

Seattle Use of Bicycle Signals

Seattle Bicycle Advisory Board

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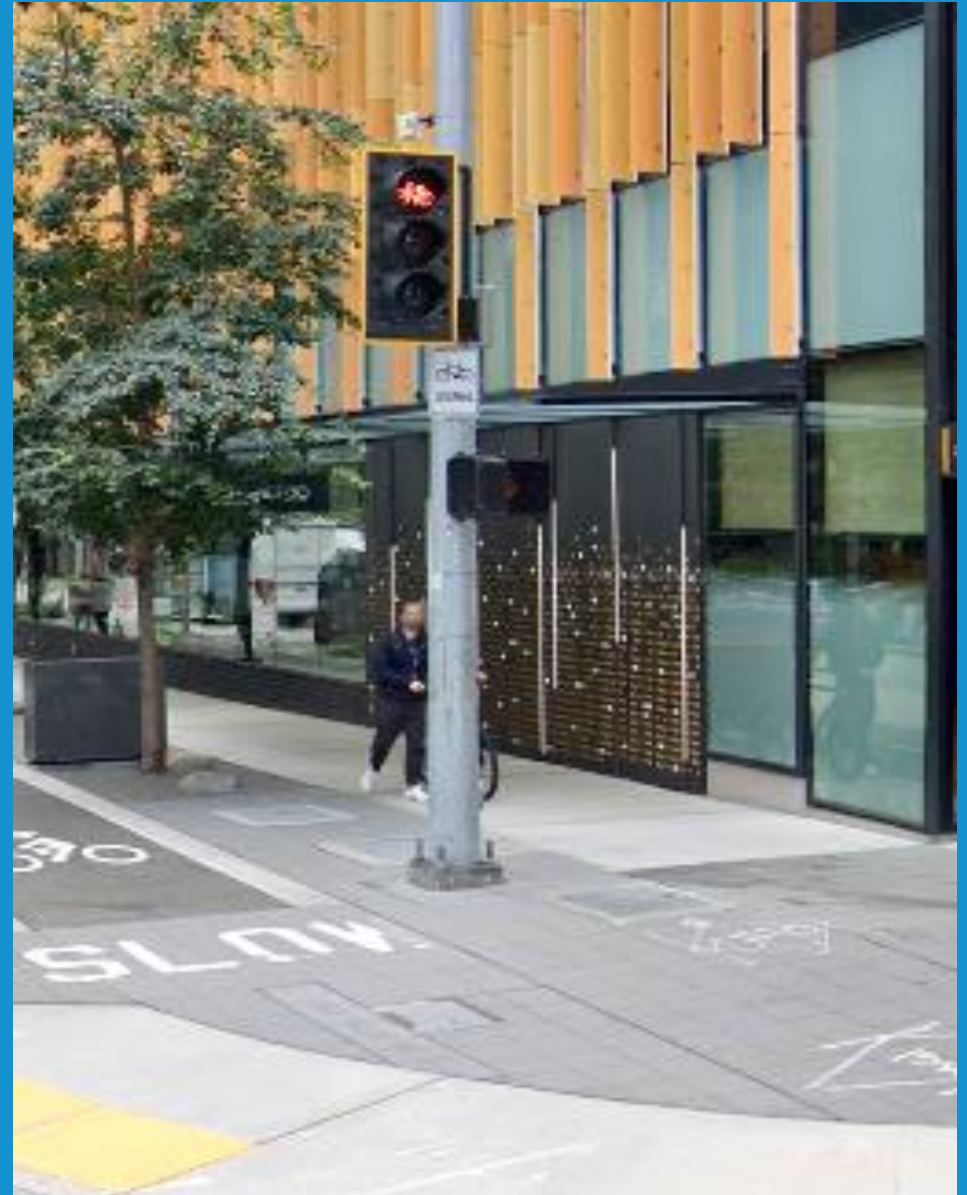
Operations and Review Manager

Transportation Operations Division



Purpose

Share plans to change use of Bicycle Signals in Seattle to improve clarity, consistency and predictability.



Agenda

- 1 Background
- 2 Use of bicycle signals in Seattle and impacted intersections
- 3 Measures under consideration
- 4 Outreach
- 5 Discussion and questions

Background

- Over the past decade, bicycle signals have been used on a mixture of facility types
- In preparation for State's adoption of 11th edition MUTCD, we reviewed operations and recognized we could improve use
- Particularly, in locations with bicycle signals where people turning in cars may conflict with people riding bicycles
- 150 intersections were reviewed



Bicycle Signals in Seattle

- Approximately, 150 intersections have bicycle signals
- Summer 2025 – SDOT paused new bicycle signal installations that conflict with MUTCD guidance
- Currently looking at modifying roughly **50 intersections** using a variety of treatments
- Available to return and discuss intersections if committee is interested

