

# 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 of 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 N. 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 during the morning peak period increased by 57% (see Figure A-1).

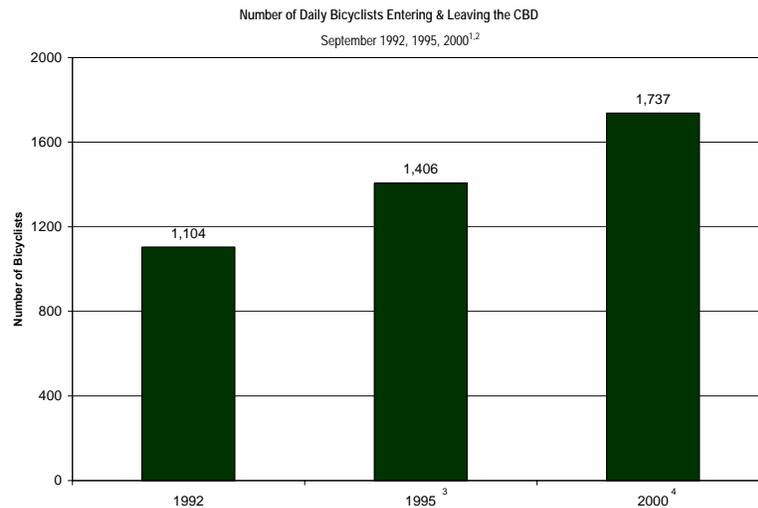


Figure A-1. Downtown Bicycle Counts, 1992-2000.

1. In each year, bicycle counts were performed on a Wednesday morning in late September from 6:30 a.m. to 9:00 a.m. In 1992 and 2000,
2. 29 locations covering virtually all access points into and out of downtown Seattle were covered. Although reasonable efforts were made to minimize double counting, it is impossible to identify bicyclists 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, extrapolated from those locations.
4. For 2000, data does not include counts for the 2nd and Broad Street station between 8:00 and 8:30 a.m. This probably resulted in undercounting by approximately 10 to 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<sup>1</sup>. 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). While Seattle's overall census 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 Copenhagen (34%)<sup>2</sup>.

The US Census does 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. It is estimated that more than 1 in 3 Seattle residents rides a bicycle during summer months<sup>3</sup>.

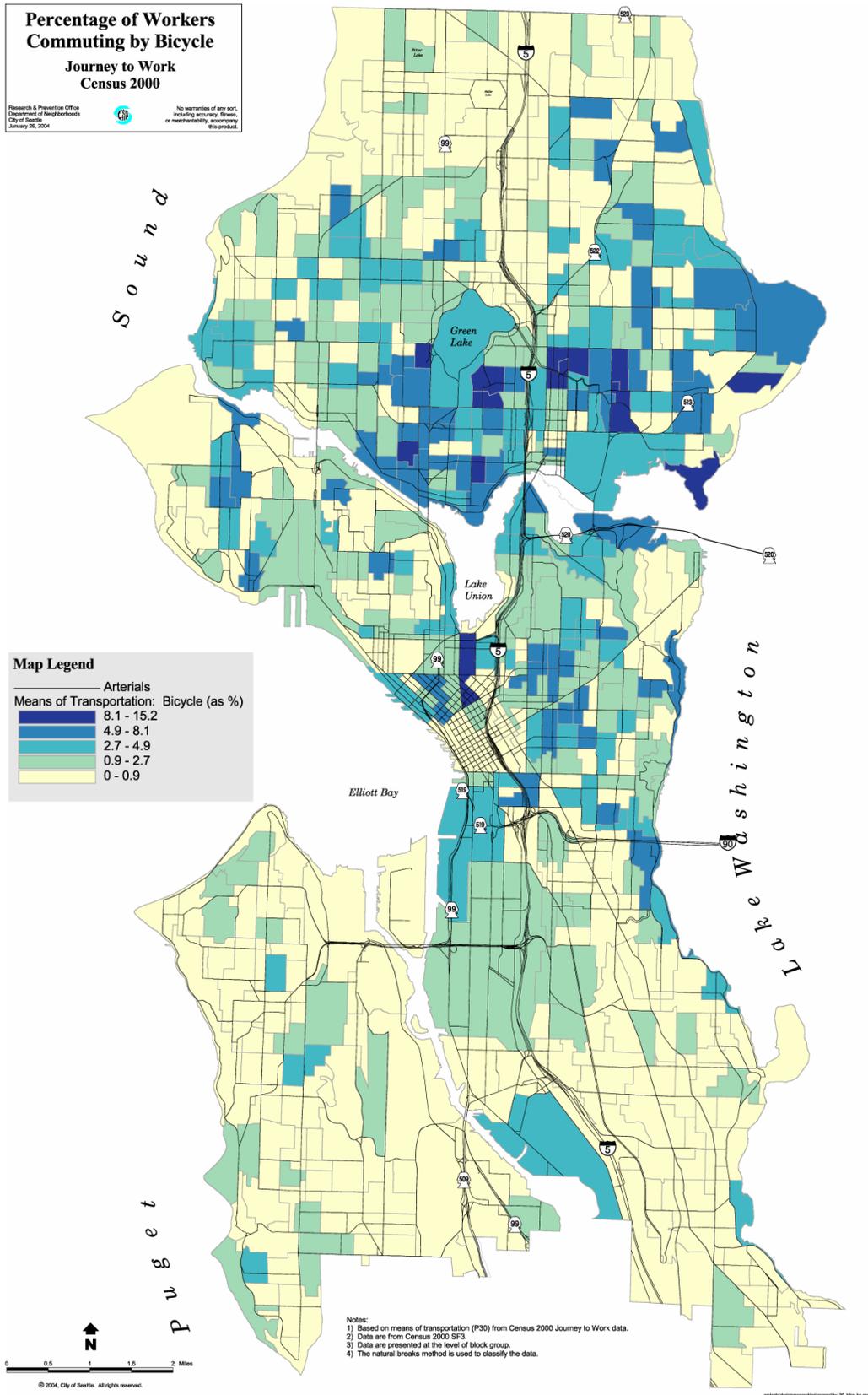
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<sup>1</sup> The Census long form was used to gather journey to work data in 2000. This form is given to approximately 1 in 6 households. It asks respondents to identify the mode of transportation that they used most often during the previous week. 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.

