

Report for Discovery Road

Response Counts



Totals: 208

1. How frequently do you use Discovery Road?

	Never	1-2 times per month	1 time per week	2-3 times per week	More than 3 times per week	Responses
Drive Count Row %	2 1.2%	18 10.8%	32 19.2%	47 28.1%	68 40.7%	167
Walk or Run Count Row %	68 51.5%	27 20.5%	11 8.3%	11 8.3%	15 11.4%	132
Bike Count Row %	47 32.4%	45 31.0%	16 11.0%	24 16.6%	13 9.0%	145
Take Transit Count Row %	115 94.3%	7 5.7%	0 0.0%	0 0.0%	0 0.0%	122
Access a residence Count Row %	60 45.8%	21 16.0%	12 9.2%	9 6.9%	29 22.1%	131
Access Salish Coast Elementary School Count Row %	97 77.6%	6 4.8%	2 1.6%	3 2.4%	17 13.6%	125
Hang out Count Row %	111 92.5%	4 3.3%	2 1.7%	0 0.0%	3 2.5%	120
Access Work Address Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Access a business Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Access businesses on Upper Sims Count Row %	0 0.0%	1 50.0%	0 0.0%	1 50.0%	0 0.0%	2

	Never	1-2 times per month	1 time per week	2-3 times per week	More than 3 times per week	Responses
Avoid traffic on Sims Way/Hwy 20 Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Commute Count Row %	0 0.0%	0 0.0%	0 0.0%	1 50.0%	1 50.0%	2
Cross on trails Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Exercise Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
It's too unsafe to bike Discovery Rd Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
It's too unsafe to walk Discovery Rd Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
My limited use is directly related to poor safety of the area; i choose routes based on safety Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Route to Highschool Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Travel to County library or other in Chimacum Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1

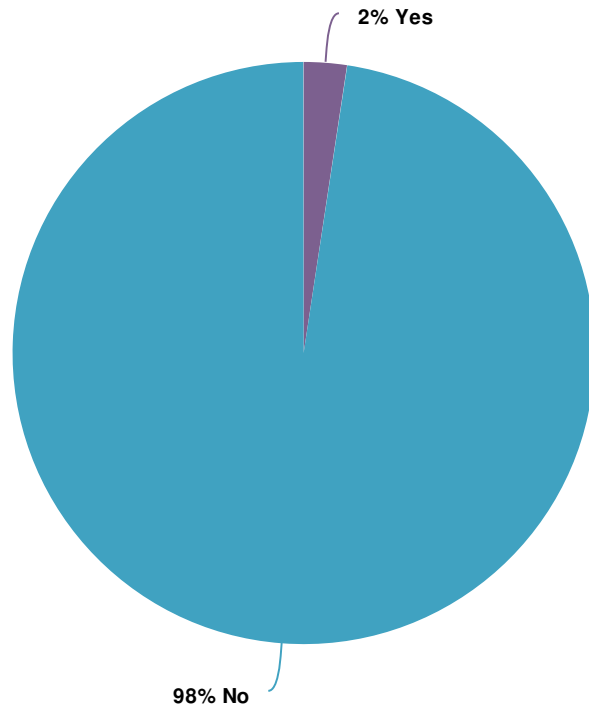
	Never	1-2 times per month	1 time per week	2-3 times per week	More than 3 times per week	Responses
Void						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	
Walk my dog						
Count	0	1	0	0	0	1
Row %	0.0%	100.0%	0.0%	0.0%	0.0%	
access businesssed in the business park						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
bike in nicer weather to Larry Scott Trail						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
car & RV exite/enter town						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
drive						
Count	0	1	0	0	0	1
Row %	0.0%	100.0%	0.0%	0.0%	0.0%	
leave the City on a less-traveled route						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
leave town						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
visit an elderly parent						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	



Totals

Total Responses

167

2. Do you have limited mobility, or use a wheelchair or other mobility device?



Value		Percent	Responses
Yes		2.4%	4
No		97.6%	165

Totals: 169

3. How can Discovery Road better accommodate people with mobility challenges?

ResponseID	Response
-------------------	-----------------

92	Please do not allow any A-frame signs or signs that block being able to get out of the way of people moving faster. If there are any dips in the sidewalk, make sure they are designed for icy wet weather.
----	---

134	Sidewalks or a walk/bike trail that is wide enough to feel safe from cars.
-----	--

220	Make sure that Bikes and foot walkers have space to go to and from. Walking is out of the question for me to get in and out of Port Townsend.
-----	---

4. To what extent are the following items problems on Discovery Road: Please answer all questions

	Extreme Problem	Moderate Problem	Minor Problem	Not a Problem	Responses
Volume of traffic Count Row %	29 18.7%	53 34.2%	39 25.2%	34 21.9%	155
Vehicle speed Count Row %	37 23.7%	66 42.3%	33 21.2%	20 12.8%	156
Number of large trucks Count Row %	15 9.9%	46 30.5%	46 30.5%	44 29.1%	151
Not safe to bike Count Row %	115 71.4%	34 21.1%	7 4.3%	5 3.1%	161
No place to park Count Row %	25 16.7%	17 11.3%	33 22.0%	75 50.0%	150
Crossing the street is difficult or dangerous Count Row %	37 23.9%	46 29.7%	48 31.0%	24 15.5%	155
No sidewalks Count Row %	100 63.7%	35 22.3%	13 8.3%	9 5.7%	157
Pavement condition, such as cracks and potholes Count Row %	61 39.6%	54 35.1%	25 16.2%	14 9.1%	154
I am worried about my personal security Count Row %	24 15.7%	27 17.6%	33 21.6%	69 45.1%	153
Too dark at night Count Row %	24 15.7%	43 28.1%	43 28.1%	43 28.1%	153

	Extreme Problem	Moderate Problem	Minor Problem	Not a Problem	Responses
Appearance Count Row %	11 7.3%	23 15.2%	50 33.1%	67 44.4%	151
Character not consistent with Port Townsend Count Row %	9 6.0%	20 13.4%	29 19.5%	91 61.1%	149
Totals Total Responses					161

5. Any other problems?

ResponseID	Response
41	On that last one, sadly, the character of many of Port Townsends major streets have many of these problems, which is why I said it is "not a problem" in terms of consistency.
47	Need safe access for school and adult pedestrians to go home/work. Pavement conditions are very poor just before Salish.
53	My major problem is bicycle safety, given that the negligible shoulder has NEGATIVE WIDTH in many places due to the cracked and muddy road conditions, especially in wet weather.
61	My answers are based on my use. Things like sidewalks are likely more important for those living closer to the project area.
76	Overgrown brush at certain times of year can make walking on the shoulder difficult and even dangerous, as it's hard to tell where the terrain is uneven.
79	Lack of bike lane!
84	Frequent strong odor from Mill. Always drive with windows closed and filters on. Frequently not enough to make a difference. Gives me headaches and nausea. I would not bike or walk until that is addressed. And the transit schedule is too infrequent and hard to read.
85	Large trucks hitting potholes is very loud for Towne Point residents. New pavement along with the bike path would be great!
88	Damage to road at boy scout cabin and entering boy scout cabin.

ResponseID Response

89 no shoulder. Unsafe for cyclists. Bad intersection @ Mill Road. stretch from roundabout @ Rainier to Mill Road is also awful and should be addressed, as is primary route into town for residents of Cape George. Intersection with Jacob Miller is also hazardous.

91 Rarely do drivers stop for pedestrians legally crossing with the right of way at intersections.

92 There is no speed enforcement, and drivers seem to act like people using the road who aren't in cars are the enemy. Please don't put a lot of landscaping that makes it hard for drivers to see what's going on like what's on upper Sims way. Concrete sidewalks are a nightmare. Make the sidewalks out of asphalt. Concrete is one of the worst things sidewalks can be made of, for the health of peoples' joints and bones. Please don't waste a lot of money on facetious landscaping. We don't want it, and we don't need it.

94 Poor visibility of oncoming traffic when turning on to Discovery from side streets

102 I would bike the road if it was safer!! Too scary and dangerous now!!

104 Biking and staying to the right both directions is very difficult because edge of road where I ride is in terrible shape and very bouncy!

105 Ground stability--even repairs are failing

107 Vehicle speed. People drive too fast, not enough speed signage.

110 Shoulders are too narrow for safe biking.

127 Salish Coast Elementary bus load and unload on Discovery is EXTREMELY DANGEROUS and will end in a catastrophic accident... The load/unload area MUST be moved back to Grant Street Street!

