Active Transportation Programs Design Guide

Session 3 – Linear Treatments for Pedestrians and Bicyclists

Briana Weisgerber, P.E.
Active Transportation Programs Engineer
March 27, 2024

Safe Routes to School and Pedestrian/Bicyclist Programs

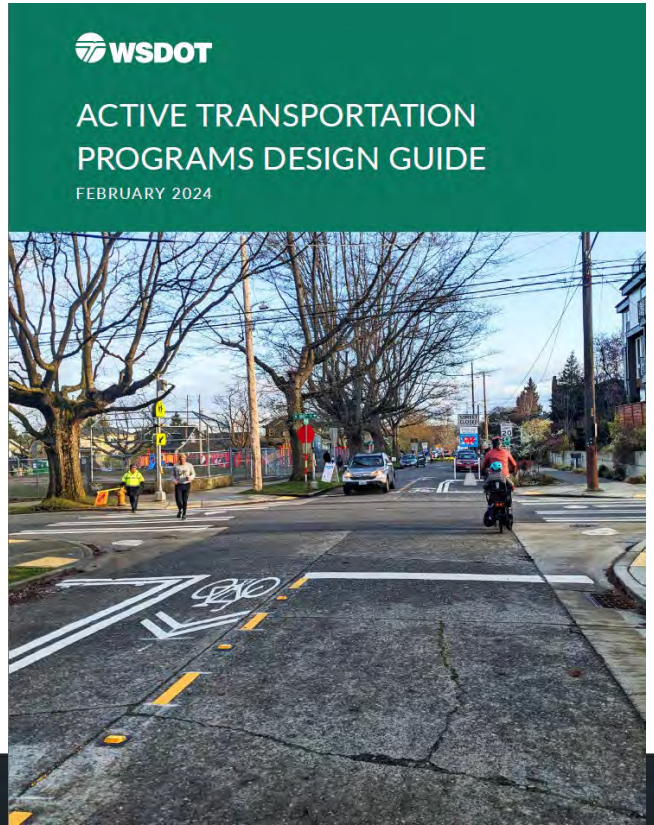
- Aim to improve safety for pedestrians and bicyclists
- All roads
- All public agencies & Tribal governments are eligible
- Projects must:
  - Comply with funding requirements
  - No match is required

Training on Applications

- Overview Webinar
  - March 11 (recording available)
- Design Guide Trainings
  - March 13
  - **March 20**
  - March 27
- Application Process Workshop
  - April 15

- For more information about the funding programs, visit:
  - Safe Routes to School Program
  - Pedestrian & Bicycle Program

The Design Guide



Guide Outline

1st Session	• Part 1 – Guide overview – Introduction – How to use this guide – Additional guidance • Part 2 – Treatment toolbox – Speed management treatments
2nd Session	– Crossing and intersection treatments – Grade-separated treatments – Illumination – ADA improvements
Today	– Linear treatments designed for bicyclists – Linear treatments designed for pedestrians – Linear treatments designed for pedestrians and bicyclists

Part 2 – Linear Treatments

- Projects will be evaluated based on Level of Traffic Stress for pedestrians and bicyclists
- All projects should aim to achieve LTS 1 or 2 for both pedestrians and bicyclists
- All projects should provide ADA accessible pedestrian routes with designated space for people walking or rolling

Part 2 – Linear Treatments Designed for Bicyclists

52. Bicycle boulevard
53. Bike lanes
54. Buffered bike lane
55. Separated bike lane
56. Contraflow bike lane
57. Bike wayfinding signs and markings

Source: Carl Sundstrom, PedBike Images

Bicycle Level of Traffic Stress

Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility) **(New Exhibit 2023)**

BLTS in mixed traffic (no bicycle facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1520-6 Bicycle Level of Traffic Stress for Conventional Bike Lane (paint stripe only) **(New Exhibit 2023)**

Conventional Bike Lanes (5' or greater)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	2	2	4	4	4	4
	751-1500	1	2	2	4	4	4	4
	1501-3000	1	2	2	4	4	4	4
	3000+	2	2	2	4	4	4	4
2 thru lanes per direction	0-6000	2	2	3	4	4	4	4
	>6000	3	3	3	4	4	4	4
3+ thru lanes per direction	Any ADT	3	3	4	4	4	4	4

Exhibit 1520-7 Bicycle Level of Traffic Stress for Buffered Bike Lane (painted buffer 2 foot wide or greater) **(New Exhibit 2023)**

Buffered Bike Lanes (minimum 2' buffer / greater than or equal to 7 feet total)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-6000	2	2	2	3	4	4	4
	>6000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

Exhibit 1520-8 Bicycle Level of Traffic Stress for Separated Bike Lane (including buffer 2 foot wide or greater) **(New Exhibit 2023)**

Separated Bicycle Lane								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	1	2	2	2	2
	751-1500	1	1	1	2	2	2	2
	1501-3000	1	1	1	2	2	2	2
	3000+	2	2	2	2	2	2	2
2 thru lanes per direction	0-6000	2	2	2	2	2	2	2
	>6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

Linear Treatments for Bicyclists

- Reduce driver operating speeds
- Reduce bicyclist exposure
- Increase bicyclist conspicuity

Roadway context			All ages & abilities bicycle facility
Target driving speed	Target motor vehicle volume	Motor vehicle lanes	
25 mph (or less)	up to 3,000	1 or less each direction	Bicycle boulevard, conventional bike lane, buffered bike lane, separated bike lane
	3,000 to 6,000	2 or less each direction	Conventional bike lane, buffered bike lane, separated bike lane
	>6,000	2 or more lanes each direction	Buffered bike lane, separated bike lane
	Any	3 or more lanes each direction	Separated bike lane
30 mph		1 or less each direction	Conventional bike lane, buffered bike lane, separated bike lane
	up to 6,000	2 lanes each direction	Buffered bike lane, separated bike lane
	>6,000	2 or more lanes each direction	Separated bike lane
> 30 mph	Any	Any	Separated bike lane

Part 2 – Linear Treatments Designed for Pedestrians

58. Sidewalk without buffer
59. Sidewalk with buffer
60. Separated walkway with linear stormwater treatment
61. Pedestrian-only streets

Pedestrian Level of Traffic Stress

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) in mixed traffic (no marked bicycle lane, with or without shoulder) (New Exhibit 2023)

