fix) and the Developing World state of Seattle's roads. I appreciate that PNW winters damage roads but the vast pot-holes and the immediately washed-away manner in which they're patched make cycling fairly unpleasant (with cars weaving to avoid the really bad pot-holes).

266 Bike paths are great for some (those who ride slower) but not all (those who ride faster, above 12-15 mph). Need a combination of amenities that serves both groups, paths for slower/recreational riders and bike lanes for those who ride faster, commuters or fitness riders.

267 Why can't bicyclist be ticketed for running stop signs, red lights?

268 Keep it up. We're getting there. Sharrows are okay but nowhere near as good as bike lanes.

269 THANK YOU for doing so much for cyclist and for the great work on Dexter!! Good job.

270 All in all - biking is ok in Seattle. Please fix 15th Ave Bridge in Ballard. Huge bike arterial and almost no room at all, junky pavement, dirt, glass etc.

271 Alaska Way needs HELP its a mess for cyclist, Clean it up!

272 sharrows don't work. The speed limit on most roads with sharrows is much too fast for bicycling. This results in auto drivers making poor decisions to pass bicyclists in oncoming traffic lanes, driving too close to cyclists, or backing up traffic. I've been trying to determine a safe route to the I-90 trail for months, and simply do not feel there are any safe routes. I definitely would commute to Redmond by bicycle once or twice per week if there was a safe route to get there.

273 It would be helpful to add signs near green bicycle lanes (which unfortunately, the lanes themselves fade rather quickly) and other points where vehicle traffic crosses bike lanes to indicate that they should be kept clear. I'm often blocked from riding in the bike lane by cars waiting to turn who have stopped on the bike lane. Likewise in situations where cars use the bike lane and adjacent empty street parking spots near intersections to make free right-hand turns, bypassing other cars waiting for the light.

274 ensure coordination with areas surrounding Seattle have bicycle plans that interface with SDOT planning. Should be increasing bicycle facilities, not decreasing as in the Vashon rumble-strip debacle.

275 I would love to see Amsterdam-style physically buffered bike lanes in Seattle. Putting the bike lane in the parked car door zone is dangerous, and I regularly hear of fellow bikers who've fallen prey to a hastily flung open car door. I've only missed about a half dozen doors in the last year due to dumb luck. Putting the bikers inside the parked cars is far safer, and will also reduce the ability of bikers to dart across traffic unexpectedly.

276 Thanks for the work you are doing. My biggest issue is fractured pavement on main bike routes, and lack of street sweeping of bike lane during winter when cars push gravel into the bike lane from the car lane.

277 Need more buffered bicycle lanes. Greenways is a nice idea too.

278 Question 9 is a bit flawed, I think -- I'm an occasional (not frequent) cyclist, but the other descriptors in the second option fit me well (I use bike facilities on arterials when available, and stick to side streets when they're not).

279 Motorists' perception that they have more right to the road than cyclists is a big problem. Motorists are lawless (and often don't realize it). We need tougher DL tests, more obvious signs that bikes have a right to the road and subsidize heavy road-damaging motor vehicles. Nearly all cyclists live in Seattle and pay for roads, while many motorists drive to our city in their big cars and trucks and damage our roads without paying. We need to toll these free-loaders vehicles for using our roads. We need to make motorists not residing in Seattle feel unwelcome and uneasy on our roads so they drive slower and more considerate of vulnerable users. We need signs at all roads crossing seattle borders reminding visitors that this is not their suburb and the rules and values are different here. We need cops who write traffic tickets for minor infractions such as cars not stopping at stoplights or stop signs, failure to use turn signals, failure to yield, etc. Peds adn cyclists should not be held to the same standards because they cannot do the same damage. Currently laws treating bikes and cars the same are like treating slingshots and assault rifles the same. (38-year-old father of two)

280 For Q#8, I'd really like to see more refinement and enforcement of the bicycle, traffic, and pedestrian laws for EVERYONE. Drivers here seem to have an overly hostile attitude toward bikers, and both groups have chips on their shoulders when it comes to the other group. Coming to a mutual understanding of what is proper etiquette and acceptable behavior for all parties in a traffic situation (such as rolling stops, riding on sidewalks, bikes traveling in the car lane vs. bike lane, adequate distance between cars and bikes, dangers of cars turning into bike lanes, pedestrian right-of-way, etc.) is essential to stop the infighting and finger-pointing. Fair enforcement or at least educational warning stops of both cars and bikes (preferably by bicycle cops or cops who understand the biking point-of-view) is also important to legitimize bikes' presence on the road. We need to remove the perception that bikers are interlopers on roads built specifically for cars - bike-riders pay taxes for road maintenance, too.

281 Physically separate pedestrians (sidewalks), cyclists (bike paths) , and vehicles (streets and roads). Seems wasteful to build new bike paths then have major construction projects immediately tear them up. I have seen this happen around Lake Union and SoDo.

282 more lanes like the new one on Dexter, please!

283 Motor vehicles are the main form of transportation in Seattle and should be represented as such when determining city budget spending.

284 Completing gaps in the existing off-road paved bike and pedestrian paths (e.g., fully connecting the Burke-Gilman) would be exceedingly helpful, as would a safer way to commute down Western/Elliot/15th between Ballard and downtown.

285 Painted lines on the pavement give a FALSE sense of security. Neither are little bumps (Shallows) of any real safety value. One absent minded, senile or drunk or doped-up driver in a car will put me in a wheelchair for the rest of my life!!! Build dedicated off-street bike routes like Burke-Gilman.

286 please continue to use evidence-based data to improve infrastructure. we have many lessons to learn from neighboring cities (eg portland) and countries (eg western europe).

287 Ask vehicle drivers if they know how to use each bicycle facility.

288 Connecting into Seattle from Vashon just got a WHOLE lot tougher and uglier with the new aggressive, rumble strips. Many cyclists are very discouraged over this: www.BikeVashon.org

289 Particularly interested in getting a bike lane all the way on Eastlake Ave - would make getting to downtown from the University much easier.

290 Bicycle infrastructure downtown is very lacking. Larger emblems should be installed on the street not just to bicyclists but for motorists, too. Poor pavement conditions (e.g. 15th Ave. on Capitol Hill) are especially hard on bicyclists. My cost of bike repairs are about double what they were when I lived in Portland due to the poor quality of pavement on many bike-accessible streets.

291 Quit spending scarce resources on "nice to haves" and lower costs for businesses to operate in this city instead.

292 Bicycle lanes which are immediately next to parked cars feel unsafe because they *are* unsafe due to the risk of opening car doors.

293 I wish our driver's permit and licensing requirements included instruction on bicycle traffic. Ideally a driver's test included a short bike ride demonstrating knowledge/understanding of bicycle rules and hazards.

294 On busy streets, buffered bicycle lanes are the only way to go. It is way to dangerous to ride at higher speed in the narrow lane to which vehicles frequently drive into, whether they know it or not. Second, Burke Gillmann trail really needs new pavement, and those stop signs - it's overdue to turn them on the road instead. It's ridiculous that hundreds of cyclists have to stop every few minutes for this tiny street, that sees few cars a day! A car makes one stop, which it should do now anyway, and it's done. A bike now has to stop all the time and it's no fun.

295 Install more separated bicycle facilities (cycletracks, buffered lanes)

296 Could you please, please paint the green bicycle lane on Roosevelt at 45th all the way through the intersection? Car drivers impede on the bike lane through that intersection all the time, and it is (at least in part) because the green bicycle lane disappears before the intersection and the remaining striped lane is pretty invisible to drivers. After visiting NYC a few weeks ago, I am not a fan of 2-way cycle tracks, unless the way into & out of them is really, really well designed and easy to "read," both as a cyclist and as a motorist. I also was amazed at the incursion of pedestrians into the cycle tracks.

297 Sharrows, while a great idea are completely useless if motorists have no idea what they are, don't pay attention to them, or don't care. In my experience as a daily bike commuter, I find no difference in riding on arterials with sharrows compared riding on arterials without sharrows. You may as well save the paint. I feel safest riding in designated bike lanes, ideally buffered from traffic like on Dexter.

298 Obeying of road rules by cyclists should be more enforced. Connections to transit and more well paved (off road) trails would greatly increase my cycling commuting.

299 Isolation(or space) from moving cars and doors of parked cars are what's most important to me.

300 bike boxes are dumb

301 I love all the bicycle lanes that have already been created in the past couple of years. Keep it up and thank you!

302 Please help! There are far too many drivers out there who don't care about cyclists safety. Many drivers pass cyclist too closely and too fast. Also, on Dearbourn when traveling westbound many drivers turn right into the bike lane cutting off cyclists. Drivers do not know how to interact with cyclist, generally speaking.

303 Bicycle lanes alongside parked cars are unsafe. For example, the bike lane on 2nd Ave. downtown is one the most dangerous and frightening places I have ever ridden my bike. I don't know what sharrows are for, other than reminding car drivers that cyclists exist (though that is not always enough to make a difference). I don't understand why some bike lanes are green and others are not. I would like to see buffered bicycle lanes that are NOT next to parked cars. I would also like to see more bicycle trails and roads in better condition.

304 Sharrows are unnecessary and confusing to drivers and bikers. The bike symbol with figure is the most clear and human symbol and should be used in place of sharrows. The term "sharrow" does not mean anything to most people. Get rid of it. Use "Biker" and "Walker," not bicyclist and pedestrian, to simplify nomenclature. Distinguish between fast and slow bikers, to separate traffic on busy routes such as B/G, for safety.

305 Under #4, you don't list low-traffic downtown streets -- the International District isn't exactly "low-volume residential," but it isn't mostly "busy" arterial, either.

306 I think the sharrows are confusing for motorists. I usually ride right down the middle or even on the left side of the sharrows to avoid getting "doored" by parked cars. I get honked at sometimes for taking up too much of the lane. I think some sort of marked buffer between the parking line and sharrow would be helpful. It wouldn't need to be continuous (like a bike lane) but maybe some sort of striped lined area or a box indicating a danger zone. This would encourage cyclists to use the sharrows instead of hugging the parking lane, and indicate to motorists that there is a reason why we are in the middle of the road.

307 please finish the missing link on the Burke Gilman trail - riding on Shilshole is scary scary scary and I avoid it. It adds a lot of time to my commute to zigzag through Sunset Hill and Ballard, avoiding Shilshole, to get to where the trail begins.

308 Fix the Ballard Missing Link! Rail road track crossing is scary.

309 I think a North-South off-street paved corridor that runs through the center of the city (a completed Interurban?) would go a long way in encouraging more ridership. I think riding on the street with traffic is a key barrier to new riders. I think the Burke-Gilman functions well as an East-West off-street paved corridor as it is relatively centralized, but because it runs North-South at the eastern edge of the city, a more centralized North-South off-street corridor would prove attractive and useful to all levels of biker, particularly those thinking of riding their bikes more. Thanks!:)

310 license operators in city

311 How about a bike solution across the Ballard Bridge.

312 Thank you for asking these questions and considering our feedback!

313 Quite a few places have worn out bike lane striping. Some have worn out over time, but some were not applied well - they faded shortly after painting. One example: 12th Ave NE in the Roosevelt District

314 Sharrows can make sense on low traffic volume streets, but make absouletly no sense on arterials. You can do better, and refusal to do so does not help your image, or anyone.

315 Sharrows are silly. SDOT needs to do spot repair of S Jackson, Holgate and other dangerous surface streets in South SEA.

316 For question 6, there are a lot of ways to look at this, but separating bikes & cars appears to me to be the best solution. There are a lot of new riders out there, and I wish somehow they'd learn to ride more predictable, but passing laws/enforcement would just scare most of them away. In fact all I want from drivers is a little space, predictability and a bit of respect. The whole "bicycle is a vehicle" legal thing ought to be revisited, because they're nothing like cars or even motorcycles. The Idaho rolling stop law to me would make life much easier, although it wouldn't change most experienced cyclist behavior..it would just make it legal. The bicycle trail/road intersections are confusing for both bicyclist and drivers. The bicyclist has a stop sign, but when you do stop as legally required, a huge number of drivers stop for you anyhow and look at you like you're stupid. I realize this is state law, but outside of King county the number of bike/car interactions is probably so small it doesn't matter, so the impetus for change comes from here.

317 Forget the stupid green bicycle box, they steal the right of way and provide an irritant in the car bicycle friction. Rule of thumb should be "don't steal the right of way"!

318 thank you for encouraging biking in Seattle. Improving road conditions would greatly improve safety! I don't like bike lanes because cars parking or opening doors are dangerous. I really like share roads and buffered lanes.

319 Bike infrastructure in Seattle is one of the most important things that SDOT can be doing now. FAR MORE important that expensive car infrastructure, thank you very much.

320 The most critical need is to fill in gaps between existing bicycle-friendly areas. Examples include the B-G Missing Link, southbound 15 Ave W between the Ballard Bridge and Dravus St, and all points south of Denny after the end of the Dexter Way bikeway.

321 Would be great to have better bike lanes downtown in the 4th - 6th ave areas.

322 For me, motorist education would be an important factor. I've been run off the road twice by cars who didn't want to wait for me to make my left turn on the bike.

323 Sharrows are confusing to cars and transit. I have experienced personally or witnessed both bus drivers and cars being aggressive toward bicyclists in sharrow lanes.

324 this is a terrible poll.

325 Enforce current laws with ALL road users, not just car drivers

326 Road diet on Westlake Avenue North from Galer St. to Halladay St. Traffic on this stretch of road consistently travels 10+ mph in excess of the posted speed limit. Enforcement of traffic laws for ALL users (bikes included!) is essential for safe travel.

327 This city's priorities are completely fucked up, and the spandex mafia is one of the worst offenders. I ride my bike sometimes, but I also (gasp!) drive a car most days (go ahead, crucify me...). What posses me off most is the fact that everything the city does to improve things for cyclists is done at the expense of drivers. You take great pleasure in doing everything you can to make life as miserable as possible for anyone who dares to drive a car. Shame on you.

328 I would love to see biking possible on the 520 bridge without using a bus.

329 I dislike downhill bike lanes which put cyclists in the door zone. Bike lanes can cause a false sense of security. The best safety improvement would be to have all traffic slow down & go bicycle speed - or have a true grade separated facility (NOT like the Westlake 'trail')

330 Seattle drivers can be very oblivious to bikes. If all major streets were like Dexter, that would make riding feel a lot safer. Whenever I don't ride my bike, it's because I have to be somewhere for awhile and I don't have a safe place to store it. Bike racks are fine, but not if I'm going to be inside for 3-6 hours!

331 Keep up the good work!

332 Sharing Dexter Ave isn't working well. Because of the bicycle lane, buses don't have a place to pull over. Motor vehicles have to stop behind buses which now stop in the middle of the street. Bus riders have to cross the bicycle lane to get to the sidewalk. It doesn't look like cyclists stop for pedestrians, either at bus stops or at crosswalks.

333 I am happy that Seattle has a bicycle plan. Thank you for your work.

334 Getting through ballard (my neighborhood) is tough at best. better road conditions and dedicated bike lanes/trail would help.

335 This survey is not very helpful. You prescribe a certain answer that steer people to the conclusions you have already made. There is not enough extra comment boxes on radio button questions that I cannot answer, because all the answers do not, at all, fit my view. I believe that the make biking safer you need to have dedicated, two or larger lane roads that are truck routes - not Nickerson or Stone way where you add direction and signage for bicycles to use that road, but roads where you actually tell bikers, this road is NOT safe and although you have the right to ride here, you should NOT ride here. If you give trucks a large, high speed road to use they will go there and THAT will make the other roads safer. But when you add sharrows and bike lanes to major, truck route and arterials, when other routes that are safer are close by, that sends bicyclist to unsafe roads and will cause more conflict over time. People seem to forget that although many people ride bikes EVERYONE uses trucks -- because we eat, and that is how our food gets to us. Without trucks and the roads to accommodate them our cost of food goes up.

336 More car capacity, Get rid of the fool Mike McGinn! The worst mayor in the U.S.

337 New bicycle lanes should be situated so there is a low chance of a rider being "doored" by the adjacent row of parked cars

338 Enough, already, with the spending for bicycle encroachment. Fix the roads! Bicycles should not compete with cars for pavement.

339 Please read: http://www.bbc.co.uk/news/magazine-17914504

340 Favorite street: Dexter ave north - do it like that more often. Least favorite street: Toss-up between mercer (bad pavement) and 4th (motorists don't pay attention to bike lanes on the left)

341 Having a sharrows on Admiral way is the most unsafe place to encounter a bicyclist.

342 The city is spending too much money on bicyclist. Make them pay for a license and insurance like the rest of us. Also, they do not obey the rules of the road and make it dangerous for everyone.

343 Safety issues with ignorant drivers is the most significant concern in my commute. An aggressive public education/campaign similar to portland's would be very helpful

344 Biking as a real transportation option is not realistic for me, but I like the idea of making it an option, especilly where it can be a separate facility. People on bikes are vulnerable and drivers are inattentive and easliy distracted. I think that trying to change this human behavior is a very steep challenge;it could take a generation or more. Engineering solutions around it will produce better results sooner.

345 Seattle already has too many bicycle lanes, sharrows, etc.

346 To make cycling safer the bikes should have the same type of minimum safety features as buses, cars, and trains. They need lights front and back that are bright enough to be seen by others, they need side reflectors if not lights for perpendicular travels to others, the riders must wear reflective clothing that is not covered up by backpacks etc. Decide whether bikes are for streets or sidewalks then enforce rules. Pedestrians have right of way over all including cyclists.

347 SDOT needs to visibly and vocally support the cycling AND pedestrian community - which is everyone. Too often, STILL, bike and pedestrian facilities are planned AFTER the roadway is configured for drivers. How long will it take before SDOT understands and will support building facilities for everyone? Portland did it - was SDOT in the Bike to Work breakfast audience? Listen up - we do NOT have a good biking infrastructure here.

348 Freight and bicycling both need to have facilities in industrial areas for safety and expediency - neither is going away. The Duwamish valley belongs to all.

349 Best bike survey I've taken in a long time. Very specifice. Please add more bike lanes in arterial street that are connected - no gaps. Thanks.

350 the bike lane on Stoneway and 50th requiers bikes to cross traffic that is turning R onto Br Way. the weave creates bike/cars difficulties and the paint for the lane is faded

351 Buffered bike lanes should be grade-separated or have a physical boundary (not just paint). Also, right turning vehicles are an issue, as are unsignalized intersections. I felt safe riding a bike in Copenhagen but I have never felt safe in Seattle. Finally, cyclists on the Burke-Gilman Trail need to stop acting like they're on a race track.

352 1. I truly believe that the only way bicycling will become commonplace and bicycle-related deaths will decrease is if people feel like they can get where they want to go using only low speed residential routes and bike lanes that aren't simply squeezed between moving and parked cars. 2. a 2 foot bikelane next to a parked car is not an amenity but a death trap (ie. it is setting up a "dooring" rather than providing respite) 3. This effort should be done, if possible, in conjunction with a traffic volume study to understand where bike infrastructure can go with minimal conflicts. Thank you.

353 bicycle boxes ! what awaste of money

354 My wife and I are both frequent bikers and are about to have a child. We want Seattle to make this city bicycle safe for seasoned riders, occassional bikers and children alike. We know that our child will exist in a less car centric culture, and that we need to start laying the framework for such a system sooner rather than later.

355 The no cell phones while driving law does not seem to be enforced, and motorists are generally incredibly distracted. This, along with motorist indifference and hostility makes it unsafe to bike where cars are present.

356 finish the cycle dots (or whatever they are called that are painted on the roads), and signage that appears for a while, then disappears. that has to be the lowest hanging fruit around--and the most frustrating when the signs point you to somewhere, but then disappear before the destination.

357 There are just way too many aggressive drivers out there using their automobiles as weapons intentionally. Thess jerks need to have some serious enforcement applied. I am getting damn tired of being run over and habving the dipshits take off without a trace.

358 Drivers need education on bicycle "facilities" and more rules should be enforced for drivers and bicyclists.

359 NO MORE RELYING ON SHAROWS! They are dangerous for bikers and automobiles alike!

360 Not sure what you're asking with question 11. "Please check the box if you know how to use the following bicycle facilities:" I know what these are and I've ridden in them, but I'm not entirely sure whether I know the proper use.

361 Risk of being doored or hit by a motor vehicle is the reason I don't bike to work. The city needs a network of bicylce paths and lanes that provide some physical separation from motorized vehicles.

362 I mostly ride up the B-G Trail for exercise/enjoyment. I live in Ballard, and feel too scared to ride along the "missing link." Therefore, I drive my car with bike to Fred Meyer's, park, and hop on the Burke-Gilman Trail from there. It'll be nice when that section is made safe for bikes.

363 Sodo corridor is a mess. With all the construction, high speeds and limited on street bicycle facilities it makes it nearly impossible to get safely and efficiently south of Costco. Thanks.

364 It would take a seismic cultural shift to get more people out of their cars and onto bicycles. As the saying goes, "Chicks dig guys with big carbon footprints!"

365 Sharrows are almost entirely useless. I don't need a painted symbol to tell me I have a right to ride on the road and motorists opinions and attitude towards cyclists are not affected by them. The single best way to get more people biking is with separated bike facilities. Those could be cycle tracks, though I'd actually prefer bike lanes that are separated by paint (at a minimum) or some sort of permanent structure (planting boxes would be sweet!) I think separated bike lanes are less expensive and easier for users to understand than cycle tracks. The exception here would be on one way streets where we want bikes to be able to go both directions.

366 Please put bicycle lanes on quieter streets, and NOT on busy arterials like 12th, or 15th.

367 We need more streets for cars, wider streets for cars, fewer bike lanes and to pave the streets

368 Improve dangerous interesections on major bike routes like Delridge/W Marginal/Spokane.

369 Ticketing cyclists for not making full stops on a bike trail does not encourage cycling.

370 I really think that it's important to evaluate the need for parking on both sides of some major streets. This would be a prime opportunity to implement separated cycle tracks that would encourage less experienced riders to get out and ride. If we really want bikes to be a viable option for Seattle, then we need to address all types of riders, not just experienced ones. I personally ride with small children and avoid high-traffic areas. When riding with kids, sharrows and bike lanes that are adjacent to arterial streets ARE NOT a viable option...especially when they're just learning to ride. Thank you for putting out this survey!

371 For recreational riding/training, I ride out of the city, using a separated trail typically (I-90 or B-G trail). In city recreational riding is pretty much limited to Lake Washington Blvd.

372 There is a serious need for a pedestrian/bicycle alternative around South Lake Union (Valley Street, Mercer, Fairview, Westlake). I like the idea of an overhead pedestrian bridge, but something has to be done to ease the passage thru that area.

373 Safety of the cyclist is my number one concern. This includes being safe while riding in traffic on marked and unmarked roads as well as the conditions of the road. As someone who crashed because of heaved pavement at 12th and Pike last year, the conditions of the pavement at some intersections are really dangerous. Also, i work downtown and used to ride on 3rd avenue south bound (mixed use with buses), but stopped riding that way because i always felt like i was a moving target for the buses. I felt that the Metro drivers did not realize that we had as much right to that road as they did. There needs to be more education for the use of that road. I now use the bike lines over Capitol Hill and head south on 12th to get home to Beacon Hill.

374 Keep bicycles off the main roads. They were never designed to hold both vehicles and bicycles and it's a danger to everyone.

375 Pavement conditions in Seattle are abysmal. It's like we live in a third world country, the roads are so bad. When roads are bad, motorists drive more erratically to avoid potholes and bumps, which endangers bikers. And bikers are faced with unsafe roadway conditions. It's an embarrassment. Physically separated bike lanes are the way to go moving forward. I appreciate the reason why sharrows are put in and why actual bike lanes may not be physically separated, but you're just wasting money: put money into a proper, physically separated bike infrastructure.

376 More Greenways! Please please please. 29th or 27th avenue east should be one. MLK is scary to bike on.

377 Curbs are also nice to seperate bike lanes, like in Europe.

378 Didn't know green bike lanes were a Thing... will have to look that up.

379 Someone stole parts off my last bike, so I sold the remnants for $100. I have no beef with converting sidewalks into bike lanes, but I do not like lanes carved out of existing roads.

380 you go - get it done! ... get it funded! - get it built!

381 Please invest more in both bicycle and pedestrian safety. Ignore the bullies and loudmouths that are trying to keep our city from progressing, and be courageous in your decision-making to increase pedestrian and bicycle safety and use, knowing you have the future on your side.

382 Since my daughter is under two years old, I feel very scared biking anywhere that we share the road with automobiles (even with a buffered bike lane).

383 I think Seattle needs to focus on CONNECTIONS. There are close to enough miles of bike lanes, but they need to be connected better. Two examples from my commute are the Fremont Bridge, where signage is not adequate to find the various facilities, and Dearborn St. where the bike lane suddenly ends, despite being on a signed route. Another good example is the 46th St underpass at Aurora, (and a "runnel" is not an adequate solution). There are spots like this all over the city, and they make even an experienced cyclist apprehensive when riding a new route. I also think greenways and cycle tracks will be wonderful for all types of cyclists. I prefer a quiet ride even if I'm just trying to get where I'm going.

384 I find sharrows to be particularly useless. As a cyclist they do not make me feel safer and I think the money that is spent on painting them could be better redirected to building separated bike infrastructure. Amsterdam shows us how it should be done.

385 We do not feel that bike lanes should eliminate car traffic lanes in an already congested seattle streets.

386 If bicyclist want to ride on the road they should pay taxes on thier bikes and follow the rules of the road. Traffic laws need be enforced for bikes too!

387 Please do more work in the south end of Seattle! MLK has a great bike lane until it gets closer to Rainier (heading south) when it becomes a high speed thoroughfare with cars edging you off the road and it is a bummer!

388 I do not like to ride on 4 lane streets without a bicycle lane. Example:downhill Admiral Way hill from Olga to the West Seattle Bridge. We need speed controls on these arterials as motorists routinely violate speed limit and lane change to bypass other cars. This activity is a severe threat to both pedestrians and cyclists. Another example is riding from Avalon to California on Fauntleroy/Alaska. When pulling a trailer (Burley Travoy works great and hauls a lot of groceries) I can only do about 5-10 miles per hour and feel extremely threatened by the 4 lane automotive traffic. For safety I switch to the sidewalk, however, the sidewalks on the north side of Fauntleroy do not have ramps. This means I must dismount at each block for several blocks. I am a 61 year old female, retired (with occasional short job stints for which I commute by bike+bus), and have been bike commuting in Seattle since 1996. I think Seattle is a great city for biking and could be even better with a few more low cost improvements. I try to use my bike and bus bike racks for all my errands in town and leave my car at home whenever possible. I favor a road diet for Admiral hill but I know this is very controversial. Keep up the good work and thank you for soliciting my feedback. P.S. We need sidewalk bike racks in front of the brand new Trader Joe's at 4545 Fauntleroy Ave SW.

389 It would be helpful for the Cheshiahud Loop to remain close to the water in the stretch between E. Hamlin St. and E. Edgar St. I feel that the stretch where I have to go up a steep hill, through an alley, and down a steep hill again is the least safe part of my commute, and is in fact the only part of my commute where I've ever crashed. Other than that, I'm extremely grateful for Seattle's efforts to make bike riding possible and fun. When I can commute by bike, it's the best part of my day.

390 WE do NOT need more bicycle lanes at the expense of car lanes or car parking. There are many places and times when we must use a car, we need to comtinue to provide for cars first and bi;cycles second.

391 Please do not take away more traffic lanes and parking spaces just to provide more amenities for bicycles. People need to be able to drive and park their cars. Bicycles are fine in some situations, but there will always be a need for cars. Please do not disregard the needs of the majority when you plan for bicycles, which are a minority. Thanks!

392 I WOULD APPRECIATE BIKERS STOPPING AT STOP SIGNS AND OBEYING RIGHT OF WAY LAWS. EDUCATION AND ISSUING TICKETS TO BICYCLISTS. LICENSE BICYCLISTS TO PAY FOR IMPROVEMENTS.

393 Replacing auto lanes with bicycle lanes is stupid. Please stop. 123rd corridor example of making auto travel more difficult with no benefit. I have only seen 2 bicyclists in the last year using these bike lanes but have had my autor trips delayed multiple times by a long line of cars stacked up behind a slow bus or truck.

394 AGAIN, GIVE tickets to bicyclists that do not stop at stop signs on the BurkeGilman trail. GIVE tickets to motorists who STOP withOUT stop signs crossing the BurkeGilman trail. If bicyclist are out there for the exercise, then part of the exercise is stopping at stop signs.

395 Thanks!

396 1. Finish the Burke-Gilman missing link to connect the trail to Ballard. 2. Something needs to be done to make the Ballard Bridge and the associated Emerson intersection to the south more bicycle-friendly. In particular, I find it dangerous to get from Magnolia to the northbound lanes of Ballard Bridge. It feels extremely dangerous.

397 I dream of a day when there will be a cycletrack on Eastlake, Westlake, Delridge, Rainier, and W 15th so that cyclists can have a Burke Gilman experience all the way to downtown. Also, please get rid of the climbing lane on the Magnolia Bridge and substitute buffered bike lanes. The current average speed up that bridge is over 45 mph.

398 When you develop your plans realize there are at least three different types of bike riders:the agressive, the conservative and the newbie.Agressive types runs lights ignores laws and dodges traffic, usually lots of biking experience, year round rider. Conservative tends to obey most laws, confident and comfortable in all situations,at least half the year riding. Newbies are slow don't know laws,hesitant in decision making. Putting one type plan for all types of biker is hard. From watching all the change in the biking people over the last 20+ years there are going to be some good accidents every year.It's obvious most don't know the rules. Making many different types of paths just make it hard for car driver to figure out what is going on as well as bikers. My advice is treat bikers like car drivers. Give them their own lane and hold them to traffic laws like cars. At the same time hold cars accountable to treat bikes like vehicles as long as the bikers have their own lane. It'll be more clear to both what traffic rules apply.

399 I personally think the way the city is currently going is making traffic worse for both autos and bicyclists. Lack of road maintenance through out the city as well as traffic signals that are extremely inefficient. I have no problem sharing the road, but reducing the road capacity is not the way to do things. Seattle needs to be a city that attracts new business and families. City travel in its current state frustrates at best those who travel. Our infrastructure is in desperate need of a paradigm shift. We need to think not only about a specific group of people commuting (autos/ cyclists) although motorists pay an overwhelming share of the maintenance costs, but increasing flow and relieving congestion. We want to be a city that attracts people to want to come live,work and enjoy the ability to freely move about with out having another extreme frustration. I see the city roads,streets as a giant heart and it is in desperate need of attention. A weak heart affects the body as a whole. I hopeful that the city leaders will make the right decisions on this matter. Thank you

400 I regularly ride down 4th ave s starting downtown and south to Costco. The road is rough and full of potholes but it also has no shoulder or space for a bike so I must ride in the right lane--trucks do not like to share. It's dangerous and sometimes I'm forced into sidewalks. A bike lane or sharrows would be appreciated.

401 Don't most surveys find that road safety is the reason most people don't like to bicycle? Separate, clearly delineated bike lanes seem like the best solution: green lanes, buffered lanes, bicycle boxes, no turn on red signs…thanks for asking!

402 put bicycles on sidewalks!!! Not on roads--open the roads to drivers and put bicyclists on the sidewalks. Tell the Mayor to quit wasting money on things like sharrows and narrowing road ways for cars--all it does is make bicycling more dangerous

403 A major challenge with bicycle lanes (not buffered) and sharrows are parked cars, which present a real danger when biking along streets. Often, it is safer in areas with high parking turnover to ride in traffic as a vehicle rather than in the bike lane.

404 Would love for biking in Seattle to be safer so that you will feel good even letting your grandma ride to/from a location. Sharrows in Beacon Hill (my neighborhood) to/from downtown and Capitol Hill are totally unsafe as cars don't respect bikers and may not even realize that we have a right to be on the road with them. Please make more dedicated, visible, easy to identify bike lanes!!! You shouldn't have to risk your life riding your bike to/from work/school.

405 I find using the bike racks on buses unclear, and I've had bus drivers get upset with me when I couldn't immediately figure out how to mount my bike on the bus.

406 I'd ride my bike 100X more in Seattle if it felt safer. A picture of a bicycle on a street doesn't make it safe. So I only ride it in Portland or when on vacation in European cities.

407 Finishing the missing link on the Burke gilman as well as makingconsistent signage for pedestrian/bike use along it's length is very important in North Seattle.

408 please improve the paving for the South Park section of the bike trail - it is horrendous

409 what does David Hiller do? the green lanes and box are stupid

410 The very fact that you have 5 different types of bicycle "facilities" (i.e., paint on a road) that you need to ask whether people "know how to use" shows that you're doing it wrong. Seattle needs to be the kind of place you'd be comfortable bicycling with your retired mother to the farmers' market, not the kind of place where you have to "learn" how to "use" painted stripes on a road.

411 Thanks for oppurtunity to give input. I'm a long time rider, I have matured to take safety very seriously. I see very little mention here of bikers not obeying the laws of the road. At this point in time, bikers are held to same laws as drivers. If the biking wants to be taken seriously by drivers, the community has to mature to a similar level as the drivers. I tell rogue bikers, "Every biker is an ambassador for all bikers" meaning indivdual actions become the perception of the group. I love riding, I hate the animosity and hostility between drivers and bikers.

412 Please complete the trail through lower Kinnear Park to the Amgen bridge with a paved trail so we can bicycle to Myrtle Edwards Park and the waterfront

413 How does one "use" a sharrow? It's just a regular street, with a morbid chalk outline.

414 Bike lane across the 520 bridge please! I currently have to bus or ride 15 miles to get to work, when I could just ride ~6 miles to work if it were possible to cross the 520 bridge to Bellvue from Montlake on my bike. THANK YOU FOR MAKING OUR CITY BIKE FRIENDLY!!!

415 If the city is going to invest in bike lanes and markings for biking, I would really like to see the streets and bike lanes maintained and cleaned. Much of the time I can't use a bike lane on my route due to debris and vegetation growing into the lane. In addition, when the streets aren't cleaned regularly (particularly after it snows and they are sanded)the grit quickly wears off any painted markings. Thanks for taking our input!

416 There needs to be a targeted, high-emphasis campaign to crack down on bicycle riders who flout traffic laws -- running stop signs and signals, weaving through traffic, and assuming right-of-way when they do not have it. Tickets need to be issued (never seen this happen).

417 Please extend the bike path from Lower Kinnear Park to the Amgen bridge, to get bicycles away from the dangerous West Mercer St. and Elliott Ave.

418 I think sharrows confuse everyone - cyclists and motorists alike. I think our mandatory helmet laws are a big impediment to a bike share program. Helmet use should be encouraged, but not required, on bike share cycles.

419 Pleas e complete the trail through lower Kinnear Park to the Amgen bridge with a paved trail so we can bicycle to Myrtle Edwards Park and the waterfront. This would solve several needs, for bicycles and pedestrians alike, both for work commutes and recreation: First, by completing the Lower Kinnear to Myrtle Edwards link, bike commuters have an off-road path to connect with the new Rapid Link D Line, allowing commutes into Ballard, North Seattle Community College. Second, recreational bikers can link from the waterfront up through Lower and Upper Kinnear Park to the Olmstead boulevard (brown street signs) further up Queen Anne, with stops at Betty Bowen Viewpoint, Parsons Gardens, and Kerry Park.

420 In addition to having more bike lanes, have wider bike lanes, as they do in Portland.

421 Need complete streets even those with Streetcar!

422 Many, many other cities do this right. Amsterdam is a great example. Portland as well. Bike trails should be mandated with any new construction, just like parking spots.

423 Seattle is NOT a bike friendly town. You may think it is but I frequently ask fellow commuters on my way in to work every morning while stopped at traffic lights, signs, etc.... The majority I ask do not think it is a bike friendly town when posed as a simple yes or no question. Bike "paths" don't link up, drivers in cars do not know how to flow with cyclist, signage is terrible, road conditions suck...even the paint the city uses to paint cycle lanes is weak. Sharrows are a poor excuse for a bike master plan. Get real, stop fluffy your feathers as a bike friendly city and get your act together, Seattle.

424 We need to be a little more like Portland since Seattle drivers still dont know where the bikes lanes are and when to give cyclist some distance. We need Green bicycle lanes since the white lines are NOT enough for Seattle drivers. It would be nice to feel a bit more safe while commuting to work.

425 There's a lot of bad drivers out there.

426 Thanks for the survey! I love biking to the UW, and I do so almost everyday. My biggest worry is always getting hit by a car, either from my misunderstanding of bike road rules, or drivers' misunderstanding- they often drive in bike lanes, don't look for cyclists, open car doors into bike lanes without looking (there is an article in the NY Times about how the Dutch learn to open the car door from inside with the opposite arm to get in the habit of checking for cyclists). I think buffered and bike lanes are preferable as a cyclist, I feel safer when I am using one. Both cyclists and drivers need to be educated of the rules of the road, and sharing the road, for safe driving and cycling in the city. The scariest road I encounter on my route is Roosevelt Ave south of 45th street to just before the bridge. Very scary for a cyclist!

427 the weather is too nasty here to ride bikes, facilities are lacking in order to shower/change if you're riding to work, and if you have to carry items then forget about it. Make bike riders get a license to use roads for commuting that way they have to at least ackowledge they reviewed what the rules of the road are (hate when they are in line with traffic as a car then zoom through a red light as a "pedestrian" using the crosswalk).

428 Primarily as a motorist, I see an equal number of cyclists violating street rules (running red lights) and unsafe behavior (speeding downhill towards intersections). I am most concerned with regulating cyclist behavior and transferring the cost burden of more facilities and street signs on to cyclists. This can be done by implementing bike tab fees similar to cars, "bike tax" on purchasing bike equipment and gear. Since all the bike improvements go toward benefitting cylists, it makes sense that riders should pay the lion's share of the cost of such improvements. With that said, I am not opposed to riding a bike. I don't own a bike and don't ride, because I don't feel safe and it is much more inconvenient. I prefer to walk instead. But, I'm necessarily ruling it out for the future.

429 The city has spent enough on bicycle amenities. Seattle has many more important needs other than bicycle amenities. Freeze any future spending on them now.

430 Frankly, 99 percent of all the bicyclists I see throughout the city are rude, obnoxious and flip me off. They think they're better than and ignore what few rules of the road they're supposed to observe, and those get fewer and fewer by the day. Witness that they no longer need to stop at stop signs. They weeave in and out of traffic and have indeed crossed about 5-10 feet in front of me. How am I supposed to stop? And you wanted me to approve a tax on my car to fund their improvements. License the bikes and force the idiot cyclists to pass a road and written test. Oh, and remind them that I have rights to the road as well. If they want me to share, they can share.

431 In general, I am comfortable with biking with cars. But it is NOT safe. Cars are frustrated with the slower bikes, bikes are frustrated with the inattention of drivers. Of course, in both cases, a few ruin it for the many, but if I do something thoughtless, my bad. If the car does something thoughtless, the biker ends up in the hospital or worse. Buses in downtown Seattle are the WORST offenders - running red lights, blocking intersections, squeezing out bikes in the bike lanes - but the police do nothing to curb their bad behavior. Bikes and cars should be separate - perhaps bike lanes on every third street, and prohibit them on the unmarked streets - that way if you don't want to drive with bikes, then choose a street where they can't go. There is no "correct" answer - people that drive pay taxes and have rights, and people that bike pay taxes and have rights - but bikers do not pay road taxes like drivers do in fuel taxes, so I suppose there is something to be said there. How about licensing bike riders like licensing vehicle drivers? Fees would be paid, and bike classes would have to be taken, hopefully generating a better informed biker!

432 I think the city is doing a nice job of creating more bicycles lanes the past few years and have improved the pavement, making it much more smooth and conducive to riding.Although, I would still ride a bicycle to work regardless of the improvements being made, but it sure does make the ride much more enjoyable and safe with the improvements being made.

433 Downtown Seattle: 2nd avenue works good(although buffered lane would be much safer), but we need a at least a bike lane coming back north thru downtown as the sharrow on 4th Ave. is a frieghtening environment to bike in.

434 Create separated bike lanes like Portland!! Thanks!

435 Bicyclists in the City of Seattle do not follow nor respect the rules of the road which makes transporation dangerous for motorist, bikers & pedestrians. The City of Seattle & Seattle Police Department need to put on emphasis on enforcing the laws for bikers to make the city safer.

436 It's difficult to "retrofit" an automobile-centric infrastructure. To encourage cycling in general, more paved, completely separate trails would be a great motivator to building a cycling constituency. Fixing our terrible roads would also help, but that requires an enlightend public willing to support a state income tax to pay for what we need.

437 another cyclist told me that there's a "T" painted symbol that cyclists can stop on that helps to trip signal lights. If that's true, what's the decision-making process for deciding which intersections have such features?

