

Objective 1.2 Identify county-wide networks of bicycle and pedestrian facilities that augment local networks identified by each city.

Action 1.2.1 Implement a continuous network of bike lanes, bicycle boulevards, and bike routes that are integrated with current and future trails that support bicycle use and that serve commuting, recreation, and utilitarian trips.

**Bicycle Boulevards** are developed through a combination of signing, striping, traffic calming measures and other streetscape treatments, and are intended to slow vehicle traffic while facilitating safe and convenient bicycle travel.

Clark County Bicycle and Pedestrian Master Plan, Design Program. Below is a table from the Matrix of Best Practices.

Table 21. Bicycle Boulevards

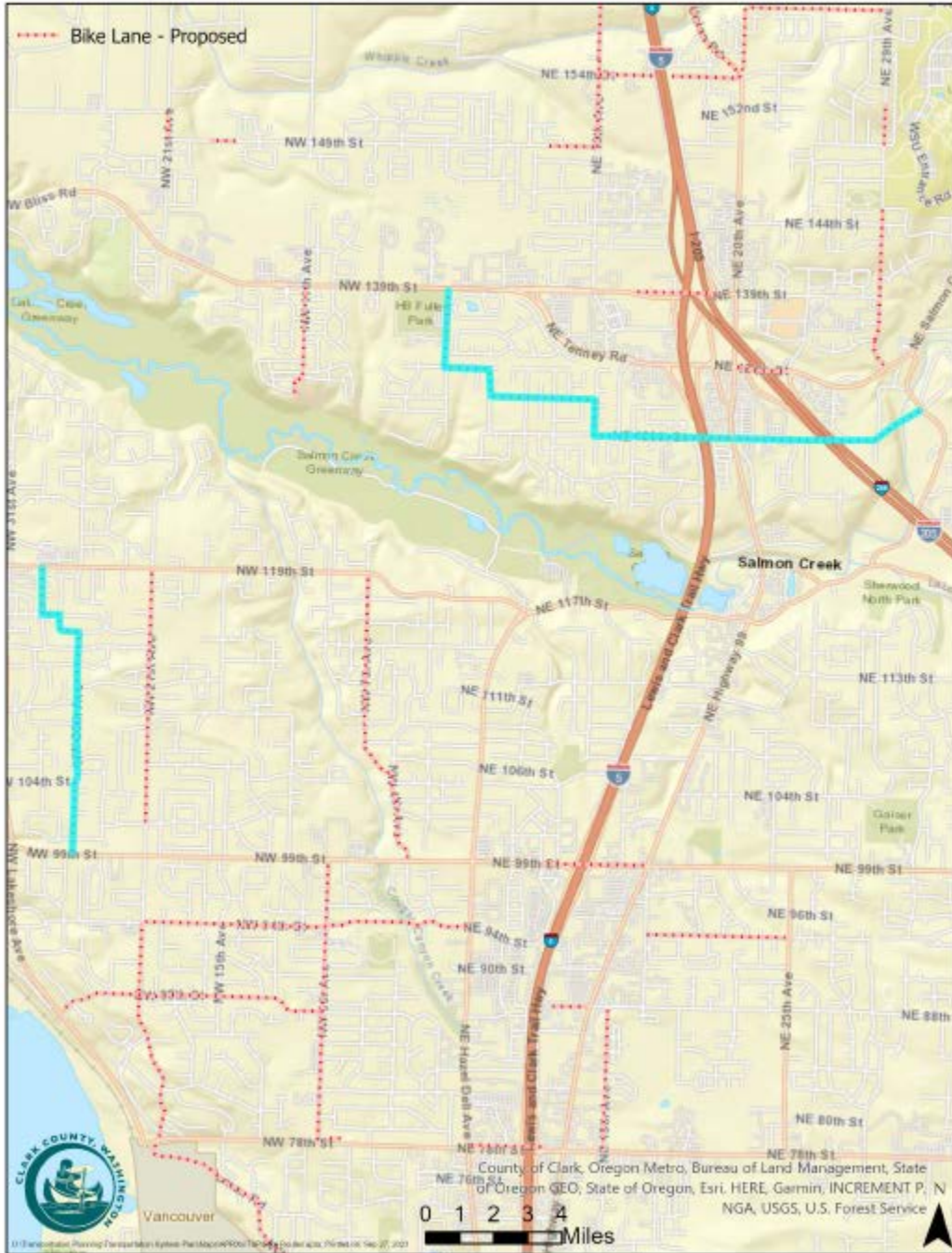
Issue	Solution	Source/Example
<b>Installing Bicycle Boulevards</b>		
High volume of bike and auto traffic	"Share the road" warning signage	
Cyclists or motorists unaware that a street is a bicycle boulevard	Directional Pavement Markings Wayfinding signage	Portland, OR Signage
Frequency of stop signs limits ease of use	Place stop signs on cross-streets approaching a bicycle boulevard.	This treatment should be used judiciously to minimize the potential for increasing vehicle speeds on the bicycle boulevard.
<b>Bicycle Boulevard Crossings</b>		
Bicycle boulevard crossing signalized intersection	In-pavement bicycle loop detectors, with a bicycle stencil indicating where the cyclist should place their bike. Bicyclist activation buttons	
Bicycle boulevard crossing a major street at an unsignalized intersection	Half Signals Medians/Refuge Islands	Include pedestrian and bicycle activation buttons, bicycle loop detectors Can be used to simplify bicyclist and pedestrian crossings on major street.