PLTS in mixed traffic (no pedestrian facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Pedestrian Level of Traffic Stress

Source: Dan Burden, PedBike Images

Exhibit 1510-2 Pedestrian Level of Traffic Stress (PLTS) based on Sidewalk Width (New Exhibit 2023)

Greater than Minimum Sidewalk Present (6′ or greater)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	2	3	4	4
	751 - 1500	1	1	2	2	3	4	4
	1501 - 3000	1	1	2	2	3	4	4
	> 3000	2	2	2	2	3	4	4
2 thru lanes per direction	0 - 6000	2	2	2	2	3	4	4
	> 6000	2	2	2	2	3	4	4
3+ thru lanes per direction	Any ADT	2	2	2	3	3	4	4

Minimum Sidewalk Present (5′)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	4	4	4	4
	751 - 1500	1	1	2	4	4	4	4
	1501 - 3000	1	1	2	4	4	4	4
	> 3000	2	2	2	4	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	4	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

Pedestrian Level of Traffic Stress

Exhibit 1510-3 Pedestrian Level of Traffic Stress (PLTS) based on Buffer Type (New Exhibit 2023)

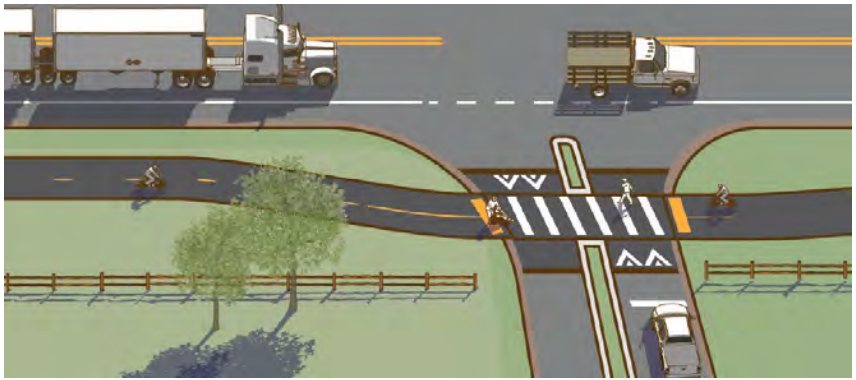
Sidewalk protected by robust physical barrier								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	1	2	2	2	2
	751 - 1500	1	1	1	2	2	2	2
	1501 - 3000	1	1	1	2	2	2	2
	> 3000	2	2	2	2	2	2	2
2 thru lanes per direction	0 - 6000	2	2	2	2	2	2	2
	> 6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

Wide sidewalk or sidewalk with buffer								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	2	3	3	4
	751 - 1500	1	1	2	2	3	3	4
	1501 - 3000	1	1	2	2	3	3	4
	> 3000	2	2	2	2	3	3	4
2 thru lanes per direction	0 - 6000	2	2	2	2	3	3	4
	> 6000	2	2	2	2	3	3	4
3+ thru lanes per direction	Any ADT	2	2	2	2	3	3	4

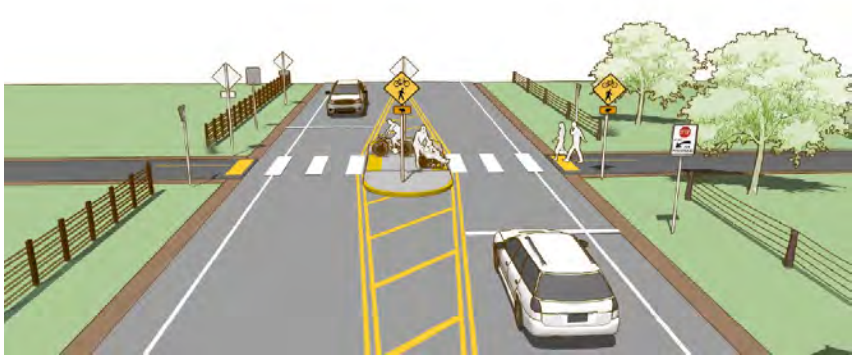
Part 2 – Linear Treatments Designed for Pedestrians and Bicyclists

