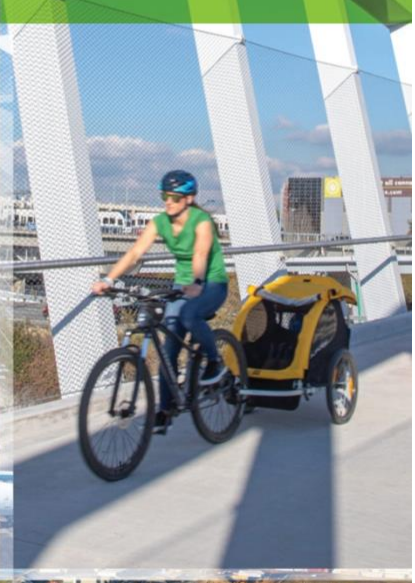
Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN 2022–2050

Appendix A: Transportation System Inventory

2022



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Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN 2022–2050

Adopted May 26, 2022

Regional Transportation Plan 2022-2050

APPENDIX A: Transportation System Inventory

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Transportation System Inventory

This inventory describes the existing transportation system in the central Puget Sound region. Many elements of the system are addressed in the PSRC Transportation System Existing Conditions Visualization Tool. Descriptions found in this inventory support elements of the Regional Transportation Plan narrative and provide further context for specific modes of the region's transportation system.

Public Transit Overview

The region's public transit system consists of nine separate agencies providing a variety of mobility services available to the public. Six of the agencies are primary providers of regular transit service to the region. The transit district/transit provider boundaries of these six agencies are found on Figure 1.

In addition to the six agencies found on Figure 1, Washington State Ferries and Pierce County provide multimodal ferry service throughout the region, and the City of Seattle owns specific streetcar and monorail assets that offer public transit in specific areas of the city.

Regular Transit and Ferries

Transit agencies in the central Puget Sound region collectively provided over 221 million regular transit boardings in 2018. Transit agencies provided over 5.8 million service hours in 2018 with over 93% of those service hours provided by the bus mode of transit (both BRT and other bus). Table 1 provides the breakdown of service hours by transit mode in 2018. The major components of system ridership come from various forms of regular transit (otherwise known as fixed-route transit), consisting of rail, ferry, and bus modes that operate on a regular schedule and make stops at fixed locations to pick up and drop off their passengers. For purposes of the plan, these modes are divided into regular transit and ferries to account for the special operating environment of marine transportation and the inclusion of transporting automobiles in ferry travel.

Table 1. Transit Service Hours by Mode

Transit Mode	Service Hours (2018)
Bus	5,440,900
Light Rail	274,200
Commuter Rail	75,800
Streetcar	42,600
Monorail	20,000
Passenger-Only Ferry	14,500

NOTE: For purposes of this table, "Bus" includes all forms of fixed-route bus, including BRT. Washington State Ferries service within the region is not included in the service hours total.

Source: WSDOT Summary of Public Transportation

Figures 2 through 5 show the 2018 transit system with both regular transit and ferries for each county.

