



Type: Shared Use Paths⁷

Definition

Shared use paths (SUPs) are linear corridors that are physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Path users are generally active transportation users and may include, but are not limited to, bicyclists; pedestrians (including walkers and people using wheelchairs); skaters and scooter users.

Purpose

SUPs can serve a variety of purposes, including providing shortcuts that increase route directness; commuting routes between residential areas and job centers or schools; and recreational opportunities. Shared use paths can also provide active transportation access to areas that are otherwise served only by limited-access highways.

Additional Guidance

- ▶ Reference: [Guide for the Development of Bicycle Facilities](#). (page 5-1 of the linked guide.)
- ▶ Typically, widths range from 10-14 ft, with 8 feet. acceptable in some defined circumstances.
- ▶ [Sidepaths](#) (p. 4-7) are a specific type of shared use path that run adjacent to the roadway. Sidepaths should satisfy the same design criteria as shared use paths in independent rights-of-way.
- ▶ Hard, all-weather pavement surfaces are generally preferred, but unpaved surfaces may be appropriate in some circumstances. Unpaved pathways should be constructed of materials that are firm and stable.



These are considered “**All Ages and Abilities**” facilities.

Local Examples

- ▶ Interurban Trail in King, Snohomish and Pierce counties.
- ▶ Lowell Riverfront Trail in Everett.
- ▶ Burke Gilman Trail from Ballard to the City of Bothell.
- ▶ Chief Sealth Trail in Seattle.
- ▶ Foothills Trail in Pierce County.
- ▶ Finn Hill Rd between Olhava Way and Rhododendron Ln in Poulsbo.

⁶ PSRC’s regional inventory only includes information for shared use paths that provide for connections between destinations, rather than internal circulation. Data for other shared use paths may be collected at the local level.

⁷ Definitions for these are sourced from the Guide for the Development of Bicycle Facilities (AASHTO, 2012) and images are sourced from the Small Town and Rural Design Guide (FHWA, 2016).



Type: Paved Shoulders

Definition

Paved shoulders are most often used as shared-use facilities on rural roadways. They differ from bike lanes and other shared use facilities in that they are not exclusively travel lanes.

Purpose

Adding or improving paved shoulders on busier or higher-speed rural roads can improve mobility and comfort for bicyclists and pedestrians and reduce crashes.

Additional Guidance

- ▶ Reference: [Guide for the Development of Bicycle Facilities](#). (page 4-7 of the linked guide.)
- ▶ The best use of paved shoulders as bicycle and pedestrian facilities is on rural roadways that connect town centers and other major attractors.
- ▶ Paved shoulders should be at least 4 ft wide. Additional shoulder width is desirable on roadways with high motor vehicle speeds (over 50 mph); high numbers of large vehicles; or if static obstructions exist.
- ▶ Shoulders are not an exclusive active facilities and may also be used by parked or slow-moving vehicles.
- ▶ Rumble strips are not recommended on shoulders used by bicyclists unless there are minimum clear paths for bicycle travel.

Local Examples

- ▶ Lowell Snohomish River Rd in Snohomish County.
- ▶ Vashon Island Highway.



Type: Advisory Shoulders

Definition

Advisory shoulders create usable shoulders for bicyclists and pedestrians on roadways that are otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic. Advisory Shoulders are also known as Edge Lane Roads or Advisory Bike Lanes.

Purpose

Roads with advisory shoulders accommodate low to moderate volumes of two-way motor vehicle traffic and provide a prioritized space for bicyclists and pedestrians with little or no widening of the paved roadway surface.

Additional Guidance

- ▶ Reference: [Small Town and Rural Design Guide](#).
- ▶ These function well within rural and small town traffic and land use contexts.
- ▶ Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to the substantial body of international experience.
- ▶ In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Section 1A.10 of the Manual on Uniform Traffic Control Devices ([MUTCD](#)).

Local Examples

- ▶ Elk Hill Dr in Everett, Silver Lake Dr in Everett.

⁸ Definition and image were sourced from the Small Town and Rural Design Guide (FHWA, 2016).