438 Go bikes!

439 My biggest concern with todays bicycle routes in Seattle is that there is not enough end to end routes for folks, if you cannot ride on a trail or bike path, you must ride on streets, some of which are very busy without adequate bike paths. It makes it really challenging for cyclists particularly recreational cycl.ist

440 Try not to spend so much money on this stuff. Do the common sense low-hanging fruit items first and work from there.

441 The hills around here are killers, especially in my neighborhood (Magnolia). The Magnolia Bridge is super unfriendly and Thorndyke requires about a mile of sustained upgrade (not a gentle slope) Why isn't there a safe way to get to Magnolia Village from outside Magnolia without having to go up and then back down again? As a former bicyclist and now an out of shape mother of two, I almost feel hopeless that I could ever devote time to ride in Seattle again without hurting myself.

442 I would really like the city to invest in repaving signed bicycle routes. This inclue the connection from downtown to Dexter and most especially Lake Washington Blvd. City is doing an excellent job with all the bike route signs installed in past few years. Love it!

443 Bikers need to do a better job policing other bikers that violate the rules of the road. We need an education campaign to promote safe biking speeds when pedestrians or other hazards are present.

444 The biggest problems are avoiding car traffic in the downtown area. The bike lane on 2nd is very unsafe. The busses are aften frustrated when you ride on 3rd. Also, bicyclists who break traffic laws-run red lights in town, blow through crosswalks, etc, should be cited. Cars disrespect all bikes because a few ride like idiots.

445 Part of my commute is on Dexter and I love the new bicycle lane there-it's the reason I finally started biking into work. However, I still have to connect to that by riding on streets with sharrows, which scare me, and other streets with bike lanes that are just so narrow I always worry I will get doored.

446 Widening specific streets to add bicyle lanes on street shoulders together with adding sharrows on other streets is a top priority. One street I ride on regularly - 3rd NW north of Holman road, has no shoulders whatsover, making it very dangerous to bike on.

447 thanks for all the green boxes, folks. they're great. and yay for buffered and green lanes!

448 There are so few bikes and pedestrians in my neighborhood compared to cars. You took out an entire lane on NE 125th St for bikes. Why not have the bikes share the sidewalk with pedestrians?

449 It would be great if the new 520 bridge had a bicycle path like I-90.

450 The bike lane on 2nd Avenue in Downtown, which is located on the left side of the street is dangerous. Drivers making left turns cut cyclist off and parked cars leaving parking places reentering do not have a good view of on-coming cyclists.

451 I live in south east Seattle and the bike options heading towards downtown are severely limited. I'd never ride my bike on Rainier Avenue. Some kind of flat alternate route would make a big difference.

452 Waste of money, only 3% of population will use. Should use the money for side walks or road improvement

453 Waste more money SDOT - you are far from poor, on a limited budget. You conduct sham surveys and faux "outreach". Why act like these things are to inform decisions - they have all been made ahead of time.

454 Include a construction management goal/objective in the plan. Too many times a construction lane or sidewalk closure makes the bike lane disappear. The city should work to require temporary bike lanes and ensure that the connection is not lost, particularly since cyclists become used to bike lanes and it is unsafe to change these facilities unexpectedly. This is how it is done in Copenhagen. There should also be a temporary sidewalk requirement as well, rather than forcing people to cross the street. Bikers and walkers should have priority over preserving vehicle capacity (where feasible). Also, include a goal to have all public staircases in the city retrofitted with bike gutters. Could be neighborhood-driven and funded through small grants. This is a small piece of infrastructure that could go a long way towards increasing mobility and bikeability of this topographically-challenging city.

455 I'd like to see the city install cycle tracks! Cheers and thank you for your work

456 Generally speaking, I think many persons who work downtown (including myself) would like to transport their bicycle into work via metro, and ride their bike back home for an afternoon workout.....please do all that you can to encourage this type of behavior. Thanks.

457 The city needs to work with metro transit drivers, they cut me off every day when I am in the bike lane, it is absolutely ridiculous. They don't even look before the merge into the bike lane.

458 Please promote better/more bicyclist awareness programs targeted at (car) drivers. Many (car) drivers are needlessly aggressive and uncivil towards cyclists.

459 Please build a cycle track or if this is not possible a buffered bike lane through downtown (5th one way and 4th avenue the other).

460 Fix the streets. Train the DOT drivers. Invariably, it's the DOT trucks who are the scariest. They don't share the road and have crap hanging off the sides of their trucks. They stop abruptly in bike lanes like they own the road (because they think they own the road).

461 My biggest are stop signs on busy bike trails crossing residential street with very low traffic. I stop, the car stops, I wave him to go, he waves me, I wave him back because I have a stop sign, he waves me back because he can see a "pedestrian" on a bike trying to cross a street. Then I go and I PREY THAT HE WILL NOT GO AT THE SAME TIME! Two conflicting rules, one for the driver to let a person cross the street, nobody wants a ticket, and another for is the stop sign, stop means stop and let the drivers go. It's silly and dangerouse. I almost got hit in such place twice. No, three times!

462 Pavement condition is important - I have fallen on LW Blvd, and I'm a really competent rider. Rider behavior has to improve - a lot. Not sure how to make this happen - Cascade can't do it all.

463 Seattle needs a separate right-of-way for bicycles (like many European cities and Montreal in North America) on major bike routes such as Dexter and Eastlake - something that provides a greater physical barrier to cars than the buffered bicycle lane. This both increases rider safety and encourages more bicycling.

464 Photos for #11 didn't load so I couldn't answer. In addition to the above, I would like to see the city invest in public relations campaign to educate drivers and bicyclists on how to share the road.

465 The placement of loop sensors should be reconsidered at many intersections- as to not block right turn lanes (when a legal turn on red applies.) The bicycle should be in the forward moving lane as traffic.

466 Complete the Burke Gilman Trail in Seattle, NOW.

467 I have especially appreciated the sharrows because I think it reminds drivers that bicycles are on the road and that we are suppose to be there too. Thank you.

468 Please please please put in a section of the Burke Gilman from Fred Meyer to the other side of Ballard. I ride with small children and hate riding in the traffic. We'd like to ride to Golden Gardens from Fremont but are scared to. I love the Burke Gilman, but only ride it east from Fremont because of this. I would LOVE to be able to ride west. It is such a great trail. I'd ride it west almost daily if you'd complete it. :)

469 If money is going to be spent on road changes to accomodate a few bicyle riders they should be registered. Then the money collected from bicylce registration alone can be used for their improvements. What I pay for my vehicle registration should not be used to reduce motor vehicle traffic capacity (see Fauntleroy Way). Fix the roads instead!

470 I find it frustrating the amount of money the City is spending at this time in relation to bicycling in consideration of the state of the economy. Is this really a priority at this time? It's a "nice to have" vs. "need to have." Sure, if the economy was doing well I could see making these investments, but I think the timing is poor.

471 An actual physical barrier for a buffered lane on 2nd would make downtown far more accessible by bike. Downtown is dangerous because cars turning left off second feel pressured to move across or into the bike lane, even before a left turn lane presents itself.

472 Question 6 was difficult to answer. On any given trip through town I would use multiple kinds of streets to get there. I do love some of the new improvements the city has made, such as the buffered lanes on Dexter. More of this, please. And soon. I also think reducing motor vehicle speed and enforcing this reduction would go a long way towards making less confident cyclists feel better on the road.

473 In terms of education with regards to bicycle use and on-street bicycle facilities: much more needs to be done on the motorist end of things. Licensing for motor vehicle drivers is too slack...there is not enough (no?) education for drivers about how to safely interact with all traffic, especially bikes. This failure in education/awareness exists for would-be drivers, but even more so for currently licensed drivers. Additionally, something needs to be done to curb/abolish the sheer animosity of motorists towards cyclists. (Attitudes without any basis, that are not directed at any other users, much less so vehemently...or dangerously.) Plenty of effort goes into telling riders that they are bound by the same rules (mostly true) of the road, without enough (any?) effort being directed towards making it clear to drivers that riders also have the same rights (more sometimes) and should receive the same courtesies.

474 Question #4 was a bit difficult to answer - I use all of those things for almost every trip. I don't know if the data I supplied is really valid? I appreciate the city taking the time to collect this data, HOWEVER please don't wait! We needed these facilities yesterday and talking about something to death doesn't move us forward. I love the new bike lanes & bus islands on Dexter and hope that can be a model for other streets. Also can we PUHLEEZE resolve the Missing Link into Ballard?

475 Although not having to sit behind auto traffic at stop lights is nice, the green bike box thing encourages cyclists to put themselves in harm's way by passing on the right. I'll continue to sit behind the cars at traffic lights and lessen the chance of getting hit by right turning or merging cars.

476 Thanks for considering my points of view and for your work on this! Caroline Sayre

477 In lieu of installing bike lanes for every route in Seattle, well-paved and regularly cleaned roads and shoulders benefit both motorists and cyclists. I do appreciate the dedicated bicycle lanes in downtown, but they are often still obstructed by cars near intersections during peak commute hours. It would be great if there was some physical way to help motorists make the right turn without venturing into the bike lane.

478 Thank you for all you do for bicycling in Seattle. It's already a great place to ride. Kirkland drivers are a-holes (seriously...no 3 feet) but Seattle is pretty delightful.

479 Bike lanes that put bikes in reach of drivers opening their doors are a bad idea. I don't ride in them. They ought to be buffered from traffic on the left and parked cars on the right.

480 Some of these choices, especially on the first pge, should have an option to choose multiple selections.

481 Many of my friends have been injured by violent motorists. I would like to see enormous fines for dangerous behavior.

482 Bicycle support is good but not great in King County. It is, mostly, scary. I was a regular bicyclist back in Illinois but riding here is just nuts.

483 Thanks for asking.

484 You did not ask if I would increase my bicycle use if my concerns were met. Yes, I would ride more if I felt safe and protected from cars

485 Do the boxes really have to cost so much? I could not believe the price I read in the paper!

486 Great work, keep it up! We can become another Portland with enough public will.

487 Sharrows are idiotic, motorists don't respect cyclists on streets with sharrows

488 Re: #11, I have no idea what the rules are or whether they are different for each of the conditions above! Clearly I need education.

489 i LOVE marked bike lanes - but the paint on the newer ones (where cars aren't necessarily used to not driving on them), or on curvier streets, tends to wear off quickly, and then it fails to serve as much of a protection any longer... (the paint has been worn off on much of the NE roosevelt/11th bike lanes for the last year or so, i think :(

490 I think, as part of this project, it should be a priority to start enforcing that bicyclists follow the laws. It should be made illegal for bicyclists older than a certain age to ride bikes on the sidewalks. More fines for bicyclist neglecting to obey the law could provide a great deal of money to fund the facility improvements. Most improtantly, Seattle can become a city where pedestrians are safe around bycyclists.

491 would like more places to lock bikes up to, especially at the malls.

492 The bike improvements on Dexter were a huge waste of money. Westlake is faster, has less hills, and flows quicker into downtown with fewer lights. Taking a place with tons of cyclists and adding stuff isn't an improvement when it limits the perception of safe places to ride at the expense of improvements to alternative routes. The law allows us to ride on every street, all the time. It would be nice if the people in charge of painting the streets also invested some time in educating motorists (with sharrows even) that there is no wrong place for a bike.

493 Madison near 27th is so bad I thought it would shake my teeth out. All roads need to be smooth enough to ride on, sometimes I do not have choices about route.

494 bike lanes and sharrows are a joke, we need cycle tracks and designated bike lanes, look at how many people currently ride/walk/enjoy alki and the burke gilman!

495 A big issue for me that isn't mentioned in this survey are the placement of slopes to allow bicyclists to move from street to sidewalk or vice versa. These are often placed in awkward or awful, unintuitive locations.

496 Thank you City of Seattle for making this effort. Improving and increasing cycling will benefit the city in many ways.

497 Start enforcing the law! I'm tired of motorists taking the SPD's unwillingness to write a ticket fro granted!

498 Thank you for your work improving bicycling in Seattle!

499 Riding for recreation is a high priority for large numbers of people, and many bike only trails are miles away from the home and involve taking the bike by auto to the trail head

500 Please, for the love of God, do something to Market St. in Ballard. It is incredibly unsafe for cyclists, yet one of the only efficient east/west routes.

501 Quit putting bike lanes in the same place where people open car doors.

502 Education of all road users, enforcement of road laws, and meaningful consequences to dangerous drivers (loss of license, fines, prison) would create a safer city for all of us.

503 Everyone knows that Seattle is rain city.Most bicyclist wants to have rain and wind proof bicycle lane esp at the off-street paved road for near future.

504 Stop putting in bicycle lane

505 I just got back from Europe and wished I had brought my helmet. 1 euro to ride a city bike anywhere. You return it to the nearest rack when you reach your destination. Brilliant! We can be better than Portland if we take on a project like this! The bikes had advertisements on it which I'm sure helped funding. I'd be more than happy to ride a bike emblazoned with Starbucks or Amazon if it meant less cars on the road.

506 These so-called bike facilities are a waste of tax dollars and give a false sense of safety. These are not really improvements, The roads in Seattle are a mess and the areas near curbs are also often full of junk. Either I am bouncing around or swerving out into traffic to avoid junk or potholes. THAT is dangerous, the rest of these "safety" measures are a joke. The money could be spent in a more meaningful and useful way that would benefit both bikers and those using motorized vehicles. I'm sick of the city and Cascade Bike Club making decisions that create a more hostile relationship between bikers and auto drives and these above 'facilities' do just that. Also, in my experience, I've encountered an equal number of unsafe jerks on bikes as I have in cars.

507 never seen the buffered bicycle lane here in Seattle, and kind of think the green painted boxes are wasted resources needing a lot of ongoing maintenance. But, I guess you feel safer when you're in them?

508 the #1 priority should be to pave the existing streets. The pavement in Seattle is deplorable.

509 Seattle does an awesome job with having a positive biking community. Keep up the good work.

510 My experience with the marked routes is that I would like to try them but the signs don't always continue and I feel like I will get lost. More consistency in marking bicycle routes would allow me to feel confident in riding my bike to new places (knowing that the marked route is the least hilly, "safest" route possible.)

511 I am very surprised at the disproportionate amount of tax dollars that go toward encouraging bicycling. It is very unsafe and always will be. At some point, development for cycling in the city needs to stop and we just call it good and spend money on better things.

512 Thank you for doing this!

513 I think that it is unfair to punish drivers for having a car and using it in Seattle. There is now an extremely unsafe and unfair system in Seattle when it comes to the road. Anyone driving - must have a license, their car registered and take the blame if there is an accident. It is basically a system that punishes the driver. I think that if you continue to change the roads to give bicyclist access then they should be 1. Licensed to ride. 2. Have to register and pay registration similar in cost to car registration. In other words pay for the road changes. 3.Have punishment for when a bicylist is at fault - which is often. 4. consider NOT allowing bicylists on certain roads such as they do in England for their OWN SAFETY. 5. recognize that cars and bicycles are not EQUAL for everyone's safety. 6. Stop trying to change or takeaway roads that car drivers already paid for - for bicycle use. You are encouraging people to leave the city. Bad business planning. 7. Your road diets do not take into consideration how cyclists turn left from a right hand lane -- so they all --ALL - break the law to turn left.

514 After being hit by a car in December 2010, I feel most strongly about educating and policing drivers, and secondly improving riding conditions (by defining bike lanes, adding sharrows, improving road conditions, etc.)

515 I would also be nice if we could try to address motorized vehicle drivers attitude towards bicycling. In my experience, many motorized vehicle drivers think that bicycles are slow, so by that nature they are not in a hurry and should get out of the way. It is typical to occasionally hear a driver yell at a cyclist, "get on the sidewalk", or "get off the road". I do not understand this mentality and I personally consider riding my bike on the sidewalk at 20-30 mph very unsafe!

516 I don't understand the sharrow marks. They aren't always positioned in the same place in the road and often disappear and reappear randomly. I don't think drivers know what they are either.

517 The questions asking which type of bicycle facility I use for the majority of a trip is misleading, since rarely do any of my trips happen using only one type of bicycle facility. That is, for my commute trip, it is fairly equally divided amongst paved trail, arterial with sharrows, bike lane, unmarked side streets, etc. Rarely does a trip happen using only one type of facility.

518 The city has woeful connections through downtown and south lake union. Its dangerous to merge onto 4th n from jackson- a total joke. we need bicycle tracks going each way through dt and SLU all the way to Fremmont, BALLARD and the U District. We are so far behind other cities its time to make a move

519 All bikers I talk to hate sharrows! They don't give dedicated space, rub off the street, and send the wrong message that bikers are only allowed to use certain streets. Also, I asked someone at SDOT and they said there is no data on their utility. Please don't count sharrows towrads providing bike access on a road! For greenways, the arterial crossings are useful but the residential street signage part of greenways is wasteful. I'd instead invest in an online solution like fixing up the Google Maps bike map feature- much cheaper, and would give you broad coverage quickly.

520 need more grade-separated bike paths. I want my kids to be able to safely ride to school and not get killed by vehicles.

521 This is what I sent to Max at Cascade Bicycle Club: Max, I agree with you. I have been saying this since 1989 when I moved here. A little history lesson: 1. I 90 bikeway was scheduled for both ways, last minute, they ditched one way. MAKE IT BOTH WAYS!! 2. West Seattle on Lower Bridge, same thing happened as number 1. MAKE IT BOTH WAYS!! 3. The side walk on West Lake Ave put in 1995 was originally supposed to be bikes only that is between Fremont Bridge and South Lake Union. It was instantly made a car lane. MAKE IT A DIVIDED BIKE WAY AND DO IT ON BOTH SIDES!! 4. This is the one that most ticks me off! Plans were drawn up by a tenured Transportation Professor as UW in 1991. He gave 1 1/2 years of free time at no pay. Everything was approved by the State. His plans alone were worth over 100,000 dollars if paid proper wages. After being approved in 1992, at the last minute the state pulled the funding and it never happened. Look up Cascade Newspaper old issues from 1991 - 1992 to find info about this. DIG UP THESE PLANS AND DO IT! 520 Should be only one bike lane each direction, bus and light rail. Cars should only be emergency vehicles. 95 percent are going on I 90 anyway. So PUT the TOLL on I90. DO NOT EXPAND THE NUMBER OF LANES ON 520. We want to DISCOURAGE auto traffic not increase it. 5. Lastly, Dexter is a DEATH TRAP! Do not ride on it. It is only a door line not a divided bike lane. They did it right for the first 50 meters going north from Mercer St, but then they got rid of the divided bike lane, let the cars park and have you leap frogging with the bus the whole way. Stick to West Lake. Dexter also has 6 blind left turns. I stay here in Seattle hoping it will improve. Most of the time, I ride my Xtracycle with the wide loaders, so I take up the same floor space as a bmw motorcycle. Contact me at 206 547 6020 victor@converttolinux.com Bicycle Vehiclist since 1989 Lastly follow Portland's example with bikeboxes at all intersections and bike lights everywhere that detect bicycles so you do not have to push a button just to cross the intersection. Commendation: Thanks for completing the Elliot Bay Cycle trail going to Magnolia and then over the canal just west of the Fremont Bridge. Well Done. We need trails like this going all through the city.

522 Bike lanes that are mostly in the door zone are a severe hazard to cyclists (e.g. 8th Ave NW between NW 80th and NW Market St.) and should just be removed in favor of "sharrows." In other words, encouraging cyclists to be in the least safe place on the road is not sound transportation policy--it can and does get people injured. Where there is space, a wider bike lane may have application (8th Ave NW between NW 65th and NW Market), but there isn't always space (8th Ave NW between NW 80th and NW 65th), therefore, bike lanes should not go everywhere at the expense of cyclists' safety.

523 More education needed for drivers and businesses about how bicyclist reduce traffic and improve business. Better stories on places that have increased neighborhood business with better bike access

524 On-street parking makes riding dangerous. Parking should not be allowed on arterials where the number of riders exceeds the number of people storing cars, especially when the parked cars force riders out into the traffic flow. The streets are OK for young aggressive riders maybe, but as an older slower rider I am very disappointed in the preferential treatment the city gives to motorists.

525 The Burke Gilman missing link is one of the most dangerous areas for cyclists and also one of the most requently traveled. This should continute to be a high priority to finally resolve and build.

526 more dedicated bike lanes and designated bike roads in good condition are the key!

527 Road pavement condition is extremely important for all riders, and I would consider it most critical. I know more people who have hurt themselves and their bike due to poor road maintenance (potholes, concrete debris, etc) than due to encounters with cars.

528 The most dangerous thing I encounter on my daily commute, hands-down, is obstacles blocking travel. Delivery trucks etc parked in bike lanes, cars parked across trail entrances, people parked on both sides of residential streets which leaves only one lane of travel- all of these things cause me to have to change course abruptly and compete for road space with motorists. These are the horn-honking moments where I feel the most unsafe. I really wish the police would be more proactive about ticketing people who park improperly, and I wish all residential streets could have one designated side for vehicle parking (a lot of the central district is like this, and it is very nice to ride through). There is also a big issue with roads that have marked sharrows but pavement conditions that are really unsafe for bike travel (for example, 20th Ave S in the Jackson Park neighborhood is marked for bicycle traffic but also has potholes that are at least a foot in diameter and several inches deep.)

529 Enforcement of traffic/bicycle/pedestrian laws is something that can (and should) be achieved with little extra cost and none to the existing infrastructure. It would make it safer for all to coexist together.

530 Bike lanes are so important. I would ride on any street with any amount of traffic if there was a bike lane.

531 I think safety is the number one concern for most people. If people feel safe in dedicated bike lanes that are well-marked, they will bike more. The intersection of trails with streets should be VERY well-marked. How about turquoise or tangerine for trail crossings?

532 Create financial incentives to get more people on their bikes and reduce vehicular traffic congestion.

533 How about the city gets harsher on drivers on the phone? Almost every time I get hit, or nearly hit, it's an idiotstick on a phone.

534 My biggest fear is being hit by a car. Sharrows and lanes without a curbed buffer do NOTHING to protect me from a texting/phoning/distracted driver, or even a good driver who is just struggling with heavy rain/darkness (no matter how well-lit I am). Because of this, I consider these options to be useless in terms of meaningfully improving my safety.

535 I know how to use the last two on a bike, but not sure how to navigate green lanes or boxes in a car

536 For question 11, I use all of the above, but I don't know if I "know how" to use them. I have not had any training, or read educational info about them. I just use common sense. More education about their proper use and expectations would be readily available for all.

537 more off road paths

538 Not only are more bike trails and lanes need, but the ones that exist need to be maintained! This includes sweeping , replacing signs, cutting back vegetation, etc. Maybe you can set up a hot line for reporting conditions in need…like the Pot-Hole hotline. And why is the north end of the Duwamish Bike trails still not connected to the West Seattle trail?! …To name one of many simple issue. This indicates a lack of sincere commitment by the city of Seattle…other cities are leaving us in the dust. What’s has happened to Seattle? Thanks

539 Bicycle lanes are often disrupted and not adequately considered during construction projects. Myrtle Edwards park is a mess and the construction around the Viaduct is horrible. Also the Ballard bridge is dangerous, but there is no good alternative.

540 More green bicycle boxes and lanes - so easy and awesome :)!

541 The safety of bicyclists is the number one thing that keeps my co-workers from riding.

542 Aggressive, speeding, and distracted (often all 3 together) drivers are the #1 reason for my very limited access to the streets of Seattle as a cyclist. It has taken considerable research and investment of time to find acceptable, safe routes to my destinations, and these routes trade danger from cars for significant hills. All beginning cyclists here face similar challenges, and I have no doubt that many find them insurmountable, especially in light of the comparative ease of car travel. Thanks for taking the time to collect this data.

543 It is time for Seattle to bite the bullet and eliminate curb lane parking 24/7 on streets needed for transportation. This would allow room to provide true separation for cyclists WITH BARRIERS between bikes and cars (see Vancouver BC for example). Sharrows are nonsense -- I feel less safe on sharrow routes than I do without them as the sharrows direct bikes into conflict with cars and generate tension. Better to let us battle it out without the meaningless street graffiti.

544 Painting sharrows on major arterial streets is an incredibly inefficient use of funding for bicycle infrastructure. While they may slightly increase drivers' awareness of cyclists on the road, cars can still drive aggressively, and as a very experienced cyclist, I still feel unsafe on those roads. Funds should be spent separating cyclists from the bulk of traffic; this can by done with neighborhood greenways, effective bike lanes, and bike paths.

545 Just enjoyed Lyon, France's bike rental facilities. Fantastic and so easy to use. Spartanburg, SC (!!) just adopted a similar program. I think it's something Seattle should invest in. Why not try to get cruise ship companies to invest with the city in such? They dock next to great bike trails (Myrtle Edwards) and bring in lots of people looking for transportation.

546 My wife (new cyclist) always complains about riding next to cars. More off-street or bike lanes would help her want to ride more. I ride in all conditions but its more about getting new people into biking.

547 I frequently see cyclists using miserable arterials when there are nice side streets available - particularly going up long steep hills.

548 The more separate bike facitilies are from cars, the more people might be willing to bike.

549 My mother was killed locally by a drunk driver while driving her car. The drunk driver was a repeat offender, but still out driving. How much more vulnerable am I on a bike on the road!? Not only from drunks, but also distracted or ignorant drivers. It seem almost every time I ride on the streets, I have or see a near-miss between a car and bike. In spite of the heath benefits, can't help but think that riding on the roads in Seattle reduces my life expectancy rather than increasing it.

550 Please do something about the pot holes before someone gets killed.

551 Stop pissing away money on bicycle box and most of all those stupid sharrows. I am astonished at how much money they cost, and they don't do a damn thing. Fix the god damn streets....the pavement is dangerous and more like a third world country.

552 The reality of cycling in Seattle is way, way, way behind the hype and way, way, way behind other cities. It's shameful. We elected a mayor who professed to be a cycling advocate--but he's had virtually no impact. Pitiful.

553 Improved education for motorists and cyclists about how to use sharrows and bicycle lanes would be VERY HELPFUL!

554 Bike lanes are good, sharrows not so much.

555 We can't do anything about the weather or the hills. But we *can* and *should* improve infrastructure and attitude. More information for drivers would help - they think they pay for the roads, when we all do. And when they yell at me, asking whether I pay taxes for the roads, they don't believe me. We all need to respect each other - anything the city can do to help in that regard will help as much as bike facilities (which we also need!).

556 Improve connections in NE Seattle between BG trail and Magnuson Park!

557 Sharrows divert funds from needed improvements. Bicycle presence on any roadway should be an educated awareness. Sharrows create no space and provide no useful information of guidance. We need to local parallel corridors (side streets, if possible) to serve as "bikeway" connections betwee parts of town. I'm thinking of those in Vancouver, BC, where they have curb-facing cross signal buttons at arterial crossings. Sharrows might even make sense on side streets used in such corridors. I also think that bike lanes add false security. They should only be used when they can accomodate a door zone, or along a no parking curb. We need real, separated corridor facilities.

558 Thanks for the ear! Lots of choices to make urban cycling in Seattle safer and more attractive to the uninitiated. Start with Greenways. They're relatively cheap, encourage kids and less intrepid riders to ride in the neighborhood and send a message to auto drivers that they don't own those roads. Where possible, grade separated trails are preferable. Where it's not possible for grade separation, bike lanes, buffered or otherwise are next best - especially if you can protect bicyclists by putting parked cars between them and motorists (like along Alki's south end). Sharrows in my experience are useless and possibly dangerous because they encourage riders to use streets that are too narrow for an actual bike lane. I avoid streets with sharrows whenever possible.

559 I am still recovering with a shoulder injury six months after a fall while bicycle commuting due to poor road conditions on a sharrow road (MLK). Sharrows make motorists more aware of bicyclists but do not mitigate dangers of the terribly unsafe road conditions of the neglected Seattle city streets; address long standing disrepair of roads.

560 Motorists and cyclists need more education. Also, as part of a vehicle traffic infraction, an option should be a class that educates all road users as part of lessening the fine.

561 SE Seattle is particularly under-served in bicycle facilities. Riding on Dearborn is atrocious.

562 I commute by bus and bike and would like more covered bike areas where I can lockup my bike on rainy days.

563 The single most helpful thing you could do is to fix broken pavement. Also, reconsider "road diets." This is one thing that alienates non-cyclists more than just about anything.

564 Slower traffic speeds in the city

565 Crossing the 520 bridge is a major obstacle! Sharrows are a pathetic punt on the whole idea. Make dedicated bike streets or blocked off lanes. Cars are the LEAST important thing on the roads.

566 Sharrows do not provide enough protection, and drivers still encroach into painted designated bike lanes. I take the BG as much as possible because that is where I feel safest. I bike for exercise and for work and I have more dangerous interactions while commuting due to crazy drivers going too fast or not providing me with enough space. Any trails that are biker/runner only will get used the most because it removes the car which is the most dangerous weapond on the roads these days. thank you for doing this survey, I hope it provides you with ample information to get more programs moving!

567 bike trails--not bike lanes. I want to have a physical barrier between me and traffic. I've ridden in Holland and it is much nicer than here.

568 Sharrows are close to useless - they should not count as "infrastructure." Buffered lanes are "better" but we really need separate routes, grade separated bike lanes, and very importantly community greenways.

569 Driver inattention is the single most common unsafe behavior undertaken by motorists. Texting and phoning while driving endangers all other users and requires vigorous enforcement. The Seattle Police Department needs to be the first City department to acknowledge this risk.

570 A bike friendly Seattle must be our future.

571 I thought buffered bike lines were when the bike lane is between the sidewalk and parked cars.

572 Don't get political, focus on bicycling safety

573 I know many people who don't consider bicycling a transit option for themselves. Is there a branding or 'civic awareness' PR campaign to make getting there by bike normal, cool, acceptable, regular, what everybody does?

574 We're getting there, infrastructure-wise, but still have a ways to go. If more people rode their bikes to and from work, and felt safe doing it, we'd see a decrease in rush-hour traffic, and a lot less stressed-out people.

575 I think a more deliberate use of sharrow and bike lanes needs to be implemented. Sometimes adding a bike lane seems more dangerous than a sharrow(example southbound on Roosevelt).

576 Creat an App for you bike map

577 Enforce traffic laws: ticket traffic offenders whether car drivers or bicyclists! My wife and I drive too and are also avid cyclists. There should never be an "us against them" attitude between motorists and cyclists.

578 Seattle has made a good start toward becoming bicycle-friendly. Cyclists and drivers need to increase their respect for each other. Cyclists need to start the process by behaving like cars; stop at stop signs and red traffic lights, signal turns and stops, do things that drivers expect cars to do, and wear a helmet.

579 We really need to spend some energy and money to try to make sure that motorists know that cyclists are legally allowed on the road and have the same rights as a motor vehicle. Hopefully the Vunerable users act will introduce consequences to negligent behavior, but it will only help after the damage is done if motorists don't know about it.

580 I'm bold and willing to ride as a vehicle, but my wife is not as fearless and so we walk or bus often when we would have ridden with cycle tracks. We lived in Munich 2010 and cannot stress enough how important the lane facilities there were to their traffic reduction over the last decade.

581 I am strongly opposed to reducing vehicle capacity, for example removing car lanes or parking to add bike lanes.

582 I am very nervous around cars when I bike. I feel like drivers are in too much of a hurry to be patient with bicycles or be concerned about my safety.

583 Please please please consider the bicycle community and our safety! We give back so much to our community in paying taxes (yes, many of us do have cars) and by exercising thereby maintaining a healthier lifestyle and not contributing to driving up health costs. By encouraging more people to use bikes, we are doing a great service for our community and our families.

584 I would like to see the pavement improved on the BGT and other bike trails, but I fear how long a closure would be. The new section of the BGT up North is beautiful but the closure was so long and painful... I rode by that every day and 90% of time people were not even working on it. If only the city figured out how to be fast and efficient I think it would be great to continue fixing (and expanding) the BGT and Sammamish River trail.

585 I am not happy with the tax dollars spent on this project, it didn't seem necessary, beneficial or applicable to very many people. I rarely see bikers in the bike lanes. It seems a waste of money the City could have used elsewhere.

586 until there are physically separated lanes for bikes, the biker is like the sucker who brings a knife to a gunfight -- massively overpowered by big, dangerous weapons everywhere. i'm a slow and cautious rider, and i've had 2 accidents in the last 6 months, currently can't ride b/c of broken ribs from a fall due to a massive, puddle-covered pothole. we need to get past the 'war on cars' crap and figure it out: the infrastructure needs to be fixed to be safe for bikes.

587 I would like there to be a safe, viable bicycling route from our house in Phinney Ridge to my 6th grade daughter's middle school (Whitman). She would ride to school if it were safe.

588 I live on S Jackson St, the pavement status makes me want to kill kittens.

589 This survey is not designed for my type of riding. I ride every weekend 45 to 60 miles either a half lake or full lake and i have to ride both Burke train and city streets. Seattle streets are in poor repair and many of the bike lanes are dangerous, with parked cars (open door hazzard)alongside the lane and no room for slack. I ride for exercise and consider myself very experienced. Seattle is not what I would consider a very safe city for bikes. I am 67 years old and own a small business.

590 As I see it, safety is the biggest issue - so taking care of pavement conditions and teaching drivers to PAY ATTENTION - and then fining them for not using turn signals or driving erraticaly.

591 More cyclists keep drivers aware of them; get more cyclists on their bikes!

592 Question #6 should allow for separate ranking of off-street trails and on-street facilities (not combined as one category)

593 Bad street condition and the lack of respect of motorists (not all of them) contributes to not as many people riding bikes. Also I have seen many bikers violating traffic signals which I assume must be really irritating to motorists.

594 Sharrows and bike lanes are nice, but useless when the road conditions in the bike lane are terrible and when trucks/cabs block the lane for deliveries/drop off. Bike lanes should also be on the right hand side of the street, the left hand lane on 2nd is a disaster waiting to happen.

595 I think cycle tracks are the best tool to really jumpstart cycling in Seattle. Particularly, I think having a cycle cutting directly through the core of downtown Seattle is the most important investment we can make. Cycle tracks coupled with a bike share program would have a huge impact. The city should take some aggressive steps in this direction.

596 It would be great if there was a way for cyclists to report negative or illegal motorist behavior they encounter while riding. Either a phone hotline or a web page that would allow the cyclist to report the license plate, type of vehicle, brief description of incident, etc. Ideally the police dept would have access to the data and could follow up with the motorists. Even a letter encouraging cyclist-friendly driving mailed to the registration address of the license plate number could be helpful.

597 Bike lanes on up hill grades make sense. On steep down hills it's dangerous and deadly. The bikes are silent and come faster than the cars, too close to car doors. They should be in the flow of traffic like cars on down hill. The city is remiss in this idea! Someone will get killed. My room mate has been in 3 accidents that were not her fault on her way to work in the past 5 months. BIkers should have to buy insurance like cars. Bikes are not a practical city investment in a RAINY CITY. Great for young people but not useful to Mothers with children, and grocery shopping. They are just like motor cycles, just plain dangerous.

598 Streets around West Seattle near the waterfront are some of the worst in Seattle. Potholes and rough pavement are the bane of cyclists everywhere! I would prefer general road improvement to bike-specific improvements, as this benefits everybody. I ride 4000-5000 miles a year.

599 I really feel the most effective way to improve bicycling in the city is not to reduce motor vehicles or to add bike lanes to arterial streets, instead we should focus on neighborhood greenways and separate bike paths. This will give cyclists a better option, be safer and encourage more people to get out and ride.

600 Would be great to fix some of the enormous cracks/bumps in the Burke Gilman trail caused by tree roots. Those are awful and no doubt lead to accidents.

601 Money spent on adding/improving bike lanes goes a long way! Please help make Seattle a more bikable city.

602 With the implementation of a Rapid Ride system from Ballard to downtown, it would be greatly useful to install a buffered or bicycle lane that would prevent slow cyclists from blocking mass transit from commuting on time. I'm a cyclist and I believe other cyclists should have the right to commute and use the lanes but I do not find it useful, especially in the circumstance addressed, during rush hours. Please do something constructive about it. Thanks in advance.

603 Great survey! So glad Cascade is pushing to update the Bicycle Master Plan.

604 Would love to see a dedicated bike way going through downtown Seattle. Perhaps eliminate all traffic on 3rd Ave except busses and cars? Currently, the no car during rush hour ban on 3rd is not enforced. Would be good to ban cars all day and enforce it.

605 We need more bicycle boxes at busy intersections. Crossing through intersections such as Shilshole to Market going west are a huge stressor for me every day.

606 The 520 bike trail *needs* to extend across 405. Northup Way is a death trap for cyclists - very frustrating to have to climb up a steep hill to residential loop to avoid it

607 thanks for sending out this survey! Keep on rolling!

608 Making vehicular traffic worse does NOT improve conditions for bicycles! Reducing the number of lanes on Rainier Ave S. and just painting lines for bike lanes on the already lousy pavement made things worse for both drivers and cyclists. Ditto the painting of lines on Seward Park Ave S, which actually makes things more dangerous for cyclists, drivers, and people getting into or out of parked cars.

609 Street car rail lines are death traps for bicyclists. I have no problem seeing street cars added for east/west corridors (taking passengers up Seattle's steep hills), but installing tracks right where bicyclists ride (far right lane) is about the worst possible thing the city could be doing to encourage biking.

610 I hate to harp on this, but Seattle/King County needs to repeal the helmet ordinance. The ordinance has not lowered the rate of bicycle head injury, in fact, injury rates are up in King County. What it has managed to do is lower the number of people willing to make cycling a part of their daily lives. This ordinance has helped to create the misconception that bicycling is dangerous and as I am sure you know, the health benefits far outweigh any physical risk. Also, you may want to look at Rainier for your next road diet. The street is a danger that I won't ride a bike on. Drivers are always speeding, doing illegal U-turns, and cutting in and out of lanes of traffic. This is the main boulevard that serves the majority of neighborhoods in south Seattle and as such, these neighborhoods would be much better served if Rainier were more pedestrian friendly. It could be a grand treelined boulevard with room for cyclists and drivers and pedestrians as apposed to the lo-end freeway of it's current use. All in all Seattle, I think you are doing a fantastic job when it comes to cycling.

611 In commuting to/from work (between W Seattle and downtown), the segments of my trip during which I feel most unsafe involve transitioning from the Spokane St bike trail onto major arterials: 1. left turn from Spokane trail going north on Marginal 2. left turn from Spokane trail going south on Avalon Clear directions and signage (for both bicyclists and cars) would significantly improve my sense of safety.

612 If you continue to make bike lanes by painting the street, you must maintain the lanes. Nearly all of the paint on the lanes on 11th avenue heading north after the univeristy bridge, for example, are worn off. Sharrows are much more effective, as they increase awareness without diminishing space for cyclists. When you add bike lanes in, and add in parking, you just pin cyclists into a smaller area that are littered with dangers such as opening car doors and motorists turning from side streets that cannot see you. It was better, for example, on Roosevelt heading south when there was just a lane that was car-free at morning rush hour than having a bike lane, as cyclists had a full lane with no parked cars waiting to open doors into them. Sharrows were much better and I recommend you favor them.

613 There are some of these questions where there is definitely more than one answer, yet ony one can be chosen. You might get more accurate information if multiple answers are possible. I ride a lot (my whole family of four does). Seattle desperately needs more bike routes through the city, ideally skirting hills. I would love to see residential streets closed to through motor traffic (with the exception being residents) and opened to cyclists. Loved it when a couple of years ago Lk Wash Blvd was closed to motor traffic on Thursdays for a trial period, and was sad to see that go rather than being implemented and increased. Thanks!

614 More enforcement of vehicle speed and aggressive driving is needed. I bike home on the waterfront (alaskan way)

615 I think it would make bikers safer and drivers less upset with bikers if there was some enforcement for making bikers follow traffic laws.

616 I prefer the bike lanes over the sharrows. Tips on how to get lights to change at night when there are not many cars would be good (IE: sometimes the traffic lights don't seem to trigger)

617 I have been attending meetings and fighting for the ballard missing link for over 15 years. I usually do not trade with members of the ballard Cof C. Get it done! Martin Meyer

618 Seattle street pavement is disgraceful

619 Update the City's bike Parking ! Old style racks such as the wave rack and 'tire bender' racks are outdated! Update your web-site to include corrals, hanger racks.

620 A more-complete network of off-street trails and bike boulevards would make a big difference in making biking accessible to friends and family. Five miles of trail can be useless to an inexperienced cyclist if she needs to travel 1.5 miles through car-dangerous streets to get there.