Figure 1. Transit Districts in the Central Puget Sound Region

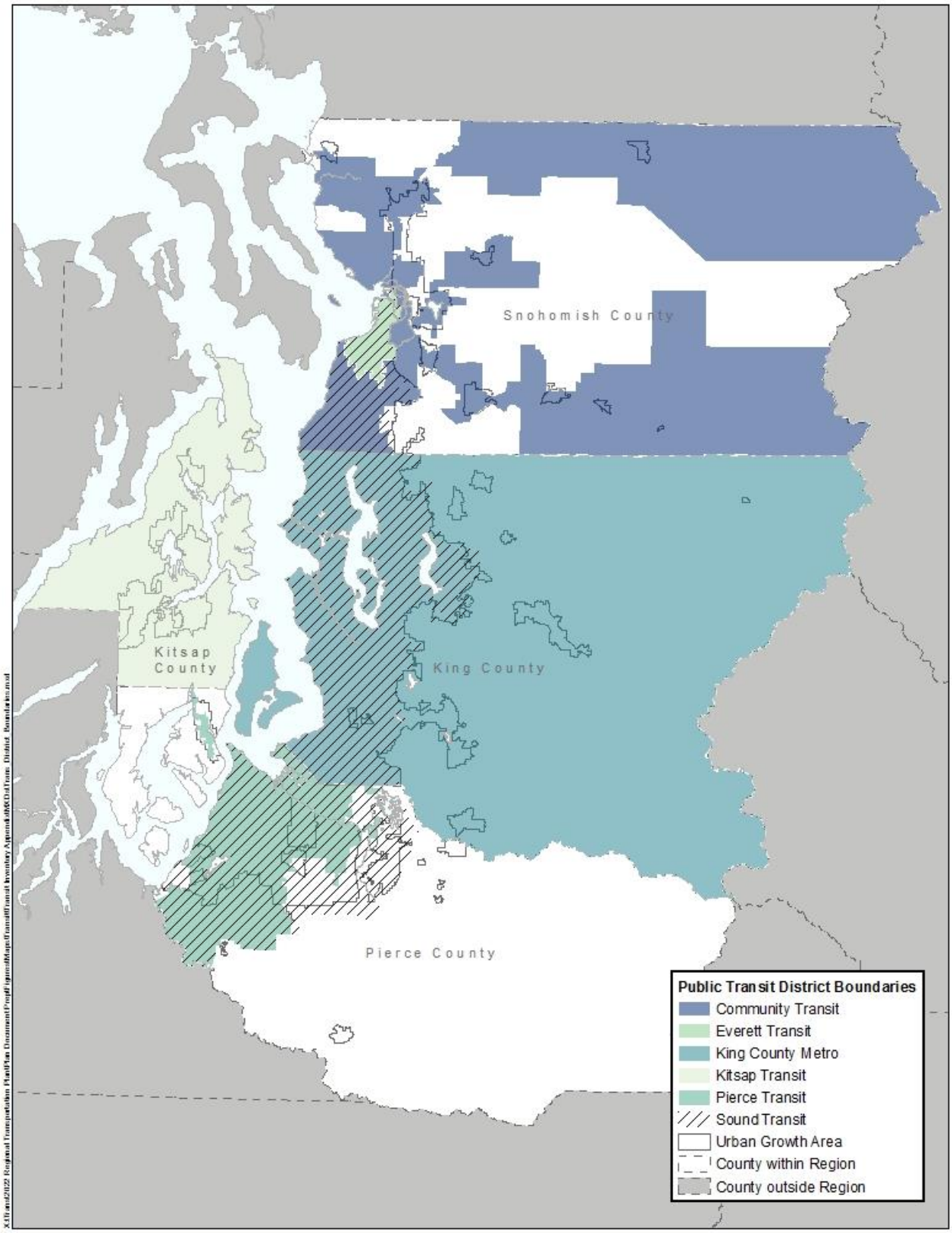


Figure 2. 2018 King County Transit Network

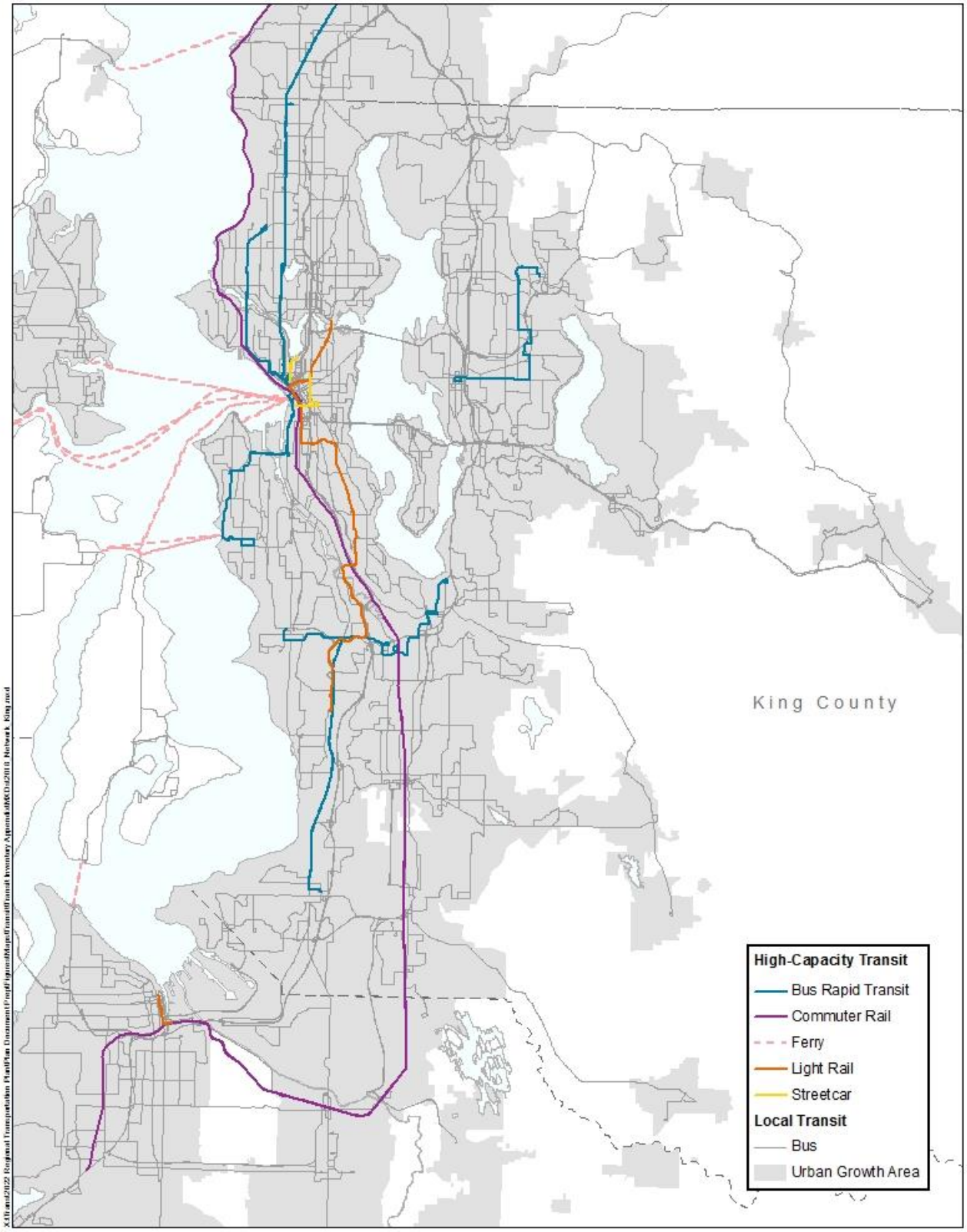


Figure 3. 2018 Kitsap County Transit Network

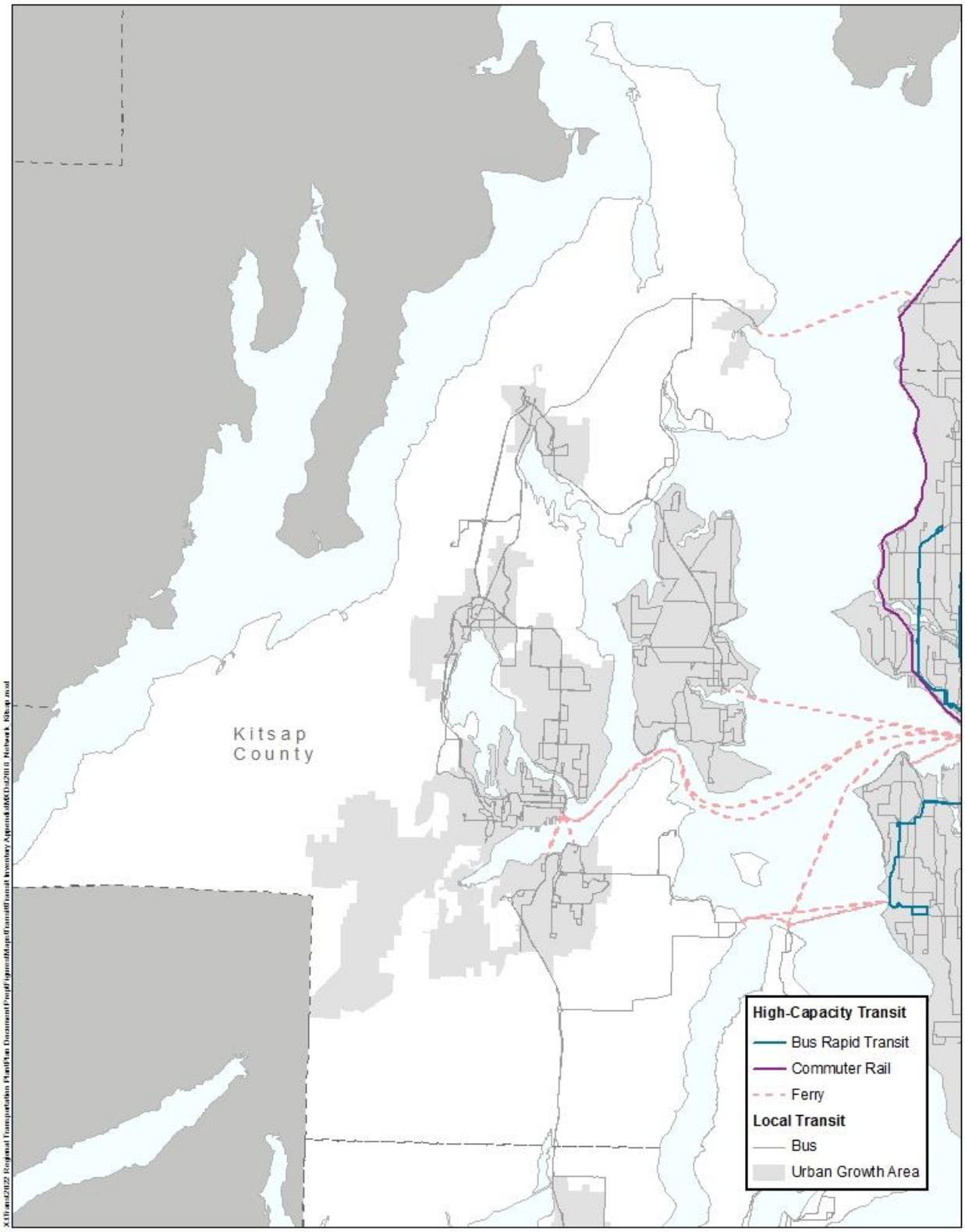


Figure 4. 2018 Pierce County Transit Network

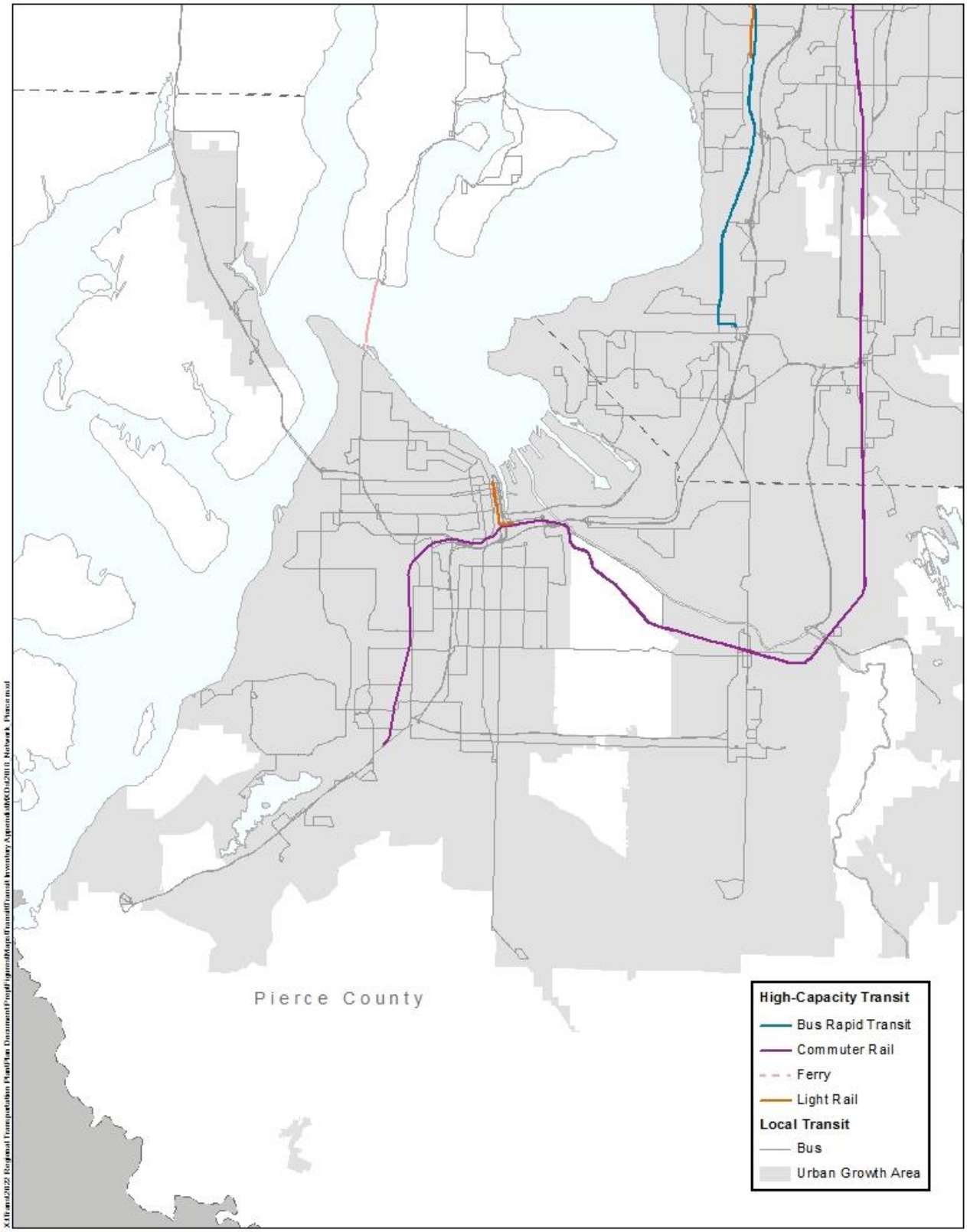
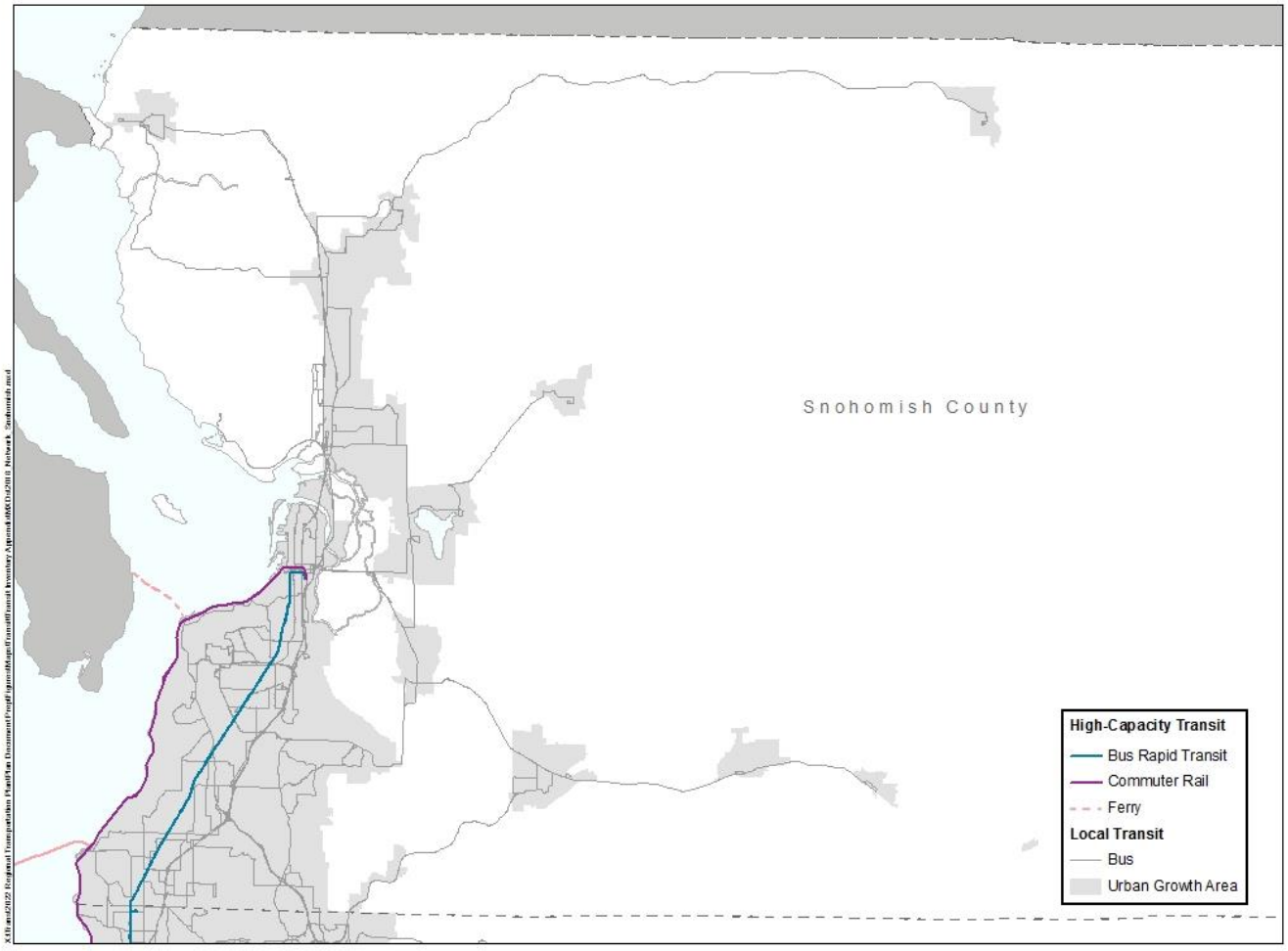
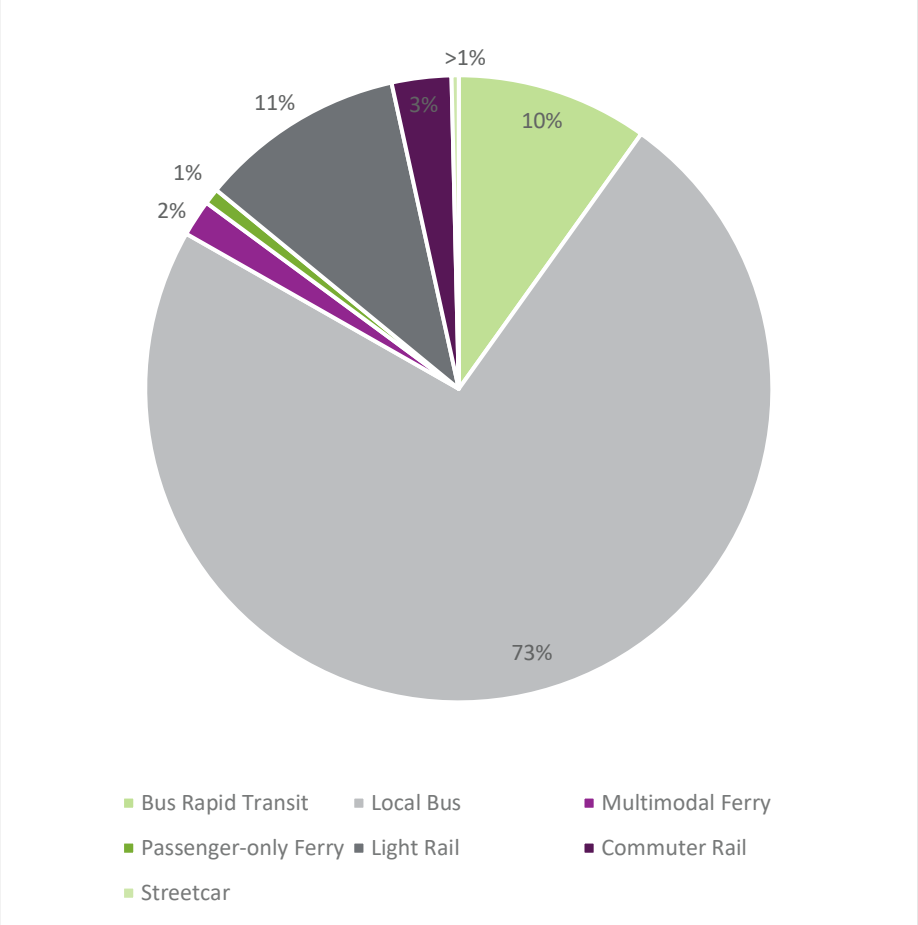


Figure 5. 2018 Snohomish County Transit Network



The 2018 Public Transit network is built upon the backbone of an extensive bus transit network. In 2018, 73% of public transit system boardings was made up of local bus transit provided by the six primary transit agencies, serving local and express bus service markets (see Figure 6, 2018 Boardings by Service Type). Another 10% of boardings are bus rapid transit (BRT), while 11% are on light rail. The remaining six percent are a combination of ferries, commuter rail, and streetcar.

