

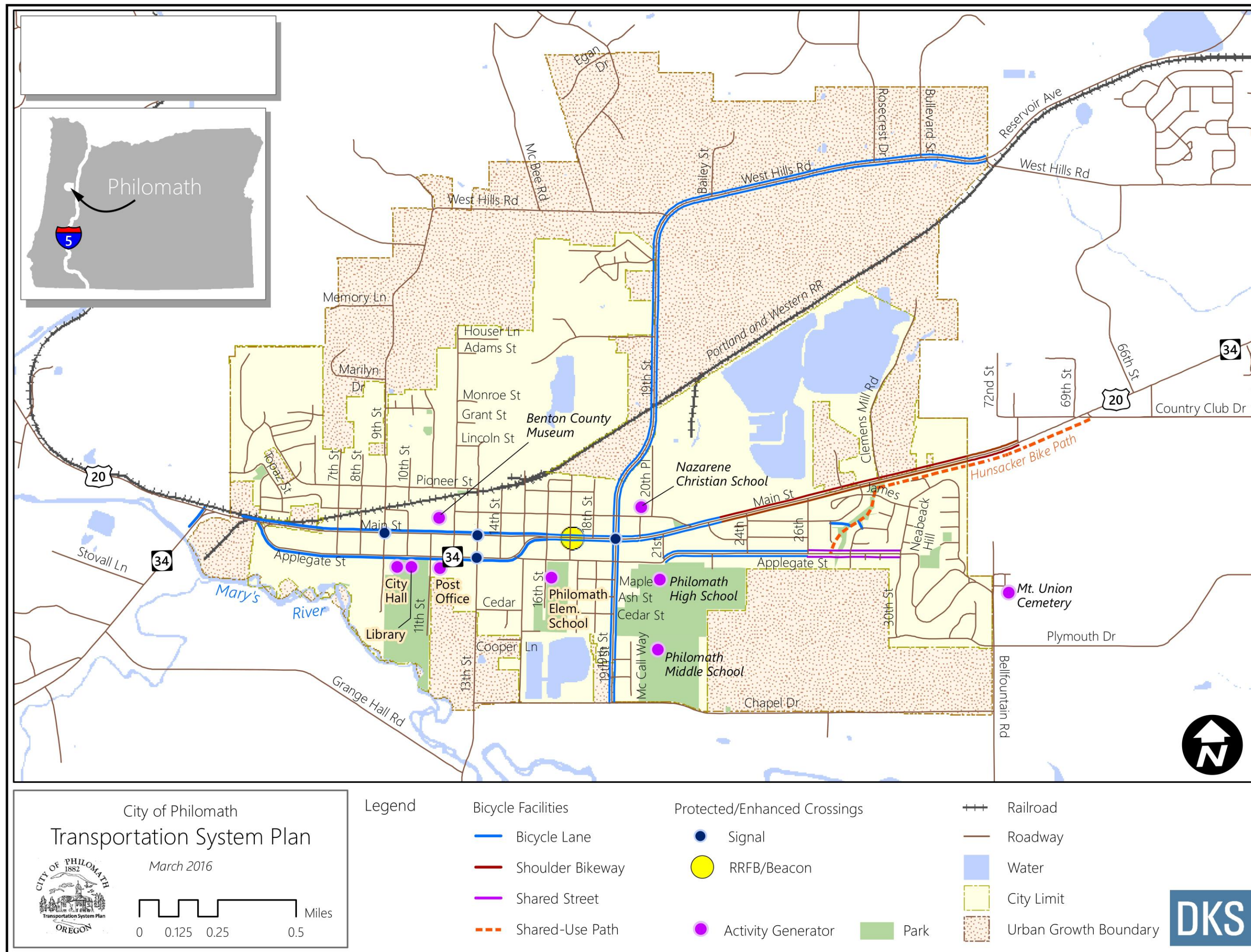
Biking Findings



The project team collected inventory data on facilities and conditions for people bicycling in Philomath. The level of service for bicyclists was summarized using the “Bicycle Level of Traffic Stress” analysis.

Data and analysis can only tell part of the story – we need to hear your experiences to help provide a complete picture.

Existing Bicycle Facilities



Much like walking, bicycling plays a key role in the transportation system’s ability to support healthy lifestyles and provide alternative travel choices to the automobile.

