

2020 PSRC Bicycle and Pedestrian Facility Inventory

Overview

The PSRC Bicycle and Pedestrian Facility Inventory documents the existence, completeness, and type of pedestrian and bicycle facilities in the central Puget Sound region. The Puget Sound Regional Council (PSRC) created the inventory using pedestrian and bicycle facility data provided by local jurisdictions. This data provides baseline information for assessing the pedestrian and bicycle facilities in the region as part of the implementation of the PSRC Regional Transportation Plan.

In May 2019, PSRC conducted a survey of all jurisdictions in the region to assess whether they had available bicycle and/or pedestrian facility data. Based on the survey results, PSRC then collected data from jurisdictions that had any available data, including digital or static maps. The collected data was used to code all minor and major arterial roadways according to the presence, completeness, and type of facilities. In cases where jurisdictional data was not available or unclear, PSRC used supplementary data from aerial imagery to complete the inventory. The inventory also includes regional shared use facilities on separate rights-of-way but these facilities were not updated as part of this process. The shared use facilities were last revised in 2018 and will next be updated as part of the 2022 Regional Transportation Plan.

Further information about the definitions used in the inventory are provided in the below table. Please note that this inventory does not include data regarding the conditions or other qualities of facilities.

Bicycle and Pedestrian Facility Inventory Definitions



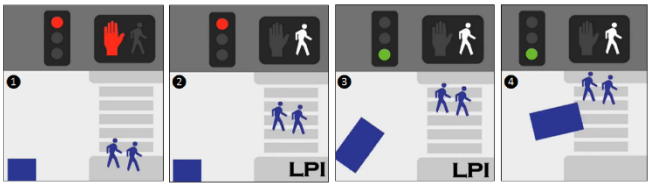
VALUE	DEFINITION
Roadway Network	The roadway network refers to all minor and major arterials in the PSRC region where bicycle and pedestrian travel is allowed, as well as shared use paths on separate public rights-of-way. Only roads meeting these criteria were included in the inventory.
Segments	Segments are sections of the roadway that start and end at intersections.
Completeness	All roadway segments were coded to indicate the presence or absence of facilities on each side of the road. For each side of the road, any existing facilities were also coded according to whether they partially or completely covered the segment.
Complete	Facilities cover the full length of the segment on both sides of the road with no gaps.
Partial	Facilities cover 1%-99% of the segment, including any facilities that do not cover the full length of the segment and/or have gaps. Segments were marked as partial if both sides of the road only had partial coverage or if only one side of the road had full or partial coverage.
None	No facilities on either side of the road.
Facility Type	All existing facilities were coded according to facility type. Further information about the specific definitions used for each facility type are available in Appendix A.
Pedestrian	All pedestrian facilities were coded as Sidewalks.

VALUE		DEFINITION
	<i>Bicycle</i>	Bicycle facilities were coded under the following categories: Marked/Striped Bike Lanes, Buffered Bike Lanes, Protected Bike Lanes, Marked Shared Lanes (Sharrows), Neighborhood Greenways, Paved/Striped Shoulders, and Sidepaths.
	<i>Shared Use</i>	All shared use facilities on separate public rights-of-way were coded as Shared Use Paths.
Source		Each segment is marked to indicate whether it is based on jurisdictional data or aerial imagery. In some cases, PSRC used jurisdictional data as the source for a segment but made modifications using aerial imagery if the jurisdictional data was unclear or missing needed information, e.g. facility type.
Notes		PSRC added notes to segments that have any remaining unresolved issues. The notes also indicate if the segment used jurisdictional data but was modified using aerial imagery.

Appendix A: Pedestrian and Bicycle Facility Typology

PSRC created the following pedestrian and bicycle facility typologies as part of the 2018 update of the Regional Transportation Plan (RTP), in consultation with PSRC’s Bicycle and Pedestrian Advisory Committee. For the Bicycle and Pedestrian Facility Inventory, PSRC coded facilities according to the facility type information provided by jurisdictions. However, in cases where the facility type information was unclear or unavailable, PSRC used the below typologies to categorize facilities.