Figure 6. 2018 Transit Boardings by Service Type



High-Capacity Transit

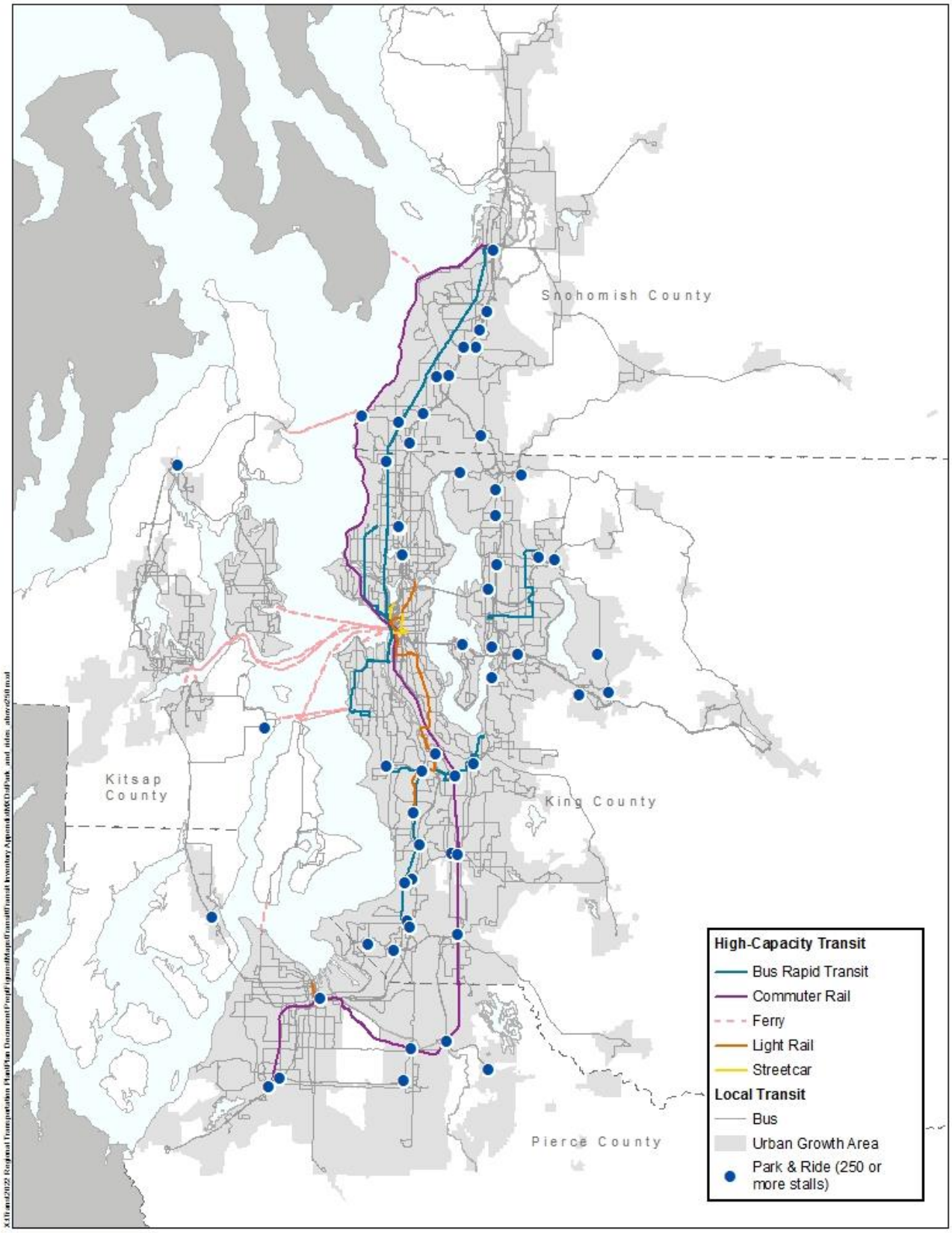
High-capacity transit (HCT) carries larger numbers of riders and typically operates at faster, more reliable speeds compared to bus transit that operates in mixed-traffic. The region is experiencing rapid growth in this form of transit. HCT in the region is provided by various rail modes (Sound Transit's Link light rail, Tacoma Link, Sounder commuter rail, Seattle's two streetcar lines and the historic 1962 monorail); ferries (both passenger-only ferries provided by King County Metro and Kitsap Transit and multimodal ferries provided by Washington State Ferries and Pierce County); and two bus rapid transit brands (Community Transit's Swift and King County Metro's RapidRide). Bus rapid transit routes in the region are distinguished from other forms of bus transit by a combination of features that include branded buses and stations, off-board fare payment, wider stop spacing than other local bus service, and transit priority treatments such as transit signal priority business access and transit (BAT) lanes. The Transit Section of the Regional Transportation Plan includes a figure illustrating the existing high-capacity transit system as of 2018.

Access to Transit

As of 2018, more than 83% of transit trips were accessed by walking and biking. This figure demonstrates the importance of the pedestrian and bicycle infrastructure network described elsewhere in the plan. The remaining transit trips were accessed by automobile. Figure 7 illustrates

major park and ride assets within the central Puget Sound region. As of 2018, many of the region's transit agencies were implementing parking management programs at the largest and most crowded park and rides.

Figure 7. Major Park and Rides in the Central Puget Sound Region, 2018.



Specialized Transportation

Refer to Appendix B: Coordinated Mobility Plan for the inventory of specialized transportation services found within the central Puget Sound region.

Intercity Rail & Bus

Table 2 summarizes jurisdictions in the region with stops or stations served by intercity rail or bus. Some local and regional transit providers also operate long-distance or commuter buses that serve jurisdictions in the central Puget Sound region, with many crossing county boundaries. These include providers operating fully within the region (e.g., Sound Transit, Community Transit) as well as providers based outside the region that travel into the region (e.g., Intercity Transit, Skagit Transit). These local services are not included in this table.

Table 2. Intercity Rail and Bus Stations.

	Intercity Passenger Rail	Long-Distance Passenger Rail		Intercity Passenger Bus				
Jurisdiction	Amtrak Cascades	Amtrak Empire Builder	Amtrak Coast Starlight	Greyhound Lines	Northwestern Trailways	Cantrail	Bellair (Central and Western Washington Airporters)	Travel Washington – Dungeness Line
Edmonds	X	X		X				X
Everett	X	X		X	X		X	
Kingston				X				X
Marysville							X	
Monroe					X			
North Bend							X	
Seattle	X	X	X	X	X	X	X	X
Skykomish					X			
Stanwood	X						X	
Stevens Pass					X			
Tacoma	X		X	X	X			
Tukwila	X							

Bicycle and Pedestrian

Regional Bicycle and Pedestrian Data Collection

Over the past few years, PSRC has been working to build a comprehensive and consistent regional inventory of bicycle and pedestrian facilities on arterials and regional shared use paths on separate rights-of way. This section provides detailed information on the data collection process and methodology the agency used to build its bicycle and pedestrian data inventory.

Bicycle and Pedestrian Data Collection Process

In 2019 and 2020, PSRC conducted a survey of every jurisdiction in the region to gather information on whether they have available bicycle and pedestrian facility data. Based on the survey responses, PSRC then collected all available data from jurisdictions. Where jurisdictional facility data was unavailable, the agency collected supplementary facility data from aerial imagery. The collected data was then assembled into a regional facility inventory. This inventory provides baseline data for the year 2020, which will help with identifying needs and gaps in the network and for informing regional and local planning and coordination.

Facility Data Collection Methodology

For the 2020 facility inventory, PSRC used specified thresholds to determine whether facilities would be considered regional facilities. For on-road pedestrian and bicycle facilities, staff only coded facilities on or adjacent to arterial roadways. In consultation with PSRC's Bicycle and Pedestrian Advisory Committee, PSRC refined the criteria for regional shared use facilities on separate rights-of-way to only include routes that afford public access to all active transportation users and provide connections between regional destinations, rather than internal circulation.

The inventory includes data for facilities on every arterial road in the PSRC region. Each arterial roadway segment was coded to indicate the presence or absence of facilities on each side of the road. Existing facilities were then coded according to whether they partially or completely cover the segment More information on completeness definitions is provided in Table 3.

Facilities were further classified according to general type of facilities. The definitions used in the 2020 inventory are based upon the definitions developed for the 2018-2040 Regional Transportation Plan that are being carried forward into this plan. Detailed information on facility type definitions is provided in Table 4.

Table 3. 2020 Bicycle and Pedestrian Inventory – Coverage Definitions

Value	Definition
Complete	Facilities cover the full length of the segment on both sides of the road with no gaps.
Partial	Facilities only cover one side of the road or partially cover either side of the road. Partial coverage means facilities cover between1% to 99% of the length of the segment.
None	No facilities on either side of the road.