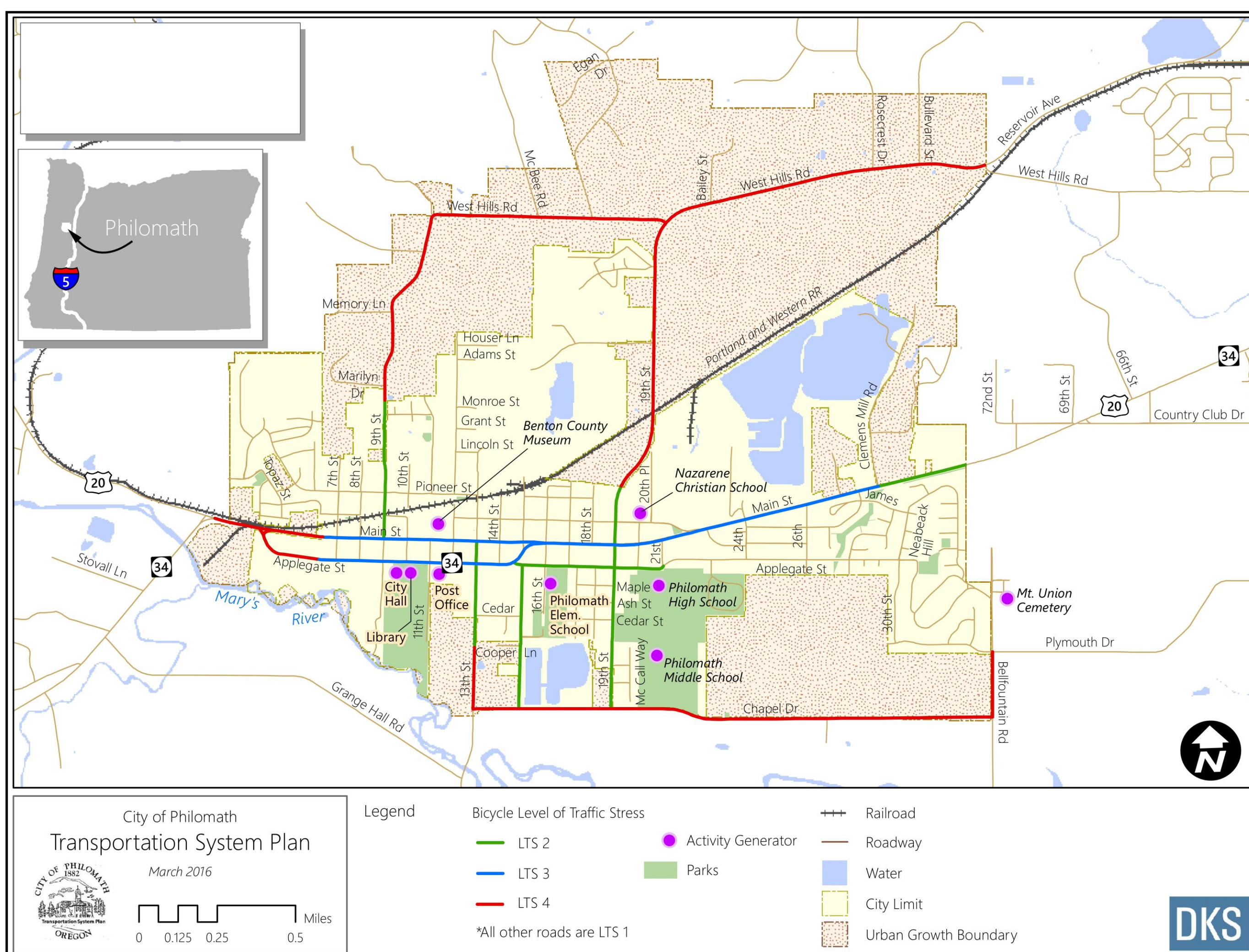
In comparison to walking, bicycling is more suitable for longer trips and recreational travel.

Bicycle networks also are important to providing Safe Routes to School for children.

Philomath’s bicycle network is primarily composed of:

- Bike Lanes
- Shared Use Paths
- Shared Streets
- Roadway Shoulders

Bicycle Level of Traffic Stress



Opportunities to create a comprehensive network for bicycle travel in Philomath include:

- With the exception of US 20/OR 34, 19th Street, West Hills Road east of 19th Street, and portions of Applegate Street, there is a lack of separated bicycle facilities.
- Bicycle travel on facilities adjacent to higher speed vehicle traffic may be uncomfortable for younger or less experienced bicycle riders.
- Freight traffic makes sharing the road – in lane or on the shoulder – stressful throughout Philomath.

Traffic volumes and freight traffic will increase in the future, making it more difficult to cross the highway at uncontrolled locations and increasing vehicle conflicts on city streets.

Level of Traffic Stress (LTS) uses a scale of 1 to 4 to rank streets for bike use. LTS 1 is the least stressful to ride on, while LTS 4 is the most stressful to ride on.