The new waterfront will attract more cyclists and must be designed to safely accommodate a broad range of the cycling population. The city has expressed a goal of increasing the rate of cycling among residents; the waterfront provides views, atmosphere and opportunities for activities that make it a location that can appeal to both recreational cyclists and faster moving riders. To appeal to the broadest group of users – which includes families and people who currently aren’t comfortable biking in an urban environment – it is necessary to provide a design that includes some type of buffer, or separation between the street and bike facility.

A key feature of the proposed bike path on the west side of Alaskan Way provides enticing views to Elliott Bay, from Pioneer Square Beach to Bell Harbor. Here all cyclists will have a strong visual connection to the water whether they are commuting to work, getting exercise or are enjoying a family bike ride.

Please refer to Book 2: Framework Plan for additional information on bike facility design.
BIKE FACILITY DESIGN

TWO-WAY BIKE PATH ON WATERSIDE

The two-way bike path design and other design details incorporated throughout this report offer the greatest advantages with the fewest disadvantages. The typical two-way path (portion shown at right) is designed with the following features:

• A 12-foot, smooth-surface bikeway. This would typically be divided by a center-line in order to separate directions of bike travel, using pavement texture, paint or other easily crossable surfaces. This provides six feet in each direction, enough for two cyclists to ride side-by-side and carry on a conversation, and safely pass two side-by-side cyclists traveling in the opposite direction. When cyclists need to pass one another or some obstacle, they can easily cross over into the other side of the path – the full 12 feet is available to all cyclists in either direction, but all riders are encouraged to stay to the right to minimize conflicts.

• 2-foot buffer zones are provided on each side. The surface should accommodate but strongly discourage bike wheels. This portion of the bikeway acts as a shoulder does on the roadway: it provides some recovery space for cyclists who momentarily lose their balance so that they don’t hit a fixed object, fall over and create a hazard for others. This zone should be free of any vertical obstruction like trees, poles or curbs. It can be a rough texture, such as cobbles or decomposed granite, or it can be colored or painted concrete or asphalt.

• The bikeway should be at sidewalk level, particularly in locations where large numbers of pedestrians will be crossing it.

• In most locations, there will be landscape separating the bikeway from the adjacent walkways and promenade. This landscape should generally allow pedestrians to cross the bikeway at frequent intervals, but should direct pedestrians to cross wherever there is a crosswalk across Alaskan Way, as well as at major bus stops and passenger loading zones.

• At major pedestrian crossings, it is important to communicate to cyclists that they should slow and yield to pedestrians. This can be done with high-visibility crosswalks, bicycle traffic calming, and median refuges in the bikeway for pedestrians. Elsewhere along the bikeway, it should be clear to pedestrians that they may cross, but that they should yield to cyclists.

• Recognizing that some riders will prefer riding in the street, shared lanes, or dedicated bike lanes could also be included along Alaskan Way. On-street bike facilities could include:

• Shared lane markings within the “Flex lane” area south of Colman Dock – the width of the outside lanes would be increased and shared-lane marking “Sharrows” would be added.

• On-street bike lanes north of Columbia Street.
TYPICAL BIKE PATH CONDITION

SECTION A: PATH

SECTION B: CROSSING

Section A (above)

Section B (above)
BIKE FACILITY DESIGN

TYPICAL BIKE PATH CONDITION

Given the goal to attract a broad range of cyclists, and understanding the context and character of the waterfront with the advantages and disadvantages of possible bicycle facility-types, the proposed design may be an off-street path, or a hybrid, that includes both off-street, and on-street elements.

The design of an off-street bike path would include:

• A twelve-foot, smooth-surface bike path, divided by a center line to separate directions of travel, using pavement texture, paint or other easily-crossable surface.

• Two foot buffer zones on each side of the bike path would provide recovery space for cyclists.

• The bike path should be at sidewalk level, particularly in locations where large numbers of pedestrians will be crossing it.

• In most locations, landscape will separate the bike path from the adjacent walkways and promenade. This landscape should generally allow pedestrians to cross the bikeway at frequent intervals, but should direct pedestrians to cross at crosswalk locations, major bus stops and passenger loading zones.

• At major pedestrian crossings, it is important to communicate to cyclists that they should slow and yield to pedestrians. Elsewhere along the bike path, it should be clear to pedestrians that they may cross, but that they should yield to cyclists. Addressing the details of the bicycle/pedestrian crossings is critical, and these will be refined in later stages of this project.

Recognizing that some riders will prefer riding in the street, shared lanes, or dedicated bike lanes could also be included along Alaskan Way. On-street bike facilities could include:

• Shared lane markings within the “Flex lane” area south of Colman Dock – the width of the outside lanes would be increased and shared-lane marking “Sharrows” would be added.

• On-street bike lanes north of Columbia Street.
THE ELEMENTS

- Bike Rack
- Drinking Fountain
- Bollard
- Bike Kiosk

THE CANOPY

- Street Tree: American Sweetgum - Liquidambar styraciflua