621 I want to see better programs at our schools. Let's get more kids on bikes and out of cars. Cascade does a little training, but it's not enough. It should be a city-focused program. Greenways may help encourage more walkers and riders, but I'm not sure if they are the silver bullet. I'd rather see a 20mph MAX speed limit in neighborhoods, lowering to 15mph in school zones and 10moh immediately around schools during school hours. Lets make driving so slow (and making it that slow is the only way to make it tolerably safe for walkers and riders), that walking or riding IS the better option. A program like this would require enforcement, but I'm sure the citations written would easily cover the cost. Low speed limits would do more to show walking and biking is safe than a few "greenways go to school" routes. It would be a lot cheaper -- maybe the extra money could be used to hire and staff crossing guards at all arterial crossings? For cycling to take off in Seattle it's going to take more of a culture shift from the city leaders on down showing that bikes are a safe, legitimate option. It wouldn't hurt if we could see city employees (DCLU inspectors, meter readers, etc riding bikes for their work instead of traveling around in those city cars. Same goes for cops -- if we could require all cops to spend a day a week on bikes, we'd probably see distracted driving enforcement go through the roof (and crashes decrease because of it). They'd make so much money citing drivers, peds and cyclists that it would buy a whole fleet of new bikes! As for facilities -- We're adding density, but I worry about where we are going to put everyone on streets (and don't just say we can send everyone to the BGT -- it's already at capacity on most non-rainy days!) I propose that on the streets where there isn't room for bike facilities (lanes, cycle tracks etc), such as NE 65th St, we need to admit that something has to give. That something I speak of is parking. Lose the on-street parking on tight arterials if we have an intention of embracing a sustainable transportation future. Our streets should not be used to warehouse cars! At the very least, we should give up all FREE parking in commercial districts (ie, Ravenna 65th and U-district 50th to Ravenna park for example). Parking spots costs money and motorists need pay for the "right" to park (or businesses if they really protest). Finally, while I'm an avid cyclist and the issue is only a small irritation to ME, I find that

MANY people say they resist cycling because of our hills. I think the city does a poor job of taking hills into account when planning routes. A perfect example is the effort spend on Dexter. What a joke to make people huff up that hill when the obvious choice is the flat terrain of Westlake! No wonder people thing they need shower facilities at work. If they have to grind up the hill on the way to the office, they might also feel the need for lycra and a road bike to make the climb easier. And once you go down the bike-as-sport path, you WILL sweat and stink and need a shower (and think of cycling as sport, not as lifestyle). The only thing that hill and the bike-as-sport system is spawns is that it trains and recruits future Cascade members/STP riders. Meanwhile, a similar ride from Ballard to Downtown on the very flat BGT and then the equally flat Westlake could be (and should be) done in street clothes on a comfortable city bike. You won't sweat and won't need a shower. Sure, Ca

622 I organize the Commute Challenge teams at my work place downtown (30-50 riders). The primary reason people give for not biking to work is feeling unsafe sharing the road with cars. I think we need more facilities that separate bikes from cars.

623 It would be great if BOTH drivers AND cyclists were fined for violating traffic laws.

624 I cannot stand the reduction in automobile access and volume being enforced in this city. Commuting is getting worse and worse.And it's only aggravated by bicylcists who think themselves above the law.

625 The first part of the survey is difficult to choose answers because in any given trip on my bike I will be using all of the choices because nothing goes thru.

626 All traffic signal trips should be marked with a small bike emblem not a T

627 Please map bike facilities with topograhic awareness. eg avoid hills

628 #11 is a good question. I thought I knew, but am not so sure. Also, I would really like to see more bike lanes, totally separated from traffic such as what they have in Vancouver BC.

629 Improve downtown bike lanes

630 My greatest complaint about the original master plan is that it seemed to include no education and enforcement. It was as if you build it bicyclists will come. But there was no consideration for how vehicle drivers and pedestrians fit into the mix. We get told that bikes should behave like vehicles and the law is recited as guidance. Show us how that is interpreted - what does appropriate behavior look like when cars, bikes, and pedestrians meet on the road. I drive, bike, and walk to get around the city and there is still a lot I don't understand about how these interactions should work.

631 Motorist rules of the road should be different than bike rules. Different vehicles require different rules or laws.

632 I've commuted nearly every day for the past 5 years. I think one of the most important approaches is to gather ideas from cyclists for specific areas that are dangerous or could be improved. The last master plan had sessions that collected thousands of ideas - many of which were implemented (thank you.) As a rider I find many places where a small detail creates grave danger - especially to new riders. Sometimes the solution can be as easy as patching pavement and trimming bushes. These spots can ruin a mostly safe bike route. Gathering specific feedback and tracking accidents is a good way to eliminate these pain points. I especially appreciate the new work on Dexter and the elimination of parked cars on east lake. An area that could use help is around REI in Seattle. Thank you!

633 Bike lanes/"road diets", bike racks, and good signage seem like "most bang for the buck" solutions. Neighborhood greenways would be fantastic in general. Please keep at grade rail to a minimum. No more Westlakes, and please don't mess up Jackson!

634 Many current bicycle facilities are poorly thought out and poorly implemented. They tend to create more problems than they solve. I think that the best things the city could do are improve road surfaces (the roads are looking very ugly this spring)and improve enforcement and education pertaining to motorist-cyclist interaction.

635 I would like to see much stronger enforcement of bicycle laws-in particular citations for violating helmet laws and for disobeying traffic rules like running stoplights and stop signs-this behavior results in a negative public perception of all bicyclists. Also i think that bicycles should be restricted from using sidewalks.

636 Sharrows do not help increase safety or rideability of roads. Bicycles need separate lanes to be safe and comfortable. Sharrows don't qualify as a bicycle facility, just a fancy logo on the road.

637 Please send some traffic engineers to The Netherlands to learn how to put in bike lanes.

638 Seattle is better than many cities but, given the expense & difficulty of parking, i would love for the area to become much more bicycle friendly to encourage more bicycle use, particularly by those currently intimidated. More bicyclists makes the world a more humane place

639 please make ballard bridge to elliot bay trail a safer ride!

640 Thanks for asking!

641 Pavement conditions and lighting affect ease of year round lighting

642 On 1/6/06, I was bicycling home from RBHS and was hit by a car at Boyer Ave. E. and E. Howe. I was taken to Harborview with serious multiple fractures to my right leg and left wrist. I was unable to work for 6 months. The police report stated that I had sustained bumps and bruises. I just found out at a meeting to work on Neighborhood Greenways that this serious collision is not noted on the map of Montlake that shows where these events have happened. So apparently there is no record of this incident. This may be a common error...

643 I love the green bicycle lane the most! It would also be great to do some of our streets like Portland with only one wat traffic and a wide bicycle lane. Also traffic calming things like mural painting on street like Portland.

644 The biggest challenge in Seattle is a lack of bicycle trails that are safe, off-road trails that I would be comfortable taking a 9-year old on. All across town, we should create bike paths that are separate from traffic, which connect neighborhoods, business districts, schools, parks and community amenities.

645 Buffered bicycle lanes should have barriers as well as striping. For colorblind people the green lanes don't show up very well.

646 Please replace all the sharrows with real buffered bike lanes. This will invite more people to bicycle. Thanks

647 Especially for Seattle's conditions, I think it would be great for bikers to have easy access to a tool that helps them figure out the topography of any route they are planning. Perhaps that tool already exists, but the closest I've come is MapMyRide, and that's kind of clunky to use sometimes.

648 More bicycle-specific lanes/paths/signage will encourage more cyclists, but more law enforcement and penalties for dangerous drivers will go the furthest to saving lives.

649 I would love to see a cycle track on Ravenna Blvd (with physical barrier, not just road paint). The buffered lane currently being painted will be an improvement, but the paint will wear off in a couple of years and the cars will be back to driving in the bike lane again soon enough. The street has plenty of room for it.

650 I think car-free pedestrian zones can be a powerful revitalizing force, creating desirable shopping/tourist/recreation destinations. Where the car cannot go, bicycles and public transit are appealing. But we must first take the bold step of excluding the cars.

651 It is a good start but Seattle could be a great cycling city. Glad you are working on it.

652 *marking the neighborhood bike arterials might help ridership *putting bike lanes/cycle tracks in the door zone is worse than having no bike lane at all, likewise being trapped in a cycle track leading upto an intersection is asking for conflict (you've basically just made a 2nd sidewalk) * I think the neighborhood greenway idea has a lot of potential, but they need to connect to existing resources. * I'm not a fan of the bike boxes, they just confuse and anger motorists unless the bikes are heading into separated facilities. * Please do a PSA that bikes do not always have to use the bike lane. This is source of friction. When I leave the bike lane for safety reasons I do not expect to get a lecture. * the speed could come down on many neighborhood arterials (from 30 to 25). I don't think enforcement works, but that road diets and traffic calming are the answer. * We need to beat Portland at ridership, it is doable...make it happen!

653 Fixing pavement would have been 4th if I could have chosen more than 3. Thanks for helping to create a safer environment for cyclists.

654 Please fix our potholes first before spending any money on bicycle issues.

655 Worst thing(s): being tired, far from familiar routes, and not seeing how a bicycle should navigate / avoid some irregular intersection or situation. Reading about car drivers who say categorically something like: "roads are for cars, can't be bicycled safely, & I'm not going to care anymore." Drivers who call the shoulder "the bike lane."

656 Exercise 11 should read "If you use the following bike facilities" Some green boxes and green lanes I don't use because they don't look safe to me. The box on Pine at 12th has way too much exposure and the lane in Beacon Hill at 15th Ave S and 14th Ave S requires too much trust in cars. The green lane is counter productive if it gives a biker a false sense of security. Where you could use a green box is Pine and Boren heading west downhill into downtown in the left lane. This is the quintessential perfect spot for a box.

657 I am not a fan of cycle tracks because Seattle has a poor record of executing such projects wisely. The semi-cycle track on Dexter for example: The bicycle lanes are too narrow between the curbs and bus islands, and it is unsafe to shoot those passages on the downhills. I take the vehicle lane downhill.

658 I would really like to ride my bike and commute by bike and bus, but there are not good bike lanes to get to the Northgate transit center. The sidewalks are incomplete and there are not bike lanes between the west side of I-5 and the transit center. If there was a barrier between cars and bikes, I would commute by bike/bus at least 3 days a week. (there are bike facilities at my work, I just can't get there safely.) also, a bike buddy program would be great to help people get started.... Once safer bike lanes/trails are in place.

659 Seattle has the opportunity to change the face of how people move around the city. I implore you to consider making the streets easier and safer for bicycles and pedestrians.

660 I have nothing but comtemp for the Seattle Police. In 2 accidents (both cars making left turns into me) they nether wrote accident reports nor issued citions. Of course on the fiert they were potecting one of their own who did not have auto insurance. On the second the cop never showed up intil after I had left in a ambulance, on this one I was in a crosswalk when hit.

661 Sharrows are crazy unsafe!

662 Although I am comfortable riding in traffic, I have many friends who do not bike because they are not. I think they would be more likely to bike if there were separate bike lanes.

663 Thanks for asking us bikers our options on this very important issue!

664 I've never seen a green bicycle box! What is it? Bicycle facilities are desperately needed on Rainier Avenue and MLK between the International District and Columbia City.

665 I am often confused about how to drive around bikers. They seem to follow their own rules. I live on the LW trail, and I am often worried about bike v. car incidents.

666 would like the holes in the roadway on 35th AVE NE between 75th & 77th...they are just large and narrow enough for a bike tire to fit in. If you have to dodge a car door or something, you'll hit one of those and big time crash. tx...kmm

667 car drivers do not always know how to use the green bicycle box, i see cars stopped in it rather than before it.

668 KEEP UP THE GOOD WORK!

669 I wish the City would dedicate more time and road space to the "tough spots" for bicyclists - largely intersections and other crossings. It's very frustrating to have a nice bike lane end as soon as you get to a place where you need MORE guidance for cars and bicycles to negotiate the space, not less. I live in Fremont and although there has been improvement in recent years, getting through downtown Fremont is taking your life in your hands on a bike, especially going north-south. Green lanes for crossings and cycletracks should be applied much more broadly across the city. It is also VERY important to separate parked cars from bicycles...vunerability to getting doored is a constant issue on many residential and arterial streets and I'm a bit disappointed that it's not on your survey, because it's a major safety issue. The new Dexter bike lane works great except the cyclists are still exposed to car doors! Maybe diagonal parking on one side of the street only? Or even take parking on one side of the street away entirely...I know people will scream bloody murder at that idea but people in Seattle need to learn how to park bumper to bumper - or in their own garages. With the city's population, there are better uses precious street space other than private vehicle storage! Also, SHARROWS DO NOT WORK! Everyone I know (cyclists and drivers) seems to be confused and irritated by them (yes, including me). Thanks for this opportunity to comment! Good luck with the plan.

670 I"ve heard of some places that have the bike lanes next to the sidewalk, then car parking closer to moving traffic. one of my biggest paranoias while biking is getting hit by a parked cars opening door! thanks for listening!

671 In Question #9, I was equally tempted to check that I was a recreational or occasional cyclist and ride primarily on off-street paved trails.

672 Sharrows are ill-defined and unenforceable. How are they any different or more effective than "share the road" signs? I think they are confusing, both when I cycle as well as when I drive. INFRASTRUCTURE CHANGES Westlake Ave between Denny and Fremont should go on a road diet and add bikelanes. Riding through the parking lot kind of sucks and the roadway is currently too narrow to provide a safe shoulder. Recent Dexter rebuild shows a missed opportunity--the order of things should be sidewalk, bikelane, street parking. In such a scheme, parked cars present a buffer to traffic and the likelihood of getting doored is reduced (simply because most trips don't entail passengers). Personally, I'm a seasoned urban cyclist and know how to deal with cars, but there is simply no way to deal with dangerous and distracted drivers, so I'm in favor of segregated bikeways wherever possible. One simple fix that needs addressing: on Burke-Gilman Trail all trafic should be kept to right at all times. For some reason the trail gets split in places between bike and ped uses. This is stupid, inconsistent, and confusing. POLICY CHANGES One of the biggest threats to cyclists is distracted driving and the sloppy habits of Seattle drivers who seldom employ turn signals properly. I'd like to see aggressive enforcement of cell phone/txting laws as well as a crackdown on drivers who don't signal turns. I've been cut off so many times by right-turning drivers who did not signal. Very dangerous. It seems to me it would require only a camera and mailed warnings to violators, followed by a second round with mailed tickets. Word would get around and people would shape up. But from what I've seen SPD disdains bikes. Maybe the solution is to get bike cops on that duty. My personal experience is that enforcement has been targeted against cyclists--no-helmet tickets and getting pulled over for rolling through stop signs on deserted streets. Idiocy. On that note, Seattle should adopt "stop as yield" law for bicycles, meaning bikes are required only to slow and check intersections but don't have to full stop before proceeding. Much has been written elsewhere on this topic. Also, there need to be strict penalties, including license suspension, for at-fault drivers who harass or strike peds or cyclists, even accidentally. The speed limit for back streets should be 20mph citywide. This will make things safer for children, peds, and cyclists and will make neighborhoods quieter as cut-through traffic is reduced. This has worked elsewhere. Keep up the good work.

673 On most trips I use a variety of strategies to get to my destination: residential streets where available, followed by bike lanes, and sidewalk if I feel the street has no place for my bike.

674 I described myself above as a frequent cyclist who rides on arterials w/bike facilities or low traffic streets w/o facilities. BUT I would add the phrase from the description below it: "...I am concerned about my safety when riding in mixed traffic with automobiles." In other words, I don't like riding on arterials even when there are facilities. Example: I live near 8th Av NW, which has a bike lane and plenty of bike traffic. But I avoid it and instead use the defacto "greenway" of 6th Av NW from Market St to NW 44th St, where I turn west to get to the B-G trail. Another example: in downtown Seattle I commute SB on 2nd Av and NB on 4th Av between Bell/Blanchard and Jackson. Both have either lanes or sharrows. I prefer these-relatively speaking-to 3rd in either direction or SB 5th. But I still HATE the conflicts among bikes, cars, turning traffic across bike lane, delivery truck loading in bike lane, taxis standing in bike lane. These conditions make me hyper-alert (good) and tense (bad) SB on 2nd & NB on 4th (where I use the sidewalk btwn Spring & Seneca due to the hotel loading). I am a committed cyclist for a lot of reasons, but honestly I don't always enjoy every part of every trip. Regarding sharrows, I believe they work better (or as intended) only when there's just 1 travel lane in each direction. When there are 2 or more travel lanes and the R lane is marked with sharrows, it's too easy for either the cyclist or motorist to misinterpret the sharrowed lane as a bike-only lane, resulting in crowding cars into the L lane or cyclists naively thinking they're more protected in the R lane. The single-lane roads that are sharrowed are more intuitively understood as shared.

675 I've never understood sharrows. What's the point? They're not real bike lanes.

676 More bike paths!

677 I would ride anywhere on my bike if I didn't have to worry about traffic...long or short distances. There is way too much auto traffic downtown.

678 I *hate* sharrows. Worthless. Bike boxes are nice but sketchy. A lot of cars don't see them. I'd love to see more bike routes directed through low traffic streets with traffic calming-like Vancouver B.C.

679 Seattle is a great city for bicycling, but we can do more - primarily increasing the number of bikes on the road (which is known to increase safety dramatically), which means creating infranstructure that is comfortable, safe, and easy to use for ALL citizens (Women make a great barometer for this). That means separated cycle facilities wherever possible. On that note, I would highly encourage SDOT to look at using buffered bike lanes more often, and using parking as the buffer (Curb-bike lane-parking-car trafic). Parking-buffered bike lanes are safer, eliminate the 'door zone' for most cars (SOV), and protect riders and drivers from merging conflicts.

680 Seattle needs a holistic transportation plan. Planning for bikes without planning for integration without planning for integration with transit systems (buses/trains) is a waste. Thank you for working hard for bikes and for making Seattle a better city for everyone.

681 The Ballard bridge to 15th on the south side is a big deterrent to those who live in Ballard. If that could be improved it would help a lot. More East-West cooridors would help as well.

682 If we do all this, we should register bicycles. While no one pays full cost for the services you get, it is important to contribute to the service. I pay bus fare,I pay taxes on my car, so should bicyclists. (Children up to 12 exempted)

683 Separeated lanes or bike laqnes are my preference. Also motorists do not respect bike boxes. Perhaps more of them with signage letting them know that bikes take priority. On Second cars sit in them to take left turn

684 We should follow Portland's lead.

685 Seattle has done an excellent job of improving conditions for cyclists in the last 10 years. GREAT WORK! I urge city officials to please concentrate efforts to close the small gaps that exist many places, where a bike lane suddenly ends on a busy arterial and to please fix the pavement defects in bike lanes where they present more hazard than elsewhere. Sharrows do not mean much if the road is narrow and busy. Lastly, it is embarrasing how difficult it is to get to the Seattle Center on a bike.

686 Bicycles should be licensed like any other wheeled vehicle. Bicyclists need to obey traffic rules like everyone else. Bicyclists should NEVER ride two (or more) abreast.It should be mandatory that bicyclists have liability insurance.

687 Bike riders in Seattle must pay a bike road use tax. $200 per year seams fair per bike.

688 I'd really like to see a PHYSICAL barrier between cars and lanes for bicyclists and pedestrians on Delridge Ave SW. For example, I'd like to see either a ditch planted with plants to clean and contain rainwater runoff, or I'd like to have cars park OUTSIDE of the bike lane. In this second scenario, parked cars are between moving cars and bicyclists. Maybe buses share the lane with bicyclists. Also, Ii'd like to see more land bridges between bus stops.

689 Sharrows can be terrifying, and dedicated bike lanes right next to fast traffic are often just as bad. I would love to bike my daily commute to work on something like this: http://en.wikipedia.org/wiki/File:Copenhagen_Style_Bike_Lane.jpg

690 I dislike the bicycles on the street. The cyclists run the lights, bike between cars when at a light instead of waiting. They ride close to the cars and parked vehicles so you can't see them when you take a right turn. They've hogged up the roads so now the roads have turned into a 1 lane each way cuz of the bike paths instead of 2 lines which makes the traffic congestions horrible. The bike paths are terrible and very dangerous.

691 Looking over the bicycling map, there are sections of the city (Central District) that are cut off from other sections (University District) due to lack of safe bicycling lanes. Burke Gilman is a wonderful trail, something similar along the other waterfront routes would be perfect!

692 The bicycle boulavards are the best idea yet. I can't breath and get a migraine from diesel exhaust when you place bike lanes on roads that also have lots of buses.

693 I commute over the Ballard Bridge most weekdays. Speaking as an experienced cyclist it is a truly horrible place to ride a bike. At the very least the approaches and exits should be improved and the pothole-ridden sidewalk resurfaced. It doesn't help that the repainting project has been dragging on with no end in sight.

694 Regarding "enforcement" -- it would be extra nice if I ever saw any officers enforcing that motorists yield to crosswalk users (as street traffic is always required to yield at marked crosswalks where there is no light.) This lack of enforcement is particularly egregious when SPD officers camp at spots where the Burke Gilman uses a crosswalk and ticket bicyclists who do not obey the stop sign, yet they pay no attention to motorists who disobey the crosswalk marking at the same location.

695 Please make the Ballard Bridge safer. At least raise the barrier separating us from cars. Current barrier can actually cause a fall into traffic. Also, bicycle/pedestrian lane is not wide enough for passing (not sure what could be done about it)

696 Sharrows are a criminal and actively dangerous waste of money! It's ludicrous to think that pushing cyclists and cars onto the same busy roadways improves anyone's safety or health. Establish a network of greenways throughout the city using low-car-traffic roads and connect these with dedicated bike lanes on arterials where necessary.

697 I would love to see signs that encourage patience on the part of drivers, and communication on the part of cyclists (cyclists should signal, too!!). I understand sharrows but I'm not sure most drivers do; I feel much, much safer in a dedicated lane.

698 I'd love to see and hear more positive messages about bicycling. We need "everyday" people to be ambassadors to encourage urban cycling. Too many people think all bike riders are hard core, go fast racers who ignore all rules of the road and of courtesy. SDOT can encourage more bike riding by sharing more stories of the regular rider just getting to work or school, and highlighting how that benefits the whole city, not just the person on the bike. Thanks for the opportunity to weigh in.

699 I love all the facilities that Seattle has been using.. it helps educate the motorists to help look for us. That being said, I think we can do more to separate bikes from motorists AND parked cars. Thanks for all you do!!

700 I'm guessing I know how to use these facilities!

701 Fix the roads Fix the roads Fix the roads. Proper patches and resurfacing would do so much more than sharrows/fliers/etc to convince people like my wife to ride. Advocacy is great, and it's always nice to get people on a bike during times like Ride to Work week. But if people try it out once and are scared off by the poor quality of the roads (potholes, parallel cracks in bike lanes, etc), then your investments are largely a waste of time and money. I also have to wonder what type of liability the city brings on itself when it places sharrows on a road that's clearly a risk to cyclists. The worst I've seen is Beach Drive. That entire neighborhood is slowly sliding into the Puget Sound, shattering the road as it slips along. Uneducated/inexperienced cyclists are at a tremendous risk around there.

702 Also need more thinking around pedestrian bike conflicts such as on lake union loop. also not many cyclists use bell or voice when passing. they need to be reminded of this common courtesy which enhances everyones safety

703 Please improve on-street bike facilities (bike lanes NOT just sharrows on high traffic roads). I know so many people who would bike more if only there was a bike line connecting their home to their destination (work, store, school, bar etc).

704 More buffered bike lanes please! And let's get some better bike facilities in South Seattle. Right now what we are living with pales in comparison to the bicycle facilities available to commuters in North Seattle.

705 In addition to more protected bike lanes/tracks, it would be nice to complete the Burke-Gilman trail in Ballard. Currently Shilshole is not the safest road for cyclists.

706 In my opinion, sharrows and bicycle lanes are a waste of paint. For real cycling safety improvements there needs to be an actual separation or change in car traffic speeds and patterns. Opening doors on parked cars are another hazard not addressed and in many cases made worse by implication that bikes belong in a little lane near the edge of a street. Please spend bicycling support money on more useful forms of infrastructure and support. And lastly, thanks for inviting input.

707 Been in Seattle for just under a year. Already very impressed with the obvious commitment to bicycle facilities, which have helped me switch over to a new mode of living.

708 Please do what you can to make Seattle a safer city for bikes. How many have died on a bike here in the last 5 years? Compare that stat to Portland's record over the same time period and you will see another key benefit to investing in bicycle infrastructure like Portland has. Thanks! ~a Seattle eye doctor

709 One percent of the funding you give to cars could go a long way to completely funding the bicycle master plan. Please base bicycle and pedestrian funding directly on the number of trips made.

710 It's really about safety for me. I have far too many friends who have been hit on their bicycles. It was bad enough for me on a motorcycle with cars. Weather doesn't help how it changes all the time, but really it's the safety. I use to ride all the time, but now it's nuts.

711 Reducing and enforcing speed limits would benefit everyone, not just cyclists but pedestrians and even drivers... More bike racks in neighborhood centers would be great for businesses and even tax revenue, sacrificing one or two on-street parking spots for bike corrals is one of the greatest things I've seen other cities do.

712 Need more enforcement of distracted driving laws, too many drivers on cel phones. Need more enforcement of speed laws, too many speeding cars. Buffered bike lanes are very helpful but accidents still occur if drivers are not taught what to look for. Look to cities Europe for ideas on how to integrate cycling and traffic.

713 For people traveling east-west, safer crossings on I-5 overpasses are needed--maybe involving directing bikes onto ramped, clean and maintained sidewalks. I think drivers assume that roads with no sharrows or lanes should NOT be used by bikes. Drivers need to know bikes have access rights even without facilities. SOMETIMES though it might be appropriate to restrict bikes--for example if there's an equivalent alternative to a busy, fast road(say the sidewalk, or a parallel road), it seems we should use signs to not only say where bikes CAN travel but actively direct bikes to the safer routes (and of course we should ensure that there are safer routes as much as possible). I'm thinking of NE 145th, for example--in most instances, the sidewalk is the best option, but the walks aren't maintained. Last, there are areas where right turn rules are ambiguous: should bikes (or cars?) get a "free right on red turning from eastlake onto Stuart? Or when there's an unpaved gravel shoulder, such as on 15th NE north of 85th, can bikes use the sidewalks, or can the shoulder be modified to be safe for bikes? Can maintenance be prioritized for downhill (accidents at speed tend to be the worst) and facilities (lanes) be prioritized for uphill (when cars are most likely to be frustrated).

714 Sharrows are a waste of money - they don't actually change anything about the experience of biking. We all have to obey the same rules of the road regardless of whether a special reminder to do so has been painted on the street. I especially dislike the way they're displayed on bike maps as though they're the same as bike lanes. They're not, and I only feel like I have additional safety from a bike lane.

715 when thinking about bicycling facilities, think about making it easy and safe for people to go where they go most: schools, grocery stores, neighborhood commerical districts, and transit hubs. That means not only make it safe to get there, but make it easy to lock up your bike once you're there, find the appropriate bike route (way-finding), and connect to transit. thanks for doing this survey - I look forward to hearing about the results!

716 I appreciate the sentiment of sharrows but all they seem to do is make me feel more justified in frustrating impatient drivers by biking in the middle of the lane. More bike lanes, please!

717 The city has done much in the past 5 years and my husband + I, every-day-is-unique-commuters who lug tools, commend you. We use every possible combination of cycling arterials, "feeder routes" and transit to build options for each day. Suggestions: fix 17th + S. Spokane "dump out"; Stroud + Green Lk Wy westbound lane loss; turn lane usage + the "left lane switch" at Green Lk Wy 4-way stop at Ravenna + 71st; signage for finding light rail elevators/ mezzanines etc; In Capitol Hill fix up Federal not 12th for bike route; paving holes on 15th + 10th n.bnd under cycling area Capitol Hill; in general when Metro eliminates "one-bus" (long) runs (even combined ones with route # changeovers, it makes it harder for us to include customers in some service areas (i.e. Seward Park lost 48 and 28>39) in our multiple-stop days (see concerns re timing, gear lugging) Help prevent backlash against cyclists through safety focus and tact. Thank you!

718 Whatever happened to street-sweepers? Why doesn't the S.P.D. enforce speed limits? How about Idaho Rules? What is wrong with these passive-aggressive Metro drivers?

719 More separate buffered bike lanes like NYC and The Netherlands!

720 The roads in seattle need to be fixed of all the potholes. It is becoming dangerous for cyclists. I also think stricter laws need to be placed on aggressive drivers wanting to run cyclists off the road. Better education for drivers would be great too. Maybe this starts back in schools before kids can get their drivers license.

721 Make biking a priority on streets with cycle tracks or buffered lanes and more people will start biking.

722 All the facilities listed in part 11 (sharrows, bike lanes, etc.) are not effective unless the paint is maintained. Worn paint has become a huge problem on stripes that were painted even less than a year ago.

723 Please please fix the potholes and add speed bumps on city bike lanes and common biking routes. It's a drainage issue not a pavement issue!!! - Capital Hill/University District/Beacon hill

724 Just do it!

725 Please educate motor vehicles drivers about laws relating to bicyclists in moving traffic situations, parked situations, and other high risk situations. Please post signs about laws at major intersections (like they do for $124 tickets for running a red light) regarding motor vehicles and bikes. Please also do media and print advertising campaigns about these laws, such as in the Seattle Times, the Stranger, Seattle Weekly, Seattlest, Seattle Magazine, Seattle Met; on television, on the radio, online; on Twitter; on Facebook; during newscasts. Reach the types of media that drivers most often consume! Workplace materials, billboards . . . . .

726 Subject to bike-car accident once & given number of bicyclists dying yearly will not bike on streets casually unless protected.

727 I am a construction worker and live in North Seattle, so there have been times when working downtown or at the UW that I have been able to commute to work. My number one biggest concern as a cyclist is that drivers can run you over and never even get a ticket. But besides that, I am concerned about not having enough room between myself and parked cars (being doored), poor visibility in the rain, and not having bike lanes. I do not think most cyclists feel safe in "sharrows." It forces you to feel the need to ride faster worry about dangerous drivers.

728 I think intensive education and awareness for drivers is the most important thing for making cycling safer. Drivers are often flustered and incompetent when they encounter bicycles on teh road.

729 The only way the city is going to be able to install higher quality bike facilities such as bike lanes and cycle tracks is to remove parking. I'd like to see the city fight this battle more often. There are numerous short interruptions in bicycle facilities where the city has been reluctant to remove on-street parking. Understand that it is a balancing act among different interests, the need to preserve 3 or 4 parking spaces rather than continue a bike lane, for instance, really needs to be reevaluated.

730 I live in south Beacon Hill-Rainier Beach area, and although some work has gone into installing bike facilities at the Light Rail station more could go into the ease of riding on the streets themselves here or create another option.

731 Greenways! we need safe routes to local destinations in order to reduce non-commute SOV trips. the local market, or schools, library, etc. intra-neighborhood routes. as a non-bike-commuter i am less interested in inter-neighborhood connections and long routes. i need safe ways for my kids to get to school or the library...

732 I do not own a car and use my bike for most things. Overall, Seattle does a fair job of making the city bike friendly. I find Seattle motorists to be, for the most part, cordial, careful and accommodating to cyclists. Bike lanes are ok, but they force a rider to ride in the door zone. The pavement in Seattle is horrendous. Almost all the bike crashes I am aware of have been caused by broken pavement, concrete seams or debris in the road. The best thing Seattle can do to improve cycling is to fix the streets.

733 Sharrows are a joke. Cars completely ignore them in my experience. They are useful only for transit planners to pretend they are doing something to benefit bike ridership.

734 Well-designed survey.

735 Another subject-biased, completely non-scientific survey from the City of Seattle.

736 I most strongly would like to Seattle adopt two things regarding biking. 1. raised bike paths that are part of the sidewalk like Berlin, Germany. 2. create bike paths separate from the traffic. prefect chance is the waterfront planning going on now. Incorporate bike paths. I go out of my way when commuting if I can use a specified bike path.

737 Shoreline interurban is a pain. Also, bike plans for routes to high schools for students new to bike commuting (e.g., Wallingford to Ingraham High).

738 The waterfront is a complete mess and dangerous for bikers.

739 RE: Q9 - I've been bicycling a long time and feel comfortable riding in just about any traffic conditions; however, I would MUCH rather use dedicated bicycle facilities (both arterial and non-arterial) than take the vehicular cycling approach.

740 Keep up the good work in support of bicycling

741 I wish we had separated bike lanes from the car traffic by parking in between them like they have in Paris and Montreal for instance.

742 I love cycling in Seattle.

743 Actually using the bicyle box would be unsafe. I never stop at red lights, if you stop in the middle of the street, you are a sitting duck. It is easier to get run over as a stationary target in a busy intersection than it is to get run over while breaking traffic laws. Why do you think bike messengers ride the way that they do, flaunting traffic laws? Because it is safer. They just do what is ACTUALLY safe, as oppose to what is THEORETICALLY safe. Bike boxes are stupid.

744 Now that slu and Amazon has increased traffic that impact the north-south route that runs past Fred hutch, I have constant run ins with vehicles rushing past me to cut me off and turn right on the streets leading down to slu. I have been honked at, nealry side swiped and nearly killed a couple times due to unsafe drivers. I bike this route 4 to 5 times a week and have over 5000 mileson my bike. This really needs to be addresses. That and whoever thought it was a good idea to funnel bile traffic down steward NEVER rides a bike. That is an incredibly dangerous stretch. I avoid it entirely. By way of background, I am a 45 year old woman who is not athletic with an advance degree living in NE Seattle with no children. In the 3 years since I have been biking FT I have seen a wonderful increase in all types of bikers, it think we are at a real turning point to get a critical mass. Really appreciate the survey!

745 Please repave Lake Washington BLVD. It's pretty beat. Some cyclists swerve around the bumps and into traffic. Dumb but the bumps are pretty bad.

746 Do NOT support mountain biking! Do NOT destroy green areas (= habitat) to make bike paths!

747 Up until this past winter I had been a year round cyclist. We are a family of 5. We sold our second car 4 years ago to protect the environment, to be a part of the traffic problem solution and to role model conservative use of fossil fuels to our children. However, I have finally given up. We will be buying a second car for next winter. Cycling is Seattle, particularly during winter months feels VERY unsafe. I don't mind the weather in and of itself (I'm a seattlite after all), it is just that the unsafe Seattle road conditions, in addition to the bad weather, seems like it increases my risk beyond what I am willing to take. If I had better options I would not hesitate to continue winter biking. Metro is not a viable alternative b/c it takes too bloody long to get anywhere on the bus...w.sea to Udist takes me 70 minutes during peak commute times and I won't do it. When I work evening shift and come home late at night it takes even longer. Unfortunately, that leaves me in the drivers seat of a single occupancy vehicle.

748 Work with Washington State legislators to adopt the Idaho bicycle laws where cyclists treat stop signs and stop lights as yields.

749 Can we get more covered bicycle parking in high-use areas? Can the traffic light in-pavement triggers be better marked and made more reliable for bicycles? I like the new lane markings on Ravenna Blvd.

750 There really needs to be a safe crossing at the Boeing Access to/from MLK Jr. Way (South of Boeing Field).

751 Vancouver, BC has implemented seperate bike lanes that are isolated from vehicle traffic. The isolation was accomplished by providing concrete planters between the bike lanes and the vehicle lanes. Also, seattle pd need to enforce the 3 foot rule that seperates vehicles and bicycles; I get brushed almost weekly by ignorant drivers.

752 please complete the northern section of the Interurban Trail to connect with Shoreline's - between 130th and 145th St.

753 Fix the Water Front bike path. after the traffic re-route the bike path is dangerous and confussing. why not just open the old bike trail back up? or keep the new bike re-route to one side of the road and not both?

754 I really appreciate signed bike routes that direct me off of major streets onto nice side-streets, so I don't have to look at a map all teh time to ride out of traffic. I think these should be better publicized so people use and trust the posted routes.

755 Signage and sharrows are silly amenities to spend limited bike resources on. Improving existing bike lanes (many of which are poorly designed and inadequate), and enforcing traffic laws for all traffic would go a long way to encourage more safe bike commuting.

756 Links to transit are key for commuting. I regularly use the bus racks and bike lockers. Since I travel by bike+bus, and there are lots of bus options to get me close-enough to my destination, I would like better signage at bus stops to identify where the bus stops (i.e. does this bus stop at the Lynnwood transit center)

757 I appreciate cyclists and Seattle's implementation of cycle lanes, however cyclists that ride in traffic should be required to follow traffic rules, running red lights, cycling between lanes and other unsafe behavior are dangerous and make non cyclists resentful toward expanding cycling programs.

758 In downtown Seattle there is a regular issue with the SPD mounted unit leaving large piles of manure in the bike lanes. Dodging traffic on second avenue is hard enough already without the mounds of horse feces posing as additional obstacles.

759 The best facility is a good clean shoulder without rumble strips or other physical boundary barriers.

760 I extend my ride significantly to bike as much as possible on paths that do not have cars, but this also reduces the frequency which I can commute.

761 as an avid cyclist, frequent bike commuter, and all-around bicyle advocate, by far my biggest concern is the amount of animosity that exists between motorists and cyclists. I think education and communication will help bring the camps together. I hope so anyway. Thanks, Tim Beigle

762 Bikes!

763 I do not own a car, and my primary mode of transportation is my bicycle. I will bus/train only when I really need to.

764 Make a separated bicycle connection from Ballard to Downtown via Ballard Bridge.

765 Please invest in proper bicycle paths that DO NOT share space with cars. Perhaps look to cutting-edge countries such as Japan's bicyle paths investment as a model for increasing bike use and reducing our residents' carbon footprint.

766 The bridge and lead up on the Elliot Bay trail is really dangerous and I'd like to see it widened. It' really not wide enough fo two bikes, but people will refuse to wait to allow just one bike to pass. I've had couple near accidents (thankfully slow speed, not that you can go fast there even if you wanted) and now that the traffic on the trail has picked up, I've pretty much abandoned it for the summer.

767 Rather than focus on continually accomodating commuter cyclists, emphasise on education and licensing/permitting to ensure proper knowledge of traffic laws and how to properly navigate & signal. A person should have to pass the equivalent of a drivers' test to ride in traffic. They should have a number clearly displayed on their bike and person (i.e., a reflective sash/vest) so they can be cited for offenses the same as any other vehicle on the road. A fee similar to licensing should be charged to help fund all these special projects (green lanes, etc.) that are for their benefit. It's time they foot the bill like everyone else. I enjoy riding my bike very much and, though I don't commute, I appreciate the available facilities. However, I think there's way too much being done to cater to this niche group to the detriment of the non-bike-commuter majority.

768 Fix potholes and raise driver awareness!

769 "..if you know how to use the following bicycle facilities?" What are we - complete idiots? When people say "bike lane" to me, I hear "debris-filled potholed deathtrap." When I see a sharrow, I imagine a caption beheath saying, "ride here for certain death." Nothing short of segregated bikeways will ever make cycling completely safe and consistently pleasant in Seattle. Most of these other half-measures look great to people who rarely ride, but actually make my commute much more challenging and unsafe.

770 I think we need to establish where on the road that bicyclists belong, and standarardize it across the board everywhere. I also feel that insurance needs to be paid by cyclists, and that they need to have a license and pay registration costs to commute alongside motorists (who the streets were built for to begin with). Law enforcement seems to not hold bicyclists accountable for wreckless riding, and it's too dangerous in terms of potential consequences to ignore.

771 Shared facilities DO NOT WORK - bikes and cars do not mix. I seek out paved bike trails, the occasional neighborhood street, and will ride sidewalks if necessary - I am lucky that my commute enables this type of riding.

772 this is the dumbest and biggest waste of time I have seen in a long time ...

773 Stop wasting transportation funds on bike lanes. Fill the f'ing pot holes.

774 A safer journey from South Seattle (Tukwila, Southpark, Georgetown) into downtown would be great. I am grateful to have the river trails to get to work in Kent, but find riding north quit terrifying, not to mention jarring and traitorous. Specifically, West marginal place s., East marginal and Airport way. The trail also has some pretty major bumps but I believe they are out of Seattle's responsibility.

775 Bike lanes should never be added to arterial streets. It adds congestion and confusion and is not safe. Bike lanes should never be added to roads where the speed limit is 35MPH or greater. The primary focus should be adding paved trails or greenways through resedential neighborhoods. Bikers over the age of 18 should also be required to pay for bike tabs to help pay for the cost. The bike tabs should not be very expensive either. I own 2 cars and would not mind paying a bike tab if it was cheap and I knew it would help pay for more paved trails.

776 After riding in traffic for over 30 years, most of it in Seattle, I am convinced that we need more facilities that are separated and safe. Greenways are one way to accomplish that, as are better signage, and visual clues to drivers that they should expect cyclists here. But beyond this, we need a master plan that is more ambitious. For example, we need a below grade (tunnel) connecting Dexter to Seattle Center via Thomas, we need a bike bridge next to the Ballard Bridge and Harbor Bridge, we need a dedicated bike facility from SODO through to Dexter, and a similar one from Madison Valley through to the International District - not sharrows and marked lanes, but actual lanes, no cars. Cities in Brazil do this, and of course there is the Amsterdam model, which has a lot of special bike lanes and signals, *especially* where cars and bike will interact.