Table 4. 2020 Bicycle and Pedestrian Inventory - Facility Type Definitions

Mapped Facilities		
Facility Type	**Definition**	**Category**
Sidewalks	Sidewalks separate pedestrians from motor vehicle traffic. Sidewalks allow pedestrians comfortable access to destinations in all settings.	Pedestrian
Protected Bike Lanes	Protected Bike Lanes (one way, two-way) 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.	Bicycle – High Separation
Buffered Bike Lanes	Buffered Bike Lanes are conventional bike lanes paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane.	Bicycle – Moderate Separation
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.	
Neighborhood Greenways	Neighborhood Greenways are low speed, low volume local streets that prioritize pedestrian and bicycle travel with traffic calming treatments and improved arterial crossings. These often-parallel nearby arterials and typically include a combination of treatments and aesthetics. Neighborhood Greenways are also known as Bike Boulevards.	
Paved, Striped and Connected Shoulders	Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.	Bicycle – Low Separation
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. Shared Lane Markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning.	
Adjacent shared use paths *	Adjacent shared use paths, or sidepaths, are bidirectional shared use paths located immediately adjacent and parallel to a roadway. They can offer a high-quality experience compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small-town community character.	Shared Use
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 or curb, or exist in an independent corridor.	

* Although they are generally shared use facilities, for purposes of the 2020 inventory adjacent shared use paths were grouped with bicycle facilities on arterials.

Bicycle and Pedestrian Facility Data Summary

This section provides a summary of bicycle, pedestrian and shared use facility data from the 2020 inventory. Data is first presented at the aggregate regional level and then broken out into specified geographic locations, including equity focus areas, residential neighborhoods and transit station areas (see Table 5 for geographic definitions).

The facility data from the 2020 inventory has also been incorporated into PSRC's Transportation System Existing Conditions Visualization Tool. This tool allows users to display the facility data at different geographic locations and in context with various regional information, such as demographics, regional growth centers and transit stations. The tool can also be used to look at different facility types by location.

Table 5. Geographic Definitions

Value	Definitions
Urban Growth Area (UGA)	Areas in which "urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature" (RCW 36.70A.110).
Urban	Areas within the Urban Growth Area (UGA).

Value	Definitions
Rural	Areas outside of the Urban Growth Area (UGA).
Regional Growth Centers	Designated locations that feature the region's most significant business, governmental, and cultural facilities and are planning for growth.
Equity Focus Areas	Equity focus areas are places in the central Puget Sound region that have concentrations of equity populations above the regional average or above 50% of the population in that area.

Pedestrian Facilities

Table 6 describes arterial pedestrian facility coverage at different regional geographies, including arterials with complete pedestrian facilities, partial pedestrian facilities, any pedestrian facilities (partial or complete) and arterials without pedestrian facilities. Table 7 describes arterial pedestrian facility coverage by county. Table 8 describes arterial pedestrian facility coverage within Regional Growth Centers. Figure 8 visualizes pedestrian facility coverage on arterials.

Table 6. Regional Pedestrian Facility Inventory

		Arterials with Pedestrian Facilities						Arterials without Pedestrian Facilities	
		Complete Facilities		Partial Facilities		Total			
Geography	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
Regional	2,893	1,190	41%	431	15%	1,621	56%	1,272	44%
Urban	2,104	1,180	56%	409	19%	1,589	76%	515	25%
Rural	789	9	1%	22	3%	32	4%	757	96%
Regional Growth Centers	223	190	85%	24	11%	214	96%	9	4%
Outside of Regional Growth Centers	2,669	1,000	38%	406	15%	1,406	53%	1,263	47%

Table 7. County Pedestrian Facility Inventory

		Arterials with Pedestrian Facilities						Arterials without Pedestrian Facilities	
		Complete Facilities		Partial Facilities		Total			
Geography	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
King	1,298	739	57%	205	16%	944	73%	354	27%
Kitsap	235	41	18%	19	8%	60	26%	175	74%

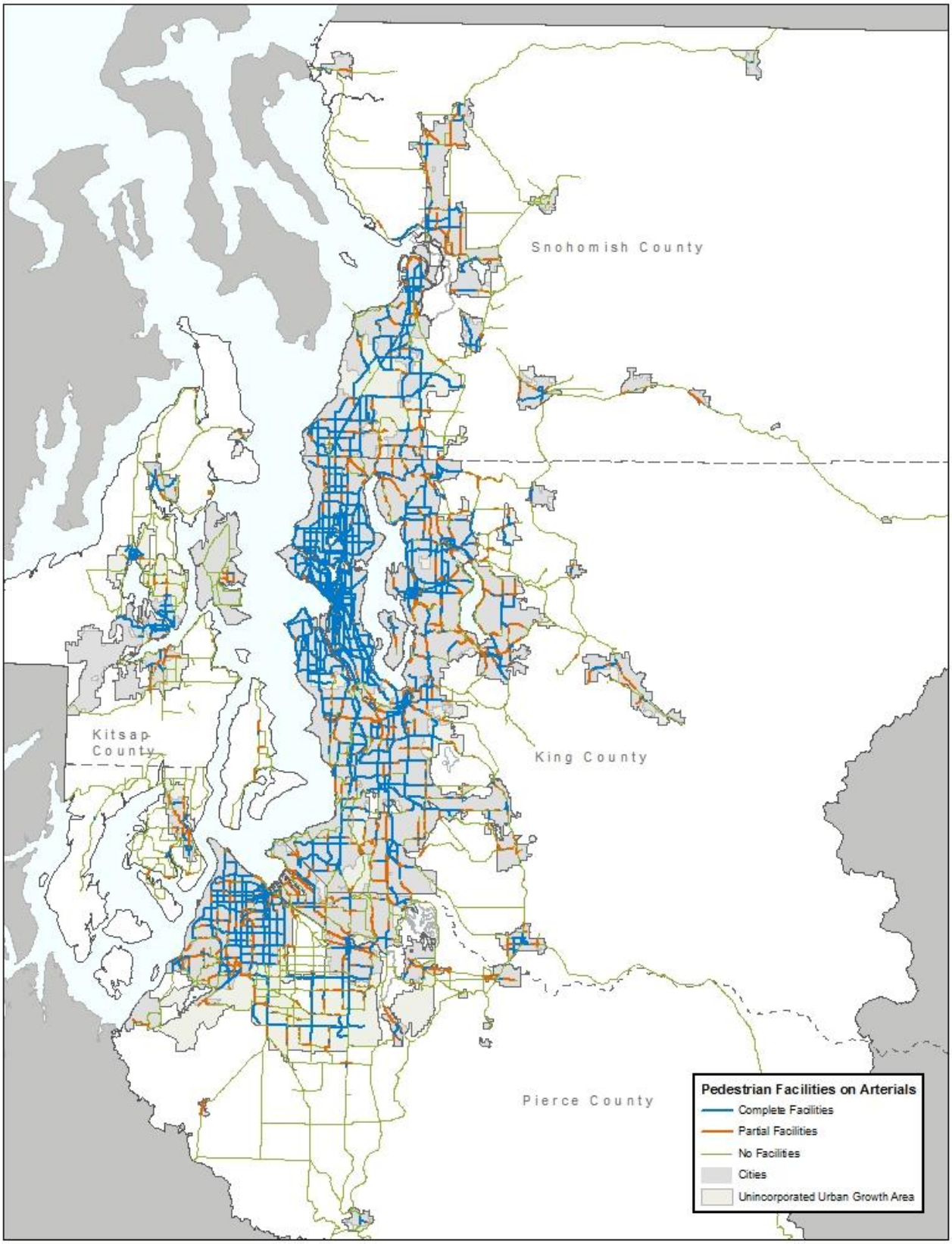
		Arterials with Pedestrian Facilities						Arterials without Pedestrian Facilities	
		Complete Facilities		Partial Facilities		Total			
Geography	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
Pierce	880	234	27%	135	15%	369	42%	512	58%
Snohomish	487	177	36%	72	15%	249	51%	237	49%

