APPENDIX A: EXISTING CONDITIONS FOR BICYCLING

Introduction

This appendix provides a general overview of bicycling in Seattle today. Its two main sections describe the current conditions in Seattle related to bicycle usage and bicycle safety. Information about bicycle counts, bicycle trip purposes, and bicycle mode shares compared with other cities is presented in the bicycle usage section. The bicycle safety section discusses bicycle crash data, existing bicycle facilities, gaps in the City's bikeway network, and barriers to bicycling.

Information about the existing conditions for bicycling in Seattle provides the basis for the specific improvements recommended in the Plan.

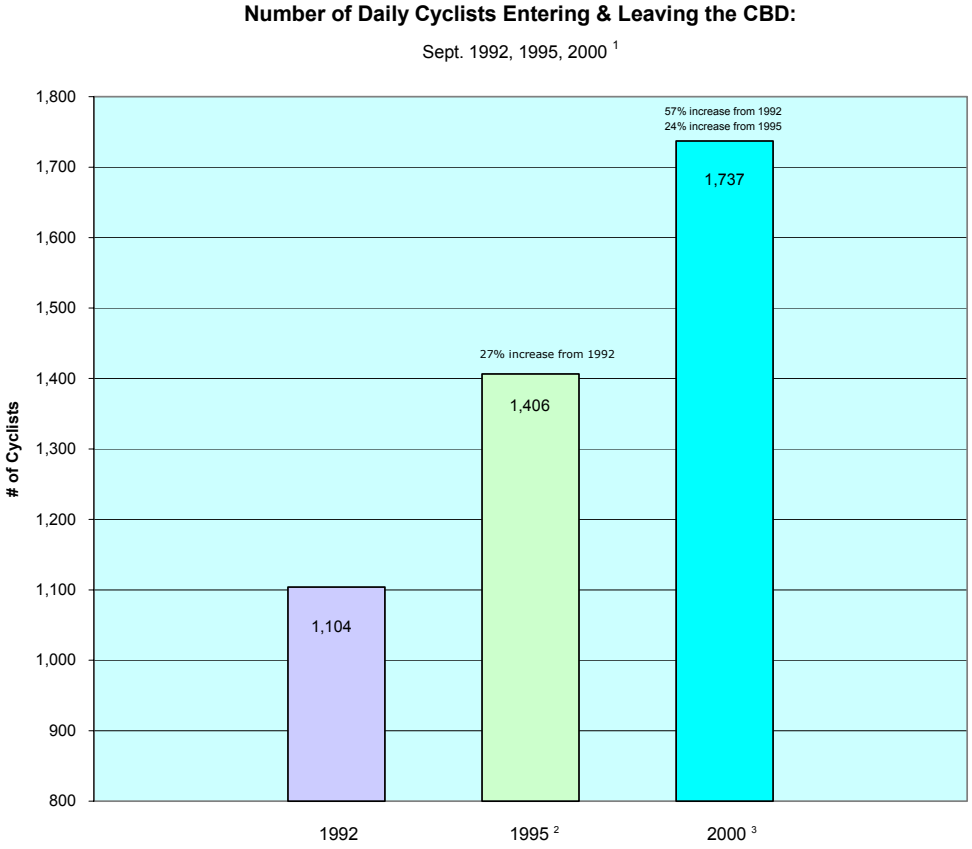
Bicycle Usage

One of the two central goals of the Plan is to increase the amount of bicycling throughout Seattle. While many residents of Seattle already bicycle, there is significant potential to increase the frequency of their bicycle trips. In addition, a portion of Seattle residents who do not currently bicycle can be encouraged to ride.

Bicycle Counts

While there is relatively little data available on the total number bicycle trips throughout the City on any given day, the Seattle Department of Transportation has occasionally conducted counts of bicyclists during the morning peak period (6:30 to 9:00 a.m.). In July 2001, 427 bicyclists were counted on the Burke-Gilman Trail at Stone Way. Over 280 bicyclists were observed during the morning peak at the south end of the Dexter Avenue bicycle lanes in September 2000. Between 1992 and 2000, the total number of bicyclists entering and leaving the Central Business District area morning peak period increased by 57% (see Figure A-1).

Figure A-1. Downtown Bicycle Counts, 1992-2000.



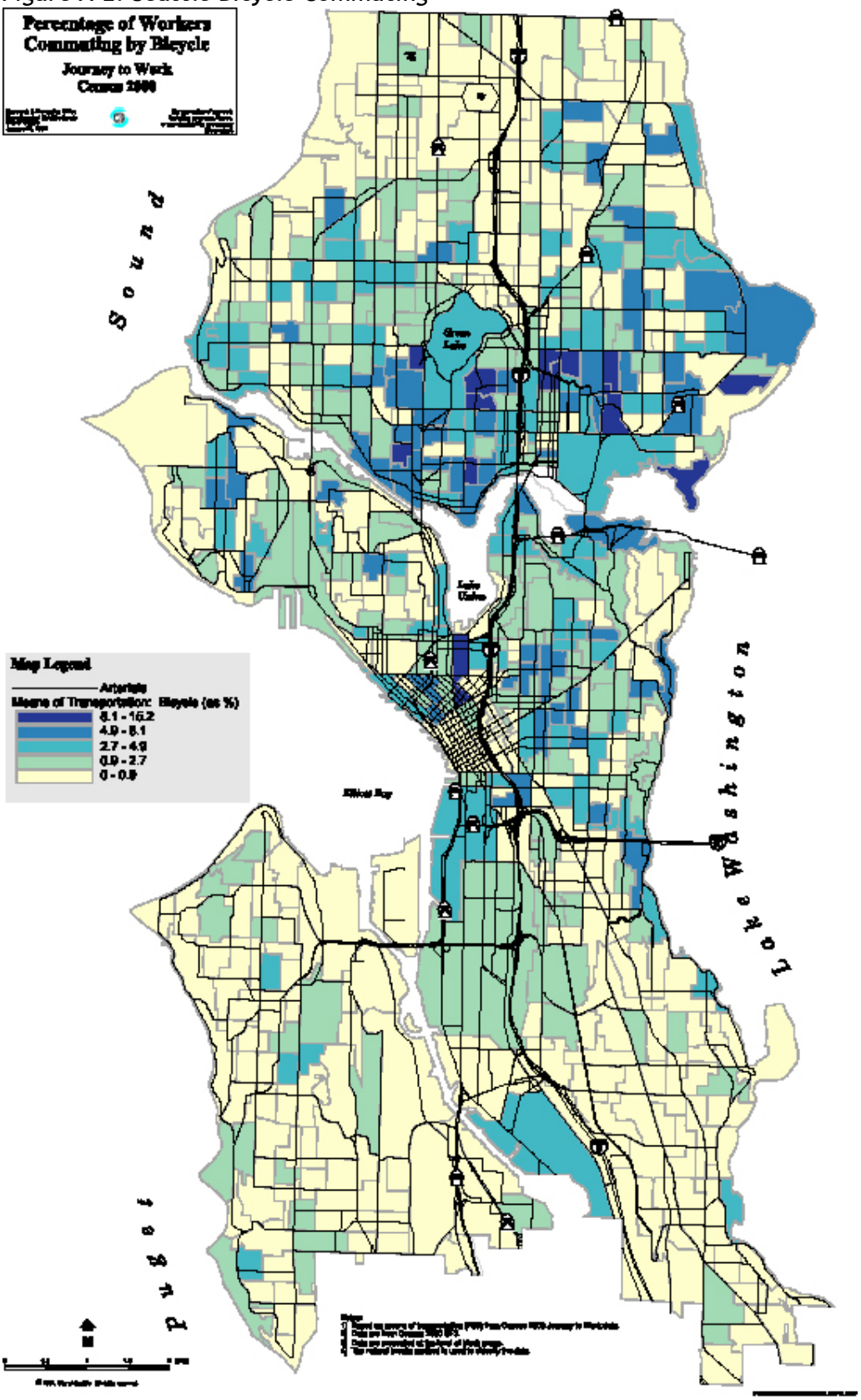
[1] In each year, bicycle counts were performed on a Wednesday morning in late September from 6:30am to 9:00am. In 1992 and 2000, 29 locations covering virtually all access points into and out of downtown Seattle were covered.
[2] Although reasonable efforts were made to minimize double counting, it is impossible to identify cyclists that crossed the cordon boundary more than once.
[3] In 1995, the count focused on 13 of the most important corridors identified in the 1992 study. The 1,406 figure, therefore, is an estimate of the total number of bicyclists.
[4] For 2000, data does not include counts for the 2nd and Broad Street station between 8:00-8:30am. This probably resulted in undercounting by approximately 10-15 bicyclists.

Citywide data on bicycle commuting to work is provided by the US Census. In 2000, 1.88% of Seattle residents reported bicycling as their primary mode of transportation to and from work[1]. Some parts of Seattle have particularly high levels of bicycle commuting. Over five percent of residents commute to work by bicycle in parts of the University District, Wallingford, Fremont, Ballard, and Capitol Hill (see Figure A-2). Census data do not capture trips made for recreational, social, or shopping purposes or trips made by children under age 16, so it undercounts many other bicycle trips being made in all of Seattle's neighborhoods.

While Seattle's overall bicycle commute mode share is significantly higher than the national average (0.47%), it is similar to cities such as San Francisco (1.92%) and Portland (1.76%), [and is far below world cities, such as Amsterdam (over 50%), Beijing (48%), Tokyo (25%), and Copenhagen (20%)[2]].

[1] The Census long form was used to gather journey to work data in 2000. This form is given to approximately 1 in 6 households. It asks respondents to identify the mode of transportation that they used most often during the previous week. The form is distributed in late March/early April. Therefore, people who bicycled to work only once during the week or only bicycle to work during the summer were not captured.
[2] International Bike Fund.

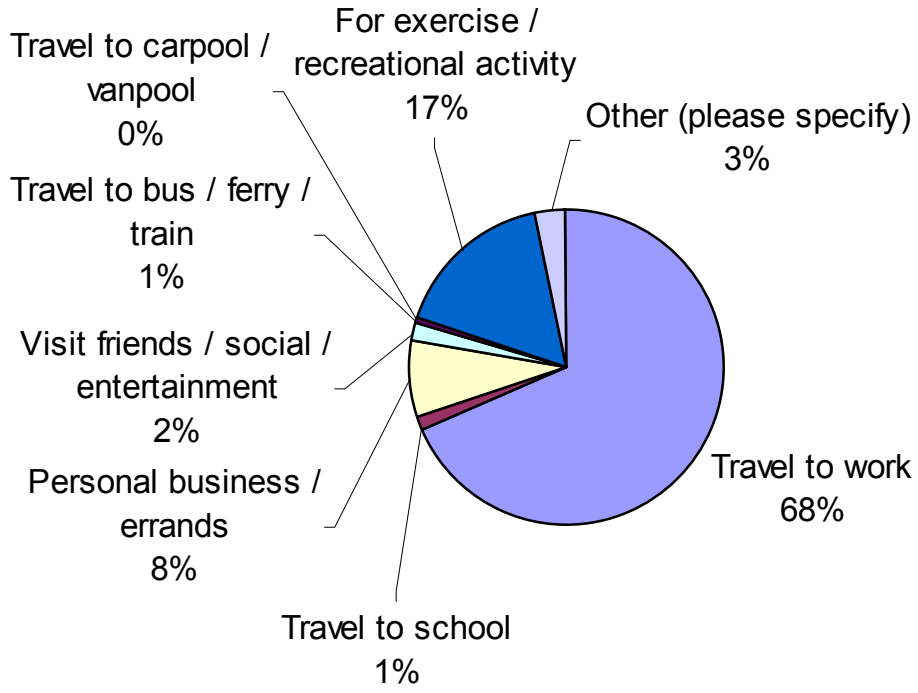
Figure A-2. Seattle Bicycle Commuting



Bicycle Trip Purposes

Seattle residents bicycle for a variety of transportation purposes. The online Bicycle Master Plan questionnaire asked respondents to report the purpose of their last bicycle trip. 68% of respondents bicycled to or from work, followed by 17% for exercise/recreational activity, and 8% for personal business/errands (see Figure A-3). While this survey was unscientific, it was completed by over 1,500 respondents, showing that many people in Seattle enjoy bicycling for recreation and find bicycling useful for transportation.