777 I commute 13.5 miles from Leschi to Renton about half of the time, all year round. Big worries are speeding drivers talking on cellphones or texting, weaving and running lights.

778 I'm an experienced cyclist, but..What is a green bicycle box? Turning lane?

779 Charge more for street parking for cars

780 improve and maintain the surface condition of the burke gilman trail...it's atrocious

781 more people on bikes and bike/auto safety

782 When the weather is nice, concern for safety when riding with traffic is what prevents me from riding to work (which is where I ride most often). I think other Seattle residents feel similarly. My top ranked answer is that I would like to see more seperation from cyclists and motorists, and this sentiment is exponentially greater than my second-ranked answer. I think the safest way for cyclists to ride is in the form of off-street paved trails, but if not possible, then a buffered lane or green bicycle lane would be the next best.

783 Separated, single way cycle tracks are the only way to ensure safe bike infrastructure. If you want a good example close by, look at what Vancouver has done. Do not take halfway measures, which are less safe. Buffered bike lanes are cheap, but not nearly as safe. To create safe bike infrastructure in the city, only single way cycle tracks provide adequate safety. To my mind, sharrows are worse than nothing. Let's have no more of those in Seattle.

784 The biggest problem with cycling is 'dealing' with impatient and aggressive drivers. I believe the only way to really fix this is to change the laws to force cars to be careful of cyclists whether they want to or not. In return crack down on cyclists breaking the laws of the road. So I would like to see the following: 1) Penalty for traffic violations by bicyclists to be doubled. 2) City wide effort to ticket cyclists breaking the law 3) Mandatory life revocation of drivers license for drivers that hit a cyclist causing a fatality. 4) Mandatory life sentence for drivers that hit a cyclist resulting in a fatality and then flee the scene

785 It is hard to choose the type of street I ride on for that question. My commute from West Seattle to 1st hill pretty much every choice at some point. My recreational biking mainly in West Seattle uses many.

786 There are many answers here where my true response is in between given anwsers. For instance, I'll marked that I'd ride on any street, but that's not true, I'm bold and confident, but there are certain streets I go out of my way to avoid because there is just too much traffic at too high a speed, with no protetion. I don't think sharrows are very useful, just better than nothing, just put in bike lanes. There is a missing link on Roosevelt that is a total waste and needs a bike lane. My seasonal anwser is not totally honest, I do bike in Oct, Nove, Dec a bit, but not at all in Jan, Feb, and most of March, I'm essentially off my bike between Thanksgiving and April. I like the idea of neighborhood greenways, but really where can you get to using these networks? You're going to end up on an arterial after a short distance no matter what, so good routes on the best-suited arterials are most beneficial, incorporating greenways in those routes as much as possible. Driver education is most important, that we get along, and that bikers are in danger, not the drivers - but the tiny minority of flagrant bikers who disregard all rules need to be held accountable, but that doesn't mean bikes shouldn't be allow small infraction. Not sure what to say about kids, but I just don't feel safe taking my toddler daughter on arterials, regardless of the facility.

787 I think bicyclists need to be held accountable to the laws of the roads they share. Currently bicyclists act like anarchists, thinking that no laws whatsoever apply to them. Pine Street on Capital Hill is the best example I can think of. Driving that road is like running a guantlet of bike riders running stop signs, whipping in and out of traffic and generally disregarding all traffic laws. Once bicyclists are held accountable to traffic laws by police, then I'd be willing to look at more ammenities to bicyclists.

788 all traffic lights should automatically provide the walk signal when the lights turn green. I use the sidewalks around Northgate because the traffic is so busy and very little provision for bikes.

789 Bicycles are the future. Seriously.

790 Number one complaint of Seattle streets is condition of raodways and bike lanes and poor marking of bike lanes. It seems there is much encouragement to ride our bikes to lessen road congestion...to do the the road needs to be safe for thin wheeled transport. Thanks for the improvements that are being made, just so much more needed. Thanks

791 I think a bike subsidy for people who would like to ride a bike for environmental, traffic and financial reasons would be such a great idea...like a free borrowing system!

792 It would be nice to have a safer connection between North Seattle/Burke Gilman and the Interurban trail.

793 I'm not really sure how a sharrow is any different than unmarked streets. Bikes and cars share space on unmarked streets too.

794 I know money is tight, but keep working to improve actual and perceived bicycle safety so more new riders will hit the road. I appreciate everything that the city has done so far.

795 The bike program has done some good projects, but because bicycling is now so politically correct, it's being overfunded and thus is wasting a lot of tax payer dollars on useless or frivolous things: sharrows are pointless, misplaced and misleading for novices; bike boxes seemed designed to annoy cars - why on earth should the slower vehicle go to the front of the queue??!! I do, however think well-placed green bike lanes are a definite safety enhancement and buffered bike lanes make a lot of sense where there's room. But we also need a lot more education and enforcement of traffic laws for both motorists and bicyclists. With so many inexperienced cyclists on the road I fear serious accidents are likely, which could turn back the tide. As a 25-year bike commuter, I'm appalled at the risk taking and law flouting that is more and more common among cyclists...

796 actually enforce the bike as a vehicle thing already. I saw a bike blow a sign in front of a sheriff yesterday and he just didn't react.

797 I am an off-trail, non-pavement recreational bike rider (aka mountain biker). Some of the questions didn't fit my biking style. I would be interested in biking in Seattle if I could do it on dedicated walking/biking trails. I have no interest in riding in the street and will continue to find other ways to commute if that's the only biking option.

798 Harsher penalties & strict enforcement for motor vehicle operators who violate the traffic laws meant to protect cyclists.

799 I want to bike and want to love cyclists, but everyone, including vehicle drivers, pedestrians and cyclists needs to be cracked down on in terms of poor and or dangerous driving, walking or bike behavior. Give SPD the greenlight to ticket everyone, and do it with a heavy hand so people get the message.

800 Build more bike-ped bridges now -- take money away from less effective uses. Remove Second Avenue bike lane.

801 Who was the dumbass that destroyed arterials by putting bike lanes on them? now no one can bike or drive, but they still all try...I'm amazed more cyclists haven't died and sued the city. Your bike policies suck and traffic sucks even more now. And still no transit that works. Someone should be fired, like the whole city council. Soon I will not be able to move in this crap-hole town. Even the sidewalks are too small, too close to traffic and littered with huge "planting" boxes, often filled with weeds or rocks. Blech! Install some damn subways now!!!!!!! And to Ballard, not to Redmond!!

802 I think a more aggressive campaign to educate drivers AND bicyclists to the laws and what to do is important. I think there needs to be campaign to lessen the "us against them" mentality - and if cyclists and drivers are being held accountable everyone will feel safer.

803 Improving roadway surfaces helps all users including pedestrians (at marked/unmarked crosswalks), transit users , freight, and cyclists

804 The next administration will likely kill anything this administration is doing re: bikes, so don't be in any hurry on this.

805 SDOT needs to put a higher priority on bicyle and pedestrian access through construction areas (comment applies to both City and private construction projects).

806 Bicycle riders in Seattle ride around with an arrogant defiant chip on their shoulders, they want to be respected but treat car drivers with completed disrespect, I've honked to let them know I'm there and that what they just did could put them in harms way, they usually flip me off and curse at me and then break the rules of the road to suit there own needs. No sympathy here if they get hurt! I feel this whole bike agenda is a bunch of CRAP!

807 This city spends too much money on street/bicycle sharing plans. Spend less on paint/lines/boxes/sharrows. Spend more to improve roads for vehicles and bicycles alike. Do not reduce vehicle capacity on roads like 15 NE near Northgate, NE 125 east of I-5, that just causes anger between drivers and riders.

808 my comments on improved pavement conditions apply to non-arterial streets. I would rather ride off arterials (even with sharrows) but the pavement is too bad. I dont feel bike lanes should ever be shared with parking lanes

809 It would be nice if bicyclists followed the rules they expect vehicles to follow. But they ignore them at will.

810 Thanks for asking. A couple really important factors in encouraging me to bike is that I can access my bike easily, with no hassles. So convenient bike storage at home and regular access to maintenance are probably the biggest issues.

811 Question 9 should have "rides on low traffic, low speed residential streets"

812 not 100% sure how to use the above facilities as either a biker or driver

813 As I said previously, the route to Lower Queen Anne is really horrible. I know it would be expensive, but a bicycle overpass over 99 would encourage so many more people to ride their bikes to that area. I HATE riding on the sidewalk, but that is really my only option. From the SLU area to Mercer and 4th is terrible on a bike. The biggest safety issues I have faced: 1) Potholes/Uneven pavement 2) Poor street lighting 3) Other cyclists --> I feel this needs explanation. I have rarely felt unsafe from the cars around me. They are generally respectful and keep a safe distance from me. My only concern with cars is parked cars opening their doors right in to me. This has almost happened several times (specifically Southbound on Eastlake). However, I have almost crashed my bike NUMEROUS times due to the stupidity of other cyclists. They frequently refuse to say "on your left" when passing. I have been cut off my so many cyclists. It is very unsafe. I feel that a lot of cyclist don't follow the rules of the road, and they are putting me in danger. I hope this was helpful, and I look forward to changes in the future!

814 Cars are the main problem. Drivers in their 3,000 lb's of armor think roads are only meant for cars, and if you dare to get in their way ro slow them down at all then you (as the cyclist) are somehow the bad guy. Even when cyclists are hurt or killed by an automobile the authorities actually target the cyclists to issue more citations, not the invulnerable driver in his/her 3,00lb metal wrecking machine! War on Cars? Seems like a war on everyone not in one. Thanks for reading my rant.

815 To make cycling safer we need to fix the roads for everyone and we must enforce traffic rules for everyone, especially cyclists. Whether I drive my car, motor scooter or bicycle, I obey the traffic rules. No one came up with separate motorcycle rules.

816 I would like the Busway bicycle lane to extend to spokane street and 5th ave.

817 I would like to see more work done on commuting trails that lead not just into downtown, but that travel through the downtown corridor. Meaning, instituting a model similar to that of downtown Vancouver, BC system. Also, as a West Seattlite, I would like to see more work done on 35th AVE SW to create a more bicycle friendly atmosphere, perhaps installing sharrows but ideally installing a dedicated bike lane.

818 I used to ride to work daily. I was able to ride comfortably on residential streets. However, crossing arterial streets was a major difficulty and somewhat dangerous because I was typically crossing the arterials where there was not a traffic light.

819 I think reducing vehicle lanes so the mayor can add more bike lanes has contributed to more vehicle accidents. Bicyclist do not obey the rules of the road way and act like they can do what ever they want. Waste of tax payers money.

820 Stop wasting tax payer's money on silly shit like this!

821 Other cities have had the courage to turn entire downtown streets into bike/pedestrian thoroughfares, yet you don't even mention this option. Close 4th Ave downtown to car traffic, make a lane for busses and leave the rest to bikes and walkers...connect same to S. Lake Union, and then you have an actual bikeway. All of this other stuff in the downtown core is not going to attract bikers and is really just chickenshit politics...someone needs to have some cajones here!

822 City needs to work about improving pedestrian safety, not encouraging bicyclist to use the sidewalks and obeying rules of the road. Also, to encourage motorists to obey the speed limits in neighborhoods. I.e. along 3rd NW sometimes they travel as much as 50 mph and pass each other. Not very safe for slower moving traffic.

823 Calling bike lanes, boxes, and sharrows "facilities" is really confusing in your survey.

824 I'd like to see bicycles have priority over luggage on the light rail. I used to save time on my commute by riding my bike 2 miles to the light rail station, then taking light rail to downtown and biking into my office. But it is a pain to find room for the bike on the light rail now. I am driving more often and also taking the bus to the light rail, which takes longer. Also, I'd like to be able to ride my bike with my child in the bike trailer to more places, but I live in Rainier Beach - we need more bike lanes on Rainier, MLK, and Renton Ave. and better education/enforcement for drivers. Rainier Beach and Columbia City need more bike racks too.

825 Please enforce cell phone laws!

826 Survey seems pretty lame. Sharrows suck, and so do those green boxes. I personally try to utilize residential streets over arterials. I do not understand why the city seems to promote riding on the busy streets. Seattle is hilly and wet, we will never be a bike utopia. Get over it. Fix the roads and make both bikes and cars happy.

827 Sharrows are silly and dangerous.

828 I broke my arm at this time last year biking to work on Eastlake when I hit the edge of a divit in the pavement. I have been afraid to bike to work since then, however, I very much enjoy biking when I feel it is safe.

829 I've noticed a lot of the bike lane striping that was put down 1-2 years ago has worn off. This makes me feel much less safe. As a biker, I can see the faint lines, but drivers cannot and feel that I'm taking up "their" lane and don't respect my space.

830 5th & 6th Ave in downtown Seattle should be considered bicycle corridors. Cyclists use these routes to cut up the hill. Also it would raise better awareness among motorist with signage to share the road.

831 I do not like the sharrows. I think that they a bandaid approch that only confuses riders and drivers alike. I would like to see the city spend more money installing bike lanes. It seems that sidewalks and parking strips could be narrowed to make room for a bike lane. Many areas in the city have very wide sidewaks that see no pedestrian traffic.

832 as a motorist I believe that sharing the road is important ... howver we that drive should not foot the entire bill... a source of revenue whould be to require bicyclist to have their bike licensed with a lic plate.a cost of 20 to 25 dollars a yrs.If you are over 18yrs of age. In addition commerical license for messengers and delivery services, just like other businesses. Also should have to attend some type of safety training course to operate on hwy and arterials .... his is done in courty like Holland and other places that have great numbers of bicyclist. If we are going to increase tolls, road tax, vehicle taxes, then why not have a registration and tax for bicyclist who want to share the roads without paying or following traffic rules.

833 Sharrows are really lame.

834 Seattle and other cities need to enforce the rules of the road for bike riders. I am tired of having bike riders on the WALK way - the side WALK. Rules of the road say that they should ride with the traffic and obey the same traffic laws. Not in Seattle -- they ride against traffic - run lights and stop signs and just about ride ofer thse walking on the side WALK.

835 Improved pavement would help a lot. Many streets are in bad shape & it makes riding safely & predictably in heavy vehicle traffic a real chore - & I commute 10 miles each way from N Seattle to Downtown daily.

836 I am in my fifties and female and live on top of a hill. I am strictly a recreational bicycler. I have to wear work clothes to work, have a variable schedule, and have responsiblities and meetings all over town. It's politically incorrect to say so but these initiatives are of very little importance and use to me. Just sayin'.

837 I feel very strongly that bike lanes are not a safe option for cyclists, especially when there is street parking to the right of you. This creates several hazards including opening doors and low visibility. I much prefer sharrows but wish drivers could learn to deal with sharing the roads and that cyclists are entitled to take the right lane. I can't even tell you how many times I've been honked at, yelled at, and even threatened for riding in the sharrows. I think that these drivers think the painted bike on the lane is there to designate the parking lane as a bike lane, which we both know is not the case. Still, I feel safer than in the bike lane. Requiring cyclist awareness training and education for ALL drivers and SEVERELY fining or punishing those who endanger cyclists or infringe upon their rights is the VERY BEST thing that the City of Seattle can do to help cyclists. I'm talking about hate crime level punishment for these people.

838 I'd appreciate a user-friendly planning tool that focuses on the topographical layout between a stated pair of destination points (start and end) and gives the most convenient path. Hills in my new neighborhood (Meadowbrook) are a monster, and I would gladly pedal ten blocks or more out of my way for an easier ascent. Thanks!

839 Question 9 was a poor question. There are those of us that are infrequent bikers that are comfortable using roads with automobiles.

840 I follow the laws, I would love to see bikers who don't wear a helmet get nailed the same as a driver not wearing a seat belt. I would like to see them get nailed for not stopping at a red light. They give motorists a reason to dislike bikers.

841 I think that we really need a better way to get through downtown Seattle by bike. The current bike lane on 2nd avenue is one of the scariest places to bike in the city with car doors and people turning left. In an ideal world we would have a cycle track through downtown on a street like 3rd avenue. And maybe at the same time we can just make 3rd avenue bus and bike only.

842 I think this city is out of control in the way it is forcing motorists into riding bicycles by reducing motor vehicle lanes to install bike lanes. This isn't fricken' China!

843 Please make it safer for cyclists to cross the ballard bridge.

844 Bicycle paths in general are unsafe due to the land owner deceiding who should yield. There is no point in wasting money on bicycle paths if the cyclist has to stop and or yield too frequently. I feel safer on the streets than on paths for the reason above,it is clear who has the right of way.

845 Enforce existing laws for motorists, bicyclists and pedestrians.

846 As primarily a car commuter i gladly.share the road with bicycles since.they.help.reduce.traffic. However, when the bicyclists choose not to ride in the dedicated bike lane (that I helpedpurchase for them) directly adjacent to the road, and obstruct traffic causing me to miss traffic lights, I am not so enamored with them. When they then ignore traffic regs and run that same light i get quite agitated

847 Downtown 5th Ave needs a share arrow (I never know which side of the street is best to bike on.) Thanks for bike planning for us all!

848 More green bicycle boxes and advance traffic signals would make cycling in Seattle, Bellevue, Lynnwood (anywhere requiring mostly surface-street travel) much less stressful. All regional downtown cores need better dilineated, preferably separated bicycle lanes/paths/bridges/underpasses. And clean the dangerous shoulders of most major arterials - too much debris and tire hazards!

849 I think that to really reach the next level of "bikeability" in Seattle people should feel as casual about riding their bike to a destination as they would walking to their corner store. This means a new focus on off-street or at least separated facilities (like cycle tracks) that provide a greater sense of security for riders, as well as a new focus on routes along the flatest routes, even if it means longer distances, and eliminating breaks between facilities.

850 Thank you for working to improve biking in Seattle! Yay!!

851 Quite spending taxpayer's money on bicycle anything until the economy has turned and we have a large excess of funds that we can afford to spend.And do not make it any more difficult for vehicle travel. The vehicles pay road taxes.

852 Drivers on phones are the biggest hazard. Air polution is second. Suggestion, Construction managers should try riding through their own projects.

853 Bikes should not be on the streets. Look at the Lynnwood example at 44th Street where they built the bike bridge over the street. Bikes on streets are dangerous for both bike riders and car drivers.

854 More surveys please. Really....

855 Please improve bicycle facilities on East Marginal between Spokane St and the SR99 tunnel improvements! THanks

856 SPD should ticket cyclist that do not follow the rules.

857 While I ranked seperated facilities higher in my choices in the survey, I find that educattion programs are extremely helpful for the beginning bicyclist. When I first started riding, I had to sift through multiple different websites just to figure out which bike/equipment I need/want. Most of the bicycle advocate groups have some information on their site but mostly provide links to other sites which I again have to navigate through just to find what I want. It would be helpful to find all this information on one site rather than having to navigate through multiple sites that are all organized differently.

858 The city is doing a lot to piss motorists off. Bicyclists are also not the nicest people. The city runs on motorized vehicles and we as cyclists should be making everything run better, we look selfish, angry, ignorant of who is actually generating employment and quite frankly snobs. We intentionally make other people angry. We need to fix ourselves first. Then get more bike paths that don't interfere with traffic. Not take traffic routes away from others for our tiny percentage. 13 year commuter who has been hit three times.

859 Fix Shilshole Avenue. It is a hazard to cars and cyclists. SBS&G doesn't own the right of way and they have no right to obstruct development.

860 I loved biking to work (before my bike was damaged) and would love to do it again. The road conditions in the south end really need to improve however. Also, as a perk for using my bike, it'd be nice to have access to my buildings gym. Other ideas: 1)to have an automatic payroll deduction for a b-t-w flexible spending account to use for parts/service or saving to buy a better bike. 2) A bike market b-t-w folks could use to sell, donate or loan their bikes to other employees who are interested in the program 3)Could we even get a bike shop in the SMT or Charles street that would offer free or discounted rates to city employees? 4) Could city fleets include bikes to check out along with cars 5) Better bike acommodations on light rail would also be very helpful 6) A Zip-Car model for city provided bikes that can be stationed at participating starbucks (since they are everywhere)7) A point system that I can use to earn floating holidays maybe? I know a lot of these ideas aren't pratical, but who knows....

861 Screwing with the streets and narrowing them to provide "bike lanes" (of any type) does nothing to promote goodwill between motorists and cyclists. Better road conditions would do more to benefit cyclists than screwing with the road configurations and pissing off the motorists.

862 Additional enforcement on rules for cars and cyclists would help make things safer, especially cell phone use by drivers. All of my close calls with cars have been because the driver was talking on their cell phone.

863 To be more precise in the description, I am an occasional bike commuter who rides frequently for recreation. I will ride on arterials. The bike lanes/sharrows/etc do help, but the biggest impediment is crumbling roadways that offer no shoulder at all and busted pavement all over. The new section on Greenwood is fantastic. Immediately north of the new section is atrocious.

864 fix the conditions of the roads, many pot holes are dangerous for riding. I have been riding for many years, but do not encourage my children to ride in the city due to fast traffic and very poor road conditions.

865 Thank you for all that you are doing to encourage more to cycle!

866 Wish it were easier to get through downtown, going either north or south. Second and third are ok, but traffic is very heavy. Some route through there with a large bike lane would be best.

867 I hope you will take the results of this survey to heart and make some improvements to the bicycle facilities in Seattle, especially downtown. If you build them, the bikers will come. Specifically, the bike lanes are way too narrow, with no buffer between bikes and cars. The lane on Fourth Avenue confusingly ends on the "wrong" side of the street, and there is no clear way (i.e., signage) to get to the other side of the street. I have not seen a bicycle box in the downtown area, nor have a seen a cycle track. These are the types of facilities that make city biking feel safe and enjoyable, which increases the quality of life for residents. Thanks for making the survey available!

868 I commute from Ballard to Georgetown and the bike infrastructure and paving conditions south of downtown are POOR! Furthermore, cars, metro buses, taxi cabs, and truck traffic do not treat cyclists very kindly. There needs to be more signed bike routes north-south and connecting east-west as well.

869 I prefer to commute to work on my bike. Pity that Eastlake does not have a bike lane or sharrow. Also once downtown there are no dedicated bike lanes/paths to get around safely.

870 The south lake union transit tracks are dangerous to bicycles. Bicycle wheels can easily fall into the tracks. Please start using the compressible filler material that makes it safe for bikes but does not affect the train. (They've had it in Portland for a while)

871 Moving from Portland to Seattle was a huge disappointment. Infrastructure, safety, and culture are hugely lacking in the Seattle metro area and surrounding neighborhoods.

872 Although I know how to use the sharrows, I am still a nervous rider and do not feel safe.

873 Critical Mass makes everyone hate bikers. Enforce the laws and limit these (m)assholes.

874 more off rode bike lanes, separate from traffic. more signs on bike lanes coming west from bellevue to seattle. once in seattle, signage is appropriate. thanks!

875 The more you can do to separate bicyclists from motor vehicles the better and if you can do this with minimal expense that would be optimal. I would really like to eliminate personal vehicles in the city - only public transportation, bicycles, and pedestrians would be allowed but I realize that is not likely to happen.

876 Fear of theft is what stopped me from bicycling to Jury Duty last week.

877 More bike sensors to switch traffic lights. better connection to downtown and protected lanes through downtown. Public bikes downtown would also be nice, but there needs to be a better network of safe streets first.

878 Seattle needs more in road light controls and education about them. I see a few painted "T"s around town and know to position my wheel on the T to trigger the light, but most cyclists do not. My biggest pain point with riding in Seattle is that the lights take too long and do not recognize bike traffic. This could really help!

879 I90 bridge needs improved biking lanes

880 Road surface conditions can make safely riding in traffic difficult. This is especially noticeable along sections of first avenue where sharrows can point you right towards a pothole!

881 Gaps in infrastructure critically need to be addressed. Specific examples include the southbend end of the sidewalk on the Ballard bridge, the lack of continuous bike lane through downtown Fremont connecting Fremont Ave & Dexter (and westbound 39th-- both doable if a modest number of on-street parking spaces are reduced), and the Aurora underpass on Mercer (a nightmare, lacking even curb cutouts!). Even a 1 or 2 block gap in cycling infrastructure critically undermines the safety and the utility of the city's overall efforts. I ride there less often, but similar comments can and should be made about the end of the burke gilman trail through downtown Ballard.

882 The street car tracks are incredibly dangerous for cyclists

883 Some places just need the curbs moved out 2 or 3 feed, which is hard.

884 I know improvements of this type can be arduous and tough, but keep up the great work!!

885 Seattle is doing a good job in creating facilities and programs that encourage people to bike. If we keep going, we can truly create a wonderful, bikeable city in spite of hills and rain!

886 spend money on pothole repair on busy commute corridors such as Eastlake. Consider a real bike lane on Eastlake between UW and downtown. Ensure 520 new bridge has bicycle lane. Provide tax incentive for documented non-driving to work.

887 Improve Linden around the lake (unsafe and bumpy pavement). Improve traffic and bike safety around the intersection of Stone Way and east Green Lake (by the sports fields). Make getting across 50th on Stone Way safer. Enforce the bikes only crossing at 85th and Fremont. And go ahead and ticket us cyclists for running red lights!

888 I think we need to better educate drivers how to safely deal with bikers. Cars do very strange things when they see a biker.

889 Find a way to complete the missing link. It's the most dangerous part of my commute.

890 Need bike route(s) through (or under) 1-5 between Holgate and Lucille St. to connect residential areas with work areas. Thank you!

891 Buffered bike lanes would get most on my friends on the road.

892 Stop fucking up the roads!!! I ride my bike occasionally, but you keep destroying the roads in hope that it will force everyone to ride bikes. Hey, morons, were not all going to ride bikes every day in the rain. We need the streets, even if you hate all drivers. Oh. By the way, fuck off and leave us alone.

893 I think the most important safety thing we can do is to educate drivers/bicyclists/pedestrians on how to be aware of each other, who has the right of way when, and that we are all sharing as opposed to competing when using our various transportation options.

894 Thank you for your efforts! I know there is a lot of push-back, but things have definitely improved for bicyclists over the past 5 years! We appreciate it!

895 complete the missing link of the BG trail!!!

896 Perhaps more posted rules would help. I don't think Bicyclists or motorists always know what to do. Or they both act pasive aggressiviely towards eachother which doesn't help anyone's cause. I think it would help if there were more signs that explained what is what.

897 The city needs to focus on quality over quantity. 1. Bike Parking. Seattle has lots of bike parking (although not always in the right place). The problem is that almost all of it is of low quality. As someone who would like to not just bike to work but also bike to brunch, music shows, coffee shops, events, etc., the quality of "unsecured" on-street and off-street parking is critical. Unfortunately, almost all of Seattle's unsecured bike parking has only 1-point-of-contact -- meaning that with a U-lock only the front wheel and frame can be locked to a rack and that the back of the frame & seat post can't rest against the rack. Virtually all major bike cities (Portland, San Fran, Minneapolis, Chicago) have moved away from 1-point-of-contact racks in favor of the simple "bike staple" or "inverted U" rack. By experience, Portland's design is the best from a functional perspective (by the biker) and the most replicable with its simple design & easy efficiencies of scale. The City of Seattle should stop using its currently preferred on-street bike rack (the "car"), and the off-street "coat-hanger" or "cora" racks, and the "hitch" or "bicycle-circle" racks. Also, the city's design preference for "U-racks" should be modified to match the Portland design. The current Seattle design includes an unnecessary lower bar that often makes using a U-lock difficult, and Seattle's rack is often unnecessarily long, taking up more space on the sidewalk than necessary. For more information about bike rack best practices, read CalTrain's bike infrastructure appendix, http://www.caltrain.com/Assets/_Planning/pdf/bike+access/Appendices-C-H.pdf. 2. Sharrows. Sharrows should not be used to designate bicycle right-of-way, but rather as on-street bike signage to cyclists in changes of how to use the street. For example, there are several streets in Seattle where sharrows are placed on the far right-side of a street/lane instead of striping a bike lane (e.g., southbound on Eastlake from Fairview to Stewart, and southbound on Stone Way). Presumably the streets are marked in this way because the street is too narrow to include a full 5-7-foot bike lane. But the effect of the sharrow treatment is that the drivers all too often driver closer to the bicyclists than necessary. That's why the City of Portland is adopting a new best practice: marking a

"suggested" bike lane by using a dashed stripe. This treatment is more effective in encouraging drivers to drive closer to the center-line stripe (& driver straighter with less in-lane side-to-side drift), giving cyclists and extra foot or two. Plus, drivers are much more likely to notice a constant dashed stripe than one sharrow per block. 3. CycleTracks. I'm a little worried that the city is getting too gung-ho about cycle tracks. Cycle Tracks have their place, but they can also create huge challenges both for transportation planners and for cyclists. CycleTracks are essentially a parallel road next to a street, and that means every intersection becomes more difficult to design as well as to navigate for cyclists. The CycleTracks also don't allow for more skilled cyclists to use a CycleTrack for safety but to navigate out of it into street traffic to make an easier turn. Because of the high cost, planning difficulties, cyclist navigation problems, and political challenges of removing car lanes, I encourage the city to focus more on buffered bike lanes. 4. Bike Lanes. The city should adopt a best practice, and

898 I recently stopped biking because of safety concerns.

899 I'd love to see connections between existing bike trails. For example , a safe connection that could lead between capitol hill and the south lake union trail or over to queen anne and the elliot bay trail. I feel the most unsafe riding through south lake union because of the rail lines and heavy traffic. It is unclear how to get across 99 on a bike from capitol hill without taking a major detour.

900 I don't own a car. I commute by bike all year round, visit friends in other areas of town by bike. I'll sometimes use Zipcar for errands. In general I enjoy riding in Seattle a great deal. I've been using the new-ish ship canal trail and it's great. More trails would always be good. For street improvement, I would suggest: 1. engineering a buffer between parked cars and the bike lane. The number of "close calls" I have are usually not with rolling traffic, but with car doors opening while parked along the side of the road. 2. potholes in the bike lane, or to the side of the road. There are some roads where the side, where I ride, it so torn up, I'm forced to take the lane. I think w/ a clean strip of road to the side, and have that lane being protected from opening doors, that would improve safety greatly. Thanks for the survey!!! Yours, KH

901 In my opinion, I think the roads in the Sodo District are the worst for bikers. Potholes and 18 wheeler big rigs everywhere. Then there are the wheel bending, tire popping railroad tracks. All that needs to be done, is to raise the road by the tracks and the problem is solved. I do like the improvements on the bike lanes along Alaskan way and under the viaduct. Once the streets feel safer, the bikers will come!

902 More bathrooms and water fountains on popular routes; wider streets.

903 I've ridden my bike to work from Fremont to downtown via Burke-Gilman and Dexter virtually every weekday of the past year. I have to say that I've come to the conclusion that bike lanes (including buffered lanes) make bikers *less* safe in many situations. When bikes are in traffic, they are more visible to turning and crossing drivers, and pushing them to the margins of the road increases the size of the "visual shadow" bikers can be hidden in by vehicles. This is most likely why a driver didn't see Stephen Wang on Dexter last year. Going down the slope, it's easy to go the speed of traffic, ride in the lane with it, and be much more visible to drivers turning and at intersections. Also, adding the bike lanes to Dexter between Mercer and Denny has now changed it into a 6-lane road, and drivers are (for some crazy reason) allowed to drive straight across it as many do to get to north-bound Aurora during the height of rush hour. I've nearly been hit by turning/parking vehicles twice on Dexter where I was obscured from their view by the bus shelters on the islands. Pedestrians also walk to/from the islands crossing the bike lanes without warning or looking. I will also say that I'm most frequently annoyed with the unsafe behavior of other bikers than by vehicles (though a mishap with the latter is almost always more serious).

904 The two biggest detriments to cycling in Seattle are the bad and dangerous road surfaces (this is by far the biggest danger!!!!) and inattentive drivers who won't see cyclist no matter what you do. Trails are a poor alternative because of the untrained and inattentive pedestrians and kids, etc. So for the most part I go outside of Seattle to ride.

905 A bike lane is a bike lane (whether it's green or buffered) and I know to stay in it, but cars don't know what it's for and park in buffered lanes or are confused at a green lane.

906 The green boxes are a waste of taxpayer money.

907 A compromise of motorist and bicyclist needs has to be the priority in developing a sustainable bike plan in Seattle. We can't force bike paths on busy streets needed for our cars but we also have to encourage and make it simpler for people that want to ride bikes in the city to do it. I see things from both sides and everyone is to blame and take credit in where we are today. Please do not make this an "us vs. them" program because the more you alienate a transportation mode, the more problems it will cause. And if we can keep bicyclists off Lake Washington Blvd in the Washington Arboretum, the better our city will become. That road is an inevitable time bomb for a serious accident of either a motorist or a bicyclist and until a dedicated bike path or making it illegal for bikes to use this small stretch of road, we will be facing a very sad story where no one wins.

908 your question on what type of routes I use needs to have more than one option as I use trails(Interurban), Fremont Ave and downtown streets. Also it would help if Fremont Ave North could be made a thur bike street with stop signs on the cross streets from 109 to 67th. I've been hit once on Fremont and had close calls often on the round abouts.

909 Avalon Way and 35th Ave SW are arterial streets that could really use bicycle facilities and other traffic-calming measures.

910 1. Prioritize flat routes for bicycles not cars. Cars can easily detour to climb hills; bicyclists cannot. Example: Should have priority bicycle facilities on Westlake not Dexter. 2. Need buffered/protected bicycles lanes on Delridge Wy in upcoming rebab, combined with traffic calming in the Home Depot segment. This is the flattest route to approach many areas of West Seattle.

911 I don't know about green bicycle lanes versus just regular lanes, is there is a difference in using them?

912 My wishlist: http://totcycle.com/blog/neighborhood-greenways-in-ballard.html And to make sure you're skipping the Missing Link interim route and building the full monty as soon as judge puts pen to paper. Thanks!

913 Drivers ed should include educating about cyclists and include experience as an on street cyclist so they know how it feels first hand.

914 Move all bike lanes away from bus lines! You are now making both bicycling and transit look bad. Both are in a great deal on conflict with each other. Why a crowded bus with very tired and low income working people should crawl behind a very physically able upper middle class bicyclist? Buses are lacking speed and reliability as it is. If a bicyclist going the same way that the bus goes than he/she need to get on the bus. Most of the bicyclists on bus lines do not use the bus, they are not low income and bicycling is a hobby for them. No one who is struggling can afford so much time and so much physical challenge in their lives. It's not even healthy! Whoever planned bike lanes on truck-bus routes is a sadist. What is so healthy about inhaling all the disel fumes and dust?! OK, I get it, it's a hobby for the old money rich folks, but please don't do it on the account of the low income bus riders who can barely make their end meet and have to ride these slow Metro buses! Get a clue, DO NOT BLOCK THE BUS!

915 Bicyclist need to follow the rules of the road!!!! Especially stopping at stop signs and stop lights.

916 I'm in favor of having a good portion of facilities separate from car traffic. I also like traffic movements that only cyclists can make; Portland is really good at those

917 Lots of great improvements in the past few years - thank you, and keep up the good work!

918 The green bicycle boxes on Capitol Hill do more harm than good. They encourage bikes to pass right-turning cars on the right, instead of waiting or passing safely on the left. In my opinion as a 25-year bike commuter, bike/car traffic interactions would be faster and safer without them; and they simply teach unsafe behavior to novice cyclists and confuse or frustrate drivers.

919 Before adding more bike lanes (which I do support!), I think the city of Seattle needs to take a good look at the conditions of ALL the roads. I personally live in South Lake Union and the road conditions are deplorable! There are so many potholes that make driving, biking and even walking dangerous. Please consider fixing roads as well as adding more bike facilities.

920 STOP WASTING money on bike improvements to the detriment of all the other commerce and citizens. Use our money to improve traffic flow and ease congestion and fix our terrible roadways.

921 Until I was informed differently about the green bike lanes, I thought the color green indicated a "safe zone" for bicyclists. Another color, such as yellow or orange, might give a better indication to cyclists and motorists to be extra cautious in these areas.

922 anything you can do to encourage more cycling will benefit everyone not just the riders.

923 Those wheels keep on turning!

924 Cycling in Seattle gets better every year

925 bicycle lanes can be danerous because it gives the cyclist a false sence of security while putting them in harms way with car doors. Besides the numerous potholes, gravel on the roadway collecting in the curb lane is also a problem for all two wheeled transportation.

926 I was doored in a designated bike lane on 12th Ave near Seattle U. Bike lanes shouldn't also be door lanes! Any education, signage, or different on-street system would be really helpful.

927 Please install more curb ramps. These are key for kids bicycle safety. Kids ride on sidewalks and use driveways when there are no curb ramps. This is dangerous.

928 The bike lane on second ave is incredibly dangerous. Cars don't yield or get confused by green paths when turning, often they pause partway in the lane. Delivery vehicles sometimes double park using the bike lane. Cars drop off passengers so doors are swinging open and cars entering/ leaving traffice lanes - suggest combined bike lane and bus lane on west side of street would be safer. On positive note the changes for bikes leaving downtown to east lake have vastly reduced car and bike conflicts and make that route a million times safer and more pleasant

929 There have been ZERO PSA's for what is going on for bikes and cars, and Zero enforcement on bikes failing to follow traffic laws, aggresive riding and sense of entitlement as well as failing to yeild to peds on side walks. What are the traffic laws for bikes , where is it written?

930 Please do not plan anymore bike lanes on bus routes. Bicyclists slow down buses! I will never ride a bicycle next to a bus, it's not safe and plain disrespectful to the bus riders. Get rid of sharrows on busy roads where buses operate! Most arterials in 98122 zip code can not handle so much distraction. Bike lanes, sharrows, buses, delivery trucks, uncontrolled crosswalks, etc! Why are you experimenting on people? The bus drivers can't concentrate because the roadway is a mess... Very slow unreliable bus service because of all the new bike lanes and sharrows. Give us bus lanes for faster commute. Not everyone can afford and has physical ability to commute by bicycle...

931 My biggest gripe is the police never enforce drivers going into bike lanes. I have had many close calls on Cherry west of Providence. A car is making a yielded left turn and cars go into the bike lane to go around them. Signs posted stsing it is illegal to drive into a bike lane or plastic posts would be nice. It happens elsewhere, but this has been such a dangerous area I have quit using it.

932 1. I do more errands by bike, 2-3x more/week, than indicated on the previous page. 2. Motorist education should be a priority. Return legislation to principles of early 20th c. about rights of access to public spaces by other than motor vehicles; curtail hegemony of motor vehicles. I think these are keys to improving bike use. Commercial motor vehicles could have their own designated routes and access. 3. Public education should be a priority, most particularly for kids. Encourage and promote various forms of benefits and forms of bike commuting to school, from primary school increasingly through to high school. Provide incentives for healthy activities and disincentives for driving, especially S.O.V. My local high school has, over recent years, built large and larger car parks for students, rather than restoring green space or providing more athletic or recreational space.

933 Appreciate both as a biker and a motorist the green bike lanes and bike boxes

934 Keep in mind the snowball effect! What is the most effective way to get enough people biking that others begin to feel extremely guilty for driving?

935 My commute involves the full range of facilities offered, but I could only select one.

936 Sweep streets with sharrows and lanes more often. During the detour when the Burke-Gilman trail was closed, I got numerous flats riding on the sharrowed detour because there was so much cruft (broken glass, etc.) on the route.

937 Never heard of sharrows. Like buffered lanes.

938 More bikers = lower medical costs, less pollution, less traffic congestion, and more FUN!

939 Please prioritize adding bike lanes or buffered bike lanes to long straight stretches of streets connecting major areas, for example Eastlake between South Lake Union and the University Bridge, and Lake City Way northward from where it intersects NE 80th St.

940 One area of low bike facilities is in west seattle/south seattle. these areas have some great streets for commuters and it would be helpful to educate automobile traffic if there were more signs/facilities. 21st ave greenway on Pigeon hill in particular is a great route for cyclists!

941 During my short commute (a little under 2 miles)to work I use residential streets, arterials with bike lanes, arterials with sharrows, arterials with no bike facilities, and about a block of sidewalk. The question about what facilities one uses should be "Check all that apply".

