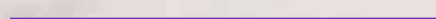




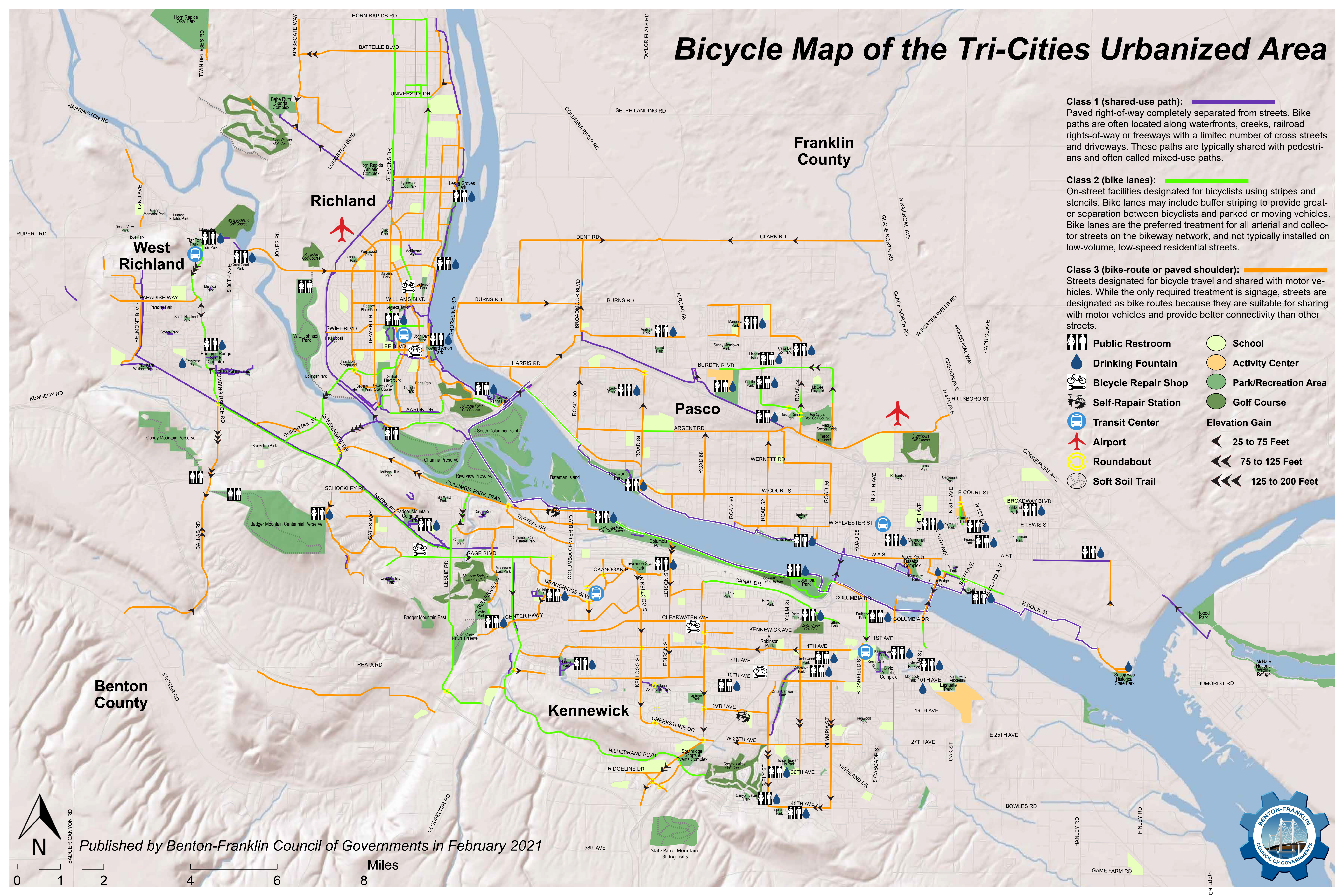
Bicycle Map of the Tri-Cities Urbanized Area

Class 1 (shared-use path): 
Paved right-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians and often called mixed-use paths.