Figure A-3. Primary Purpose of Respondent's Last Bicycle Trip
(Source Seattle Bicycle Master Plan Online Questionnaire, August through September 2006)



Bicycle Trip Potential

Seattle, like many other Cities in the United States, has great potential for increasing the amount of bicycling done by residents. Approximately 16% of Seattle households do not own a motor vehicle. Further, 14% of Seattle residents are under age 16[3]. Therefore, nearly 30% of Seattle residents are not able to drive a motor vehicle.

There are many opportunities to make trips by bicycle in Seattle. According to the National Household Travel Survey, 48 percent of all trips are less than three miles, within comfortable bicycling distance for many people[4]. In Seattle, many activity destinations are distributed in urban village centers and neighborhoods in all parts of the City. This means that most

[3] U.S. Census 2000.
[4] U.S. Department of Transportation, Bureau of Transportation Statistics. *National Household Travel Survey*, 2001.

Seattleites are within bicycling distance of grocery stores, retail centers, work, school, parks, and transit connections.

Bicycle Safety

One of the most critical factors required to realize the full potential for bicycling in Seattle is to ensure that conditions are safe for bicycling. Therefore, improving the safety of bicyclists is also a central goal of this Plan. A safe bicycling environment is essential for making bicycle trips more convenient and for preventing crashes and injuries. It is also critical for making residents who are not experienced bicyclists feel comfortable enough to try bicycling. However, the existing physical conditions for bicycling many areas of the City require improvement.

Bicycle Crashes

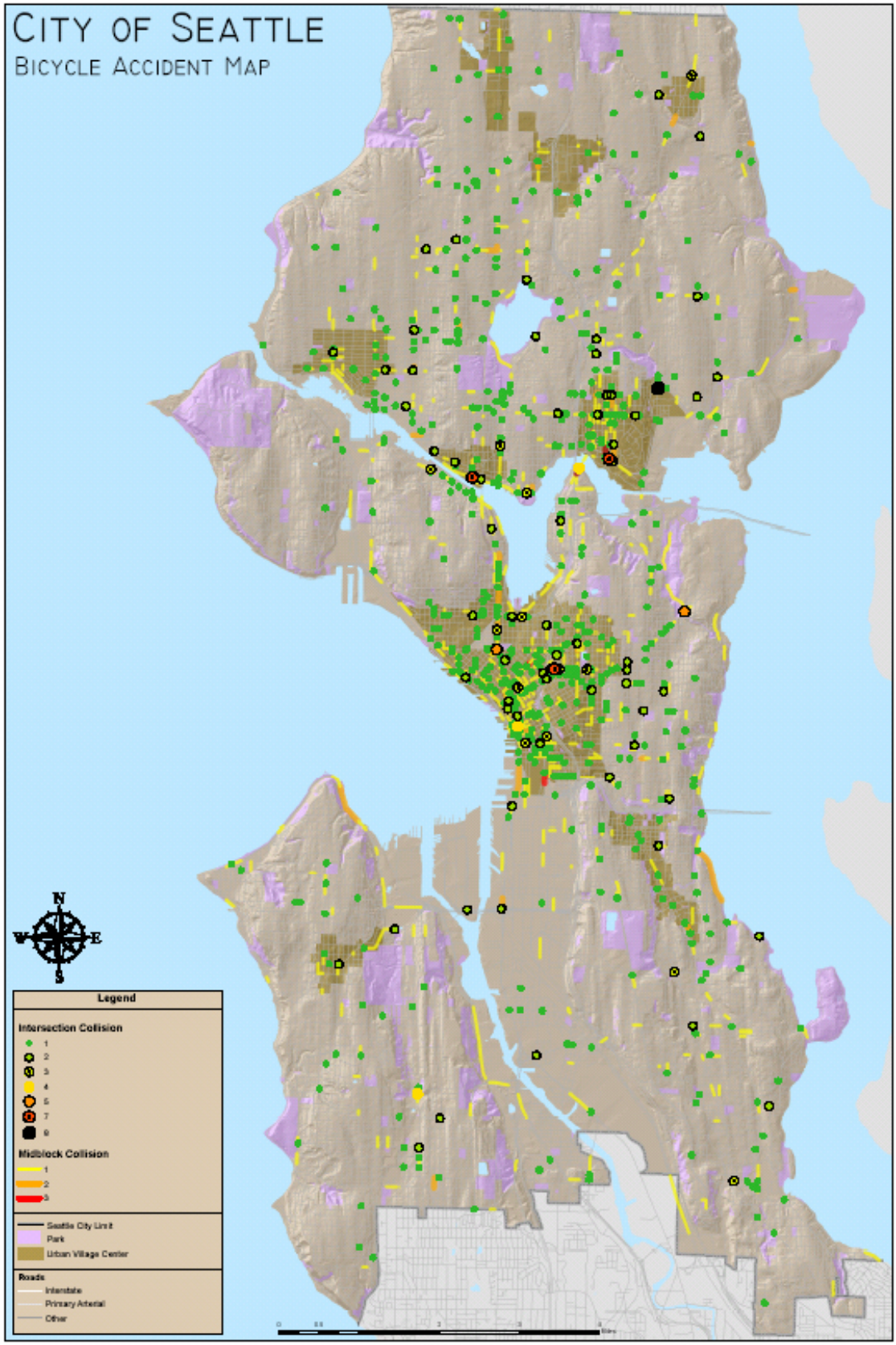
Over the four-year period between 2002 and 2005, there were 1,088 police-reported bicycle crashes in the City of Seattle (an average of 272 per year)[5]. Bicycle crashes have occurred in all parts of the City, but tend to be concentrated in areas with higher bicycle use (see Figure A-4). Information about the causes and characteristics of these crashes will help the City make physical improvements and also partner with other organizations to utilize education and enforcement programs to improve the safety of bicyclist and driver behavior.

The police-reported bicycle crashes showed several other trends, including:

- Crashes were more common on weekdays than on weekends (the average weekday had 70% more bicycle crashes than the average weekend day)
- More crashes occur during the afternoon peak period than other parts of the day—the most common hour for bicycle crashes is between 5:00 p.m. and 6:00 p.m.
- Most (approximately 90%) of the reported bicycle crashes involved an injury to the cyclist. It is also likely that many less severe bicycle crashes were not reported to police.
- There were two bicycle fatalities over the four-year period.
- Approximately 21% of reported bicycle crashes occurred under dark, dawn, or dusk lighting conditions.
- Bicycle crashes peaked during summer months (65% of crashes occurred during the six months from May to October; 35% of crashes occurred during the other six months of the year).

[5] A study by Stutts and Hunter of a sample of cases collected at eight hospital emergency rooms in three states, showed that only 56 percent of the pedestrians and 48 percent of the bicyclists were successfully linked to cases reported on their respective state motor vehicle crash files. This study looked at only the most serious crashes (involving emergency room treatment). We can assume that less-severe crashes were accurately reported at an even lower rate. Good sources on police-reported bicycle and pedestrian crashes include:
a) Stutts, J.C. and W.W. Hunter. "Police-reporting of Pedestrians and Bicyclists Treated in Hospital Emergency Rooms," Transportation Research Record No 1635, Transportation Research Board, 1998. P. 88-92.
b) Aultman-Hall, L and J. LaMondia. Developing a Methodology to Evaluate the Safety of Shared-Use Paths: Results from Three Corridors in Connecticut, Connecticut Transportation Institute, Connecticut Department of Transportation, Joint Highway Research Advisory Council, JHR 04-297, Project 02-2, May 2004. Available Online: http://www.engr.uconn.edu/ti/Research/jhr04-297_02-2.pdf.

Figure A-4. Police-Reported Bicycle Crashes (2002-2005)



Existing Bicycle Facilities

Since the adoption of Seattle's first Bicycle Master Plan in 1972, the City has developed approximately 39 miles of multi-use trails and 26 miles of striped bicycle lanes (see Table A-1).

Table A-1. Existing Bicycle Facilities

Facility Type	***Miles*** [1]
Bicycle lanes/climbing lanes	25.5
Shared lane pavement markings	0.3
Bicycle boulevards	0.0
Other on-road bicycle facilities[2]	2.2
Multi-use trails	39.4
Other off-road bicycle facilities[3]	0.2
TOTAL NETWORK	*67.6*

[1]For on-road bicycle facilities, total miles represent roadway centerline miles with bicycle facilities (e.g., bicycle lanes on both sides of the roadway are not counted separately).

[2]Other on-road bicycle facilities include wide outside lanes, edgelines, paved shoulders, and peak hour bus/bicycle only roadways. Key corridors for short-term study and corridors where an improvement is needed, but the facility is unknown are also counted in this cateogry.

[3]Other off-road bicycle facilities include sidepaths, one-way bike-on-sidewalk pairs, and pedestrian/bicycle-only bridges.

Major components of the City's existing bicycle system include:

- Multi-Use Trails, such as the Burke-Gilman Trail, Elliott Bay Trail, I-90 Trail, Alki Trail, Duwamish Trail, Interurban Trail, and Chief Sealth Trail
- Bicycle lanes on streets such as NE Ravenna Boulevard, NW Dexter Avenue, NW Fremont Avenue, E Martin Luther King, Jr. Boulevard, Jackson Street, and S Rainier Avenue
- Non-arterial streets throughout the City with low traffic volumes and speeds
- Facilities complementing the existing bikeways include bicycle route signs, bicycle parking racks and lockers, and bicycle racks on buses

While many bicycle lanes, trails, and supporting facilities have been developed, there is not an interconnected network of bicycle facilities throughout the City (see Figure A-5). Some urban villages—the commercial and activity centers of many neighborhoods—are not connected to other parts of the City by bicycle facilities. In addition, there are no existing bicycle facilities within some urban villages to provide access to shopping, restaurant, workplace, and other destinations. There is also a lack of bicycle connectivity between homes and schools, parks, and recreation centers.

Figure A-5. Existing Bicycle Facilities (see next page)

While there is not a complete network of bicycle facilities throughout the City, the SDOT Transportation Strategic Plan (2005) recommends a citywide Urban Trails System (See Figure A-6: Urban Trails and Bikeways System). The Urban Trails System includes a spine network of existing and proposed high-quality bicycle facilities, many of which are on separated rights-of-way from motorized traffic. This Bicycle Master Plan recommends changing the name of the Urban Trails System to the Urban Trails and Bikeways System.

Figure A-6. Urban Trails and Bikeways System (source: Transportation Strategic Plan)

Non-Arterial Roadways

The most common types of bicycle facilities available in Seattle are non-arterial roadways. Many non-arterial roadways are neighborhood streets with low traffic volumes and low traffic speeds, making them comfortable places to bicycle. However, non-arterial roadways are often difficult to use as routes because many run into dead ends, go up very steep hills, or cross major arterial roadways at difficult intersections. Bicycling outside of a small neighborhood area almost always requires using parts of arterial roadways. In a few areas of the City, there are non-arterial routes that can be used to access important destinations. Yet, the optimal route to use given topography and traffic may require many turns, making it difficult to follow because few of these routes are designated by bicycle route signs or markings.

