Bicycle Facilities

showing what is possible, and desirable.

by Paul Dutky

America spent 100 years “modernizing” transportation infrastructure to accommodate the automobile.

For 20 years cities have experienced a Renaissance in urban transportation design. They have pushed back to:

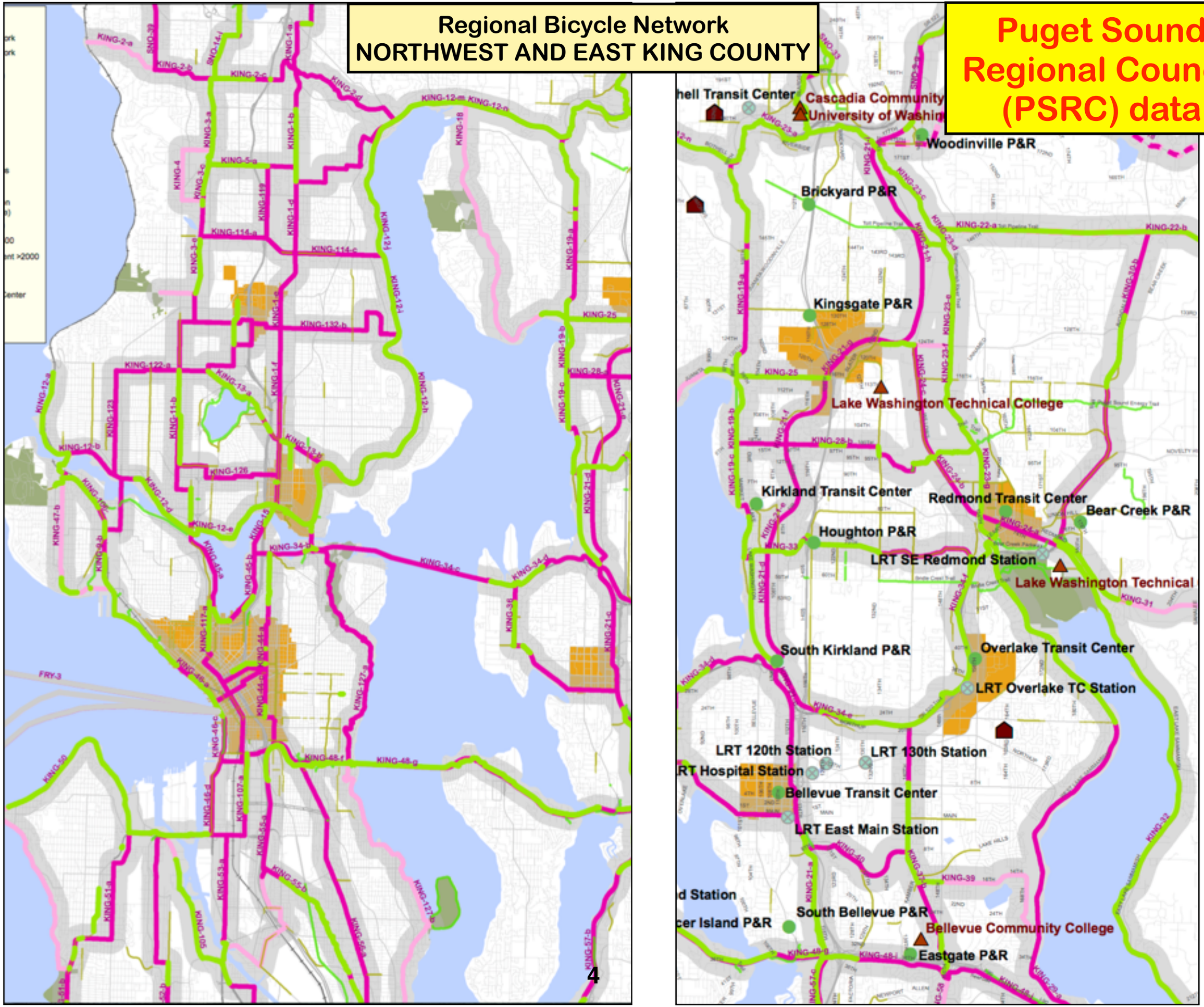
- Preserve public rights-of-way to connect communities.
- Create enjoyable, safe places to gather, walk, and ride bikes.
- Increase health and well-being by reducing dependency on cars.

