

Bike/Ped Facility Inventory Update

Bicycle Pedestrian Advisory Committee – November 8, 2022



Facility Inventory Update





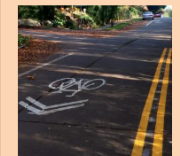
Topics covered in today's presentation:

- Overview of facility inventory and typology
- Summary of previous feedback received
- Review of potential guidance resources
- Discussion and next steps



Bike/Ped Facility Inventory and Typology

- In 2019 and 2020, PSRC produced a **regional inventory** of bicycle and pedestrian facilities.
- The inventory used the bike/ped **facility typology** from previous work in 2018, with updates to shared use path criteria in 2020.
- The typology **categorizes and defines** pedestrian, bicycle and shared use facilities and related roadway treatments.

BICYCLE FACILITY TYPE		Definition	Recommended Volume Limits*	Recommended Posted Speed Limits*
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, 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 trails to trails and/or where opportunities exist off-road)	
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.
Neighborhood Greenways*		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 are also known as Bike Boulevards.	recommended on roadways with less than 1,500 vehicles per day, up to 3,000 allowed	85th percentile speeds at 25mph or less (20mph preferred)
Bike Lanes*		Bike Lanes are a portion of the roadway designated for preferential use by bicyclists. Bike lanes include pavement markings indicating one-way bike use.	recommended where volumes meet or exceed 3,000 vehicles per day	Recommended at speeds less than 35mph
Shared Lane Markings*		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.	recommended where volumes do not exceed 3,000 vehicles per day	Not appropriate on streets with speed limit above 30mph



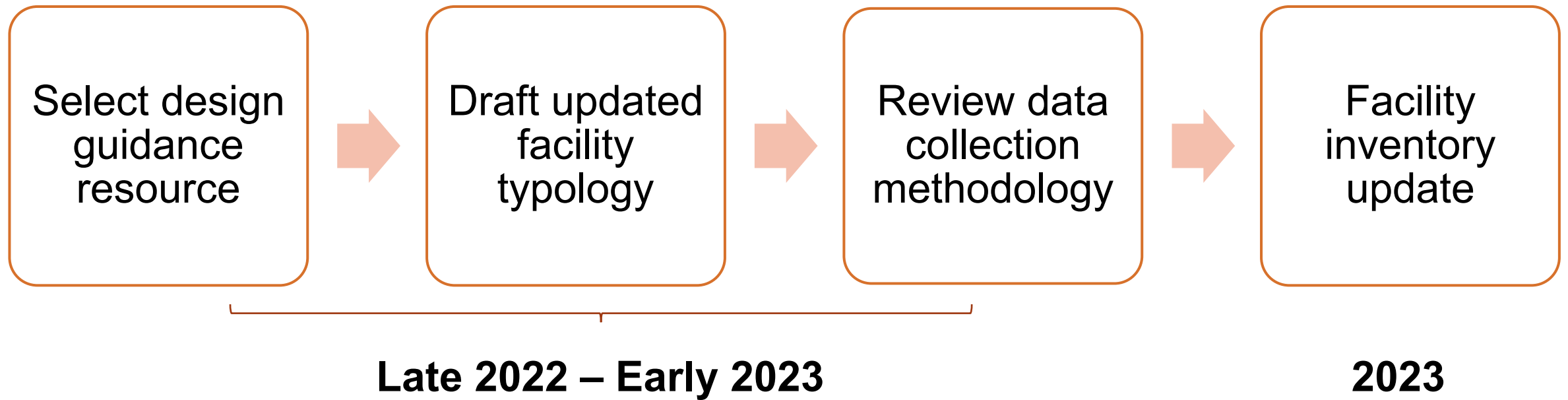
BPAC Feedback on Typology

November 2020 BPAC feedback on facility typology included:

- Typology should cite **national/state design guidance** to better align with current standards for facilities.
- Regional typology could be used to help **coordinate regional and local** data collection.
- Other potential uses: informing project selection process, analyzing regional connectivity and providing technical guidance.
- Most members were **not aware** of regional typology or were aware but **had not used** it in their work.



