Bicycle and Pedestrian Facility Typology Update

Bicycle Pedestrian Advisory Committee – January 10, 2023

Update on Work Completed Since Last Meeting

- In response to BPAC feedback, staff have created a draft typology based on NACTO, AASHTO and FHWA design guidance.
- This draft typology groups facilities and treatments into related categories where they are defined, their purpose is explained, and crucial implementation notes are identified.
- If the facility is in our inventory, this is identified in the typology.

Discussion: Identifying the Purpose of our Typology

Defining this typology's primary purpose(s) is critical as we continue to revise and update its content.

Should the typology be a tool for…

- ❑ Categorization of facilities for our data collection and mapping process
- ❑ For use by jurisdictions that lack their own typologies
- ❑ For general public education and awareness of bike/ped infrastructure
- ❑ For use in grant writing
- ❑ For potential use in project selection
- ❑ For encouraging regional consistency in data collection
- ❑ Others…?

Mentimeter

Instructions

Go to

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Or use QR code

Please rank the following uses for this typology based on their importance. "This typology is best used as a tool ..."

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1st	Categorization of facilities for our data collection and mapping process
2nd	For use by jurisdictions that lack their own typologies
3rd	For general public education and awareness of bike/ped infrastructure
4th	For use in grant writing
5th	For potential use in project selection
6th	For encouraging regional consistency in data collection

Overview of Draft Typology Sections

1. Street Design Elements

sidewalks, curb extensions and vertical speed control elements

2. Intersection Design Elements

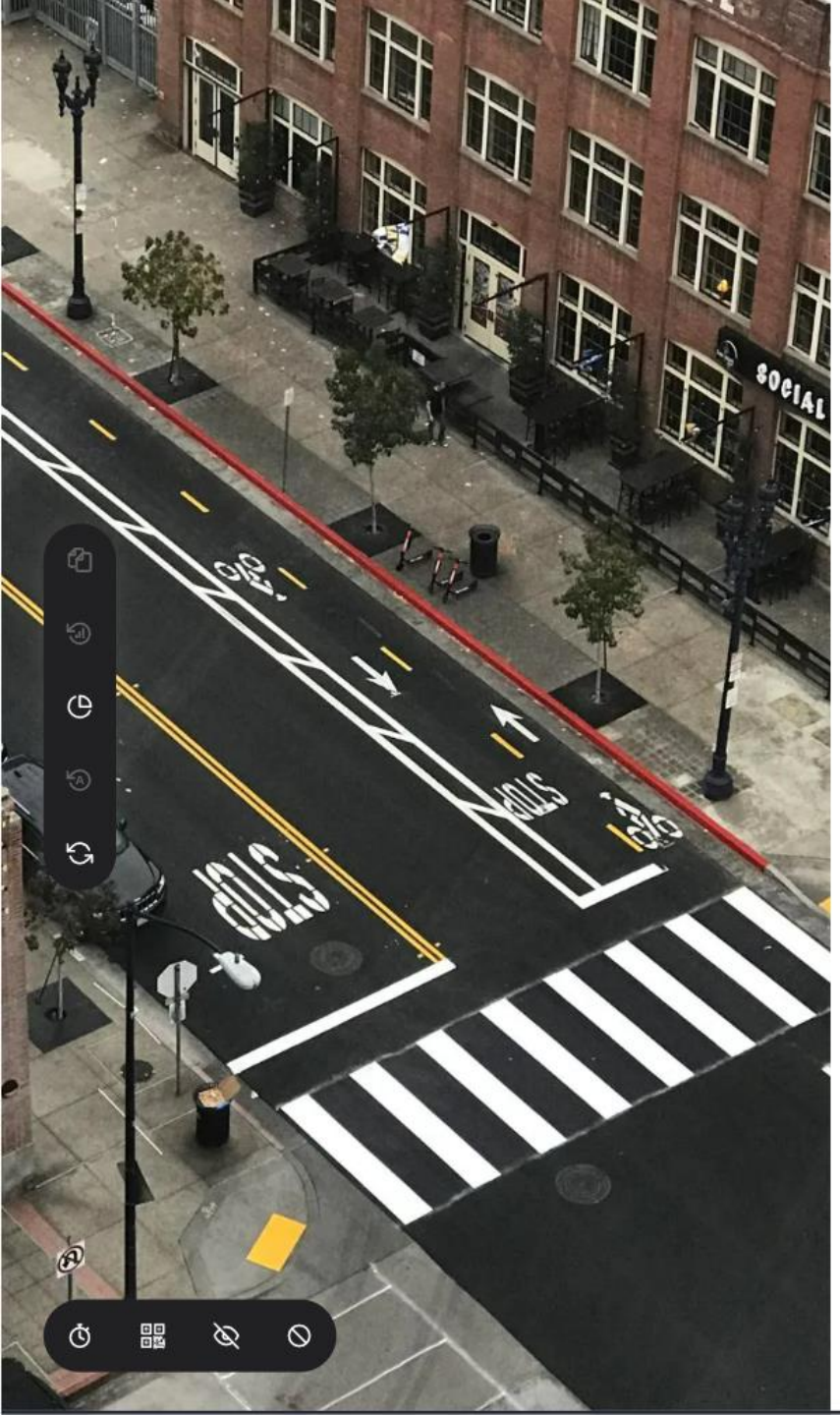
crosswalks/crossings, leading pedestrian intervals (LPI) and bicycle signals

3. Bicycle Facilities

conventional bike lanes, buffered bike lanes, contra-flow bike lanes, left-side bike lanes, protected bike lanes (one and two-way), raised bike lanes, shared lane markings and bicycle boulevards

4. Shared Use Facilities

shared use paths, sidepaths, paved shoulders and advisory shoulders



Are there any types that should added or removed from the typology?