Multi-Use Trails

Seattle has approximately 40 miles of multi-use trails, which are utilized by many bicyclists. These trails are provided only in some parts of the City, and the existing built environment of the City presents limited opportunities to develop new trail corridors. In addition, parts of the trail existing system are very difficult to access because there are no connector paths between nearby neighborhood streets and the main trail. There are also several other challenges to bicycling on the existing trail system:

- Difficult arterial roadway crossings (e.g., Burke-Gilman Trail at 25th Avenue NE, I-90 Trail at 23rd Avenue S and Martin Luther King Jr. Way S, etc.).
- Poor pavement quality, overgrown brush, and other maintenance problems (particularly on older sections of the Burke-Gilman, Alki, and Duwamish Trials).
- Overcrowding and pedestrian crossings on popular sections of trail (e.g., Burke-Gilman Trail near the University of Washington).
- Critical gaps in several trail systems (e.g., Burke-Gilman Trail through Ballard and parallel to Seaview Avenue; I-90 Trail between I-5 and Downtown; Duwamish Trail between W Marginal Way and the Low Level Bridge; and Chief Sealth Trail between S Myrtle and S Kenyon and from Renton Avenue S into Renton)

Arterial Roadways

There are currently several types of bicycle facilities provided on Seattle's arterial roadways. Bicycle lanes are the most common type, marked on 25 miles of streets. Most of the existing bicycle lanes are on the right side of the travel lanes, with the exception of 2nd Avenue Downtown and NE Ravenna Boulevard. There are also several miles arterial roadways with paved shoulders, wide outside lanes, and shared lane pavement markings. 3rd Avenue Downtown is closed to all vehicles except buses and bicycles during peak hours.

Existing Facilities

Seattle Bicycle Master Plan
3/15/07

Urban Trails and Bikeways System

Seattle Bicycle Master Plan

3/15/07

Seattle's arterial roadways are critical for bicycle access. The arterial streets are public rights-of-way that typically provide continuous connections between neighborhoods and key destinations to all parts of Seattle. They are often the most direct and least hilly routes that are available for many trips. However, arterial streets often carry higher-volume, higher-speed traffic than other non-arterial streets. Because many of these busy arterial streets do not currently have bicycle lanes or other on-street bicycle facilities [to provide designated space for bicyclists and/or a visible indication that bicyclists should be expected on the roadway], they can be uncomfortable to ride on or avoided by bicyclists completely. In a few cases, there are nearby multi-use trail or non-arterial street routes that can be used as alternatives to a busy arterial street. However, even if these non-arterial roadway facilities are nearby, they may have difficult roadway crossings for bicyclists to negotiate, and bicyclists often still need to access destinations that are on the arterial roadway.

Roadway Crossings

Roadways like Aurora Avenue N, 35th Avenue SW, and Rainier Avenue S are multi-lane roadways that can be very difficult for bicyclists to cross. Full traffic signals, pedestrian crossing signals, median crossing islands, and bicycle and pedestrian overpasses/underpasses are all facilities that help bicyclists, as well as other users, cross these roadways. Even with traffic controls, some intersections are still difficult for bicyclists to negotiate because of turning vehicles (e.g. Burke-Gilman Trail at 25th Avenue NE; downtown street crossings of the 2nd Avenue bicycle lanes). As the citywide network of bicycle facilities is developed, it is critical to have safe and convenient crossings of streets with high traffic volumes and high traffic speeds.

Bridge Crossings

Other existing barriers to bicycling include bridge crossings:

- Bridges across the Ship Canal, including the approaches to each bridge (e.g., Ballard Bridge, University Bridge, Aurora Bridge, etc.)
- Bridges and underpasses across I-5 (e.g., N 92nd Street, NE 50th Street, NE 45th Street, S Jackson Street, S Dearborn Street, S Holgate Street, S Lucile Street)
- Bridges over railroad tracks (e.g., 1st Avenue S, 4th Avenue S, Airport Way S)
- Bridges across the Duwamish River, including the approaches to each bridge (Low Level Bridge, 1st Avenue S Bridge, 14th Avenue/16th Avenue S Bridge)

These bridges, including their approaches and access ramps are critical for long-term improvements to bicycle access throughout the City.

Signed Bicycle Routes

Several signed bicycle routes were established by the City in the 1980s. Routes such as the Magnolia Loop and Ballard Route were designated by bicycle route signs. Signs on many of these routes have not been maintained in recent years, and this Plan recommends replacing these existing signs with new bicycle route signs and a citywide wayfinding concept.

Supporting Bicycle Facilities

Seattle also has supporting bicycle facilities, such as bicycle racks, bicycle lockers, and bicycle racks on buses. Racks are located in many office buildings, commercial areas, and near colleges and universities. Some have been added at transit stations, in parks, and along trails. The City has one staffed bicycle facility—BikeStation Seattle®. This facility provides secure bicycle parking, bicycle repair, and bike rentals.

Bicycle Facility Issues by Location

The section below summarizes some of the most critical bicycle facility issues in each part of the City. These critical bicycle facility issues are based on field evaluations from several groups[6], consultant team field work, and public comments provided through the online questionnaire and the Bicycle Master Plan public meeting (a more detailed summary of the public comments is provided at the end of this Appendix).

Downtown Seattle/South Lake Union

- Installation of bike lanes on Alaskan Way between the Elliott Bay Trail and East Marginal Way
- Improving the existing bicycle lanes on Alaskan Way/East Marginal Way S
- Improving bicycle access between Downtown and the stadium areas and light rail stations to the south
- Crossings of Denny Way, particularly access from Dexter Avenue N bicycle lanes to Downtown
- Access between Downtown and the University of Washington via Eastlake Avenue E, Fairview Avenue N, Virginia Street, Stewart Street, and Howell Street as well as via Melrose Avenue E, Lakeview Boulevard E, and Harvard Avenue E
- Providing a north-south bicycle facility through Downtown
- Improving east-west access on Bell Street/Blanchard Street, Pine Street/Pike Street, Spring Street/Seneca Street
- Conflicts with turning vehicles, particularly with the 2nd Avenue left-side bicycle lane
- Conflicts with buses
- Improving north-south access through South Lake Union on Westlake Avenue
- Developing connected bicycle facilities on all sides of Lake Union

Capitol Hill/First Hill/International District

- I-5 crossings into Downtown (Denny Way, Olive Way, Pine Street, Pike Street, Spring Street, Seneca Street, Yesler Way, Jackson Street, Dearborn Street)
- Connection to University of Washington via Harvard Street (Melrose/Lakeview should be discussed as a bigger "idea" – see separate comments on the potential for this route)
- Improvements to Broadway
- Improvements to the Arboretum Bypass route
- Crossings of Boren Avenue
- Improving the existing Martin Luther King, Jr. Way bicycle lanes
- Identifying and improving east-west routes
- Improving the condition of Lake Washington Boulevard

Magnolia/Queen Anne

- Improving the Dexter Avenue N Bike Lanes
- Improving the condition of the Elliott Bay Trail
- Providing better bicycle access on the Magnolia Bridge
- Providing bicycle access in the Elliott Avenue Corridor from the Ballard Bridge to Downtown

[6] Cascade Bicycle Club. *Left by the Side of the Road: Puget Sound Regional Bicycle Network Study: Assessment and Recommendations*, 2003; Seattle Bicycle Advisory Board Bikeability Reports, 2006.

- Improving access to Upper Queen Anne
- Providing a trail section to complete the connection between 32nd Avenue W, W Galer Street, and W Marina Place
- Providing east-west access through Lower Queen Anne on N Roy Street and N Mercer Street
- Providing east-west access on Dravus Street

West Seattle

- Connection to Low Level Bridge via Delridge Way SW
- Bicycle lanes on Delridge Way SW
- Bicycle access on 35th Avenue SW
- Crossings of 35th Avenue SW
- Improvements to Alki Trail
- Improvements to Beach Drive SW
- Improved access to the Fauntleroy Ferry to Vashion Island and Southworth
- Bicycle connections through the West Seattle Greenbelt
- Signage and wayfinding to and across Low Level Bridge
- Identifying and improving east-west routes

South Park/Georgetown

- Improving bicycle access from Downtown to Georgetown via Airport Way S and 6th Avenue S
- Improving bicycle access from Downtown to South Park via 1st Avenue S, E Marginal Way S, and W Marginal Way S
- Improving bicycle access across the Duwamish River between Georgetown and South Park via the 14th/16th Avenue S Bridge and 1st Avenue S Bridge
- Improving bicycle access up the hill from South Park to West Seattle

Southeast Seattle

- Completing the Chief Sealth Trail
- Extending the Chief Sealth Trail north across I-5 to Downtown
- I-5/1-90 crossings (S Albro Place, S Lucille Street, S Holgate Street, Columbian Way, and 12th Avenue S)
- Improving the condition of Lake Washington Boulevard S
- Bicycle access on Rainier Avenue S
- Crossings of Rainier Avenue S
- Bicycle access and wayfinding to new Sound Transit Stations
- Development of a new multi-use trail in the I-5 corridor
- Completion of the Mountains to Sound Greenway, including the multi-use trail connection across the I-5 & I-90 interchange
- Constructing a new crossing over the railroad tracks at Military Road
- Identifying and improving east-west routes

Ballard/Fremont

- Completing the Burke-Gilman Trail to Golden Gardens Park
- Improving bicycle access to and across the Ballard Bridge
- Improving bicycle access to and across the Fremont Bridge
- Identifying and improving east-west routes between Ballard and Fremont

- Improving condition of bicycle crossing and removing restrictions to crossing the Locks
- Crossings of 15th Avenue NW and Aurora Avenue N

Wallingford/University District/Ravenna

- I-5 crossings between Wallingford and the University District (NE 45th Street, NE 50th Street, NE Ravenna Boulevard, NE 65th Street, NE 70th Street, NE 80th Street)
- Providing a new pedestrian/bicycle crossing of I-5 between NE 45th Street and NE 50th Street
- North/south bicycle access on Roosevelt Way NE/11th Avenue NE
- Improving bicycle access to and across the University Bridge (particularly crossing the exit ramps on the north side of the bridge)
- Improving bicycle access to and across the Montlake Bridge (particularly crossing roadways on both ends of the bridge)
- Reducing bicycle and pedestrian conflicts and roadway crossing conflicts on the Burke-Gilman Trail (particularly at 25th Avenue NE, and at NE Pacific Street/UW Medical Center Parking Lot)
- Improving access between the Burke-Gilman Trail and Green Lake via NE Ravenna Boulevard (particularly improving access on the southeast end of this linkage)
- Bicycle access on Stone Way
- Improving crossings of NE 45th/46th Street and NE 50th Street

Northwest Seattle

- Completing the Interurban Trail north into Shoreline
- Providing a bicycle boulevard from southern terminus of the Interurban Trail to Green Lake Area
- Identifying and improving east-west routes
- Access to Golden Gardens park from northwest Seattle neighborhoods
- Crossings of Greenwood Avenue N and Aurora Avenue N

Northeast Seattle

- Access to Burke-Gilman Trail from northeast Seattle neighborhoods
- Burke-Gilman Trail maintenance improvements
- Identifying and improving east-west routes between Ballard and Fremont
- Crossings of I-5 (N 130th Street, N 117th Street, N 92nd Street)
- Crossings of Lake City Way NE, NE Northgate Way, and NE 125th/130th Avenue

Public Comment Summary

Public comments were provided through a variety of sources during the planning process. This appendix summarizes the comments provided during the August 29, 2006 public meeting and from the online survey that was posted between August and September 2006.

Public Meeting Comments

The sections below summarizes the comments written on the maps during the City of Seattle Bicycle Master Plan Public Meeting on August 29, 2006. At the meeting, citizens were given the opportunity to provide comments in a variety of ways, including talking with members of the project team, writing on comment cards, completing an online survey (using an on-site computer), and marking on a number of maps. The maps available for comment included:

- Citywide Preliminary Bicycle Facility Recommendations
- North Seattle Preliminary Bicycle Facility Recommendations
- South Seattle Preliminary Bicycle Facility Recommendations
- Downtown Seattle Bicycle Facilities
- Seattle Bicycle Map
- Large-Scale, Site-Specific Maps:
    - I-5 crossings between NE 40th Street and NE 50th Street
    - Green Lake
    - University Bridge
    - Connection to new Sound Transit Station at Rainier Avenue, Martin Luther King Jr. Way, and McClellan Street
    - Rainier Avenue Crossing at S Dearborn Street
    - Ballard Bridge
    - Fauntleroy Way
    - I-5 crossing at S Lucille Street (and access through the surrounding areas)

This document describes the comments marked on the maps. While each comment is not listed verbatim, the sections below represent the main issues raised by the public. General topics are listed first, followed by sections of location-specific comments categorized by geographic area.