133 I find that the current character is very fitting of Port Townsend. If it is to be gentrified it needs to be done with taste not making our little city look like every other place in America which has been the problem of late with all our little road projects.

135 Too dark at night? No, Maybe too bright at night. Do you ever want to be able to see the stars at night? Who uses these streets with bright lights at night. Kids are not in school at night.

136 The bus loading zone on Discovery is dangerous and seems likely for a collision with traffic, esp bikes and pedestrians. The load/unload area should be moved back to Grant Street to increase safety and traffic flow.

138 Intersection at Discovery, Mill road and HW20 are a Hugh problem.

ResponseID Response

139	Noise; as a resident whose property borders Discovery Rd it can be extremely noisy due to the increased traffic over the past six years and people going well over the speed limit.
143	The steepness of the hill from Mill Street to Rainier and curves make for difficult interaction with vehicles
146	Badly eroded edges for biking due to lack of drainage maintenance. Lack of pavement width for safe uphill bicycling.
149	Safety of pedestrians and bicyclists are the main issues as well as sight lines for some intersections
154	This question is a "leading question." The volume of traffic, or the size of trucks will never be a problem as long as there is best practice bicycle infrastructure in place. The question assumes the that motor vehicles are at the center of everything. Sadly, this is the unspoken, sub conscious assumption that most everyone has regarding transportation. Currently, riding a bicycle on Discovery is nerve racking. The problem is that the roadway is designed for cars, not cyclists or pedestrians. That is the problem. Also, I might point out that if you are planning on adding "appearance" and "character" into the mix of factors that will determine the final design, then cyclist infrastructure will be compromised. Case in point: when those of us on the nonmotorized board tried to put in bicycle racks downtown, we had to get approval from the Historical Preservation Society. When was the last time that the HPC had to weigh in on vehicle parking? The optimum bicycle infrastructure has nothing to do with the character of Port Townsend. ANd, it should have nothing to do with appearances. It should based on safety, efficiency, and predictability.
155	Ditches are close to the road. There is no shoulder for pedestrians and in fact I have not encountered a pedestrian in all the years I have used this road. The curves restrict vision and people consistently drive too fast to avoid an accident if they were to come upon a bike or pedestrian. Safety is a big problem.
157	No pedestrian connection for students (who live in towne point and other neighborhoods) and their school. the small path on the side of the road feels unsafe due to traffic volume, speed and no separation between cars and people.
161	too narrow
164	No sidewalks and volume/speed/sound of traffic are the issues that prevent me from completing the loop back to my home via Discovery Rd.
178	volume has been since the Rainer Roundabout was installed, speed has always been a problem and now larger trucks/trailers cause of the roundabout. otherwise has been NOT nice to ride a bike

ResponseID Response

181	I recently had the opportunity to walk along Discovery Road, coming back to town from the roundabout near Goodwill. There is virtually no shoulder or sidewalk for either pedestrians or cyclists. I will avoid this area, other than in my car, in the future. Ideally it would have a bike path/sidewalk on each side of the street. Having a single path on only one side where cyclists are going against traffic is extremely dangerous. Car entering the road are not looking to their right, only to the left. This is very dangerous for cyclists.
184	What took the city so long to do this?
188	since the roundabout on discovery rd, traffic on discovery rd has increased, use to ride my bike on this road to leave town for a bike ride, NO MORE! if walking/biking lights would for a better place and having the sidewalks would help alot
190	No or limited shoulders.
192	Very few stops to moderate speeds. Terrible intersection at Jacob Miller Rd. No bike lanes/trails, shoulders, or separate walkways.
196	Condition of the road from Mill to Rainier is horrible, has been for decades. Traffic speed from Mill to Rainier is not enforced adequately.
198	The S Jacob Miller Rd intersection is not safe. Cars have to pull out into the on coming traffic lanes to be able to see if they can enter the intersection. And Not Safe to Bike means no bike lanes. Bike lanes should go the FULL LENGHT of the road.
210	Specifically during school times, meeting bus coming at me and a bike going with flow towards school.
213	I would us Discovery much more if I felt safe riding my bike on the street. I often ride with my 8 y/o child and we will take all kinds of strange routes to avoid the road. I feel like a bike land, shoulder, or sidewalk would make a tremendous difference and I'm excited about the possibility. I'm not as worried about the condition of the road as I feel it causes vehicles to actually travel closer to the speed limit and it's repaving feels lower on the city priority list than say, parks, housing, and public services.
217	narrow lanes with speeding traffic
219	Lack of safe bike lanes forces me to use other routes
220	Once you get west of round about there is no edge that foot traffic or bikes to go either way. Thats very dangerous for drivers too. Discovery Rd used to be 50mph and is now 25mph which people ignore.
228	Unsafe biking and rough pavement for biking. Added danger when cars try to pass
230	not safe for pedestrians

ResponseID Response

235 The road is a tacky eyesore and is totally unsafe for any traffic.

238 This part of the road is "rough" to say the least. I do believe that, coupled with the narrow lanes, helps to keep vehicle speeds low.

241 Why is this project taking so long? It is in the city limits so should be a priority. It is VERY dangerous to walk there and it is the only way to the elementary school. I guess our kids and citizens aren't so important. Shame on you! Make this happen now!

243 Road is curvy, very poor sight ahead or behind when bicycling

6. How important are the following improvements for Discovery Road? Please answer all questions

	Essential	Very Important	Somewhat Important	Not Important	Responses
Sidewalks Count Row %	85 54.8%	39 25.2%	26 16.8%	5 3.2%	155
Better crosswalks Count Row %	50 32.7%	44 28.8%	52 34.0%	7 4.6%	153
Slower traffic speeds Count Row %	35 23.0%	33 21.7%	49 32.2%	35 23.0%	152
Safer intersections Count Row %	44 28.9%	40 26.3%	47 30.9%	21 13.8%	152
Better bus stops Count Row %	16 10.7%	37 24.8%	66 44.3%	30 20.1%	149
Bike facilities (e.g. bike lanes or cycle tracks) Count Row %	98 62.4%	39 24.8%	13 8.3%	7 4.5%	157
More landscaping Count Row %	6 3.9%	16 10.5%	57 37.3%	74 48.4%	153
Lighting Count Row %	14 9.2%	37 24.3%	65 42.8%	36 23.7%	152
Furnishings, such as benches and bike racks Count Row %	5 3.3%	12 8.0%	64 42.7%	69 46.0%	150
Small parks or gathering spaces Count Row %	10 6.6%	20 13.2%	49 32.5%	72 47.7%	151

	Essential	Very Important	Somewhat Important	Not Important	Responses
Drainage improvements					
Count	24	33	54	38	149
Row %	16.1%	22.1%	36.2%	25.5%	
Totals					
Total Responses					157

7. Any other thoughts on potential improvements?

ResponseID Response

41	Better signage and lighting for the Boy Scout cabin driveway.
47	need safe bike/walk lanes so people are more likely to access trail network and town
52	Sufficient landscaping would become important if the surrounding areas become more developed, right now it's pretty green. Lighting levels should be appropriate for neighborhoods, not light polluting.
53	I don't know that glorified bike lanes are needed (as were done along Howard Street) or would fit in Discovery Road, nor sidewalks, dividers, landscaping, etc. I'm concerned all this would take too much space and would serve little purpose (again see Howard St. improvements). All that's critically needed are wider shoulders, fixed from cracks and pools of mud when wet.
56	new pavement, please!
70	1) Not sure where you guys are having drainage issues. 2) Doesn't matter how you improve the road, 75% of the traffic speeds anyway. Even seen cars pass other cars that are doing the speed limit.
84	Address the mill odor.
88	Need speed calming.
89	Safe bike lanes designed for commuters. This means put them on BOTH sides of the street (not like by Salish Coast, that assumes that all bike traffic is going to the elementary school.)

ResponseID Response

92 Please for once make a thorough fare that actually works instead of wasting money on a bunch of plants and fancy stuff that nobody needs. No more public gathering spaces so homeless people hang out and put people out walking and exercising, in danger. Stop putting a lot of icing on cow pies. Just give us a good solid no-frills thoroughfare.