Work Program Timeline



National/State Design Guidance Overview

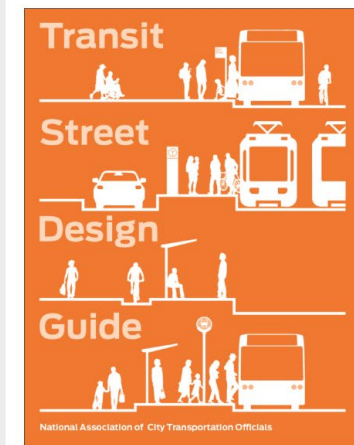
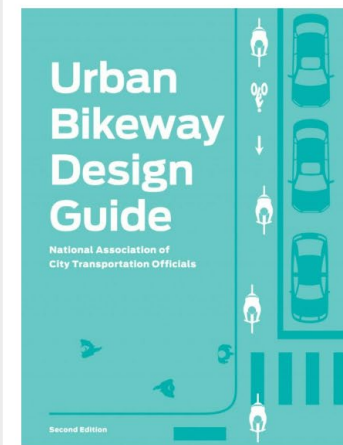
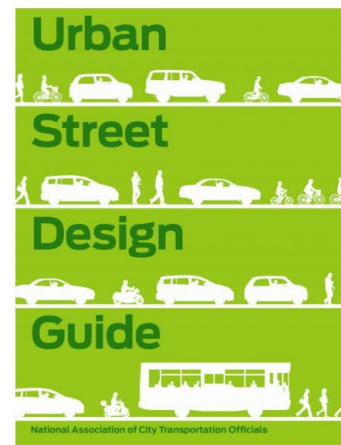
Committee suggested a few potential resources, including:

- ❑ National Association of City Transportation Officials (NACTO)
- ❑ American Association of State Highway and Transportation Officials (AASHTO)
- ❑ Federal Highway Administration (FHWA)
- ❑ Washington State Department of Transportation (WSDOT)



NACTO Design Guidance

- NACTO is an association of cities and transit agencies.
- Produced Urban Bikeway Design Guide (2014), Urban Street Design Guide (2013) and Transit Street Design Guide (2016).
- Most facility definitions and design guidance are publicly available on their website.

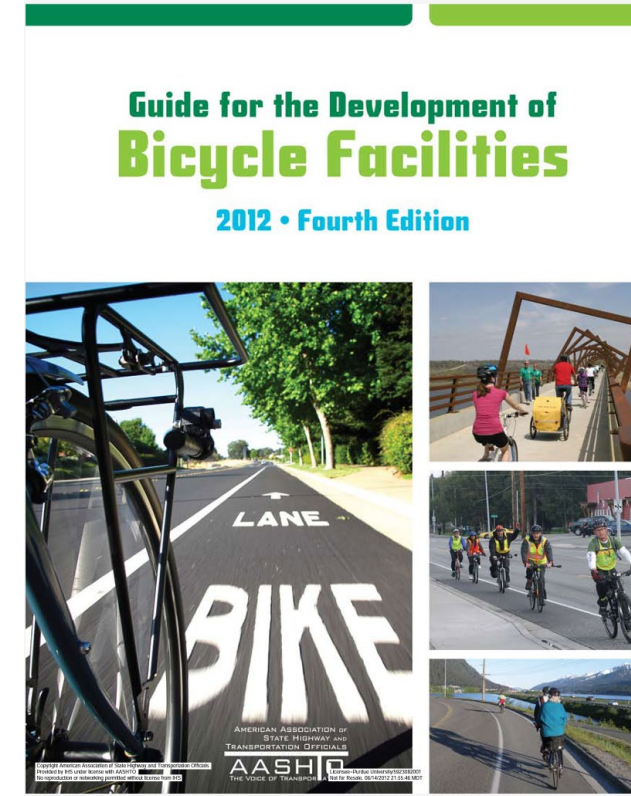


Source: nacto.org



AASHTO Design Guidance

- AASHTO is a non-profit association representing highway and transportation departments across the country.
- Produced Guide for the Development of Bicycle Facilities (2012), Pedestrian Facility Design Guide (2021).
- Design guidance generally requires purchase but some can be found online.



