

BICYCLE PLAN

The City prepared a comprehensive Bikeway Plan in 2009. This plan was revised as part of the current study to outline a list of improvement projects for the bicycle system. The types of recommended bicycle facilities range from shared-use paths to bike lanes to bicycle parking.



- **Shared use paths and trails** – off-street facilities that cater to both pedestrians and cyclists. Where paved, these facilities provide a high amenity connection for nonmotorized users of all ages and all abilities.
- **Bike lanes** – portions of roadways that have been designated by striping, signing, and pavement markings for the preferential or exclusive use by cyclists.
- **Bike routes** – shared streets used by bikes and cars. Signed shared roadways are shared roadways that have been identified as preferred bike routes by posting bike route signs.
- **Bike Sharrows**- Some bike routes are proposed to have sharrows, which are marked within the travel lane and identify that bicycles are sharing the roadway. Sharrows are commonly used to indicate where on the roadway a cyclist should ride, and also to remind motorists to share the lane with bicycles when present.
- **Bike Parking**- There have been many bicycle parking facilities implemented over the past several years. Convenient bike parking is an important incentive to encourage more bicycling within the city.

Note that these bicycle facilities can be used by human-powered and electric-assisted bicycles. Given the hilly terrain in Edmonds, the use of electric-assisted bicycles could be expected to increase.

Bicycle Facility Inventory

Figure 3-14 shows existing bicycle facilities within the city, which include bicycle routes, bicycle lanes, trails, sharrows and bicycle parking facilities. The Interurban Trail, which links the cities of Seattle, Shoreline, Edmonds, Mountlake Terrace, Lynnwood, and Everett, runs through the southeastern portion of Edmonds. Trails are also located along the city's beaches and within city parks.

There are also easy connections for cyclists to ferries, Sound Transit's Sounder service, and Community Transit. Bicycles are allowed on all of these systems. WSF provides a reduced fare for bicycles, Sound Transit provides bike racks, and all Community Transit vehicles have bike racks.



Recommended Bicycle Facilities

The city worked with the Edmonds Bike Group to develop recommended bicycle facilities. **Figure 3-15** shows the recommended bicycle facilities along with the existing bicycle system for reference. The bicycle projects include bicycle lanes or bicycle routes that can be added as part of future roadway improvement projects. The projects are concentrated around two major efforts: creating east-west bicycle connections between downtown Edmonds and the Interurban Trail, and creating north-south bicycle connections between the northern and southern portions of Edmonds.

The primary east-west bicycle projects include:

- Main St, 212th St SW
- Pine St, Elm St, 220th St SW

The primary north-south bicycle projects include:

- 3rd Ave S, Woodway Park Rd
- 9th Ave S, 100th Ave W
- 84th Avenue W
- 76th Avenue W

Other bicycle projects include:

