Ped/Bike Facility Typology Update

Bicycle Pedestrian Advisory Committee - May 9, 2023

We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

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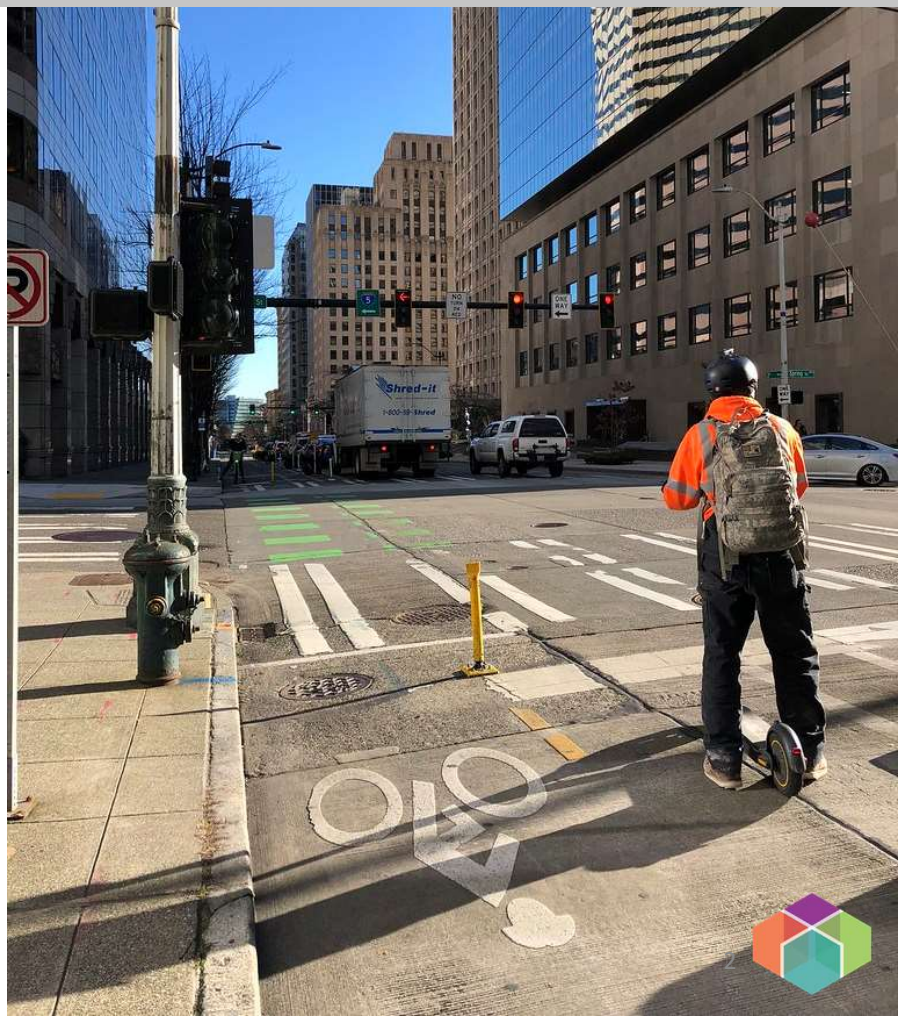
What We Will Cover Today

1) Overview of process to update typology

2) Purpose of the typology

3) Summary of significant changes, including how we addressed suggested edits from March meeting

4) Discussion and action to recommend revised typology



Summary of Process

November 2022

Members reaffirmed their preference for using national and state design guidance for the update.

January 2023

The committee reviewed the draft typology and provided feedback on the content, structure, and categories.

March 2023

The committee provided further feedback on the revised typology and affirmed that the edits had accurately captured their suggested revisions.

May 2023

PSRC staff recommend an action to update the typology for use in PSRC's data collection and inventory work.

Purpose of Typology

To inform PSRC's bicycle and pedestrian facility data collection and analysis work.

Typology can be further used:

- To encourage consistent facility terminology across jurisdictions and within future PSRC work.
- As a technical and educational resource for jurisdictions and the general public.

