

**Regional Bike Facility Typology**  
**PSRC Bike and Pedestrian Advisory Committee Recommendations**

The PSRC Bike and Pedestrian Advisory Committee (BPAC) adopted a Regional Bike Facility Typology after several months of discussion in 2011 and then updated in 2014 as part of the adoption of the Regional Active Transportation Plan. This 'typology' is a list of facility types that is recommended to inventory bike facilities. The intent is to normalize both PSRC data and local agency data across the region.

**FINAL BPAC Version**

<b>Regional Bicycle Facility Typology</b>	<b>Definitions</b>
<b>Shared Use Path</b>	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.
<b>Cycle Track (Protected Bicycle Lane)</b>	Cycle Tracks 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. Cycle Tracks are also known as "protected bicycle lanes."
<b>Bike Lane</b>	Bike Lanes are a portion of the roadway designated for preferential use by bicyclists. Bike lanes include pavement markings indicating one-way bike use. This category includes a variety of implementation strategies such as buffered bike lanes, contra-flow bike lanes, colored bike lanes and bike passing lanes
<b>Paved and Striped Shoulder</b>	Paved and Striped Shoulders are paved shoulders defined by a fog line but without bike pavement markings indicating preferential bicycle use.
<b>Shared Lane Markings (Sharrow)</b>	Shared Lane Markings are pavement markings, or "sharrows," which are used to indicate roadways that have a shared lane environment for bicycles and automobiles. SLMs reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning.
<b>Neighborhood Greenway</b>	Neighborhood Greenways are low speed, low volume local streets that prioritize pedestrian and bicycle travel with traffic calming treatments and improving arterial crossings. These often parallel nearby arterials and typically include a combination of treatments and aesthetics. Neighborhood Greenways have been referred to as Bike Boulevards.

Please NOTE that this is not to be confused with recommended engineering guidance for bike facilities. For more information for engineering guidelines, the NACTO (National Association of City Transportation Officials) [Urban Bikeway Design Guide](#) has been endorsed by the Washington State Department of Transportation.

For additional questions or comments, please contact:

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