General

1. Enforce no parking or standing in bicycle lanes.
2. Enforce leash laws on bicycle routes through park areas.
3. Connect neighborhoods directly by improving bicycle facilities on the roadway network rather than relying only on multi-use trail connections.
4. "Do more trails like the Burke-Gilman. That will make us the #1 bicycling city. If we can build new roads, we can build new trails!"
5. When a traffic signal is provided for a trail, it should provide green/walk for the trail during every cycle (there are examples of signals that do not do this in Ballard).
6. For more specific problems, look at www.bicyclewatchdog.org.
7. Many comments were written about glass and debris on streets, bridges, trails, and in bike lanes. Residents want to have all bicycle facilities, streets, and bridges swept more regularly. Specific locations mentioned:
    a. Lander Street near 49th Ave SW (West Seattle)

   b. Seward Park Avenue from Cloverdale to Rainier
   c. Rainier Avenue – Seattle portion bike lanes are much less well maintained than the Renton portion.
   d. Alaskan Way bike lanes north of Spokane.
   e. Overlook above I-90 Trail and trail portal near Lake Washington Boulevard
   f. 10th Avenue, E between Prospect Street and Roanoke Street
   g. Delmar Drive and other roads in wooded areas—covered with slick leaves in the fall, which makes them hazardous.
   h. 21st Avenue, W and Thorndyke Avenue, W has gravel at the corner on the roadway.
   i. Shelby Street and Hamlin Street need to be repaved (near Montlake Bridge)
   j. Lake City Way
   k. 45th Avenue and 50th Avenue under Aurora Avenue and on the bridges across I-5 (glass is always in these locations)
8. The City should require glass and debris to be cleaned up at accident sites.
9. Provide ramps beside stairs so that bicyclists can push their bicycles up steep hills with stairs.
10. Intersections that are known to have conflicts between bicyclists and motor vehicles should have signals specifically for bicyclists.
11. Several locations were mentioned where signals do not detect bikes:
    a. Dearborn at Rainier
    b. Beacon at Spokane
12. Several locations were mentioned where pavement needs to be fixed.
    a. Colman Park Road
    b. Lake Washington Boulevard (Frink Park and Colman Park)
13. The bicycle design guide should address the issue of bollards at trail access points because of safety problem they cause. Meeting participants suggested using rubber instead of unforgiving metal.
14. Plan should address the transition from designated bicycle lanes to sharing travel lanes with motorists (Beacon Avenue Trail, Duwamish River Trail were highlighted as examples).
15. Bicyclists should be able to ride free on transit.
16. KC/METRO buses should have racks for more than 2 bicycles (there are now 3-bike racks available commercially).
17. The City should spend significant amounts of money to improve bridge access (including ramp crossings).
18. Bicycle sensors should be provided in turn lanes.
19. Provide lighting on all trails at night.
20. I-5 crossings should be improved.
21. Need to improve connection and provide signed route to be able to ride from North Seattle to West Seattle safely.
22. Many comments provided in support of climbing lanes and sharrows (big bicycle symbol with chevrons rather than “bike in house”).
23. Some comments asked what a sharrow marking is—hoping that it would be on both directions of the roadway and be effective at indicating the presence of bicyclists to drivers. Some felt that the sharrow markings would not be bold enough for drivers to care about them.
24. Need wayfinding signs for crossings of I-5, Duwamish River, and Railroads.
25. Provide connections from Seattle to adjacent jurisdictions.

26. Resources should be made available to help people who are new to bicycling learn how to ride around Seattle—some of the experienced riders can be extremely rude and make new bicyclists feel uncomfortable.
27. Provide BMX or mountain bike parks for youth to practice riding.
28. Plan should show the park boulevard routes that provide pleasant bicycle routes. Cars need to understand that bikes have priority [on these roadways].
29. Some of the most dangerous locations in the City are on the Burke-Gilman Trail in areas with many bicyclists and pedestrians—also need good ways to alert drivers of two-way bicycle traffic.
30. This is the "most positive community meeting I've been to in years."
31. Make a bicycle map for families showing routes for kids.
32. Passengers from cruise ships should be encouraged to rent bicycles.
33. Burke-Gilman Trail needs more signs about cyclist rules – 15 mph speed limits, max 2 abreast, no pace lines, use a BELL, and signs reminding us it's a Multi-use trail.
34. From a sight-impaired pedestrian: bicyclists should yield the right-of-way to pedestrians—"Please use voice or bell when passing pedestrians."
35. Provide bike lanes to invite bicyclists off of sidewalks; keep wide sidewalks clear of clutter.
36. There should be bike lanes for children near schools and for the elderly near hospitals and doctors offices.
37. Gaps between pavement slabs are dangerous for bicycles, particularly skinny tires—these gaps should be filled/improved, or at least marked.
38. Use color coded lines on the pavement to designate bicycle routes—use them in conjunction with neighborhood maps.
39. Why is the growth in car ownership an accepted and foregone conclusion, but the same is not assumed for bicycle ridership?
40. "Improve bike infrastructure, such as air stations, ride up windows for espresso, etc. to improve the ridership. Connect the suburbs with bus routes to bike routes."
41. Add a toll for single-occupant vehicles and a free ride for shared/bus/bikes to SR 520.
42. It seems like a lot of the focus of the Plan is to put lanes on arterials. What are ways to get bikes off arterials?
43. "I like arterial roads because they are most direct. Small roads have a lot of intersections and the road quality is terrible."
44. Most bike maps use red colors to indicate dangerous areas for bicycling; the Seattle Bicycle Map uses red for trails. The colors on the Seattle Bicycle Map should be changed to conform with this convention.
45. Provide traffic signals with bicycle signal heads at complex intersections.
46. Provide warning signs on roadways that tell drivers that they must have at least 3 feet of separation between themselves and the bicyclist to pass safely.
47. Create trail-oriented commercial businesses at certain locations along City's trail system (e.g., Burke-Gilman Trail near 3rd Avenue NW, Burke-Gilman Trail near 25th Avenue NE).

Downtown Seattle (includes South Lake Union)

Comments

1. 3rd Avenue should be restricted to Bus/Bike use at all times, not just during peak commuting hours.
2. Add signage to public elevator near Pike & Alaskan Way/1st Avenue.

3. The trail on the east side of Alaskan Way is not bikeable because intersections are difficult, there are too many pedestrians, and it is too narrow.
4. Need a trail along entire length of waterfront to Connect Elliott Bay Trail and Alki Trail (and connect to I-90 Trail).
5. The left-side bicycle lane on 2nd Avenue is dangerous (many people made this comment).
6. Want a dedicated bicycle lane on 2nd and 4th Avenues during Viaduct construction, not just a sharrow.
7. Provide bus/bike lanes on 2nd and 4th Avenues.
8. Remove debris and improve maintenance on Alaskan Way south of Downtown.
9. Provide bicycle facilities to connect 4th Avenue to Airport Way
10. Have you considered a bike lane down the center of the street on 2nd Avenue? The shoulder area is very dangerous with left and right turns.
11. Many people bicycle on Eastlake now, but do not like it.
12. Howell is a very scary roadway for riding from Eastlake to Downtown.
13. No good way to get from Fairview to 9th or Dexter.
14. Connect Eastlake and Fairview to Dexter.
15. Republican and Harrison should be made into good bicycle connections across South Lake Union.
16. Loop trail is requested from Capitol Hill to Dexter Avenue.
17. Provide a trail all the way around Lake Union (on both sides of the lake).
18. Need a good north/south route on the west side of Lake Union.
19. Add a floating dock bicycle trail to the gap in Fairview Avenue between Roanoke and Hamlin Street to make the bicycle route/trail on the east side of Lake Union a feasible alternative.
20. There should be either bicycle lanes or sharrows on Mercer.
21. Provide better connection between the Seattle Center and Lake Union.
22. Improve railroad crossings throughout South Lake Union.
23. Bicycle lanes should be provided on Pike rather than Pine.
24. A full bike path should be provided on the east side of Lake Union from Fairview to Yale Avenue.
25. Westlake Avenue should be improved so that it is more suitable for bicycling.
26. "People are commuting to work and shopping…yet KC/METRO prohibits bicycles from mounting or dismounting buses Downtown, where the steepest grades exist."
27. Allow bicyclists to bring their bicycles on buses in the Downtown area.
28. More bicycle parking should be provided in the International District, near the Convention Center, and near Pioneer Square.
29. High-capacity and covered/protected bicycle parking should be provided by the City in Downtown Seattle.
30. King Street should be made into a bicycle boulevard.
31. Bicyclists have to fight with cruise ship traffic on downtown roadways.
32. Make some type of improvements to Howell Street because it is critical to the connection between Downtown and the U-District.
33. Repave Eastlake Avenue to remove bumps in lane.
34. Open up WSDOT gravel road south of Galer and Colonndale Park to bicycles—it is a safe and viewful alternative to Eastlake Avenue with less altitude loss and gain.
35. Repave Valley Street.
36. Improve signal coordination on Westlake Avenue so that traffic signals work well for bicyclists.
37. Improve connections from Downtown to South Queen Anne

38. There must be a dedicated bike lane northbound through Downtown Core; not a sharrow.
39. Create several bicycle and pedestrian only corridors in Downtown area.
40. Need access to Western Avenue via Virginia or Stewart to allow bicyclists from Pine Street to get to the waterfront.
41. Alaskan Way on game/event days is impossible to use on a bicycle—should provide special accommodations at those times.
42. Turning traffic along Alaskan Way in the Downtown area is hazardous for bicyclists.
43. Use sharrows on Fairview where it is not possible to provide bicycle lanes.

Locations Suggested for Bicycle Lanes

1. 7th Avenue
2. Pike
3. Pine (extend existing bike lane to waterfront)
4. Uphill bike lanes on Pike and Pine
5. 4th Avenue
6. 1st Avenue
7. Taylor
8. West end of Mercer (or sharrow)
9. Fairview
10. Westlake Avenue (entire length) (one comment recommended providing a full, protected 8-foot bike lane on both sides of this roadway)
11. Eastlake Avenue
12. Battery
13. Bell
14. Mercer Street
15. Broad Street
16. Alaskan Way (Belltown area)
17. Valley Street
18. Madison
19. Denny Way
20. Howell
21. Olive
22. Provide northbound bike lane on 3rd, 4th, or 5th Avenue between the I-90 Trail and Downtown.