93 Pump Track, and develop more dirt bike trails

98 Improvements is a euphemism with an inherent bias. Looking at the costly overbuild of Rainier Street, I shudder to think of the beauty and intimacy of Discovery, be erased by an overbuild.

104 Because of limited way I like the idea of a separate all use trail along one side or the other

105 Concern for the roadway width and visibility restrictions where and when the school buses park.

115 Regarding lights, I understand the need for safety, however, I am also a Dark Sky advocate and would like to see street lights directed downward only, using the most energy efficient models possible.

118 existing round about is over lit and over signed with over 20 posts and poles intruding on the view. ask about trail type passage instead of paved sidewalks which cause runoff problems

121 Speed humps on traffic lanes

127 Salish Coast Elementary bus load and unload on Discovery is EXTREMELY DANGEROUS and will end in a catastrophic accident... The load/unload area MUST be moved back to Grant Street Street!

135 I am not really sure why the city is worried so much about this one small part of a one certain street. Yes I agree Discovery is awful to bike on, but really how many people are actually biking to get anywhere on Discovery? Why don't we focus on Hastings. Many more people bike on Hastings. If someone is biking on Discovery it means they are leaving town, how many people actually bike out of town. People bike around town. Let's focus on a different area other than Discovery. How about Sheridan, North of 19th. I use that road a lot more for biking than Discovery.

136 I don't have an informed opinion with regards to drainage issues

138 All of the above should be extendEd from Rainier street to mill road (city limit).

146 Need consistency in bike facility style throughout town

148 Better paving maintenance...

ResponseID Response

151	Already did the survey, but I just looked at the map and saw that 14th Street will be closed off! That will add more traffic to McPherson which by the way is not of little use!
155	I have no idea if drainage is a problem. Maybe? You can set the speed limit lower but people will not obey. Is there a big enough right of way to put a bike/pedestrian path on the other side of the ditches? Landscaping is important to the degree that it not be close to the road and block vision or access for a pedestrian to get off the roadway in a hurry.
157	I think that the speed limit is 25, but it doesn't seem like a 25 mph zone. so using street design to slow traffic to residential speed is important
160	Road Resurfacing & Repair for Vehicle Traffic.
161	I think 25 is a good speed as it is in the rest of town, but people drive faster than 25
175	The speed limit of 25 mph is fine. Many people don't observe it.
176	Improvements to this road like wider breakdown lanes are important for bike and pedestrian safety. I would like to see the 'country road' feeling maintained. Breakdown lanes would do this while sidewalks would be an expensive addition to this rural road.
178	with more housing in the area, more pedestrians are walking, light would help make safer for waling/riding a bike. there is currently NO room for bus stops without interfering with traffic.
181	My main concerns again are making it safe for cyclists and pedestrians. I do not anticipate sitting on a bench in this area as there are so many other places to do that that are much more pleasant. Keeping the speed limit where it is at is find in my mind.
182	A bike trail along all of Discovery Rd. from Salish Elementary to the Larry Scott bike trail near Discovery Golf Course.
190	sidewalks are not necessary on both sides of Discovery Road as long as there are frequent crosswalks.
194	Bicycle lanes only, not that dangerous thing that is by Goodwill. That needs to be torn out.
196	The speed limit is fine, enforcement is lacking.
198	signage about bikes on road
203	Rode my bike along this section of Discovery Road about 4 years ago and swore I would never ride a bike on this road again. So dangerous and nerve wracking.

ResponseID Response

205 Couldn't really rate several of the options, like drainage & lighting, as I don't really know the issues. Traffic speed is posted low enough, however not all drivers follow that low speed.

217 traffic calming designs

219 Creation of a two lane bike lane on east side of road increases risk of motor vehicle versus pedestrian incidents

223 Just fix the potholes and otherwise leave it alone.

231 Survey does not show all options on small scree!!! Not wasting any more time on this!

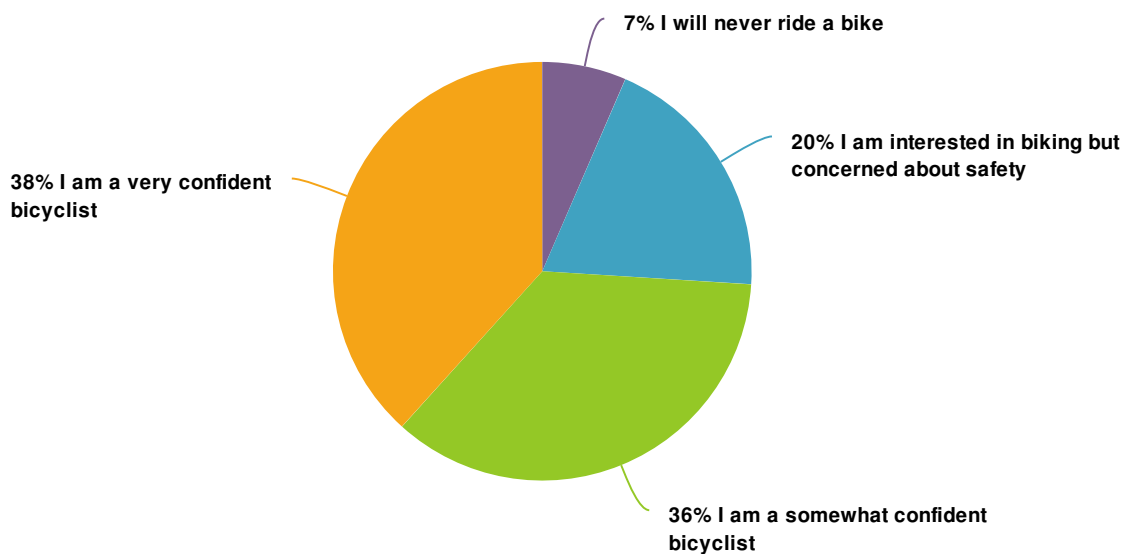
239 Mainly really treacherous while riding a bike especially from Mill Rd toward Rainer uphill with no shoulders and a curves. Honestly most drivers are pretty courteous but straight up bike lanes would be an improvement.

241 Make it happen now.

243 Bike lane is critical all the way to Mill Road.

247 Improve, smooth the pavement

8. What type of bicyclist do you consider yourself?




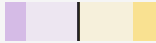


Value	Percent	Responses
I will never ride a bike	6.5%	10
I am interested in biking but concerned about safety	19.5%	30
I am a somewhat confident bicyclist	35.7%	55
I am a very confident bicyclist	38.3%	59


Totals: 154

9. How would you rate your own comfort and safety for each type of bikeway for Discovery Road?

	Very Good	Good	Acceptable	Poor	Responses
Bike Lanes					
Count	47	35	40	16	138
Row %	34.1%	25.4%	29.0%	11.6%	
Buffered Bike Lanes					
Count	59	42	27	9	137
Row %	43.1%	30.7%	19.7%	6.6%	
One-Way Cycle Tracks					
Count	88	21	16	10	135
Row %	65.2%	15.6%	11.9%	7.4%	
Two-Way Cycle Track					
Count	56	31	30	20	137
Row %	40.9%	22.6%	21.9%	14.6%	
Shared Use Path					
Count	51	19	37	30	137
Row %	37.2%	13.9%	27.0%	21.9%	
Totals					
Total Responses					138

