

WSCC Recommendations for Bike Facilities on Austin Drive

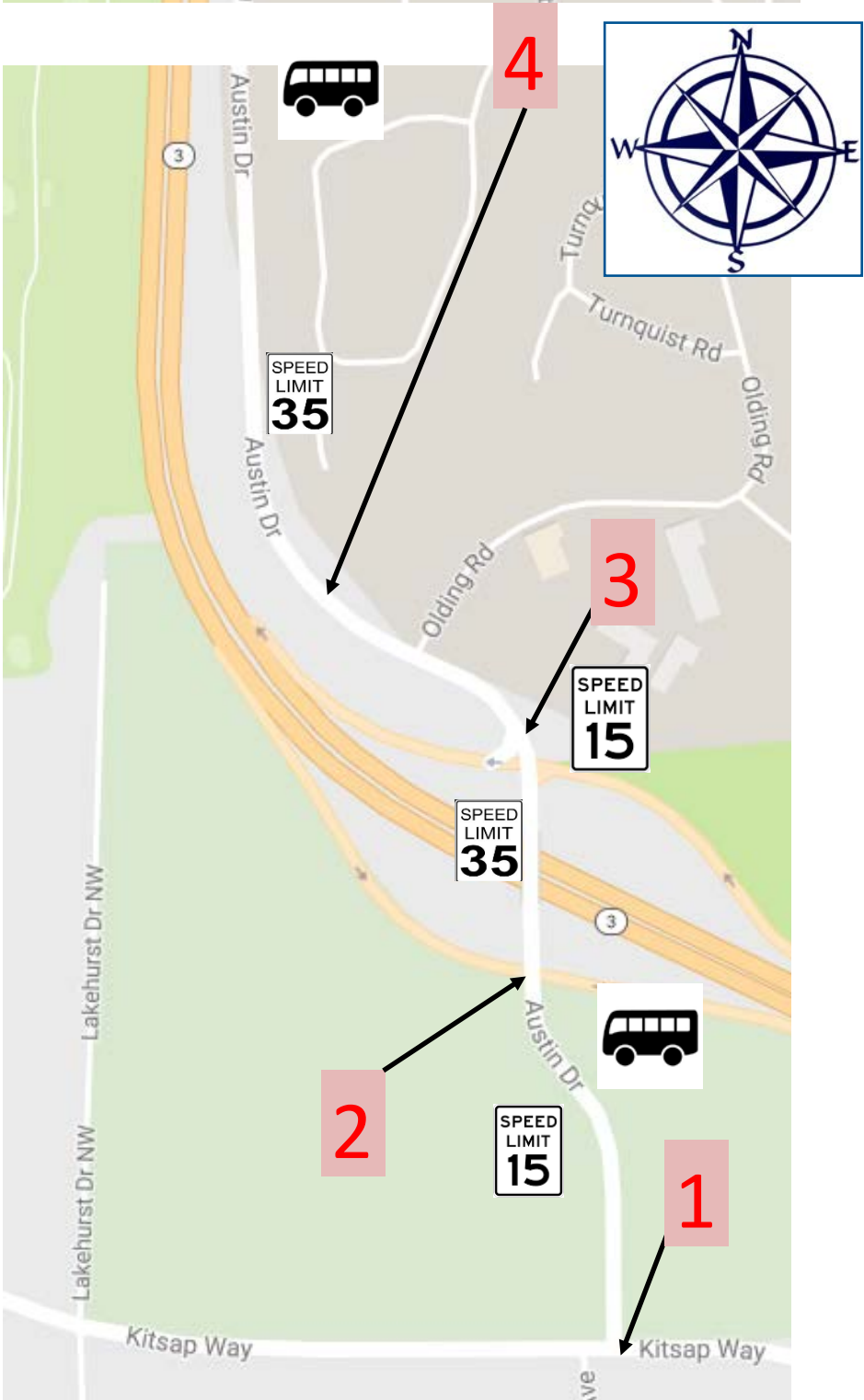
Version 11

Austin Drive from Kitsap Way to Erlands Point Road

WSCC-Recommended Bicycling Road Markings

Subsequent
pages
describe road
markings in
the locations
indicated by
the numerals
in red.

