Ped/Bike Facility Typology Update

Bicycle and Pedestrian Advisory Committee

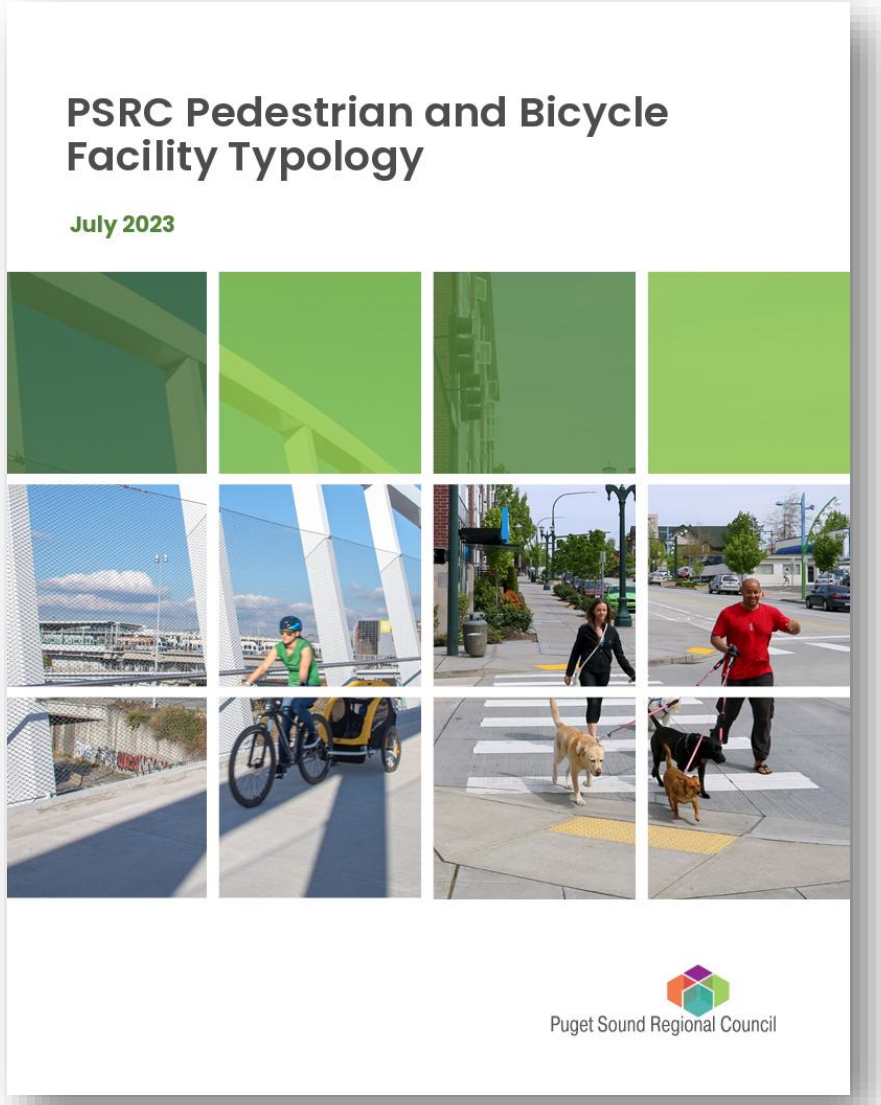
11/10/2026



Ped/Bike Typology Update

November 2026 – March/May 2027

- Update definitions and contextual design guidance using available guidance from NAACTO, AASHTO, FHWA, WSDOT, and other sources
- Address outstanding issues such as paved shoulders, on-street trail connectors, etc.
- Gather feedback from BPAC on proposed changes

