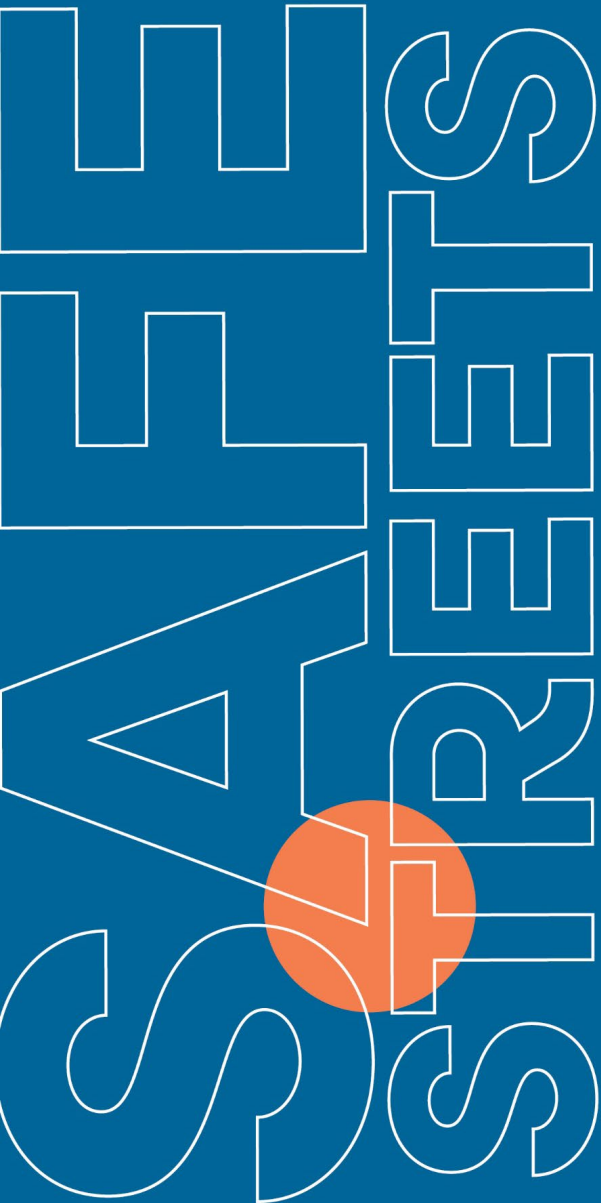




Bike Facilities Chapter Design Criteria Manual & Vision Zero Safety Action Plan Update

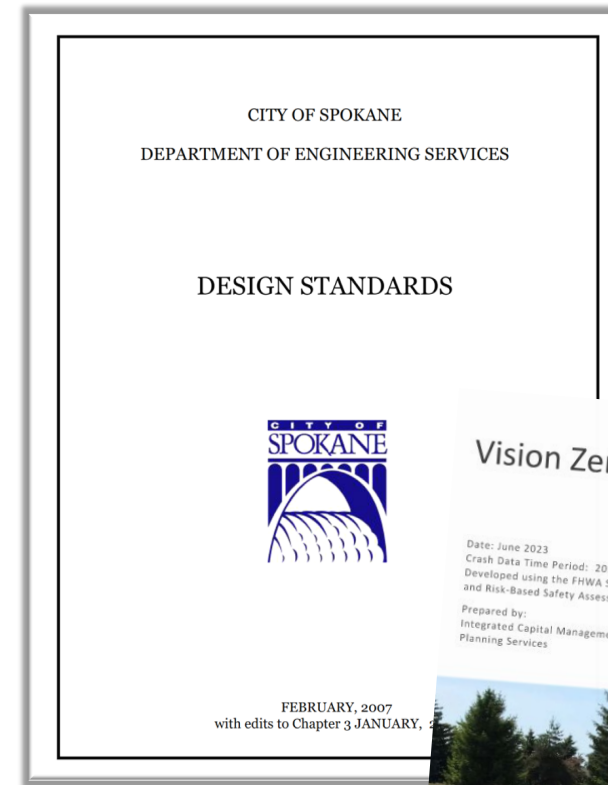


October 15, 2026

Project Overview

Safe Streets 4 All Supplemental Planning grant from USDOT

- Update the City's Design Standards for Bike Facilities
- Update the 2023 Vision Zero Action Plan