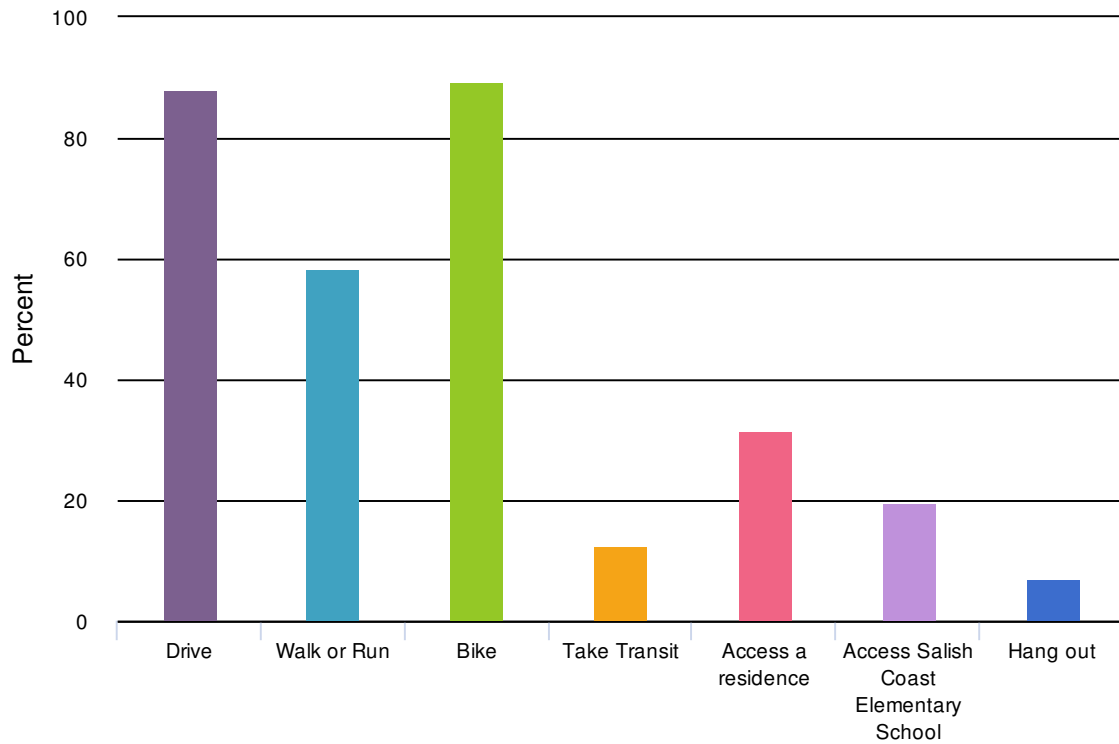
10. Related to each type of bikeway, which sidewalk layout do you think would provide the most comfort and safety? Rank in order of best to worst with 1 being best and 4 being worst

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
One-way cycle tracks	1		380	125
Two-way cycle track	2		335	129
Bike lanes or buffered bike lanes	3		328	127
Shared use path	4		267	134



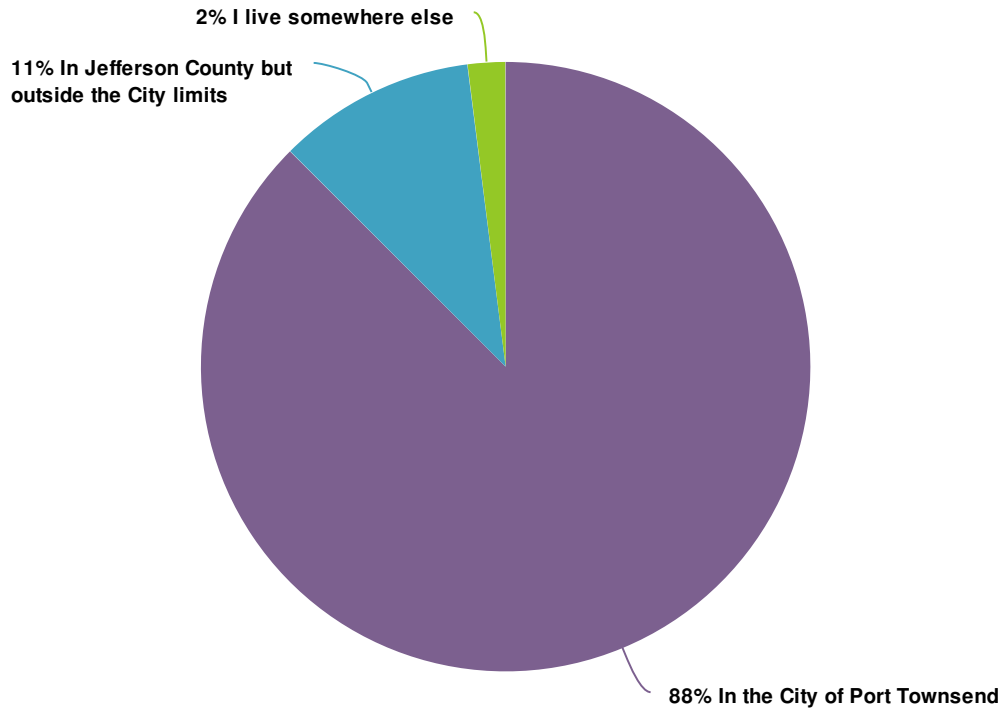
 Lowest Rank Highest Rank




11. How might you use Discovery Road after the project is completed? Choose all that apply



Value	Percent	Responses
Drive	88.0%	125
Walk or Run	58.5%	83
Bike	89.4%	127
Take Transit	12.7%	18
Access a residence	31.7%	45
Access Salish Coast Elementary School	19.7%	28
Hang out	7.0%	10

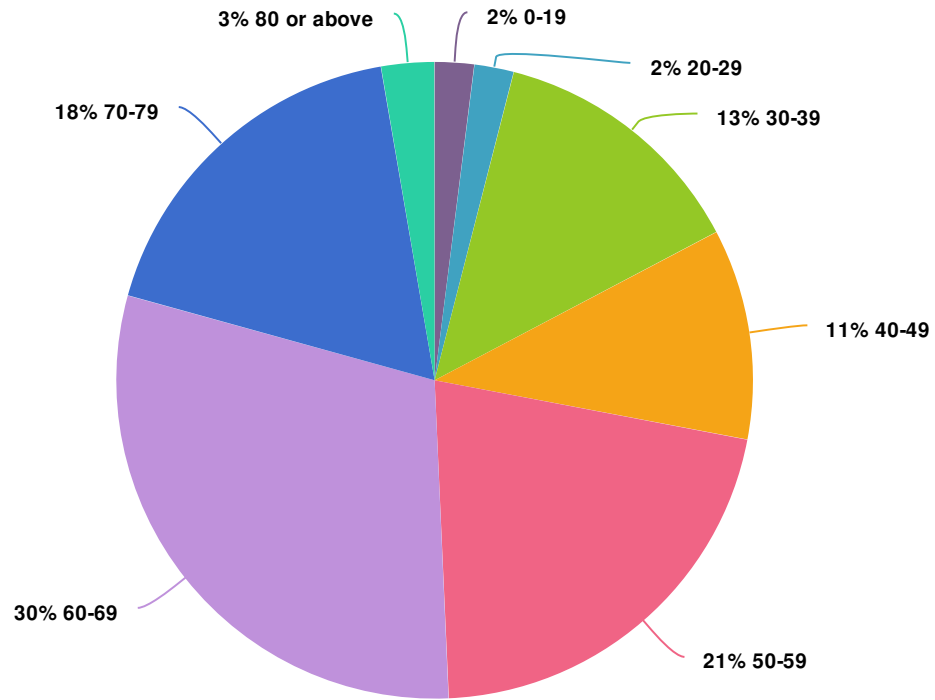
12. Where do you live?



Value		Percent	Responses
In the City of Port Townsend		87.5%	133
In Jefferson County but outside the City limits		10.5%	16
I live somewhere else		2.0%	3

Totals: 152

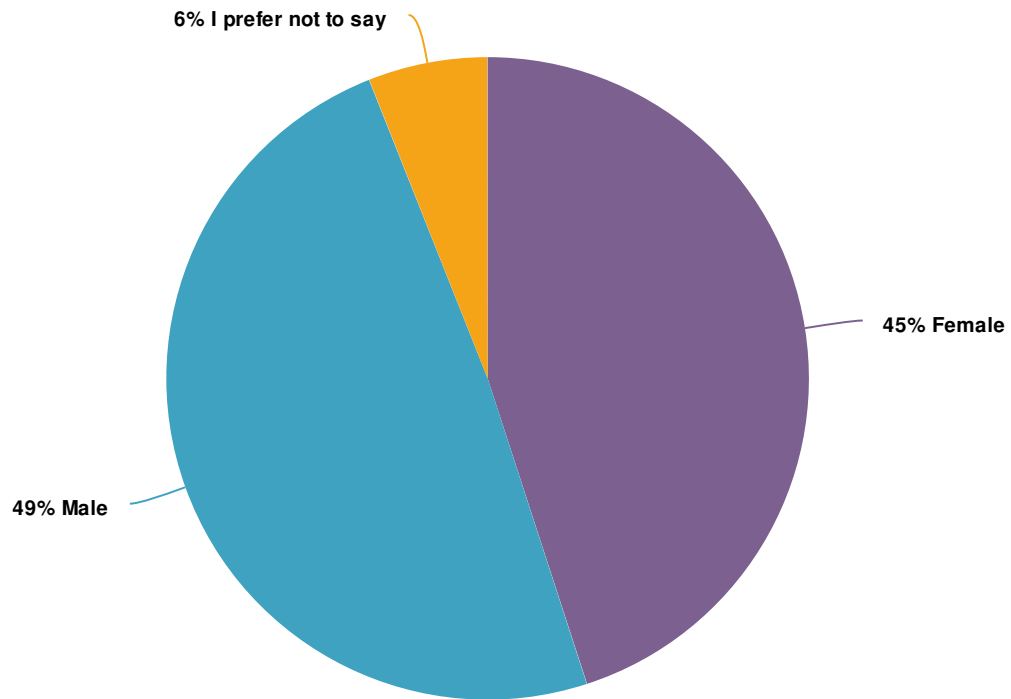
13. What is your age?