<sup>2</sup> "The City of Cyclists," Presentation given by Brian Hanson, Senior Advisor, City of Copenhagen, March 2007.

<sup>3</sup> The Bureau of Transportation Statistics National Survey of Pedestrian and Bicyclist Attitudes and Behaviors (2002) found that 27.3% of US residents over age 16 bicycled at least once during the previous survey month in the Summer of 2002. This figure does not capture occasional bicyclists who did not bicycle in the past month, but may have bicycled sometime during the summer. In addition, US Census commute data show that the City of Seattle has a much higher bicycle commute to work mode share than the country as a whole, so the percentage of people who bicycled at least once during the previous survey month is also likely to be higher. Therefore, it is fair to assume that more than 1 in 3 (33.3%) of Seattle residents ride a bicycle during summer months.

Figure A-2. Seattle Bicycle Commuting

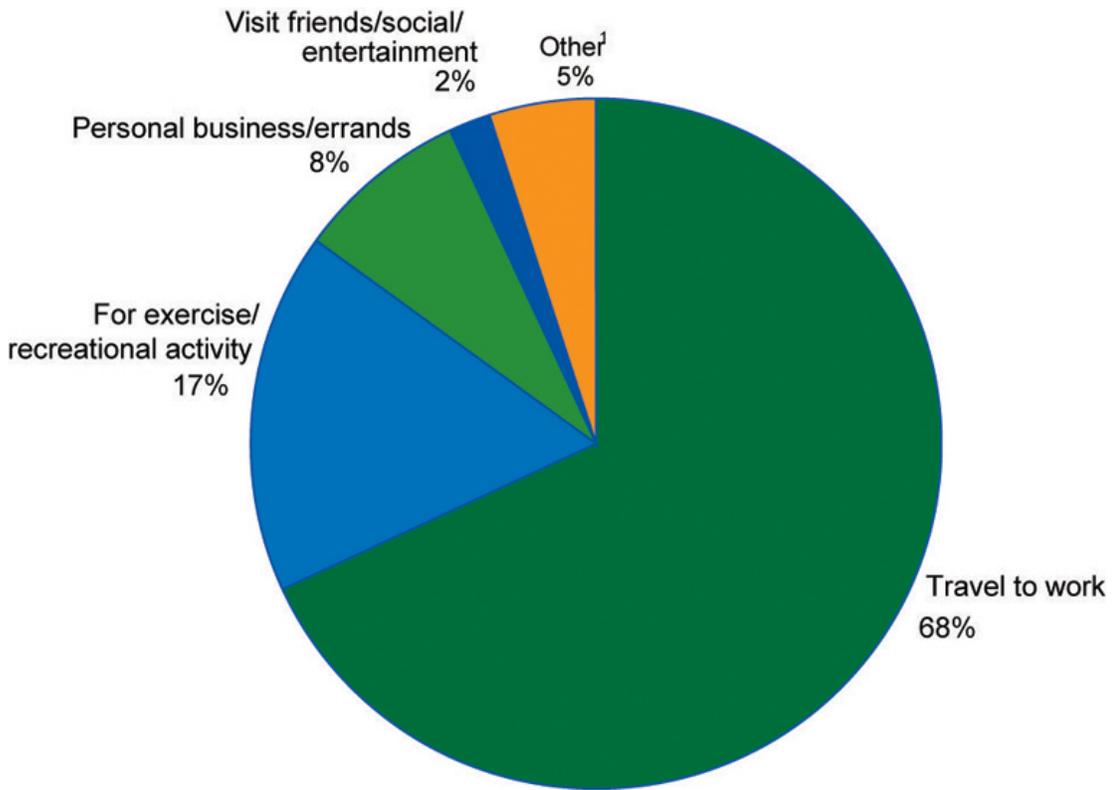


### Bicycle Trip Purposes

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)*



1. Other includes travel to school, travel to bus/ferry/train, and travel to carpool/vanpool.

### Bicycle Trip Potential

Seattle, like many other cities in the United States, has great potential for increasing the amount of bicycling by residents. Approximately 16% of Seattle households do not own a motor vehicle, in addition, 14% of Seattle residents are under age 16<sup>4</sup>. 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<sup>5</sup>. In Seattle, many activity destinations are distributed in urban village centers and neighborhoods in all parts of the city. This means that most 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 in 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)<sup>6</sup>. 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: Police-Reported Bicycle Crashes, 2002-2005). 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.