Class 2 (bike lanes): 
On-street facilities designated for bicyclists using stripes and stencils. Bike lanes may include buffer striping to provide greater separation between bicyclists and parked or moving vehicles. Bike lanes are the preferred treatment for all arterial and collector streets on the bikeway network, and not typically installed on low-volume, low-speed residential streets.

Class 3 (bike-route or paved shoulder): 
Streets designated for bicycle travel and shared with motor vehicles. While the only required treatment is signage, streets are designated as bike routes because they are suitable for sharing with motor vehicles and provide better connectivity than other streets.

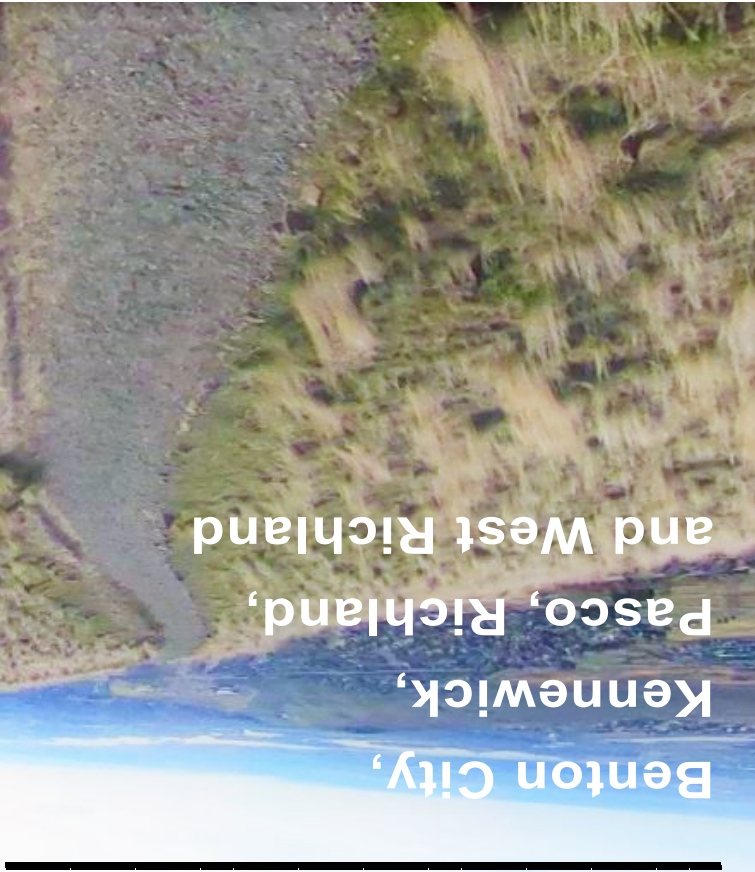
- | | | | |
|---|----------------------------|---|-----------------------------|
|  | Public Restroom |  | School |
|  | Drinking Fountain |  | Activity Center |
|  | Bicycle Repair Shop |  | Park/Recreation Area |
|  | Self-Rapair Station |  | Golf Course |
|  | Transit Center | Elevation Gain | |
|  | Airport |  | 25 to 75 Feet |
|  | Roundabout |  | 75 to 125 Feet |
|  | Soft Soil Trail |  | 125 to 200 Feet |



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Miles





Bicycle Map of the Tri-Cities

FAVORITE LOCAL RIDES

CAUTION: Please be advised that several of these routes utilize heavily traveled streets and intersections. There are difficult railroad crossings and dangerous bridges to cross, as well as steep grades and miles of desert riding. Proceed with caution. Thoroughly familiarize yourself with the routes before attempting to ride them. Consider your bicycling experience and your physical condition. Ride prepared.

Sacagawea Heritage Trail Loop 19 or 23 Mile Loop

The Sacagawea Heritage Trail follows the Columbia River through Richland, Kennewick, and Pasco, in a 23 mile loop. There is little to no elevation gain, and the trail's difficulty level is easy. Two sides of the trail are linked by three highway bridges; however the trail contains separated paths for non-motorized travel at all of these locations. There are multiple areas throughout the Tri-Cities from which the trail can be accessed, such as the Columbia Marina Park at Columbia Point, Bateman Island, Chiawana Park, and the Sacagawea State Park.