Note disparity in speed
limits on E and W sides
of road in area of
overpass

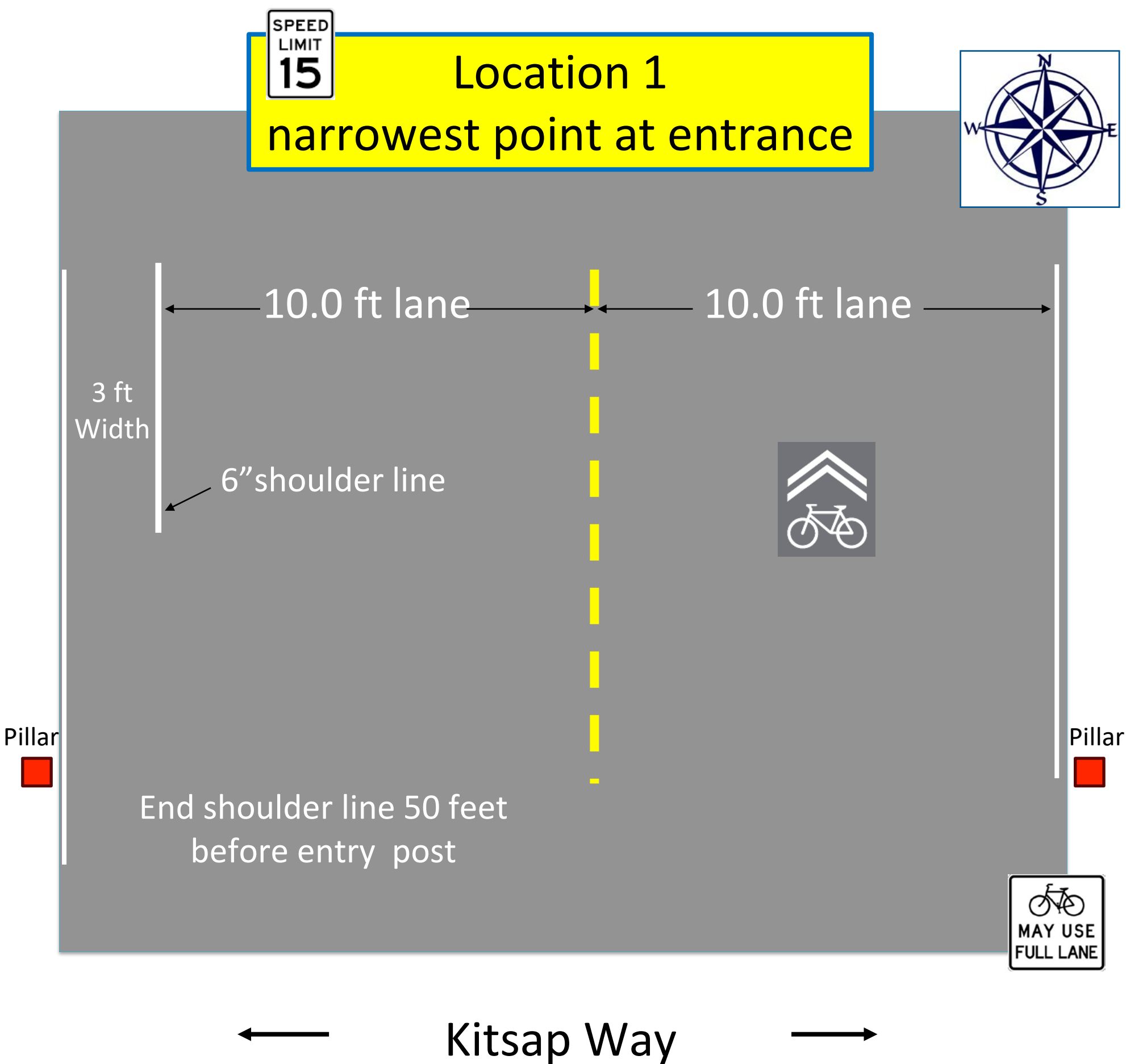


Location 1

Looking north into NAD-Soroptimist Park from Kitsap Way

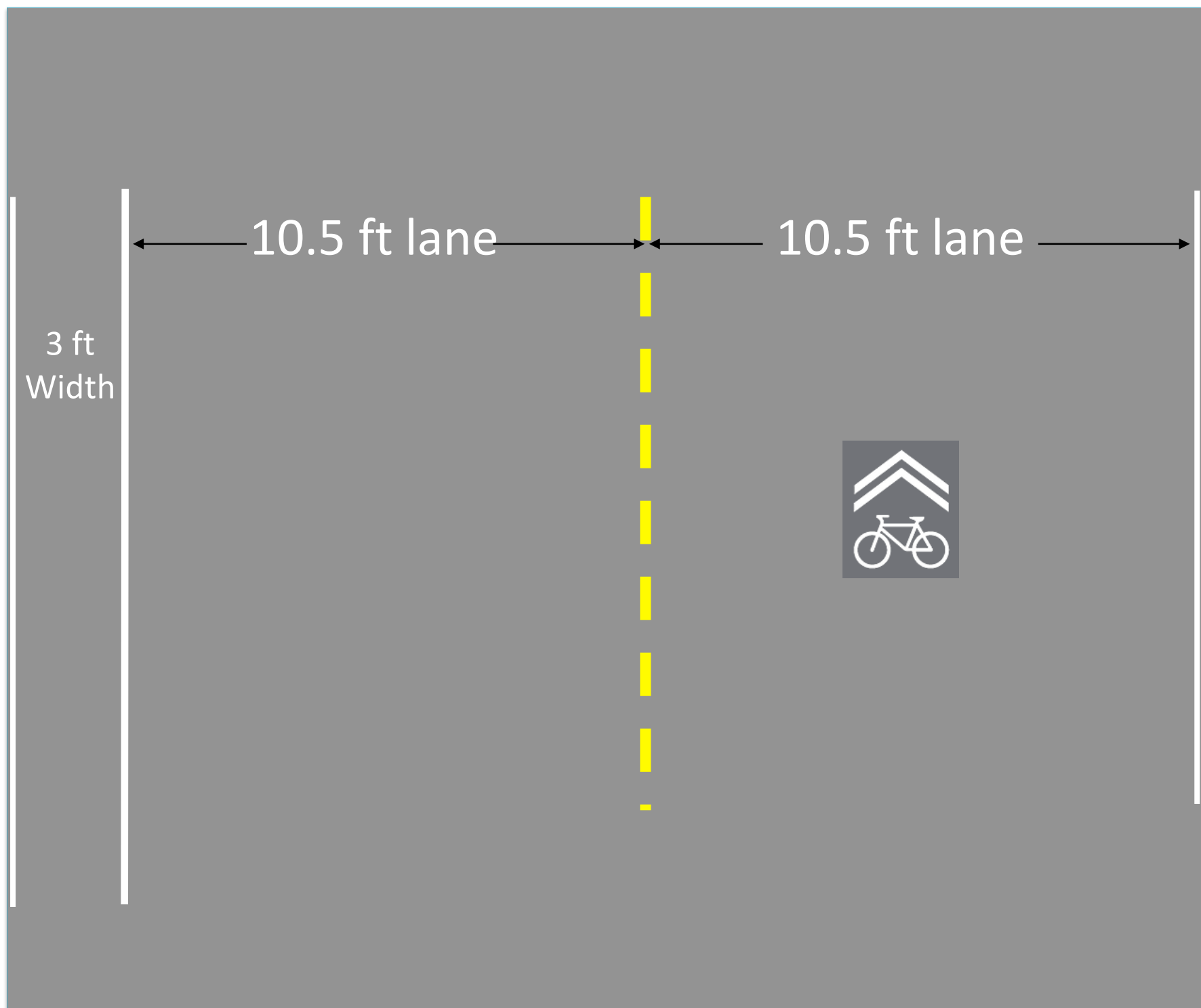


Available width varies from 23.5 ft at Cub Scout cabin to 26 ft. (Shoulder lane can be squeezed to 2.5 ft adjacent to cabin). Four feet is minimum width to officially mark a bike lane per MUTCD, so 3 feet shoulder markings should be used instead.