Light green lines in the following four maps indicate *existing* bike facilities.
(from Puget Sound Regional Council - PSRC)

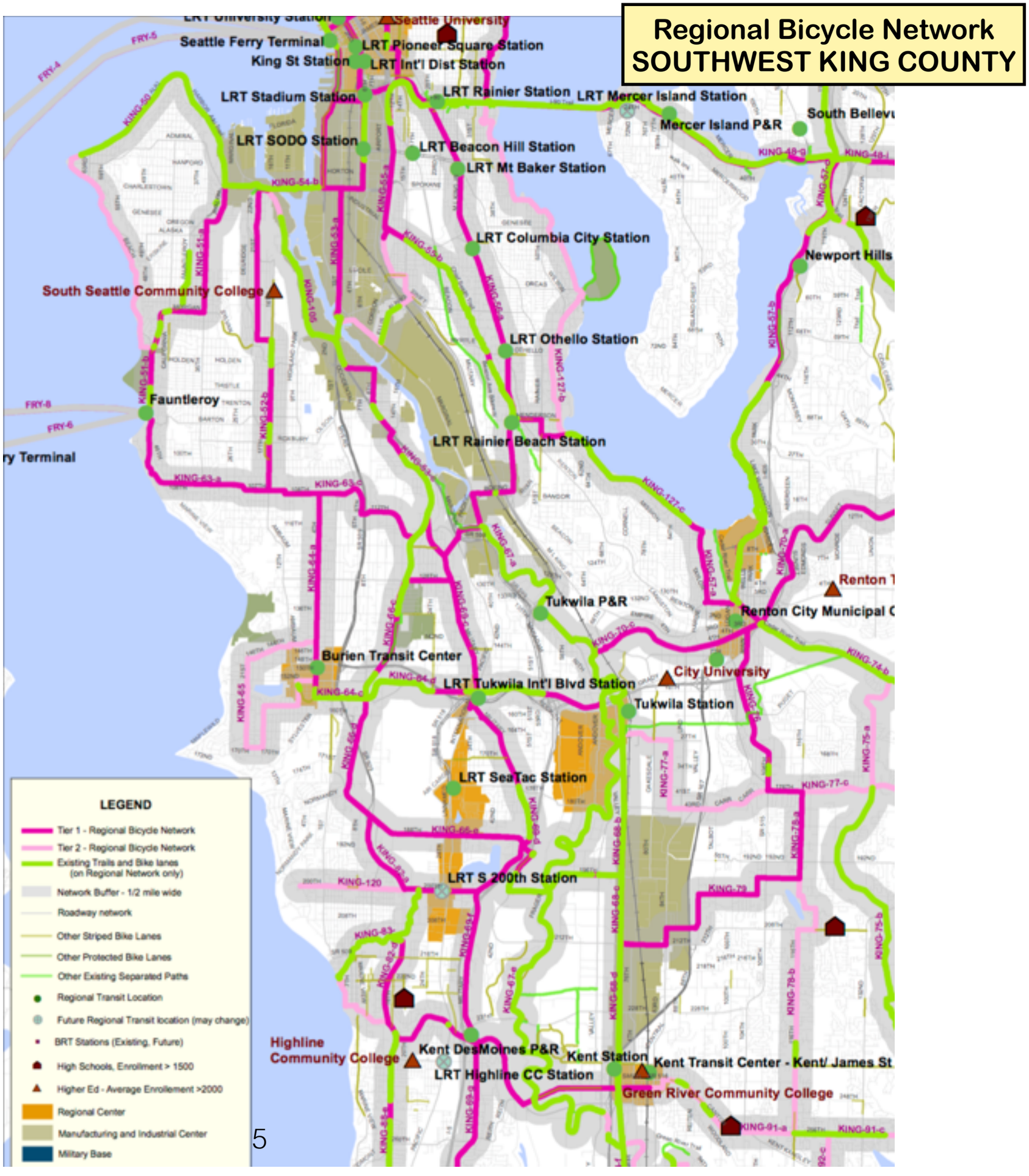
Red lines are suggested facilities.