62. Shared-use path
63. Sidepath

Shared-use Paths vs. Sidepaths



Sidepath intersection treatments

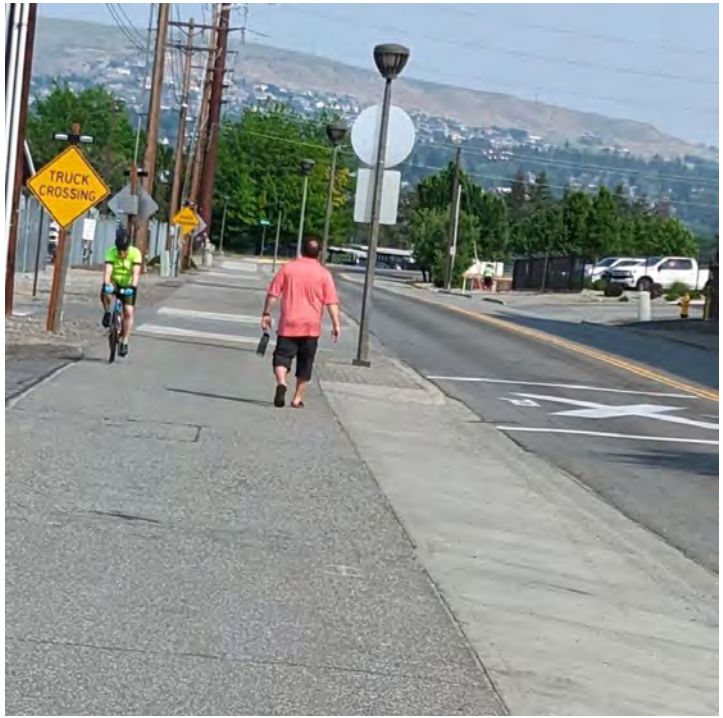


Shared-use path intersection treatments

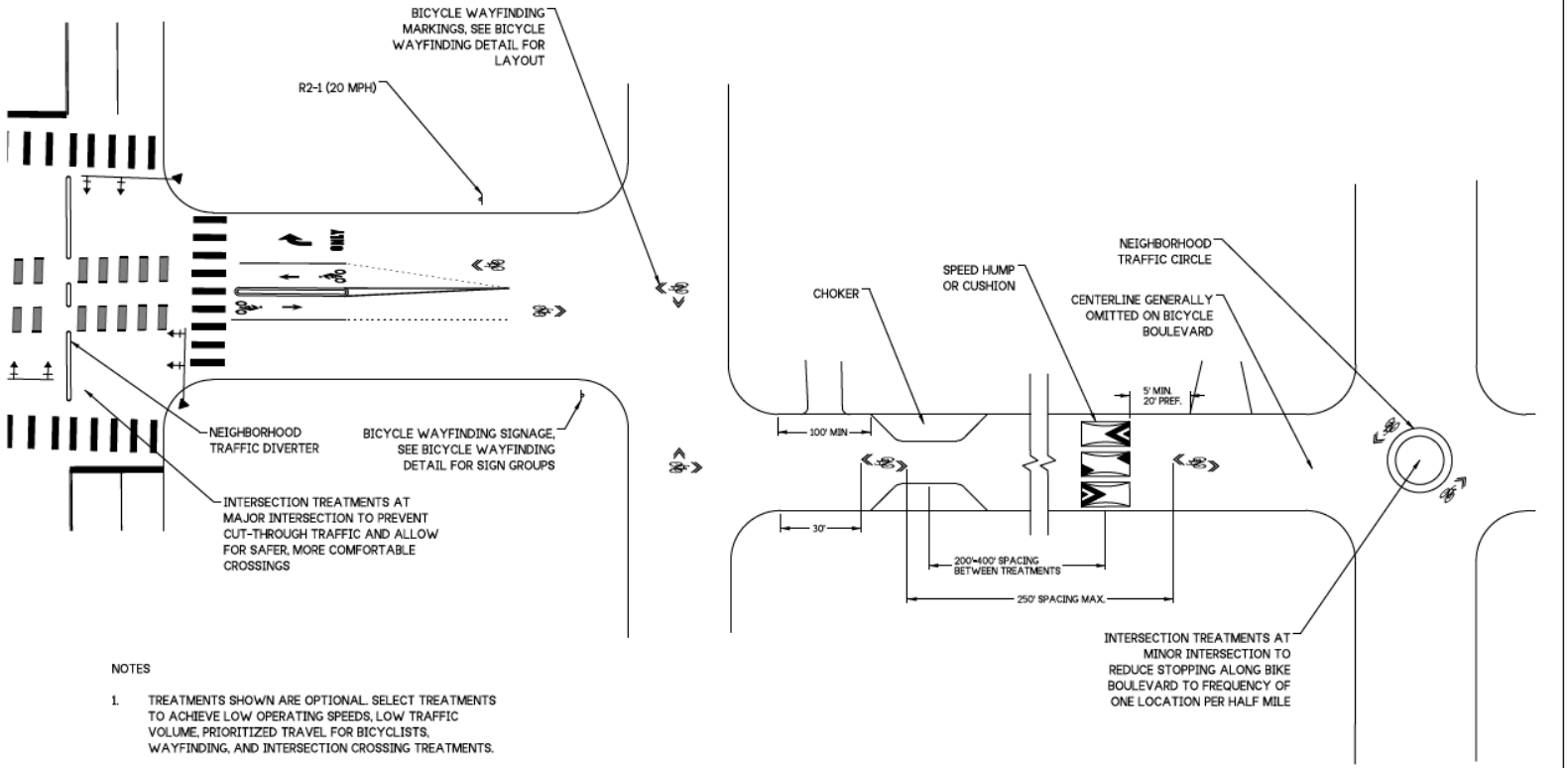
Source: FHWA

Shared-use Path Widths

Shared Use Path Operating Widths	
Minimum (ft)	SUPLOS "C" Peak Hour Volumes at Preferable Width
11	150 - 300
12 – 15	300 - 500
16 – ≥20	500 - ≥600