Example of potential for conflict



Measures under consideration



- Restrict conflicting vehicle turns
- Protect turns across the bike lanes



- Involves adding turn pockets and arrows
- Remove bicycle signals where cyclists and drivers will still go at the same time



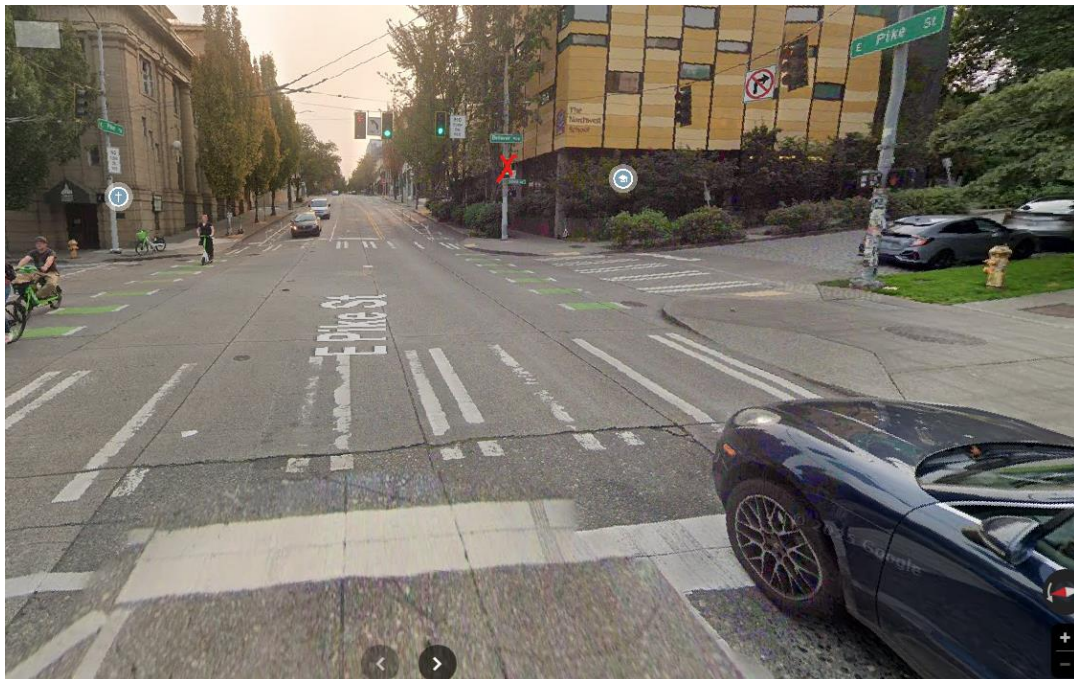
- People biking to use vehicle or pedestrian signal
- May add supplemental vehicle signal heads for better visibility

Measures under consideration

- Implement exclusive bicycle movement
 - Provides exclusive green interval for people biking
 - Restrict vehicular movements during that interval
- Create an All-Walk
 - Remove the bike signals and direct people biking to use the pedestrian signals
 - People biking yield to people walking
 - People driving get a dedicated interval

Example Location (Bellevue Ave & E Pike St)

- Remove eastbound bike signal indication. Operations will remain the same and bikes will proceed with the eastbound vehicle signal head.



- Westbound operations will remain the same, with Westbound bike signal indication and protected turning movements across bike movement



Example Location (Stone Way N & N 34th St)

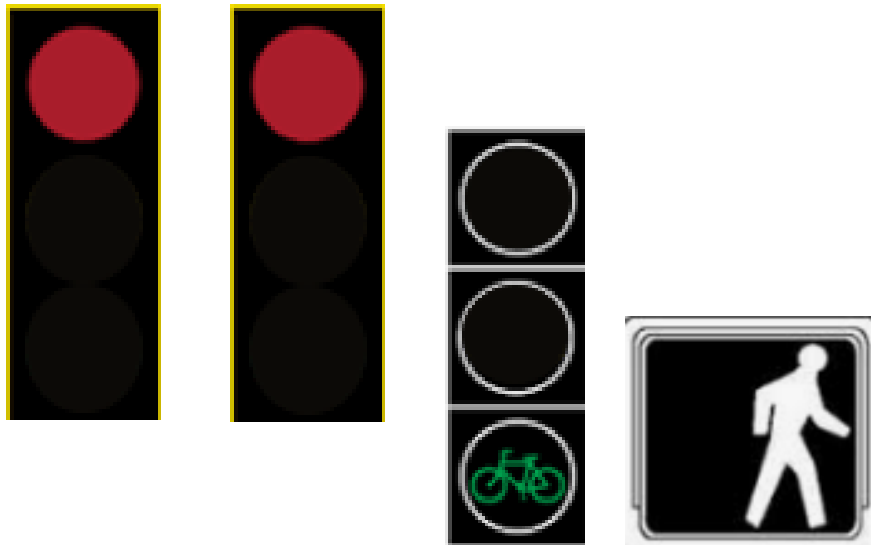
- Existing conditions has concurrent vehicle greens and bike greens for EB