Regional Bicycle Network
NORTHWEST AND EAST KING COUNTY

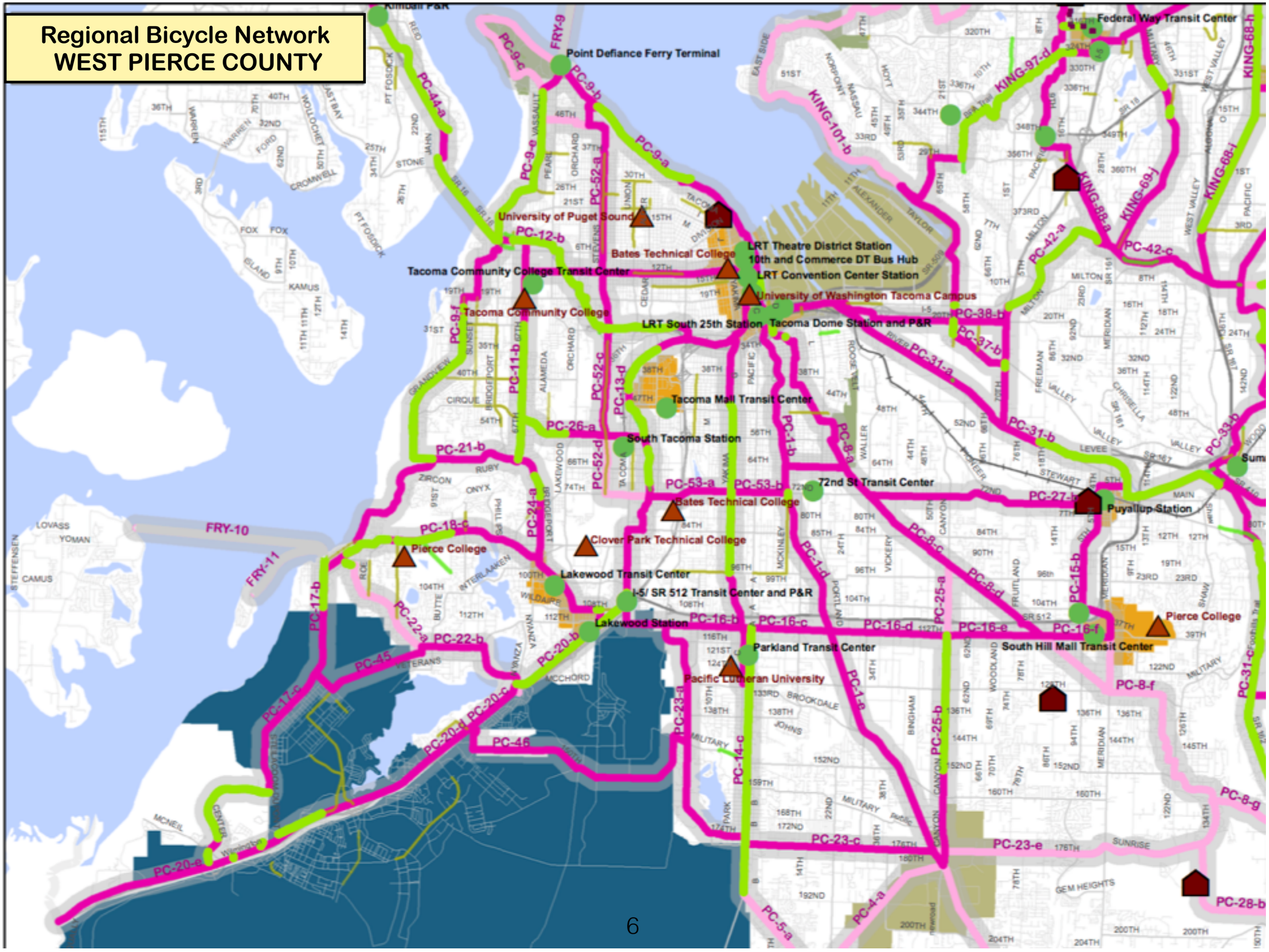
Puget Sound Regional Council (PSRC) data