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Overview of Draft Typology

Quality Example of Each Type

Core Content

Key information on design, typical applications, and more

Name of Facility or Treatment

Is the facility type in our current inventory?

Type[1]	Image	Definition	Purpose	Notes for Implementation	In PSRC Inventory
Bicycle Facilities					
Conventional Bike Lanes		A conventional bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.	Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists.	• Bike lanes are most helpful on streets with ≥ 3,000 motor vehicle average daily traffic. • Bike lanes are most helpful on streets with a posted speed ≥ 25 mph and/or streets with high transit vehicle volumes.	✓
Buffered Bike Lanes		Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.	Buffered bike lanes provide greater distance between motor vehicles and bicyclists than conventional bike lanes and appeal to a wider cross-section of bicycle users.	• These are typically applied anywhere a standard bike lane is being considered or on streets with extra width. • The buffer shall be marked with 2 solid white lines. If at or wider than 3 feet, these should have interior diagonal cross hatching or chevron markings.	✓
Contra-Flow Bike Lanes		Contra-flow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. Contra-flow lanes are separated with yellow center lane striping.	Contra-flow bike lanes provide connectivity and access to bicyclists traveling in both directions while reducing wrong-way and sidewalk riding.	• These are most typically applied on streets where large numbers of bicyclists are already riding the wrong way or on corridors where alternate routes require excessive out-of-direction travel. • Contra-flow lanes work best on low-speed, low volume streets.	✓

Do you have any other suggested improvements to the draft typology?

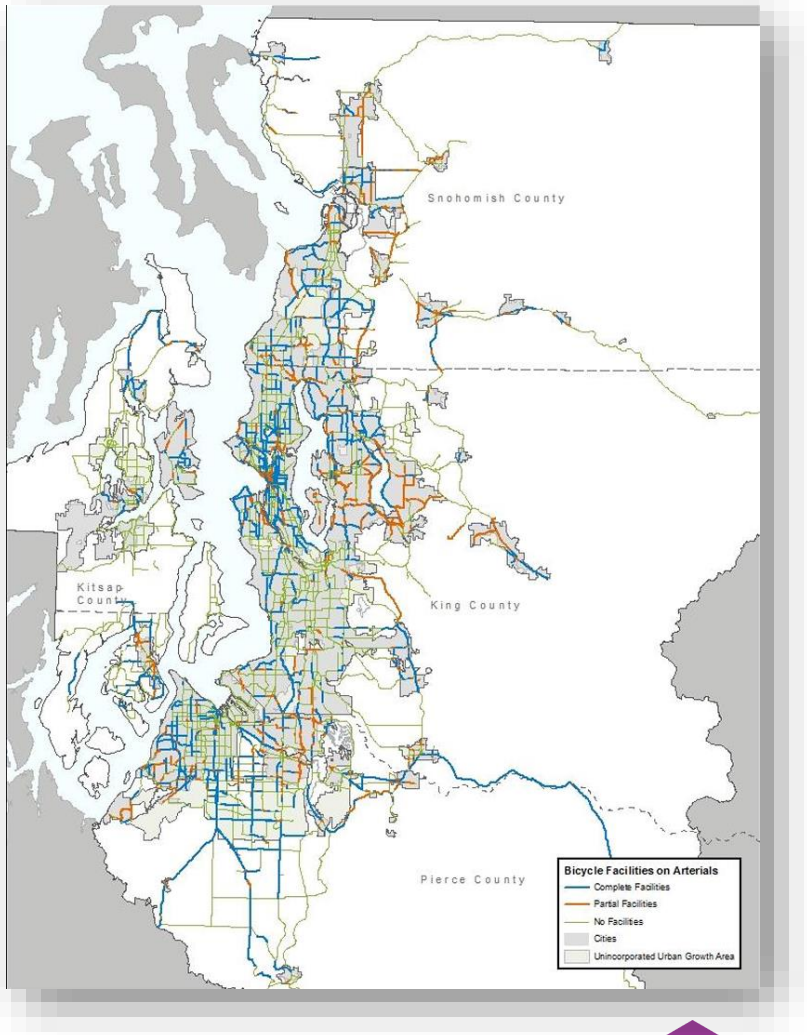
Identifying Local Examples and Needed Edits in MURAL

Conventional Bike Lanes	Protected Bike Lanes	Bicycle Boulevards	Shared Use Paths	Sidepaths	Paved Shoulders

PSRC Regional Facility Inventory

Current regional bicycle and pedestrian facility inventory has **facilities as of 2020**. It includes:

- ✓ Facilities for **all jurisdictions** in PSRC region.
- ✓ Bicycle and pedestrian roadway network facilities on **major and minor arterials**.
- ✓ Shared use paths in separate rights-of-way connecting **regional destinations**.
- ✓ Information on **location, completeness and type** of facilities.



Inventory Update Considerations

BPAC will be asked to provide input on key considerations for upcoming update:

- Options for inventory update process:
  - Review all facilities?
  - Only make updates based on jurisdictional feedback?
- Potential updates to:
  - Scope of inventory, including definition of “regional destinations”
  - Type of information collected about facilities
  - Data on planned facilities