Value	Percent	Responses
0-19	2.0%	3
20-29	2.0%	3
30-39	13.3%	20
40-49	10.7%	16
50-59	21.3%	32
60-69	30.0%	45
70-79	18.0%	27
80 or above	2.7%	4

Totals: 150

14. I identify as:



Value		Percent	Responses
Female		45.0%	67
Male		49.0%	73
I prefer not to say		6.0%	9

Totals: 149

15. Please provide any other comments you have on the Discovery Road Bikeway and Sidewalk Project.

ResponseID Response

40 Biggest issues to me - speed limit not obeyed, by trucks, cars and motorcycles - and lack of lightening. I am concerned that I could lose beautiful trees and wild life habitat that line my front yard on Discovery Road (across from Towne Pt entrance.

41 I'm really glad this plan is underway. I really hope that the city and county are discussing similar plans for Hastings Road, which is also a huge mess for pedestrians and bikers as well as drivers.

42 This should be a high priority - installing a safe bike route along this road will go a long way to making accessing these neighborhoods and getting to the Larry Scott trail safer.

47 Your question to rank the types of bike paths from least to greatest lacked sufficient information for me to make a comment because I did not know what was best or least - was it based on "placing" where a 1 was highest or was it based on numerical order where a "4" was highest. Unfortunately, I was not able to answer. Also, I feel it is a waste of time to ask people what type of bike lane they want without knowing how much available space you have. I think it would have been far better had you given choices based on the available land and funding so the choices are viable. It is like handing me a menu of fancy dinner options and asking what I would like to eat knowing that the only thing left in the kitchen is rice and beans. Also, two lane bike lanes are different from the other bike lanes around discovery and would cause some confusion as one enters that section of street prompting more street crossings which, in my opinion, are the most dangerous part of biking/walking.

ResponseID Response

48 A mixed use path is a bad idea. Bikes and pedestrians should not mix. The bikers would be safer on the road, for both their sake and the pedestrians sake. I don't think any experienced biker would recommend this. When it's something like the Larry Scott trail people are a bit more aware there are bikers. I find on paths that just look like sidewalks, people are not expecting bikes. One of the worse accidents I got into was riding on a sidewalk. The pedestrians did not see me, I did not have time to unclip and I fell off the sidewalk and into a busy road. It would have been safer for everyone if I'd been on the road- but even better if there had been a bike lane! PLEASE talk to local leaders that know about best practices in these areas. Sam Thomas and Dan Burden are both livable, walkable (and bikable) community experts and know lots about best practices in bike lanes. More than my and other random Oort Townsend residents' relatively uneducated opinions.

50 Even though I'm a fairly confident cyclist, the combination of rough road surface, no shoulders, and relatively high traffic make me more likely to seek alternatives to riding my bicycle on Discovery Road. My main concern is having to hit a pot hole head on because a car is currently passing me and I can't swerve around it. Any of the bike lane options would be a huge improvement as would improving the road surface and/or adding a small shoulder. I would not feel comfortable riding on Discovery with young kids, because the margin of safety is too small.

52 Looking forward to utilizing improvements!

53 I'm concerned there is not enough space to widen Discover Road much without cutting down trees, which I'm not in favor of doing! As someone who commutes to work by bicycle, but avoids bicycling on Discovery Road due to safety issues, all I need is fixed cracks/drainage and a wide one-way bike lane, shoulder, or bike-able sidewalk to feel safe. Better lighting would be a plus, but not necessary. Most anything else (such as landscaping, buffers, segregated two-way bike lane, etc.) would be an unnecessary frill for me, and probably take up and waste too much space.

56 Whatever the scope of the project, would you at least repave the entire driving surface? Please?

62 I run on Discovery all of the time and welcome any improvements on the horizon. Any sidewalk is better than what we currently have, but it is difficult to predict the volume of potential foot traffic we'll have on Discovery once Rainier St is further developed.

65 I'm a third grader at Salish Coast. I sometimes bike.

67 I'm a 5th grader at Salish Coast. And I bike a lot.

70 If it were to be constructed, the path should be on the northern side of the road as there is only one residence on that side with an access on Discovery. There is also 2 blocks that already have sidewalks on that side. That is also the access side to some of the trails between Discovery and Hastings.

77 Finally! I'm glad this is being considered. Now we need more sidewalks in the older part of town where folks are growing vegetation where sidewalks should be.

ResponseID Response

78 Bike lanes or buffered bike lanes are the best alternative. Cycle tracks like the present Rainier St. cycle track are by far the least safe and convenient alternative. Furthermore the design of the present roundabouts presents confusion and danger to cyclists.

82 I live at 20th and Grant Street Trail and know exactly all the roads and bike lanes and other bike facilities that you are talking about here. In my somewhat younger days, I was a very confident cyclist in Seattle, including commuting to work in downtown Seattle for many years. I have lived in Port Townsend now for about 3 years and in general am quite confident cycling here, BUT after cycling on Discovery Road from Sheriden to Mill Road one time in both directions after moving here, I concluded that it was one of the most dangerous places I have ever ridden in my life and would not do it again! I often cycle on the OTHER part of Discovery Road from where it veers off 19th St. to San Juan. I love the uphill bike lanes there that connect with bike lanes on San Juan and F. Street and I am comfortable riding downhill without a bike lane most of the way, although cars are often very impatient and pass me in an unsafe manner (unsafe to the cars in the other lane that is) there instead of slowing down for 30 seconds or so. They tend to give me plenty of space when passing, but don't seem concerned about risking a head-on collision with another car! Since this survey asks many questions about "Discovery Road", I think it is important to be aware of these two quite different parts of Discovery Road and be sure you are making a distinction and be sure survey participants are making a distinction. For me, I really like riding on one part of Discovery Road and absolutely will not ride on the other part of Discovery Road. I am looking forward to the pedestrian and bicycle improvements in the future!!!

84 Until the mill odor is addressed I would likely use Discovery as little as possible and always with windows up and filters on. I would love to see a separate bike trail for recreational use, but for those who need to use Discovery for transportation, it definitely needs improvements—a bike lane at the very least. The current hodge podge of bike lanes sometime inside parked cars, sometimes outside, makes me Concerned as a driver. I am always afraid of hitting a cyclist. There are so many cars now in the road and speed so little enforced, that I would not consider biking.

85 We love to bike around this beautiful city & the more Bike lanes the better!!

88 Looks good but priority should be extended to mill road.

89 thank you for FINALLY addressing this.

91 I used to live a block from this portion of Discovery Road. PLEASE make it safe to walk and bike there. Improved road surface for cars would be good too.

92 Deep buffered system is by far the most safe and usable way to get people out exercising without putting their lives in danger. But please do not landscape the buffers with plants that make it impossible for drivers to see us. Just stop with the dangerous landscaping already. In fact, while you're at it, get rid of the dangerous and ridiculous landscaping on upper Sims way.