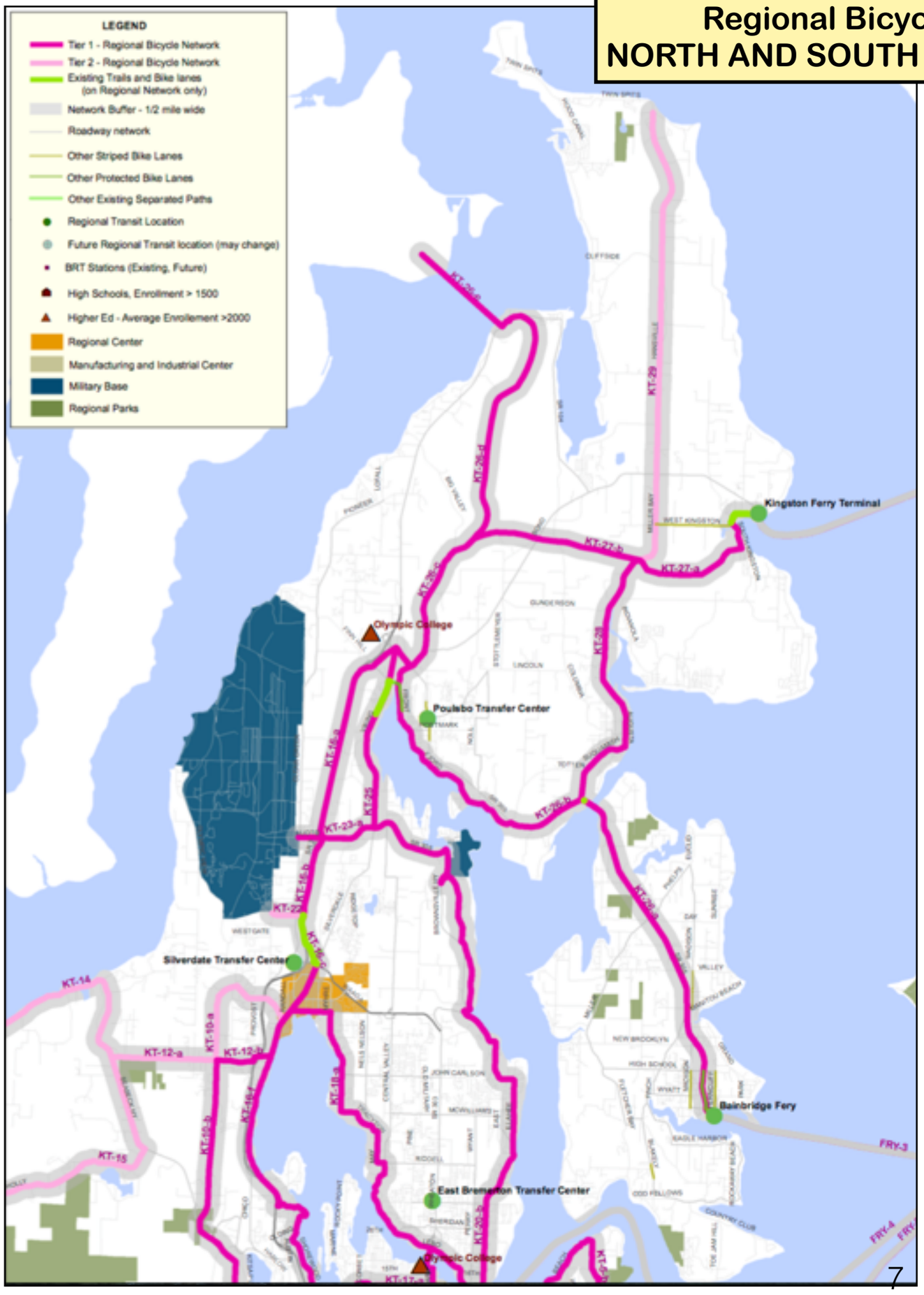
Park ’n Rides and Light rail or bus transit stations