Project Purpose

Develop Decision-Making Frameworks

Bikeway: Clear direction and standards

Vision Zero: Actionable projects and programs





Project



Implementable

Address infrastructure through O&M.

Right Sizing Solutions

Adapt guidance to the local context.

Multi-modal Perspective

Prioritize bicycles/safety in the context of all modes and land use.

Collaborative

Constructive, iterative, and educational.

Cross Referenced

Chase through standards, policies, & plans.

User Friendly

From engineers to elected officials



The Planning Process

Establish Project Parameters

Baseline •



Research



Understanding
Agency Priorities

Framework



Annotated
Outlines

Develop Standards

Drafting



Preliminary and
Draft Versions



Testing

• Implementation



Publish

**Project Management
Team & Technical
Advisory Committee**

**Partner
Work
Sessions**

**Standard
Plans Team**

**City Work
Sessions &
Presentations**

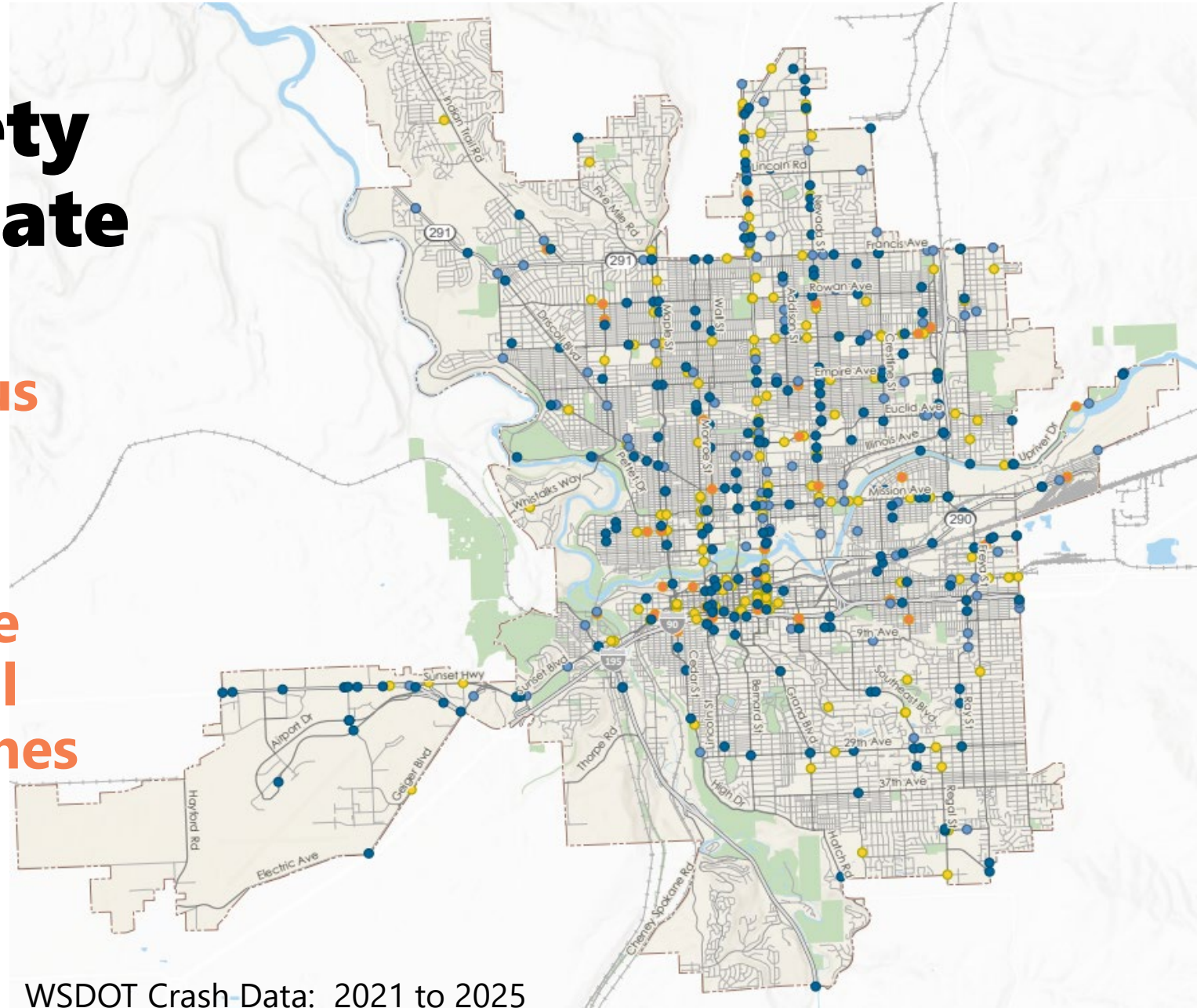
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Vision Zero Safety Action Plan Update