Example Location (Stone Way N & N 34th St)

Planned operations: provide exclusive bike/ped movement

Eastbound bike/Burke-Gilman ped movement:



Eastbound through/right-turn vehicle movement:



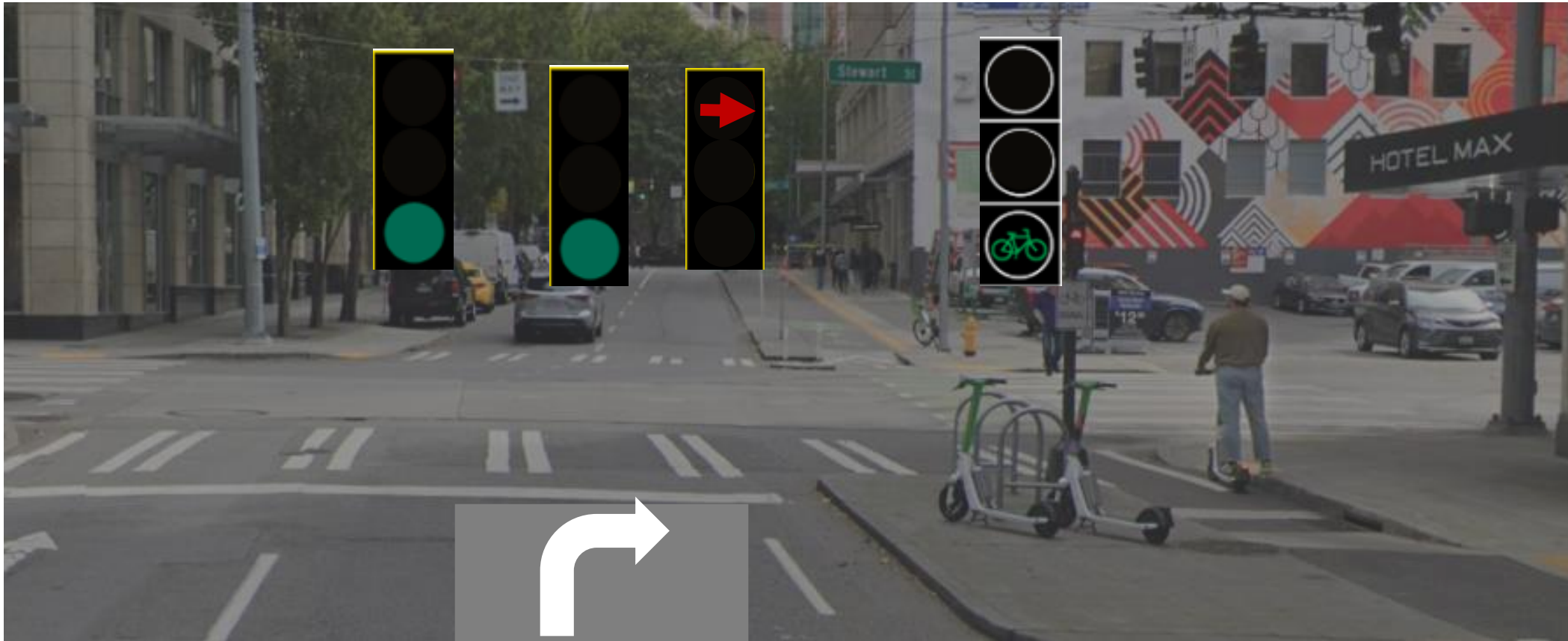
Example Location (7th Ave and Stewart St)

Existing



Example Location (7th Ave and Stewart St)

Planned operations: update southbound channelization and add right-turn only signal to separate turns from bike movement.



The changes for you as a person on a bicycle

Some intersections will have:

- An all-walk and bicycle movement. People biking will follow the walk signs and yield to pedestrians
- Exclusive bike phases where people biking proceed with a green bike signal with no turning conflicts
- Longer cycle lengths and therefore longer wait times

The changes for you as a person using the sidewalk

Some intersections will:

- Have new turn arrows for vehicles, reducing conflicts for people walking and biking
- Operate with an all-walk and bicycle movement. People walking will get a dedicated movement along with bikes to enter the intersection when vehicles do not have any green indications
- Have longer cycle lengths and therefore longer wait times



The changes for you as a person in a car

Some intersections will:

- No longer allow turns that are legal today
- Have turn lanes and protected turn arrows added
- Have longer cycle lengths and therefore longer wait times
- Have all-walk, at these intersections people driving a car will get a dedicated interval from people walking and biking

Outreach Plan

- Work with key stakeholders and adjacent properties, businesses, and organizations about potential changes to specific intersections
- Temporary signs, and fliers as we get closer to making changes at specific intersections
- Via web page, share locations, actions, and implementation schedule
- Work with adjacent properties and impacted communities as needed
- Implement in 2026 and 2027

Questions

Thank you!