Richland Bike Tour 12 miles

Begin this ride in Howard Amon Park at the east end of Lee Boulevard. Travel north through the park and onto the bike path paralleling the river. Continue north through Leslie Groves Park to Ferry Road. Continue west on Ferry Road to Harris Avenue. Turn right on Harris Avenue and head north to Sprout Road. Turn right on Sprout Street and rejoin the path near the river. Travel north on the path to the Hanford 300 Area (approximately 2 miles) and return to Howard Amon Park by reversing the previous course.

Yakima River Loop 45 miles

Ride north from Howard Amon Park on the pathway paralleling the river. At the end of the pathway (Hanford 300 Area), turn left one block on Kinney Street, then right on Port of Benton Boulevard to Horn Rapids Road and turn left. Travel west on Horn Rapids Road and turn left on Kingsgate Way until it joins SR 240. Turn right onto SR 240 and continue past Horn Rapids Dam to the Benton City turn-off at SR 225. Turn left and ride past Horn Rapids Park and through Benton City.

Level of Traffic Stress

Level of Traffic Stress (LTS) refers to the amount of stress bicyclists can expect to experience on a roadway based on a variety of data-driven factors. These factors include vehicle speeds, traffic volumes, and roadway design. LTS is measured using available data on existing facilities. A roadway, or segment, can receive an LTS rating between 1 and 4, with 1 being the least amount of stress where a facility is suitable for all bicyclists and 4 being very stressful where only the most seasoned and confident bicyclists would want to ride.

Columbia Center Mall to Benton City 27 miles

Leave Columbia Center from the west via Gage Boulevard to Keene Road. Turn right (north) on Keene Road; continue west on Keene Road into West Richland and turn left onto Kennedy Road. Follow Kennedy Road all the way to SR 225 (7.5 miles) and turn right, crossing the Yakima River (narrow bridge/no shoulder) into Benton City. From Benton City return south on SR 225, crossing under I-82. Continue south on Weber Canyon Road, then left onto Badger Road. Follow Badger Road to south Kennewick, crossing under I-82, then left on to Leslie Road. Proceed north on Leslie then right onto Gage Boulevard for the return to Columbia Center.



After crossing the Yakima River turn left onto SR 224. At the next intersection continue straight ahead on Kennedy Road, ride for 7.5 miles and turn left at Duportail Road. At Wal-Mart, turn right on Queensgate Road, then cross over I-182 then left on Columbia Park Trail, left again at Windmill Lane and proceed to the I-182 bicycle path at the cul-de-sac. Follow the path easterly across the Yakima River, and over I-182. Cross Aaron Drive at Jadwin Avenue and continue north to Falley. Turn right on Falley and follow it to cross George Washington Way where Falley becomes Bradley Boulevard. Proceed a short distance on Bradley Boulevard then turn left on Amon Park Drive to Howard Amon Park.

Clodfelter Road Loop 43 miles

Leave Columbia Center from the west via Gage Boulevard to Leslie Road. Turn left and follow Leslie 2 miles to Clearwater Avenue near I-82. Cross Clearwater and traverse up Leslie to Clodfelter Road. Turn right on Clodfelter Road into the Horse Heaven Hills about eight miles and turn right on Plymouth Road. Turn left onto Sellards Road and proceed west 4.5 miles to Travis Road. Right on Travis 3.7 miles then angle right again on Weber Canyon Road. Proceed down Weber Canyon about 5 miles, then right onto Badger Road. Follow Badger nearly 13 miles, crossing under I-82, then left onto Leslie Road. Follow Leslie north 2 miles, then right on Gage Boulevard for the return to Columbia Center.