Source: www.transportation.org



FHWA Design Guidance

- The FHWA produces several different bike/ped facility design guides, with definitions spread across resources.
- The Small Town and Rural Design Guide (2016) is an online resource that provides design information for less urbanized areas.
- All design guidance is publicly available.



Mixed Traffic | Visually Separated | Physically Separated

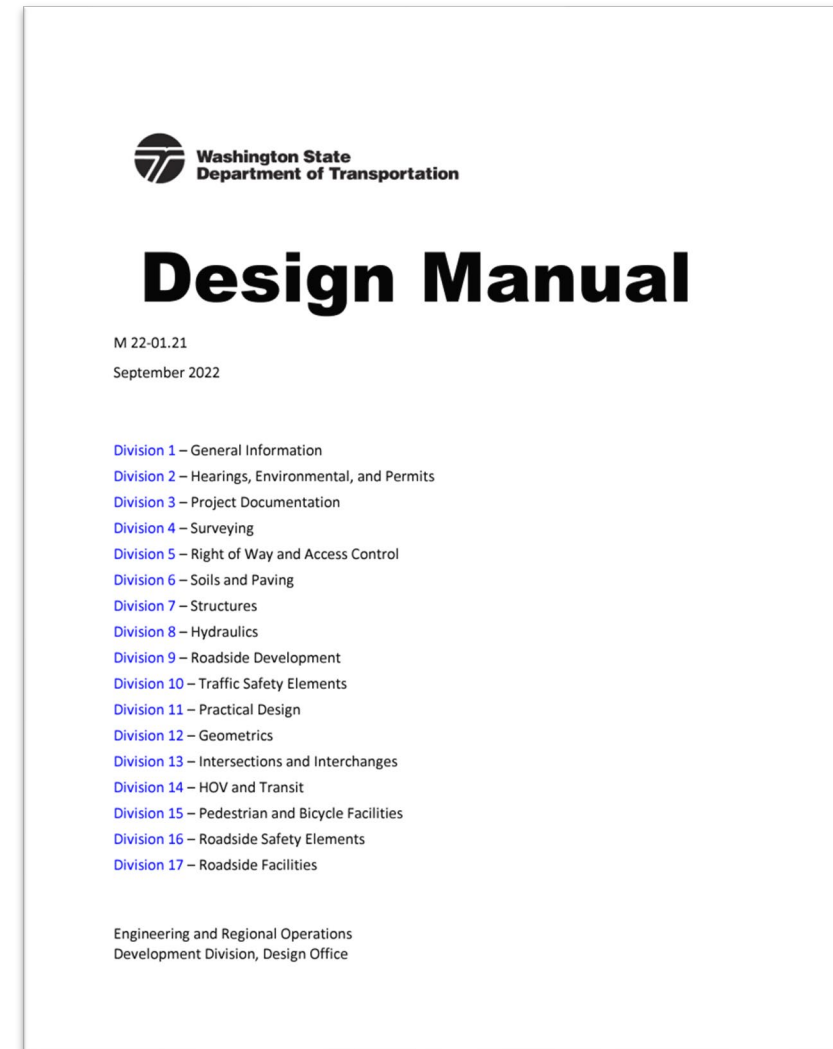


Source: ruraldesignguide.com



WSDOT Design Guidance

- WSDOT produced a Design Manual (2022) that provides comprehensive design guidance for bike/ped facilities.
- The state's Active Transportation Plan 2020 and Beyond uses facility definitions from this guidance.
- All design guidance is publicly available.



Discussion Questions

- ✓ What **factors** should be considered when choosing a national or state resource?
- ✓ Which resource(s) do you **prefer** for the regional typology?
- ✓ Is there any **additional information** that would help with this decision?
- ✓ Are there any **other resources** or guidance that should be cited?



Work Program Timeline