Table 8. Regional Growth Center Pedestrian Facility Inventory

		Arterials with Pedestrian Facilities						Arterials without Pedestrian Facilities	
		Complete Facilities		Partial Facilities		Total			
Regional Growth Centers	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
All	223.5	190.0	85.0%	24.2	10.8%	214.2	95.9%	9.3	4.1%
Auburn	2.1	1.8	86.7%	0.0	1.9%	1.8	88.6%	0.2	11.4%
Bellevue	11.3	10.8	95.6%	0.4	3.9%	11.3	99.6%	0.1	0.4%
Bothell Canyon Park	2.3	1.9	82.0%	0.3	14.8%	2.2	96.8%	0.1	3.2%
Bremerton	3.7	3.3	87.9%	0.0	0.0%	3.3	87.9%	0.4	12.1%
Burien	3.8	2.9	75.9%	0.8	20.9%	3.7	96.8%	0.1	3.2%
Everett	6.6	6.5	98.5%	0.1	1.5%	6.6	100.0%	0.0	0.0%
Federal Way	1.3	1.3	100.0%	0.0	0.0%	1.3	100.0%	0.0	0.0%
Issaquah	5.9	4.1	70.2%	1.6	27.2%	5.7	97.3%	0.2	2.7%
Kent	3.5	3.5	100.0%	0.0	0.0%	3.5	100.0%	0.0	0.0%
Kirkland Totem Lake	4.4	2.7	62.7%	1.3	29.2%	4.0	91.9%	0.4	8.1%
Lakewood	6.3	3.9	61.3%	1.8	28.6%	5.6	89.9%	0.6	10.1%
Lynnwood	4.9	4.0	81.8%	0.5	10.9%	4.6	92.7%	0.4	7.3%
Puyallup Downtown	3.8	3.6	93.2%	0.3	6.8%	3.8	100.0%	0.0	0.0%
Puyallup South Hill	4.3	3.4	80.0%	0.6	13.4%	4.0	93.4%	0.3	6.6%
Redmond Downtown	6.1	5.0	83.0%	1.0	17.0%	6.1	100.0%	0.0	0.0%
Redmond Overlake	5.1	4.1	80.1%	1.0	19.9%	5.1	100.0%	0.0	0.0%
Renton	10.0	8.2	82.3%	1.8	17.6%	10.0	100.0%	0.0	0.0%
SeaTac	13.5	8.6	63.3%	1.0	7.4%	9.6	70.7%	4.0	29.3%
Seattle Downtown	33.4	32.3	96.5%	0.4	1.1%	32.6	97.6%	0.8	2.4%
Seattle First Hill/Capitol Hill	14.6	14.4	98.7%	0.2	1.3%	14.6	100.0%	0.0	0.0%
Seattle Northgate	5.1	5.0	98.3%	0.0	0.0%	5.0	98.3%	0.1	1.7%
Seattle South Lake Union	8.5	8.2	96.7%	0.3	3.1%	8.5	99.8%	0.0	0.2%

		Arterials with Pedestrian Facilities						Arterials without Pedestrian Facilities	
		Complete Facilities		Partial Facilities		Total			
Regional Growth Centers	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
Seattle University Community	10.4	10.1	97.2%	0.3	2.6%	10.4	99.8%	0.0	0.2%
Seattle Uptown	6.8	6.5	95.1%	0.2	2.3%	6.6	97.5%	0.2	2.5%
Silverdale	7.8	6.4	81.4%	1.0	12.4%	7.4	93.9%	0.5	6.1%
Tacoma Downtown	20.9	15.5	74.3%	4.8	22.8%	20.3	97.2%	0.6	2.8%
Tacoma Mall	5.2	2.3	45.3%	2.7	51.3%	5.0	96.6%	0.2	3.4%
Tukwila	6.3	4.6	72.8%	1.6	26.1%	6.2	98.8%	0.1	1.2%
University Place	5.6	5.1	91.3%	0.3	6.1%	5.4	97.3%	0.1	2.7%

Figure 8. Pedestrian Facility Coverage on Arterials



Bicycle Facilities

Table 9 describes arterial bicycle facility coverage at different regional geographies, including arterials with complete bicycle facilities, partial bicycle facilities, any bicycle facilities (partial or complete) and arterials without bicycle facilities. Table 10 describes arterial bicycle facility coverage by county. Table 11 describes arterial bicycle facility coverage within Regional Growth Centers. Figure 2 visualizes bicycle facility coverage on arterials.

Table 9. Regional Bicycle Facility Inventory

		Arterials with Bicycle Facilities						Arterials without Bicycle Facilities	
		Complete Facilities		Partial Facilities		Total			
Geography	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
Regional	2,893	723	25%	361	13%	1,085	38%	1,808	63%
Urban	2,104	563	27%	313	15%	877	42%	1,227	58%
Rural	789	160	20%	48	6%	208	26%	581	74%
Regional Growth Centers	223	46	20%	28	12%	72	32%	151	68%
Outside of Regional Growth Centers	2,669	679	25%	338	13%	1,013	38%	1,657	62%

Table 10. County Bicycle Facility Inventory

		Arterials with Bicycle Facilities						Arterials without Bicycle Facilities	
		Complete Facilities		Partial Facilities		Total			
Geography	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
King	1,298	300	23%	168	13%	468	36%	829	64%
Kitsap	235	37	16%	10	17%	47	20%	188	80%
Pierce	880	268	31%	89	10%	357	41%	523	59%
Snohomish	487	118	24%	96	20%	214	44%	273	56%

Table 11. Regional Growth Center Bicycle Facility Inventory

		Arterials with Bicycle Facilities						Arterials without Bicycle Facilities	
		Complete Facilities		Partial Facilities		Total			
Regional Growth Centers	Total Arterial Miles	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials	Miles	Percent of Total Arterials
All	223.5	44.5	19.9%	27.5	12.3%	72.0	32.2%	151.4	67.8%
Auburn	2.1	0.1	5.8%	0.0	0.0%	0.1	5.8%	1.9	94.2%
Bellevue	11.3	1.2	10.5%	0.9	7.7%	2.1	18.2%	9.3	81.8%
Bothell Canyon Park	2.3	2.1	93.2%	0.0	0.0%	2.1	93.2%	0.2	6.8%
Bremerton	3.7	0.6	15.9%	0.4	11.9%	1.0	27.8%	2.7	72.2%
Burien	3.8	0.8	20.3%	0.1	2.7%	0.9	23.1%	2.9	76.9%
Everett	6.6	0.0	0.0%	0.1	1.1%	0.1	1.1%	6.5	98.9%
Federal Way	1.3	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.3	100.0%
Issaquah	5.9	0.7	11.6%	3.5	60.2%	4.2	71.8%	1.7	28.2%
Kent	3.5	0.1	3.9%	0.1	4.3%	0.3	8.1%	3.2	91.9%
Kirkland Totem Lake	4.4	1.8	40.1%	0.7	15.1%	2.4	55.2%	2.0	44.8%
Lakewood	6.3	4.0	63.7%	0.4	7.0%	4.4	70.8%	1.8	29.2%
Lynnwood	4.9	0.0	0.0%	0.1	1.5%	0.1	1.5%	4.9	98.5%
Puyallup Downtown	3.8	0.0	0.0%	0.0	0.0%	0.0	0.0%	3.8	100.0%
Puyallup South Hill	4.3	0.1	2.3%	0.8	19.7%	0.9	22.0%	3.3	78.0%
Redmond Downtown	6.1	1.9	30.8%	0.0	0.0%	1.9	30.8%	4.2	69.2%
Redmond Overlake	5.1	0.5	9.6%	0.6	11.8%	1.1	21.4%	4.0	78.6%
Renton	10.0	0.7	7.4%	1.6	15.9%	2.3	23.3%	7.6	76.7%
SeaTac	13.5	0.4	3.0%	0.4	2.7%	0.8	5.7%	12.8	94.3%
Seattle Downtown	33.4	6.4	19.1%	9.9	29.6%	16.3	48.7%	17.1	51.3%
Seattle First Hill/Capitol Hill	14.6	7.2	49.5%	0.6	4.1%	7.8	53.7%	6.8	46.3%
Seattle Northgate	5.1	1.5	29.2%	0.5	10.5%	2.0	39.7%	3.1	60.3%
Seattle South Lake Union	8.5	2.9	34.1%	0.5	6.2%	3.4	40.3%	5.1	59.7%
Seattle University Community	10.4	1.1	10.1%	4.0	38.5%	5.1	48.7%	5.4	51.3%
Seattle Uptown	6.8	1.9	27.8%	0.4	5.6%	2.3	33.4%	4.5	66.6%
Silverdale	7.8	0.0	0.0%	0.0	0.0%	0.0	0.0%	7.8	100.0%
Tacoma Downtown	20.9	3.8	18.3%	0.9	4.3%	4.7	22.6%	16.2	77.4%
Tacoma Mall	5.2	0.4	8.5%	0.1	2.1%	0.6	10.7%	4.6	89.3%
Tukwila	6.3	0.0	0.0%	0.0	0.0%	0.0	0.0%	6.3	100.0%
University Place	5.6	4.3	77.2%	0.8	14.6%	5.1	91.8%	0.5	8.2%