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<sup>4</sup> U.S. Census 2000.

<sup>5</sup> U.S. Department of Transportation, Bureau of Transportation Statistics. *National Household Travel Survey, 2001*.

<sup>6</sup> 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](http://www.engr.uconn.edu/ti/Research/jhr04-297_02-2.pdf).

Figure A-4. Police-Reported Bicycle Crashes, 2002-2005

**FIGURE A-4:  
POLICE-REPORTED BICYCLE  
CRASHES, 2002-2005**

SEATTLE BICYCLE MASTER PLAN  
JUNE 2007

This map shows the locations of police-reported bicycle crashes. It is likely that these crashes represent only a small portion of total crashes because most bicycle crashes are not reported to police.



**Legend**

**Intersection Collision**

- 1 (Small green dot)
- 2 (Medium green dot)
- 3 (Yellow dot with black outline)
- 4 (Yellow dot)
- 5 (Orange dot)
- 7 (Red dot with black outline)
- 8 (Red dot with black outline and a small black circle inside)

**Midblock Collision**

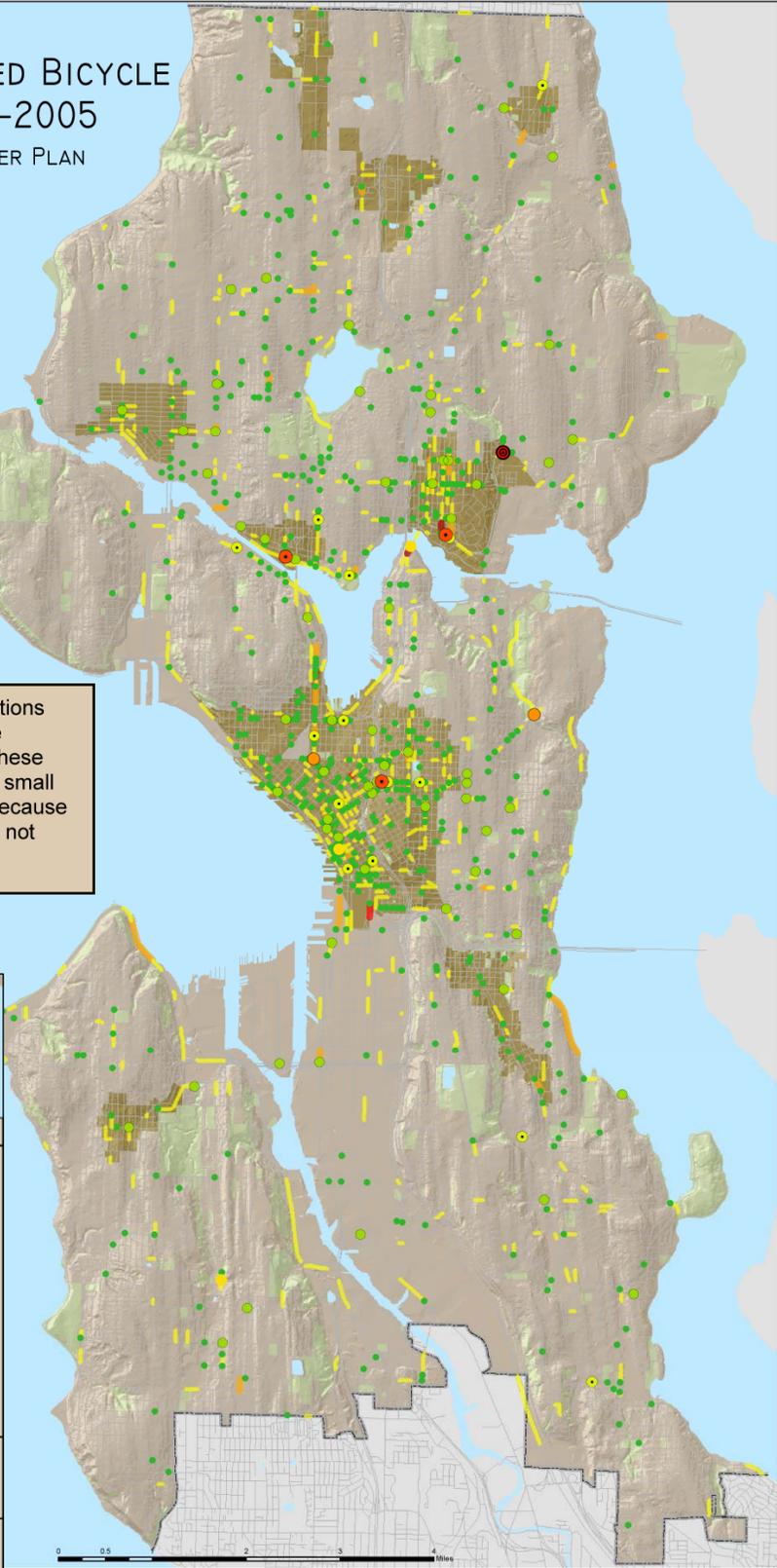
- 1 (Yellow line)
- 2 (Orange line)
- 3 (Red line)

**Roads**

- Seattle City Limit (Dashed line)
- Park (Green area)
- Urban Village Center (Brown area)

**Roads**

- Interstate (Thick grey line)
- Primary Arterial (Medium grey line)
- Other (Thin grey line)



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 bicyclist. 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 over the last six months.