Vision Zero Safety Action Plan Update

Eliminate Fatal & Serious
Injury Crashes

Secure federal and State
funding to address Fatal
and Serious Injury Crashes



WSDOT Crash Data: 2021 to 2025

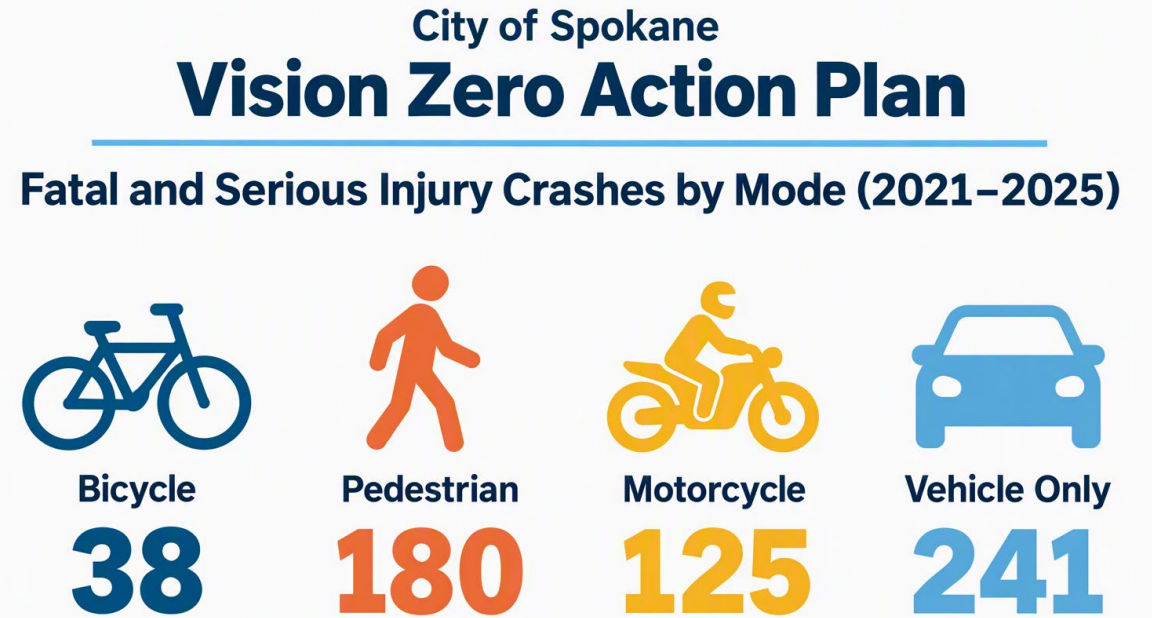
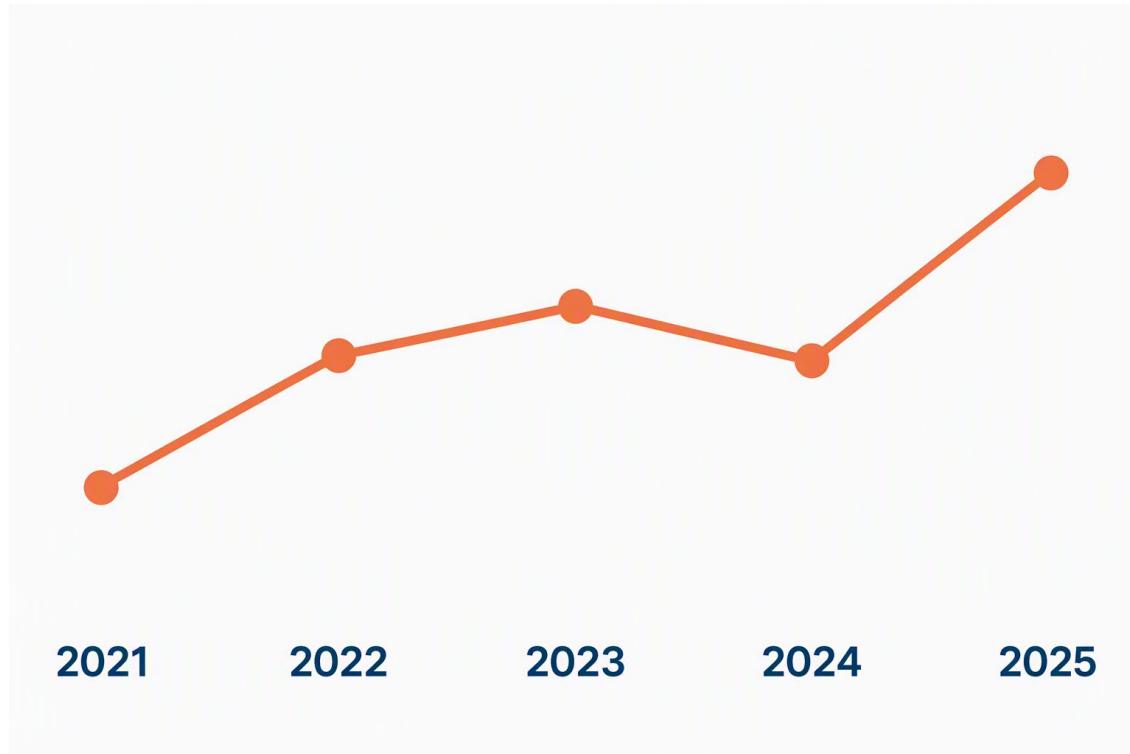
2026 Vision Zero Plan City-Wide Focus

- ✓ Analyze crash data from 2021 to 2025
- ✓ Update Disadvantage/Underserved Area data
- ✓ Identify High Injury Network
- ✓ Document progress since last plan
- ✓ Identify and prioritize projects



Trends

Fatal and Serious Injury Crashes have been increasing.



Crash Types

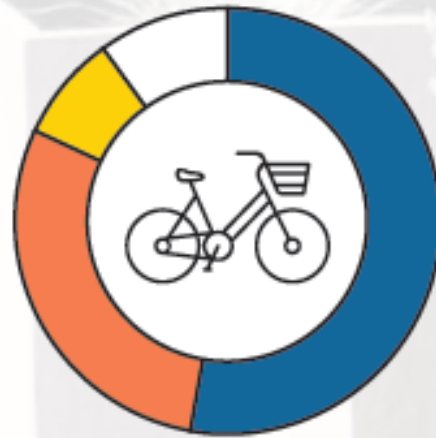
When and how do serious crashes happen?



