

Washington County  
**Bicycle Facility  
Design Toolkit**  
  
**BACKGROUND**

Design practices for bicycle facilities have evolved rapidly over the past five years. Like many jurisdictions, Washington County's existing Road Design Standards don't include the latest innovative bicycle treatments. In the summer of 2011, Washington County began developing a Bicycle Facility Design Toolkit (Toolkit) to supplement the current County Road Design Standards. The Toolkit provides engineers and planners more options to address safety concerns and accommodate a wider range of bicyclists.

In the first step of the development of the Toolkit, we reviewed our existing design guidance, standards for bicycle facilities, and reviewed existing best practices from other peer communities.

We presented the best practices information to several stakeholder focus groups and asked:

- *Which bikeway treatments best support users in Washington County?*
- *What are potential barriers to implementation of the various treatments?*
- *What criteria should we use to identify the most appropriate bikeway treatment for various types of county roads?*

In the Washington County Transportation System Plan, the types of bicyclists fall into three categories:

*Type A – Experienced adult cyclists with high skill levels. These users are comfortable and skilled in operating bicycles in traffic or on high-traffic volume streets with bicycle lanes or paved shoulders.*

*Type B – Less experienced adult cyclists or adolescent riders with lower skill levels or less developed judgment for operating bicycles safely in high traffic volume conditions.*

*Type C – Pre-adolescent riders without sufficient judgment or skills to operate safely on major streets, even if they have good bicycle facilities.*

With input from our stakeholders, we assembled a Draft Bicycle Facility Design Toolkit. In early 2012 we posted the draft Toolkit online and distributed copies to our stakeholders. We collected more than 100 comments on the draft Toolkit, many of which were incorporated into the final document. Based on stakeholder input, we included some bicycle facility options that may not be generally applicable on county roadways, but may be used by local cities (for example, we included treatments for one-way streets, which are more likely to be city streets than county roads).

**Focus Group Participants included:**

- *City Agencies*
- *Park Districts*
- *Tri-Met*
- *School District Transportation and SRTS*
- *Freight Truck Operators*
- *Emergency Services*
- *Bicycle Advisory Committee Representatives*
- *West Side Transportation Alliance*
- *Land Use and Transportation Divisions*
- *Washington County Bicycle Transportation Coalition*
- *Bicycle Transportation Alliance*

The final version of the Toolkit is now available at <http://www.co.washington.or.us/bikeandped>

It includes a selection of bicycle facility and treatment types including buffered bicycle lanes, protected cycle tracks, and colored bicycle lanes. The first section of the Toolkit is a technical introduction and guide to the facility selection process. The process is intended to assist engineers, designers, and planners in the selection of the most appropriate bicycle facility for various projects. There are many factors to be considered in combination with engineering judgment.

The document will give you a idea of the new treatments that you could see in upcoming roadway and planning projects in Washington County.