Figure 9. Bicycle Facility Coverage on Arterials

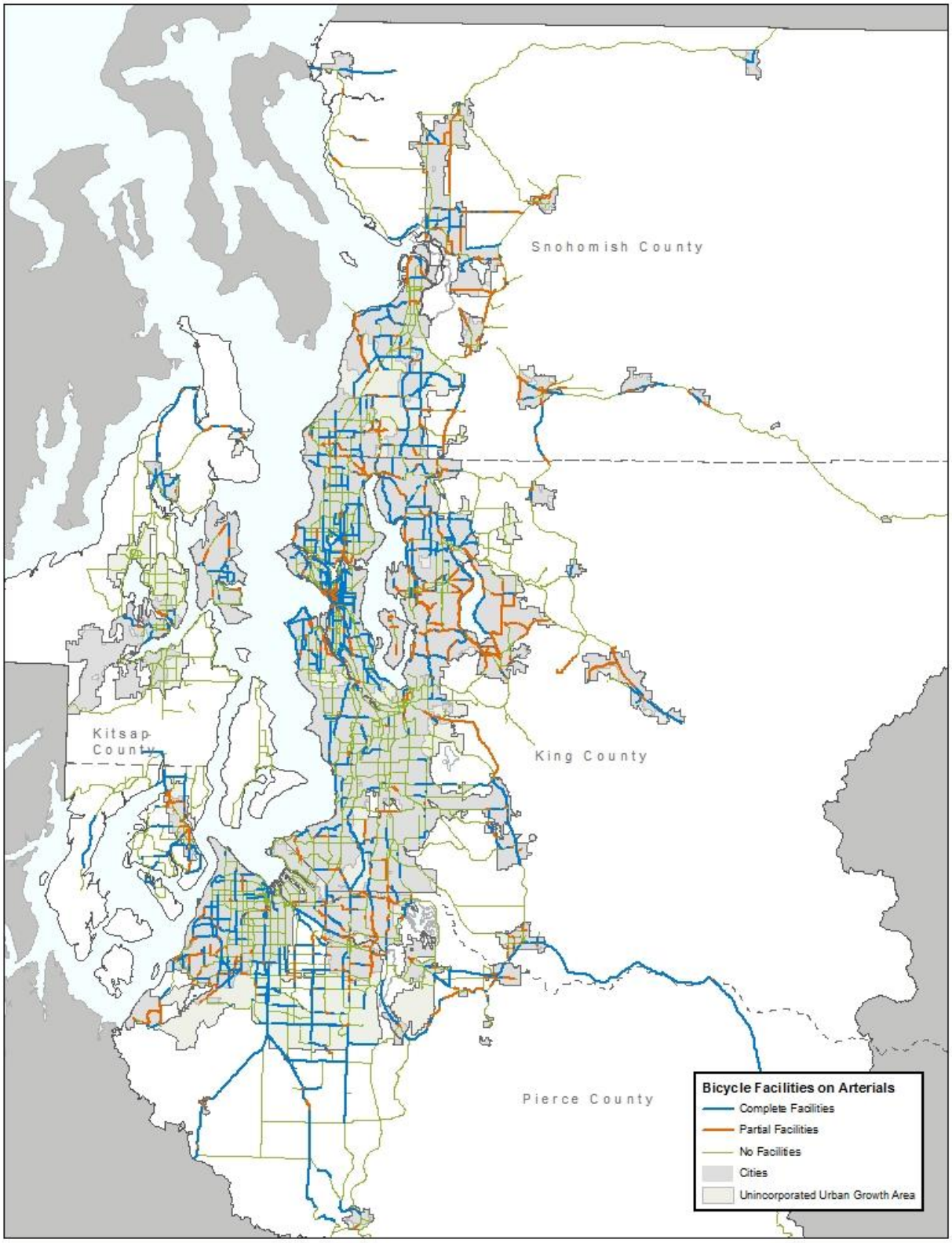


Table 12 describes the share of different bicycle facility types in different regional geographies. Table 13 describes the share of different bicycle facility types at the county level. As noted, the Transportation System Existing Conditions Visualization Tool provides more detailed visualizations of arterial bicycle facilities by type in different areas.

Table 12. Regional Bicycle Facilities by Type

Facility Type	Regional	Urban	Rural	Within Regional Growth Centers	Outside of Regional Growth Centers
Striped Bike Lanes	38%	46%	3%	49%	37%
Protected Bike Lanes	2%	3%	0%	12%	2%
Paved/Striped Shoulders	48%	36%	94%	3%	51%
Marked Shared Lanes	8%	9%	0%	28%	6%
Shared Use Paths Alongside Arterials	5%	5%	4%	6%	5%
Buffered Bike Lanes	0.3%	0.3%	0%	1%	0.2%

Table 13. County Bicycle Facilities by Type

Facility Type	King	Kitsap	Pierce	Snohomish
Striped Bike Lanes	45.3%	22.2%	24.2%	48.3%
Protected Bike Lanes	5.2%	0.0%	0.2%	0.0%
Paved/Striped Shoulders	26.9%	73.2%	71.4%	45.1%
Marked Shared Lanes	15.5%	2.1%	2.2%	1.0%
Shared Use Paths Alongside Arterials	6.5%	2.5%	2.0%	5.6%
Buffered Bike Lanes	0.6%	0.0%	0.0%	0.0%

Regional Shared Use Paths

Table 14 describes the mileage and percentages of total Regional Shared Use Paths by different regional geographies. Table 15 provides mileage and percentages of total Regional Shared Use Paths by county. Figure 10 visualizes regional shared use paths on separate rights-of-way.

Table 14. Regional Shared Use Paths

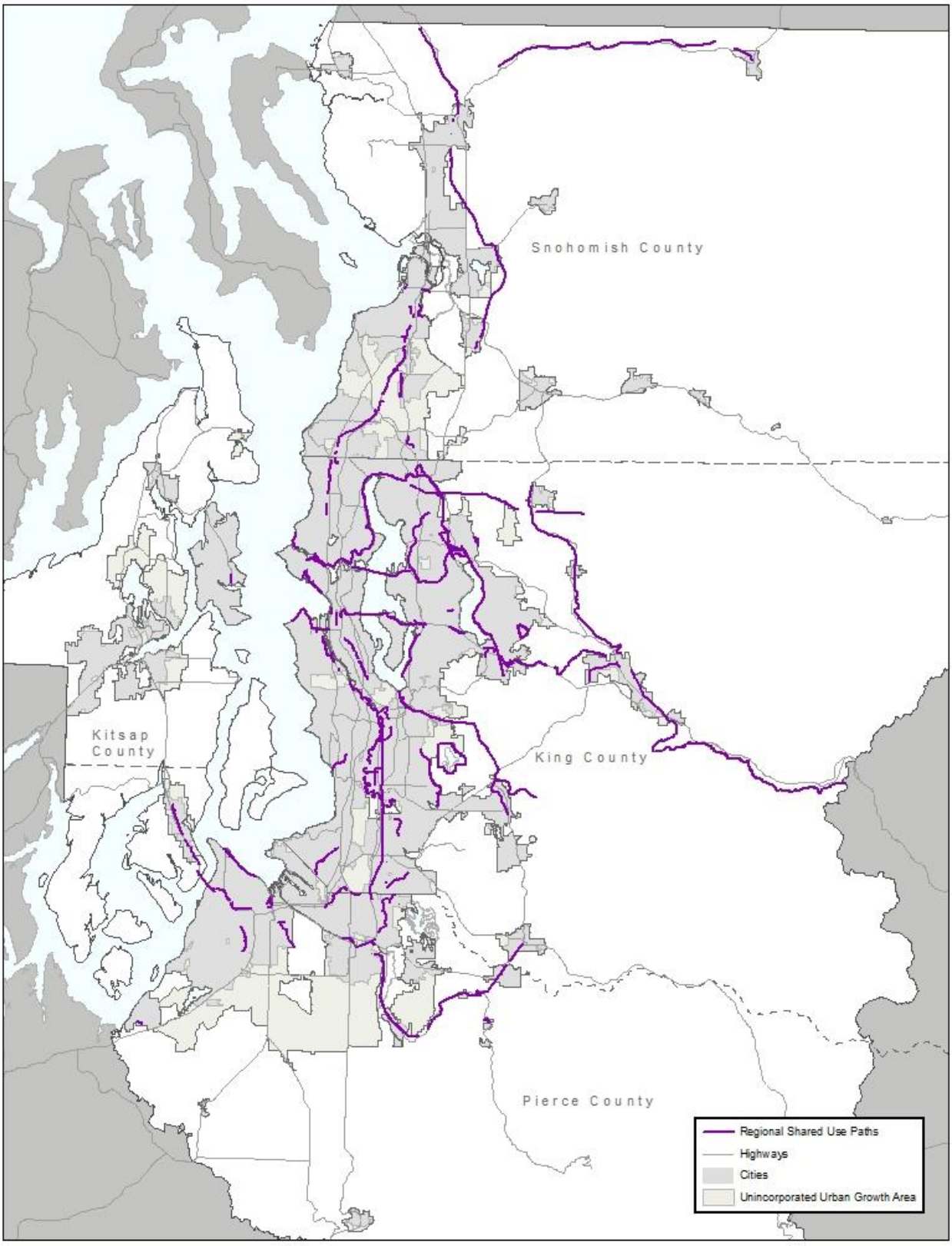
Metric	Region	Urban	Rural	Regional Growth Centers	Outside of Regional Growth Centers
Miles	417	287	130	23	394
Percent of Total	100%	69%	31%	6%	94%

Table 15. Regional Shared Use Paths by County

Metric	King	Kitsap	Pierce	Snohomish
Miles	289.6	0.8	59.4	69.9
Percent of Total	69.5%	0.3%	14.3%	16.8%

Note: Shared use paths included in this table do not include recreational trails.

