



Bicycle Network

3 attributes of an ideal greenway

According to the NACTO Urban Bikeway Design Guide:

1. Volume of cars is low, less than 3000 vehicles per day
2. Speed of cars is low, less than 15% of drivers are traveling faster than 25 MPH
3. Crossings of major streets are designed to help bicyclists cross safely and efficiently.

The ideal volume and speed requirements often suggest traffic calming measures. There may be situations where it is important to complete a segment of greenway even if the speed and or volume targets can't be achieved.



Source: City of Seattle

Greenway systems usually have consistent branding and naming along with strong wayfinding.



To reduce car volumes, this diverter in Vancouver B.C. allows people on bicycles to pass through, but not motor vehicles.

Policy T-2.3 *Build a network of greenways.*

Greenways are bicycle facilities on streets that have lower auto speeds and volumes. Greenways have special signing and marking and may have traffic calming features.

Traditionally, they are on streets that are parallel to major streets to provide quick access to destinations located on such streets. Greenways can also include trails and paths that are off the street networks. Examples of this could include trails between cul-de-sacs or through parks. Other trail connections that are not necessarily part of Greenways should also be completed with special emphasis on connections to Lake Washington and the Cross Kirkland Corridor. Where Greenways cross arterial streets special treatments are usually needed. Ideally, Greenways form a network that supports bike travel by itself, but together with the on-street network make an even more comprehensive network.

Priorities for Greenway construction should reflect those in Policy T-2.2, including higher priority for those in 10-minute neighborhoods and those connecting to the CKC, parks or transit.

The bicycle network map on the previous page shows a network of bicycle facilities including a proposed Greenway network. Adjustment to routes may be needed during the design of Greenway improvement projects. Finalizing Greenway routes should be done in consultation with neighborhood associations.

Action T-2.3.1: Develop standards for Greenways in Kirkland.

Action T-2.3.2: Prioritize and construct greenway projects.



Greenways can have special facilities for people who walk.