Locations Suggested for Crossing Improvements

1. Alaskan Way to Elliott Bay Trail
2. 5th Avenue & Airport Way
3. Mercer & Fairview (roundabout and/or better crossings needed)
4. Dexter & Mercer
5. Melrose & Pike
6. Battery & 3rd Avenue (improve the signal timing so that it is in sequence with the other traffic lights in the corridor)
7. Pier 70 Cruise Ship Area
8. Train track crossing at Fairview/Valley
9. Dexter & Denny (install bike detector to give signal advantage to bicyclists)
10. Broad & Roy
11. Denny & Stewart
12. Eastlake & Fairview

13. Fairview & Denny
14. Fairview & Valley (conflicts with existing railroad tracks and proposed light-rail)
15. WA 99 freeway access ramps at 1st Avenue

Locations Suggested for Wayfinding Improvements

1. Eastlake to Stewart
2. U-District to Downtown/Seattle Center (connecting through South Lake Union)
3. Bell Street between Western and 1st Avenue (westbound)
4. Bike route from Dexter to Seattle Center
5. 6th Street bike lanes to 7th/Dexter bike lanes
6. Dexter to Alaskan Way via Blanchard/Bell (including crossing of Denny from Dexter Avenue bike lanes)
7. Dexter to Lower Queen Anne
8. To help bicyclists getting off of ferries in Downtown area
9. Lakeview to Boylston to Harvard (alternative to Eastlake)
10. Through and around Stadiums

West Seattle (includes South Park)

Comments

1. Complete Duwamish River Trail along WA 99 from Holden Street to South, connecting with trail in King County (Define the Duwamish Trail in South Park).
2. Complete connection between Duwamish River Trail and Alki Trail
3. Improve Delridge Way between Andover Street and the west end of the Low Level Bridge Trail.
4. Improve signage and maintenance on Duwamish River Trail.
5. Provide bicycle trail through Lincoln Park.
6. Mark routes from Alki beach to nearby shopping districts and parks for visitors and residents of other parts of the City.
7. Want bike lanes over the high bridge on Spokane because the lower bridge opens for 20 to 30 minutes at a time.
8. Run the Elliott Bay Water Taxi all year round.
9. The road diet on 35th Avenue, SW is a must.
10. Provide a new trail connection between Highland Park Way and South Seattle Community College.
11. Delridge Way is ideal for bicycle lanes or climbing lanes.
12. Delridge Way to Barton Street is an ideal bicycle connection to Fauntleroy, Lincoln Park, and Southwest Seattle.
13. Highland Park Way to Henderson Street is an important bicycle connection.
14. Connecting the complete circuit around West Seattle is critical for bicycle transportation and recreation. Beach Drive is one of the best family bike routes because it is relatively flat and connects to Alki.
    a. Provide bike lanes on Harbor Avenue, Alki Avenue, Beach Drive.
    b. Repave Beach Drive.
15. Create a multi-use trail or mountain bike trail in the Greenbelt (from Low Level Bridge area on north end to Westcrest Park on south end).
16. Entire area near the north end of Delridge Way is dangerous for bicycles.
17. West Seattle needs bicycle and pedestrian improvements for Safe Routes to School.
18. Increase water taxi service
19. Provide a floating bicycle bridge between Alki point and Belltown.

20. Provide connections to White Center from Southwest Seattle.
21. Do not provide a bicycle lane on Admiral Way because parked cars are dangerous.
22. Delridge Way to Genessee Street to 35th Avenue SW to Alaska Street is a good connection, but needs road work.

Locations Suggested for Bicycle Lanes

1. Delridge Way
2. 35th Avenue, SW (Do road diet between Hudson Street and Roxbury Street)
3. California Avenue
4. Avalon Way

Locations Suggested for Crossing Improvements

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

Locations Suggested for Wayfinding Improvements

1. Provide better wayfinding signs to show bicyclists how to get to and get across the Low Level Bridge and connect to the Alki Trail and to Delridge Way.
2. Need signs that show how to get onto the bridge at SW Michigan Street (Duwamish Trail issue).
3. Provide better wayfinding to and from water Taxi.
4. Need neighborhood signs to direct bicyclists from Bridge over Duwamish Waterway into Georgetown, etc. (SW Michigan Street; W Marginal Way)
5. Need signs to show preferred bicycle route in the 21st Avenue, SW/Dawson/22nd Avenue, SW area
6. Need signs for getting back and forth between the Spokane Street bridge and the Duwamish trail.
7. Many bicyclists use Dallas Avenue in South Park—nice, tree-lined roadway. Needs markings and signage.

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

Comments

1. "Time to put $ where mouth is on race/social justice priorities and make near-term commitments to these trails [bicycle facilities] along with big public education push in diverse Rainier Valley Communities."
2. Provide underpass connection under I-5 between 10th Avenue, S and Industrial Way
3. Open the access road at Beacon Hill Reservoir to connect the south section of 16th Avenue with the north section of 16th Avenue, and make 16th Avenue a bicycle boulevard alternative to 15th Avenue.
4. Sharrows or other bicycle facility should be provided on Graham.
5. Sharrows should be provided on Corson.
6. 38th Avenue, S/Hunter Boulevard S is scary and narrow—cars parked on both sides, opening doors.
7. 38th Avenue, S/Hunter Boulevard S is awesome. It is wide and has few cars. It is a good route for sharrows.
8. I-90 trail crossing of MLK – Install notice of bikes coming so that cyclist doesn't stop – someone else said: Or at least reduce 1-plus minute wait.

9. Spokane Street is a mess and should be improved to provide connection from Low Level Bridge to new 5th Avenue Trolley Trail. This includes improving crossings of the railroad tracks between East Marginal Way and 1st Avenue.
10. Construct a trail in the I-5 corridor between Lucile Street and I-90 trail
11. Comment to "open access road to bikes" at Beacon Hill Reservoir so that 16th continues through. Would allow creation of a bike boulevard as an alternative to 15th.
12. Install bike friendly grates on Rainier.
13. Request to do something on Cheasty.
14. Provide centerline stripe on I-90 Trail.
15. Improve the existing Alaskan Way bike lanes north of Spokane. This includes widening, improving maintenance, and removing debris. Many people are also concerned about riding next to large trucks. The southbound lanes are worse than the northbound lanes. "To call this a bike lane is a joke. It is often unpainted broken pavement and glass."
16. 17th Avenue between Beacon and I-90 trail is "commonly used by bikes"
17. Need better connections across I-5 in the area of Holgate, Lander, Spokane–suggested a funicular (gondola?).
18. Pave shoulders on Airport Way, S (south of Military Road)
19. Repave Coleman Park Road.
20. Repave Lake Washington Boulevard.
21. Rainier Avenue has horrible traffic and dangerous intersections.
22. Install bike-friendly grates on Rainier Avenue.
23. Broken glass on Seward Park Avenue and Rainier Avenue south of Cloverdale should be swept regularly.
24. Broken glass everywhere on 4th Avenue, S near Spokane
25. Provide new multi-use trail through Cheasty Greenspace, parallel to Cheasty Boulevard, and north through park properties to Bayview Street (include connection to Mt. Baker light rail station).
26. Provide underpass for bicycles where light rail tunnel goes under I-5 and up to Beacon Hill.
27. It is difficult to use median trail on Beacon Avenue because it is narrow and has bad street transitions and curb cuts.
28. Repave Rainier Avenue.
29. Enforce the speed limit on Lake Washington Boulevard.
30. Provide sharrow on Lake Washington Boulevard.
31. Improve the drainage on Lake Washington Boulevard—it is particularly bad in winter.
32. Provide sidewalk bike facilities on Orcas Street to help overcome hills.

Locations Suggested for Bicycle Lanes

1. East Marginal Way
2. Rainier Avenue between Orcas and Alaska (should do road diet to provide space for bike lanes) ("Make it Work").
3. Along entire length of Alaskan Way (waterfront). Make the bike lanes on Alaskan Way "real bike lanes."
4. Lake Washington Boulevard
5. Airport Way
6. Martin Luther King, Jr. Boulevard (do a road diet to create bicycle lanes)
7. Columbian Way
8. Beacon Avenue
9. Albro Place

10. Ellis Avenue
11. Boeing Access Road in Tukwila

Locations Suggested for Crossing Improvements

1. Alaskan Way/East Marginal Way/Spokane Street intersection is extremely dangerous.
2. Merge area at City Limit line on Airport Way, S.
3. Beacon Avenue intersections between 14th Avenue and 17th Avenue need better signal timing for bicycles.
4. Golf Drive/12th Avenue/I-90 Trail (add crosswalk)
5. Provide curb cut at Albro Place & Swift Avenue to allow bicyclists to continue north on 17th Avenue, S.
6. 43rd Avenue & Lake Washington Boulevard, S. This is a dangerous intersection. Better sight distance is needed. Possibly use flashing warning lights.
7. Rainier Avenue intersections from Yesler to McClellan, especially at the I-90 on- and off-ramps. The sidewalk is a poor alternative because of gravel and glass.

Locations Suggested for Wayfinding Improvements

1. Need sign at intersection of Seward Park Avenue and Wilson Avenue that directs cyclists to Seward Park and Lake Washington Blvd.
2. Signage in the Georgetown Area
3. Signage to Seward Park from Seward Park Avenue, S at fork in road with Wilson Ave, S
4. Bicyclists commonly use 17th Avenue, S
5. Perimeter Road is a good route alternative to Airport Way.

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

Comments

1. Provide connection through Capitol Hill between I-90 Trail to U-District, possibly with bicycle lanes on Martin Luther King, Jr. Way and a bicycle boulevard on 28th Avenue/Prospect Street/26th Avenue/25th Avenue.
2. Provide connection between I-5 overpass and Capitol Hill using Belmont Avenue and Roy Street.
3. Provide trail system over Montlake lid with Pacific Interchange.
4. At the south end of the University Bridge, KC/METRO bus drivers on Route 49 repeatedly invade and sideswipe bicyclists in a clearly marked bicycling lane. This is unacceptable, unsafe, and illegal.
5. Difficult to bicycle on Montlake Boulevard/24th Avenue in either direction in the Montlake neighborhood.
6. Should provide better curb ramps to make it possible to use the sidewalks on 24th Avenue in Montlake area.
7. Boyer Avenue should be improved.
8. Add more bicycle racks at Madison Park Beach.
9. Construct ped/bike bridge across Montlake Cut as a part of the SR 520 project.
10. There are bad storm drains on Lake Washington Boulevard between SR 520 and 26th Avenue (on 26th Avenue).
11. Create a bicycle boulevard or use traffic calming on 28th Avenue/Prospect Street/26th Avenue/25th Avenue.
12. Create a bicycle boulevard on 27th Avenue between Harrison Street and Washington Street—needs better signage and warnings on cross streets.

13. Provide better bicycle accommodation on Broadway (special bicycle traffic lights, separation from cars, etc.
14. Prohibit cars from using the Arboretum.
15. Provide better connection across I-5 at Denny Way.
16. Improve Fuhrman Avenue from Eastlake to Capitol Hill.
17. Prohibit motor vehicles from using Interlaken Boulevard.
18. Union Street should have traffic calming—vehicles speed down hills.
19. Get rid of hidden curb extension on Prospect Street/28th Avenue.
20. Suggest Bike Boulevard on 11th Avenue between Thomas and Miller.
21. Request climbing lanes on Madison between 12th and MLK.
22. Add shoulders on Lake Washington Boulevard (or at least a climbing lane).
23. Repave Lake Washington Boulevard.
24. Enforce speed limit on Lake Washington Boulevard.
25. Repave Dearborn Street.
26. Repave Boren Avenue—southbound lanes are very rough.
27. Repave Pine Street between 12th Avenue and 19th Avenue.
28. Repave Eastlake Avenue.
29. Eastlake – complaint about delivery trucks, cars, etc. parking/double-parking/blocking "bike lane" [or outside travel lane].
30. Add centerline stripe to I-90 Trail on curve between Lake Washington Boulevard and Lakeside Avenue.
31. Construct ped/bike bridge from SR 520 to Madison Park neighborhood as a part of SR 520 reconstruction project.
32. Avoid further damage to Foster Island Wetland. 43rd Avenue E alignment for the bike trail connection to SR 520 will minimize wetland impact.
33. Provide a trail on SR 520 when it is constructed (like the I-90 Trail). This bridge is not currently served by buses, so a bicycle connection is critical.
34. Citizen reported breaking a jaw on bad paving near Judkins Street and 22nd Avenue, S
35. 23rd Avenue is scary because of buses, heavy traffic, and poor road conditions. A bike lane? Or good alternative routes North/South through Central District.
36. 23rd Avenue/24th Avenue is a great street for a road diet.
37. 20th Avenue may be a good potential route because it has few cars and stop signs—some other comments complained about curb extensions on this street
38. The Montlake Bridge/24th Avenue area is dangerous in the southbound direction due to cars trying to enter SR 520.
39. Provide bicycle access on sidewalks south of the Montlake Bridge to make it safer and clearer.
40. Widen the sidewalks south of the Montlake Bridge to make bicycling on the sidewalk more comfortable.
41. Provide wide outside lanes on Montlake Boulevard/24th Avenue south of the Montlake Bridge.
42. Add a new trail through the Arboretum to provide a north-south alternative to Arboretum Drive.
43. I-90 Trail: As you head east out of the bicycle tunnel it is hard to see bicyclists coming up off of the I-90 route (in vicinity of the I-90 Trail and Lake Washington Boulevard). There is poor visibility in the tunnel and it goes into a curve with high speeds.
44. Judkins Street (on north side of I-90 Trail) is a bad roadway because it is narrow, has blind turns, and a big hill.
45. Provide connection on Roanoke Street between Harvard Ave. and Delmar Dr., E.