Chiawana Park Loop 9 miles

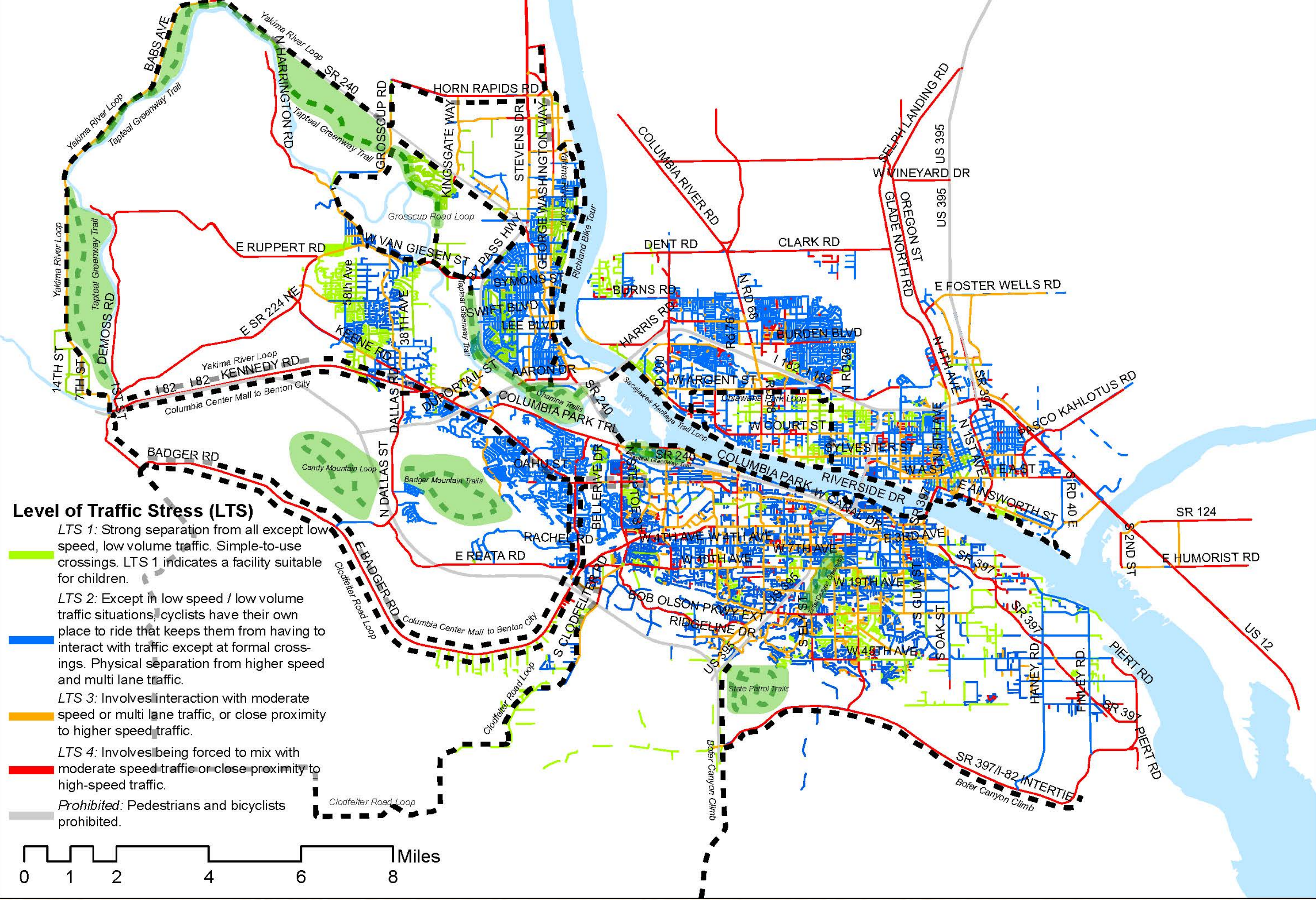
Follow the bike path easterly along the Columbia River levee to the trailhead near Road 39 and Riverhaven Street. Proceed westerly along Riverhaven to Road 44. Follow Road 44 north to Livingstone. Turn left on Livingstone and go west to Road 48. Turn right on Road 48 and proceed to Argent Road. At Argent Road, turn left and follow Argent to Road 88. Turn left on Road 88 and proceed south to the main entrance to Chiawana Park.

State Patrol Trails

The State Patrol Trails are a series of interweaving trails ranging widely in difficulty and are located in Kennewick. They are best suited for mountain bikes. There is a total of thirteen trails to choose from, and while most are rated as easy to moderate in level of difficulty, two are rated as either difficult or moderately difficult; Slime and Fred & John's respectively. The terrain is packed dirt and depending on the chosen route can feature many sharp inclines, dips, mounds, and jumps meant for mountain bike enthusiasts.