Location 1 - remainder of NAD Park



Satellite image of
Soroptimist NAD
Park

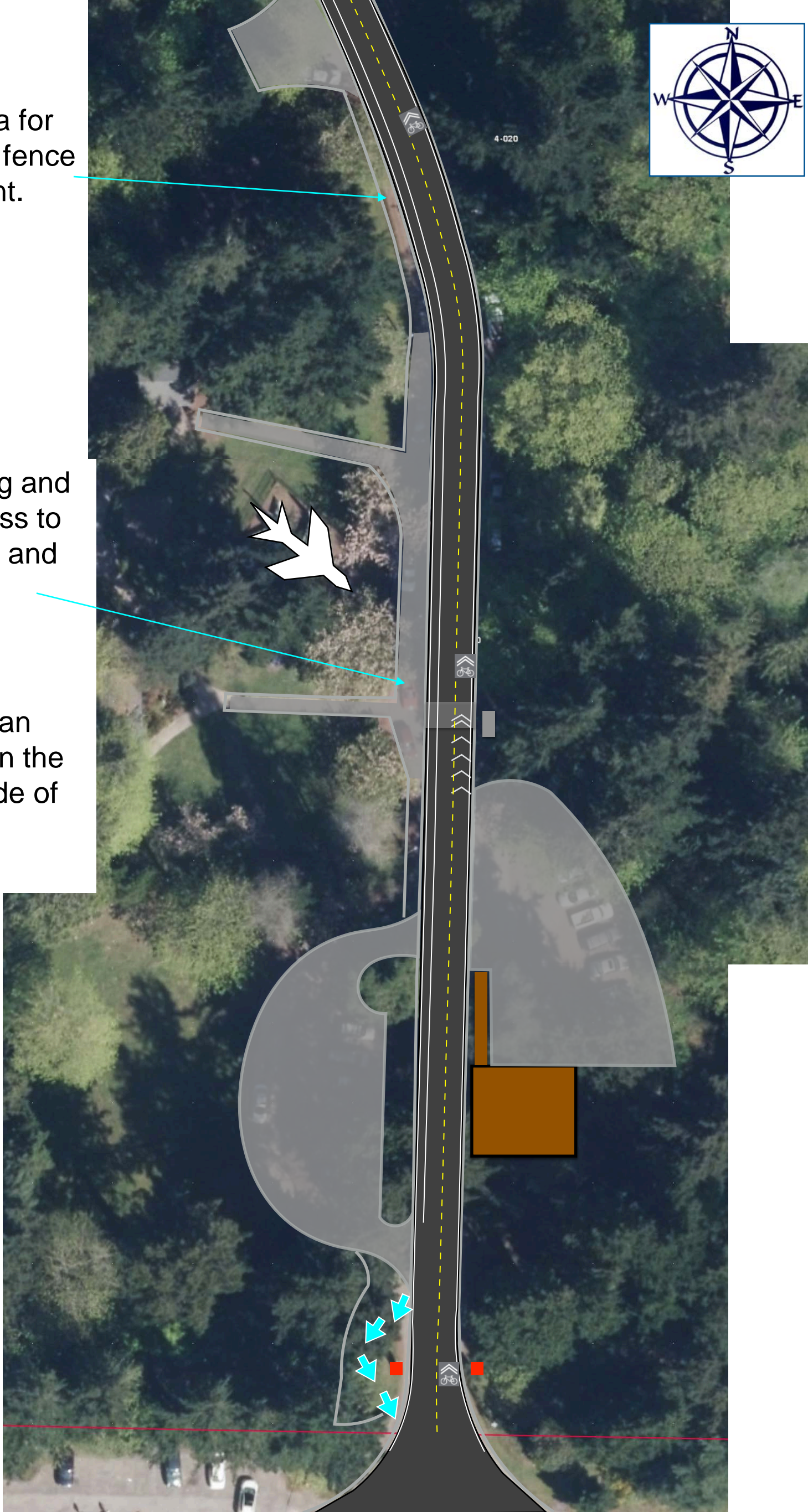




Narrow dirt area for walking between fence and pavement.

Space for parking and pedestrian access to disk golf course and trails.

Most pedestrian activity occurs on the Crusader Jet side of the road.



Vehicle lanes are 10-feet wide in this 15 mph zone within NAD park, displaced eastward to accommodate a 3-foot marked shoulder for bikes moving slowly uphill.

Consider Bremerton's 6th street near Montgomery: it is 10-feet wide and accommodates transit busses. Cars drive 40 mph there. 10-foot lanes will easily accommodate traffic through this park.

Near the south entrance to the park there are two brick columns constraining the roadway (red squares). The marked shoulder can end fifty feet before this to allow vehicle lanes to be centered between the columns. Bike traffic and pedestrians could be given the option of riding/walking to a newly leveled west side of the west column (blue arrows, see frame 2)

A wider marked shoulder on the west side of the road gives additional “protected” space to pedestrians, who primarily use the west side of the park.