### 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: Existing Bicycle Facilities).

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

<sup>1</sup>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).

<sup>2</sup>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 category.

<sup>3</sup>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, Dexter Avenue N, Fremont Avenue N, Martin Luther King, Jr. Way E, S Jackson Street, and Rainier Avenue S.
- 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: Existing Bicycle Facilities). 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:



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 bikeways 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 existing trail 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 25<sup>th</sup> Avenue NE, I-90 Trail at 23<sup>rd</sup> 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 Trails).
- 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 Street and S Kenyon Street 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 2<sup>nd</sup> Avenue (Downtown) and NE Ravenna Boulevard. There are also several miles of arterial roadways with paved shoulders, wide outside lanes, and shared lane markings. 3<sup>rd</sup> Avenue (Downtown) is currently closed to all through vehicles except buses and bicycles during peak hours.

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 may not provide bicyclists with access to the key destinations located on the arterial roadway.

### Roadway Crossings

Roadways like Aurora Avenue N, 35<sup>th</sup> Avenue SW, and Rainier Avenue S are multi-lane roadways that can be very difficult for bicyclists to cross. Signalized intersections, pedestrian crosswalk 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 25<sup>th</sup> Avenue NE; downtown street crossings of the 2<sup>nd</sup> Avenue bicycle lanes). As the citywide network of bicycle facilities is developed, it is critical to have safe and convenient crossings of streets at locations 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 92<sup>nd</sup> Street, NE 50<sup>th</sup> Street, NE 45<sup>th</sup> Street, S Jackson Street, S Dearborn Street, S Holgate Street, S Lucile Street)
- Bridges over railroad tracks (e.g., 1<sup>st</sup> Avenue S, 4<sup>th</sup> Avenue S, Airport Way S)
- Bridges across the Duwamish River, including the approaches to each bridge (Low Level Bridge, 1<sup>st</sup> Avenue S Bridge, 14<sup>th</sup> Avenue/16<sup>th</sup> 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 serves as an initial summary of bicycle facility issues in each part of the city. These projects will be included on a needs list for prioritization along with other projects identified in the plan. These critical bicycle facility issues are based on field evaluations from several groups<sup>7</sup>, 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).

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<sup>7</sup> 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.

### 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 2<sup>nd</sup> Avenue left-side bicycle lane.
- Conflicts with buses.
- Improving north-south access through South Lake Union on Westlake Avenue N.
- 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, S Jackson Street, S Dearborn Street).
- Connection to University of Washington via Harvard Avenue (Melrose Avenue E/Lakeview Boulevard E should be discussed as a bigger “idea” – see separate comments on the potential for this route).
- Improvements to Broadway E.
- Improvements to the Arboretum Bypass route.
- Crossings of Boren Avenue.
- Improving the existing Martin Luther King, Jr. Way E 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/15<sup>th</sup> Avenue W Corridor from the Ballard Bridge to Downtown.
- Improving access to Upper Queen Anne.
- Providing a trail section to complete the connection between 32<sup>nd</sup> 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 W Dravus Street.

### West Seattle

- Connection to Low Level Bridge via Delridge Way SW.
- Bicycle lanes on Delridge Way SW.
- Bicycle access on 35<sup>th</sup> Avenue SW.
- Crossings of 35<sup>th</sup> 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.
- Bicycle lanes and wayfinding signage along SW Avalon Way, SW Admiral Way, California Avenue SW, and Harbor Avenue SW.

### South Park/Georgetown

- Improving bicycle access from Downtown to Georgetown via Airport Way S and 6<sup>th</sup> Avenue S.
- Improving bicycle access from Downtown to South Park via 1<sup>st</sup> 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 14<sup>th</sup>/16<sup>th</sup> Avenue S Bridge and 1<sup>st</sup> Avenue S Bridge.
- Improving bicycle access up the hill from South Park to West Seattle.

### Southeast Seattle

- Completing the Chief Sealth Trail from Gazelle Street south to the city limits.
- 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, S Columbian Way, and 12<sup>th</sup> 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.
- Completing the Mountains to Sound Greenway, including the multi-use trail connection across the I-5 and I-90 interchange.
- Constructing a new crossing over the railroad tracks at Military Road S.
- 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 15<sup>th</sup> Avenue NW, 8<sup>th</sup> Avenue NW, and Aurora Avenue N.
- Crossings of NW Leary Way, NW Market Street, and NW 65<sup>th</sup> Street.