942 (1. Pavement quality is poor across the city, and in my opinion combining repaving with "road diet"-type improvements would do much more to improve both the desirability and safety of bicycling than low-end bicycle facilities such as sharrows. (2. Neighborhood Greenways should be a much higher priority than accommodating bicycles on arterials. (3. The 2nd Avenue bicycle lane downtown is unsafe and frightening to use, even for a veteran cyclist. The risk of left-turn hooks by cars is very high. Personally, I think 3rd avenue should be for all-day transit, 2nd/4th/5th for cars and peak-only buses, and 1st avenue for bike, pedestrian, and *low-speed* car traffic. A cycle track on 1st Avenue (remove parking if necessary) would do wonders for cycling downtown. (3. The 23rd Avenue and MLK way corridors need serious improvement. Pavement quality is terrible on both arterials and on most neighborhood streets between Mt Baker and Madison Valley/Montlake. While both the 19th avenue greenway north of Yesler and the Madison Valley section of the Lake Washington Loop offer good alternatives on the north end, both 23rd and MLK between Mt Baker and Union St are very unpleasant to ride. There needs to be a safe, reliable bike connection between Mt Baker, the Central District, Montlake, and the UDistrict. Keep up the good work!

943 Thank you for asking!

944 Please bring more bicycle facilities to Rainier and MLK that go into the city.

945 Bike lanes between auto traffic and parked cars are sometimes more trouble than they're worth--until motorists are savvy about "dooring" cyclists and trucks no longer have to unload in the bike lane, the bike lane remains dangerous while also making certain motorists more aggressive toward cyclists who "take the lane" for safety reasons. I don't know what the answer is... It's the catch-22 of cyclist density relying on motorist education.

946 forget sharrows! focus on buffered bike lanes + some barriers between bikes and cars in the most dangerous locations. enhance bicycle use of low traffic residential streets with more route marking,mapping and publicity (a few stop signs on cross streets could give cyclists the right of way in dangerous locations)

947 While I like the improvements made on Dexter, and (coming soon) parts of Ravenna, the road conditions in Seattle are so poor that it is very difficult to ride a ROAD bike on the ROAD.

948 We need more signed routes up and down Queen Anne Hill

949 We used to be able to lock bikes to parking meters. When the meters were removed, this common and handy parking option was taken away. We need bike parking that is as convenient as those meters. We need basic U-shaped racks. The arty circular silhouette racks are pretty but barely useful.

950 I am very concerned about other cyclists' unsafe behavior. My close calls typically involve other cyclists. Cyclists who ignore the laws, fail to stop or yield may be contributing to other road users' negative feelings and that also impacts my safety and that of other road users, especially pedestrians. I am for education backed by enforcement and publicity around enforcement campaigns. Go for it!

951 I would love for Seattle DOT to heavily prioritize physically protected bike ways or Cycletracks. Having "floating" parking lanes or other solid barriers between the car and bicycle lanes would greatly improve the perceived (and probably actual) safety of the roadway, encouraging new users of bicycle facilities. There is no excuse for why these facilities were not implemented on a street overhaul such as Dexter Ave.

952 Why can Seattle have stadiums, convention centers, a new tunnel, a new bridge, but STILL can't finish the Burke Gilman Trail to Ballard? How many more bike wrecks in Ballard will it take? I commute to WORK.

953 It would be great to see some bicycle safety and awareness put on the driver's test. Many motorist are not only not used to looking for cyclists, but also don't know what the laws are regarding cyclists and where they're allowed to ride. (The number of motorists who rage at cyclists riding legally is astounding.) Perhaps something to raise awareness about the basics, such as "Bikes are SUPPOSED to ride on the road."

954 Destroying the road network in order to placate bicycle fanatics is obnoxious and absurd.

955 The city needs to attract the would-be cyclists who are wholly unrepresented today. Today's regular cyclists are people like me for whom cycling is a lifestyle. We're going to cycle no matter what. We want to make cycling a valid transportation option for people who wouldn't otherwise cycle. That means cycling has to be safe and pleasant. That means well-paved cycleways which are protected from traffic. Not cycle lanes side-by-side with traffic, and certainly not sharrows. Buffered or divided cycle lanes and off-street paved bicycle paths.

956 Loaded question: "Reduce motor vehicle lane capacity." Road diets bring maximum vechicle speed closer to the average, greatly improving bikeability.

957 At the Northgate transit center and Park and Ride there is no covered bicycle parking. How is it that a city as rainy as Seattle that is trying to encourage active transportation has no covered bike parking at a transportation hub?

958 Thanks for asking!

959 I am pleased with advancements over the past few years in bicycle 'facilities' that have enhanced bicycle rider-ship and safety. The advancements have been impressive and I'm looking forward to more of them. I do have one specific concern. I live in the Whittier community of the Ballard neighborhood. I like to ride with my children on the Burke Gilman Trail. The shortest route to the trail from my home is along 8th Avenue NW. This road has a bicycle lane but the lane is flawed (particularly southbound downhill) between about 77th and Market Streets NW and not safe enough particularly for riding with children for the following reasons: 1) width-the bike lane is so narrow that wide cars parked along the side of the road often encroach on the bike lane requiring cyclists to move into a very busy lane of car traffic--dangerous particularly when I tow my kids in a Chariot trailer; 2) there are deep grooves and cracks in this section of the 8th Ave NW bike lane (southbound). This makes riding with a child on a trailer bike extremely unsettling as there is a lot of either crack-avoidance into the car lane or just enduring the cracks, resulting in a very bumpy ride; and, finally, 3) #1 and #2 are exacerbated by the fact that this section of the 8th Ave NW Southbound bike lane is downhill and thus speeds can quickly pick up. It is less a concern northbound due to slower uphill bike travel speeds although lane width is still a concern. The width and paint (both sides of bike lane painted) for the 8th Ave NW bicycle lane between Market Street and Leary Way/entrance to the Burke-Gilman Trail is excellent and should serve as a model approach to reforming the portion of this bike lane I am concerned with-roughly between 77th and Market Streets NW. Thank you!

960 Please avoid placing bike lanes on streets with lots of parking, like Roosevelt—effectively it means there are always hazards on both side of the lane, since most people parking or unparking don't look for bicyclists. I feel much safer biking on 15th (arterial with no bike lane but relatively little parking) than on Roosevelt (heavily parked-up arterial with bike lane).

961 I am very grateful to see that more bicycle infrastructure is being planned and built. I hope you will strongly consider building more cycle tracks or buffered bike lanes in the U District. I commute to the U District 5 days/wk and although there are bike lanes I feel very unsafe. Many people have told me the same thing. Traffic moves quickly on the neighborhood's one-way streets. The bike lanes have worn away in many places and cars often veer into bike territory. Please consider prioritizing the U District for infrastructure upgrades. This is a neighborhood where more people want to bike but are too terrified.

962 it would be nice to reduce the number of STOP signs and replace them with Yield signs as it would allow more fluid travel while still safe

963 I used to bike regularly, but now have a child and often ride with my toddler in a bike seat, which makes me much more cautious around traffic. I would return to commuting by bike 3+ days a week if I felt more secure taking my child to daycare by bike. Really nothing feels safe for biking with kids except off street paved bike trails, so I'd love to see more of those.

964 Thank you for the opportunity to weigh in. I am an experienced cyclist and ride in mixed traffic on most types of streets, however I am becoming less comfortable doing so. I am finding that although I will ride on an arterial with or without bike facilities, I prefer to ride on separated facilities. My ideal riding situation is one where I can ride next to another bike and feel comfortable talking. I fully support more trails, cycle tracks, other separated facilities, and connections between facilities.

965 Bicycles are NOT motor vehicles. From a mass standpoint they are essentially people with a few extra bits. Imagine lining up 100 bicycles. The total mass of those 100 bikes is roughly equal to 1 mid-size sedan. SUVs weigh far more. Cars and bikes are fundamentally incompatible. Bicycling is a valid form of transportation (especially during endless recession). Cars will never disappear, but they have lost pride of place in urban centers. Separated bicycle infrastructure is no longer even a pleasant perk in cities. It is a mandatory requirement, and right now Seattle is failing badly.

966 i'd love to be more involved in this process.

967 the Burke needs repaved

968 complete, connect Cheif Stelth trail to Mountains to Sound Trail on West side of Beacon Hill.

969 Please ensure ALL TRAFFIC PLANNING is geared toward encouraging bikes, pedestrians, rollerbladers, etc. REMEMBER to educate everyone, and help change the social default of cars back to other modes of transportation. Thank you!

970 Seattle must decide if bicycles are legally the equivalent of motorized vehicles. If so, all laws that apply to motorized vehicles and their drivers must be enforced with bicyclists including stopping at stop signs, signaling turns, NOT riding on sidewalks, following the direction of traffic and not weaving through traffic. The penalties for illegal bicycle riding should be the same as the penalties for illegal motorized vehicle operation.

971 Bikes should be licensed,taxed, and insured just like autos if they are ridden on public streets. Riders should also need a license and be tested.

972 cross walks for pedistrians need to work as arterial crossings for cyclist. Frequently, motorists do not stop.

973 Separated on street bicycle facilities (Cycle Tracks!)please!

974 You should have used the opportunity to have question 11 be a "link" to explanaitions of how to properly use each type of item

975 It would be nice if there were education on riding in green bicycle bo, green bicycle lane, sharrows, buffered bicycle lane

976 Thank you for putting this together!

977 My commute to work goes from North Beacon Hill to South West Seattle. I have to ride across 26 SETS of railroad tracks, and this is one of the many reasons I quit riding. I wish there was a convenient and safe East-West route through SODO that didn't involve dodging shipping container and other commercial traffic.

978 THANK YOU AND BEST WISHES.

979 Please prioritize separated bicycle facilities over arterial travel - cycletracks, trails, and neighborhood greenways. My wife and I use the 'Burke for the majority of our trips, and would happily use marked greenways if available!

980 the green bicycle boxes are completely useless unless you have a "bicycle only" green light before the cars see their light turning green

981 it is a massive waste of my tax dollars to spend money so grownups can ride their bicycles

982 I'm not convinced sharrows are cost-effective, although they may be better than nothing if there are no better options. They wear off fairly quickly and I'm not sure how effective they are. Is bicycle money better spent on better/safer options?

983 I used to take the Greenwood Ave. N. bike lane as far as it went north but decided it was safer riding on the neighborhood streets (Phinney and Dayton) because of the frequent obstructions (construction, parked or idling oversized vehicles, open car doors, cars pulling to and away from curb, large puddles of water, debris, etc..) that caused me to swerve out of the bicycle lane a few times per trip. It would be better if the bike lanes were a bit wider and/or there was no overlap of car parking and bike lanes and no overlap of road drainage paths and bike lane (the bike lane is sometimes more like a river than road). The neighborhood streets work out okay except the visibility at intersections is often poor which means you have to ride slower than you can usually ride on the larger streets and you have to slow almost to a stop at most intersection since most are unmarked.

984 Seattle needs a bike lane crossing at Boeing Access Road

985 I think that creating neighborhood green ways and dedicated bike lanes in the south end would greatly improve people's ability to ride here.

986 We need more east-west routes. Especially N Seattle Comm Coll to Northgate.

987 For a nearly-free, fast way of creating safe bike lanes, try getting rid on on-street traffic. Please, please, please don't put bike lanes next to parked cars without making the lanes wide enough for bikes and open doors. I'd rather have no bike lane than a door lane where moving cars expect me to be.

988 I love finally being brave enough to ride in Seattle, but it is sad that it still requires thought and planning about safety issues to head out on bike instead of in a car. 45 minutes to work on a bike and 30 to 90 (sunny Friday afternoons!) in a car - should be an obvious choice

989 SDOT ruined 20th avNW, the safest,low-grade climb in Ballard with a door-zone bike lane up and downhill and a double yellow line instead of safe turn/pass lane there before.

990 Buses that fill up on bikes are frequently a thorn in my side, and keep me away from public transit (and unable to rely on it).

991 There are 5 miles along Lake Wash. Blvd. where recreation cyclists covet the road. The city of Seattle's Parks Dept. owns 4-5 feet along this stretch of the boulevard from Mt. Baker Beach to Seward Park. Each year, cyclist teams grow, recreational bikers are out, and the boulevard gets very crowded. I am a Seward Park neighbor and use the boulevard daily in a car or on a bike. I can't think of any other sport where the use of a facility, i.e. soccer, baseball, or football field is free. Cycle clubs ride 56 miles around Lake Wash. for free, without any type of registration or application to use the road. This past Saturday, over 5,000 cyclists rode by my house in the street. I believe without the license to ride a bike, cyclists disobey the laws of the road and drivers are getting fed up with this, especially in my neighborhood. A stop sign doesn't mean stop to a cyclist and cars/pedestrians get caught with speeding sport cyclists at Seward Park. My suggestion is to bring back the once proposal from a former mayor to license the bikes - use the fee to construct a bike lane along the 5 miles of Lake Wash. Boulevard where it is much needed - use the park land in front of the homes and stop the chaos when either riding or driving the boulevard. Some cars pass you, giving you the peace of mind to ride in the street while other drivers, either angry at bikes or fearful to cross the yellow line, come within inches from my feet. The pot holes on the boulevard are so great that if you do get caught in one, you'll be off your bike in a second. I ride closer to the center of the lane for this reason, not to be run off the road and to miss the pot holes. The hostility between cars and bikes I believe will stop once you license the bikes. Sport cyclists are not using the road to commute, but to work out. Again, tell me another sport where equipment is involved that you get to use the land for free. Cyclists will also be more likely to obey the road signs if their bike had a license on it. Also, Lake Wash. Boulevard has but one sign near Seward Park stating "bikes have the right of way" in a forested side of the street. I honestly don't think drivers know bikes have the right of way and MORE signs than one in a five mile stretch of fast driving needs to be posted. At rush hour, cars exceed the speed limit by 20 miles per hour. The city of Seattle needs to recognize that a bike permit/license makes sense and stop charging cars to pay for roads, when bikes use them just as much.

992 I ride mostly outside city limits, on Vashon. Take water taxi to downtown.

993 DO something about Avalon Way in West Seattle. It is a main bike commuter route and needs to be marked. It is dangerous.

994 More parking. More off-street paved trails.

995 A barricaded lane for bikes only for downtown would be great.

996 I think the city has done a great job creating clear lanes for bicycles and lots of street signs

997 Motor vehicle drivers and cyclists must be made aware of how to utilize the new bicycle lanes, sharrows, etc., that sprung up without notification to anyone. Cyclists should be licensed to help pay for the increased bicycle amenities they are receiving, and they should be monitored and fined for failing to follow the rules of the road, just as motor vehicle drivers are. The perceived sense of safety that these bicycle lanes provide are causing more accidents and fatalities than ever before.

998 Thank you! I can't wait to have a better plan that's funded and implemented so i can feel safer and use a bike to conveniently get to where I need to go and so that bicycling becomes an easy and normal way for nearly everyone to get around.

999 I'm all for bicyclists riding their bikes for whatever reason; however, the "rules of the road" for everyone are confusing at best. Are bicyclists pedestrians or vehicles? Whether cyclists like it or not, the car is here to stay and I've, unfortunately, witnessed too many irresponsible cyclists take their lives in their hands by flaunting their ability to dodge in and out of traffic, not stopping at stop signs, not properly lighting their cycle for night riding (especially dangerous on the very frequent dark, rainy nights), riding double in two lane traffic (even with bike lanes provided), and other risk taking behavior. A major concern is, how do you report bad cycling behavior when bicyclists are not registered and can disappear quickly? Cars are dangerous, yes, but they are even more dangerous when cyclists taunt drivers and display an arrogant invincibility...almost an attitude of "I'm special, run me over if you dare." I've witnessed two pedestrian/bicyclist accidents where the bicyclist did a "hit and run." Hard to find the cyclist. Please note, I love sharing the road with cyclists that practice safe cycling, wave and thank me for moving far to the right, if possible, when I'm passing them, etc. And for the most part, bicyclists are law abiding. But if you're going to mix bicyclists, pedestrians and motor vehicles there need to be clear rules of the road, enforced not just on motor vehicle drivers, but with everyone. No one (except for the ridiculously frustrated driver or mentally deranged person) intentionally wants to be involved in an accident with a bicyclist. I recommend registering bicyclists and giving them identifying numbers like motor vehicle license plates to place on their bicycles. I recommend clearer definition of motor vehicle/bicyclist laws and etiquette, along with a method of better education for everyone. And I highly recommend that the city of Seattle quit trying to force a bicycling lifestyle on people that isn't practical nor desirable to the majority of the population. I'm healthy, I exercise and don't need to cycle to stay fit. I drive a small, fuel efficient car; when a practical, less expensive - all electric car becomes available I'm buying it. I'm a native Seattlelite and want Seattle to be a city for everyone - including the elderly, people with a large family and physically challenged people who obviously can't ride a bicycle at all times. Believe it or not, I was raised with the value that all of Seattle was "my neighborhood." I don't want to be limited by

someone's definition of where I should work, eat, shop or in general, define what my neighborhood should or shouldn't be. Once again, kudos to those that choose the bicycling lifestyle, but it's not mine. Respect my choice and I'll respect yours.

1000 The mag loops in Seattle are not as sensitive as the mag loops on the Eastside. Bellevue and Kirkland traffic lights are much easier to "trip" w/ a bicycle than their Seattle countertparts. I don't know if that's due to a difference in the pavement(s) or the software which operates the traffic lights at intersections.

1001 Please repaint bike lanes on Pine St between Broadway and 15th. Confusing for drivers and hazardous for cyclists.

1002 It would be great if the city of seattle would partner with other local cities to improve commutes from the north end (bothell/woodinville) to seattle neighborhoods

1003 Please complete the missing link in Ballard and add a bike trail to Marginal Way south to Georgetown. Also would like to see more street cleaning, not just pot hole repairs.

1004 The above questions include street pavement conditions but would like to emphasize that pavement conditions in Seattle are awful!! Dodging potholes etc. contribute in a major way to poor bike safety.

1005 The biggest problem I have with bicycling in Seattle is the state of the surface roads I use, particularly the bike lanes which are usually worse for wear than the car areas for some reason (N Linden near greenlake, 3rd Ave NW, 8th Ave NW). in general i am happy with the amount of bike lanes and sharrows and do not want to compromise car traffic by adding unnecessary devoted bike lanes (e.g., make it worse, as happened when 85th North in Ballard got a bike lane). Regarding greenways, i do not want additional street parking to be added in effort to "slow down traffic" as, at least in my neighborhood (Phinney Ridge) this would make it more dangerous as visibility for both bicyclists and car drivers would be compromised.

1006 We need more dedicated bike trails, like Burke Guilman trail.

1007 There is a difference between the way a commuter cyclist uses the road and recreational cyclists. In my observation, a commuter cyclist obeys the rules of the road, and the recreational cyclist rides the road according to his or her whim in keeping the workout going. For instance if a stop sign is at the bottom of a hill and they need to get up the hill, they run the stop sign. Getting out of the bike shoe clips is too much trouble to obey the rules of the road. Going down hill with a stop sign is ignored for the same reason, to keep the ride going. These cyclists are a danger to the road and themselves. Neither drivers nor cyclists own the road and until both obey the laws, accidents will continue to happen. If a cyclist is using the road, then a test should be administered and a license so everyone in the road knows the rules.

1008 This city needs a grid of safe bike routes buffered from traffic. Sharrows are a joke and bike lanes between traffic and parking are dangerous. I mix up bike paths, residential streets and arterials where I TAKE A LANE because the bike lane/sharrow is too dangerous. I would ride more if safety could be improved. As it is, when it gets dark (poor visibility) and wet (less strong braking) I tend to drive or take the bus. Dark/wet on a bike path with no cars wouldn't bother me at all. I go out of my way now to minimize danger from traffic, and am willing to ride farther/up hills etc. to avoid dangerous roads.

1009 For me the most important improvement would be on NW 8th in Seattle. I am uncomfortable riding in a small space between the high-speed traffic and the parked cars. It would be safer without the parked cars on the side going downhill where it is tempting to ride fast. There is not 3 feet of space on both sides and there are a lot of cracks in the pavement to get around. In general, I would like more greenways and trails so that I don't have to put myself in danger to get to work.

1010 When establishing Greenways, they should link existing infrastructure like parks, libraries, community centers, pools, schools, etc. Road maintenance would go along way to helping everyone be more attentive to others when they navigate their chosen vehicle.

1011 Keep it up! Thank you.

1012 Complete the burke-gilamn from Fred Meyer to the Lock in Ballard.

1013 Have just started riding again after 40+ years and appreciate bike trails, signs, attention to safety needs of older riders.

1014 I commute from Pier 50 along Alaskan Way every weekday. With the Alaskan Way underground utility modification project, I was very disappointed with the re-surfacing of the bicycle/pedestrian trail along the east side of Alaskan Way. As always, when it rains, this pathway is STILL a low point drainage ditch that collects water rather than shedding it were it properly built up. This is a heavily traveled route that has been unsatisfactory for years. Why couldn't this be properly fixed following the utility re-route?

1015 Need more cycle tracks/separated facilities in Seattle. It will just take political will.

1016 bikes will never mix with cars.

1017 We need ways to make biking safe (separated), enjoyable (trees, pleasant routes), and practical (showers or some kinda clean-up space--especially bc of the rain!) I would definitely bike more if these were available. I used to bike for almost all my transportation, but now do not for the above reasons, complicated by having children and less time. But I would still bike if there were more support for it, and I would get my kids biking if it were safe enough (ideally, separated bike path like the Burke Gilman.)

1018 While I didn't include it in my "top 3" lists, I do think more attention needs to be paid to the condition of our streets. There are too many potholes, cracks, and other defects on our streets.

1019 Last autumn I did a CBC ride that took me to new areas for me. I was nearly hit by a car in a sharrow lane on 1st Ave near the stadiums. The driver passed me really fast in the sharrow lane (and I was going at least 15 mph)! I was so frightened I haven't ridden on city streets again.

1020 Sharrows are not effective. The city gets "credit" as an element of implementing the bike master plan, but many of them are pointless, e.g. 20th AV W next to rail yard

1021 Please install many more facilities like the Dexter Ave buffered bicycle lane - it is a wonderful amenity for Seattle!

1022 We need more buffered and separate biking trails. We need the 520 project to promote safe biking by ensuring safe biking lanes/access to n capitol hill and the surrounding communities off 520.

1023 More green lanes and boxes please. They don't necessarily help me directly, as a cyclist. But they jump out at drivers and let them know bikes are around.

1024 bike for life

1025 Bus drivers are the most common objective hazard that I routinely look out for an try to avoid. They are routinely aggressive in their driving around cyclists. Driving too close or approaching too fast. 15th ave is FRIGHTENING! because of them.

1026 Ballard Bridge and/or the Locks need to be improved to be more passable by bicycles. Bicycle lanes need to be separated from cars by a physical barrier. Motorists often do not respect the lines drawn on pavement. Better yet, need more car-free trails.

1027 Re: #9, I still prefer facilities, but when crunched for time, I'll ride busy streets that lack bicycle facilities. Route convenience tends to trump facilities in these instances.

1028 Sharrows do not seem to work because the cars don't recognize them. Barriers mid block (such as on 18th Ave) serve only to frustrate bikers and drivers. I have been trapped twice by them. Those two structures have no place in bicycle reform in Seattle.

1029 I'm injured so currently I'm not riding, but normally do for recreation. The condition of bike lanes needs to be improved. Why wasn't the bike lane paved on Rainier Ave when the main road was paved?

1030 I live in the Broadview neighborhood and work in the Eastlake neighborhood. I commute to work occasionally. The lack of bike lanes, bad pavement, and some weird intersections (Aurora and Green Lake Wy., for example) stop me from more frequent commuting.

1031 More downtown parking/bike racks. More parking in general. More buffered bike lanes, and more off street trails.

1032 I first commuted to work 20 years ago on Bike to Work Day. Just once that first year and up to 40 times a year in subsequent years. It seemed that each year there was another infrastructure improvement that made my commute a little easier--I really appreciate Seattle and King County's investments. My biggest beef is with my employer (Boeing-Kent) who has done so little to match that investment by making my ride to work easier (shower facilities, access to the plant from bike trails). Thanks Seattle & King Co!

1033 Sharrows suck eggs. Please don't use them anymore. No one "knows" how to use them because there's no way to use them. At best they create a reminder to cars that bicyclists are allowed to use the roads; at worst they provide bicyclists with false sense of security (i.e., that they should expect even a modicum of security on roads where cars zoom past / over them). Also, as much as I like new facilities, seems a durn shame to continue to expand the painted bike facilities (lanes, protected buffered, etc.) when existing lines are all fading away and underlying pavement conditions are horrendous. Columbian Way is perfect example. Installed about a year ago, and already the lines are so faded that you can no longer tell they are there in places.

1034 Bikes need completely separate lanes from vehicle traffic. Not sharrows, not a bicyle or a buffer lane but a dedicated path for bicycles, separated by a structural barrier of some sort - perhaps a low curb. I know several people who have been hurt on their bicycles. Most times the vehicle driver didn't see them, or didn't give them adequate clearance when passing. However, on more than one occasion , it has been the fault of the bicyclist. Bikes are difficult to see when driving a vehicle, especially with all the inclement weather we experience in Seattle. I would like to ride my bike to work, but I don't want to share the road with cars. I know most cars don't want to share the road with bikes, either. I also don't think it would be a good idea to reduce veicle lanes to accomodate bicyles lanes. We don't have enough capacity as things stand today. A way to add additional bike capacity must be found without reducing vehicle capacity. It can be dont, I'm sure. But bikes and cars don't belong on the same streets. I like bikes, I ride bikes, but there's something very annoyuing about being stuck behind a bike or bikes travelling 12 miles per hour in a 25 or 30 mile per hour zone. That's my two cents worth anyway. Thanks for conducting this study and allowing public input.

1035 #9-concerned about my safety. Attempt to use bike lanes, and also must travel through downtown

1036 These facilities are a huge waste of money. Ban bicyclists from all arterial streets. That will keep them safe and not impede traffic.

1037 I am a former bike commuter who stopped biking after my work place moved. I consider my current bike commute to be too dangerous (Greenwood to SLU). I strongly support separated bike lanes, and would consider riding if Seattle had them. Removal of a few hills would be nice too...!

1038 I don't know how to use any of the bicycle facilities in question 11 (there wasn't a check box to indicate that).

1039 I feel the best intentions can break down quickly when there's any sort of construction. I see plenty along the waterfront and thru South Lake Union. Clearly great effort has been made along the waterfront, but something so basic as cleaning up construction debris or not putting up signs for motorists in the middle of bicycle facilities could make a huge difference. I have yet to figure out the recommended route along the waterfront, so I tend to stick to the sidewalk as much as possible along there, which isn't really a good situation for anyone.

1040 While difficult to accomplish, it would be WONDERFUL to find a solution to the 'missing link' part of the trail in Ballard. This will only get more necessary as Ballard population density grows and more people try to connect to the BG. It'd be great to have some safe bike options to make that portion of the bike trip safer and less of a hazard in the daily commute. Thanks!

1041 Sharrows are "flatten bicycler here" signs. They are for people who think drivers aren't texting while driving and don't understand that 50% of drivers have IQs under 100. I wouldn't let a baby take a nap in the street just because some idiot painted a picture of a baby painted in a busy arterial lane. Most of us don't want to drive on the streets where there are cars anyway. We want to stay as far away from drivers as possible.

1042 It would be helpful to look at separate (bike-, pedestrian- and motor vehicle-specific) signals for some key intersections to allow "staggered" traffic situations.

1043 I personally think sharrows are worthless. Also, the two scariest places to bike are on Broad street passing under 99 and Eastlake Ave near the Hutch. The lanes have been modified on Eastlake but the previous lanes are still visible, which means that it is difficult to tell if there is one or two lanes. About 75% of the time I bike or drive that way, I see a car driving right in the middle of the bike lane because it is so unclear. I even catch myself doing this at times. This is an easy fix. Just successfully remove the old car lanes. It seems like the only time we see modifications to bike routes these days is when someone is killed at that spot. Please don't wait for someone to get killed before fixing this spot! Thanks!

1044 My concern is, who is going to pay for this? The drivers should not have to. Bicyclists should be need to be registered and pay for tabs just like drivers and should be fined for not following the rules of the road.

1045 None of the bicycle plans have emphasized the rules of the road. There is a lot of animosity between drivers and cyclists. I am a cyclist and I do follow the rules of the road. I stop at signals and stop signs, I signal for turns and stops, I do not pass cars on the right at stop lights. If all cyclists would follow the rules of the road, it would be safer for all cyclists. Everytime a cyclist runs a red light or breaks other trffic laws, it makes all other cyclists look bad. Drivers who already dislike cyclists may take it out on the very next cyclist they see. Police should enforce traffic laws as they apply to cyclists. I would like to see signage that say cyclists must obey traffic laws. I would like to see the bicycle master plan advocate cyclist responsibility.

1046 Have not seen the "green" options

1047 Thank you for continuing to improve cycling options in the city. It is one of the few places where cycling is truly a year round option for transportation.

1048 I ride all over the region/ state and Seattle is a great city for cycling. Most people are respectful and I feel safe riding in this city! Thanks for your hard work!

1049 Complete the missing link in Ballard!

1050 The biggest problem for me as a bike commuter is the lack of dedicated north-south off-road paved roads. The interurban that spreads from North Seattle through all of Shoreline is the model I would like to see extended down to areas south of the ship canal. Crossing the water on the Ballard bridge is SO DANGEROUS. (Also, the bike lane on 8th Ave N going south is so bumpy that the jostling broke my hand earlier this year; I didn't even fall.)

1051 Please connect and extend existing bicycle trails (burke gillman, ship canal trail, elliot bay trail, lake union trail.) This will create a "bicycle highway" network that will encourage and facilitate bicycle traffic across large swaths of the city. It's easy enough to travel around neighborhoods once inside the residential/commercial core (such as downtown Ballard, Capitol Hill, or Fremont.) What makes the difference is being able to take an off-street trail that bypasses dangerous intersections and arterial streets when traveling between neighborhoods and/or across bodies of water. Also, fixing potholes and generally maintaining roadways (and sidewalks!) goes a long way in promoting bicycle safety. Thanks for listening!

1052 Fairly Intuitive

1053 Please remove the rumble strips on Vashon Island. They are very unsafe for cyclists, who often ride to the left of them. If they must be there they should at least be on top of the white line.

1054 The "top three" questions are challenging to answer. I don't think it comes down to choosing among those options. For each of those, I would have added at least a fourth and a fifth (e.g. end of trip facilities, bike racks, all-ages schools, neighborhood commercial districts, etc.). Seattle needs a fully integrated system, and the Plan needs to recommend funding and SDOT needs to implement improvements in ALL of these categories.

1055 One of the most important things is to not only educate cyclists, but to educate motorists. A bike has every right to use a public road, something many motorists out here don't seem to realize

1056 I would like more emphasis on mass transit improvements and more bicyclist safe riding education. I have seen bicyclists engage in unsafe behavior just as motorists do.

1057 Bikes should be discouraged from using major arterials except when dedicated bike lane is available and unbroken. Too many auto drivers have animus against bikes, too many bike riders flaut laws and ride with attitude. Sharrows just intensify these conflicts.

1058 It seems that bicycle laws are not being enforced. I'm all for biking but until the bicyclists themselves change i don't see why the city would spend more money. Also, bicyclists should not be riding on sidewalks it's dangerous to kids and pedestrians. Everyone needs to play a part in bicycle safety including the bikers. Philadephia ran a great program on that called "get a break,give a break" and it worked.

1059 Thanks for asking for my opinion! For a short time I have been able to use the buffered bike lane on Dexter and loved it! Made the commute much more enjoyable and not worrying about buses and cars is a nice change! I live on the East side (Bothell) and commute to the South Kirkland P&R. I am able to use Sharrows and bike lines for all but about 1/2 mile of my ride. I find them conveniant relatively safe. They do get a lot of debrie and glass on them though, so can be tricky at times.

1060 Bicyclists should be required by law to INSTALL and USE bicycle bells. It's insufficient for the passing cyclist to mutter "passing on your left" when he's already in the act of passing. Also, bicyclists should be forbidden by law to use cell phones or portable music devices while cycling. It's unsafe when they can't hear other cyclists alerting them to their presence as they pass.

1061 This city would be amazing if ALL main bicycle routes through the city were like the new Dexter Ave. Seems like all new bicycle improvements are installed north of downtown to the higher income neighborhoods. Please don't forget about the south end and West Seattle. E. Marginal way is HORRIBLE and Delridge in West Seattle is a death wish.

1062 Build bike bridge and make some streets (12th Avenue, Pike Street, 9th Avenue N.) dominant for bicycling, and others more for cars, instead of mixing everything on every road.

1063 There needs to be stronger enforcement of laws to address aggressive car behaviour: not yielding to pedestrians in crosswalks, passing cyclists with less than 3ft of space.

1064 With the construction reroutes, giving notice of when lane/route changes are going to take place.

1065 All good stuff here. Thanks. I would like to say.. somehow, someway, is it possible to inform bicyclists to follow rules of the road? I see way too many riders jumping read lights and pissing off motorists. Just that - it a bike is using a roadway with traffic - then they MUST FOLLOW the rules of the road. Easy to say, tough to convince I'm sure... Launch a awareness program? Thanks.

1066 I hope Seattle can be as bike friendly/efficient as Portland.

1067 A bikepath system or trail on eastlake connecting the burke to downtown is desperately needed.

1068 The road conditions and car/truck drivers not giving bikes adequate space are making it very dangerous.

1069 Signs should be posted throughout Seattle to warn motor vehiclists of the hefty fines/charges that will be levied against them for non-compliance with laws relating to sharing the road with cyclists. Inner city "trails" (similar to greenways) should also become more prevalent (with more bold color markings and signs). Thanks!

1070 I do not feel comfortable having my kids (and myself, to some degree) mix with automobile traffic. I care more about safety than about speed, so would rather have an interconnected dedicated bike trail system throughout the city than a lot of sharrows and bike lanes.

1071 More bike lanes, fewer sharrows. I have to explain sharrows to confused drivers all the time. Sharrows are wishy-washy - bikes and drivers need the decisive stripes of actual bike lanes. Also SOMETHING has to be done about getting bikes and buses to coexist on major arterials where the bus has to weave in and out of the bike lane. (Pine Street on Cap Hill and NW 8th in Ballard both come to mind) I think it causes dangerous situations.

1072 The city could clean the street areas where bikes ride to the right of traffic, as there is often a lot of debris, stones, glass, etc, which prevent me from riding without getting flats or in causing accidents.

1073 Trails like the one along the train tracks near Magnolia need to have the trees removed/moved away or it will continue to damage the pavement. Trail planners must STOP planting trees along side thing that it will look "pretty". Bike riders would rather have smoot and safe pavement. I sure hope the new BGT section through Lake Forest Park holds up and that what they did to prevent root damage works (removed trees with shallow root systems, and installed barriers, etc).

1074 This is a good time for greenways, I feel like there is a plateau right now because people like me who are willing to ride in traffic in all weather are all already out there. I do not have kids but I would not take my cats in a little trailer on the routes I ride (arterials). There is a large body of potential riders who need complete separation from fast moving cars. My wife is one. And their instincts are correct. A car driving at 15 mph is FAR less likely to kill you than one driving at 25-30. Speaking of that, I did not see "reduce residential speed limits for cars" in the options. I guess that is not part of a "bike master plan" but it is probably one of the best things that could happen for bikers, walkers and our cats! FAST MOVING CARS ARE KILLERS!

1075 I commute with my 4 yr.old on the back of my bike and we ride with my eight year old daughter to and from her school (2mile rt). We have all been on the interurban trail, but I am not comfortable taking the eight yr. old on the streets with any kind of busy traffic.

1076 Please improve some of the roads. In particular Hanford Street between 1st and East Marginal is terrible. I ride it a lot, and really this road needs improvement particularly the train lines - very rough even on mtn bike and bus. Please continue with calming measures. Eg Fauntleroy was great improvement. We need the same everywhere.

1077 The bicycle boxes are confusing and I'm curious as to why the slower moving traffic (bicycles) are all put in front of the faster moving vehicles. I like having a place to be on the bike and not behind car exhaust but these are confusing for everyone.

1078 Thanks for asking!

1079 More frequent street sweeping of bike lanes for safety (de-roadkill and de-hubcap and de bolt/gravel dunes) e.g., bike lanes in Ballard area. City of Seattle bike map marks out routes, e.g., 90th NW to Magnuson, that are too hilly, marked routes disappear (road markings worn out, route signs obscured, not obvious, stolen). OK for advanced cyclist, terrible for novice.

1080 Install curb cuts on Emerson near Fisherman's Terminal in Magnolia/Ballard to facilitate eastbound cyclist to transition from the street to the sidewalk/bike path.

1081 I bike with my kids on board. I'd love to see biking made more family friendly in Seattle. Well marked bike lanes/boxes--especially when buffered--should be all over town. We take the Burke-Gilman whenever we can, but of course it's not complete in Ballard. I'd love to see that resolved once and for all. It doesn't feel all that safe (or smell all that great) chugging along busy Shilshole amid the potholes and railroad tracks and traffic with my kids on board.

1082 I'd say my biggest issue is lack of respect from motorists. Bicyclists need better PR. The city and the Cascade Bike Club should look at ways to educate motorists on how to safely share the road. But more importantly connect on an emotional level - drivers need to be reminded that bicyclists are just people trying to live. They are neighbors, friends, and family members. Not some demon group that's trying to take their cars away from them.

1083 Seattle will never be number one or even top 5 for cycling purely because of topography and weather. To make up for that, it needs infrastructure. We spent money for our city council to go to Copenhagen to see great ideas, please don't waste our money by just talking. Take a lane on 2nd and 4th and make it a raised lane. People will of course be upset, but we have to look to the future and cars aren't sustainable. Also, I live on MLK and Dawson, some sort of bike love would be much appreciated in the south end. The thing about Seattle is our politicians like to talk a lot. Look at Portland, their's like to act. That's also another reason Seattle will never be in top 5.

1084 Yes, I would prefer to have sharrows over bike lanes. And want sharrows for downhill section vice bike lanes, as bike lanes are unsafe at speed. Bike boxes do not follow the rules of the road, first come ,first served. Much better to intgrate bike traffic into the stream of traffic instead of using boxes.

1085 New bicycle facilities - lanes, etc. need to be designed to promote easy and safe cycling. NOT as so often I've seen in Seattle - designed to cause the least inconvenience for drivers. One major problem is bike routes that end suddenly in crowded and dangerous areas - right where they are needed most - then start again some distance away where it is easier to fit them in. Such poorly designed bike routes are almost worse than no bike route at all. thanks for listening!

1086 thanks for all of the good work to make biking safe and convenient.

1087 Being able to safely bicycle to work, has made it possible for me to accept jobs and keep jobs. Bicycling also makes me healthier ( less exposure to germs / flu / sick people than you get on the bus ). Biking is important because it makes it possible for me to keep working!

1088 thank you for helping improve biking in Seattle

1089 The most dangerous part of Sharrows and lans are when cars turn right over our lane. Improvements to how the sharrows/bike lanes and traffic interact would really improve safety.

1090 I love being a cycling commuter in Seattle and could not imagine going back to being a driver. Of course there is always room for improvement, but compared to many other large cities I have biked with traffic in, we are doing pretty good.

1091 Thanks for doing the survey. When completed, please publicly release the results.

1092 Repaint the bike lane on 2nd ave. downtown

1093 Frankly, I think painting more roads with bike icons does little to encourage cycling or improve safety. If the city is not going to invest in trails or buffered bike lanes then it ought to spend more money on fixing all the terrible pavement in the city. I think Seattle drivers are becoming more accustomed to cyclists, but we'd be safer routed off the arterials (where terrain allows) and on to quieter residential streets.

1094 Question that asked what kind of bike facilities I ride on was too limiting. No single type of facility gets me from point A to point B. All commutes are a combo of neighborhood roads, sharrows, bike lines, separate bike trails.

1095 Develop an ad campaign to educate both cyclists and motorists of how to share the road and develop a consistent "rules of the road."

1096 I ride regularly in all conditions. The only times I've ever been close to accidents were in DESIGNATED BIKE LANES! They are dangerous! The bike lane puts you right in the path of opening car doors, directly in the way of people making turns and hidden from view behind parked cars. It also tucks you off the main lane, making cars ignore you, or not give you safe distance. Please stop wasting tax payer money on non-buffered bicycle lanes. Buffered is preferable, but Sharrows are much safer than a regular bike lane.

1097 I used to commute to work all the time and felt fairly safe on my route from Maple Leaf to downtown. I am now home with my 1.5 year old and we are getting ready to start riding together. I feel much less safe taking him on my normal route. I would feel much better having some neighborhood greenways to use when doing family riding. I do have good access to bike lanes that takes us to parks, libraries, and the zoo but there are gaps and that makes me nervous. With my son I will most likely end up using sidewalks part of the way, which I really don't like doing. Encouraging family riding could really reduce vehicle travel but it needs to be safer and on less busy streets.

1098 Paving streets at a minimum would be a plus..get rid of the potholes...

1099 Invest in glass cleaning because there are shards of glass in almost every bike lane on the city. cleaning glass off the roads is a huge bonus to improving bicycle accessibility.