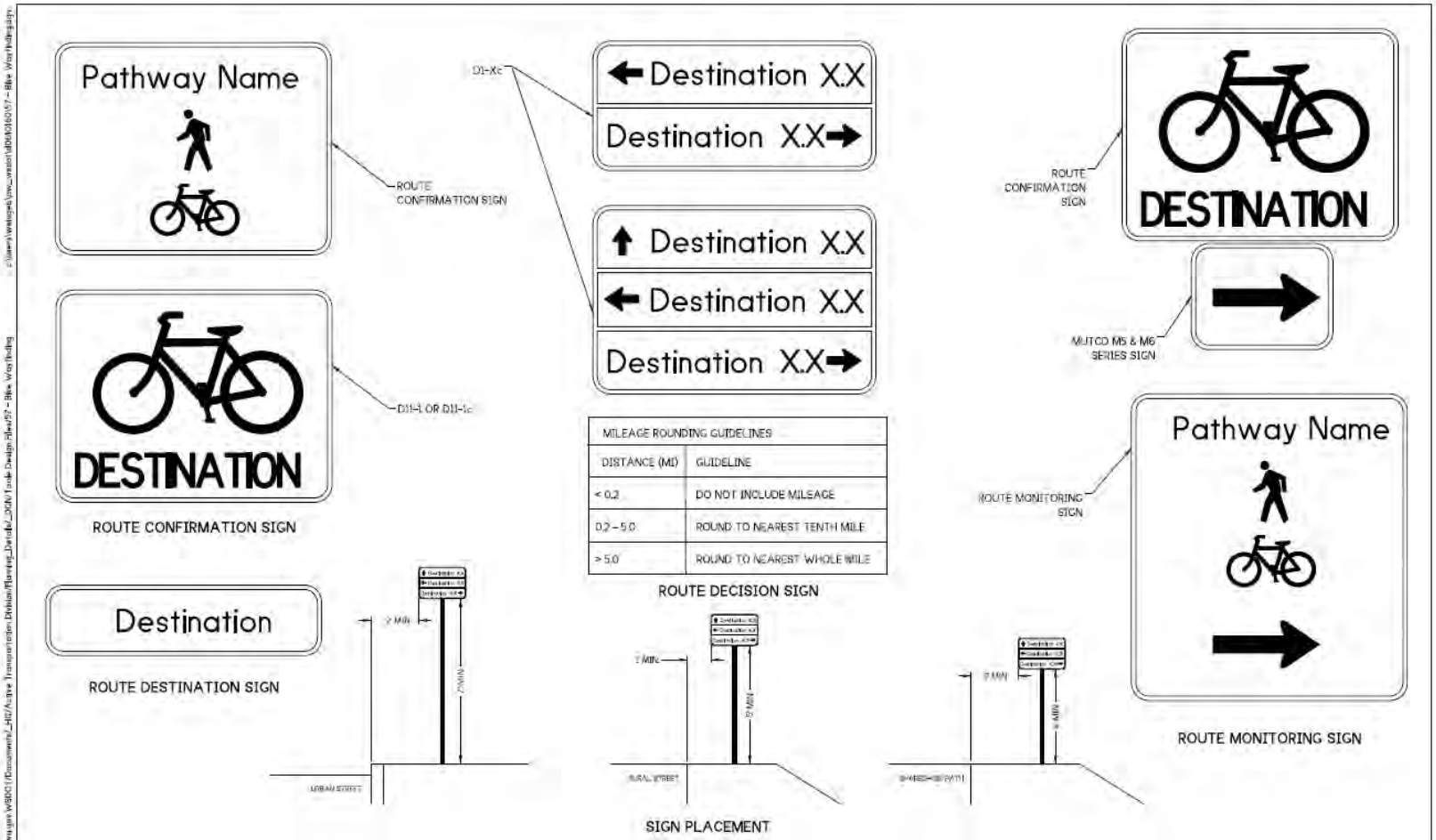
Plan Sheet Details

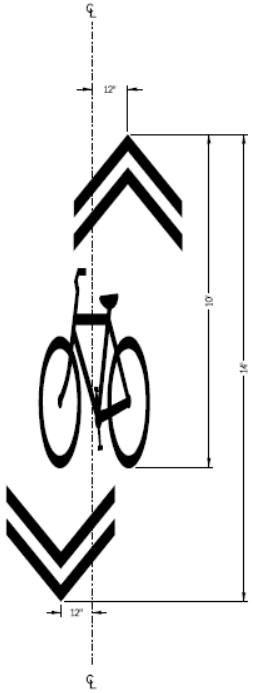


NOTES

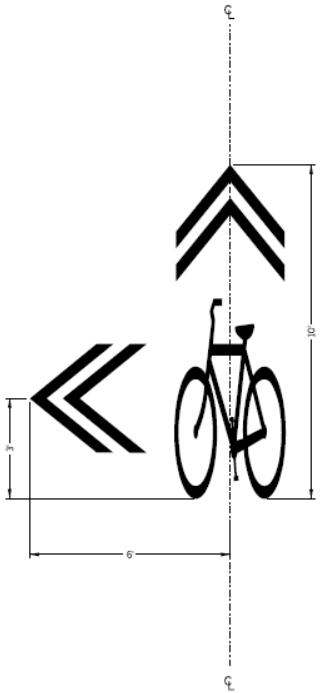
1. TREATMENTS SHOWN ARE OPTIONAL. SELECT TREATMENTS TO ACHIEVE LOW OPERATING SPEEDS, LOW TRAFFIC VOLUME, PRIORITIZED TRAVEL FOR BICYCLISTS, WAYFINDING, AND INTERSECTION CROSSING TREATMENTS.

FILE NAME	52 - Bicycle Boulevard.dgn			REGION NO.	STATE	FED. AID PROJ. NO.	WSDOT	WSDOT Active Transportation Programs Design Guide Plan Sheet Details	PLAN REF NO
TIME	3:58:26 PM			10	WASH				
DATE	12/11/2023			JOB NUMBER			PRELIMINARY PLAN		
PLOTTED BY	WeingerB								SHEET 40 OF 52 SHEETS
DESIGNED BY				CONTRACT NO.		LOCATION NO.		52 – Bicycle Boulevard	
ENTERED BY									
CHECKED BY							DATE P.E. STAMP BOX • SEE SHEET C1 FOR SIGNATURE	DATE P.E. STAMP BOX • SEE SHEET C1 FOR SIGNATURE	
PROJ. ENGR.									
REGIONAL ADM.		REVISION	DATE	BY					

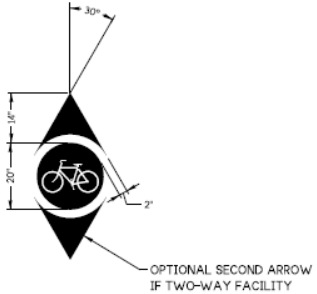

Pathway Name
ROUTE CONFIRMATION SIGN
D1-Xc
Destination X.X
Destination X.X
Destination X.X
Destination X.X
Destination X.X
ROUTE CONFIRMATION SIGN
DESTINATION
MUTCD M5 & M6 SERIES SIGN
DESTINATION
D11-1 OR D11-1c
ROUTE CONFIRMATION SIGN
MILEAGE ROUNDING GUIDELINES
DISTANCE (MI) | GUIDELINE
< 0.2 | DO NOT INCLUDE MILEAGE
0.2 – 5.0 | ROUND TO NEAREST TENTH MILE
> 5.0 | ROUND TO NEAREST WHOLE MILE
ROUTE DECISION SIGN
ROUTE MONITORING SIGN
Pathway Name
ROUTE MONITORING SIGN
Destination
ROUTE DESTINATION SIGN
SIGN PLACEMENT
WSDOT
WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details
57 – Bike Wayfinding Signs and Markings



BIDIRECTIONAL BIKE SHARROW



BIDIRECTIONAL BIKE SHARROW

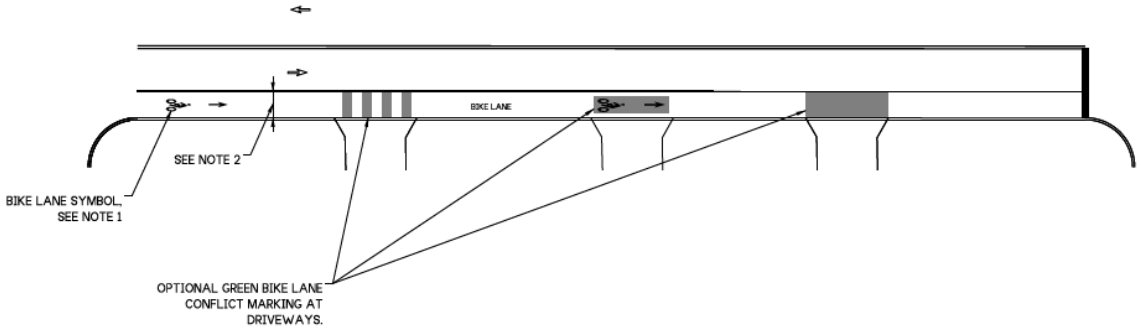


BIKE DOT W/ ARROW(S)