21% Crossing at non-intersection crosswalk

14% Crossing at intersection, no signal

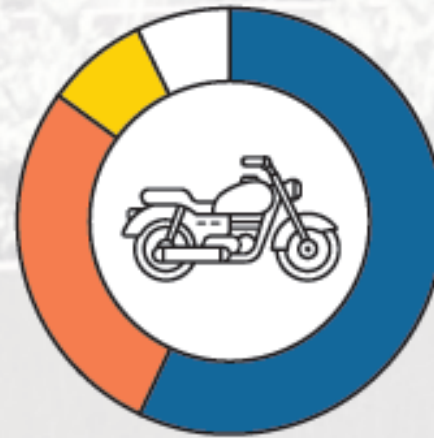
13% Crossing at intersection with signal



53% Riding with traffic

29% Crossing or entering roadway

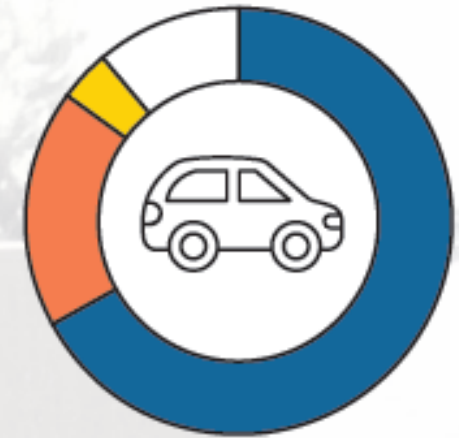
8% Riding against traffic



57% Angle crash

28% Run off road

8% Riding against traffic



67% Going straight

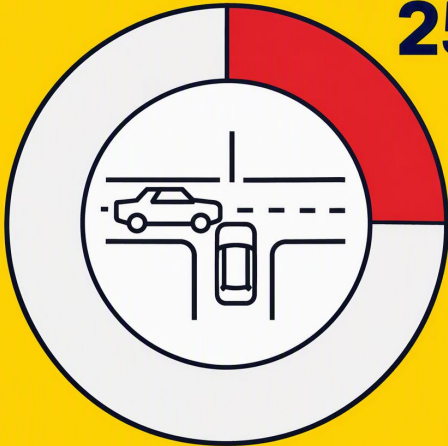
18% Making left turn

4% Negotiating a curve

Top Contributing Factors

**FAILURE
TO YIELD**

25%



**IMPAIRED
DRIVER**

20%



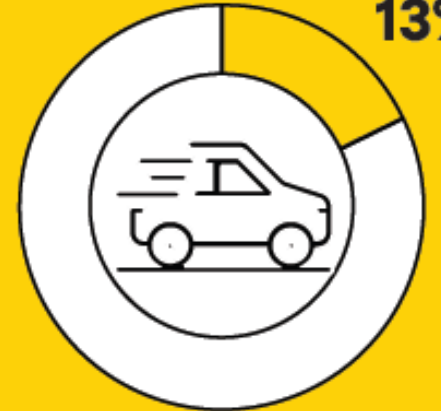
**DISTRACTED
DRIVER**

20%



**SPEEDING
DRIVER**

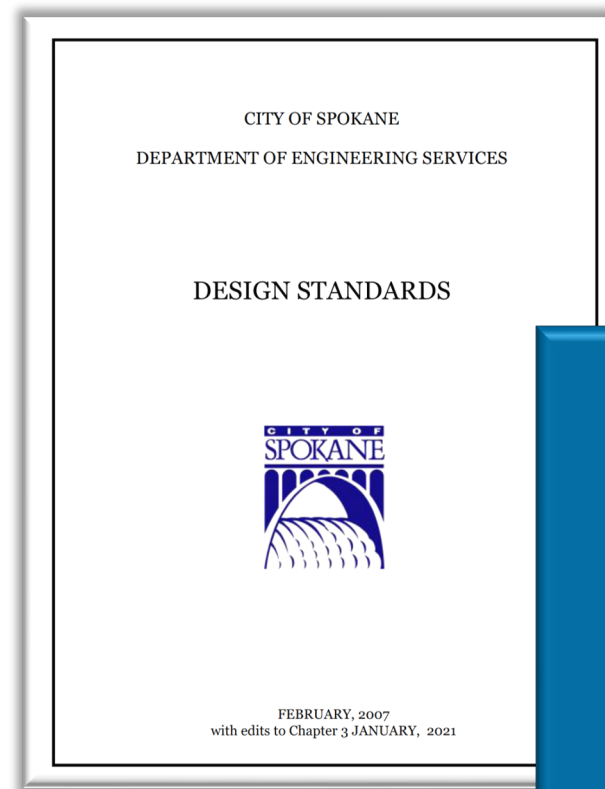
13%



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Design Manual Update – Bike Facilities Section

Update Chapter 3 Design Standards for Bicycle Facilities & Quick Build Guide