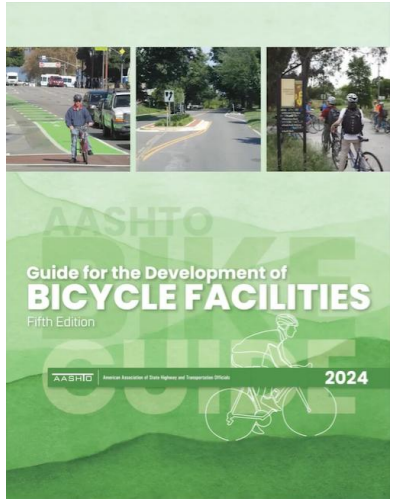


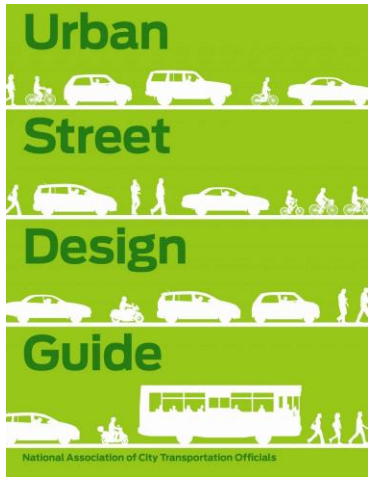
Goals with this update

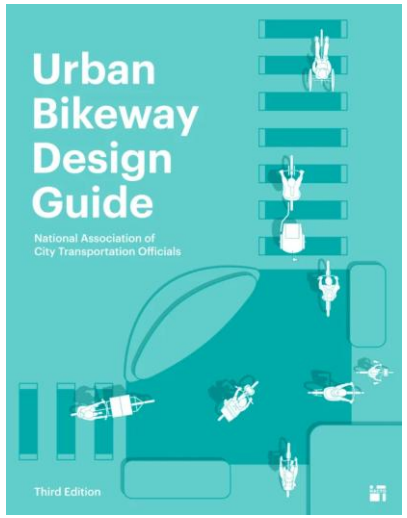
- Align with updated state and national design guidance
- Seek ways to integrate design guidance from other PSRC work products and design guidance