Level of Traffic Stress (LTS)

Study Area: Tri-Cities Urbanized Area



Grosscup Road Loop 18 miles

This ride originates in Richland at the SR 240/ SR 224 (Van Giesen Street) park and ride lot. Follow Van Giesen Street west across the Yakima River and through downtown West Richland. Turn right at Grosscup Road. Take Grosscup along the canal and across the Yakima River Twin Bridges to SR 240. Turn right and follow SR 240 to the stoplight. Turn right and follow SR 240 southerly to Van Giesen Street. Turn right on Van Giesen then right on Terminal Drive to the park and ride lot.

Candy Mountain Loop 1.2 miles

Candy Mountain is a relatively newer trail to the Tri-Cities, created by a group of volunteers lead by trailmaster Jim Langdon in 2016. The trail has a gradual elevation gain and is rated as easy for most hikers. The terrain is packed dirt surfaced with gravel. The Candy Mountain Loop is surrounded by private property, so hikers are advised to stay on the trail throughout the summit. Signs are posted throughout the trail indicating the path's direction.

Chamna Trails

The Chamna Trails are located within the Chamna Natural Preserve City of Richland park. There are a variety of trails to choose from that vary in distance from about a mile to around 11 miles. The Chamna Trails are located along the Yakima River, so young children should be supervised closely. The elevation gain is minimal to none, and certain routes dive into thickets and high bushes. The terrain is pack dirt surfaced with wood and bark chips in some areas and crushed stone in others.

Badger Mountain Trails

The Badger Mountain Trails are a popular hike in the Tri-Cities featuring five different trails with varying difficulty, length, and incline depending on the chosen route. On average, the trails are moderate. Canyon Trail is the most popular and steepest among the trails, having an average 15% grade. The trails consist of packed dirt surfaced with gravel and are suitable for trail runners and mountain bikes on certain routes. There is little to no coverage from the sun, so in the summer it is advised to bring a hat and proper protective gear.

Bofer Canyon Climb 21 miles

Drive south on Union St. in Kennewick past Southridge High School to the Christenson Road exit on SR 395. Note: The Christenson Road crossing of SR 395 is not controlled by traffic lights and is not advisable for bicyclists. Park at the foot of Bofer Canyon Road just east of the freeway exit. Climb Bofer Canyon Road 2.25 miles to CR (County Road) 397. For the climb, continue on Bofer Canyon Road to Coffin Road, about 10.6 miles. The peak of the climb occurs at about 6.6 miles. Return to Christenson Road.

Tapteal Greenway Trail

The Tapteal Trail is part of the Tapteal Greenway, which intends to establish a trail system that will the Yakima River across multiple jurisdictions and cover a distance of around 30 miles. The trail currently crosses over several existing trailways such as the Sacagawea Heritage Trail, Chamna Trails, and W.E. Johnson Park. Due to the distance the Tapteal Trail covers, the terrain can vary widely though for the most part it consists of packed dirt or wood chips, with occasional areas of pavement and soft sand. Other non-cycling users include hikers and equestrians.

Zintel Canyon Greenway

The Zintel Canyon Greenway is nestled in between residential areas of Kennewick. The trail consists of a 1.2 mile loop on flat terrain. Zintel Canyon's difficulty level is easy for the average hiker, however there are sections of running and standing water within the canyon so children should remain supervised. The trail's terrain consists of packed dirt as well some areas of paved surface. There is no noticeable elevation gain. The trail winds through a wetland that contains overhanging trees and high bushes, providing adequate coverage from the sun.

EQUIPPING YOUR BICYCLE

- A front head lamp which can be seen for 500 feet is required for night cycling, as is a rear reflector visible from 100 to 600 feet in the low beam headlights of an automobile. A front reflector is required at all times. Rear tail lights are readily available and an advisable option.
- Carry a basic tool kit consisting of tire levers, patch kit, wrenches, screw drivers, Allen keys, needle nose pliers, pocket knife and spoke wrench, as well as a spare inner tube, rear brake cable and light bulbs.
- A chain and lock should always be carried.
- A handlebar or helmet mirror is a valuable tool for riders.
- Pay special attention to your brakes.