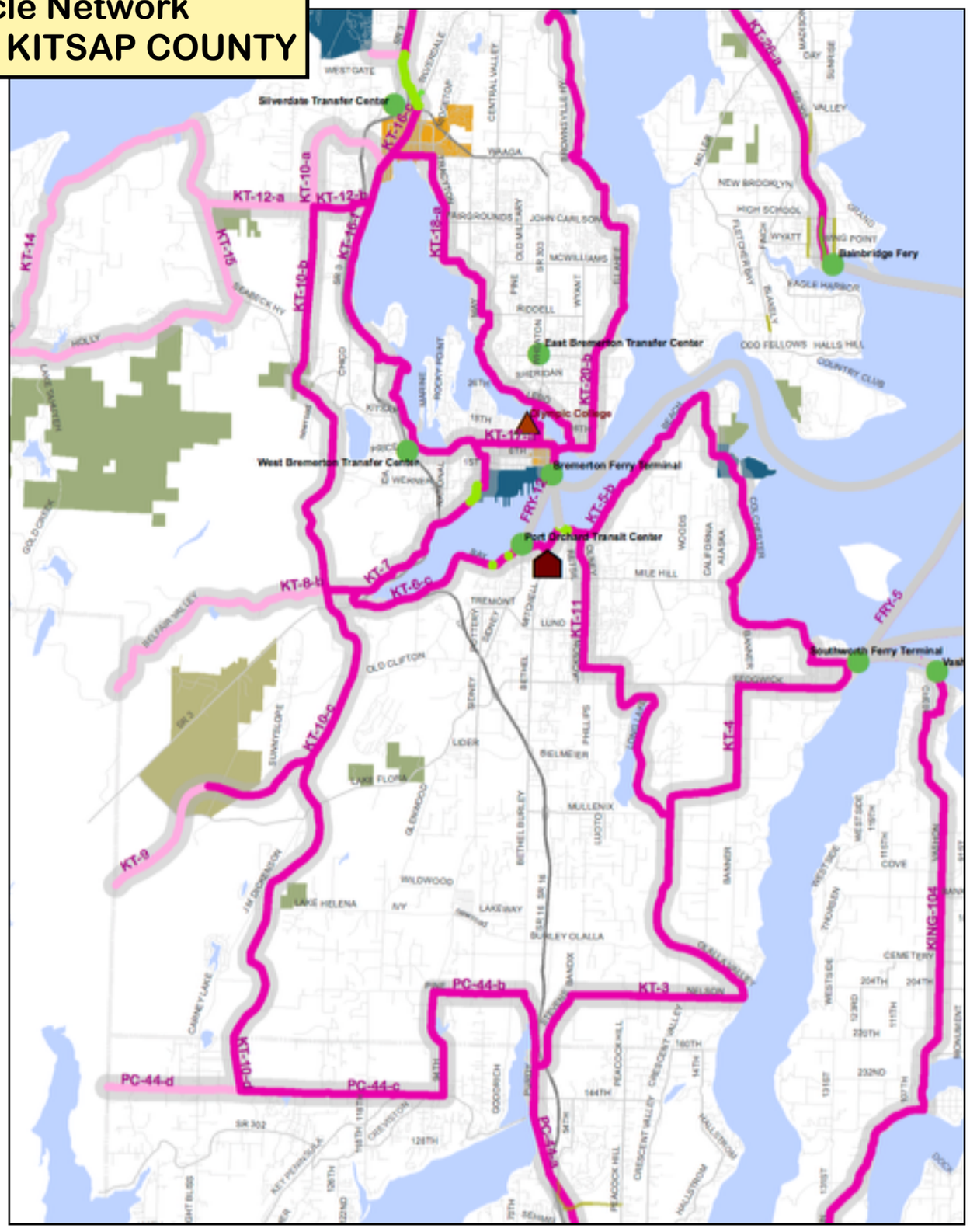


Regional Bicycle Network
WEST PIERCE COUNTY



Regional Bicycle Network
NORTH AND SOUTH KITSAP COUNTY





There are few designated bike facilities in Kitsap relative to all surrounding counties. "Road shoulders" are not shown.