ResponseID Response

- 93 Velo Asphalt pump tracklike Leavenworth, Bend, Hood River (replace dog parks with pump track). <https://velosolutions.com/en/> More dirt trails across town...the more the better. multi use. bike. create a Bend Oregon environment to generate revenue. Protected bike paths, or shared use with walkers is the safest option...least risk the further away you put pedestrians and bicyclists away from cars (drunk driver/texting driver/screaming parent/tourist/tourist watching deer that can kill a person walking or riding)
- 94 Continuing the two-lane bike track from the elementary school to the traffic circle makes the most sense, both in function and aesthetics. It would be good to have sidewalks on both sides of the road, but there should be a pedestrian sidewalk on *at least one* side of the road.
- 97 Past road repair work has not been very done well and makes for rough and noisy truck and trailer traffic.
- 98 That stretch of Discovery is one of the last of its kind in this town--tree-shaded by native forest with a healthy understory of native shrubs--a place where one can walk on actual soil instead of pavement or cinder. Again, Rainier serves now as a negative example of overbuild and underuse, different from Discovery in that there was no native forest on Rainier to impact by overbuild. Let's lower our overbuild tendencies and put the savings into street repair so urgently needed all around town on residential streets.
- 99 Anything to widen the paved travel surface will be a welcome improvement to this vital corridor into & out of the city. Although a separate multi-use trail (MUT) will provide the safest option to keep motor vehicles away from human powered /active transportation, it can create confusion for those users, mixing with uneducated users. Make sure project includes signs that tell which side of MUT to travel, and who yields to who (biker, walker, equestrian, ADA...). Kudos for finally making safety improvements to accommodate active transportation!!!
- 100 Thank you for adding bikeways/sidewalks in town. Can we do Hastings next??
- 103 Connectivity with existing trails and transit (at the intersection with Eddy street) would be desirable, and a small pocket park for those waiting for the bus to spread out. If there's only one side getting a cycle track (if it's combined) the south side would be much more convenient for bike connectivity with the existing lanes.
- 104 Again, existing situation is very difficult along road edges with a bicycle, esp. with a trailer I often attach taking my dog out to Dog Townsend. I like the idea of a shared path because I think cost is cheaper and for the amount of ped and bike traffic that seems to work. That said, if the proposed 740 housing units comes in near Rainer Street, that might change the situation such that separated bike/ped two way will be needed.
- 105 I support the effort to make this project come to fruition.
- 107 Speed is the main problem. As a resident of Discovery Rd the bike path will be right out the front door so privacy is a huge issue

ResponseID Response

110 I like the new round-about on Discovery Road, but bike exits were not well thought out. It's very easy to get onto bike path from the road but difficult to get back off the path and onto the street. It should not have been difficult to do it right.

114 As a 72 year old life long cyclist, I consider myself a professional, Riding in the presence of vehicles does not intimidate me. I've ridden Discovery hundreds of times in my 22 years in PT. My preference would be, improve and repair the current roadway, and widen it enough to add designated one way un-buffered cycle/ pedestrian paths on the shoulders

115 As a very confident cyclist I prefer either the traditional bike lanes in the streets or the shared use paths. Buffered bike lanes I feel take up more of the street with the extra striping that would be better used to just widen the bike lanes. Two way cycle tracks, two way any type of track (just look at the one way arrows that are ignored in the grocery store aisles) is just an opportunity for cyclists to go the wrong way thus frustrating other cyclists who follow the directionals. Also I have noticed the two way tracks are often ignored if more than one cyclist is in a group, the group will tend to use the whole track. My favorite is the shared use path as it is plenty wide for a cyclist to go around pedestrians or dog walkers, is away from traffic and has a green and "natural" feel. The Larry Scott trail is excellent. Pedestrians, however, may be startled by cyclists approaching from behind on a shared use path.

116 A dedicated bike lane is superior to a shared use path. Shared use paths are always a mess when non-confrontational Northwesterners don't want to burden anyone else with their presence by asking them to move to the side. And kids and dogs are always the worst to try and bike around.

117 It is important to maintain consistent and predictable bicycle infrastructure. Currently there are several different types of bike/car interactions introduced by planners over the past several years. Confusion is the enemy here. As a cyclist with over 70k mile under my belt and having lived in Madison Wi, San Francisco CA, and Portland OR I feel I am qualified to comment on the design. Please do not make bicycle traffic cross the street to a dedicated path to leave town (head uphill from Salish) on Discovery. The section from Mill Road to the new round about needs to be addressed as well.

ResponseID Response

118 -It would be helpful to me if there were not so many endearing adjectives in the narrative i.e. "exciting", "comfort", etc. Descriptions without embellishments is more helpful, business like. - The single most urgent safety need on Discovery Bay Road is a bike path along the shoulder to the Mill Rd. stop sign. - Port Townsend's current engineering standards on their new projects are way over the top in the name of "Safety": - Lighting could be accomplished with lower poles and much less intrusion and intensity. - Current signage, particularly at the Disco Bay Rd. round about, is over the top, repetitious and distracting - and ugly. -The survey does not offer ideas like " non-paved" or "pervious" lanes and walkways, which are much less impacting visually, with stormwater runoff and the concomitant infrastructure needs. - Maintaining as much of the native/wild landscape along the road would be a plus: natural storm water infiltration; changing seasonal beauty; air filtration; visual screening; cheaper than investing in landscaping with its watering and maintenance needs; better habitat; more visually familiar and desirable. -A walkway on one side of Discovery Bay Road would be quite adequate for the currently very sparse foot traffic and any increases over the next many years. It is to be expected that skateboarders, bikes, strollers, roller skaters, etc. will use the pathway/sidewalk. This will not be a safety issue until Port Townsend and surrounds becomes a metropolis of multiple thousands of people. - Salish Sea school surrounds are overbuilt, over paved, aesthetically unimpressive and out of sync with -Port Townsend architectural and cultural vernacular and do not appear to function well. Such infrastructure , deforesting and landscaping style should not be repeated.

121 Strongly recommend that the initial budget accommodate a bike lane on both sides of the road. Bikes follow traffic rules, which is best achieved if they always go with the direction of flow. A single sidewalk on one side is probably adequate for the likely pedestrian traffic volume. Money can be saved by initially using a crushed rock bike lane surface, at least on one side of the road prior to additional funds being obtained. Strongly recommend eliminating street trees when space is limited - they take up room, shed leaves in the fall making for slippery conditions, create root damage to the surfacing, and can be a danger to cyclists with low or dropped branches - see the trees by the golf course on San Juan Ave for good examples.

126 I just wish it would happen sooner.

127 The Salish Coast Elementary bus load and unload area on Discovery is EXTREMELY DANGEROUS and will end in a catastrophic accident... Not if but when. The load/unload area MUST be moved back to Grant Street Street far away from arterial traffic!

133 It gets super dicey on discovery as soon as you get near the school on bike. There's no lane to turn from at the 4 way and you have kids getting off the bus in the middle of the street. Only a matter of time before one gets hit by either a car or a bike.

134 Any of the options would be a huge improvement over the current state of Discovery Road.

ResponseID Response

135 I think it is great the city is considering bike lanes, but I am really confused as to why we are focusing on such a small area and why this area in particular. It doesn't really make any sense. How are people going to get to and from Discovery road? They are going to bike from somewhere else that doesn't have bike lanes, and then all the sudden there is going to be one small section of their trip that has a fancy bike lane. I think this project is way off course. Why don't you focus on some other parts of town that actually are used more for biking. I bike around town, but I don't bike out of town therefore I will not use this Discovery road bikeway very often. Have you thought about the lack of bike lanes on Sheridan north of 19th? How about Hastings? Hastings is a death trap on a bike. I encourage some of the people making these decisions to get on a bike every once and a while. Also why weren't bike lanes put in when the roundabouts were put in?

136 I am glad the city is looking to make this type of improvement and that it is looking to its citizenry to provide answers as to how this will best be done. Thanks for seeking my input.

138 Extend this project to Mill road and HW20 or city limits and at the same time fix that same intersection it's a disaster.