FILE NAME	57 - Bike Wayfinding.dgn			REGION NO.	STATE	FED. AID PROJ. NO.	WSDOT	WSDOT Active Transportation Programs Design Guide Plan Sheet Details
TIME	3:58:43 PM			10	WASH			
DATE	12/11/2023			JOB NUMBER			PRELIMINARY PLAN	57 - Bike Wayfinding Signs and Markings
PLOTTED BY	Weigel			CONTRACT NO.		LOCATION NO.		
DESIGNED BY								
ENTERED BY								
CHECKED BY								
PROJ. ENGR.								
REGIONAL ADM.		REVISION	DATE	BY				

PLAN REF NO.

SHEET 47 OF 52 SHEETS



NOTES

1. PLACE BIKE LANE SYMBOL AT BEGINNING OF BLOCK, AFTER LARGE DRIVEWAYS, AND AT REGULAR SPACING (250' - 500') WITH INFREQUENT CROSS STREETS AND LONG BLOCK FACES.
2. BIKE LANE WIDTH MEASURED BETWEEN BIKE LANE LINE AND PARKING LINE, EDGE OF GUTTER PAN WHERE PRESENT, OR FACE OF CURB IN THE ABSENCE OF GUTTER PAN. 6' PREFERRED, 5' MINIMUM WIDTH.
3. CONSIDER ADDING A BUFFER OR PROTECTION WHEN BIKE LANE WIDTH EXTENDS BEYOND 7' TO DIFFERENTIATE WITH PARKING OR VEHICLE LANE.

FILE NAME	53 - Bike Lanes.dgn				
TIME	3:58:29 PM				
DATE	12/11/2023				
PLOTTED BY	WelsgeB				
DESIGNED BY					
ENTERED BY					
CHECKED BY					
PROJ. ENGR.					
REGIONAL ADM.		REVISION	DATE	BY	

REGION NO. 10 | STATE WASH | JOB NUMBER | CONTRACT NO. | FED. AID PROJ. NO. | LOCATION NO.

WSDOT

PRELIMINARY PLAN

DATE
P.E. STAMP BOX • SEE SHEET GT1 FOR SIGNATURE

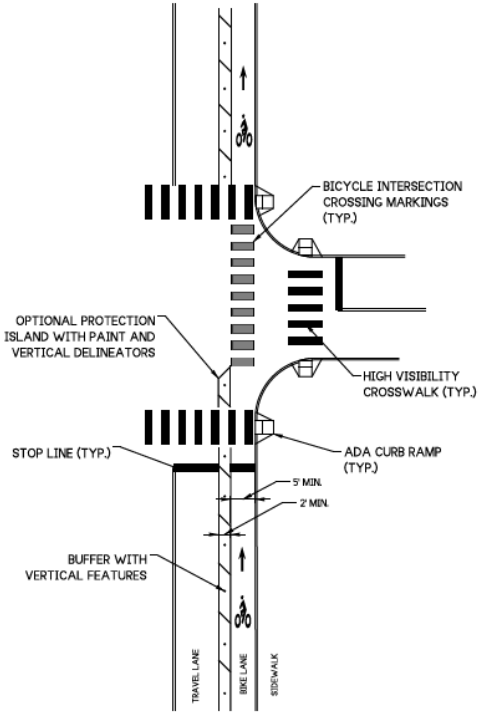
DATE
P.E. STAMP BOX • SEE SHEET GT1 FOR SIGNATURE

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

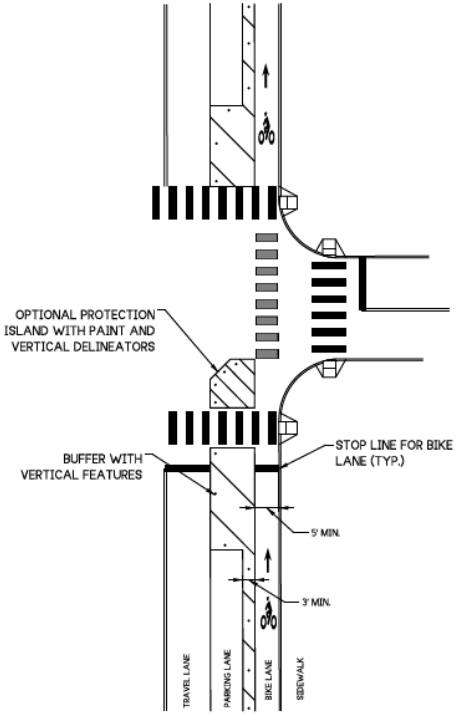
53 - Bike Lanes

PLAN REF NO.