### Wallingford/University District/Ravenna

- I-5 crossings between Wallingford and the University District (NE 45<sup>th</sup> Street, NE 50<sup>th</sup> Street, NE Ravenna Boulevard, NE 65<sup>th</sup> Street, NE 70<sup>th</sup> Street, NE 80<sup>th</sup> Street).
- Providing a new pedestrian/bicycle crossing of I-5 between NE 45<sup>th</sup> Street and NE 50<sup>th</sup> Street.
- North/south bicycle access on Roosevelt Way NE/11<sup>th</sup> 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 25<sup>th</sup> 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 N.
- Improving crossings of NE 45<sup>th</sup>/46<sup>th</sup> Street and NE 50<sup>th</sup> 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.
- Work with Shoreline and Puget Sound Regional Council to extend and improve bicycle lanes between Seattle and Shoreline, and into Edmonds to connect bicyclists to the Edmonds-Kingston ferry route.

### 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 130<sup>th</sup> Street, N 117<sup>th</sup> Street, N 92<sup>nd</sup> Street).
- Crossings of Lake City Way NE, NE Northgate Way, and NE 125<sup>th</sup>/130<sup>th</sup> Avenue.

### Public Comment Summary

Public comments were provided through a variety of sources during the planning process. Public meetings, an on-line survey and comments submitted via email were received, recorded, and taken into consideration during the planning process. At the meetings, 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 online survey was administered via the SDOT website during the summer months of 2006.

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 S, Martin Luther King Jr. Way S, and S McClellan Street
  - Rainier Avenue S crossing at S Dearborn Street
  - Ballard Bridge
  - Fautleroy Way
  - I-5 crossing at S Lucille Street and access through the surrounding areas

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 Avenue - 427
  - Lake Washington Boulevard - 245
  - Ravenna Boulevard – 220
  - 8th Avenue – 147
  - Eastlake Avenue – 80
2. Which Seattle streets are worst for bicycling? Please be as specific as possible.
  - 15th Avenue – 174
  - Rainier Avenue – 133
  - Eastlake Avenue – 119
  - Westlake Avenue – 116
  - Lake Washington Blvd– 108
3. What are the best off-street routes (paved trails or sidewalks) in Seattle?
  - Burke-Gilman Trail – 920
  - I-90 Trail – 201
  - Myrtle Edwards Trail– 165
  - Alki Trail – 113
  - Elliot Bay Trail – 75
  -
4. What are the worst off-street routes (paved trails or sidewalks) in Seattle?
  - Burke-Gilman Trail – 270
  - Alaskan Way Trolley Trail – 30
  - Greenlake Pathway – 30
  - Ballard Bridge – 21
  - Duwamish Trail – 15

5. On which streets would you like to see bicycle lanes or other bicycle facilities? (Please be specific.)

- Eastlake Avenue – 91
- Westlake Avenue – 56
- Lake Washington Boulevard – 46
- Rainier Avenue – 42
- Stone Way – 30

6. At which locations would you like to see spot improvements? (For example a bridge, railroad crossing or intersection. Please be specific.)

- Ballard Bridge – 119
- Burke-Gillman Trail – 46
- Fremont Bridge – 40
- Montlake Bridge – 10
- Alaskan Way – 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 District – 30
- Westlake Mall – 20
- Pike Place Marke – 10

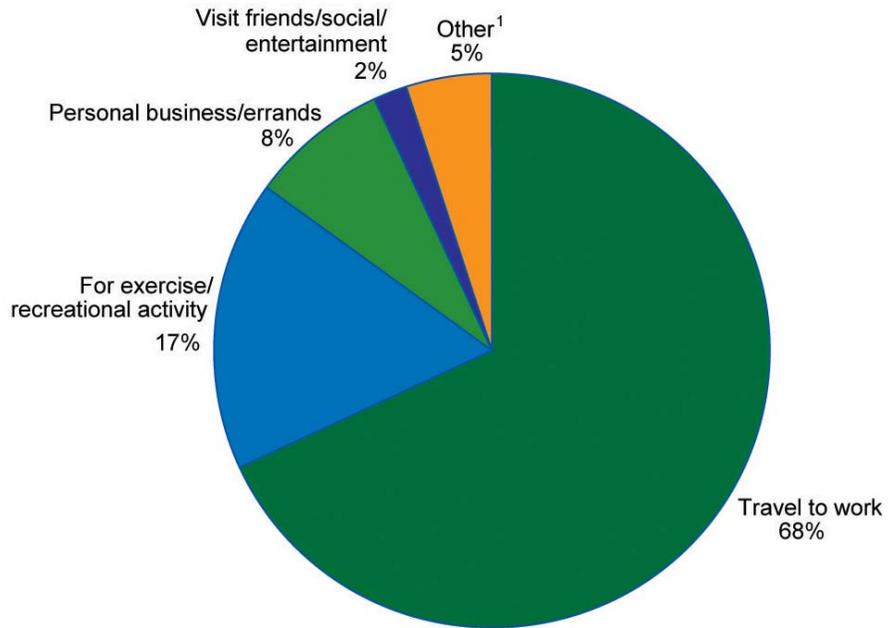
8. On which routes do you think it is important to provide bike route signs?

- All/Any – 70
- Dexter Avenue– 25
- Burke-Gilman Trail – 20
- Downtown (various) – 20
- Lake Washington Bicycle Route – 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.)