Chapter 3, Streets, Alleys, Bikeways, and Sidewalks

Current Outline

3.0 Preface

3.1 Definitions

3.2 Street Character

3.3 Right of Way

3.4 Pedestrian Realm Facilities

3.5 Flexible Area

3.6 Vehicle Realm Access Management and Connectivity

3.7 Vehicle Realm Geometrics

3.7-1 Bike Facilities

3.8 Median Realm

3.9 Neighborhood Traffic Calming

3.10 Pavement Design

3.11 Intersections

3.12 Signing and Pavement Markings

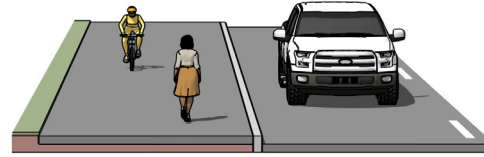
3.13 Traffic Signals and Intelligent Transportation Systems

3.14 Reference Tables

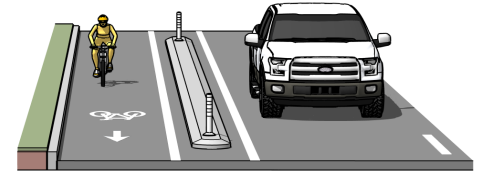


Bicycle Facilities

Shared-Use Pathway



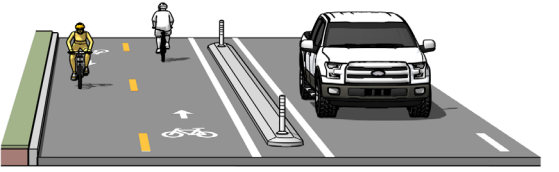
Separated Bicycle Lane (Street-Level)



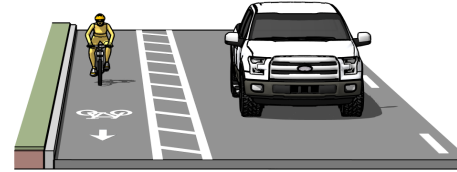
Separated Bicycle Lane (Sidewalk-Level)



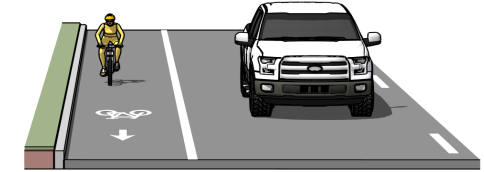
Separated Bicycle Lane (Two-Way)