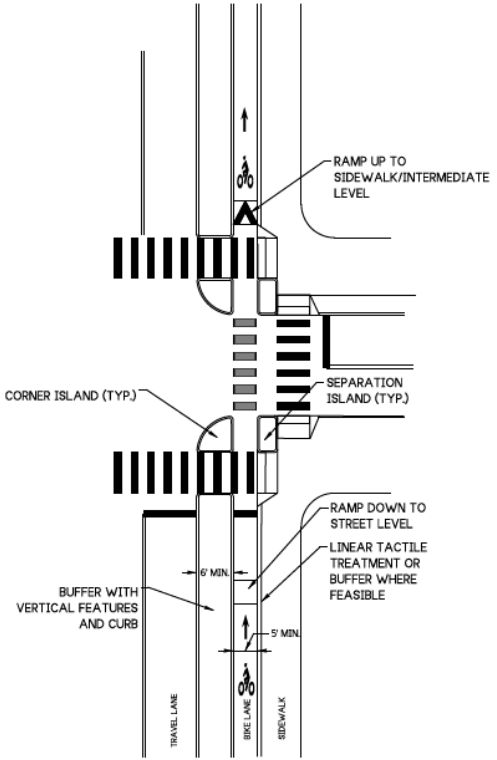
SHEET 41 OF 52 SHEETS



STREET LEVEL SEPARATED
BIKE LANE WITHOUT PARKING



STREET LEVEL SEPARATED
BIKE LANE WITH PARKING



SIDEWALK/INTERMEDIATE
LEVEL SEPARATED BIKE LANE
CONTINUED TO INTERSECTION

FILE NAME	55 - Separated Bike Lanes.dgn				REGION NO.	STATE	FED. AID PROJ. NO.	WSDOT	WSDOT Active Transportation Programs Design Guide Plan Sheet Details
TIME	3:58:36 PM				10	WASH		PRELIMINARY PLAN	PLAN REF NO.
DATE	12/11/2023				JOB NUMBER				
PLOTTED BY	Weisge8								SHEET 44 OF 52 SHEETS
DESIGNED BY					CONTRACT NO.		LOCATION NO.		55 - Separated Bike Lanes
ENTERED BY									
CHECKED BY									
PROJ. ENGR.									
REGIONAL ADM.		REVISION	DATE	BY					

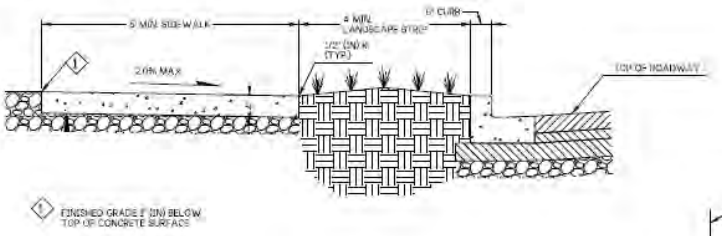
DATE
P.E. STAMP BOX • SEE SHEET CT1 FOR SIGNATURE

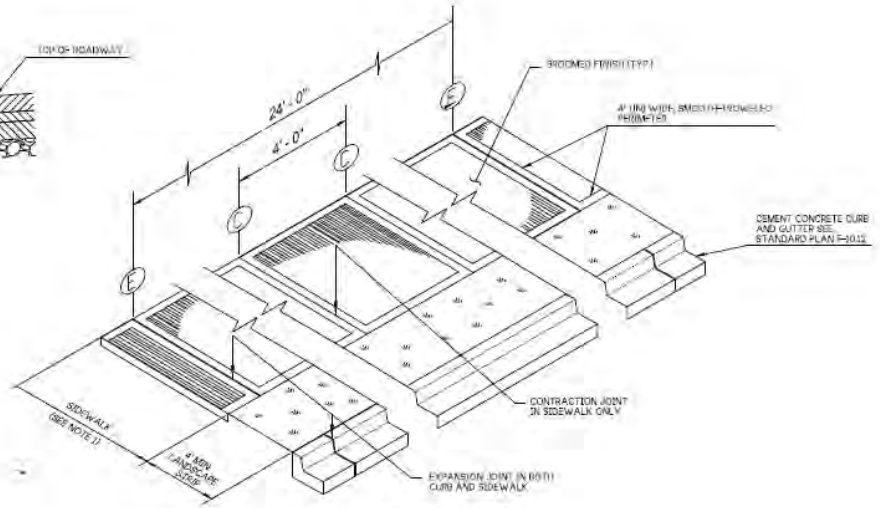
DATE
P.E. STAMP BOX • SEE SHEET CT1 FOR SIGNATURE

pw://projectstore.wsdot.wa.gov:WSDOT/Documents/_HQ/Active Transportation Division/Planning_Details/_DGN/Tools Design Files/55 - Separated Bike Lanes c:\users\weisge8\pw_wsdot\d0610160\55 - Separated Bike Lanes.dgn

NOTE:

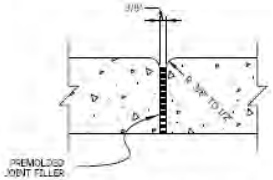
1. GRATINGS, ACCESS COVERS, JUNCTION BOXES, CABLE VAULTS, PULL BOXES AND OTHER APPURTENANCES WITHIN THE SIDEWALK MUST HAVE SLIP RESISTANT SURFACES, BE FLUSH WITH SURFACE, AND MATCH GRADE OF THE SIDEWALK.





ISOMETRIC VIEW

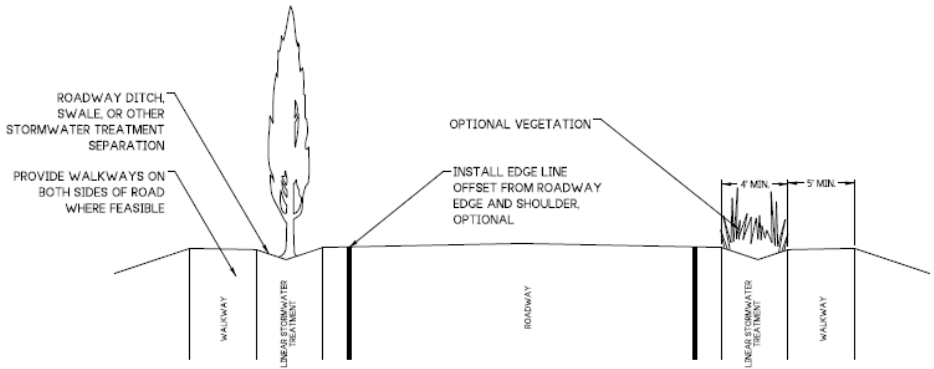
JOINT AND FINISH DETAIL



(E) EXPANSION JOINT

(C) CONTRACTION JOINT

FILE NAME	59 - Sidewalk with Buffer.dgn							WSDOT Active Transportation Programs Design Guide Plan Sheet Details	
TIME	1:58:47 PM								
DATE	12/31/2021								
PLOTTED BY	Wangell								
DESIGNED BY									
ENTERED BY									
CHECKED BY									
PROJ. ENGR.									
REGIONAL ADM.		REVISION	DATE	BY				59 - Sidewalk with Buffer	



NOTES

1. BUFFER MAY INCLUDE A ROADWAY DITCH, BIOSWALE, RAIN GARDEN, OR OTHER STORMWATER MANAGEMENT.

2. PROVIDE CONTINUOUS VERTICAL DEPTH OR LANDSCAPING IN THE FORM OF CANOPY TREES, LOW SHRUBS, OR GROUNDCOVER IN THE BUFFER TO DETER DRIVERS FROM TRAVELING OR PARKING IN THE SEPARATION. MAINTAIN SUFFICIENT VISIBILITY FOR PEDESTRIANS AND DRIVERS AT DRIVEWAY CROSSINGS AND INTERSECTIONS.