The pedestrian and bicycle facility typologies are intended to serve as a resource for local jurisdictions collecting facility data for their areas. They will be reviewed and updated as part of the 2022 update of the PSRC Regional Transportation Plan. Further information can be found in the 2018 RTP Appendix L: Active Transportation Plan at this link: <https://www.psrc.org/sites/default/files/rtp-appendixl-activetransportationplan.pdf>

Pedestrian Facility Typology		
Facility Type	Definitions	Example
Sidewalks	Sidewalks separate pedestrians from motor vehicle traffic. Sidewalks allow pedestrians comfortable access to destinations in all settings.	
Pedestrian Corridors	Pedestrian Corridors are places which separate pedestrians from motor vehicle traffic. These spaces limit and/or completely restrict motor vehicle traffic to allow pedestrians safe and comfortable access to destinations on both sides of the street. Pedestrians can move with ease and without obstruction along the corridor.	
Leading Pedestrian Interval	A Leading Pedestrian Interval (LPI) typically gives pedestrians a head start when entering an intersection crosswalk with a corresponding green signal in the same direction of travel.	





<p>Rectangular Rapid Flashing Beacon / HAWK Signal</p>	<p>Pedestrian activated lights and signs alert drivers and improve pedestrian crossings. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system, and should be unlit when not activated.</p>	 <p>Rectangular Rapid Flashing Beacon</p> <p>HAWK Signals</p>
<p>Curb extensions, bulb-outs, chokers and chicanes</p>	<p>Curb Extensions are the horizontal extension of the edge of roadway (sidewalk, walkway, curb, etc.) into the street. Extensions visually and/or physically narrow the roadway creating shorter crossings for pedestrians. Extensions create space and an opportunity for street furniture, benches, plantings and street trees. Off-set curb extensions are called chicanes, mid-block extensions are referred to as chokers and extensions at corners are often called bulb-outs.</p>	
<p>Pedestrian Refuge/ Safety Islands</p>	<p>A pedestrian safety island (also referred to as a "refuge island") gives pedestrians a stopping point mid-crossing. This reduces exposure time to traffic and shortens crossings. This can increase safety while reducing the time a pedestrian must wait for an adequate gap in the traffic stream at an unsignalized crossing.</p>	



Midblock
Crosswalks,
Paths &
“Cut-
throughs”

Midblock crosswalks facilitate pedestrian networks that do not match roadway intersections. Midblock crossings are most commonly used at locations with high rates of activity and long distances between controlled intersections. Cut-through paths can provide connections to roadways, schools and parks that cut-through residential areas where no other route exists, shortening walking distances. Cut-throughs can also provide pathways across center medians at a mid-block crossing.



Regional Bicycle Facility Typology

Facility Type	Definitions	Urban/ Suburban/ Rural	For All Ages and Abilities	Example
Shared Use Paths	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 or curb, or exist in an independent corridor.	Urban/ Suburban/ Rural	✓	
Neighborhood Greenways	Neighborhood Greenways are low speed, low volume local streets that prioritize pedestrian and bicycle travel with traffic calming treatments and improved arterial crossings. These often-parallel nearby arterials and typically include a combination of treatments and aesthetics. Neighborhood Greenways are also known as Bike Boulevards.	Urban/ Suburban	✓	
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.	Urban/ Suburban	✓	
Buffered Bike Lanes	Buffered Bike Lanes are conventional bike lanes paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane.	Urban/ Suburban/ Rural		

<p>Bike Lanes</p>	<p>Bike Lanes are a portion of the roadway designated for preferential use by bicyclists. Bike lanes include pavement markings indicating one-way bike use.</p>	<p>Urban/ Suburban/ Rural</p>		
<p>Sidepaths</p>	<p>A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small-town community character.</p>	<p>Suburban/ Rural</p>	<p>✓</p>	
<p>Paved, Striped and Connected Shoulders</p>	<p>Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.</p>	<p>Suburban/ Rural</p>		