46. Provide trail between Arboretum Drive and McGilvra Street to connect to Madison Park neighborhood.
47. 24th Avenue is a lousy route for sharrows in Montlake area; sign route on 25th Avenue instead.
48. 19th Avenue is a much better route than 23rd/24th Avenue.
49. Provide bicycle warning signs on Lake Washington Boulevard to remind drivers that it is a heavily-used bike route.
50. Open up the WS DOT access road under/adjacent to I-5 and allow it to become a trail between Colonnade Park and Belmont Avenue.
51. Use 16th Avenue instead of 15th Avenue between Pine and Highland to avoid a bad crossing.
52. Provide sharrows:
    a. 15th Avenue between Yesler Way and Pine Street
    b. 14th Avenue between Yesler Way and Pine Street
    c. Jefferson Street between Broadway and 23rd Avenue
    d. Aloha Street between 19th Avenue and 23rd Avenue (or use parallel street for this east-west connection)
    e. Harvard Avenue
53. Aloha street does not have enough space for cars and bikes to share lanes between 12th Avenue and 19th Avenue.

Locations Suggested for Bicycle Lanes

1. Eastlake (remove the center turn lane because it has low vehicle use and add real bicycle lanes)
2. Cherry Street (do a road diet between Broadway and 20th Avenue; stripe simple bike lanes further east)
3. Extend Pine Street Bike Lane west into downtown and east to Madrona Drive
4. Want clearly marked bike lanes throughout on Eastlake.
5. 23rd Avenue between the Arboretum and King Street (this section would also benefit from traffic calming).
6. 24th Avenue between Boyer Avenue and Aloha Street.
7. 12th Avenue (complete the gap between Yesler Way and Beacon Hill).
8. 10th Avenue between Roy and Boston Street (sharrow is not good enough going north down Capitol Hill—need bike lanes on both sides).
9. 19th Avenue (between Galer Street and Yesler Way).
10. Montlake Boulevard south of Montlake Bridge.
11. Rainier Avenue north of I-90 Trail.
12. Union Street between Broadway and MLK.
13. Request bike lanes on Boren.
14. Bike lanes on Madison.
15. Fuhrman Avenue
16. MLK north of Union – Remove parking on west side to paint bike lanes – cheap solution.
17. Bike boulevard alternative to Arboretum – use diversions or speed traffic calming to eliminate bikes from using this route.
18. Broadway between James and Union.
19. Harvard Avenue
20. Extend existing bike lanes on Jackson west into Downtown.
21. Madison Street (Lake Washington Boulevard to Madison Park Beach)

Locations Suggested for Crossing Improvements

1. Blind corner at Lake Washington Blvd and Frink – need stop sign [not sure which leg]
2. Crossings of John Street between 19th Avenue and 32nd Avenue.
3. Dearborn Street & Rainier Avenue (signal sensor does not detect bicycles)
4. Pine Street & Boren Avenue
5. 10th Avenue & Roanoke Street
6. Southbound Lakeview crossing of I-5 on-ramp in vicinity of Howe Street.
7. Yesler Way & 20th Avenue (add bicycle detection loops for signal)
8. Union & Madison
9. Northbound exit ramp conflict on north side of University Bridge.
10. Frink Place & Lake Washington Boulevard (this is a blind corner—traffic on S Frink needs a stop sign)
11. Jefferson Street & 18th Avenue (buses wait near this intersection and block sight lines between motor vehicle drivers and bicyclists).
12. Eastlake Avenue & Harvard Avenue
13. Lake Washington Boulevard & Arboretum Drive (accommodate bicyclists in up hill direction; do not allow intersection to be squared off, as proposed in Arboretum Plan).
14. Interlaken Boulevard & 23rd Avenue
15. 12th Avenue & Olive Street
16. 15th Avenue & Olive Street
17. 16th Avenue & Aloha Street

Locations Suggested for Wayfinding Improvements

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

Queen Anne

Comments

1. Give commute direction priority to bikes in the morning using the Fremont Bridge.
2. Continue the Dexter Bike Lanes across the Fremont Bridge.
3. Construct a trail that extends 6th Avenue to the north up to around Raye Street (new "bike viaduct").
4. Need connection from Waterfront to Lower Queen Anne—Overpass at Thomas Street is good idea.
5. Important to provide a connection between Dravus Street and the South Ship Canal Trail/Emerson Street
6. Connect bicycle trail on Emerson Street to Gilman Avenue.
7. Emerson Street Trail is dangerous; it is difficult to get off curb on this road.
8. Eliminate parking at the crest of the hill on Nickerson Street.
9. Complete missing section of South Ship Canal Trail to the west.

10. Several requests for Sharrows and/or Share the road signs on 15th and Elliott.
11. There is a confusing stripe on the Elliott Bay Trail near the Galer Street overpass.
12. Improve the Elliott Bay Trail bridge overpass at the rail yard.
13. Elliott Bay Trail should be open 24/7.
14. Improve connectivity across Aurora Avenue.
15. Provide bike trail along the side of Aurora Avenue, continuing north over Aurora Bridge
16. Improve the condition/safety of the Dexter Avenue bicycle lanes.
17. Prohibit parking on Dexter to reduce door zone conflicts.
18. Address the hazards caused by many railroad track gaps.
19. Increase enforcement so that cars must park close to curb on Dexter. Also restrict parking near corners to improve sight distance to vehicles on cross streets; trim vegetation.
20. Need "Yield to Bicyclists" signs at the cross-street intersections with Dexter Avenue (particularly Queen Anne Drive/6th Avenue N)
21. Intersections of Dexter with angled streets (7th Avenue N and Broad Street) – Drivers making turns don't yield to bicyclists – need signs saying yield to bikes.
22. Provide bicycle facilities on Olympic Way/10th Avenue connection across southwest Queen Anne.
23. Westlake Avenue should have bicycle lanes (it is an even better connection than Dexter because it is flatter).
24. Very hard to access S. Queen Anne from S. Lake Union. Must use sidewalk on Mercer to go under Aurora—this is scary and should be improved.
25. There should be a multi-use trail on the east side of Westlake Avenue.
26. On Westlake take 5 feet out of the parking lots and make a dedicated bike lane
27. Provide sharrows:
    a. 15th Avenue (requires reducing motor vehicle travel speeds to less than 30 MPH)
    b. Elliott Avenue (requires reducing motor vehicle travel speeds to less than 30 MPH)
    c. Gilman Drive
    d. Westlake Avenue
    e. Florentia Street
    f. Climbing lane is needed on 3rd Avenue W on north side of Queen Anne Hill
28. Need connection between Queen Anne and Capitol Hill.
29. Reconnect streets across Aurora Avenue and Broad Street in the Seattle Center Area.
30. There is an opportunity to provide a bicycle trail through Kinnear Park and the SW Queen Anne Greenbelt.

Locations Suggested for Bicycle Lanes

1. Westlake Avenue (entire length)
2. Nickerson Street
3. Emerson Street (15th Avenue to Gilman Avenue)
4. Improve existing bicycle lanes on Dexter Avenue. Extend the existing bicycle lanes through the intersections with a dotted line to remind turning drivers to yield.
5. Olympic Way/Olympic Place
6. West Mercer Street
7. 6th Avenue between Mercer and Galer
8. Elliott Avenue/15th Avenue

Locations Suggested for Intersecton Improvements

1. Nickerson St. & Florentia St.

2. Nickerson St. & Emerson St.
3. 4th Avenue/Nickerson St./Westlake Avenue (mark bike lanes across the intersection)
4. Florentia Street immediately west of the Fremont Bridge (there is a blind spot with vegetation; construction is a real problem at the moment).
5. Bicycle signal and push button is needed at Nickerson Street at the south end of the Ballard Bridge.
6. Crossings of Aurora and Dexter in Broad Street area.
7. Queen Anne Avenue & Highland Drive (many bicyclists cross here)
8. Dravus Street & 15th Avenue W (bicyclists turning onto 15th need better accommodations)

Locations Suggested for Wayfinding Improvements

1. Show route from Dexter Avenue to Green Lake
2.

Magnolia

Comments

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

Locations Suggested for Bicycle Lanes

1. On Magnolia Bridge
2. Commodore Way

Locations Suggested for Wayfinding Improvements

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

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

Comments

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

Locations Suggested for Bicycle Lanes

1. 24th Avenue
2. 8th Avenue (complete designated bike lane on entire length of street; pavement needs to be evened out; parked cars south of 50th Street are very close to where the bike lane would go, so there may be dooring hazards)
3. Market Street
4. 65th Street
5. 80th Street
6. 45th Street

Locations Suggested for Intersecton Improvements

1. 9th Avenue & 65th Street (add a pedestrian/bicycle signal)
2. 9th Avenue & Market Street (add a pedestrian/bicycle signal)
3. 9th Avenue & Leary Way (add a pedestrian/bicycle signal)
4. 45th Street and 9th Avenue (fix the railroad crossing near this intersection)
5. Shilshole Avenue between 14th and 17th Avenues (make the railroad track crossings on this key Burke-Gilman Trail connection safer).
6. Shilshole Avenue & 17th Avenue (need better crossing of Shilshole).
7. 15th Avenue & Market Street (provide signage for bikes at this location).
8. Ballard Avenue & Leary Way (blind corner; especially dangerous with fast traffic coming off of Leary)
9. Ballard Avenue & 17th Avenue
10. Shilshole Avenue & 45th Street (provide a traffic signal)

11. 54th Street & 32nd Avenue (Traffic light should be modified to detect bicycles and give them a green light automatically).

Locations Suggested for Wayfinding Improvements

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

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

Comments

1. 3rd Avenue W should be improved/repaved between 50th and 90th Streets
2. Improve 3rd Avenue W, in general
3. Provide a pedestrian/bicycle bridge across the Ship Canal at 3rd Avenue W (in addition to improving conditions on the Ballard Bridge.
4. 39th Street should be improved with a bike lane and signage.
5. Woodland Park Avenue is a wide road that is perfect for a bikeway.
6. Enforce no parking on Green Lake Way W.
7. Improve pavement on Winona Avenue.
8. Fill the expansion joints on 50th Avenue in Fremont—they cause accidents.
9. Provide share the road signs on 46th Avenue as it goes under Aurora Avenue
10. Bicycles should be given priority at intersections between Burke-Gilman Trail and Fremont Bridge access; existing 4-way stops to not work well.
11. Complete the missing section of the Burke-Gilman Trail near the Fremont Bridge.
12. Extend bicycle accommodations from Green Lake Drive N to the west on 83rd Street.
13. Improve pavement condition on Stone Way (particularly in southbound direction).