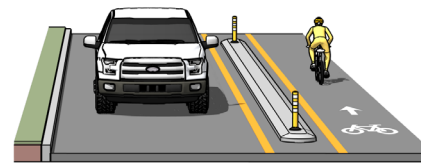
Buffered Bicycle Lane



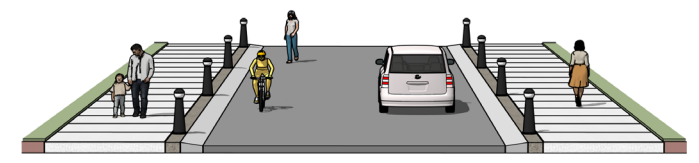
Striped Bicycle Lane



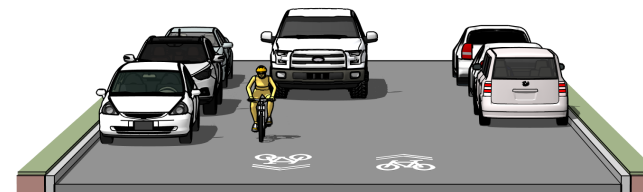
Contraflow Bicycle Lane



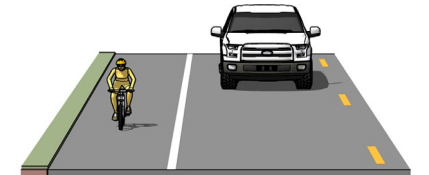
Shared Street



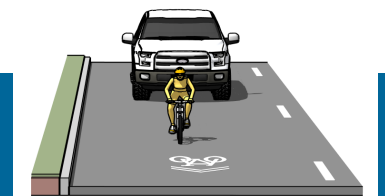
Neighborhood Greenway



Paved Shoulder



Shared Lane



What's in the Update

1

3.14-1 Purpose and Applicability



2

3.14-2 Definitions



3

3.14-3 Bicycle Facility Selection for Street Segments



4

3.14-4 General Bicycle Facility Design



5

3.14-5 Design of Bicycle Facilities along Street Segments

- 3.14-5.1 Shared-Use Pathways
- 3.14-5.2 Separated Bicycle Lanes
- 3.14-5.3 Striped and Buffered Bicycle Lanes
- 3.14-5.4 Contraflow Bicycle Lanes
- 3.14-5.5 Shared Streets
- 3.14-5.6 Neighborhood Greenways
- 3.14-5.7 Paved Shoulders
- 3.14-5.8 Shared Lanes



6

3.14-6 Design of Bicycle Facilities at Intersections

- 3.14-6.3 Optional Bicycle Intersection Treatments
- 3.14-6.4 Traffic Control Devices for Unsignalized Intersections
- 3.14-6.5 Non-Standard Intersections



7

3.14-7 Transitions Between Bicycle Facility Types



8

3.14-8 Midblock Considerations for Bicycle Facilities

- 3.14-8.1 Driveways and Alleys
- 3.14-8.2 Transit Stops



9

3.14-9 Signing, Striping, and Lighting for Bicycle Facilities

- 3.14-9.1 Traffic Control Signs for Bicycles
- 3.14-9.2 Markings
- 3.14-9.3 Temporary Traffic Control for Bicycle Facilities



10

3.14-10 Bicycle Parking



BICYCLES
BUILD
BETTER
PLACES

Guidance for Selecting a Facility

85 th % Operating Speed or Posted Speed*	AADT*	Project Type	Preferred Bicycle Facility		Secondary Bicycle Facility (Downgrade)	Tertiary Bicycle Facility (Downgrade)
<25 mph	<3k	Any	Shared lane, neighborhood greenway, or shared street			
	3k-6.5k	Any	Buffered bicycle lane	Striped bicycle lane		Shared lane
	6.5k+	Preservation	Separated bicycle lane (consider parking-protected)	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
		New Construction or Reconstruction	Separated bicycle lane or shared-use pathway	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
25 mph–35 mph	<3k	Any	Buffered bicycle lane	Striped bicycle lane		Shared lane
	3k-6.5k	Any	Buffered bicycle lane	Striped bicycle lane		
	6.5k+	Preservation	Separated bicycle lane (consider parking-protected)	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
		New Construction or Reconstruction	Separated bicycle lane or shared-use pathway	Buffered bicycle lane using dimensions for separated bicycle lane		Striped bicycle lane
>35 mph	Any	Preservation	Separated bicycle lane (consider parking-protected)	Buffered bicycle lane using dimensions for separated bicycle lane		
		New Construction or Reconstruction	Separated bicycle lane or shared-use pathway	Buffered bicycle lane using dimensions for separated bicycle lane		
Any**	Any**	Any	Paved shoulder			

