Bicycle Facilities[4]

Mapping Category: High Separation

Type: Protected Bike Lanes

Definition

Protected bike lanes are physically separated from motor traffic and distinct from the sidewalk. They provide space that is intended to be exclusively or primarily used for bicycles and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. Protected bike lanes may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. Protected bike lanes are also known as Cycle Tracks, Separated Bikeways, and On-Street Bike Paths.

Purpose

By separating bicyclists from motor traffic, protected bike lanes can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.health and maximize social capital.

Additional Guidance

- Reference: NACTO's Urban Bikeway Design Guide.
- Protected bike lanes are most helpful on streets with parking lanes, high levels of bicyclist stress, and/or high volumes of bicycle travel.
- Protection can come in the form of raised medians, on-street parking, flexible delineators, bollards, or grade separation.
- Vertically separated protected bike lanes are called Raised Bike Lanes. These may also allow for both one and two-way travel.
- Conflicts at intersections can be mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.

These are considered "**All Ages and Abilities**" facilities.[5]

Local Examples

- 2nd Ave in Downtown Seattle from Denny Way to South Main St.
- Raised Bike Lane on East 64th Street in Tacoma.
- Green Lake Outer Loop in Seattle.
- Westlake Ave N in Seattle.

[4] PSRC's regional inventory only includes information for bicycle facilities on minor and principal arterials. Data for bicycle facilities on local and collector roads may be collected at the local level.

[5] The Designing for All Ages & Abilities Guide produced by NACTO further explains the design conditions needed for facilities to be identified as "All Ages and Abilities".

Type: Striped Bike Lanes

Definition

A striped bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. These are also referred to as conventional bike lanes or simply bike lanes.

Purpose

Striped bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. They also facilitate predictable behavior and movements between bicyclists and motorists.

Additional Guidance

- Reference: NACTO's Urban Bikeway Design Guide.
- Striped bike lanes are most helpful on streets with ≥ 3,000 motor vehicle average daily traffic and with a posted speed ≥ 25 mph and/or streets with high transit vehicle volumes.
- If sufficient space exists, separation should be provided between bike lane striping and parking boundary markings to reduce door zone conflicts.
- Varieties of striped bike lanes include Contra-Flow Bike Lanes and Left-Side Bike Lanes.

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

Local Examples

- Washington Ave in Downtown Bremerton from 5th St to Manette Bridge.
- Washington Blvd between SR 104 and Central Ave in Kingston.
- Hoyt Ave between Pacific Ave and Everett Ave in Everett.

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.

Type: Shared Lane Markings

Definition

Shared Lane Markings, or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles.

Purpose

Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.

Additional Guidance

- Reference: NACTO's Urban Bikeway Design Guide.
- The shared lane marking is a pavement marking with a variety of uses; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits.
- Generally, shared lane marking are not appropriate on streets with a speed limit above 35 mph.

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.

Bicycle Facilities

Mapping Category: No Separation

Type: Neighborhood Greenways

Definition

Neighborhood Greenways, sometimes called Bicycle Boulevards, are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. These streets can be enhanced using a range of design treatments tailored to existing conditions and desired outcomes. These are commonly known as Neighborhood Greenways in the Pacific Northwest, but terminology varies within the region

Purpose

Neighborhood Greenways discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Additional Guidance

- Reference: NACTO's Urban Bikeway Design Guide.
- Neighborhood greenways should be considered where local streets offer a continuous route along low-traffic streets and should follow a desire line for bicyclists.
- Neighborhood greenways should meet strict targets of fewer than 3,000 motor vehicles per day (1,500 preferred) and a speed of no more than 25 mph.
- Neighborhood Greenways should utilize vertical and horizontal speed control elements for traffic calming.

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

Local Examples

- North Seattle Neighborhood Greenway.
- Rainer Valley Neighborhood Greenway in South Seattle.