1100 Please, more separated bike lanes and please calm traffic on highway-like arterials like E Madison St.

1101 Sharrows are dangerous. I think that buffered bike lanes are much better

1102 Get rid of the helmet law. Riding in a car is more dangerous and you don't make motorists wear helmets!

1103 add true bike lanes for all streets and enforce the law- when cyclists are killed, NOTHING HAPPENS!!!! WHY???? Make seattle like Portland OR and Madison WI, are we really lagging this far behind???

1104 Let's make Seattle a Bicycle friendly city!

1105 Bicycle riders need to learn to share the road too. Most are aggressive and rude in my opinion.

1106 Alleviate every post possible on bike trails. Their necessity is far outweighed by the pain and suffering they cause to too many bicyclists.

1107 On the white line that divides the bike lane from the traffic lane install small low impact bumps like there are for the center lane markings. As it is now, cars frequently drive on the painted line rapidly wearing it out. Lines painted six month ago are now gone. Roosevelt way is a good example of this. If there were warning bumps to inform drivers that they are straying, the lines and money spent painting them will last many times longer as the wear factor of tires driving on them will be removed. Also drivers will respect the bikes lanes more making them safer for bicyclists.

1108 Would love to see the extent of the Burke Gilman re-paved :)

1109 1. Learn from the Nordic countries. Alcohol + traffic accident = permanent loss of driver's license. 2. Leaving the scene of an accident (usually 'cause you drink)should cause permanent loss of driver's license. 2. Severely punish drivers that drink and injure or kill in addition to taking their license away.

1110 Sharrows are useless. They don't provide any additional buffer from traffic. Gaps in the system of real bike lanes like on MLK, etc, are the biggest problem.

1111 More speeding enforcement for cars - I'm much more concerned about cars hitting me going 45 mph on arterials like Lake Washinton Blvd than those following the posted speed limits.

1112 The bicycle lane on 2nd Ave through the downtown blocks btwn Pike St and Pioneer Square is dangerous due to the high volume of cars making left turns or pulling into/away from parking at the curb. Other seemingly innocuous intersections where I've had close calls are coming down QA hill on side streets with intersections that have no stop/yield signs. Also @ Hiawatha Pl just before entering the trail to the I-90 bridge, another intersection with no signage.

1113 Sharrows are a complete waste of money.

1114 The thing I hear most often from hesitant potential riders is concern for safety from being hit by motor vehicles. Also, pavement quality is a big issue as road hazards require evasive avoidance, often sudden.

1115 Poor road conditions, streets with inconsistant bike lanes forcing bikes into traffic is the biggest problem (east side) along with a lack of consistant shoulders to ride on.

1116 Fix potholes, broken and uneven pavement in our streets. Bike paths are nice but bike lanes and sharrows provide a bigger bang for the buck. NO MORE Street cars, please. A colossal waste of money that could be put to better use with investment in more bus service and bike facilities.

1117 Question on what type of bicycle infra structure used for ride to work, visiting friends, etc, should allow for multiple answers. It is pretty hard to bike any distance from a residential area through Seattle without traveling on mixed street types.

1118 Beach drive in West Seattle is a disgrace and a biking hazard. Please, please, please repave all of Beach Drive!,,,,,,,,,

1119 Eastlake to/from downtown really needs improvements for biking. better pavement, bike lanes and boxes.

1120 Seattle drivers are more bicycle friendly than those outside the City, i.e. Eastside, etc.

1121 Too often the bike lanes on the side of busy streets end up covered with glass, gravel, and are not kept clean for bikes to use.

1122 I'm an avid rider (3-4000 miles/yr). I find bicycle lanes that run between parked cars and traffic lanes terrifying and shun them — the choice between an opened car door and a moving truck is not one I care to make. Please examine Portland's placement of bike lanes on the pedestrian side of parked cars, also European separation of "soft" traffic from autos. Thank you!

1123 Please complete the Burke Gilman trail through Ballard.

1124 Bottom half of Linden where it turns into Woodland Place N is a bicycle death trap. The road conditions are incredibly dangerous (potholes, narrowing and then disappearing bike lanes, huge cracks, loose small gravel...). C'mon SDOT, finish the great job you did on Linden starting at 66th!

1125 1) Sharrows are totally useless and the city should not spend money on them. They do not make me feel safer as a cyclist and in general I would much prefer to use a quiet, unmarked side street than an arterial with sharrows. 2) Completely separated bike infrastructure (not just bike lanes) should be the focus of cycling advocacy in Seattle. Too many cyclists have died due to collisions with cars intruding into bike lanes or cyclists having to share roads not built for bicycles. 3) From an advocacy point of view, I would love to see the city reduce speeds on arterials and non-arterial routes. We as a city should lobby the state hard to get this power to regulate ourselves. Low speeds create friendlier, more bikeable streets. 4) I'd rather see Seattle do fewer good projects than a great many half-assed projects. This means that I'd rather see the Burke finished through Ballard then 10,000 sharrows painted (just as a theoretical example). A crappy greenway is not worth the money. Let's build the infrastructure right the first time.

1126 I find the use of the term bike facilities confusing. You should consider not lumping things together

1127 It would be great to have consistent trail and road conditions during the tunnel construction. My commute along the water front is always changing and dynamic. Most of the time it is safest to ride in traffic to avoid crossing lanes multiple times in a short 2 mile section. SDOT should build in a contingency that caters to the high volume of bike traffic in this corridor (Jackson St. to Spokane St.).

1128 There needs to be more education and enforcement for cyclist and motorists. I commute 25 miles a day and am constantly battling texting, speed, ignorance, terrible pavement, lack of infrastructure and lack of care from SDOT and SPD when I report issues. I try to convert coworkers but can't do it when the total experience is frightening for them.

1129 I would like to see more bike rack at Westlake and in front of places like Macy's.I was told we can request but the owners can decline. on city side walks-really? I was recently in Eugene and bike racks in the shopping district and downtown were found on every other block.

1130 Sharrows are confusing for everyone. Too ambiguous. Bike lanes are better!

1131 Please consider more caution visual cues for motorists at bike trail/lane street intersections. For example white diagonal lines, flashing lights, over the road signs, etc. esp. at hard to see ot busy intersections.

1132 I commute every day. The key to increasing biking is the creation of safe seperated lanes. Nothing else comes close.

1133 Thanks for asking. I ride eastlake often. During commute hours it is great with double lanes. Immediately after (9:15/6:15) it is really a deathtrap with bad pavement, opening car doors, and anxious drivers. Something needs to be done to either lengthen no-parking times or restripe!

1134 Street sweeping is important as well... my commute is absolutely full of broken glass (Rainier Valley, Beacon Hill) and we haven't seen a street sweeper in my neighborhood for years.

1135 Motorized vehicles are the primary purpose of streets today. Bikes need to coexist and not to become a preferred type of vehicle. If you can't ride with autos, go to the gym and ride an exercycle.

1136 Not every road needs bicycle provisions. Bicycle lanes that are in the wrong places cause many problems. The painting program has not improved bicycle safety for me.

1137 We are falling behind cities like Portland which is inexcusable. We have the funding, the intelligence and the information needed...why do we wait? And if the 520 bridge is built without bike lanes...then we are governed by idiots and Luddites.

1138 I do not use my bike to run errands mainly because there is usually no safe place for bikes at destinations, unless they can be brought inside with me. Even locked up expensive bikes are targets for theft of parts. Theft was not provided for in your options. This is the case for many cyclists.

1139 Sharrows should be painted in the middle of the lane with signage that bikes have priority.

1140 The helmet law should be repealed. It is nobody's business whether or not I choose to wear protection. Although I admit that helmets will halp save lives in an accident, it is my opinion that if I am able to refuse medical attention, I should be allowed to refuse to wear protection if I so desire.

1141 Greenways are also great and I definitely think they would encourage people who are less frequent cyclists to ride.

1142 Let us all recognize the beautiful irony of a chain that frees people.

1143 Love what the city has done with Stone Way and Nickerson Streets. Need to do more road diets.

1144 thanks for doing this. Also recommend bike share programs, most aren't successful w/ mandatory helmet laws, so may need to amend law to make helmets optional w/ bike share bikes

1145 I don't understand how Washington rated so highly in a recent ranking on bike-friendliness. One of the reasons that California is a better place to bike is state law requires every city and county to have a Bicycle and Pedestrian Advisory Committee; you'd be amazed how effective that is for educating traffic engineers, law enforcement and other government officials who have never ridden a bike (1) on a city street and/or (2) since they were children.

1146 Bike facilities are but one dimension of safe biking. I suggest that a broad campaign of co-car/bike use is needed. Motorists don't seem to know that there are dedicated lanes for bikes. Or perhaps that bikes should be in the road; I still get drivers yelling at me to get on the sidewalk. Drivers (particularly cabs and pick up truck drivers) use bike lanes for left turn lanes, double parking, a convenience stop while using a cell phone, parking for deliveries, and just general vehicle drift in to additional space. On the flip side there are still many 'guerilla cyclists' that seem to move about the road opportunistically. Motorists don't know what they will do next and that creates an unsafe driving environment for all. So a 'follow the rules of the road' campaign for cyclists is also needed.

1147 Bike lane - main concern is watching for drivers opening doors. I usually ride on the travel way side of the bike lane in that example to keep as far away from the open door potential as I can.

1148 Seattle needs to do a lot more to improve transportation for bikes. There are a lot of Seattle residents who want to do the "green thing" and travel by bike but drive a car instead because they preceive that it is too dangerous to ride a bike in Seattle. As a longtime bike computer, I realize everyday that I am risking my life by biking on Seattle streets. It should not be this way. Please invest more dollars and energy to make Seattle streets the safest in the country for cyclists. Thanks.

1149 A trail system that would go through the city north to south that is not on busy downtown streets would be great. I live in the north and work in the south and dread biking to work with all the port trucks and delivery trucks and busses and cars. I would bike to work if I felt safe through down town.

1150 better signage is needed along waterfront with all the tunnel construction occurring. it is frustrating to get to and from west seatle. better lights timed on 3rd for cyclists. i end up stopped at every light in the am and end up thinking about running them.

1151 2 big problems: 1) Do away with sharrows. Sharrows are a failed attempt to appease everybody on the cheap. Have a dedicated, preferably buffered lane, or none at all. 2) Enforce existing traffic laws. (For bicyclists as well. Drivers have rights, too, and I've seen too many bicyclists in Seattle blow through stop signs as if they didn't apply.)

1152 fix lake WA blvd S and the road going up to the I90 bridge. Also repave and regualarly clean the bike lane along Rainier Ave between Renton and Seward Park. I ride the S Lake WA loop and between Gasworks and Seward Park alot. Lake WA Blvd S is full of pot holes and is dangerous, so is the road going up to I90 bridge. Rainer Ave was partially repaved but not the bike lane and it is covered in gravel that can break spokes.

1153 The more that Seattle can create buffered and identifiable bike lanes and green lanes/boxes, the safer it will become. Greenways are important to encourage families to ride vs. drive. Right now, most of the people I know are too scared to ride on Seattle streets and don't feel there are adequate safe pathways to ride as a family.

1154 Bike route across 520 would be huge!

1155 The green bilane dramitizes the real problem. There is so little solar energy,(check the DOE's 30 year old charts. Putting a picture of a darkly dressed biker against and orange and white background is absurd and typical seattle corrupt representaion. The typical street is dark background and dark vegetation. The local bike shops sell dark gear en mas and it's crimenaly negligant as is not ticketing bicyclists who are wear it. Consult vision scientists, this is all old info!!! but it's Seattle. Like claiming a no hitter after you have used 6 pitchers.

1156 Seattle does a much better job than I expected prior to riding. I'm quite impressed and would love to see the improvements continue. I was scared at first to ride from the ST express 545 down to SODO, but the sharrows and SODO trail make it easy - there's just one sketch area at 6th and Atlantic

1157 We will encourage bicycling by normalizing bicycling. We need more facilities not only to make cycling safer and more convenient, but also to make bicycling a prominent part of who we are as a city. Current commuters need to stop it with the spandex and the outfits and ride around in normal clothes. Target bicycle advocacy to management and leadership at large local employers; once someone's boss begins biking into work, the staff will follow. Leaders in the community must be motivated to get out there on a bike and demonstrate the behavior we want to see. Bicycling should be the new smoking cessation campaign! I work at a 500+ employee company. Today we're having a wellness fair. Costco (?!) is showing up, but not Cascade Bicycle Alliance or a similar effort? A bike share program is a must; it brings so much visibility to the bike culture! It works extremely well in other cities; the only thing about Seattle is that we need multispeed bikes instead of the cruisers. Access to the bike share should be an employer offered benefit, like the Orca pass.

1158 The bridges (Ballard especially) needs to be swept of debris. The bike lane is completely sandy, dirty, full of debris. Who is responsible for this?

1159 The completed south ship canal trail is great! Please complete the BGT 'missing link' in Ballard from Fred Meyer to the locks. The proposed interim route is horrible -- just implement the trail on the old rail route as proposed. Please open the bike path in Myrtle Edwards Park. With summer there's too much pedestrian/bike traffic. I realize the W Thomas overpass is late but open the trail anyway.

1160 I love everything that you all are doing but the one thing I want to mention is do not attempt to place bike lanes on high traffic streets when there are options for the biker to go on back streets which are safer and quieter IE: 125th ave NE. No one does or will ride on that street AND it as angered many people with cars.

1161 Have fewer but better safe bicycle options so drivers and riders won't be confused and therefore have fewer accidents or incidents. For example, sharrows are confusing and unsafe.

1162 We need more trails and more separation of bike traffic and car traffic. I don't want to die!

1163 When riding towards Alki Trail from downtown Seattle, and after crossing the Spokane Street Bridge, it if very difficult and dangerous for bikers to get through the intersection of SW Spokane St/W Marginal Way to reach the Alki trail. The lights are very long and there are way too many automobiles and semi trucks that stack up with the bikers waiting for lights to change. This intersection needs improvement to make it safer and more efficient for bikers to commute.

1164 Big potholes and cracks in the roadways running parallel to the traffic flow are a big issue for me in winter when rain water fills the holes and cracks. I have broken wheels before hitting these in the dark and rain. Many of Seattle's streets are in amazingly poor condition considering we get little to no frost heave. Having adequate space between parked cars and moving traffic is an issue for me. A gut feeling of mine is that eventually, if the numbers of cyclists increases enough, safety will improve simply due to drivers becoming used to the bikers and more alert to their presence. I don't know what the critical mass is that will bring this about, but I have a feeling that is what will make a big difference to our safety. I do wish traffic laws for both Autos and Bikes were enforced better. I fully understand driver's frustrations with bikers who behave unpredictably and rashly when riding with autos. Thanks for the opportunity to respond. Dave Somers 815 1st Ave Attn Box 120 Seattle, WA 98104 d_somers@hotmail.com And I do realize you did not ask for contact info, but I have never been a big fan of anonymity. Thanks again, Dave

1165 more concerned about my children's safety than my own.

1166 I take Westlake ave into downtown every day -- while I know how to avoid the rail tracks in the right lane, I see lots of accidents by less experienced cyclists. The route is hazardous and there are no alternatives that don't constitute a major detour.

1167 I haven't ever seen a bicycle box and am not sure what the purpose is.

1168 Great Job so far, keep it up! We are fortunate to be able to bike all year round in Seattle. As long as I have a safe bike lane where I can be seen by motorist, I will bike in the rain too.

1169 Question 9 did not really have any options that describe the type of biker I am. The areas where I ride that need improvements are 1) The Burke Gilman Trail between the UW and Kenmore (bumpy!); 2) Lake Washington Blvd. between the UW and I-90 (bad pavement!); The UW to downtown (no good bike lanes); Frement to downtown (no good bike lanes south of Mercer).

1170 Generally, Seattle is a great place to ride. But there are big gaps in safe bike lanes in busy areas - especially downtown. There also seems like there is a lack of understanding from many drivers and many bikers about how to share the roads safely. I think clearly marked lanes rather than sharrows will help this.

1171 I would ride my bike more if I felt safer from cars. Rarely a week goes by when I don't have a scary situation with a car on my short bike-commute to work on 45th in the U District. I am afraid someday I will get hit and this makes me think about not taking the bike at all.

1172 We may improve facilities and provide more access to biking lanes within the city or local communities, but a big factor in bicycle safety is that those who do not ride, feel that bicycles do not belong on the road at all. In many ways, it is rather hostile at times. Improvements make cyclists happy, while non-cyclists become more upset at the dollars spent for these improvements. The culture needs to improve for changes to become widely accepted.

1173 I live in south King County and my biggest problem is a fast, efficient, and safe route from south of Seattle into the downtown area. The Dwamish trail is inadequate, the Chief Sealth trail is difficult to get to, lake Washington blvd is to far out of the way and takes significantly longer. If there is any desire to encourage more people to commute via bike into Seattle from the south there needs to be more interest in creating a more direct link off the green river and interurban trails.

1174 The South Lake Washington route is one of the busiest biking sections in the entire region. Please focus on making that route a priority for bike infrastructure improvements including buffered or seperated bike lanes and road repair. In particular, the section between Renton airport and Rainier beach is quite dangerous and needs both a buffered bike lane and substantial road repairs. One small and cheap fix to make it less dangerous would be a create a bike onramp to Rainier avenue from the airport frontage road heading north. There is a 50 foot section as you leave the frontage road onto Rainier avenue where the curb goes right up to the traffic lane line forcing bikes to merge onto Rainier Avenue from a dead stop. Installing a bike onramp or at least moving the 50 foot section of curb back two feet would enable bikes to stay out of heavy traffic in an extremely dangerous arterial.

1175 Bike lanes and bike boxes particularly important on hills and around sharp turns where driver visibility is poor. I would love to be able to bike all the way to work but typically dismount in the international district because I don't feel safe biking in downtown. A wide, two-way, dedicated bike lane along 5th Ave would be ideal.

1176 Neighborhood Greenways please!!!

1177 The sharrows don't work as well buffered lanes. Please follow Portland, Oregon and lead the way. The bicycle economy will boost Seattle, please improve the downtown core of our city and make it so it is bike friendly. It should be like Dexter Ave.

1178 Concerned about streetcar tracks in Seattle. Sharrows and bike lanes give a false sense of security - cars don't often pay attention. Bike boxes are not enforced (even in front of the 12th and Pine police station).

1179 Really need better routes getting across town (East/West) north of the Burke!!

1180 Same as above. I love to cycle and used to do a lot more around the city. I can ride in all types of traffic conditions, but I really am increasingly anxious about riding on busy streets with no bike lanes or separated corridors,where one always has to be "on guard" against automobiles doing crazy things - or sometimes against road conditions that are unsafe (obstacles on the road, etc). I've had some bad accidents around the city and some bad experiences with both road conditions and with poor auto/driver behavior, and just generally hazardous conditions. If we want more people to cycle we need safe, dedicated bikeways.

1181 sharrows and bike lanes and even green lanes and bike boxes offer nothing more than a false sense of security. It won't stop a cyclist from getting doored, or from a person violating the law. Hell, the bike box and no-left-turn-on-red are not even enforced (and routinely violated) in front of the Seattle PD office on 12th and Pine, so why would one feel safer because of these measures ANYWHERE? Unless there is a physical barrier, it isn't much of a "bike lane"- its more of a placebo/reminder to drivers. ALso, you need to repaint the right turn arrows on West-bound Pine at Boren. Lastly, Buses are really tricky obstacles for cyclists. I love buses, but, they are large, erratic barriers to a cyclist. They cross in and out of the bike lane, they stop and start, and they disrupt normal traffic (cars will drive weirdly to go around them). You should really take this into account more and tink through it.

1182 Get rid of the tracks in ballard. Right where the Burk Gilman ends. If you don't get rid of them at least put in lots of signs warning cyclists .

1183 My commute to work is 20 miles. I take the bus to work and bike home. Bike distance question limited options to 4 miles.

1184 I am unsure of how to use the bicycle facilities pictured. I could take a guess, but couldn't say with certainty what the differences are amongst the different types.

1185 Sharrows are basically useless.

1186 I would love to see public secured bike parking around the city, perhaps similar to the bikeboxes in the U-dist. THey could be pay by day like luggage lockers.

1187 I would like to see bike lanes on streets adjacent to arterial streets.

1188 Keep up the good work!

1189 Bike lanes that end at busy intersections just make cars that much more dangerous - either a complete bike lane or nothing... Sharrows are a joke- most cars do not observe and buses in bike lanes? Seriously it's ridiculous to have those articulated buses rolling along with Bikes...I go out to inter urban trail because Seattle is so bad... Vashon roads are paved with less potholes then Beach Dr in west seattle

1190 I travel to NYC periodically and love their bicycle infrastructure. The bike route from LaGuardia Airport to Manhattan has *much* better bicycle lanes and marking than Seattle. We can and should do much better, as is becoming of a great city such as Seattle.

1191 I have been a bicycle commuter in Seattle for 30+ years. The main concerns that I have is the state of the pavement with gravel, trash and potholes nearly everywhere. Along with speeding SUV's and aggressive drivers I feel like biking has become a life threatening mode of transportation. I remain committed to riding but am often frightened and tense to start out on my typical ride. I think providing more buffered lanes would really help and best would be complete separation from cars. Thanks for the great paving projects around Greenlake, where I live. Also the Dexter improvements have made riding to downtown a pleasure. Thanks, Christine Bergman

1192 More frequent street sweeping would be very helpful to prevent skidding out and flat tires. Fixing potholes isn't as important as clean streets. Sandy patches are very dangerous.

1193 I do NOT like the sharrows!! Dedicated lanes and, even better, separate paths are much safer. I would like to be able to travel more w/ my 2 year old, but do not feel safe enough on most streets. I LOVE the new bike lane on Dexter Ave that stays on the outside of the bus stops.

1194 East-west biking is terrible due to hills. Wish the bike like an NE 125th crossed all the way over to Corliss or Meridian. (I like the thought of biking from Lake City to Northgate/North Seattle Community College, but find the bike lane on 125th daunting to climb because I am still out of shape and don't know a good/less steep route thorugh neighborhoods to choose instead. Crossing Lake City way coming down from Sandpoint Way is the best place I've found across this major road, but would love to see a bike box or sharrows. (I live at 130th and 37th). I theortically would love to use the burk-gilman trail but it's a 250' or 300' foot drop. I realize no one is going to change the topography of Seattle, but with this hill and Lake City Way, I'm just hesitant to bike.

1195 I've used Dexter Ave. much more over the past year because of the new bike lanes there, and I really love them.

1196 it could be useful to have a pamphlet available with applicable traffic laws to inform both cyclists and motorists about what the law actually is. For example, a pamphlet entitled something like "know the law, my life is at stake" that I could give to motorists who curse at me and try to run me off the road.

1197 One easy thing that could be done to improve bicycling in Seattle is already on the books, but just needs enforcing: no parking within 30 feet of intersections. This would provide much better visibility for bikes, walkers and cars too. A lid over I-5 between 45th street and 50th street would be a huge boon to the neighborhood, make a great connection across the highway for bikers and walkers, and could have lots of momentum for not just being a piece of bike infrastructure. Lots of potential for what this could be!

1198 The worst part of my ride is along the Burke Gilman trail through the U district during rush hour. Other cyclists are agressive and more hazardous than cars. We need speed limit signs, no passing zones, enforcement at cross walks, educational signs on bike etiquette.

1199 Thank you

1200 Safety is the major barrier in people cycling. Motorist behavior towards cyclists, and unsafe cycling infrastructure prevent many from taking the risk. Would you take your child on any bike sharrow in the city? Would you take your child on most of the designated bike lanes in the city? I know I wouldn't!

1201 After spending a lot of time in Portland over the past year, it is evident that greenways are a GREAT way to travel through neighborhoods and much safer for all types of cyclists. It is a nice change from busy roads with bike lanes and the chance to get doored. I think Seattle should invest in building a greenway/bikeway network.

1202 Bike commuting facilities are getting better and better in Seattle, but I often feel motorist behavior/actions towards bike commuters is getting worse. I'm sick of hearing about cyclists being hit by cars, and not hearing what the consequences, if any, are for the drivers. AFter all, in most cases the cyclists are seriously injured/killed. It's not liked hitting another motorist encased in metal. We may now have laws on the books, but I've yet to see a consequence, except where hit & run is concerned.

1203 EDUCATION!!! For both drivers and cyclists. I've been commuting for 20 years and while it's great to have more bike commuters, driver and cyclist behavior is the worst I've ever seen. No one knows the rules or how to interact with each other. New bike commuters are making up their own rules of the road/bike trail. There should be on-line/YouTube seminars to educate everyone on how to drive around cyclists, what the bike lanes/sharrows, etc. mean, how to bike around cars, how to ride around other bikers, etc. It seriously has me wishing it would rain year round to get rid of the ignorant bike commuters that make things even worse.

1204 Thank you.

1205 Ballard badly needs proper bike shoulders, especially connecting Burke Gilman Trail and Shilshoe Bay/Ballard Lock trails... it's very dangerous. I and my friends have fallen on train railings many times on busy streets.

1206 Regarding question #11, I have used most of these bicycle path options at some point, but I have never really learned what I am supposed to do regarding cars and especially when coming up to intersections. I like it really spelled out visually on the pavement. I am always nervous about whether drivers know what to do (I don't as a driver, but always give bicyclists right of way). I would bike so much more if it was fun and relaxing! I would love to see Seattle become the best biking city in the US!

1207 Street pavement quality is my highest concern since I recently had a friend hit a big pot-hole (hidden by shadows from tree branches) and broke her pelvis. There are sections that force you to the middle of road since that's the only good part of the pavement and car driver do not understand this (I've been yelled at even though I was in the middle of the road for a couple of minutes and moved over as soon as I could). I would feel more comfortable riding in Downtown Seattle if there were more bike lanes or buffered bike lanes, but I understand that's tough. The trolley tracks are dangerous too! Hate those! Thank you for gathering our input. Seattle overall is a great biking town.

1208 I work in SODO and live in Beacon Hill. Cycling in SODO is very dangerous (as is driving there!). The road conditions are terrible. There is no route from Beacon Hill to SODO other than the Holgate ramp which is extremely steep, ends in a stairway, and has no bike lane. This is why I cannot ride my bike to work even though I live only a few minutes away.

1209 Parts of the Burke-Gilman Trail, especially between Fremont and the U-District are so crowded with multiple types of users that the area can be very dangerous. Would be great if there was money for more signs or to designate lanes to keep joggers and walkers separate from cyclists. Thanks for creating the survey!

1210 Thanks for conducting this survey. Darkness more than wet weather deters me the most from cycling during November - March.

1211 I think the biggest impediments to bicycle use for commuting in Seattle are 1) perceived safety of the street system, 2) topography and 3) weather. We can't do much about 2 and 3. We can do a lot about 1. Thank you for the opportunity to comment.

1212 Let's do whatever we can and try to stop killing the people riding bikes on the roads and streets of Seattle.

1213 Thank you very much for making Seattle a better place for cyclists, and for asking our opinions before spending money.

1214 I would like to see more cross-education; what do motorists need from bicyclists and vice versa, so everyone feels more comfortable sharing the road. I would like to see a law that prohibits bicyclists from shaking their fists and yelling at drivers. (Kidding of course but it would help reduce animosity.) It may be impractical but I think it would help non-riders get on their bikes if various streets (or at least a lane in each direction) were closed to car traffic on a weekend day, e.g. Broadway, University Ave, MLK.

1215 Sharrows are useless, they are a political cop-out in order to claim safer roads without making safer roads.

1216 We need more ways to get across the major road barriers in the city, such as I-5 and Aurora

1217 I'd like to see more bike lanes, or better yet, bike-only streets like they have in Palo Alto, CA. The sharrows on busy roads are scary--they are often on roads where cars are traveling too fast. I'd like to drivers to not use cell phones; they are a big hazard to my commute.

1218 Would like a website to learn about the differences of each type of bike lane designation.

1219 The Ballard Bridge needs to be updated with either a wider sidewalk or a designated bicycle lane. Getting off of the bridge (g

1220 Re: safety education...I recently became aware of just how little drivers know about driving near cyclists...driving too near both behind and passing and Not aware of the potholes, debris that a cyclist has to maneuver on city bike routes that do not have any on the road signage...ie Lk wa blvd. So somehow educating drivers more than just bumper stickers.

1221 Thank you for gathering feedback! I really do love Seattle and biking just is a part of life! Tiffany

1222 Prioritize two new lanes crossing the Ballard Bridge aznd connections to the trails.

1223 Finish the rest of the BGT and fix the bad pavement areas.

1224 need more buses crossing 520 bridge. sometimes long waits for a bus with bike availability.

1225 Please create more off street bicycle paths like the Burke Gilman Trail.

1226 Sharrows are a joke. They do not contribute to a feeling of increased bicycling safety at all. I'm also very disappointed that existing cycling infrastructure, like bicycle lanes, often end 100-200' before intersections forcing cyclists to suddenly, dangerously, merge with traffic to get through busy intersections. For example: Northbound on 11 Ave NE as you approach NE 45th st. I'm also amazed that Eastlake Ave E and Fairview Ave N, obviously major cycling routes, are completely devoid of cycling infrastructure.

1227 We need more separation from traffic and parked cars. I do not ride in bicycle lanes next to parked cars for fear of being "doored". I ride on the outer edge of those lanes, which puts me into traffic.

1228 more separate bicycle infrastructure! less gaps! more of my tax dollars spent toward bicycle improvements rather than going to auto improvements! (or at the VERY LEAST an appropriate portion of tax dollars... we don't even get that.)

1229 There's no bike-friendly way to travel on bike across North Seattle, re: Ballard to the U-District. Why not take one car lane out of N 45/46/Market Street (a la Dexter) and put in a bike lane?

1230 In answer to the following question: "Which of the following factors do you think would do the most to encourage bicycling in the City of Seattle?" there is a missing option that would be the most potent answer and that is to convert some existing streets to bicycle only use, some paved trails, too, as mixed use trails are hazardous for bicyclists because of pedestrians.

1231 Thanks for asking!

1232 how to educate washington drivers on the fact that most roads have plenty of room for single file bicyclist and their vehicles and they don't need to speed on by you into incoming traffic just pass normally on the left line or slow down just a little bit, and hopefully police will start enforcing the law better from road rage to speeders, stop drivers from entering bike lanes on twolane roadways as well....

1233 The green boxes are scary. I find that motorists are aggressive or otherwise ignorant when it comes to them.

1234 City of Seattle should stop spending money smoothing out every little bump on the Burke-Gilman trail and instead build more off-street paved trails. We need a way higher quantity of inter-connected bike trails!

1235 would love to see lane reduction / bike lanes added to 35th ave SW

1236 Keep raising the price of gas. That seems to be the biggest converter where I work. Being a person that has already been hit by a car at 40 mph resulting in a broken back, I would like to see better crossings at the intersections of paved trails and busy streets. i.e. the cars don't think of it as an intersection and don't expect a red light. Employers should be given a tax credit or something for the number of employees biking to work. This would cause them to create incentives for bicyclists (subsidy). When will it be a requirment of the state or even King County, or even Seattel to require that all stop lights register when a bike is waiting. I see the most close calls when a bike waits for a light to change then gives up and crosses on his own. Some lights are sensitive enough to register but most do not.

1237 Better north-south connections are needed, such as a buffered or separate bike lane on the length of 23rd Ave from Rainier to the Montlake Bridge. Going onto side streets for that route becomes very complicated, especially negotiating the north part of Capitol Hill.

1238 Seattle is significantly better for bikes than it was 10 years ago.... other than the road pavement conditions, this year particularly.

1239 I would like to see increased and safer facilities in the Stadium district, including bicycle lanes, sharrows, and racks so that people will be encouraged to bike to sporting and cultural events that take place in the stadiums and the possible future NBA/NHL arena. Having cycling specific traffic lights on high cycle traffic roads would enhance cyclist safety by giving cyclists a slight headstart on the rest of traffic. I have used them in the Netherlands, and I frequently use the cycling traffic light at the main intersection in Fremont at 34th.

1240 Why is mountain biking not listed?

1241 I REALLY like the green boxes. Would also love to see a safe, official bike lane added on Juanita Drive in Kirkland, but I realize that may be out of your area.

1242 Stop. Pissing. Off. MOTORISTS. You're just making our lives worse out there. And start arresting some of these idiot bikers that make our lives worse out there, too! I get so many "thank you!"s from motorists when I actually FOLLOW THE LAWS, it just makes me sick to see other cyclists using the "well, I'm a biker, so I'm going to follow my OWN laws!" excuses. Or the "but it was uphill, I can't stop for a stop sign! I'll lose my momentum!" excuse. TICKET THEM. FINE THEM.

1243 Please consider creating protected bike lanes like New York's. East Marginal Way between West Seattle and downtown would be a good place to start. There are lots of trucks and bikes.

1244 What is the best and safest route to cycle from the downtown amtrak station t the university of washingon? we travel this every year and get 3 different opinions and maps from websites.

1245 Sharrows are a waste of money. Cascade claims that after all...paint is cheap...bull crap. Paint is not cheap, and the 6 person crews who paint the sharrows are not cheap either. I say fix the god damn streets.

1246 Bike > Bus > Car > Light Rail. Healthy, clean environment, no imported oil, lightest infrastructure.

1247 Two observations: 1) On my daily commute I use the green box in front of the police station on 12th and pine and 4 out of 5 of my commutes a vehicle will insert itself into the box and make an unauthorized right hand turn on red. It is generally during shift change and I have never seen a motorist ticketed. 2)After the winter rains, salt, snow and plows the road markings are greatly diminished and both motorist and bicyclists have less of an idea where they belong on the road. Oh yes keep up the great work CBC!

1248 I love the bicycle maps that highlight where it is safest to bike. I keep my in my bike bag and pull it out whenever I need to change my route or meet someone in a new location. It would be AMAZING if this could put on a phone or internet with route plotting abilities.

1249 Sstreet sweeping especially during construction projects. Most contractors dont seem to care about the amount of gravel they spreading around our streets. This includes small house construction to multi story buildings. Also, during street repaving projects a concerted effort should be made to sweep the street within one mile in either direction. Reducing the number of hazards to cyclists should be our #1 priority. Thank you.

1250 Bicyclists really need to keep their personal safety on top of their list, not speed. Most of the time, when I see a bicyclist, he/she always rides in the highest speed possible. We are on a busy street! This is not Tour de France! I think safety is the primary thing that City need to focus on. Give the cyclists safety trainings and give them traffic violation tickets when they go too fast and make sure they get a license before they ride on a major road.

1251 I began riding full time in Seattle over 21 years ago. Since that time I have logged over 150,000 miles on Seattle streets and trails. The only unpleasant rides were due to weather and some of the hills. The sharrows, while a noble experiment, do not seem to reduce aggressive auto driver behavior, in my opinion.

1252 Need more south end options. I ride from Mt. Baker to the U-District along Lake Washington and there are no bike lanes/sharrows and the pavement is in disrepair. Would be wonderful to have a Burke-Gilman type trail that runs north-south.

1253 I've been an every day cyclist for five decades and Seattle is the best. Keep working on all fronts to put bicycles in peoples lives. Small victories are as valid as big ones; every little thing that can make utility cycling better for someone is significant

1254 Another area of concern is connecting to and from off-street paved trails - it is not always easy/safe to do so.

1255 Thank you!

1256 Bike Sharrow and lane from Fauntleroy Ferry to Delridge/Alki Trail system is extremely dangerous with cracks and snaking tar fillings. Safer to ride in motor vehicle path.

1257 Enforcement of speed limits, timing of stoplights and street sweeping.

1258 Enforce or create more bicycle laws. I bike more than I drive and know to watch for bikes when driving a car, however, I'm afraid I'm going to kill someone because cyclists don't wear lights at night and I can't see them.

1259 I have been biking in Seattle for decades. Even with new improvements, it is more difficult than 20 years ago. I believe it is because some car drivers and bike riders are all about themselves. Until there is more policing of bad car drivers and bikers, these people will be a menace.

1260 Lack of good bike facilities on bridges, overpasses, and busy intersections (think Ballard Bridge, Fremont Bridge, any bridge crossing I-5 to go up Capitol Hill from downtown) are the number 1 impediment to Seattle being an easy city to bike around. Please consider these areas when planning bike facility updates. Thanks!

1261 Bike-only lanes is the only way to drastically increase ridership and safety. Master planning should include removing auto access altogether from vast networks for bicyclists to move around the city. What roads currently being used or planned for the city could cars be removed from altogether and forever?

1262 Ballard bridge is really bad for bicyclist (and pedestrians) especially when it rains as it just puddles up. I commute every day on it and have had some scary situations

1263 Keep experimenting with cycle tracks on busy streets.

1264 Fix the Ballard Mess, to include finishing the Burke Gilman Trail thru Ballard. Take the sand bags off the Green River Trail, pave all the Lake Sammamish Trail from Issaquah to Redmond.

1265 What about 'pay for use'? e.g. Charge a toll to motorists who choose to drive alone in their cars during rush-hours - more people might consider using alternatives such as bike, bus, etc.

1266 Please take note of the priorities above. Any opportunities to get us out of the hair of cars is welcome. :-) Bicyclists should be ticketed without hesitation for flagrant violations of traffic laws (i.e. running a red light or stop sign without even slowing down.) There is a critical broken link between the West Seattle Bridge Trail and Admiral Way SW. Please find a way to add bike lanes or other facilities to complete that connection.

1267 I ride my bike fairly frequently. I wear lots of flashing lights. I consider myself pretty experienced on a bike and I still worry constantly about my safety. I really want to see the city put more emphasis on cycling facilities. Sharrows don't really provide adequate safety. We should be doing more here.

1268 I would go out of my way to ride an off-street bike path if continuous north-south or east-west paths existed throughout the city.

1269 Seattle has a pretty decent bicycling system compared to the rest of the country. That's honestly not saying much considering the lack of national funding for non-automotive transit. But if the city council wanted to it could easily turn Seattle into a bicycling utopia, and it could have done it for a fraction OF a fraction of the price for the deep bore tunnel. People are more likely to pay a toll for a private and FUN bike transit path, than they are for a tunnel or bridge that they can just drive around without losing gas economy.

1270 I've been a bicycle commuter in Seattle for more than 20 years and I have seen only little improvement in the bicycle improvements to routes of travel--such as separate bike trails, segregated bike lanes, etc. I'm not a fan of sharrows because I have also noticed an incredible increase in the number of "distracted" drivers (due to telephone use and texting among other things). Therefore, I think the safe move is to make bicycles more separate from cars. This would also encourage more cyclists to ride. When I try to encourage new bike commuters the number one complaint is that they don't like riding next to traffic--any traffic.

1271 biggest complaint is getting signals to change - esp Meridian and Northgate way. Need to repaint and test bike "T"s. I commute between 5 and 6 am to work and cars are going very fast.

1272 Something really needs to be done about the bicycle route on Wallingford from N. 80th to N. 85th. This is a designated bike route, and the main source of problems I experience on my communte that has been keeping me from riding. I have had what I call three near death experiences with road raged mortists who are trying to skirt traffic backup on Aurora. Can the roadway be widened so buses can fit and there would be room for a bike lane on the uphill side? it's in front of a school, and is not very safe for anyone!

1273 On Corson Avenue South in Georgetown the railroad cross the street. The street is damaged and you have slow down. It is so bad the cars slow down.

1274 I'm deeply hoping that the 520 bike trail will connect to the new 520 bridge. Northup Way by 405 is a huge gap in bike commuting from the Eastside to Seattle

1275 Sharrows are a joke. Motorists don't pay attention to them. I might as well be riding on an un-sharrowed road.

1276 The road conditions is Seattle are very unsafe for bikers especially in wet weather and during times of high volume traffic. I would like to see more care taken to fill in pot holes and clear debris from bike lanes.

1277 I know this is outside of Seattle, but the intersections of the Interurban Trail through Kent are controlled. However, more than half the time I use one of these intersections, vehicles run the red lights that they have while I'm trying to cross on my walk signal. Some drivers flip me off or give me the "stop" hand as they do it so I know they are doing it on purpose. Need enforcement! It's really scary especially when the commercial trucks run them and they do regularly. It's as though there isn't a safe way to ever cross the streets there.

1278 It would be great if the southbound bike lane on Rainier S and S Klepper (right sweeping turn) were patched (smoothly) to eliminate the standing water and multiple broken patches. Going in usually there is standing water and multiple patches. Cars also cut this corner tearing up the patches.....

1279 More combined resources. such as bike to park and ride.

1280 A few times as a car driver I've encountered cyclists who take up the entire car lane and do not move to the shoulder. One person held up traffic as they rode up a hill but even with a very large shoulder wouldn't move over. When honking and passing occurred the person yelled obsenities and stated that I was supposed to give her 5 feet of clearance. All 8 - 10 cars passed her. Where does this entitled mentality come from? also, driver distraction not good. and, community dislike for bikers based on 'what they are getting'- bike lanes, etc. "I don't get any concession as a car driver" where does this come from? is it the american ME ME mentality? european and other countries like australia, new zealand, canada etc are great examples of advanced cycling and societal views to the same.