- Olympic View Drive
- 224th St SW
- 88th Ave W, 84th Ave W

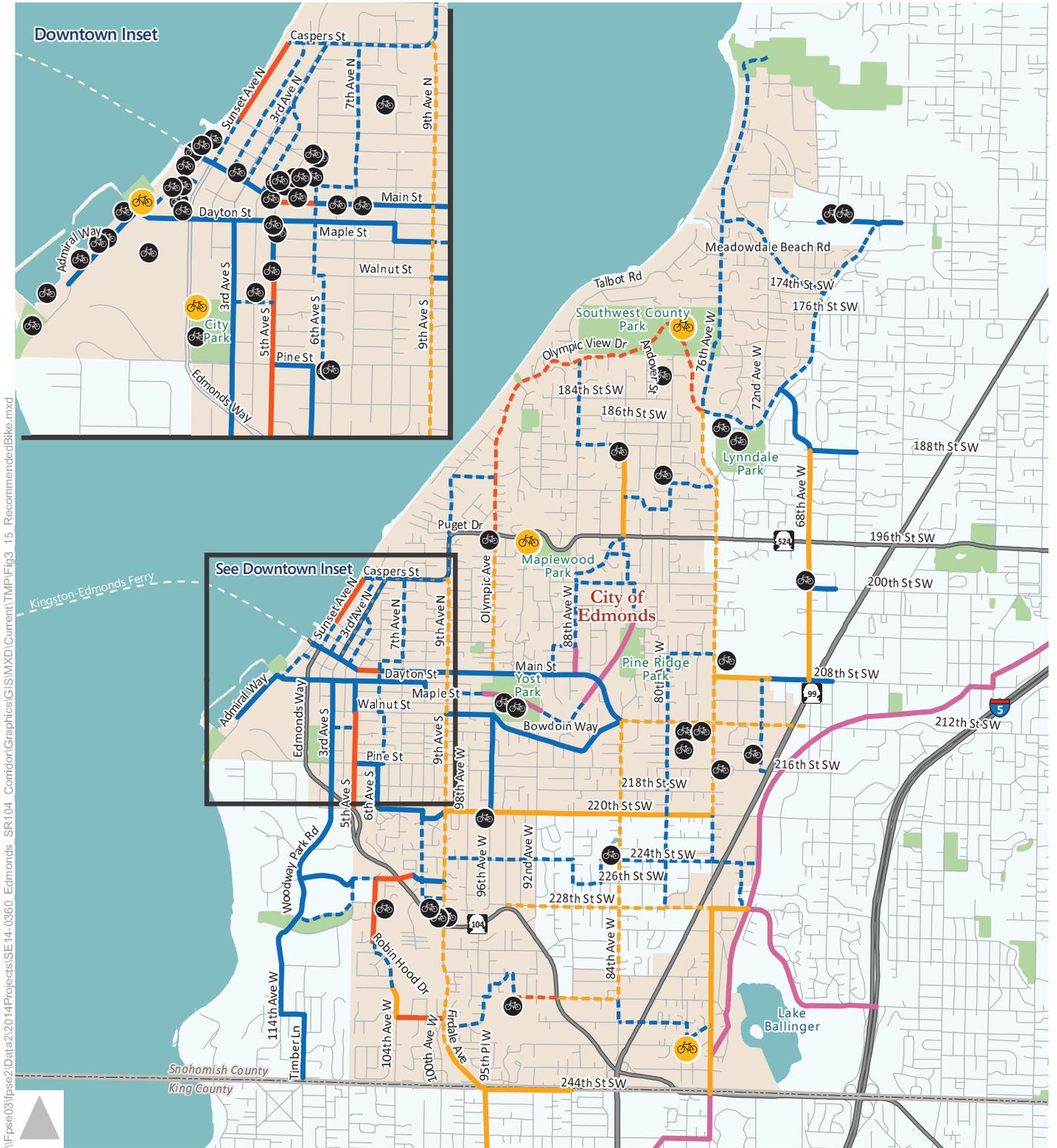
Table 3-16 shows the degree to which the bicycle plan has been implemented to date, along with the amount needed for completion. The table shows that while pedestrian trails and paths, as well as bicycle parking, is at or near full planned completion, other facilities are not as far along. Many miles of additional bicycle facilities are recommended by either upgrading existing bicycle classifications or by locating new bicycle facilities.



Table 3-16 Existing and Recommended Bicycle Facilities

Bicycle Facility	Existing	Recommended
Bicycle Lane (miles)	4.4	14.0
Bicycle Route (miles)	8.8	26.0
Bicycle Sharrows (miles)	1.7	4.6
Trail/Path (miles)	2.4	2.4
Bicycle Parking/ racks (locations)	62	67





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-  Proposed Bike Parking
-  Existing Bike Parking/Locker
-  Bike Lane
-  Bike Route
-  Trail/Path
-  Bike Sharrow
-  Existing
-  Proposed



Figure 3-15
Recommended Bicycle Facilities

Bicycle Facility Level of Service Standards

The city has developed a bicycle LOS standard that ties directly to the proposed bicycle plan. As shown in **Table 3-17** the LOS measure uses a simple red, yellow, green scale to identify the whether a bicycle facility improvement is consistent with the proposed bicycle plan. The city can use these LOS standards to monitor how well the bicycle plan is being implemented over time.

Table 3-17 Bicycle Level of Service Standards

LOS	Within Bicycle Network
	Provides bicycle facility* as shown in the Bicycle Plan
	Provides a lower-level facility* than recommended in the Bicycle Plan
	No bicycle facility provided

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bicycle lanes; buffered bicycle facility; separated trail.

Bicycle Loops

The bicycle plan focusses on facilities needed to provide a safe and comfortable cycling environment. As a guide to bicyclists desiring to ride around Edmonds, **Figure 3-16** shows three bicycle loops of various difficulties and lengths that are recommended along roads that have low speeds and low vehicle volumes. The Edmonds Bike Group helped establish these three bicycle loops.

- The **short bicycle loop** has an easy level of difficulty and a distance of 5 miles.
- The **medium bicycle loop** is a medium level of difficulty route; it follows a similar route as the short bicycle loop, but has an additional 2 miles for a total length of 7 miles.
- The **long bicycle loop** is a scenic route designed for experienced cyclists. The total distance for the long bicycle loop is 20 miles with a portion located in the Town of Woodway.

Riders on these loops can take advantage of the facilities provided within the bicycle plan.