EQUIPPING YOURSELF

- Carry extra water and foul weather clothing.
- Wear sunglasses to protect eyes from bugs and ultra-violet rays.
- Wear a Snell, ANSI, or CPSC approved helmet.
- Wear bright colored clothing. Yellow or lime green is most visible. Increase your visibility by adding reflective tapes to your helmet and clothing. Pant clips will keep pant legs away from the bicycle chain.

- A rain cape or suit will keep you dry. A helmet cover is preferable to a hood, which can obstruct vision when you turn your head.
- Dress in layers so you can subtract or add garments to suit the temperature.

SELF-REPAIR BIKE STATIONS

Self-repair stations allow bicyclists to make minor repairs on bicycles without having to go to a bicycle repair shop. These self-repair stations are starting to be placed around the Tri-Cities to help riders more conveniently make quick repairs while on the go.

There are currently two stations located at Tri-CU Credit Union, 3213 W 19th Ave, Kennewick, Wa 99337, and on the Columbia Park Trail East between Florida Ave SE and Spaulding Ave, though there are plans to add more stations throughout the Tri-Cities in the near future.

RIDING DEFENSIVELY

- Assume motorists don't see you! Keep your eyes on other drivers.
- Motorists are more likely to respect your right to share the roadway if you drive legally and predictably. Avoid weaving in and out of traffic.
- Be alert. Watch for debris on the roadway.
- Cross railroad tracks at right angles or walk your bicycle.
- Avoid grates and manhole covers.
- Never ride closer than three feet to a parked car. If you notice someone sitting in a car, move left or be prepared to stop. The car door may open.

TURNING LEFT SAFELY

- Like an auto. Signal and move into left lane and turn left; or
- Like a pedestrian. Ride straight to the far side crosswalk, then walk your bike across.

AVOIDING COLLISIONS

- Motorists' failure to yield the right-of-way causes 1/3 of all bike/car collisions. Don't be taken unprepared if a vehicle pulls out in front of you from a stop sign or a left turn. The best way to avoid accidents of this type is to ride in a straight line and stay where the motorist expects to see traffic. Make yourself visible by wearing brightly colored clothing. Make eye contact with drivers whenever possible to clarify your intent and also to verify their intent to yield.
- Cyclists' failure to yield accounts for the other major cause of car/bike collision. Don't ride out of driveways without stopping, run red lights and stop signs, or turn left in front of cars without checking for traffic.
- Do not pass cars on the right, especially at an intersection.
- Another problem is created by bicyclists who ride at night without lights. Make sure to use headlights and consider tail lights and other reflective material to increase your visibility.

RIDING LEGALLY

Effective October 1, 2020, Washington State legislature amended RCW 46.61.190. The amended law allows for cyclists to treat a stop sign as a yield sign, assuming it is safe to do so. Intersections, railroad crossings, and school bus "stop" signals are not included in this amendment, and it is still a requirement for cyclists to slow down to a reasonable speed and yield the right-of-way to oncoming and thru traffic when present. It should also be noted this law applies to traffic signs, but not traffic lights.

- NEVER RIDE AGAINST TRAFFIC.
- Obey all traffic lights, signs and other traffic control devices.
- Pull over if you are holding up five or more vehicles. Do not use sidewalks except where designated as a bicycle path.
- Maintain a safe speed on paths shared with pedestrians.
- Pedestrians have the right-of-way; always yield to them.
- Tell other cyclists and pedestrians when passing and pass on the left.
- Use hand signals for left turn, right turn, slow or stop. (Washington allows use of the right hand to signal a right turn for bicycles.)
- Do not ride with head phones or earbuds. These devices decrease a riders' situational awareness, thus increasing the risk of accidents to themselves and others.
- Restrictions: Riding bicycles is not allowed on the SR 240 Yakima River bridge roadway or the SR 395 Columbia River bridge roadway. Bikes must use the side paths on these structures.