Locations Suggested for Bicycle Lanes

1. Linden Avenue between 73rd Street and 90th Street
2. 83rd Street between Linden Avenue and existing lanes on Green Lake Drive N.
3. Stone Way
4. Market Street
5. 46th Street (full bike lanes, or provide climbing lane between Midvale Avenue and Fremont Avenue).
6. 45th Street
7. Winona Avenue
8. 65th Street
9. 80th Street
10. Bridge Way

Locations Suggested for Intersecton Improvements

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

8. 65th Street & Linden Avenue & Aurora Avenue
9. Stone Way & 45th Street

Locations Suggested for Wayfinding Improvements

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

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

Comments

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

Locations Suggested for Bicycle Lanes

1. 45th Street (major artery of travel that needs bicycle lanes).
2. 50th Street
3. 40th Street between Stone Way and I-5 (bike lane needs to be redrawn). Signs could be provided, too.
4. Wallingford Avenue N, between Green Lake Drive N and 92nd Street.
5. 80th Street

Locations Suggested for Intersection Improvements

1. Ravenna Boulevard & Woodlawn Ave.
2. Ravenna Boulevard & Green Lake Drive
3. Green Lake Drive N & 78th Street
4. W Green Lake Way N & E Green Lake Way N
5. 50th Street & Wallingford Avenue (need traffic signal to be able to detect bicycles).

Locations Suggested for Wayfinding Improvements

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

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

Comments

1. Provide a trail connection through Gwen Park and Ravenna Park that would connect the Ravenna Boulevard bike lanes, which end at Brooklyn Avenue, with the Burke-Gilman Trail (near 25th Avenue).
2. Special attention should be given to improving Ravenna Boulevard between the Burke-Gilman Trail and NE 55th Street.
3. Connections from the University Bridge to the Burke-Gilman Trail need to be improved.
4. The traffic signals along the Burke-Gilman Trail in the University Area should detect bicycles.
5. Repaint bike symbols on Ravenna Boulevard.
6. The bicycle facility on 40th Avenue under the University Bridge should have better signage—cars often drive down the bike-only lane without realizing that it is closed to vehicles.
7. Provide climbing lane on 65th Street between 25th Avenue & 15th Avenue.
8. Provide climbing lane on 35th Avenue between Burke-Gilman Trail and 65th Street.
9. Provide more group bicycle racks in specific locations on Brooklyn Avenue.
10. Improve 15th Avenue between 42nd Street and 45th Street.
11. Tow illegally parked cars on 11th Avenue and Roosevelt Way more promptly.
12. 11th Avenue and Roosevelt Way need to be improved, especially near Campus Parkway.
13. Lake City Way has unsafe drainage grates in the shoulder.
14. 20th Avenue across Ravenna Park should not have cars.
15. Curb lane should be widened on Lake City Way.
16. Need more bike-friendly north-south corridors through the U-District.
17. Pave gravel trail in vicinity of Sand Point Way & 50th Avenue so children can get from Burke-Gilman Trail to Laurelhist Elementary School easily.
18. Add sharrows:
    a. Roosevelt Way
    b. 11th Avenue
19. Roadway pavement should be improved in the following locations:
    a. Eastlake Avenue near University Bridge
    b. 40th at Eastlake at north University Bridge Approach
    c. Lake Washington Boulevard storm drains
    d. Montlake Bridge
    e. Ravenna Boulevard
    f. 17th Avenue north of UW Campus and south of Ravenna Park

Locations Suggested for Bicycle Lanes

1. Montlake Bridge
2. Brooklyn Avenue
3. University Way
4. 45th Street
5. 35th Avenue (or climbing lane between Burke-Gilman Trail and 65th Street)
6. 40th Avenue (or other type of bicycle facility—this is a good connection)
7. Entire length of 65th Street (or provide sharrows and climbing lanes)

8. 75th Street (it is hilly, but it is a wide roadway)

Locations Suggested for Intersecton Improvements

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

Locations Suggested for Wayfinding Improvements

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

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

Comments

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

areas in Mountlake Terrace (east of I-5). Ballinger Way is dangerous. 15th Avenue is very hilly. Prefer a sidepath from Meridian east along Ballinger Way.

Locations Suggested for Bicycle Lanes

1. Aurora Avenue
2. 90th Street between Dayton Avenue and Wallingford Avenue
3. 15th Avenue between Holman Road and 105th Street (suggestion to remove parking on one side of the street between Holman Road and 100th Street)
4. 100th Street between 15th Avenue and 8th Avenue (climbing lane)
5. Dayton Avenue between 85th Street and 105th Street
6. Linden Avenue between 73rd Street and 90th Street
7. Wallingford Avenue between Green Lake Drive and 92nd Street

Locations Suggested for Intersecton Improvements

1. 145th Street & Linden Avenue (needs a traffic signal and marked crosswalk)
2. 130th Street & Linden Avenue (provide push button that can be used by a bicyclist or signal that detects bicyclists automatically)
3. 105th Street & Dayton Avenue (provide push button that can be used by a bicyclist or signal that detects bicyclists automatically)
4. 105th Street & Greenwood Avenue
5. 100th Street & Dayton Avenue (need stop signs for traffic crossing Dayton Avenue)
6. 95th Street & Dayton Avenue (need stop signs for traffic crossing Dayton Avenue)
7. 90th Street & Dayton Avenue (need stop signs for traffic crossing Dayton Avenue)
8. 100th Street & Greenwood Avenue (need stop signs for traffic crossing Greenwood)
9. 95th Street & Greenwood Avenue (need stop signs for traffic crossing Greenwood)
10. 90th Street & Greenwood Avenue (need stop signs for traffic crossing Greenwood)
11. Crossings of Aurora Avenue from Interurban Trail (145th, 137th, 135th, 130th, 128th, 125th, 105th)

Locations Suggested for Wayfinding Improvements

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

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

Comments

1. Lake City Way corridor is critical for bicycling—bicycle accommodations should be provided on Lake City Way or nearby parallel streets.
2. Burke-Gillman Trail should be widened between 95th and 145th Streets
3. The stop signs at Burke-Gilman Trail intersections with private driveways should be placed to stop cars, not the bikes on the trail. The stop signs should also be on some low-volume roadways where they cross the trail (rather than stopping bikes on the trail).
4. Ravenna/25th Avenue should be repaved between 80th and 95th Streets
5. Need bicycle improvements in the Northgate Area
6. Provide a consistent shoulder/wide outside lane width on Lake City Way—the existing cross-section changes abruptly from wide outside lane to narrow lane.
7. Need better east-west access between northeast neighborhoods and Burke-Gilman Trail.

8. 105th Street/Fisher Place should be improved to provide connection between Lake City Way and the Burke-Gilman Trail.
9. Provide more bike lanes and trails in North Seattle.
10. Thornton Creek Trail could provide a bicycle connection between 98th Street & 20th Avenue and Roosevelt Way & 108th Street.
11. Construct a Thornton Creek Bike Trail between Northgate and Lake City Way.
12. Pave shoulder on 15th Avenue between 94th Street and Northgate Way.
13. There is a rough spot of pavement on the southbound side of Sand Point Way at a bus stop near 123rd Street—this should be fixed.
14. Bicycles should be allowed to use the transit only lane on Lake City Way in Lake Forest Park (north of the City limit).
15. Condition of Burke-Gilman Trail in Lake Forest Park (north of City limit) should be improved.

Locations Suggested for Bicycle Lanes

1. Northgate Way
2. 125th Street
3. 95th Street between 35th Avenue and Sand Point Way
4. 5th Avenue

Locations Suggested for Crossing Improvements

1. Burke-Gilman Trail & Sand Point Way (and other street crossings of B-G Trail in Northeast Seattle)
2. Woodlawn & 50th (needs a signal)
3. Latona & 50th (needs a signal and sensor)
4. 137th & Greenwood (needs a signal)
5. Ravenna & Greenlake Way & 71st (signal or roundabout needed)
6. 95th Street & Ravenna Avenue (difficult to cross because of concrete barrier in the middle).
7. 145th & Dayton and Shorline Trail (signal to be added)
8. 1st Avenue between 92nd Street and 100th Street
9. Northgate Way under I-5 (glass on sidewalk)
10. Lake City Way & 145th Street (need bicycle detection at the traffic signal, particularly in the southbound left-turn lane).
11. Lake City Way & 104th Street (there is a signal and a push button, but bicyclists often don't use push button—even if you use the push button, it is a very dangerous intersection to walk bicycle across from west to east side).

Locations Suggested for Wayfinding Improvements

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

Online Survey Responses

1584 Respondents
62% Male, 38% Female
Average Age: 41 years

1. Based on your experience, which Seattle streets are best for bicycling? (Be as specific as possible about location, for example: NE Ravenna Boulevard between University Way NE and East Greenlake Way N.)
    - Dexter - 427
    - Lake Washington blvd. - 245
    - Ravenna – 220
    - 8th Ave – 147
    - Eastlake – 80

2. Which Seattle streets are worst for bicycling? Please be as specific as possible.
    - 15th Ave - 174
    - Rainier – 133
    - Eastlake – 119
    - Westlake – 116
    - Lake Wash Blvd – 108

3. What are the best off-street routes (paved trails or sidewalks) in Seattle?
    - Burke Gilman – 920
    - I-90 – 201
    - Myrtle Edwards – 165
    - Alki – 113
    - Ellitot Bay – 75

4. What are the worst off-street routes (paved trails or sidewalks) in Seattle?
    - Burke Gilman – 270
    - Alaska – 30
    - Greenlake – 30
    - Ballard Br - 21
    - Duwamish – 15

5. On which streets would you like to see bicycle lanes or other bicycle facilities? (Please be specific.)
    - Eastlake – 91
    - Westlake – 56
    - Lake Washington Blvd. 46
    - Rainier – 42
    - Stoneway – 30

6. At which locations would you like to see spot improvements? (For example a bridge, railroad crossing or intersection. Please be specific.)
    - Ballard Br. – 119
    - Burke Gillman – 46
    - Fremont Br. 40
    - Montlake Br – 10
    - Alaska – 10

7. At which locations would you like to see additional bicycle parking (racks or lockers) provided? (Please provide a neighborhood, address, intersection, business name, transit station or shopping district.)

- Downtown – 44
- Montlake – 30
- University Village/ District – 30
- Westlake Mall – 20
- Pike Place Market – 10

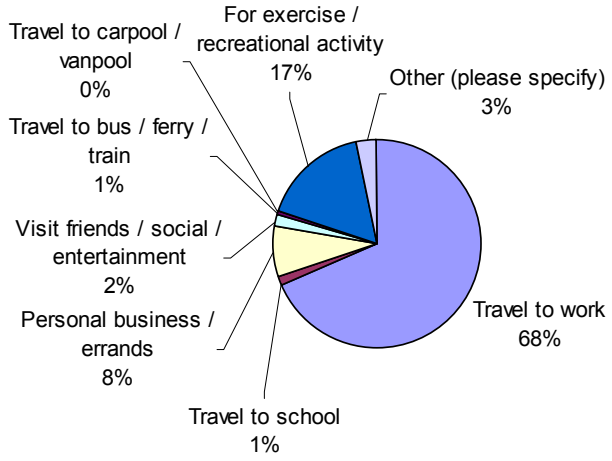
8. On which routes do you think it is important to provide bike route signs?