Location 2

Looking north from NAD-Soroptimist Park
across the Hwy 3 overpass.



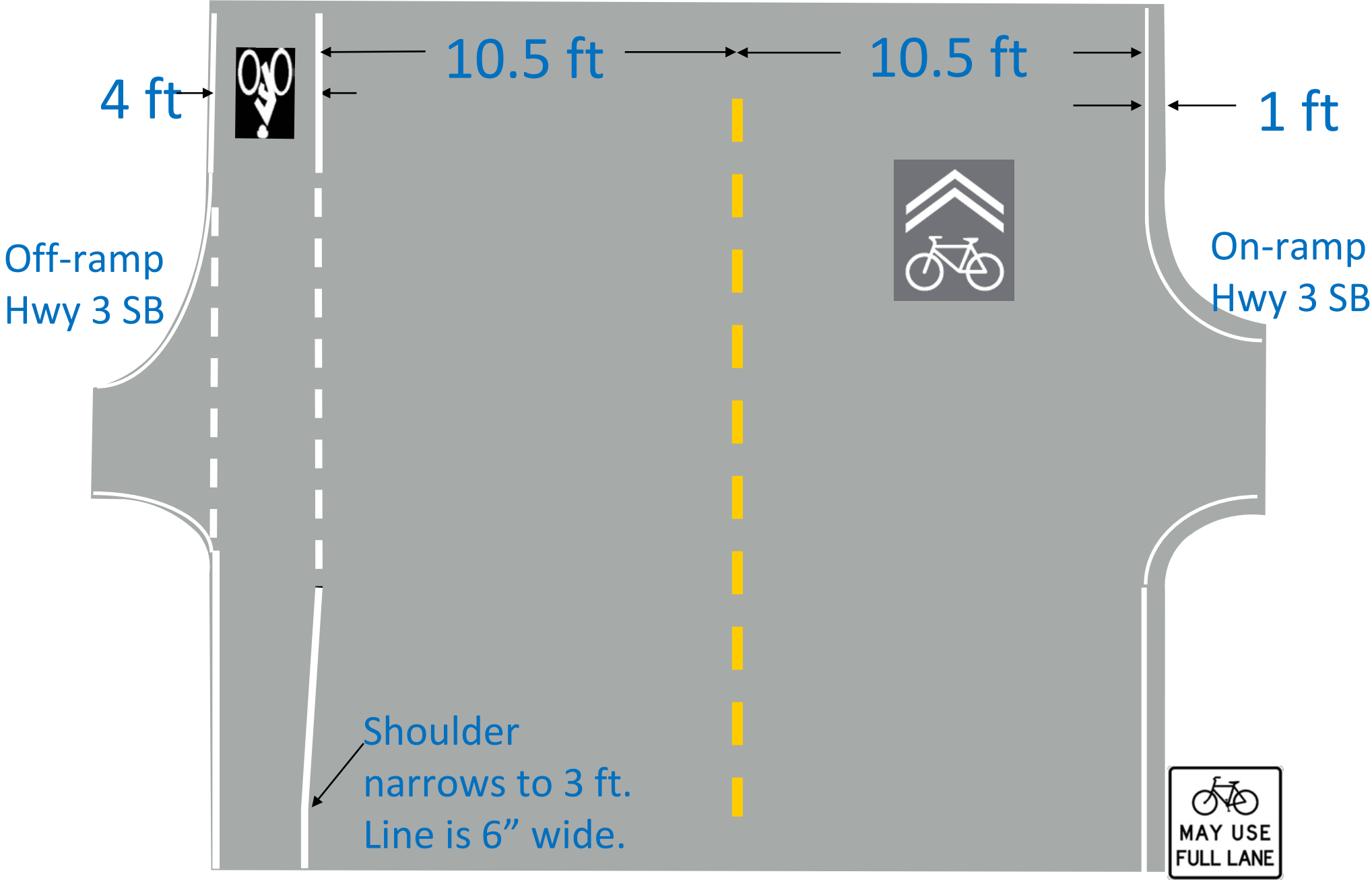
Hwy 3 Overpass, looking north



Location 2



← Available width is 26ft on bridge →



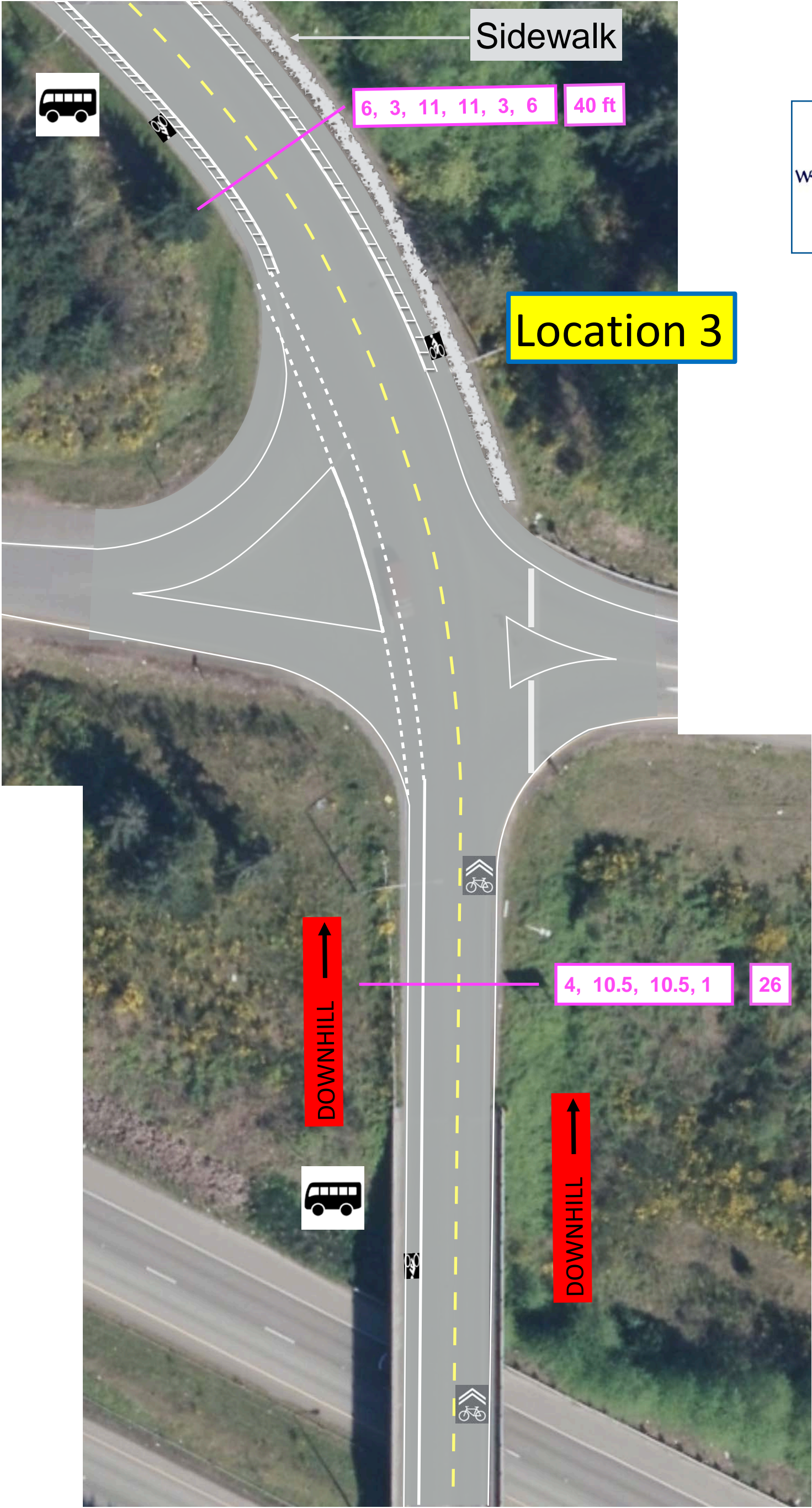
Location 3



Looking north from the north side of the Hwy 3 overpass.



Start of bike lane after
Hwy 3 NB Off-ramp



Sidewalk

6, 3, 11, 11, 3, 6

40 ft

Location 3



DOWNHILL

4, 10.5, 10.5, 1

26

DOWNHILL



Location 4



Looking North on Austin Drive north and east of Hwy 3
The roadway looks like this all the way to Erland's Point Rd.





Location 5

Most parking on the shoulder of the road occurs in location 5, and it is here that the angle of decent increases significantly for northbound traffic.

Location 4

DOWNHILL

For this reason, we propose allowing parking in location 5, and ending the proposed northbound bike lane at Bud Hawk elementary. Sharrows are used to direct cyclists to take the road from there to Erlands Point Rd.