The recommended bikeways, walkways, and trails connect key destinations in and around Clark County. Improvements vary from low cost measures yielding immediate results, such as re-striping of streets to accommodate bike lanes, to longer-term strategies for transforming Clark County into a truly bicycle- and pedestrian-friendly community.

Bikeways are distinguished as preferential roadways accommodating bicycle travel. Accommodation primarily takes the form of bicycle route designation (signage) and/or bicycle lane striping. Bicycles are permitted on all roads in Clark County, with two exceptions through the Vancouver area: bicycles are not allowed on Interstate 5 from the Columbia River to the junction with Interstate 205 or on Interstate 205 from state line to SR 14

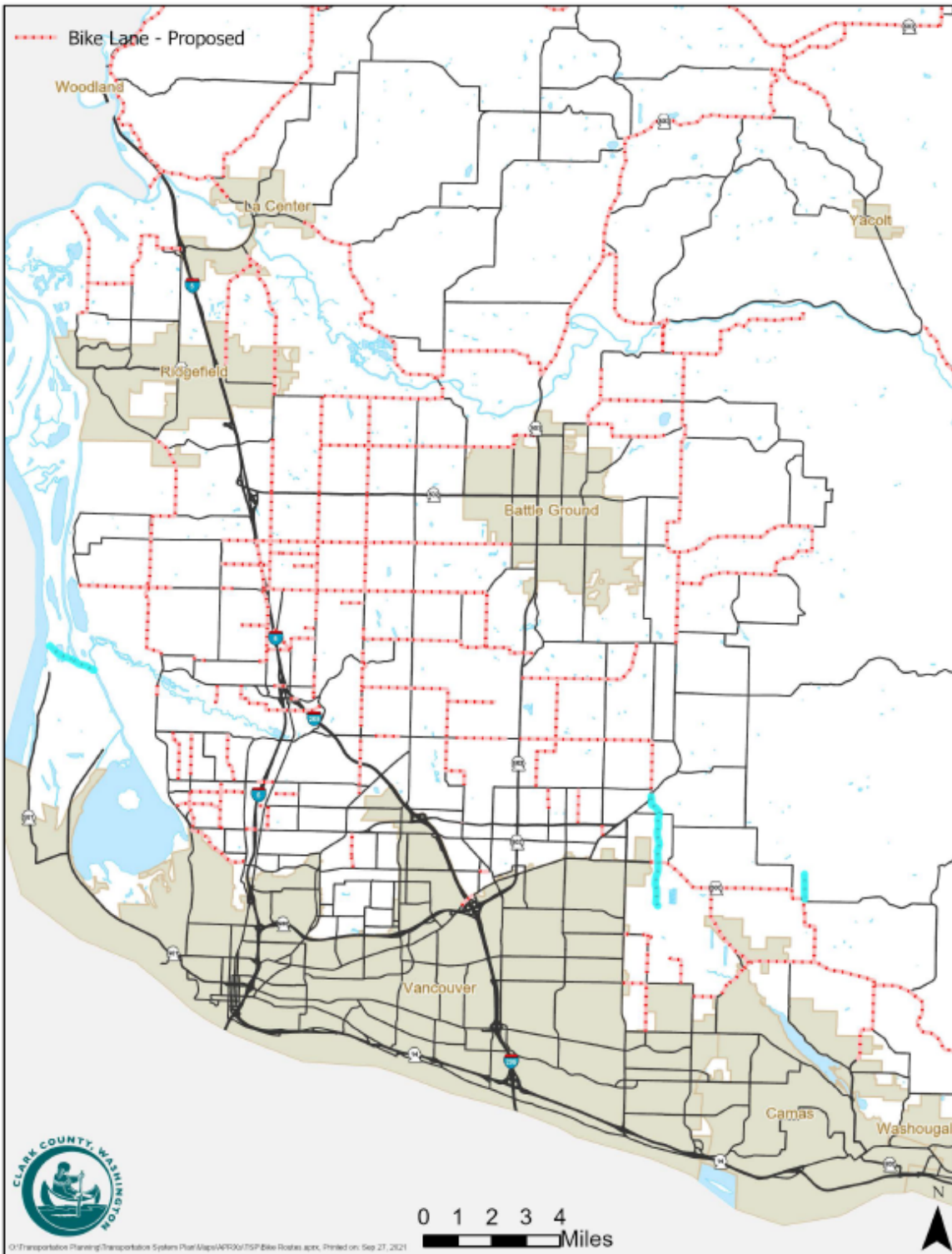
# Proposed Bicycle Boulevards locations in Clark County

## Clark County Transportation System Plan



# Proposed Bikeway locations in Clark County

## Clark County Transportation System Plan



1. What additional locations can we identify for bicycle boulevards?
2. Do the identified bikeways function like multi-use paths?