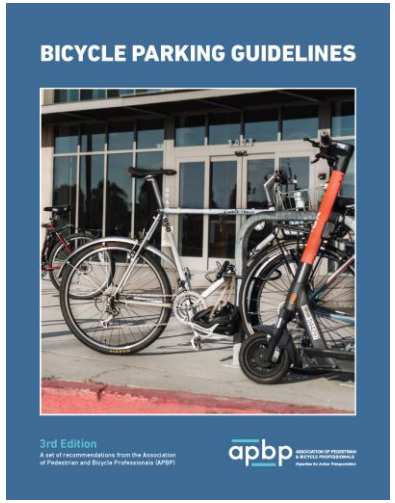


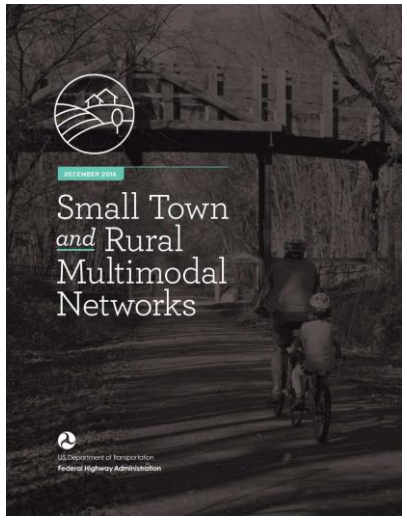
State and National Design Guidance

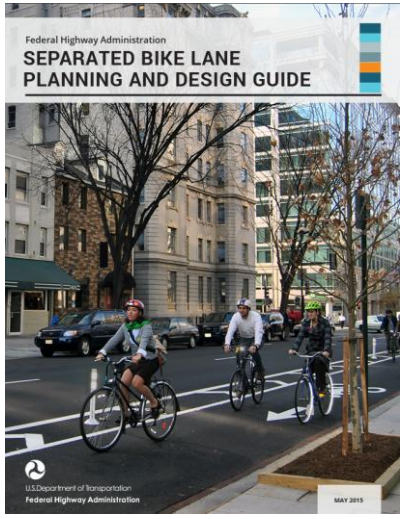








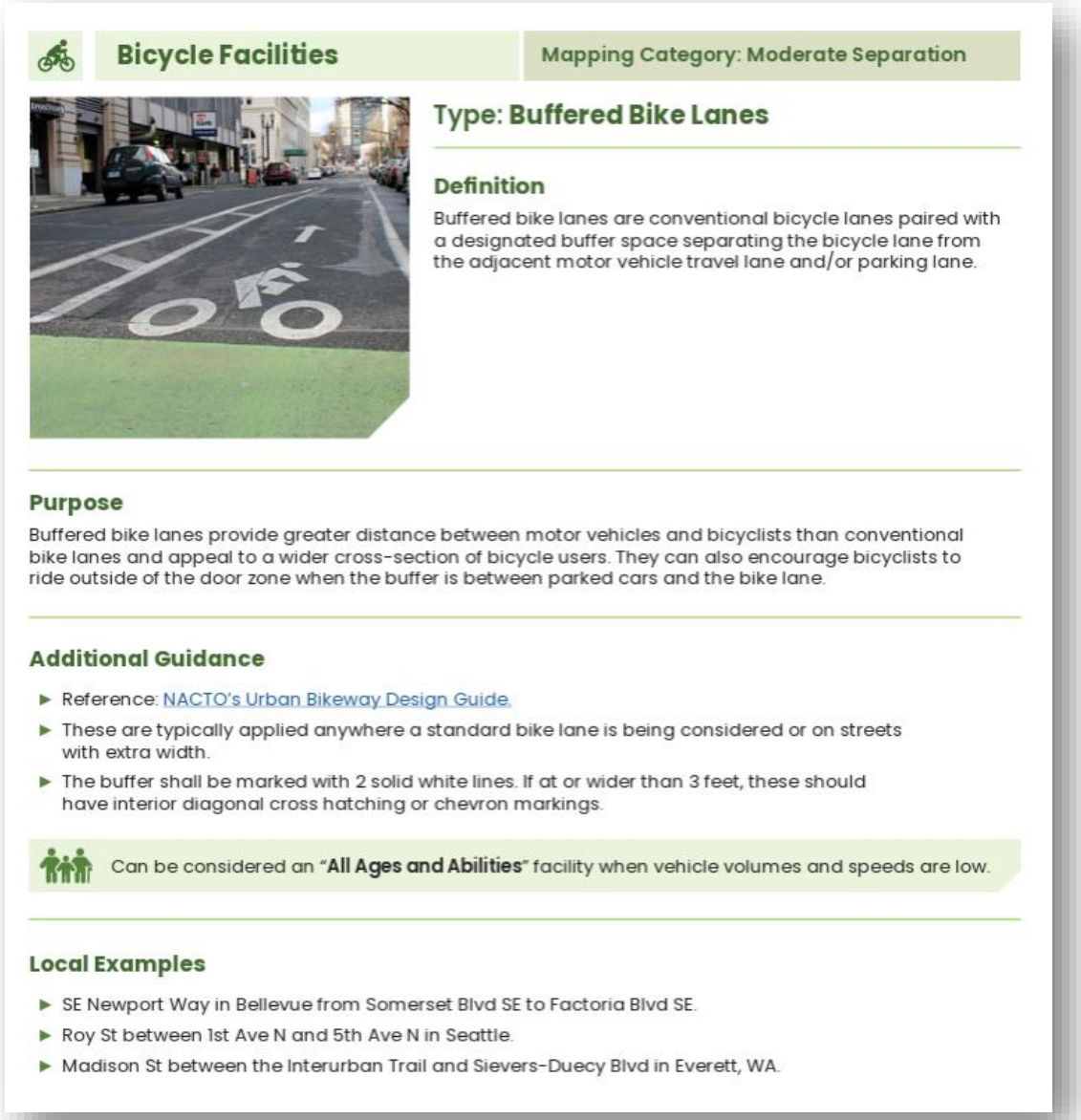




Other Design Guides:

- NACTO "Don't Give Up at the Intersection" (From 3rd Edition 2025)
- NACTO Designing for All Ages & Abilities (2017)
- WSDOT Design Manual (2024)
- FHWA Bikeway Selection Guide (2019)
- WSDOT Designing for LTS (2022)

Typology Content



Bicycle Facilities | Mapping Category: Moderate Separation

Type: Buffered Bike Lanes

Definition

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.

Purpose

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. They can also encourage bicyclists to ride outside of the door zone when the buffer is between parked cars and the bike lane.

Additional Guidance

- Reference: NACTO's Urban Bikeway Design Guide.
- 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.

Can be considered an "**All Ages and Abilities**" facility when vehicle volumes and speeds are low.

Local Examples

- SE Newport Way in Bellevue from Somerset Blvd SE to Factoria Blvd SE.
- Roy St between 1st Ave N and 5th Ave N in Seattle.
- Madison St between the Interurban Trail and Sievers-Duecy Blvd in Everett, WA.

Each Facility/Treatment Type:

- Example Photo
- Definition
- Purpose
- Additional Guidance
  - Links to Design Guides
- All Ages and Abilities identifier
- Local Examples

Typology Content

Pedestrian Facilities

Bicycle Facilities

Shared Use Facilities

Street Design Elements

Intersection & Crossing Design Elements

Pedestrian and Bicycle Facilities

Pedestrian Facilities

- Sidewalks

Bicycle Facilities

- Protected Bike Lanes
- Buffered Bike Lanes
- Striped Bike Lanes
- Shared Lane Markings*
- Neighborhood Greenways

Shared Use Facilities

- Shared Use Paths
- Paved Shoulders
- Advisory Shoulders

*SLMs are not a facility, though they are currently grouped under “Bicycle Facilities”

Ped/Bike Design Elements

Street Design Elements

- Curb Extensions
- Vertical Speed Control Elements
- Bicycle Parking

Intersection & Crossing Design Elements

- Crosswalks and Crossings
- Bicycle Intersection Treatments
- Pedestrian Signals
- Bicycle Signals
- Ped/Bike Bridges & Tunnels

Next Steps



1. PSRC Staff will conduct an internal review of updated design guidance and propose changes
2. Bring specific edits to the committee in January for feedback and additional suggestions
3. Finalize updated typology content by March/May 2027

Thank you!

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Puget Sound Regional Council