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Quick Build Guide Update

Low-Cost, Rapidly Implementable Improvements

Accelerate delivery of transportation projects to enhance safety

Foster meaningful community collaboration.



**QUICK BUILD
GUIDE**

2026



What's in the Update

- ✓ Step 1: Understanding the Project Delivery Process
- ✓ Step 2: Select and Design the Quick-Build Treatment
- ✓ Materials
- ✓ Step 3: Construction and Maintenance
- ✓ Step 4: Evaluation

1 Improve Safety

by ensuring that all roadway users follow predictable behavior supported by good infrastructure design and by reducing the number of conflicts.

2 Increase Access

by filling network gaps between amenities and services people access everyday including businesses, schools, parks, and offices.

3 Improve User Experience

by developing creative solutions for improving network usability including plantings, art, lighting, and trees.

4 Engage Community

by involving the community at the appropriate times to assess the outcomes of the adaptive design solutions and add unique perspective to the user experience.

5 Explore Opportunities

for improving the project delivery process and finding ways to be creative in design solutions to safety problems.

Treatment Example Page

Curb Extensions

Curb extensions, also known as bump-outs, extend the pedestrian area into the parking lane or roadway, at intersections and crossings. By narrowing the roadway and shortening crossing distances, curb extensions improve pedestrian visibility, reduce the time pedestrians spend in the street, and encourage slower vehicle speeds.

Applications

1- to 4-lane roadways where lane widths allow the curb line to be extended into the roadway. They are commonly used at intersections with wide turning radii, long pedestrian crossings, or along corridors with bicycle facilities. Alternatively, they can be applied mid-block to narrow the road (for example to create a Chicane).

Principles: [Traffic Calming](#), [Pedestrian Focused](#), [Placemaking](#)



Curb Extension, *Seattle Right-of-Way Improvements Manual*

Design

Required

- Provide ADA access.
- Shall not obstruct drainage, utilities, or emergency operations.
- Accommodate turning movements, or be traversable, for emergency, transit, and maintenance vehicles.
- Provide minimum lane widths per SSD.
- Minimum ingress length shall extend past the stop bar when at a stop controlled intersection.
- Provide clear vertical delineation communicating curb extension.
- Maintain adequate sight distances/lines for all road users.

Recommendation

- Route bicycle facilities around the curb extension or through the extension depending on available width.
- Provide clear bicycle and pedestrian delineation within curb extension.
- Include high-visibility vertical delineation and Street Art.
- Provide most robust vertical protection where the curb extension is intended for seating, gathering, or extended pedestrian use.
- Continue to mark the crosswalk to the physical curb unless detectable warnings have been relocated to the edge of the curb extension.

Materials Example Page

Vertical Delineation Materials

Vertical delineation materials include devices and features used provide a physical or visual separation between different users and travel modes, to define space, channel movements, and increase visibility. These materials range from traffic cones and flexible delineator posts to more substantial elements like parking stops and modular barriers. Vertical delineation is often used in quick-build design projects to reinforce roadway reconfigurations, protect pedestrian and bicycle spaces, and communicate intended travel patterns. Material selection should consider the level of separation needed between users.



Planters and Street Furniture on Post Street Bridge in Spokane, WA via Kittelson & Associates, Inc./Steven Rhyne



Mega Markers on N Belt Street in Spokane, WA via Kittelson & Associates, Inc./Steven Rhyne