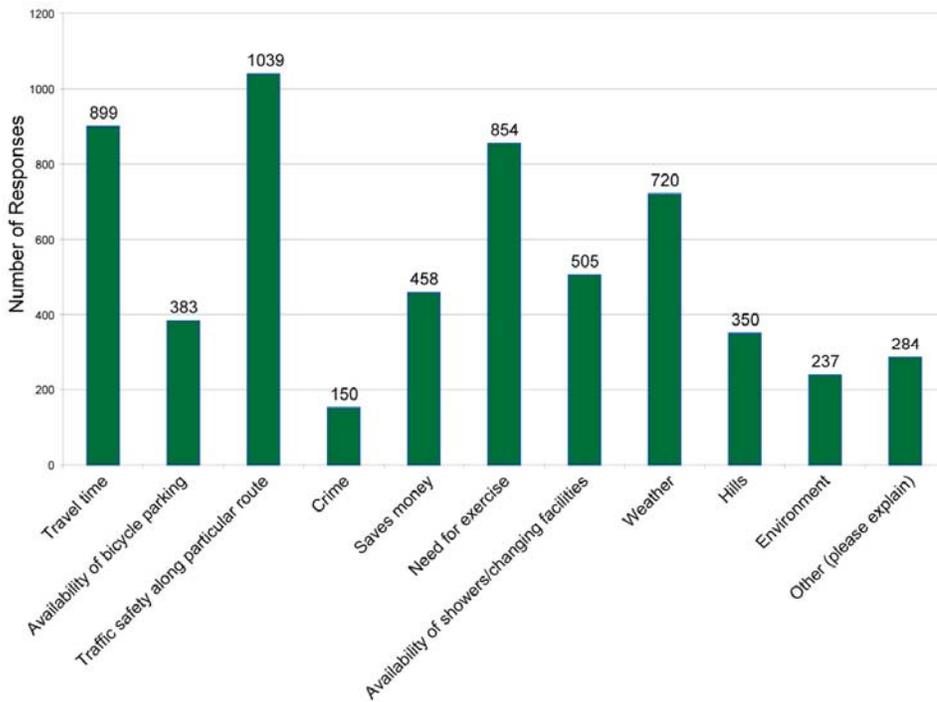
- Ballard Bridge – 50
- Burke-Gillman Trail – 20
- Fremont Bridge – 20
- I-90 Trail – 20
- West Seattle Bridge – 10