ResponseID Response

139 As a resident whose property borders Discovery Road I am very interested in and excited about the potential to link the existing bike lanes near Salish Coast Elementary and the new round-a-bout, however I have some serious concerns about aspects of the proposed designs. Over the past six years since buying our home on Discovery, we have seen traffic increase and have experienced a substantial increase in noise due to the high volume and speed of commuters on our road. While in the big picture this is a small concern, having lived in much larger cities, I am concerned with how versions of the proposed plan will do more harm than good. Specifically, the idea of building the bike path on the same side of the street as Salish Elementary, as opposed to building it on the Towne Point side of Discovery, raises concerns both personal and safety related. This plan would include making 14th Street into a dead end, which would result in additional traffic being diverted to McPherson Street; I can attest that McPherson St not only has seen a significant increase in traffic over the years, but as someone who walks it daily, it is already very limited in safe shoulder areas to walk on and is in need of overall repair due to potholes. While personally I would be very disappointed to have such a wide design backed right up to my yard, which is already lacking in privacy and an adequate sound barrier, I feel that the safety concerns of this plan are more important. If you were to build the path on this side of Discovery you would inevitably have residents who MUST back out onto Discovery as the only egress from their homes; this plan would put bicyclists at extreme risk with the limited visibility of both the drivers and the cyclists. I walk this road very regularly and ALWAYS choose to walk on the other side for safety and convenience. The other side of the street has very limited egress points, two of which are protected by existing stop signs and fairly substantial sidewalk crossings, it has a wider shoulder for the entirety of the stretch between Towne Point and the new round-a-bout, it would allow cyclists and walkers/joggers alike to share a safe stretch of pathway that would intersect not only with the beautiful and recently constructed trail at the round-a-bout, but with numerous forested trails and housing communities (Towne Point, Hamilton Heights, Laurel Heights... to name a few). I am a proponent of creating safer walking/jogging/biking paths in our town, however I am deeply opposed to closing off 14th street and building a grossly inappropriately sized (two way bike path and sidewalks on BOTH sides of Discovery) project in our small town; this seems to me to be unnecessary use of funds and to far exceed the very distant capacity that our small town could possibly need. I am VERY excited about and in approval of creating either a shared path concept OR two lane shared use path on the Towne Point side of Discovery Street for bicyclists, walkers, and joggers to use together to bridge the gap between the two existing paths on what is definitely not the safest stretch of roadway for pedestrians in our community. I understand that the grant funds have been secured to build on ONE SIDE of the street; I implore you to consider building an appropriately sized (for our community) path on the Towne Point side of Discovery and to aim your focus for future funding on other areas within our beautiful city that could use these types of improvements (thinking safe pathways near Fort Worden and North Beach for example). Thank you for reaching out to community members for input on this project.

141 Usually quite a bit of traffic on Discovery and adequate paths/sidewalks/bike path in our future is very important. If the pandemic ever abates it will certainly be used by many more. Get those grants and go for it!

ResponseID Response

- 143 This project might scavenge some of the traffic from the Larry Scott trail, particularly during wetter weather. Currently the trail is the best option out of town for most but it's a MUP, which has its problems, and it gets muddy/slipper with leaves in the autumn and winter. A better connection to Umatilla would help take some pressure off the section between Sheridan and Rainier. Even just signage would help there - most people wouldn't have a clue that the option is available.
- 144 thanks for helping to keep bikers safe on our streets. dl
- 146 The city has adopted street standards that provide clear direction on acceptable bike facilities. Let's adopt their use based on a prioritizing of where which types should be employed. We currently have a jumble of styles, some not approved. It would be best for all road users to have a preferred and expected style.
- 147 I would like to see consistency in design. It is disconcerting to take the roundabout on Discovery and when you exit towards SR 20, realize that you are somehow supposed to be on a cycle track on the other side of the road. Please keep the bikes traveling like cars.
- 148 I am delighted to see this project moving forward. While I rarely use a bicycle these days, I have in the past, and see safe bike lanes as an urgent need on Discovery. It is an important/ necessary transportation route. As a driver, I am stressed by bikes using this road with the current lack of shoulder, and I avoid walking on the sections without sidewalks due to traffic, lack of visibility, etc.
- 151 Already stated that it would be ridiculous to close off 14th at Discovery! McPherson has more traffic then you guys stated on here and if 14th is closed off, that will only grow. Keep the path on the north side and you would not need to close off 14th.
- 152 What would be more helpful would be to finish bike lanes and sidewalks down Hastings to the city limits.

ResponseID Response

154 The question on what kind of rider I am is also a leading question. You are going to use it falsely aggregate responses to this survey. In the act of asking these questions, you are assuming that somehow each of these groups needs different infrastructure. And there is simply no research that says a confident rider is safer with certain kinds of infrastructure, and that a very inexperienced, or timid cyclists is safer in different infrastructure. Let's design infrastructure that is safe for everyone. Virtually everyone can be safe, efficient and predictable in the same infrastructure. The exception would be small children (due to attention spans, motor control, and bike size/speed). This emphasis on "feelings" and "comfort levels" should be diminished. The emphasis on safety should be augmented. I viewed the Transportation Committee meeting when these ideas were presented. It was clear from several comments made by the consultant that the concept of safety was separate from comfort. And David Peterson's comment that no matter what we choose, it will be better than what we have now is baloney. Let's go for safety, period. Also, David Peterson made the comment that "we need to remember that everyone has their own perspective and it does not mean that there aren't other perspectives." That is a Trumpian statement. Safety is safety. He is correct that everyone may have opinions on what they like or prefer. But his job should be to determine the safest infrastructure, and sell that to the public.

155 I don't think it matters if the pedestrian way is next to the roadway. Farther away would be safer and more pleasant if that is an option. I do think it critical that there be at least one sidewalk. I am familiar with the shared bike/walking path around Greenlake in Seattle, which worked well for decades until it got too crowded. It would be a long time until a path that wide got too crowded for us along Discovery Way, and that might be the best option, if there is good signage to direct one side for walking and the other for wheels. ...like skaters and bikes share a lane. I kind of like the current rural look of this road. The problem is just that it curves and there is no shoulder to walk on, plus it's totally too dark for pedestrians at night. If you plant landscaping like we have along Sims, please consider maintenance. A rustic look like we have now along Discovery is charming. The untended planting strip along Sims Way is just embarrassing. Half assed gardening is much worse than no attempt at all. Thanks for putting safety first. Please spend your money on saving a life, not on planting mono-culture beds that cannot maintain themselves.

157 I appreciate that the city of PT is moving toward this project to further improve walkability/bikability, especially in this area that connects students with their school. I appreciate the opportunity for public comment. Keep up the good work!

165 Silly too long survey especially first half.

167 I walk or bike almost daily on Rainier Street and normally reverse course to Howard/Hastings because there's nowhere safe for non-motorized transit along Discovery. I am thrilled to see the City will be doing something to address this, but caution the city NOT TO OVER DO IT. i.e. we need safer bike and walking lanes, but the idea of "little parks" is totally out of keeping with the speed to the street and I think incompatible with Salish Coast Elementary nearby. I think small "pocket parks" might invite drug dealers.

ResponseID Response

- 175 I sometimes bicycle west on Discovery as far as Sherman but won't go any farther. I have no trouble bicycling on Hastings or Cape George Rd (from the Wye to Cape George Colony). Even though they are fast, they are wide enough and generally have good shoulders. But Discovery west of Sherman just seems too chancy: sometimes heavy traffic, speeders, narrow lanes, no shoulder to speak of, and a steep and ragged road edge.
- 176 My feeling is that a shared use path would be sufficient to address the needs of both bicycle riders and pedestrians. Wider breakdown lanes on both sides could also achieve this goal but may be less safe than a shared use path. I do not want Discovery Road to lose its rural feel or look like it is part of downtown as would be the case with the addition of side walks. I love the Larry Scott Trail and would consider this type of shared use path to be a great solution.
- 180 try to LIMIT the number of times you need to cross Discovery Rd while biking/walking. would be BETTER, depending on type of bike/walking path you come up with, that it would be nicer for being able to RIDE out of town vice the coming into town. then you are limited with the area on the north side as it is a water protected area (wetlands). as of right now, you have to be careful crossing Discovery rd at the roundabout while riding a bike, as noted earlier SPEED of some other drivers is NOT the 25 mph and they (drivers) are not really looking for someone to come off the trail.
- 181 I look forward to these improvements! I think most cyclists will concur that two way cycle paths are unsafe and that it is much safer to have cyclists going the same direction as vehicular traffic.
- 182 It would be awesome to have a bike lane on Discovery from Salish Elementary. all the way to the Larry Scott Trail near Discovery Golf Course. I ride on Discovery 5 times a week and it is the most dangerous part of my bike ride. The sides of the road are in disrepair and the car lanes are narrow.
- 184 This project is long, long overdue and will improve the safety of both the bicyclists, foot traffic and motorists on Discovery Road. The safety of the young children who attend Salish Coast has been ignored for far too long. This should have been coupled in with the roundabout construction and construction and the school. It is another sign of the city failing to look forward in its thinking. Big surprise.
- 185 I frequently bike the Larry Scott Trail and like the shared use trail. I find walkers, joggers, and all types of bikers to be considerate of each other. The Discovery Road project definitely sounds worthwhile based on proposed future development off of Rainier Rd. The shared use trail is the safest because it removes bikers, joggers, walkers from the road. Too many drivers drive over the speed limit, get distracted, are texting!!! while driving. Bicycle lanes don't provide enough separation from distracted drivers. To make bike lanes safe for children who sometimes waver back and forth on bikes, the bikers need to be separated from car traffic.
- 187 The 'I identify as' choice is insulting.