Changes to Typology

Resource Guide for Bicycle Facilities

BICYCLE FACILTY TYPE		Definition	Recommended Volume Limits*	Recommended Posted Speed Limits*	Bicyclist Comfort Rating	Implementation Elements
Shared Use Paths[1]		Shared Use Paths are for the exclusive use of pedestrians, bicyclists and other active transportation users. They are separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor.	recommend to separate pedestrians and cyclists from high speed and/ or high density areas (not to preclude other opportunities such as rails to trails and/or where opportunities exist off-road)		★★★	• **Width is the primary design consideration** and should be based on context, volume, and mix of users. Typical widths range from 10 to 14 feet. o Commonly designed for two-way cyclist and pedestrian travel. o Separation of pedestrians and bicyclists is appropriate in high volume areas. • Typically within **own right-of-way** • In **constrained conditions**, sidepaths adjacent to roadway can function for short segments or longer segments if there are limited driveways and street-crossings but not recommended as two-way sidepaths have operational challenges. o Sidewalks are not considered sidepaths and are undesirable as shared use paths • Must meet all **ADA guidelines**. • **Bridges or underpasses** may be needed to provide continuity • **Intersection treatments** should address both cross-traffic movements and turning movements of people entering and exiting the path • **Lighting and signage** strongly recommended
Protected Bike Lanes (one way, two-way, raised)*		Protected Bike Lanes are an exclusive bicycle facility within or adjacent to the roadway but separated from motor vehicle traffic by a physical barrier or change in elevation. Also known as "Cycle Tracks".	recommend protected lane when volume exceeds 35,000 vehicles per day	Appropriate on most facilities. Higher speed roadways should include more durable separation such as a landscape buffer, parking or raised median/ raised cycle track.	★★★	• A Protected Bike Lane (also referred to as a cycle track) is **physically separated** from motor traffic and distinct from the sidewalk o Physical separation from vehicles is required, which can be accomplished via flex-posts, plantings, curb, parking etc. o If parking is used as the physical separation then a 3ft buffer must be placed between the bicycle way and the on street parking • **Width:** The minimum width of cycle track is 5ft with greater widths desired, particularly uphill o one-way – minimum width is 5 feet; desirable width is 7ft to allow passing o two-way – minimum width is 8ft, desirable width is 12ft • **Pavement markings** span at frequent intervals such as a bike symbol • **Intersection Treatments:** Additional treatments at intersections and driveways are important considerations which can be addressed via bicycle signals, intersection crossing markings, conventional bike lane through the intersection, bike box, combined bike lane/turn lane that indicates the pathway through the shared left turn lane, sight distance considerations and signage. • **Two-way cycle tracks** are often used on streets where there is not enough room for a one-way cycle track on both sides of the street • **Other important comfort and safety considerations** include using a colored lane or a raised cycle track, wrapping the lane behind transit stop zones where appropriate.

Type	Image	Definition	Purpose	Implementation Guidance	Local Examples
Shared Use Facilities[5]					
Mapping Category: Shared Use					
Shared Use Paths[6] *(page 5-1 of the linked guide)*		Shared use paths (SUPs) are linear corridors that are physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Path users are generally non-motorized and may include, but are not limited to, bicyclists; pedestrians (including walkers and people using wheelchairs); and skaters and scooter users.	Shared use paths can serve a variety of purposes, including providing shortcuts that increase route directness; commuting routes between residential areas and job centers or schools; and recreational opportunities. Shared use paths can also provide nonmotorized access to areas that are otherwise served only by limited-access highways.	• Typically, widths range from 10-14 ft, with 8 feet. acceptable in some defined circumstances. • Sidepaths (p. 4-7) are a specific type of shared use path that run adjacent to the roadway. Sidepaths should satisfy the same design criteria as shared use paths in independent rights-of-way. • Hard, all-weather pavement surfaces are generally preferred, but unpaved surfaces may be appropriate in some circumstances. Unpaved pathways should be constructed of materials that are firm and stable. • These are considered "**All Ages and Abilities**" facilities.	• Interurban Trail in King and Pierce counties. • Lowell Riverfront Trail in Everett. • Burke Gilman Trail from Ballard to the City of Bothell. • Chief Sealth Trail in Seattle. • Foothills Trail in Tacoma. • Finn Hill Rd between Olhava Way and Rhododendron Ln in Poulsbo.
Paved Shoulders[3] *(page 4-7 of the linked guide)*		Paved shoulders are most often used as shared-use facilities on rural roadways. They differ from bike lanes and other shared use facilities in that they are not exclusively travel lanes.	Adding or improving paved shoulders on busier or higher-speed rural roads can improve mobility and comfort for bicyclists and pedestrians and reduce crashes.	• The best use of paved shoulders as bicycle and pedestrian facilities is on rural roadways that connect town centers and other major attractors. • Paved shoulders should be at least 4 ft wide. Additional shoulder width is desirable on roadways with high motor vehicle speeds (over 50 mph); high	

Updates to Existing Typology:

- Added introductory text to explain the purpose and usage;
- Used state and national design guidance to inform content and categories;
- Added local examples of facilities and treatments;
- Added additional facility types;
- Regrouped and added additional information on a variety of treatment types.

Thank You!

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