Cyclists accelerating downhill move at about the same speed as cars, fulfilling the most important criteria for the use of sharrows.

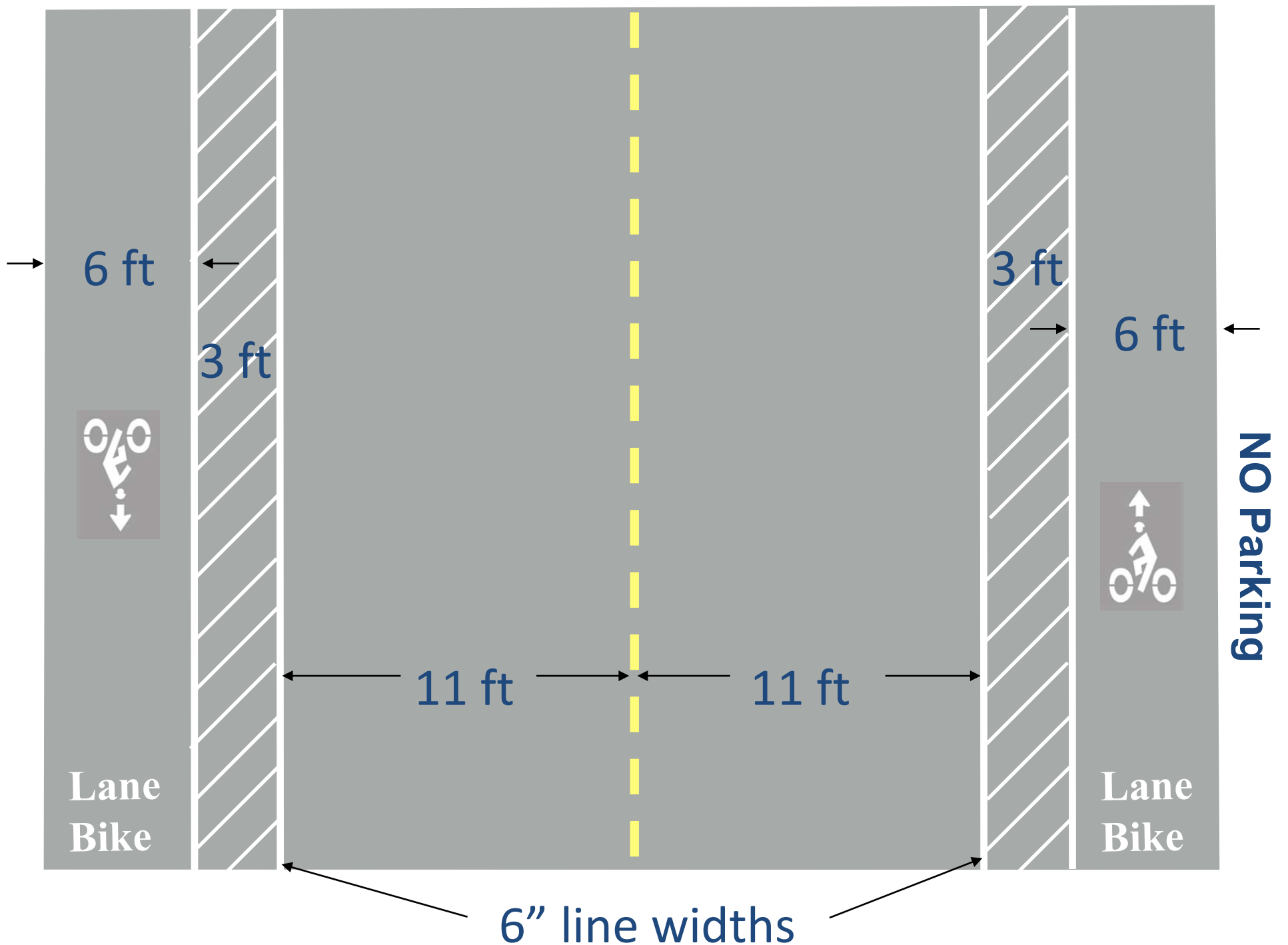


Location 4

Available width 40 ft



Austin Drive, east of Hwy 3 to Bud Hawk Elementary





Location 5

Available width 40 ft



Austin Drive, Bud Hawk Elementary to Erlands Point Road