1281 motorist education is important; many motorists are simply impatient or unaware of bicyclists rights and resent bicyclists beign o the roads, even still, even in Seattle I still get comments now and then, like "get off the road."

1282 On your question about which bicycle facilities I use, you didn't give the option for multiple types. The reality is that there is never only 1 type on a trip for me - it's going to be a combination of low-traffic road, sharrow, bike path, bike lane, sidewalk, etc.

1283 Please work towards separated lanes and improving bike corridors down Rainier Valley (Rainier Ave, MLK corridors) as well as Lake Washington Blvd bike safety. Thanks

1284 the sharrows seem like a terrible idea to me. drivers only pay attention to things that slow them down, so they give a sense of false security to cyclists. focus instead on traffic calming and making lights work for cyclists who are not heavy enough to trigger the sensors.

1285 Cutting down traffic lane capacity is not the answer to encouraging cycling. It angers motorists (including me when I'm in the car) and tempts them to disregard safety rules.

1286 The Netherlands has some other examples of bicycle facilities

1287 Q4 should allow multiple answers. Q11 "know how" is poorly written. You missed a chance to educate. What does "know how" to use a bike lane mean? Presumably there is more to it, but this question needs improvement to be useful. I rode my bike to work downtown 3 times in May till my co-worker got hit on Jackson Street (where I rode too) and is out of work for 3-4 months with a serious injury. More education on rider rules of road an safety tips would be useful, as would barriers between riders and drivers. Cars will always be heavier and potentially lethal to riders and riders need protection.

1288 Seems this survey is insinuating that drivers are dangerous toward bikers. I am a transit rider w/o car or bike, and I see far, far, far law breaking bicyclists than drivers. Major education and enforcement of unlawful biking is what is needed. When I am a pededstrian I have been nearly injured by bikers far more times than cars. Bikers weave through traffic, run red lights, and ignore pedestrian crosswalks- THEY ARE DANGEROUS!

1289 Move all the bike lanes away from busy polluted streets and streets that have bus lines on them. Bicyclists slow down the bus service on Capitol Hill! Crowded buses have to follow a bicyclist at 5 mph. If bus passes the bicyclist, it happens all over again after a bus stop. If bicyclists want to use the streets that have buses, they need to get on the bus! The buses on Capitol hill and Central area are very slow. Get the bike off the bus lines!

1290 Create a network that's not on busy narrow winding streets! Get bicycles off the busy and narrow Seward Park Ave S so buses and delivery trucks can pass by. Most of these bicyclists on Seward Park Ave S do not live in the area and create major disruptions for us. It's nice to be rich and ride bicycles in traffic all day long, but most of us in the south end can't afford that lifestyle! many here are seniors, using Access and Metro buses, kids use the bus out of safety to get to school, and the rest must use the bus or a car to get to work far far away. It is very inconsiderat to have a bicycle route right on the Seward park Ave. It's only used by rich selfish professional bicyclists who do not care that they create backups,idling traffic, and very unsafe walking and driving conditions. There is plenty of space on the sidewalk, expand the sidewalk so we can try to bicycle too.

1291 Prioritize east / west travel in north seattle. Getting north / south is much better with bike lanes and so on. The sharrows on NE 45th ST are a joke - they may help create awareness in cars, but they also tell new cyclists that this is an OK place to ride and it is totally not. You gotta do way better than that or you'll get people to try riding and then run away in fear.

1292 The bike routing on Alaskan Way for the tunnel work is a DISASTER. It's so scary down there that I've stopped biking to work. Trails that end and require two street crossings, people parking in the bike lanes all day, having to share the sidewalk with the oblivious tourists - the entire situation almost seems like it was created to discourage biking.

1293 A connected grid of bike lanes and other facilities is very important. This connection is on par with the importance of connected streets for cars.

1294 Part of the reason I don't like to ride my bike is because other riders are far too aggressive and rude. I'm more scared of other bicycle riders than of cars.

1295 1) Sharrows are super dangerous and I hate riding my bike on streets with them. Cars have no idea what they are supposed to do. It does NOT feel safer to me than riding in traffic. It IS just riding in traffic. Stop adding them. 2) Ask "would a child or older person be safe and feel safe riding here?" Universal design. That can/should be our standard for new facilities. 3) Go to the mat with Sound Transit and KC re: sufficient bike parking facilities at transit stops. This fight and investment is worth it. 4) It's time for cycle tracks through downtown. Let's do it. 5) And...thank you for all the work you putting into making our city a better biking city!!

1296 Please provide advance green lights for cycles, esp at green boxes. Work on connectors and transition points ('ends' of bike routes, major intersections, bridge crossings, etc)

1297 Most important improvement IMO would be to keep streets clean of glass and improve road surface quality.

1298 Road conditions in Capitol Hill are VERY bad (10th Ave especially). More frequent street sweeping in the bike lanes would help a lot. There has been tree branches in the bike lane on Delmar Dr E for weeks now, even AFTER they repainted the bikes lanes a week ago!

1299 Buffered bike lanes need to have more abrupt delineation than paint to keep cars out, bikes in- such as a small curb and more enforcement of automobile drivers to stay out of bike lanes. More educ on good bike routes for common destinations to encourage more riders, demystify how to get around the daunting hills and scary roads. Such as public broadcast on how best to get from ferry to Capital Hill, UW, Ballard, etc

1300 It would be nice to see the city educate drivers about sharing the road. I shouldn't feel like I am taking my life in my hands every time I get on my bike.

1301 The bike lanes on Rainier avenue N of Renton airport are great. I always feel safe, even in heavy traffic. On the other hand, riding along Lake WA boulevard from Seward Park to arboretum is always a rather scary - especially in the afternoons. (I commute regularly 49 miles RT between Wallingford and Kent). Bike lines along Lake W Blvd would be wonderful!

1302 On bridges over the Ship Canal, designate bicycle travel one-way per side in same direction as traffic; only pedestrians should be allowed to walk either direction on either side of bridges.

1303 This survey did not allow me to pick multiple types of road conditions for my typical bike riding. My normal bike ride includes all the options presented.

1304 I'm glad that the city is considering bicycle boulevards/ greenways -- to separate bikes from fast moving vehicles.

1305 The biggest factor in stopping me from bicycling is the time it takes to get to my destination, and the biggest contributor to that are traffic lights. If we had more bicycle routes that did not make bicyclists have to stop for lights every couple blocks (like the Burke Gilman), I would bicycle much more frequently. Additionally, I also feel that WA State (I realize this is out of Seattle's hands) needs to invest more in education for young drivers on driving with bicyclists. Perhaps make it a larger part of the driving test etc.

1306 I get yelled at by drivers when I'm on my bike. Even if I have had no previous encounter with them I'll get someone rolling their window down and yelling "pay your taxes, cyclist". Seriously, where this animosity comes from I do not know. I get no chance to tell them I own a car and do, in fact, pay taxes.

1307 Please, please, please consider implementing the Idaho Stop Law. The premise behind it is that bicycles are incredibly efficient as long as momentum is preserved, and stop signs are therefore much more problematic for bikes than cars. Under the Idaho Stop Law, a cyclist may assess an intersection and, if there is no traffic, proceed as though the stop sign is a yield, thereby saving effort. Many cyclists blow through stop signs in Seattle even though they are required to stop, simply because stopping and starting is a pain. They may slow down more, and be more likely to obey stop signs at busy intersections, if the stop law were friendlier to cyclists.

1308 More green lanes! Bring on the cycle tracks and neighborhood greenways! I would love to bike more, but I broke my arm in a bike crash (avoiding getting hit by a car) downtown last year, and I don't feel safe biking in the same space as cars -- too many inattentive drivers, and the outcomes are much worse for a biker, no matter whose fault an incident is.

1309 I've been frustrated by the inappropriate use of the sharrow here in Seattle. Sharrows should both designate preferred bicycle routes to bicyclists and alert motorists that a bicycle is likely to be present. The recently installed sharrows on 65th St in Ballard do neither. A very pleasant bicycle route on 67th parallels 65th. It's inappropriate and irresponsible to funnel cyclists to 65th Street. In addition, the sharrows on every single downtown street verge on being so pervasive, they're igored. I do believe bicyclists belong on every street, but as a recent transplant to Seattle, I'm often frustrated that they don't serve the function I expect them to (i.e. directing me to the safest and most convenient route from a to b).

1310 Prioritize more bike lanes on major roads...

1311 Hopefully these answers will be helpful with making bikes and Seattle a safer place to ride. Thanks,

1312 The older I become, the less inclined I am to ride in traffic.

1313 I don't really understand the bike box. Also, I thought you were going to ask about specific intersections/crossings, but the city really needs to improve pedestrian and bike crossing of Leary Way at either 17th or 20th Ave NW. Also the railroad tracks under the Ballard Bridge are deadly. Crossing at a 90-degree angle is hard when a car is barreling down on you at 40mph.

1314 I think sharrows are confusing to both cyclists and vehicle drivers, making them a hazard. I think they have, however, increased awareness of drivers to the fact that there might be more cyclists on the road.

1315 More trails not just the Burke

1316 Thank you!

1317 Something must be done about the tension between motorists and cyclists. It is terrifying and life-threatening to be riding alongside angry drivers. For dirivers' parts, I think there must be some massive education at the drivers Ed level, a more collective understanding that cyclists actually do pay taxes and many have cars AND the idea of there being a "war on cars" is ludicrous for a number of reasons. For cyclists' parts, there needs to be a way to address motorsts' frustrations about recklessness. I would like to see some compromise met. I know in other states and municipalities there are laws that allow cyclists to treat stop signs lke yield signs, which is what many people do. I wish there to be some way for bikers to be acquire this right, perhaps with an understanding that it comes with more an expectation to be safer... I could go on for a long time, so I'll stop here!

1318 pot holes are a problem throughout the city, but a serious problem on the left side of roads where bicycles ride. And, please, please, please... improve Jackson Street through the I.D.. I had an accident due to raod conditions on Jackson, and talking with other cyclists others share many stories of falls or close calls. please fix !

1319 I would like the bicycle lanes paint, repainted in the high traffic/wear areas

1320 I really like bike riding, but find the idea very intimidating. As a beginner, I am hesitant to start sharing the lane with cars since I won't be very fast and don't want to slow traffic or make other drivers upset. It's hard because you bike to be fit, but in Seattle you have to be fit already to ride a bike in our system. Having separate bike paths away from traffic would be huge.

1321 I think if bikes are to use the roads , they should share the cost by being licensed.

1322 Thanks for the survey opportunity. My biggest issues are motorist education and rude cyclist education. We all have to share our roads and respect each others safety.

1323 I highly encourage literally putting up billboards for driver education. Many or most drivers mistakenly think bikes are required to ride on the sidewalk and it is downright dangerous riding around these people. Worse, not a single cop I've asked has had a 100% answer on whether it was even legal to ride on the sidewalk. The best I've gotten (from a bike cop) was that he didn't think any cop would ever give me a hassle about it. Education across the board is key.

1324 Please fix the bike lanes in Ballard, worst part by far of an excellent bike trail.

1325 From what I hear on the street those green boxes do more to hurt driver perception of cyclists than they do to protect cyclists. I want cyclists like myself to be safe, but not to the detriment of city wide traffic efficiency.

1326 I encourage investment in making bicycling more frequent and safe. Safety is the biggest issue!!!! by far

1327 Please help develop Seattle into a more bike-friendly city! People here do want to ride (good for health, environment, and wallet!), but we're often squeezed out by motorized vehicles, creating dangerous conditions. Thank you!

1328 Would love to have more places to take my kids to bike.

1329 Please make the riding surface more bike friendly.

1330 I assume you stay in the types of bike lanes you show and follow the markings in the green boxes (as I have done) but am uncertain if there are other special nuances for use. I am not convinced that car drivers know how to use these or that these facilities make bicyclists safer from car drivers, people leaving parking spaces, or people opening car doors into bike lanes (I've been "doored" fortunately while traveling uphill - it hurt my knee and wrecked my front wheel).

1331 Regular street sweeping would really help with the conditions of the roads. As Seattle is full of hills, I would love to see the City implement and electric-assist bike sharing program. Paris has a huge bike sharing program, but it's flat! Seattle could be successful as well if people had assistance getting up the hills.

1332 The single safety improvement you could make you didn't even ask about. Use roundabouts where cyclists and cars don't have to come to a full stop when traffic allows. The rebuilding at Greenlake Way and 71st was a lost opportunity. The current law allows vehicles to go either way around the neighborhood traffic circles and this is unsafe for bikes. It is the most common close call I have on my commute, where cars don't see me and turn left when I am using the same area to go right.

1333 2nd Ave downtown seems extremely dangerous. Even at 6:20 a.m., cars are driving in the bike lane. So many cars have driven on the painted line that it is gone. I haven't even tried riding northbound on 4th. There is an urgent need for safe riding lanes downtown.

1334 After being bounced off a bike by cars once or twice, I prefer biking facilities that are separated from traffic or are extremely conspicuous to drivers. I don't think sharrows works especially well as some motorists think sharing the road does not apply to them and they come too close to the bicyclist or are ignorant of how bikers need to move (e.g.,to avoid smacking potholes or obstacles on the road). Would like to see development of bike paths that do not focus on sharing arterials - prefer lower speed, less congested roads for biking.

1335 Don't repeal the helmet requirement.

1336 A point not mentioned in this survey is more education of _motorists_ about what to expect of cyclists, how to behave around bicycles, to be aware and look out for bicycles. Thanks!

1337 While I checked I know how to use the green bike lane and the sharrow, I guess I don't have fromal training or know all details of use, so that is why I didn't speculate how to use a green box or buffered lane.-

1338 You could have used question 11 to also do some education. My guess is that people don't know what these are called, much less what to keep in mind when using them. An 'educating answer' would have been cool.

1339 crank on!!

1340 I have a hard time when cars treat me like a pedestrian instead of a bicycle. For example, at a four way stop, I wait my turn, just like a car. If I were a pedestrian, it would be a different scenario. I wish people driving cars would understand the rules of cyclists better, because it would be safer.

1341 The question about which types of facilities I ride on (with photos) doesn't work. When I ride to work, I ride 2 miles on residential streets, 3 miles on arterials and 3 miles on a bike trail. None is the majority of my ride. You should have made it "check all that apply."

1342 Public education about bike boxes would be great!

1343 The state of street paving should be improved to the benefit of all road users. Cars swerving for potholes pose a danger to cyclists and much as the pothole swallowing a bike!

1344 remove the bike lane on 2nd Ave. on the east side of the street. It is a death trap. As an advanced cyclist I never use it. I think it gives newer cylists a false sense of security.

1345 Please please find a way to make improvements to traveling north and south through down town and into sodo area. I have been in three accidents southbound on the left hand lane bike lane on 2nd avenue. It is a total death trap, many riders chose to ride on the right had side bus lane. This should tell you something. Thank you for this survey

1346 Keep bikes off bus transit roads, esp 3rd Ave in downtown. You can't have bikes, climbing hills mixed with buses designed to move volumnes of people on roads and other places marked BUS ONLY.

1347 Consider making Rainier Ave South 1 traffic lane in each direction with left turn lane and bike lanes. Major project but it's the only level route into downtown from SE neighborhoods so it's important.

1348 I left Sharrows unchecked in above question. Sharrows are not bike facilities and should not be considered as bike facility by the city.

1349 I like the initiative of free bus rides with a bike that you had during one week in May. I think that we should invest more in getting people to take public transit in combination with cycling. That includes not only the amenities in this survey, but also the cost of riding public transit.

1350 I would like increase emphasis on cycle tracks and buffered bike lanes.

1351 Recommend installing low curbs or rumble strips along the edges of bike lanes in busy areas.

1352 It's fine to ask me if I know how to use these - how about surveying and training drivers to drive more safely around cyclists?

1353 I am in favor of a tax or bicycle license that would improve bike lanes and road conditions

1354 While ranked second, there are some areas of the city where the pavement is becomming very very bad. Especially around 7th/Dexter and Denny in the bike lanes. These isolated conditions, in already marked bike facilities can cause very bad local riding.

1355 Thanks for working on this!

1356 Bicyclists should have to apply for a license just as vehicle drivers do, and also should have their bicycle registered with the city. Safety is paramount here.

1357 I want to ride my bike to work at least in the summertime, but am so afraid of being hit by a car, and unsure I could ride from Burien to downtown seattle, maybe I could ride half way, but I need showers so that I don't go into work smelly or dirty from the road or from body odor. Thanks!

1358 Cars are totally reckless and drive to fast and too close around cyclists. We need more bike lanes of all sorts to empower others to bike, therefore reducing traffic and damage to roads.

1359 We have a number of options for north/south travel by bike north of the ship canal. East/west traffic is more difficult especially crossing the freeway. Narrow bikes lanes in the "door-zone" like 8th Ave NW or sharrows on arterials are a waste of money. Please build out greenways ASAP.

1360 What is the difference between a regular and green bicycle lane? Your last question implies there is one? Also, I feel that sharrows are only acknowledged by cyclists and are ignored by or confuse drivers.

1361 How about a raised bikeway through downtown Seattle to avoid traffic and lights?

1362 Educating drivers! A public awareness campaign would help. I call Sharrows "anti honk symbols" since cars do not honk when they are present. They should be on every arterial, but pave the streets first and include Sharrows as standard re-striping.

1363 I am so glad to see that you are looking to invest more money into supporting bicycling in Seattle! I have been hit by a car in the past on my bike, but I am out riding again now! Grateful to see there have been improvements even just in the last 2 years here. So encouraging! Definitely think in Downtown specifically there are a lot of places on the road where some small touch ups to the asphalt could improve the riding significantly. I would also encourage the city to provide incentives/encouragement to employers to provide showers/lockers and bike cages at their facilities. It makes ALL the difference. Thank you DOT!!!

1364 I love that we are making bicycling improvements in our city, but I wish that the conversation was more frank and honest: Bicycling is for people who have the luxury of having time and money. Lots of the low-income families I work with work multiple jobs, many of them at night, and cannot rely on cycling. I think that MORE resources should go to improving public transportation in the form of buses and light rail over bicycles for now.

1365 please smooth the burke gilman trial of the roots coming through the pavement from sand point (magnussen park area) to the university district. thank you!

1366 I like the idea of adding bicycle lanes, but just painting lines on the street does nothing to make biking safer. For instance a "bike lane" was just added to NW65th in Ballard, but the street was not widened at all, and no one rides their bike on that street for long distances. there are too many cars on it. The city spent thousands of dollars painting bikes literally in the middle of the road and I do not think this will encourage biking on this street or make it any safer. If a bike lane is going to be added to a road, then the road should either be widened or one of the traffic lanes should be changed to a 'bike only' lane. Painting a bike on the street does not make a street "bike friendly."

1367 MORE buffered bicycle lanes, please!

1368 Most bike lanes in Seattle are too close to parked cars and don't leave passing cars enough room. Replace with buffered bike lanes or other separated facilities.

1369 I love off-street paved trails because I don't want to be exposed to car exhaust and feel much safer in general.

1370 I think it is a crime to encourage cyclists to share the road with motor vehicles without ensuring that they at least know the basic road use laws and require them to carry a renewable license proving they know them. I hold the local and state governments responsible for everyone on a bike who is injured or has died due to the lack of knowing at least the basic road laws.

1371 Thank you!

1372 Sharrows, especially, but even non-buffered green bike lanes almost never feel safe in traffic. The moterists seem to mostly ignore them (e.g. 2nd ave green lane ). I choose routes off arterials when I can, but few provide through access, good pavement or mitigated slopes, and are often significantly out of the way. Special trails are only good for recreational riding since if they don't connect to core destinations, and just provide pretty views. We should focus on physically buffered lanes and low-traffic routes with marked connections

1373 I have seen a lot of so called "traffic calming" installed at great expense. This seems merely to reduce capacity, increase delays and lead to driver frustration, anger, and use of neighborhoods as bypass. Bicycles are impacted by reduced safety on these crowded routes. There should be use of buffered bike lanes using physical barriers (eg Denmark) or at least buzz strips. Bike lanes could be outboard of parking.

1374 The pavement in this city is horrid. I do not understand why this hasn't been fixed. Fixing that alone would make bicycling and driving so much better. Eliminate the weight exemption for transit vehicles. They beat up our streets. The motorists and cyclists often flaunt the law. I would like to see police officers enforce the traffic laws, and much stiffer penalties for hitting or almost hitting peds/bikes. Starting with city employees and bus drivers, who often drive horribly. I can't count the number of times I've almost been whacked by buses and city of seattle motorpool vehicles. Any roadway facility installation should clearly show what percentage is paid for by property taxes vs. user fees. I'm tired of hearing people complain that bicyclists don't pay their fair share. For the amount I pay (versus how much wear and tear I cause), I should be riding on buttery smooth asphalt wherever I go. Stop putting bike lanes on streets with parking and high speed car traffic. That's just plain crazy. Combined with that, stop putting sharrows on streets that are "too narrow" for bike lanes. Just take out some parking. Make the road wide enough for all users to use safely, or move the bike route to a freshly paved neighborhood route.

1375 -Dexter changes are great! A buffered lane would be even better. -Biking on 4th out of downtown is very unsafe because the bike lane ends, and I don't think bike lanes should be on the left with those cars trying to go fast or turn. Bikes should be on the right on one-way streets downtown. -I like the green bike boxes. -there should be a way to report aggressive drivers. -There should be a "sharing the road with bikes" part of drivers ed training. -bike shops, likewise, should hand out "sharing the road with cars" material to those who buy bikes and are getting into it for the first time -Westlake is a nightmare! -traffic signals like the one in Fremont that are timed for bicyclists -all lights should be triggered by bikes

1376 -bike lanes need to be physically separated from vehicles either via curbs or parking spaces. -painted lanes can give a false sense of security to cyclists, increasing their speed and reducing their caution. drivers barely notice the paint, especially in the 6 wet/dark months of the year when green looks like grey. -cyclists need to be able to report aggressive-towards-cyclists drivers. drivers essentially command a weapon. when they get angry at cyclists and swerve at them, tailgate them, or threaten them, it should be considered a very serious act. drivers should get a 1 strike policy where if more than 1 cyclist reports that driver, they should be ticketed. cars kill. -projects should be built such that new bike lanes meet the highest level of safety (i.e. separated lanes). if there are not enough funds for the project at the time, either wait until there are, or don't build it. if ravenna blvd doesn't have separated lanes like the original plan via the bridging the gap program, it's a failure. sure, nice new surface, but that paint is already wearing away. soon, cars will be using the entire road width and the bike lane will be all but forgotten. -fix the hazard that is westlake. figure out how to reroute the SLUT or provide an alternative bike route. that project had to be the least thought through one in years. -when building 520, make sure the lanes are big enough for bike/pedestrian volume 2-3x larger than i90. whatever wall/handrail is selected for the water-side, make it 100% consistent throughout its length. on i90, there are a few solid walled sections near the expansion joints. when you're leaning into a 20mph crosswind to stay straight, and then hit these few pockets of wind protection, it really throws you off as a cyclist. also, use better grating at the expansion joints.

1377 The green bicycle boxes are awesome! Please install more at confusing intersections. Try to make conditions on the Burke Gilman similar. Some section exclusively have stop signs for bikes while other sections only have yield signs. This can be frustrating for both cyclists and motorists.

1378 thanks for putting the survey together. Right length.

1379 Why do we need to *encourage* cycling? It is a hobby to many, and a minority commuting method. I like the health benefits, but do not expect or want the city to spend disproportionate money and effort on cyclng.

1380 We are behind in other communities such as Portland and need more dedicated cycling paths and lanes. Street pavement conditions (potholes, etc) are also a major problem in Seattle.

1381 Please remove sharrows from the Bike Facility designation. It is not safer to ride streets with sharrows, especially when they are painted on almost impassable road conditions in some cases (e.g. Western Ave...)

1382 Consider the impact that change has on all users. As an example the new rapid ride bus stops that project into the street force cyclists closer to moving traffic. Also make it more attractive for people to ride their bike. I live in West Seattle. When riding back from the downtown side all the choices to climb back home are quite busy with traffic. A paved trail would be a more attractive option. Maybe a climbing traverse between the golf course and Camp Long?

1383 safety & skill training needed for hesitant people like me

1384 bikes and cars cannot exist on the same path. need dedicated bike only paths

1385 The many variations of bicycle "facilities" listed above are too complicated and try to make cycling idiot proof. Don't spend (waste) money on these but rather work on encouraging cyclists to use routes that do not compete with high use traffic. The two shall never co-exist because of too many hurried and distracted motorists AND an equal number of arrogant non-law abiding cyclists. As a cyclist with 40 years of safe riding experience,including many STP and RSVP rides, I would like to see safe cycling education be the #1 priority of the bicycle community.

1386 Be realistic in investing $ on bike improvements - develop a dedicated modest budget and prioritize in areas where biking is likely. Yes, biking is great - but represents a small portion of our transportation needs; our weather, topography, and impatient/inattentive drivers -- will always discourage cycling. Good signage (for good, safe, easy routes) on low traffic streets that link popular destinations and trails is good for getting the less die-hard person out on their bike. People who are hard-core/dedicated and demanding/vocal do NOT represent the majority of us who are interested in bicycling more.

1387 Let's make Seattle #1 in bike friendly cities. I am an avid bike commuter as well as recreational cyclist and I think Seattle is a great place to ride but I can see why it is intimidating to some folks. Most bike paths and lanes just end when things get tricky, creating dangerous transitions for cyclists and motorists because inexperienced cyclists and uneducated drivers are forced to make decisions on the fly. Let's make sure the infrastructure we do have is complete and clear, let's put more education in driver's ed/license exams that informs motorists about increasing bike traffic and their role in creating safe roads for all. "Sharrows" are obviously a quick and inexpensive way to create bike "infrastructure" but they don't really give bikes any room, they piss motorists off, and they put cyclists in danger of running into people opening their car doors. I bike daily in Seattle (both commuting and running errands with my son on his bike or in trailer), follow all the rules, and it is a rare week that I don't have a near miss with someone cutting me off or just being aggressive. We have to really look at how to change attitudes to create a more bike friendly city. My last two cents are about bike/pedestrian paths. I ride a 3 mile section of the Burke Gilman on my commute as it's the best way to get east/west from Ballard to the U district without interacting with motorists. I love the bike paths but I think creating more bike specific lanes on the roads is a better investment. Let the paths be just for people on their feet or just out for a leisurely ride. The pedestrians end up getting the short end of the stick on the paths having to deal with cyclists trying to actually get somewhere in a timely manner. Thanks for accepting public comments.

1388 I am new to biking and I am glad that this issue is a priority to the city. There are far too many cars on the road and I would like to be part of reducing that number. But the pavement conditions make it very difficult in certain areas and sharrows make me nervous. But I appreciate that most of the time when I have to go up a hill there are bicycle lanes. We are making progress, keep it up!

1389 I love Seattle and how easy it is to get around by bicycle. I don't mind the hills and I almost don't mind the rain, but the drivers are dangerous and the road conditions are often poor. Linden near Greenlake, for example, has been almost repaved (which is great) but the WORST section of Linden, where there's no bike lane (it's like a foot wide, worthless) and completely full of dangerous potholes, was left as is during the repaving. I ride this segment almost daily and it is by far the most dangerous part of my trip. My other main concern is the need for more bike lanes and more bike-lane awareness from drivers. I regularly see drivers USING THE BIKE LANE with a car. Veering in and out. I think greenways would go a long way there. While I'm typing, I'll just mention the root problem on Burke Gilman. I don't want to get too complainy on this, because the BGT is probably the best bicycle way in the country, and the repaved section is super smooth, but the roots between the UW and the new section make for a pretty choppy ride. It's still better than riding with inattentive drivers, but I'm looking forward to a day when the whole trail is repaved and those roots dealt with.

1390 I am against separating bicycle traffic from car traffic since this only propagates the "cars own streets" frame of mind. If anything, we need more integration of cars and bikes in traffic. Also, I do not support dedicated bike lanes since they tend to become covered with all the detritus swept aside by car traffic, making them unpleasant and sometimes unsafe to ride on. I am in favor of actively reminding both drivers and bikers to be conscientious and considerate on the street.

1391 PLEASE INSTALL A BICYCLE SHOULDER ON AIRPORT WAY AT THE SOUTHERN END OF BOEING FIELD, NORTH OF THE BOEING ACCESS ROAD.

1392 Yes. The very worst thing is when you are in a bike lane that all of a sudden ends. Witness Beacon Hill 15th Ave. Connectivity is important. Also why put bicycles on busy streets? You should be diverting them to the back streets. I never ride on busy streets if there is an alternative back street. Your survey is not very good; on my way to work I ride the I-90 trail (no cars), a busy arterial with a narrow bike lane, a busy arterial without a bike lane, then through a college, then another paved trail (no cars). You can't get anywhere without encountering all of these on one trip.

1393 We've made a lot of progress but there is a long way to make Seattle a world-class bicycling city. Keep up the great work!

1394 Improve shoulder and street cleaning on Airport Way by Norfolk

1395 Thank you for working to improve bicycling in Seattle! I moved here from Portland and think Seattle still has a ways to go, so I'm glad to see it getting some much-needed attention.

1396 Kindly street-sweep/vacuum the roadsides & bridges (Airport Access Road between MLK Way & East Marginal Way) from debris: glass, bolts, gravel, etc. Also along MLK Way and Airport Way. Thank you in advance for arranging a regular cleanup of this ongoing hazard! Sincerely, Andy Zaborski (andyrzaborski@gmail.com) Mercer Island resident, biking daily to work in Tukwila.

1397 A bicycle lane needs to extend from S 115th St up through East Marginal Way S into downtown. A lane starting on S. Spokane st is nearly useless as it does not encompass the dangerous traffic on E. Marginal Way through georgetown and Boeing Field. It is a very common thoroughfare to travel on E. Marginal Way since the brige crossing the Duwamish does not exist up through South Park, and many cyclists connect to downtown via E. Marginal from the Green River Trail.

1398 SDOT could make a huge difference by focusing on the hostile areas. For example, there is no safe way to get from points South East to the Seattle Center on a bike and there is now no safe way to get from points North East to Boeing Field. Also, SDOT should get cyclist feedback about construction detours before implementing them. I'm sure the Cascade membership would step up to riding proposed routes and reporting back in a timely fashion.

1399 There needs to be some dedicated way (not sharrows) way to get from Downtown Seattle to South Seattle, Renton, Kent, etc.

1400 The median on 8th Ave NW, between NW 85th St and NW 65th St, should be removed to create buffered bicycle lanes for a much safer bicycle route. Or, parking along this section of 8th Ave NW should be removed and replaced with the bicycle lanes. Thanks.

1401 Please widen the underpass at 124th on the Sammamish trail.

1402 Please help keep us bicyclists alive!

1403 There was one bad question about routes. Most routes are a mix of bicycle lanes, high traffic areas and more but only one answer was allowed

1404 Not sure how to use the green bicycle box and I doubt traffic does either.

1405 THere needs to be education between Cyclists and Drivers of the Rules for both. Cyclists are often hit because some feel they do not need to stop for stop signs or that they own the road. Drivers need to understand the rules for cyclists often times I get BUZZED because they pass at the wrong time when I have no lane or shoulder to ride on or the drivers feel they own the road.. There needs to be mutual respect. PORTLAND is not perfect but they have it going the correct the direction. Europe another place that has it it the right direct these models could be used.

1406 I am currently living in Stuttgart, Germany, on military orders. Germany has bike commuting FIGURED OUT. Bike lanes, shared sidewalks with clear signage, numerous routes through greenspace, NO DISTINCTION in bicycle facilities between municipalities, and viable routes for any distance speed or purpose including ample racks and accomodations on subway/streetcar systems. However, they don't have accomodations for bikes on buses. The Seattle metro area is doing the bus piece well in general, though 3 racks one very bus is much more realistic than 2 to properly accomodate cyclists. Also, connections between bike routes and transit options, especially the freeway flyer stops and major park and rides, is critical to support bicycle commuters and recreational cyclists as neighborhood streets are not the best or even realistic options for either. I strongly recommend using European locations such as the metro area of Stuttgart Germany or the recreational tourist hub of Interlaken Switzerland as models of a vision for the entire Seattle metro area. Bicycle planning should be cross-municipal, cross-county, cross geographic area and should include viable connections leveraging transit options of carpooling, bus, light rail, and train to reach destinations of both employment and recreation. Realistically, most folks won't run errands on bicycle, as our shopping culture does not support this (unlike Europe.) It's not realistic to think of large numbers of people heading to Costco and Home Depot and the dry cleaners on bicycle. Much more impact would be had for the daily commute and recreational cyclists for connected cycling options. This is much more than my .02, but I've been bike commuting and recreating on the east coast, in Seattle, San Francisco, San Diego, and now Germany for more than 30 years and have many opinions on this topic.

1407 Greenways(north), Greenways(south), Greenways(east), Greenways(west)

1408 I LOVE the bike signaling loops! It saves me having to go up onto the sidewalk to call the signal to change. More of these, please!

1409 Sharrows are confusing, it is unlcear what they mean or whether they represent anything other than a reminder (most likely completely ignored by drivers) that bicycles are likely to be on a given street.

1410 Need additional bike boxes. Dravus at 15th Ave W (eastbound) or change left lane to left turn only.

1411 Let's build some really good separated bike lanes in Seattle! I feel much much safer riding on the Burke Gilman than I do on streets, but if I have to ride on the street I'd rather ride in my own lane physically separated from traffic or on a greenway with tons of speed bumps so that cars will not go there. Also, it would be great if we could have a better trail along Westlake. I have almost been hit in the parking lot there many times, but I'd still rather ride there because Dexter is hilly and feels unsafe since cars drive fast there.

1412 1. Have we given up on the missing link from Ballard to Fremont? Lots of people would no doubt commute to UW if it were traffic free. 2. Sharrows appear to be a huge waste of money. What's the point? Cars try to run me over even in my car - much less my bike. Sharrows sure won't stop them. 3. We just have TOO MANY CARS and not enough transit. Too many cars on the streets equals frustrated drivers which equals bad treatment for cyclists.

1413 What about signal prioritization? For example, coming south off the University Bridge it'd be nice to have a signal jump for bikes to give us time to get into the left lane to travel up Harvard Ave to Capitol Hill. (People tend to do this anyway, in my experience.)

1414 Bike lanes are great, but dumping them everywhere is not the answer. There are many bicycle lanes that I specifically do NOT use because they are unsafe: Queen Anne Ave N, E Pine St, and 2nd Ave. All of these bicycle lanes are on declines and next to parked cars (in the door zone), and drivers do not look before they turn. On QA Ave and Pine, I use the regular traffic lane. I refuse to ride on 2nd Ave at all because drivers do not look before they turn even on the flat/inclined portion. Instead I prefer 3rd Ave or 5th Ave for travelling southbound. I like 4th Ave for going northbound, with a bike lane on the incline and then no bike lane on the flat section (where cyclists can more easily keep up with traffic). Similarly, I like the bike lane on Stone Way N, and I like that there is NOT a bike lane on the decline where I merge with traffic at speed. I like the bike lane on Dexter Ave, because it is separated from the door zone and it's so wide that drivers usually remember to actually look before they turn. For future bike lanes, consider not putting them in door zones (and put door zone guides in the existing lanes). Also, only put bike lanes where they make sense. I would love to see some "Bicycles may use full lane" signs around the city to remind drivers that cyclists can use any lane they want, even if a bicycle lane exists. Redmond has installed at least 2 such signs on NE 79th St. We also need more enforcement from SPD when it comes to unsafe drivers. Drivers fail to yield when turning, drive in the bike lane before a turn, and park in bike lanes so frequently that I wonder if SPD enforces these laws at all. I am going to buy a helmet camera so there will be evidence if a driver causes a collision with me or anyone else that I am a witness to. Any questions, email me (smkent@smkent.net).

1415 Have these elements been incorporated into driver training and license exams (not all need to be on exam, but awareness). Also, there should be a way to report car road rage against cyclists (vulgar language, horn honking, crowding the biker or passing very closely, cutting in front of the biker and braking, etc.)

1416 Quit looking at how to change existing streets to better fit a single use and start focusing on improving the utility of the streets for all uses or focus on the most improvement for the most users. If adding bike lanes to arterials lowers the over functionality of the road (ie fewer trips, more congestion, less efficiency, or a greater total trip time for all parties) then don't do it and instead find a solution that increases total utility for all users. Pedestrians are separate from motor vehicle traffic because the difference in speeds would make for unsafe conditions for all users; why is this sound logic being thrown out? There are few sections of Seattle that there are not safer slower moving roads running in parallel to the arterials that you are choosing to direct slower moving traffic to. at these pinch points provide dedicated lanes and at other times when practical direct slower moving traffic to streets that support slower moving vehicles and not streets that are designed to move traffic at speeds much faster than I, and the bulk of cyclists, can sustain pedaling.

1417 Please force SPD to enforce traffic safety laws for Auto, bike pedestrian and educate the three as to these laws. Its called respecting, respect goes along way.

1418 My #1 wish is that you would put some sort of a bike lane in in the "missing link in Ballard on Shilshole Ave. That would allow me to feel a lot safer getting around by bike to most local areas.

1419 -It would be nice to have lights on the burke gilman trail. It's pitch black and if I accidentally forget my lights, it's very scary -more advertisement/awareness/advocacy for drivers to respect and be aware of cyclists (and patient too, honking scares us! or speeding by us or driving super close to us!) -the bicycle signs on the roads are annoying to ride over sometimes (for example in downtown) because the paint acts sometimes as a bump. Not a very smooth ride. -the green paint on the road has mostly all faded already. It would be nice to repaint them with better, longer lasting paint. - if there's a better way to get over onto mertyle edwards trail, instead of carrying your bike over the DNA bridge, that'd be AWESOME.

1420 I love bike boulevards! Please avoid placing lanes on high speed roadways.

1421 The worst (most unsafe) part of my commute is my ride north going past the stadiums on 4th. Especially just past them, there is a bend to the left and a bridge over head. I've nearly been clipped by a bus there and it feels the most unsafe.

1422 I often see people riding down 23rd/24th in the Central District/Montlake areas. This strikes me as incredibly dangerous, however I can sympathize with these riders, as there are no suitable nearby bike routes. Improved access to circumnavigate Interlaken Park on 19th, or a marked bike route on 24th or 25th would be tremendously helpful, and improve safety dramatically. Better signage instructing cyclists over the Montlake and University bridges would also be helpful, as would the proposed I-5 bridge bike route.

1423 Biggest single item is educating motorists. Do this with sharrows, green lanes, and green boxes. They're the cheapest method and making them ubiquitous will get the message out.

1424 Coordinating bikes with public transport is important. Living on Alki, I can ride a bike for recreation but getting into Seattle is a major undertaking and will be worse in September. Make it easier!

1425 The city of Seattle would sure make a lot of money if they started ticketing cyclists for breaking the law. I see 20 or more infractions every day. The Seattle city cyclist needs to learn how to stop at stop signs, and not pass autos on the right. Otherwise they will continue to get run over by innocent drivers.

1426 Build Greenways!

1427 Thank you for taking the time to gather input!

1428 I was hit by two cars (at once) last year while I was riding on the signed Burke Gilman detour. I was stopped at the light, and both cars in the cross traffic ran a light as it changed red and hit each other, subsequently hitting me. Neither were ticketed for their actions, but I had to go to the hospital. Both of them defended their actions by saying that the light was turning red so they had to go and go fast. How can this be legal? There need to be MUCH greater punishments for cars that drive recklessly, especially when it causes bodily harm to cyclists.

1429 I think cycle tracks or buffered bike lanes are vital to commmunity safety. As a car driver, I often catch myself fiddling with my CD player looking at it instead of where I am going. In the heavy traffice common to the commute hours, a driver cannot see the bicycle three car lengths ahead of him. All the driver sees is the car, van or truck in front of him. Fiddling with the CD player, it is easy to drift too far right and when you look up presto there is a cyclist only a few feet in front of you. Buffered bike lanes or cycle tracks would solve this problem, and would give cyclists and would be cyclists efficient ways to get from home to work/school/grocery store etc. Thanks very much for asking these questions.

1430 I just CANNOT believe that the 520 bridge was redesigned w/o bike lanes. Thanks for the rest of the work you do tho!

1431 I would LOVE more buffered bike lanes added throughout the city. I would also love bike lanes on Rainier ave South. It is the best street for my needs, with no hills. I would love every sunday to be car free on Lake Washington BLVD. [thanks]

1432 Please consider two cycle tracks downtown, one East-West. one North-South. I know the North-South streets can afford to lose one lane. East-West has more limited options, I understand this. Pine is obviously the best option. But if you build it, more people will ride.