Bike Facilities are:

- Signed, dedicated bike lanes.
- Shared-use paths (pedestrians share the divided path with cyclists).
- Neighborhood Greenway
  (low volume roads that carry a bicycle path)
- Cycle-Tracks: bike avenues on existing roads.
- “Sharrow”-marked vehicle-bike lane (lets motorists know bikes belong in the roadway)
- Trails designated for bikes

Most definitions of “bike facilities” include a list like that on the preceding frame - road shoulders are not mentioned. A road shoulder is where cyclists ride when there is a road shoulder. It does not clearly convey to drivers where to expect cyclists to ride, and it does not convey to the cyclist that a shoulder will continue or the roadway will remain safe. That occurs when the road shoulder is wide enough, safe enough, and is signed and marked as a bike lane.

West Sound Cycling Club members Paul Dutky and Dianne Iverson road each of the bike facilities shown in the following frames between April and September 2016.

The Larry Scott Trail in Port Townsend is part of the
Olympic Discovery Trail shared-use path
Jefferson County, WA
AUG/19/2016

Pedestrian - Bicycle tunnel under Highway 19

Olympic Discovery Trail near Port Angeles
Clallam County, WA
Shared-use path

Public corridor through privately held property on the shared-use path.

A designated path continues along Port Angeles streets, and then to the Elwha River through a succession of rail trail / bike lanes, and low volume streets shared with cars.

A short shared-use path behind these cyclists connects two neighborhood streets, both part of the Olympic Discovery Trail.

This section excludes motorized vehicles.

An impressive bridge helps ODT travelers cross a creek.

The ODT crosses the Elwha River suspended below the Elwha River Rd. bridge.

At present, further bicycle travel westward requires moving onto the Elwha River Road.

Cushman Trail, Gig Harbor
Pierce County, WA
Shared-use path

The trail spans a wetlands on this quarter-mile elevated bridge

NO
MOTOR
VEHICLES
AXLE
WEIGHT
LIMIT
6.5 TONS

Interurban Trail
King County, WA
SPEED
LIMIT
15
King County
City of Tukwila
Interurban Trail
Shared-use path

Concrete bridge spanning the Green River

The interurban crosses the Green River again

This bridge isn’t on the interurban trail, but allows folks on the far side of the river to access it.

The same is true for this shared-use path suspended under a highway.