ResponseID Response

- 188 right now, find it difficult to get on the 2 way bike by the Salish school at either end on Discovery Rd. have to be very careful on crossing Discovery rd coming from (water tank) trail to get to other side of Howard St. drivers are not very attentive to going slow so they can stop if need be for either biker/pedestrian wanting to cross the street. if you put lighting, the type you currently have on Howard/Rainer st are nice. try to limited the crossing of Discovery rd and you might be limited due to wetlands on the north(?) side of Discovery.
- 190 The survey did not include funding, eg. if budget is reduced, some of these should be prioritized. For example: do we need sidewalks on both sides?
- 192 I would love to have improvements to bike access link to the LST.
- 193 I feel unsafe biking on high speed roads like Rt 20. Any of the bike lane proposals are okay.
- 194 Please consider extending bike lanes down to where cyclists can safely connect to the Larry Scott trail for those of us not comfortable along highway 20 but live right by Discovery.
- 196 Long overdue. Make sure you spend the money on the priorities ... landscaping, mini-parks, benches, etc. are not what is needed first. Make it safe for biking and walking, Put the esthetics on the back burner unless you have surplus funds (not!)
- 198 I've been a serious cyclist for many years. When I moved to Port Townsend, a friend asked why I would move to a place where the cycling is terrible - i.e. not safe. I brushed that comment off but now after 3.5yrs of living here I understand what my friend meant. Since I have moved to PT I cycle MUCH less. I barely use my road bike because of the lack of bike lines around Quimper Peninsula. I bought a gravel bike so at least I could ride the Larry Scott trail but that gets boring. It's hard to do a loop ride back to town because when I reach the end of the Larry Scott trail at Milo Curry I have to ride narrow roads [either Discovery or Cape George] w/o bike lanes. Now I have an indoor trainer for my road bike which I enjoy riding much more than being out on PT Roads. Sad. Sadder for kids who would like to be out riding their bikes for fun and sport.
- 199 I am so pleased that the city is engaging in this project..... It encourages biking, walking, and it is a major improvement for the safety of the school kids.....
- 202 Regardless of what plan you come up with, any improvement will be an asset to walkers and bikers as well as those persons using public transportation. My wife and I try to bike everywhere we go in the city, but we never, never bike on Discovery Road due to our perceived worry about safety.
- 203 Anything you do would be an improvement! Adding a shoulder with enough space to ride a bike or walk would improve the safety of riders/walkers/runners.
- 204 Thank you for starting this project! I've been really worried about my kids walking the two blocks to the school on the road with no sidewalks.

ResponseID Response

211	Yeah for alternative transportation! It shouldn't be "alternative". Cars should be the "alternative". Yeah bikes!
216	I'm a seventh grader.
219	I have found the new two lane cycle track to be hazardous. Motor vehicle drivers easily mistake it for a lane they can drive into endangering bike riders and pedestrians
220	Since the city has limited funds to do this project they should consider safety of school children and people in general. Since Discovery road is one of two roads to get in and out of the City, highway needs/ safety are important. At this time nothing is addressed.
223	Please just do the first option, regular bike lanes, if you have to do this. Please DO NOT do the two-lane dedicated bike lanes as had already been done in front of the elementary school and on Rainier Street, it is a waste of space and looks awful!
226	I use Discovery Road, side roads, and trails when I walk or bike to work, which is likely to be peak travel times. As the area around Discovery Road develops in the future, the ability to safely cross Discovery Road as a pedestrian or using non-motorized transportation will be essential. For safety, bike lanes and sidewalks on each side of the road would be best.
227	The separated bike tracks on Ranier do not feel safe at intersections. The kinda suck actually. Drivers are not looking for bikes coming on the wrong side of the street! And the intersections are do deep a driver must park in the cycle track to see to turn. Lame designing, don't do it again.
228	I would like to see the project happen to improve bike safety. The bike crossing at the roundabout and two way track on Howard street are confusing fir cars. I usually need to stop and walk my bike to safely cross the street there. Not ideal as I am a bike commuter.
231	can't see all oprtions on this sidebar survey! Wasted time

ResponseID Response

236 The separated bike lanes are more hazardous at access points like driveways and intersections for the bikes. For example the separated bike lane is hazardous on Howard heading north at the Goodwill driveway and the first street intersection. Vehicles are looking for other cars and often miss me as a cyclist. At their stops, they often pull ahead to the auto lane so they can get the best view to look for oncoming traffic, and this cuts off the bike lane at times. There have also been numerous "right hook" events where cars travelling parallel to me as a cyclist have not seen me, despite blinking red tail light and bright clothing. I think this is because the bike lane is too far from the auto lane. As a result, I ride in the auto lane as I believe it is safer, however drivers don't understand that, and a few have made their thoughts clear that they feel it is rude of cyclists to be in the auto lane when there is a bike lane. If the traffic speed is low (ie 25 or 30 mph), cars should be used to bikes close to or in the auto lane of travel, and bikes have the best visibility this way. A simple bike lane created with a solid white line, and sufficient space for both bike and auto travel, is the least expensive and safest arrangement on our residential streets. Likewise, the roundabouts. A separated bike lane creates a hazard at every potential crossing of paths for cars and bikes. As a result, I feel it is safest to take the lane. The way the Howard St and Thomas St roundabouts are set up assume bikes become pedestrians for navigating the roundabout. Also of note, we have three roundabouts and three different approaches for bikes. People have enough trouble with this "new" traffic device, consistency will help as we create new traffic circles and bike lanes.

238 I don't see any way that bike lanes and/or sidewalks can be added to this section of Discovery Road and not strongly impact adjoining properties. I'm not saying I'm against that, just that it is a very narrow road. And continuing on - biking down Discovery Road from Mill Road is also very narrow and potentially hazardous. But that's another section and situation. Thanks for allowing resident input.

239 I use the two way bike track on Rainer between Discovery and Sims way and I really like it. But... I have concerns over safety in intersections- particularly the one by the Goodwill. The intersections end up being so wide that I get really concerned that people in cars won't see me if I am approaching the counter direction as traffic. Also they pretty much need to get into the bikeway in order to check that there is not cross traffic on Rainer. Not a huge issue now with low traffic volume but could be in the future. I also use the multimodal pathway between 20th and Discovery and love it- don't see many user conflicts. It would be great to make a connection between Sims and the Larry Scott Trail (I see that it's in the works if the little orange line is to be believed). In fact this is probably a higher priority than section of Discovery between Mill Rd and Rainer. The primary reason I ride this section of Discovery is to connect the existing Rainer trail with the Larry Scott. Thanks!

243 This Project must continue on to Mill Road. Discovery is highly dangerous to bicyclists not only because of poor visibility, no bike lane, and unsafe drivers, but also due to the fact that all online maps and GPS directions coming in to PT direct traffic on to Discovery Rd. to enter the city NOT down Sims Way. So Discovery becomes more dangerous to walkers and bicyclists. I just do not bicycle down it anymore unless absolutely necessary and then, pray til I get to Mill Road.

ResponseID Response

244 I do not favor a 2-way cycle track along Discovery Road in this section or anywhere further down the hill, especially one that is as narrow as the one in place along Rainier Street. The gradient both up or down hill is an impediment to 2-way riding comfortably in a confined space. There are also points of potential conflict at every intersection and driveway. 2-way cycle tracks should be placed where there are no intersections and very few driveways for a long distance, and they should be at least 12-feet wide (which still feels narrow, especially on downhill runs). Also, the pavement markings along Rainier St may be state-of-the-art, but they are confusing to many people.

246 Shoulder bike lanes would provide the best bang for the buck. Trail connection for both bikes and pedestrians would be more beneficial than sidewalks along Discovery.