1433 No more sharrows

1434 Help complete the off road trail in lower Kinnear Park to W. Prospect St that would connect to the Helix bridge and connect communities to the waterfront

1435 - Complete the trail in lower Kinnear Park to the Helix bridge. - Mark a bicyle left turn lane at 14th Ave W to ascend QA Hill from Nickerson. (By far the easiest ascent of QA from the north.) - Mark a bicycle left turn lane at Galer and Thorndyke on Magnolia. (And long term, get a bike lane on the Magnolia bridge replacement, at least downhill.) - Consider flashing crosswalks on the not-signalized Burke-Gilman crossings at 65th and 70th. Or something more attention-getting.

1436 More bike lanes!

1437 I've never understood sharrows.

1438 Seattle needs more buffered bicycle lanes and improved road surfaces

1439 This survey is "lame" and unhelpful. It presents false alternatives that do not have to be chosen or ranked. The factors that encourage/discourage bicycle use are fairly well known by now and not likely to be elucidated by survey opinion. Missing from the above survey is the importance of way-finding (routes & signage that get a cyclist to their destination). Also the importance of a network is the network and its connections that provide for comprehensive and flexible travel.

1440 There is high motor vehicle use of the bike through way on 28th St. from Madison to Montlake. There are signs that state "local access only" in both directions, however they are not enforced thus motorists use this as a shortcut instead of taking 23rd/Montlake or Lk. Washington Blvd. I propose installing a vehicle barrier (cul-de-sac) at 28th and Helen streets. This will help cyclists negotiate the dangerous traffic barriers along the corridor without high motor vehicle traffic and also help residents on those streets by reducing through traffic on a non-arterial. Thank you.

1441 Please establish a separate bicycle trail in Ballard (finish the section of Burke-Gillman Trail) ASAP

1442 1. The most important improvement for cycling is to improve the pavement conditions so cyclists don't crash or break wheels on potholes, cracks, and broken pavement. 2. Not every arterial is appropriate for a bike lane - some are simply too narrow. This results in a narrow bike lane squeezed in between narrow car lanes and parked cars, and is dangerous for cyclists. Without the bike lane cyclists can take the right lane and it's safer. Roosevelt Way NE is an example of this. 3. The "road diets" implemented have not been any benefit to cyclists because they've been put on roads that aren't good cycling routes. They result in traffic backups, which present less safe conditions for cyclists. 4. The protected bike lane on Dexter Ave N. is not well designed. Weaving around bus stops and riding between the bus stop and the sidewalk is more dangerous for cyclists because they have no where to go when a pedestrian steps in front of them without looking.

1443 Hold bicyclers responsible for killing and maiming pedestrians Require horns or bell warning when coming up behind a pedestrian. Illegal to ride on sidewalk when bike lane is on the street. License bikes just like you do dogs, cats, miniature goats and potbelly pigs. SMC 9.25.050. Ticket bicyclers for breaking the laws like running red lights and stop signs and reckless riding.

1444 Maybe a few classes for city residents on how to use the bicycle lanes or a webpage that shows these rules in a short video to make it more simple and demystify it.

1445 I think I know the basics of using your arm to point when you turn but Im guessing there is more to being safe while using bike lanes. I do not know all the tips for being legal and safe on a bike.

1446 Reducing car/bike conflicts and improving rider safety is urgently needed. The risks are simply too great to cyclists. Improvements at intersections to reduce car/bike conflicts and improve safety would have a dramatic effect in cyclist safety, and new rider encouragement. Hazards include poor sightlines, poorly placed intersections of bike trails and roads, and traffic signals which don't respond to bicycles. Suggest more separation between cars and bicycles, as well as fixing and preventing mass-transit projects dangerous to cyclists (e.g., South Lake Union streetcar tracks).

1447 When are bikes going to be taxed and licensed to cover all the bike trails lanes etc . Why make exsisting roads narrower to accomadate these peopleand they dont pay for it.

1448 Buffered bike lanes please!

1449 Thank you for the great work you do to make Seattle a safe and supported place to ride a bicycle.

1450 It doesn't hurt to dream right? It would be SO awesome if we could have some streets be bike only streets. Kinda like a bike freeway. One running North South, then one running east west (crossing downtown and capital hill)

1451 Keep adding bike lanes and trails. We have a great start of a network in the city. Thanks for all you do!

1452 I am in full support of a usage tax for bicycles. There is no reason that if a road or path is built that those you use it should not pay for it. It is absurd to expect drivers to pay for bike lanes, but bicyclists are not expected to pay for bike lanes.

1453 For al the improvements that bikes get they need to start paying for it either through a license or a tax on the bikeor both. Also we need to have stricker enforcment of the law on people who ride, I cannot tell you how many time I have nearly been hit on a crosswalk whe a bike runs a red light. Check the caphill blog and the last 4 bike/ car accidents have been from bike running a red light

1454 Please add and improve bicycle facilities that cross I-5.

1455 The biggest issue for the great majority of cyclists is the inability to feel safe among cars. A separate system is needed, with buffered bicycle lanes offering the minimum comfort for most cyclists. If this city wants to continue to call itself progressive, challenging changes need to be made. It is difficult to promote less parking and less car use, but if there are more safe options many more people will be willing to commute by bike.

1456 The infrastructure of European, Asian, and American cities where bicycling is common is not focused on things like showers and biking education programs. What many of these places have in common is a plethora of easy-to-ride (i.e., not sport- or recreation-focused), upright bicycles; a smart, economically just zoning and development that concentrates a truly *useful* mix of businesses and services (grocery stores, hardware stores, libraries, parks) equably in each neighborhood, instead of Seattle's problematic approach that leaves entire neighborhoods without walkable/bikable access to basic things like grocery stores; and, more important, lots of bike and pedestrian CAPACITY (i.e., bicycle- and pedestrian-centered pathways, of whatever variety). Seattle has always prioritized the automobile first and foremost in its infrastructure, and until it switches gears on this front and begins actively diminishing car capacity and increasing bike and pedestrian capacity, the majority of folks will simply feel safer in cars. Perhaps this sounds stupid and obvious, but the only way to get more people onto bikes, or out on walks, is to make it significantly easier and more pleasant to get around town on foot or on a bike than it is to get around by car.

1457 Thank you for giving is the chance to provide input. Those of us on bikes appreciate it!

1458 I am a frequent cyclist but I would feel much safer if there were more facilities that had some barrier between bicycles and traffic.

1459 Driver Education Program to educate non-bicycle riders about bicycle facilities - i.e. through TV, Radio, and Print ads - when cars don't respect bike lanes or Green zones, it is dangerous for cyclists.

1460 The single most productive thing you could do to encourage bike riding is create a safe place to put you bike whenn you get to where you are going. The number of times I have walked or driven a car or simply not gone at all because there was not a safe place to put my bike at my destination has caused me to not use a bike and I want to use my bike. You know in the old west they used to shoot horse thieves :-} Road diets are super dangerous, it is a recipe for disaster I simply can not believe they exist. What is up with bikers holding up traffic, I see this all the time. A biker moving much slower than the posted speed limit, behind them a line of cars trying to get by them while there is a perfectly good and EMPTY sidewalk right next to them. Can't they pull over and let traffic pass or ride on the sidewalk. Bike lanes need to be separate or next to the sidewalks. And if you can't keep up with traffic get out of the street. This is rude and unproductive. Just because you have the right to do something doesn't not mean you should do it. I can't believe this is encouraged.

1461 Better connections between South Lake Union and Cap Hill would be really helpful (though I understand there is only so much one can do about the steep hills).

1462 the green boxes can get slippery, like the one around 2nd and university. also i hate bike lanes that are in the left lane as people take left turns and almost hit me. as on 2nd avenue in downtown.

1463 Lots of great biking in Seattle, but some of the longer routes have weird gaps/inconsistencies. Looks like we are headed in the right direction, though! There are also some bad road conditions, so many potholes.

1464 Would love to see bike arterials (aka greenways) near auto arterials where bikes can go at speed (10-30 mph) but autos are discouraged (forced to turn off every few blocks, have to navigate speed bumps, and speed limits of 20 mph). Portland does this, several studies show it is more effective than bike lanes for reducing fatalities, and it uses existing roads without significantly impacting auto arterial traffic.

1465 Until novice cyclists feel safe (cycletracks)riding on busy streets you won't get the "safety in numbers". See the book Pedaling Revolution by Jeff Mapes

1466 Don't stop making it a better city to bike in. Have complete bike paths where possible with buffered or completely separated bike lanes/blvds like in other cities. Look at intersection design like in the Netherlands, also, keep an eye on helping cyclists trigger lights too where necessary if they need to be triggered to turn.

1467 I do not think any of those are safe, and I would not use them. I lived in Copenhagen, where we had grade-separated bike trails everywhere, and I felt fine there. I only ride on residential streets and sidewalks when necessary. I do not think it will ever be safe for bikes to ride in or near car lanes, and I do not think you will ever get normal people to ride bikes in this city if that is all you build.

1468 One of the main ways to improve the current situation is reduce the number of cars on bicycle commuting routes. While the City has invested a lot into the "Rapd Ride" program, I have seen very little investment into the "Park and Ride" program. This is especially true in my neighborhood of West Seattle. To my knowledge there is only one formal "Park and Ride" which is under the WS bridge. This is a very scary place and I would never park there, unless I was with a group. In addition, not many express buses even stop there. Please consider adding a park and ride at the old Huhling Bros. car lot. I am sure it would get used. I also believe bike lanes with physical barriers, not just lines on the road, are necessary for downtown. This would be safer and less confusing than the "sharrows" currently in place. Check out downtown Vancouver BC's bike paths. They are awesome!!

1469 Hands down, the main reason I don't ride my bike year round and to more distant neighborhoods is safety. It gets stressful and tiring having to deal with traffic, loose gravel and potholes on the roads, one way streets, and parked car doors opening into the bike lane. If there were dedicated bike lanes/paths linking the city together, I'd be in heaven! I'm also thinking about having a child and I really don't know if I'll feel comfortable enough to ride with them.

1470 From my apt on thomas, there is no easy way to get to south lake union and back. Bike lanes are minimal, traffic is heavy, and the hills are generally steep. No one expects the city to level the hills, but an effort to provide an efficient way up the hill would be nice.. better pavement on the non -arterial streets too!

1471 I think that people need to feel safer (protected from cars) when riding their bikes in Seattle. I also think free bus rides up certain hills might encourage riders.

1472 Question 4 is meaningless since most of my trips involve multiple types of streets and trails.

1473 West of Downtown Renton is a real nightmare and a barrier to bicycling.

1474 I recommend some four way lights at Blakely and Montlake/25th NE so the cyclists can all move across in any direction at once without dealing with turning cars, etc. Likewise other BGT/arterial intersections.

1475 It appears to me Seattle Police have a huge resistance to 'bicycle culture'. I personally have had two encounters with the city concerning different issues-one-a stolen bicycle, and a bicycle that I turned in while working for a shop that was to be turned in as an 'abandoned bicycle'. Both times I encountered 'stonewalling'. Specifically from a Detective Bainbridge, who told me plainly that returning the bike, as opposed to selling at 'the auction' was more trouble than he was interested. Then my calls were ignored. This with other bicyclists anecdotes leeds me to believe that the Police practice a cultivated lethargy with bicyclists. The essence of 'passive aggressive'. It would appear that the intentions of the city can only be realised when the constabulary WISHES to go along.

## APPENDIX E: List of Public Outreach Events

SDOT staff attended and hosted various events to discuss questions and solicit ideas surrounding the 2012 Bicycle Master Plan update at the following events as part of the first phase of public engagement, between March and June 2012, with a few July and August meetings:

1. March 7, 2012 – Seattle Bicycle Advisory Board (SBAB): first meeting
2. March 10 and 11, 2012 – Bike Expo
3. March 13, 2012 – Sound Transit Bike Advisory Board (BAG) meeting
4. March 22, 2021 – Phinney Neighborhood Greenway Meeting
5. April 4, 2012 – SBAB meeting: second meeting
6. April 11, 2012 – Sound Transit Roosevelt Station Open House
7. April 12, 2012 – Seattle Planning Commission
8. April 16, 2012 – City Neighborhood Council – Transportation Committee presentation
9. April 17, 2012 – Freight Advisory Board
10. April 23, 2012 – Sound Transit Spokespeople briefing
11. April 24, 2012 – Inclusive Outreach and Public Engagement (IOPE) Race and Social Justice Initiative (RSJI) – BMP Public Engagement Plan presentation
12. May 2, 2012 – SBAB: third meeting
13. May 4 – Bike to Work Month breakfast
14. May 9 –Bike to Work Month Captain's Bash
15. May 11 – Commute Seattle Bikes + Bagels
16. May 12 – Bike Works Bike Swap and community festival
17. May 13 – Bicycle Sunday
18. May 16 – Ride of Silence
19. May 18 – Bike to Work Day Stations
20. May 18 – Bike to Work Day Rally
21. May 18 – Bike to Work Day After Party/Ballard Summer Streets
22. May 19 – Seattle Center Mobility Day Event
23. May 20 – Alki Summer Streets
24. May 23 – Sound Transit Brooklyn Station Open House
25. May 24 – University of Washington (UW) Trail Party
26. June 6 , 2012 – SBAB: fourth meeting
27. June 7, 2012 – Seattle Design Commission
28. June 13, 2012 – Pedestrian Advisory Board
29. July 17, 2012 – SBAB: fifth meeting
30. August 1, 2012 – SBAB: sixth meeting
31. August 16, 2012 – Seattle Planning Commission Land Use/Transportation committee
32. August 17, 2012 – Sound Transit Northgate Link Extension Groundbreaking Celebration

# APPENDIX E: SBAB Bikeability Reports

# SEATTLE BIKEABILITY TOUR REPORT: SOUTHEAST SEATTLE

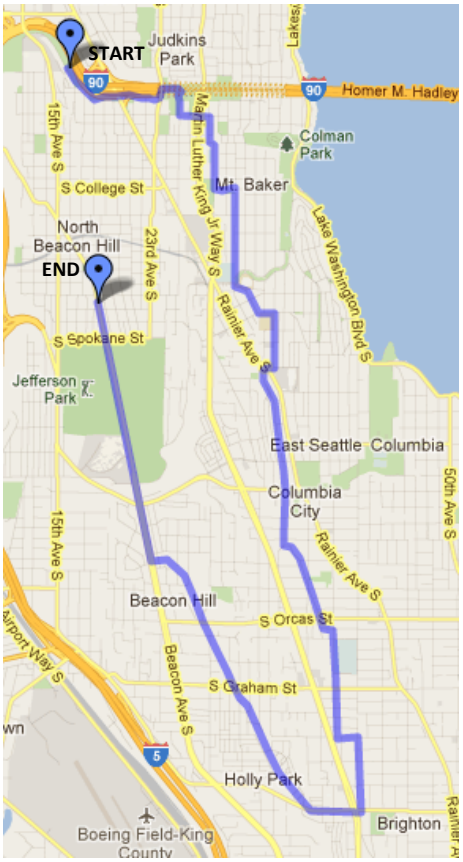
**Date:** May 22, 2012

**Purpose:** To engage members of the community in identifying challenges and opportunities for enhanced connectivity and increased safety and comfort for bicycle riders of all ages and abilities in Southeast Seattle.

**Attendees:**

- Max Hepp-Buchanan, SBAB
- Allegra Calder, SBAB
- Jodi Connoly, SBAB
- Kelsey Jones-Casey, SBAB
- Neal Komedal, SBAB
- Liz Nixon, SBAB
- Bill LaBorde, Seattle City Councilmember Tom Rasmussen's Office
- Brian Dougherty, SDOT
- Davey Oil, Bike Works
- Dylan Ahearn, Beacon B.I.K.E.S.
- Willie Weir, Beacon B.I.K.E.S.
- David Gackenbach, Beacon B.I.K.E.S.
- Cathy Tuttle, Seattle Neighborhood Greenways
- Sander Lazar, Cascade Bicycle Club
- Robin Randels, Cascade Bicycle Club
- Arnold Chin, C.O.G.S.
- Tom Fucoloro, Seattle Bike Blog
- Renee Gallagher
- Alejandra Fuentes
- Chuck McQuinn
- Gina Coffman
- Brendan Connolly

**Route:**




**General Recommendations:**

- Install a separated bicycle facility (i.e., cycle track), on Rainier Ave S and/or MLK Way S. Alternate north/south routes are too hilly for new riders and young children.
- When updating the Bicycle Master Plan, focus on corridor gaps that limit bicycle travel to and from Rainier Valley at the north and south limits of the study area.
- Improve pavement conditions throughout the area.
- Install wayfinding signs to direct people to schools, libraries, neighborhoods, light rail, etc.
- Create additional facilities like the Chief Sealth Trail in Southeast Seattle.
- Construct a multi-use trail or separated bikeway to connect Columbia City to Lake Washington, possibly using Gennessee Park, which is flat.
- Improve intersection crossings along signed routes.
- See Beacon B.I.K.E.S. Circulation Plan by Alta Planning + Design for further recommendations.

**Area: I-90 Trail**

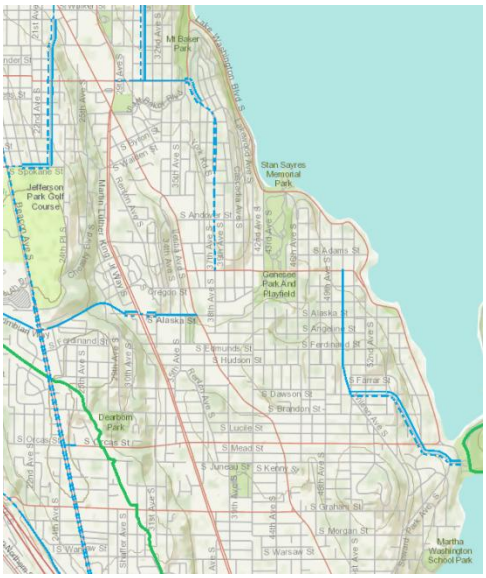
**Observations:**

- Need better signage and access to the trail.

**Specific Recommendations:**

- Improve marking along signed route from I-90 south to indicate schools, light rail, parks, and directions to the SODO neighborhood.

**Area: Rainier Ave S/MLK Way S**




**Observations:**

- Gap in north/south bicycle facilities between Lake Washington Blvd S and Beacon Ave S/Chief Sealth Trail. See image from Seattle Interactive Bicycle Map (right) – the green and blue lines are bicycle facilities while the red lines are major arterials.

**Specific Recommendations:**

- Build a separated bicycle facility (cycle track) on Rainier Ave S and/or MLK Way S.
- Construct a multi-use trail or separated bikeway to connect Columbia City to Lake Washington, possibly using Gennessee Park, which is flat.

**Area: Chief Sealth Trail**

**Observations:**

- Nice trail but too many hills to make it a likely option for young and new riders.

**Specific Recommendations:**

- Improve arterial crossing, add signs and pavement markings.
- Add street markings to the trail.
- Build a parallel on-street route in the valley on MLW Way S and/or Rainier Ave S.

**Area: Beacon Ave S north of intersection with Chief Sealth Trail**

**Observations:**

- Sharrows are placed on a road where there appears to be enough room for a standard bike lane.
- Pavement conditions are dangerous.

**Specific Recommendations:**

- Reconfigure on-street parking on Beacon Ave S to allow for a continuous bike path through the median.
- Improve curb ramps to allow for a smoother transition for riders to using the trail through the median.

**Area: Intersection of Beacon Ave S northbound at Spokane St**

**Observations:**

- Dangerous for bicycle riders.
- Narrow bike lane leads straight to the sidewalk on the north side of the intersection.

**Specific Recommendations:**

- Provide continuity across intersections.

# **SEATTLE BIKEABILITY TOUR REPORT:** SR-520 PROJECT AREA

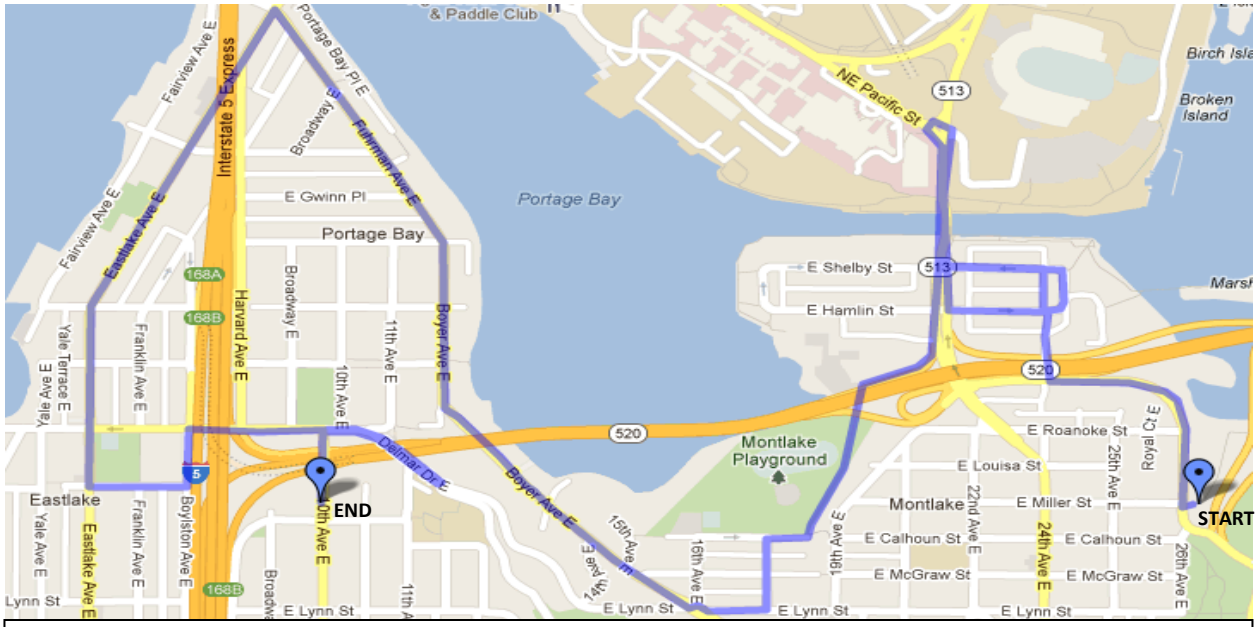
**Date of tour:** June 2, 2012

**Purpose:** To engage other organizations and members of the community in identifying challenges and opportunities for enhanced connectivity, and increased safety and comfort for bicycle riders and pedestrians of all ages and abilities in and around the SR-520 project area.

**Attendees:**

- Max Hepp-Buchanan, Seattle Bicycle Advisory Board (SBAB)
- Gabe Grijalva, SBAB
- Ann Boyd, SBAB
- Liz Nixon, SBAB
- David Goldberg, Seattle Pedestrian Advisory Board (SPAB)
- Victor Stover, SPAB
- Seth Schromen-Wawrin, SPAB
- Anna Spooner, SPAB
- Kevin McDonald, Seattle Planning Commission
- Tessa Greegor, Cascade Bicycle Club
- Bob Edmiston, Seattle Neighborhood Greenways
- Lionel Job, Montlake Greenways
- John O'Neil, Seattle Preparatory School

**Route:**




**General Recommendations:**

- Incorporate a bicycle/pedestiran facility in the design of the new Portage Bay Bridge, allowing bicycle riders and walkers to easily and safely connect from the new SR-520 bridge to Capitol Hill via Montlake, as well as to bike routes connecting to Eastlake, South Lake Union and Downtown.
- Improve level of service and connectivity for walkers, bicycle riders, and transit users, navigating to and/or through both the Montlake interchange/future lid area, and the 10th and Delmar intersection/future lid area.
- Plan for and build separated/protected bicycle facilities (cycle tracks, buffered bike lanes) to the greatest extent possible – minimize the use of sharrows.
- Design now for the intuitive wayfinding of bicycle riders and pedestrians in the future.

**Area: Current MOHAI Parking Lot**

**Observations:**

- Unique opportunity to increase green open space and improve connectivity for bicycle riders and pedestrians.

**Specific Recommendations:**

- Restrict motor vehicle access to site, but permit bicycle riders and walkers to access future open space from 24th Ave E and the regional trail.

**Area: Shelby/Hamlin Couplet**

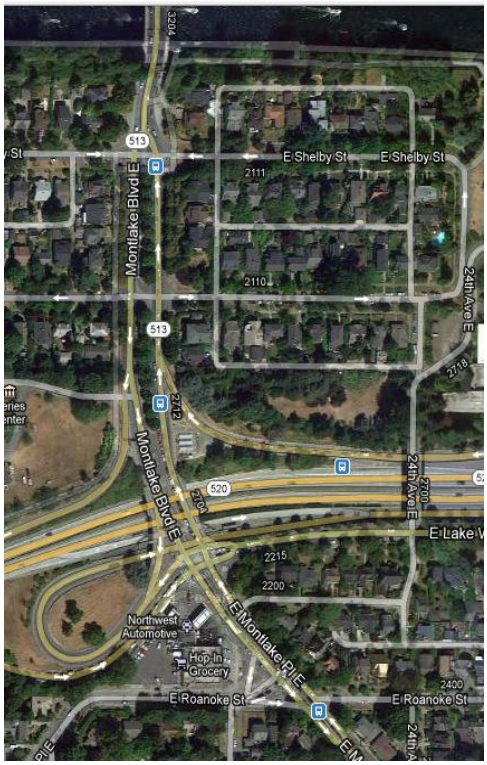
**Observations:**

- Great site for a future neighborhood greenway that could help connect people from Montlake to the future Link light rail station.

**Specific Recommendations:**

- Improve pavement quality and apply greenway treatment such as signage, paint, and restricted motor vehicle access.

**Area: Montlake Interchange**




**Observations:**

- Difficult for bicycle riders and pedestrians to navigate through safely and efficiently.

**Specific Recommendations:**

- Improve level of service for walkers, bicycle riders, and transit users navigating to and/or through the area.
- Design for multiple connections and paths for walkers and bicycle riders – options that accommodate both commuters and neighborhood residents.
- Minimize the presence of motorized vehicles and the width of the roadway on the Montlake lid to maximize its potential programmability in later design stages.
- Build north/south bicycle and pedestrian facilities on both sides of Montlake Blvd E, thereby separating and enhancing north/south connectivity as well as east/west connectivity.

**Area: Bill Dawson Trail**

**Observations:**

- Great potential for enhanced connectivity.
- Many people do not currently know about the trail.

**Specific Recommendations:**

- Improve paths horizontal and vertical geometry as trail goes under bridge, signage, trail width, lighting, and markings to maximize visibility and safety.

**Area: 10th and Delmar Intersection/Future Lid Area**

**Observations:**

- Ideal landing area for the bike/ped facility on the Portage Bay Bridge.
- The Interlaken/Delmar trail connection appears to be an adequate connection for pedestrians but needs improvement for bicycle riders.

**Specific Recommendations:**

- Work with Seattle Preparatory School to land the bike/ped facility along the Portage Bay Bridge on their property, enhancing connectivity for thousands of residents, commuters, and students.
- Improve safety and connectivity for all users along and across Delmar.
- Ensure complete bicycle connectivity between the new Portage Bay Bridge/SR520 and 10th Ave E (north to Capitol Hill), E Roanoke St and Eastlake Blvd (east and north to South Lake Union, East Lake and Downtown) , and Harvard Ave E/Broadway E (south to Eastlake Ave E and UW).
- Work to extend the Delmar lid as far to the east and west as possible to maximize its benefits.
- Improve the LOS for pedestrians along Roanoke between Franklin and 10th. Improving these intersections is especially important to develop safe walking routes between the neighborhood and the local public schools (Montlake Elementary and TOPS).

# SEATTLE BIKEABILITY TOUR REPORT: INTERBAY/QUEEN ANNE

**Date of tour:** June 10, 2012

**Purpose:** To engage other organizations and members of the community in identifying challenges and opportunities for enhanced connectivity, and increased safety and comfort for bicycle riders and pedestrians of all ages and abilities in and around the Interbay and Queen Anne neighborhoods.

**Attendees:**

- Max Hepp-Buchanan, Seattle Bicycle Advisory Board (SBAB)
- Allegra Calder, SBAB
- Neal Komedal, SBAB
- Bill Lemke, Queen Anne Greenways
- Robin Randels, Cascade Bicycle Club
- Jen Malley, Seattle Children's
- Millie Magner, examiner.com
- Deborah Fromm, Queen Anne
- Ken Rippelmeyer, Queen Anne
- Sharon Griggins-Davis, Queen Anne
- Dean Simpson, Queen Anne
- Adam Slivers, Queen Anne
- Judy Leshner, Magnolia
- Virginia McCormick, Magnolia
- Bob Goldberg, NE Seattle
- Nancy Angell, NE Seattle
- Don Martin, NE Seattle
- John Davies, NE Seattle
- John Reardan, SW Seattle
- Jan Johnson, Edmonds
- Bill Bacon, Edmonds
- Bob Campbell, Kirkland

**Route:**

**General Recommendations:**

- Install directional signage for best routes for bicycle riders to get on and off Queen Anne Hill.
- Slow motor vehicle speeds along Queen Anne Blvd by installing traffic calming devises such as speed humps, chicanes, and/or narrowing the travel lanes.
- Apply paint to Queen Anne Blvd to let drivers know that bicycle riders have priority and that pedestrians are highly present on and along the roadway as well.
- Improve the safety of intersections of Queen Anne Blvd and major arterials, such as Queen Anne Ave N, and 3rd Ave W/W McGraw St to make crossings safer for bicycle riders and pedestrians.

**Area: Ship Canal Trail ramp at Etruria St/3rd Ave N**

**Observations:**

- Tight entrance to trail at base of ramp with no signage to yield to westbound bicycle/pedestrian traffic.

**Specific Recommendations:**

- Add signage indicating bicycle riders entering the Ship Canal Trail from the ramp should yield
- Add signage directing bicycle riders and pedestrians to both sides of Fremont Bridge.

**Area: Ship Canal Trail railroad crossing @ Ballard Bridge**

**Observations:**

- The turns through the fences are very tight and hard to maneuver for tandems and larger bicycles.
- Very dark area at night.
- No signage directing bicyclists to Ballard and Interbay.

**Specific Recommendations:**

- Widen the trail or shorten the fence at hairpin turns.
- Install better lighting and/or reflective materials.
- Add signage to indicate which trail leads where.

**Area: W Emerson St between 16th Ave W and 23rd Ave W**

**Observations:**

- There are multiple decision points for bicycle riders but no signs indicating which route to use to get to Magnolia, Fisherman's Terminal, Elliott Bay Trail, etc.
- Ship Canal Trail ends at 21st Ave W, forcing bicycle riders to move to the right and continue west on Emerson, uphill.
- Bicycle riders heading toward the Elliott Bay Trail must then merge left while going uphill to turn left on Gilman Ave W.

**Specific Recommendations:**

- Install better wayfinding signage to various destinations.
- Add protected facility on Emerson that makes the transition from the Ship Canal Trail, to Emerson, to Gilman easier and safer for bicycle riders turning right or left on Gilman.

**Area: Elliott Bay Trail**

**Observations:**

- Very narrow in some areas, dangerous when there are on-coming bicycle riders or pedestrians.

**Specific Recommendations:**

- Work with BNSF and/or Port of Seattle to replace unnecessary overpass bridge and provide adequate width (12-14 ft) along length of trail.

**Area: Seattle Center**

**Observations:**

- Thomas Street through Seattle Center provides good connectivity to the future Thomas Street Bridge/Elliott Bay Trail, and Olympic Sculpture Park.

**Specific Recommendations:**

- Work with Seattle Center to provide a cycle track along Thomas Street through Seattle Center that can be used by bicycle riders during non-event days.

**Area: Queen Anne Blvd**

**Observations:**

- Low motor vehicle traffic volumes but high speeds.
- No paint to indicate high bicycle/pedestrian use.
- Arterial intersection crossings are difficult.
- There are some wayfinding signs to Interbay/Ballard, but no bicycle wayfinding signage along W Olympic Pl to the top of the Hill or along Queen Anne Blvd.
- Signage at 8th Ave and Olympic Pl is confusing to some as there is both a hard right and a soft right (see photo, right).

**Specific Recommendations:**

- Improve the crossing safety of intersections of Queen Anne Blvd and major arterials. Specific intersections and recommendations include a bicycle and pedestrian activated crossing signal at Highland Dr & Queen Anne Ave N (see photo of crossing, next page), and a bicycle signal at 3rd Ave W & W McGraw St/Pl (see image, right).
- Install traffic calming measures along Queen Anne Blvd.

- Apply paint to roadway that indicates bicycle priority.
- Improve clarity of existing bicycle wayfinding signage.
- When the Thomas Street Bridge opens, the current signed route to Interbay/Ballard should be via the Thomas Street Bridge, while the signed route along Olympic Pl/10th Ave W should direct people to the top of Queen Anne Hill and surrounding attractions.
- Adding a bicycle symbol just after the soft right at 8th and Olympic Place would provide assurance to bicycle riders that they have chosen the right route.

# SEATTLE BIKEABILITY TOUR REPORT: WEST SEATTLE

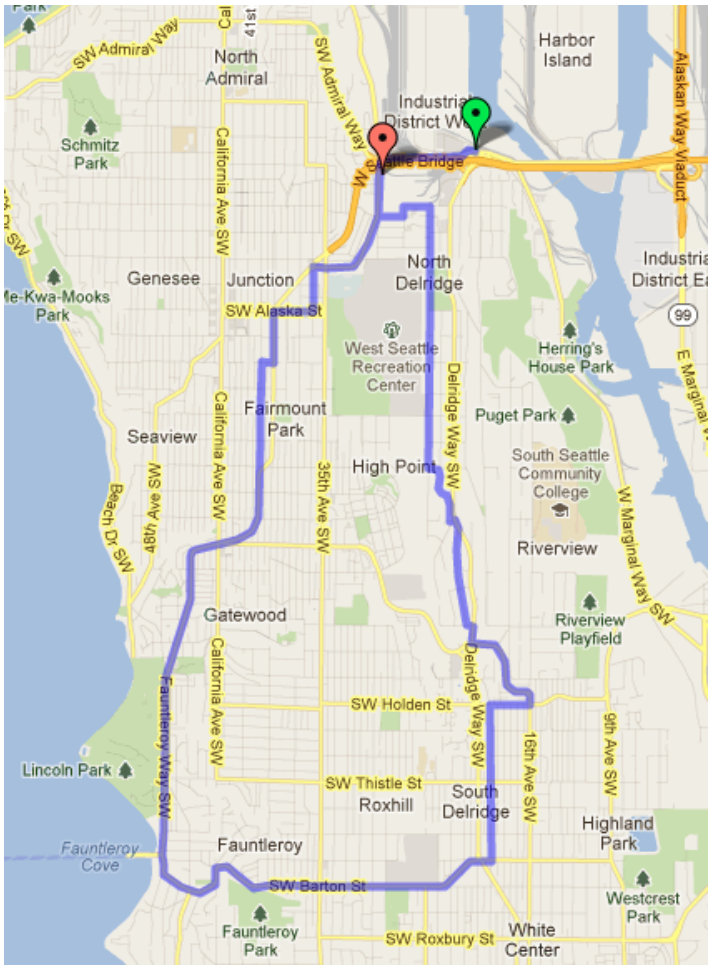
**Bikeability Tour Date:** July 26, 2012

**Purpose:** To identify challenges and opportunities for better bicycling in West Seattle, including what could be done to improve safety, connectivity, and comfort for bicycle riders of all ages and abilities.

**Attendees:** See Attachment A

## General Recommendations

- Improve the bike infrastructure and paving along E Marginal Way S for safety and comfort of those on bikes in order to encourage more bicycling between downtown and West Seattle.
- Install more high-volume bike parking, such as corrals, at West Seattle shopping areas.
- Create a connected network of neighborhood greenways that closely parallel high-volume arterials (such as 35th Ave SW), as many arterials in West Seattle and thus the streets paralleling them are relatively flat in an otherwise hilly environment, but are not currently family-friendly for bicycling.
- Improve existing arterials to provide safe and comfortable connections between neighborhoods where neighborhood greenways are not able to make those connections.
- Improve pavement conditions on regularly used bike routes.
- Improve safety of bicycling uphill on arterials by installing buffered bike lanes on streets such as SW Avalon Way and SW Barton St.
- Provide bicycle priority signals at busy intersections, especially those with a high demand for bicycle left turns, and install more detection loops and green bike boxes.
- Install improved and standardized signage for bicycle wayfinding to trails, greenways, and destinations.
- Use paint as well as signs on roadways to illustrate where bike riders are allowed and/or expected, such as the "turn only" lanes near Rapid Ride bus stations.



**Specific Recommendations**

***Area: Intersection of SW Spokane St/W Marginal Way SW/Delridge Way SW***

**Observations:**

- Confusing area for bike riders – it is difficult to know where to cross the intersection.
- The traffic lights take an exceptionally long time to change in high-traffic conditions, which can have the effect of encouraging unsafe behavior.

**Specific Recommendations:**

- Add better signage and pavement markings.
- Adjust signal timing and install additional bicycle detection loops.
- Install green bike lane and box at north to west turn connecting West Seattle Bridge Trail to Alki Trail.
- Improve crossing of Delridge Way SW here (right only lane by bridge support) to improve visibility or eliminate this lane all together if possible.

***Area: Alki Trail/SW Spokane St/Harbor Ave SW/SW Avalon Way***

**Observations:**

- Difficult southbound (left) turn onto Avalon or straight (west) to 30th Ave SW from Alki Trail due to a blind corner.

**Specific Recommendations:**

- Add a bicycle and pedestrian signal phase before vehicles are given the green light.
- Add green bike box to direct bike riders for these movements.
- Lower the wall currently obstructing drivers' view of Spokane St and adjacent Alki Trail.
- Add signage in advance of intersection to direct bike riders to Alaska Junction, Admiral, or Alki

***Area: SW Avalon Way/Fauntleroy Way SW/West Seattle Triangle***

**Observations:**

- Better connection is needed between the intersection of Avalon and 35th and the bike lane on Fauntleroy.
- Difficult to turn left from SW Avalon Way onto 36th Ave SW.
- When heading south on Fauntleroy, bike lane suddenly ends and bike riders must immediately merge with heavy vehicle traffic.

**Specific Recommendations:**

- Improve the left turn movement from Avalon to 36th Ave SW, possibly through use of a bike box, stop sign(al) for right turning cars, expedite planned improvements.
- Provide dedicated bike lane on Fauntleroy heading southbound from SW Alaska St.
- Consider green bike lane and box and advance signal for left turns (west to southbound).

***Area: SW Orchard St***

**Observations:**

- Lack of defined shoulder makes bike riders nervous when they unintentionally hold up traffic.

**Specific Recommendations:**

- Repave or re-stripe the roadway and install bike lanes on Orchard.

***Area: Delridge Way SW***

**Observations:**

- North South corridor that is high traffic volume, relatively flat, and not attractive to all riders.

**Specific recommendations:**

- Extend bike facilities the entire length of Delridge Way SW – not just the north end.
- Identify and route parallel streets for alternatives for the entire length (bridge to Roxbury).
- Connect planned greenway on 26th Ave SW at the north end to SW Andover St. Study connection at south end.
- Consider routing and facilities on 20th Ave SW (or similar) Roxbury to SW Holden St. Study connection to 21st Ave SW or 26th from there.

***Area: 35th Ave SW***

**Observations:**

- North South corridor that is high traffic volume, relatively flat, and not attractive to bicycle riders.

**Specific recommendations:**

- Consider routing and facilities on 34th Ave SW from SW 106th St to High Point.
- Consider routing and facilities on 36th from High Point to SW Hudson St.

**Attachment A**

***Attendees:***

- Demi Allen
- Theresa Beaulieu
- Charley Bell
- Joleen Borgerding
- Mary Braaten
- Lorrie Brogan
- Tim Brogan
- Don Brubeck
- Rep. Eileen Cody, 34th Legislative District
- Jodi Connolly, Seattle Bicycle Advisory Board
- Matthew Crane, Seattle Bicycle Advisory Board
- Kathleen Dunn
- Marge Evans, Ride Leader, Cascade Bicycle Club
- Ron, Evans, Ride Leader, Cascade Bicycle Club
- Layne Foit
- David Geoffrion
- Wyatt Goldig
- Peter Goldman
- Jeff Hallman
- Max Hepp-Buchanan, Seattle Bicycle Advisory Board
- Stu Hennesy, West Seattle Greenways
- Sonia Honeydew
- Victoria Kovacs
- Donald Kramer
- Aili Lepard
- Stephen Marcus
- Tim Paul
- Tom Rasmussen, Seattle City Council
- Erin Smith
- Svend Sorensen
- Sarah Sorensen
- Jen Sporleder
- Rachel Thomas
- Robert Thomas
- David Whiting
- Tarrell Wright, Cascade Bicycle Club