X3

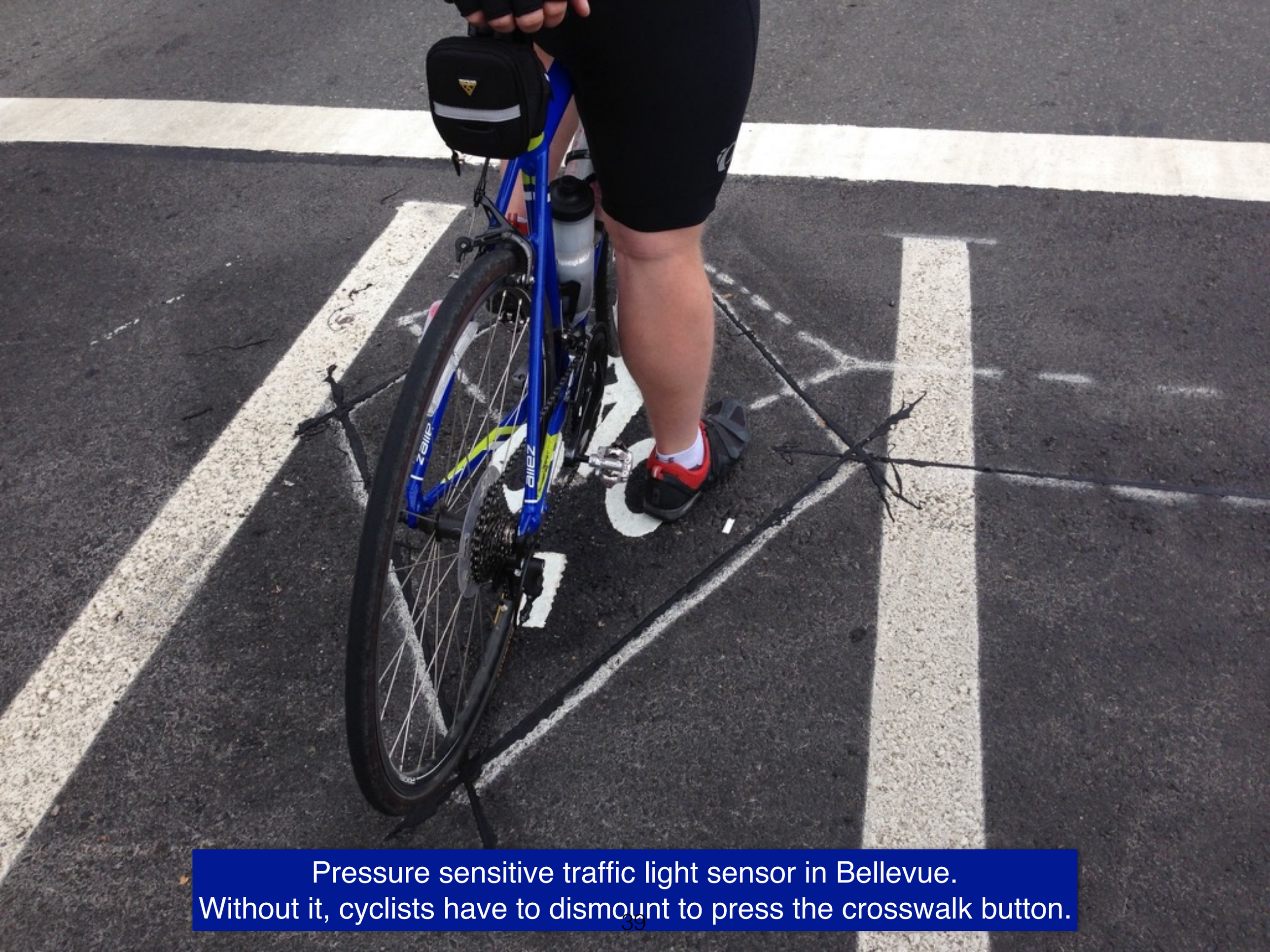
The trail follows the dike above the Green River.

Lake Washington Loop, Sammamish River, Burke Gilman Trails

King County, WA

A bike lane on Jackson Avenue, downtown Seattle

I-90 bridge crossing



Pressure sensitive traffic light sensor in Bellevue.
Without it, cyclists have to dismount to press the crosswalk button.

Intersection markings guide cyclists across a busy road in Bellevue

This shared-use path adjacent to highway 520 near Redmond allows cyclists to coexist closely, and safely, with high speed motor vehicle traffic.

A bridge across the Sammamish River gives access to the Trail

Tunnel for the Burke-Gilman Trail

The trail briefly descends to pass under a cross street

Clear bike route signage in Seattle.
A bike lane is seen in the lower right corner of the frame.

Shared-use path adjacent to businesses along Lake Union.
This bike-pedestrian corridor safely connects downtown Seattle to Fremont.

Bike Lane through downtown Seattle

Rhododendron Trail, Coupeville, Whidbey Island

Island County, WA

This separated shared-use path parallels the highway.

Shared-use path on Mt. Baker Rd, Eastsound, Orcas Island
Island County, WA

The shared-use path allows pedestrians and cyclists to travel safely off the roadway.

Oak Harbor, Beach Park Boardwalk, Whidbey Island

Island County, WA

Discovery Trail, Cape Disappointment, Ilwaco
Pacific County, WA

This shared-use path is separated from much faster vehicular traffic by a concrete jersey barrier.