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

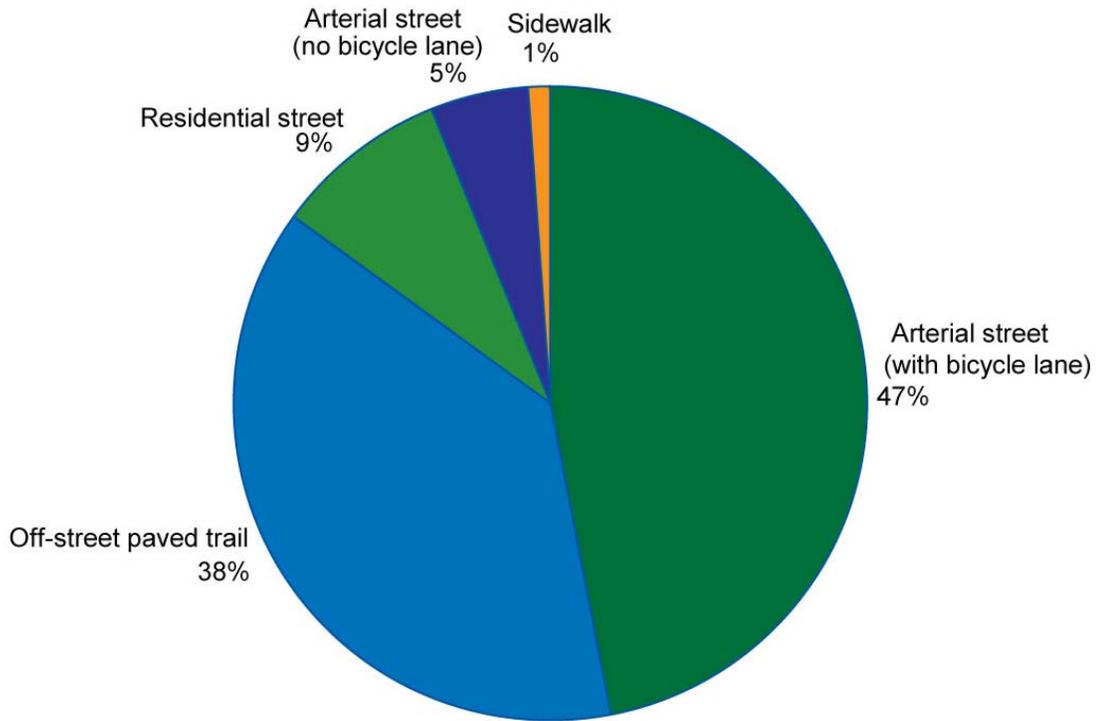


1. Other includes travel to school, travel to bus/ferry/train, and travel to carpool/vanpool.

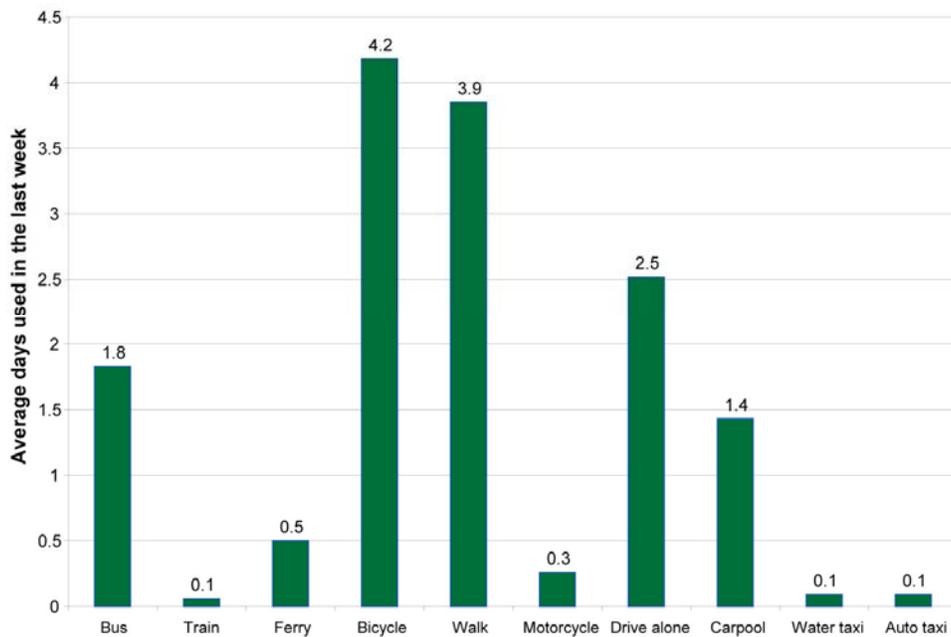
11. Which of the following factors plays a role in whether or not you ride your bike to your destination? (Circle as many as apply.)



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.)



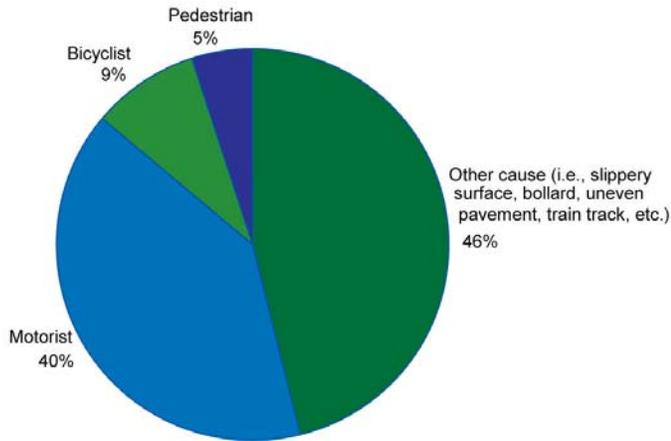
14. Do you have an automobile available to you for trip making?

- Yes - 92%
- No - 8%

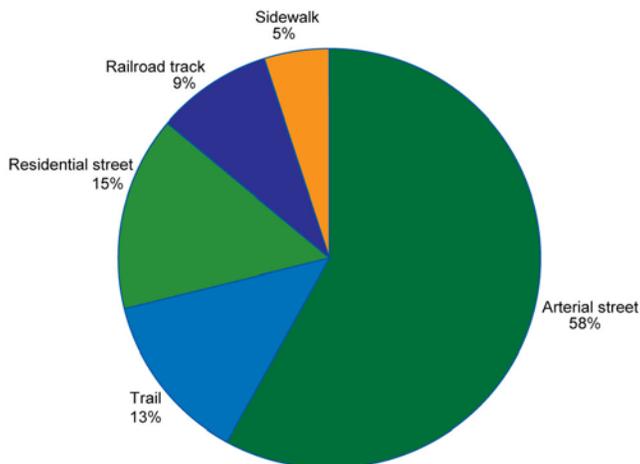
15. In the last week, did you take your bike on the following modes of public transportation?

	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.)



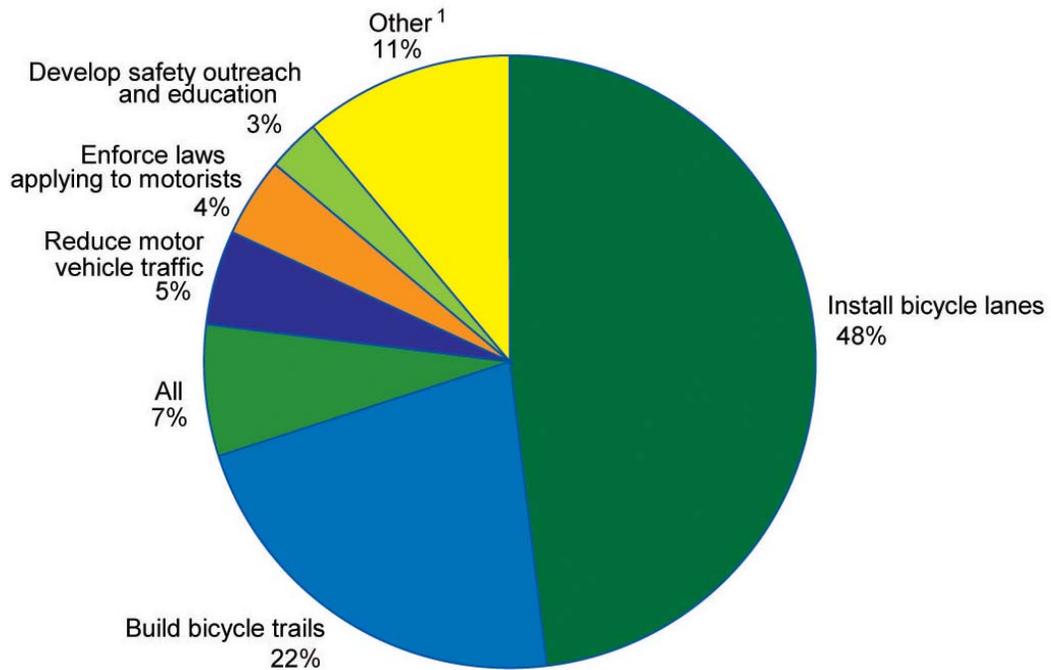
18. If you indicated in the previous question that you have been involved in a bicycle crash in the City of Seattle, please provide the location of that crash. (Question 19 allows you to provide information about additional crashes, if applicable.)