FILE NAME	60 - Separated Walkway.dgn			REGION NO.	STATE	FED. AID PROJ. NO.	
TIME	3:58:51 PM			10	WASH		
DATE	12/11/2023			JOB NUMBER			
PLOTTED BY	Wetzge9						
DESIGNED BY							
ENTERED BY							
CHECKED BY				CONTRACT NO.		LOCATION NO.	
PROJ. ENGR.							
REGIONAL ADM.		REVISION	DATE	BY			

WSDOT

PRELIMINARY PLAN

P.E. STAMP BOX - SEE SHEET 01 FOR SIGNATURE — DATE

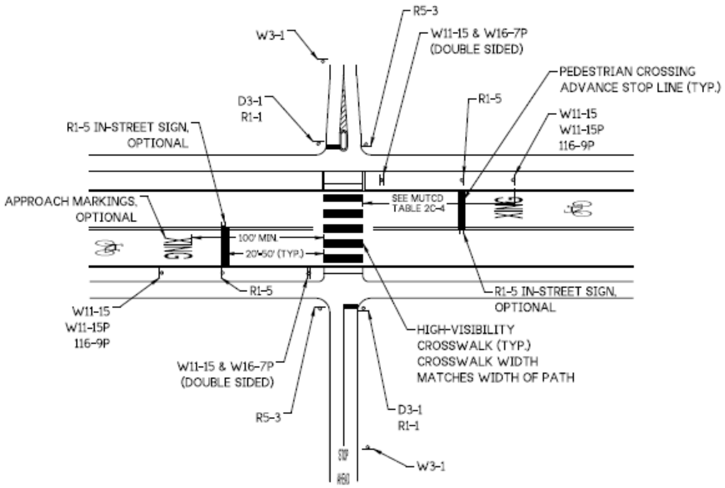
P.E. STAMP BOX - SEE SHEET 01 FOR SIGNATURE — DATE

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

60 - Separated Walkway with Linear Stormwater Treatments

PLAN SET NO.

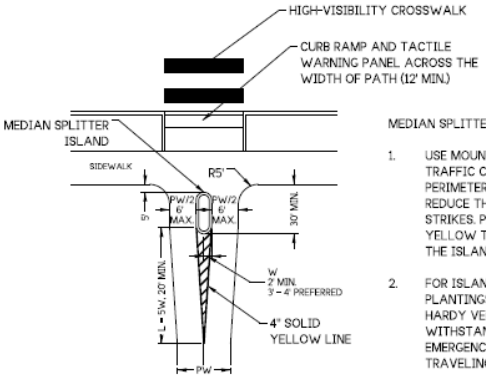
SHEET 50 OF 52 SHEETS



MIDBLOCK CROSSING

NOTES

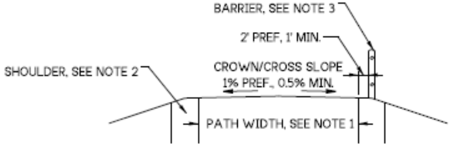
1. DETERMINE SHARED-USE PATH WIDTH BASED ON FHWA SHARED-USE PATH LEVEL OF SERVICE CALCULATOR OR THE SHARED-USE PATH OPERATING WIDTHS TABLE. MINIMUM 12' WIDTH.
2. RECOVERABLE GRADED SHOULDER OF 5' RECOMMENDED WIDTH (2' MINIMUM AT CONSTRAINED LOCATIONS) WITH MAXIMUM CROSS-SLOPE OF 1V:6H PROVIDED.
3. PROVIDE BARRIER ALONG PATH WHERE ADJACENT TO STEEP SLOPE OR HAZARDOUS CONDITION.
4. PROVIDE OVERHEAD CLEARANCE OF 10', 8' MINIMUM.
5. CONSULT THE AASHTO BIKE GUIDE FOR GEOMETRIC DESIGN OF SHARED USE PATHS INCLUDING VERTICAL AND HORIZONTAL ALIGNMENTS.
6. CONSIDER SEPARATION OF PEDESTRIANS AND BICYCLISTS ON HIGH VOLUME FACILITIES, SEE AASHTO BIKE GUIDE FOR DETAILS.
7. CROSSING CAN BE SUPPLEMENTED WITH CROSSING ENHANCEMENTS (E.G., RECTANGULAR RAPID FLASHING BEACON, PEDESTRIAN HYBRID BEACON, HALF SIGNAL, CROSSING ISLAND, RAISED CROSSING).
8. SEE SIDEPATH DETAIL FOR INFORMATION ON CROSSINGS NEAR INTERSECTIONS.



MEDIAN SPLITTER ISLAND NOTES

1. USE MOUNTABLE CEMENT CONCRETE TRAFFIC CURB AROUND THE PERIMETER OF THE ISLAND TO REDUCE THE POTENTIAL FOR PEDAL STRIKES. PAINT PERIMETER CURBING YELLOW TO INCREASE VISIBILITY OF THE ISLAND.
2. FOR ISLANDS THAT INCLUDE PLANTINGS, USE LOW GROWING, HARDY VEGETATION CAPABLE OF WITHSTANDING THE OCCASIONAL EMERGENCY/MAINTENANCE VEHICLE TRAVELING OVER IT.

TRAIL SPLITTER ISLAND FOR VEHICLE ACCESS PREVENTION



CROSS SECTION

MINIMUM (FT)	SUPLOS "C" PEAK HOUR VOLUMES AT PREFERABLE WIDTH
11	150-300
12 - 15	300 - 500
16 - 20+	500 - 600+

SHARED-USE PATH OPERATING WIDTHS

FILE NAME	62 - Shared-Use Path.dgn		
TIME	3:58:54 PM		
DATE	12/11/2023		
PLOTTED BY	WeisgeB		
DESIGNED BY			
ENTERED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.	REVISION	DATE	BY

REGION NO. 10 | STATE WASH | FED. AID PROJ. NO.

JOB NUMBER

CONTRACT NO. | LOCATION NO.