HAZARDS

- Water decreases braking efficiency, and wet pavement can be slick on turns. Railroad tracks and steel grates are also especially slick when wet.
- Even a friendly dog can be a hazard if he gets in front of your wheel or jumps up on you. Command the dog to "Go home!" in a loud, firm voice. If it doesn't respond, dismount and walk away slowly with the bicycle between you and the dog. To discourage a truly aggressive dog you may have to resort to throwing dirt or using a commercial spray deterrent (this should be done only as the last resort).
- Tackweeds or "goatheads" are small thorns that are found on a variety of local vegetation. These pests can be a problem on city streets as well as on off-street paths. A rider could install metal "tire savers" under the caliper brake supports, use thorn-resistant tubes or kevlar strips between the tube and tire or use Slime (a puncture sealant) in your wheels.
- The Tri-Cities' desert condition can easily cause the cyclist to dehydrate. Carry two water bottles and drink frequently.
- Use an adequate sunscreen to block excess exposure to ultraviolet rays from the hot desert sun. The most intense rays occur between 11 a.m. and 4 p.m.
- May through October wind gusts up to 35 miles an hour or more are a common occurrence in the Tri-Cities. Be sure to travel a safe distance from traffic in case a wind gust blows you.

CAUTIONARY TALES

BRIDGES

Travel issues across two local bridges merit attention. **The Blue Bridge:** As indicated on the front map, there is a multi-use path on the east side of the bridge. It is recommended bikes be walked across the Blue Bridge.

The Cable Bridge: The bridge has multi-use pathways on both sides where bikes may be ridden.

ROUNDBABOUTS

Two local roundabouts should be approached with caution. These locations are: the intersection of Keene Road/ Bombing Range Road south of West Richland; and the intersection of Steptoe Street/Columbia Park Trail/SR 240 Bypass Off-Ramp between Richland and Kennewick.

DESTINATIONS OF INTEREST

Five destinations of interest were identified by local cyclists: (1) The USS Triton Submarine Memorial Park in north Richland; (2) Sacajawea State Park; (3) Maya Lin sculpture in southeast Pasco; (4) The Hanford Reach Interpretive Center along south bank of the Columbia River; and (5) the Carousel of Dreams in south Kennewick.

TRI-CITY AREA BICYCLE ORGANIZATIONS

TRI-CITY BICYCLE CLUB

P.O. Box 465
Richland, WA 99352
tricitybicycleclub.org

BIKE TRI-CITIES

PO Box 4634
Pasco, Wa 99302
www.biketricities.org/

CHINOOK CYCLING CLUB

www.chinookcyclingclub.com
Chinook@chinookcyclingclub.com

TRI-CITY AREA BICYCLE SHOPS

TREK BICYCLE KENNEWICK

3801 S Zintel Way, Kennewick, 509.579.0133

WHEELHOUSE BIKE SHOP

218 W Kennewick Ave, Kennewick, 509.820.3047

GREENIE'S

701 George Washington Way, Richland, 509.946.3787

REBORN BIKE SHOP

1341 George Washington Way, Richland, 509.371.9483

MARKEE'S CYCLING CENTER

4723 West Clearwater Ave., Kennewick, 509.783.2870

REI

129 North Ely Street, Kennewick, 509.734.8989

SCOTT'S CYCLE & SPORTS

704 South Ely Street, Kennewick, 509.374.8424

For further information contact:

BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

587 Stevens Dr.
Richland WA, 99352
(509) 943-9185 • www.bfcog.us

TRI-CITIES VISITOR & CONVENTION BUREAU

6951 West Grandridge Boulevard
Kennewick, WA 99336
(800) 254-5824 • www.Visittri-cities.com

BEN FRANKLIN TRANSIT

1000 Columbia Park Trail
Richland, WA 99352
(509) 735-5100 • www.bft.org

This map was prepared by the Benton-Franklin Council of Governments, P.O. Box 217, Richland, Washington 99352. The map is available on our website: <http://www.bfcog.us/transportation>.

The map is also available to download to your mobile device. Please click this QR code, which takes you to the BFCOG Transportation Programs Office website for an explanation. On the Transportation website, scroll down to discussion of the bike map.
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