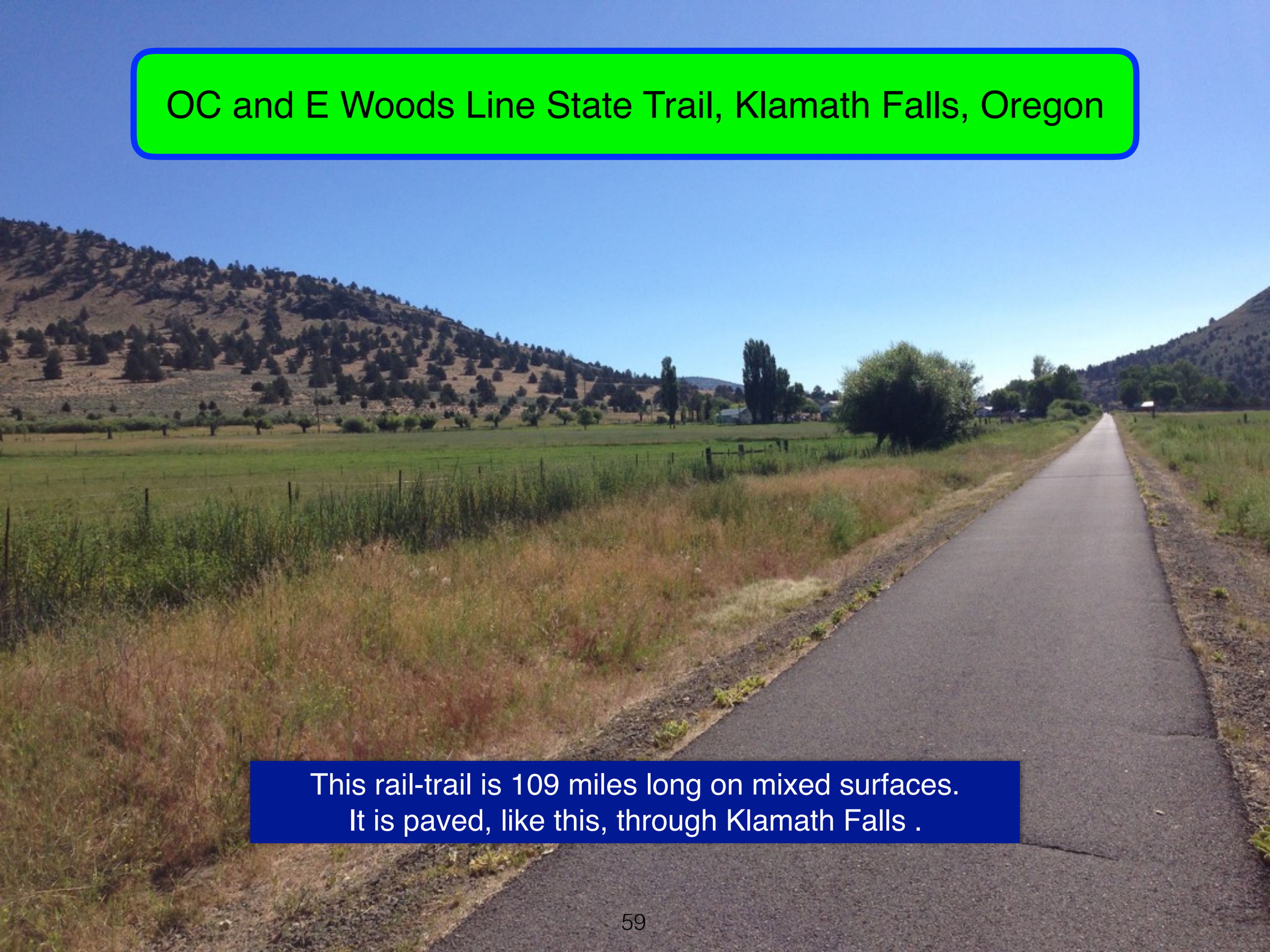
A six-mile shared-use path through seaside grasslands connects Cape Disappointment to the town of Long Beach.

Bear Creek Greenway, connects Medford Oregon to Ashland
This 18-mile paved multi-use trail travels through creek-side woods and natural areas, connecting five communities and eight parks along its course.

The trail travels underneath, next to, and across I-5 several times along its length.
This is the ramp onto the Al Densmore Bridge in Medford, Oregon.
It crosses over the expressway to the left.

Interstate 5
. . . and then passes under Interstate 5

OC and E Woods Line State Trail, Klamath Falls, Oregon



This rail-trail is 109 miles long on mixed surfaces.
It is paved, like this, through Klamath Falls .