WSDOT

PRELIMINARY PLAN

P.E. STAMP BOX - SEE SHEET CT1 FOR SIGNATURE | DATE

P.E. STAMP BOX - SEE SHEET CT1 FOR SIGNATURE | DATE

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

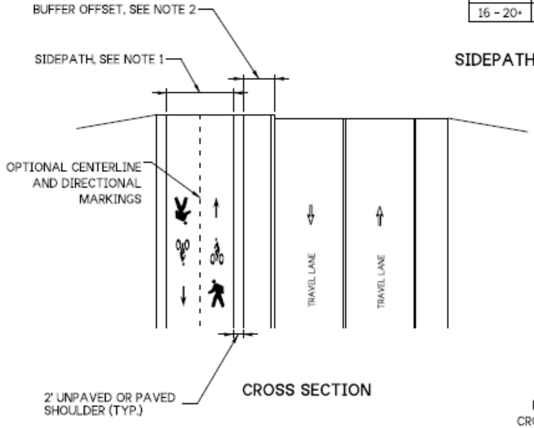
62 - Shared-Use Path

PLAN REF NO

SHEET 51 OF 52 SHEETS

MINIMUM (FT)	SUPLOS "C" PEAK HOUR VOLUMES AT PREFERABLE WIDTH
11	150-300
12 – 15	300 – 500
16 – 20+	500 – 600+

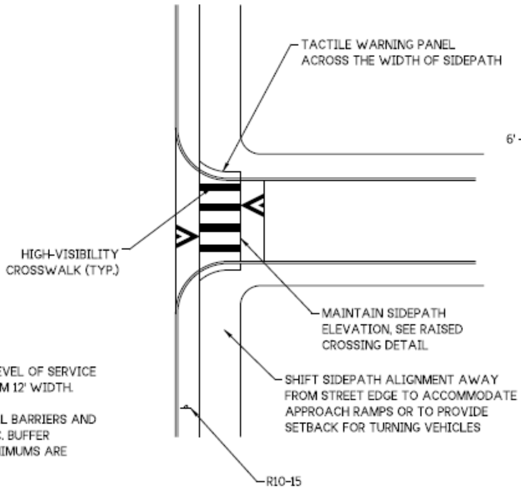
SIDEPATH OPERATING WIDTHS



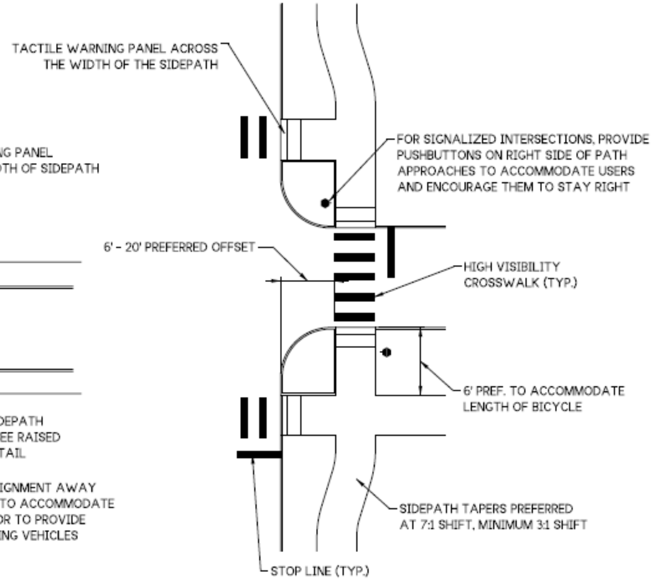
CROSS SECTION

NOTES

1. DETERMINE SIDEPATH WIDTH BASED ON FHWA SHARED-USE PATH LEVEL OF SERVICE CALCULATOR OR THE SIDEPATH OPERATING WIDTHS TABLE. MINIMUM 12' WIDTH.
2. MAXIMIZE BUFFER WIDTH WHERE POSSIBLE AND CONSIDER VERTICAL BARRIERS AND CURB AND GUTTER TO PROVIDE SEPARATION FROM VEHICLE TRAFFIC. BUFFER WIDTHS DO NOT INCLUDE SIDEPATH SHOULDERS. BUFFER WIDTH MINIMUMS ARE BASED ON ADJACENT ROADWAY CHARACTERISTICS:
   - FOR OPERATING SPEEDS ≤ 30MPH, 3' MINIMUM
   - FOR OPERATING SPEEDS ≥ 35MPH, 5' MINIMUM OR VERTICAL CONCRETE BARRIER
3. CONSIDER SEPARATION OF PEDESTRIANS AND BICYCLISTS ON HIGH VOLUME FACILITIES, SEE FHWA SHARED-USE PATH LEVEL OF SERVICE CALCULATOR.



RAISED MINOR STREET OR DRIVEWAY CROSSING



MAJOR STREET CROSSING

FILE NAME	63 – Sidepath.dgn		
TIME	3:58:57 PM		
DATE	12/11/2023		
PLOTTED BY	WejegeB		
DESIGNED BY			
ENTERED BY			
CHECKED BY			
PROJ. ENGR.			
REGIONAL ADM.	REVISION	DATE	BY

REGION NO. 10 | STATE WASH | FED. AID PROJ. NO. | JOB NUMBER | CONTRACT NO. | LOCATION NO.

WSDOT

PRELIMINARY PLAN

P.E. STAMP BOX - SEE SHEET C71 FOR SIGNATURE — DATE

P.E. STAMP BOX - SEE SHEET C71 FOR SIGNATURE — DATE

WSDOT Active Transportation Programs
Design Guide
Plan Sheet Details

63 – Sidepath

PLAN REF NO

SHEET 52 OF 52 SHEETS

Summary

- Programs aim to improve safety for pedestrians and bicyclists
- Review design guide for selected treatments
- Aim to achieve LTS 2 with linear treatments for pedestrians and bicyclists
- All projects will need to meet ADA requirements
- Plan sheet details can support project development and implementation

Future Training Sessions

- Session 1 – March 13
- Session 2 – March 20
- Session 3 – Today
- All are virtual and will be recorded and posted to the LTAP website and the Call for Projects webpages

Questions, Additional Training, and Project Photos

Briana Weisgerber, PE
Active Transportation Programs Engineer
Email: briana.weisgerber@wsdot.wa.gov
Phone: 564-669-4552