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.

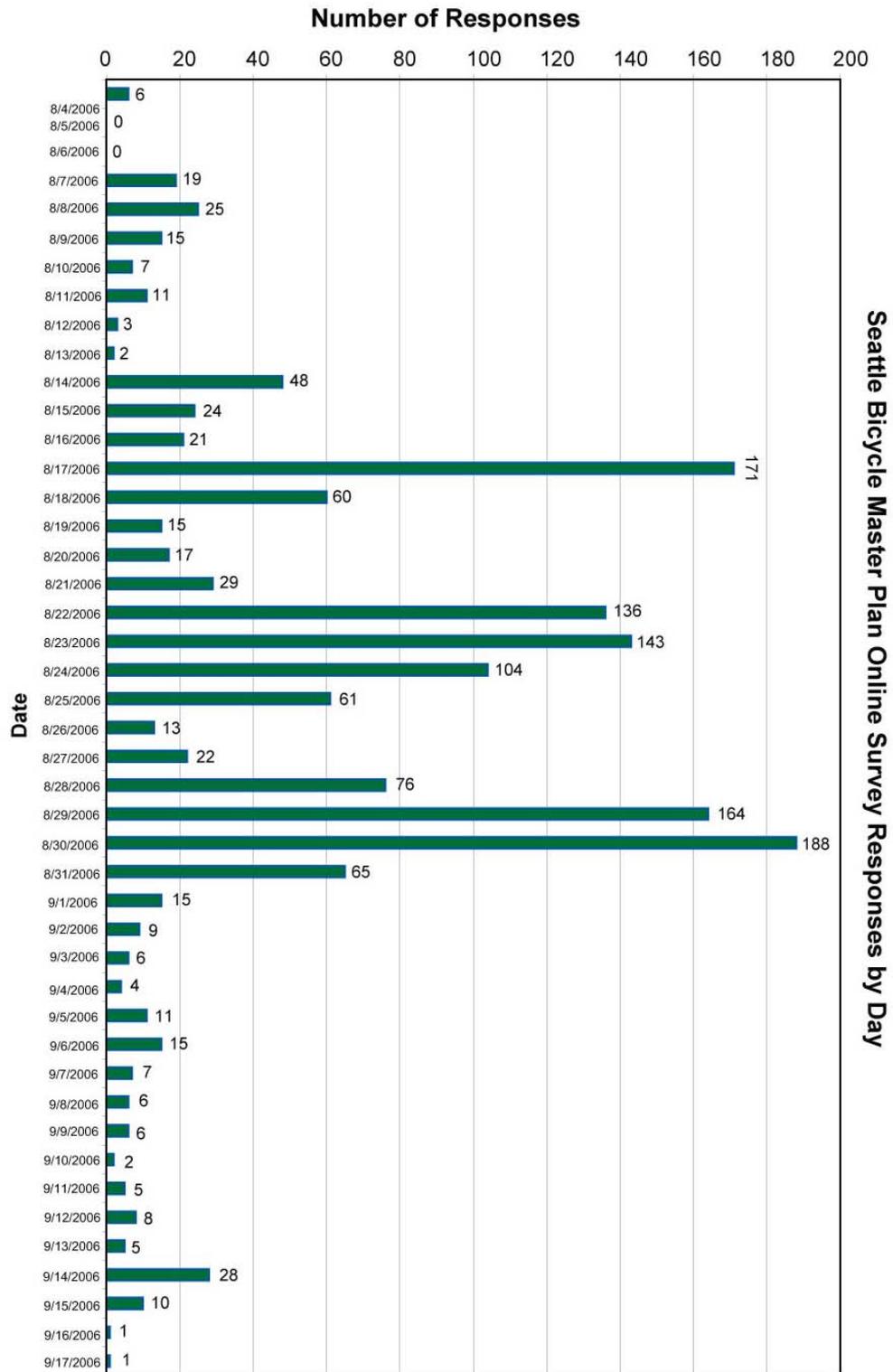
Summary not available.

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.)



1. Other includes Enforce laws applying to bicyclists, Provide bicycle parking, Reduce crime, Nothing, and Don't know.

*This graph shows the number of responses submitted to the city each day during the survey period.*



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