- All/Any ~ 70
- Dexter - 25
- Burke Gilman – 20
- Downtown (various) – 20
- Lake Washington – 20

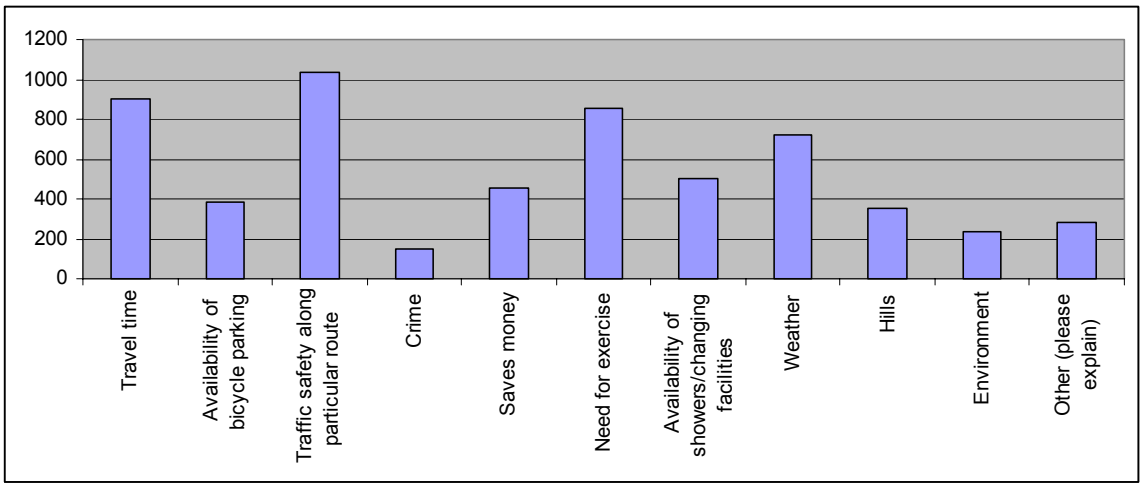
9. Which locations do you think would benefit from signs with directional information? (For example a particular bridge access point, trail access point, or highway crossing. Please be specific.)

- Ballard Br. – 50
- Burke Gillman – 20
- Fremont Bridge – 20
- I 90- 20
- West Seattle Br 10

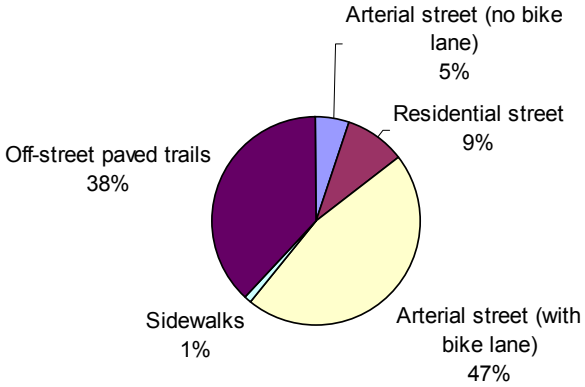
10. What was the primary purpose of your last bicycle trip? (Please circle only one answer.)



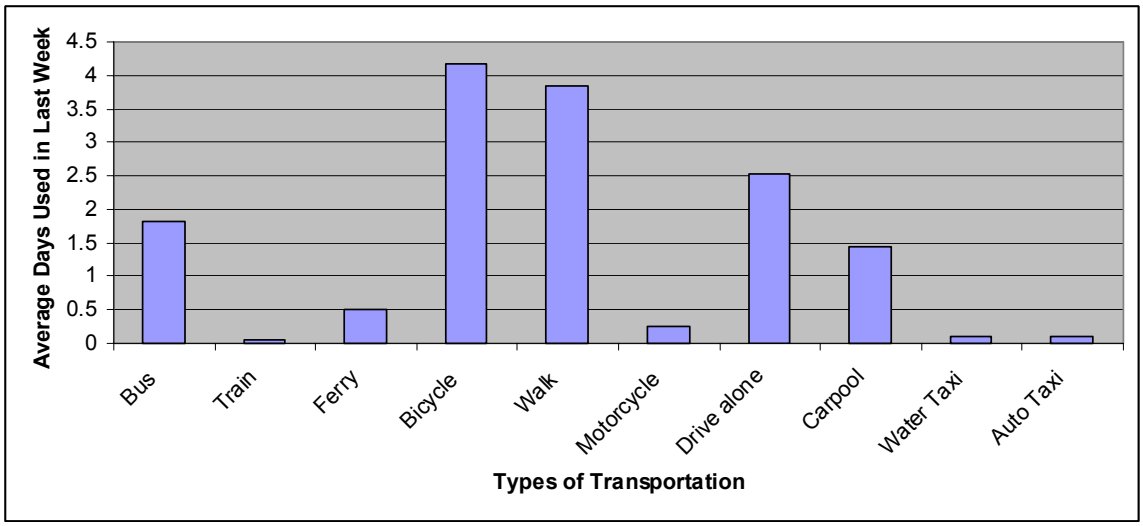
11. Which of the following factors plays a role in whether or not you ride your bike to your destination? (Circle as many as apply.)



12. When making a bicycle trip, which of the following do you prefer to use? (Circle only one answer.)



13. Enter how many days, during the last week, that you used each of the following types of transportation? (Enter 0-7 for each mode. It's ok if your grand total is greater than seven.)



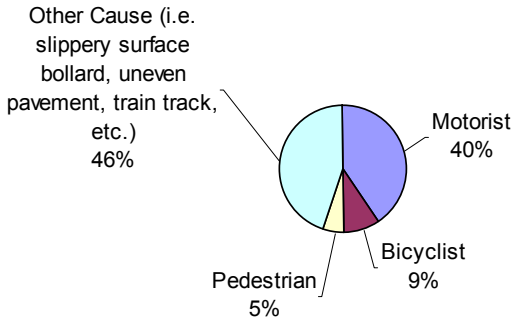
14. Do you have an automobile available to you for trip making?

- Yes-92%
- No-8%

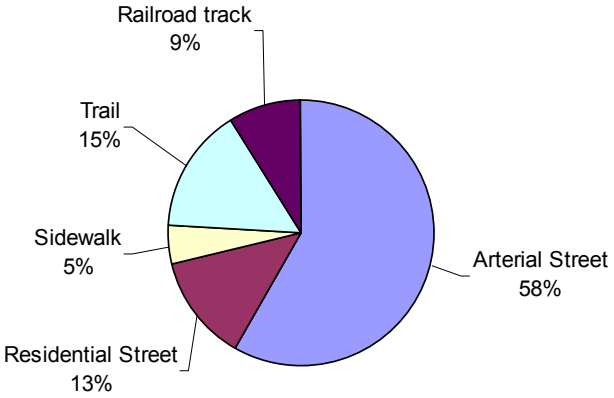
15. In the last week, did you take your bike on the following modes of public transportation?

	Yes	No
Bus	20%	80%
Ferry	9%	91%
Train	1%	99%

16. If you have been involved in a crash while riding your bike in the City of Seattle, please circle the responses below indicating who (or what) else was involved in the crash. (Question 19 allows you to provide information about additional crashes, if applicable.)



17. If you have been involved in a crash while riding your bike in the City of Seattle, please circle the response below indicating the type of facility where the crash occurred. (Question 19 allows you to provide information about additional crashes, if applicable.)



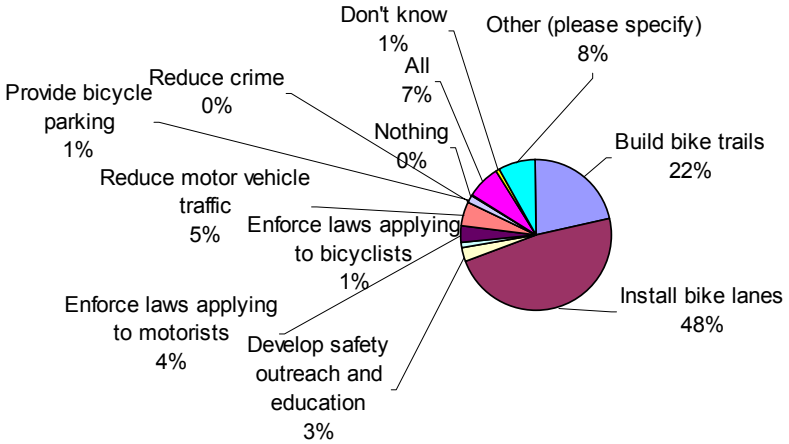
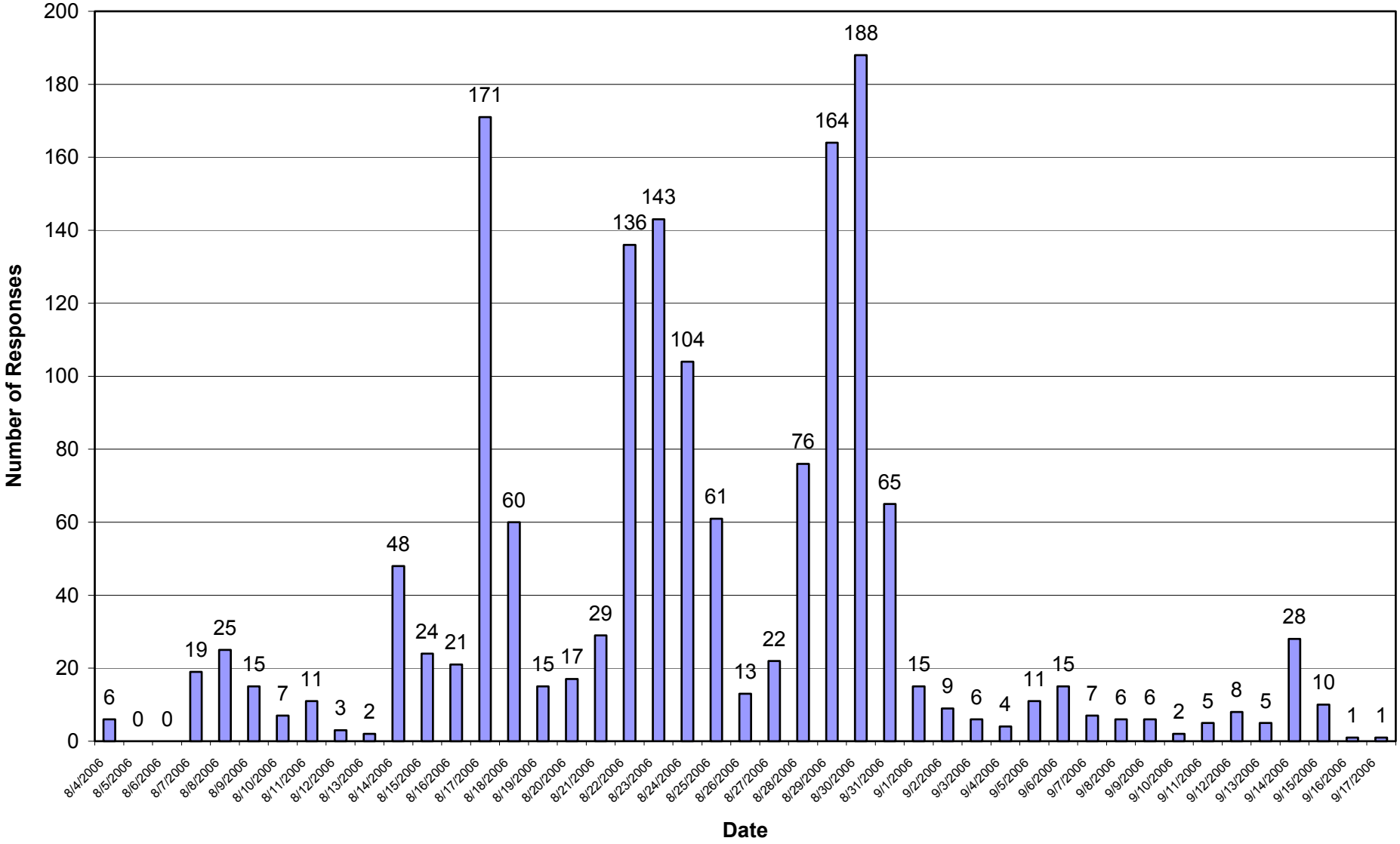
18. If you indicated in the previous question that you have been involved in a bicycle crash in the City of Seattle, please provide the location of that crash. (Question 19 allows you to provide information about additional crashes, if applicable.)

Summary not available.

19. If you would like to provide information about additional bicycle crashes, please describe the incidents below. If possible, include who (or what) else was involved in the collision, the type of facility where it occurred, and the location of the collision.

Summary not available.

20. Which of the following factors do you think would do the most to encourage bicycling in the City of Seattle? (Please circle only one.)



Seattle Bicycle Master Plan Online Survey Responses