Figure 10. Regional Shared Use Paths



Facilities by Equity Focus Areas

Table 16 describes facility coverage by equity focus areas, in comparison to areas outside of the equity focus areas (see Appendix F: Regional Equity Analysis for more information). The equity focus areas are census tracts with percentages of people of color and people with low incomes above the regional average. Table 17 describes the percentage of regional shared use paths that are present both within and outside of equity focus areas.

Table 16. Arterial Facility Coverage by Equity Focus Areas

Geography	Facility Type	Equity Focus Areas	Non-Equity Focus Areas
People of Color (Regional Average)	Arterials with Any Pedestrian Facilities	78%	41%
	Arterials with Any Bicycle Facilities	36%	39%
People with Low Incomes (Regional Average)	Arterials with Any Pedestrian Facilities	62%	51%
	Arterials with Any Bicycle Facilities	32%	43%

Table 17. Regional Shared Use Path Percentages by Equity Focus Areas

Equity Focus Areas	Equity Focus Areas	Non-Equity Focus Areas
People of Color (Regional Average)	40%	60%
People with Low Incomes (Regional Average)	32%	68%

Access to Transit

PSRC reviewed access to transit via nonmotorized facilities in station areas. Nonmotorized access is analyzed for both high-capacity transit (HCT) and other local transit stations (see Transit Section of the Transportation System Inventory for definitions). The level of access to transit is defined by the percentage of facility coverage on arterials connecting to the transit stations within specified radii. Coverage is defined as either partial or complete facility coverage (see Table 3 for reference).

For HCT station areas (Tables 18 and 19), facility coverage is analyzed within a half mile radius. For local transit station areas (Tables 20 and 21), facility coverage is analyzed within a quarter mile radius. Access to transit is analyzed at different geographic levels, including the regional level, by county and by equity focus areas.

Table 18. Pedestrian Facility Coverage around HCT Stations

Geography	At Least 25% Pedestrian Facility Coverage	At Least 50% Pedestrian Facility Coverage	At Least 75% Pedestrian Facility Coverage	100% Pedestrian Facility Coverage
Region	99%	96%	90%	30%
King County	100%	97%	92%	30%
Kitsap County	100%	75%	75%	0%
Pierce County	100%	100%	85%	23%
Snohomish County	85%	85%	74%	35%
People of Color (Above Regional Average)	96%	96%	90%	28%

Geography	At Least 25% Pedestrian Facility Coverage	At Least 50% Pedestrian Facility Coverage	At Least 75% Pedestrian Facility Coverage	100% Pedestrian Facility Coverage
People with Low Incomes (Above Regional Average)	95%	95%	87%	30%

Table 19. Bicycle Facility Coverage around HCT Stations

Geography	At Least 25% Bicycle Facility Coverage	At Least 50% Bicycle Facility Coverage	At Least 75% Bicycle Facility Coverage	100% Bicycle Facility Coverage
Region	51%	18%	3%	0.2%
King County	52%	19%	4%	0.3%
Kitsap County	25%	0%	0%	0%
Pierce County	54%	23%	8%	0%
Snohomish County	41%	12%	0%	0%
People of Color (Above Regional Average)	49%	15%	2%	0%
People with Low Incomes (Above Regional Average)	43%	15%	2%	0%

Table 20. Pedestrian Facility Coverage around Local Transit Stations

Geography	At Least 25% Pedestrian Facility Coverage	At Least 50% Pedestrian Facility Coverage	At Least 75% Pedestrian Facility Coverage	100% Pedestrian Facility Coverage
Region	80%	76%	70%	53%
King County	82%	79%	75%	59%
Kitsap County	54%	48%	41%	30%
Pierce County	92%	88%	79%	52%
Snohomish County	73%	69%	62%	48%
People of Color (Above Regional Average)	85%	82%	76%	56%
People with Low Incomes (Above Regional Average)	85%	81%	74%	56%

Table 21. Bicycle Facility Coverage around Local Transit Stations

Geography	At Least 25% Bicycle Facility Coverage	At Least 50% Bicycle Facility Coverage	At Least 75% Bicycle Facility Coverage	100% Bicycle Facility Coverage
Region	46%	33%	21%	13%
King County	48%	34%	21%	12%
Kitsap County	24%	18%	11%	6%
Pierce County	49%	33%	20%	11%
Snohomish County	46%	35%	28%	20%
People of Color (Above Regional Average)	45%	30%	18%	11%

Geography	At Least 25% Bicycle Facility Coverage	At Least 50% Bicycle Facility Coverage	At Least 75% Bicycle Facility Coverage	100% Bicycle Facility Coverage
People with Low Incomes (Above Regional Average)	42%	28%	16%	9%

Connectivity Near Residences

Table 22 describes the share of the regional population with different levels of pedestrian facility coverage (complete or partial) within a half mile of their residences. Table 23 describes the share of populations with different bicycle facility types within one mile of their residences. Connectivity near residences is analyzed at the regional level, by county and for specific equity focus areas.

Table 22. Share of Population with Pedestrian Facility Coverage within ½ Mile of Residence

Geography	At Least 25% Coverage	At Least 50% Coverage	At Least 75% Coverage	100% Coverage
Region	86%	64%	45%	19%
King County	95%	76%	58%	25%
Kitsap County	38%	23%	15%	10%
Pierce County	83%	49%	27%	9%
Snohomish County	80%	59%	39%	17%
People of Color (Above Regional Average)	95%	71%	50%	21%
People with Low Incomes (Above Regional Average)	91%	68%	50%	20%

Table 23. Share of Population with Designated Bicycle Facility Types within 1 Mile of Residence

Geography	Striped Bike Lane	Protected Bike Lane	Sidepaths	Buffered Bike Lane
Region	55%	12%	18%	2%
King County	67%	18%	22%	4%
Kitsap County	22%	0%	5%	0%
Pierce County	43%	6%	14%	0%
Snohomish County	47%	2%	13%	0%
People of Color (Above Regional Average)	60%	11%	18%	1%
People with Low Incomes (Above Regional Average)	50%	10%	15%	1%

Bicycle and Pedestrian Infrastructure Policies and Regulations

In addition to the facility inventory, in 2019 PSRC gathered publicly available information on state, county and local policies and regulations related to building new bicycle and pedestrian infrastructure, including but not limited to "Complete Streets" policies. The information was assembled into a regional inventory that may be used to help inform local and regional active transportation infrastructure planning.

Table 24 describes the percentage of jurisdictions that have different types of policies and regulations for building new pedestrian, bicycle and shared use infrastructure. Policies and regulations were categorized as "Complete Streets" if they predominantly used that terminology.

Table 24. Bicycle and Pedestrian Infrastructure Policies and Regulations Inventory

	Pedestrian	Bicycle	Shared Use	Complete Streets
Comprehensive Plan Policies	98%	71%	94%	46%
Ordinances	72%	43%	46%	55%
Resolutions	15%	2%	15%	8%
Municipal Codes	87%	59%	57%	52%
Design Guidelines	78%	49%	52%	18%
Nonmotorized Plans	90%	67%	53%	N/A

Table 25 describes the percentages of jurisdictions that included nonmotorized projects, projects with nonmotorized elements, and recurring nonmotorized projects (programmatic projects) in their capital programs and/or transportation improvement programs (TIPs).

Table 25. Nonmotorized Projects in Capital Programs and TIPs

	Nonmotorized Projects	Projects with Nonmotorized Elements	Recurring Nonmotorized Projects
Percentage of Jurisdictions	84%	89%	54%

Streets and Highways

All streets have a designated functional classification, which depends on the level of traffic volume each street carries and the purpose of travel they serve.

Streets are classified according to the following general designations:

- **Highways** generally carry the highest volumes of vehicular traffic, including trucks, buses, and automobiles. Freeways and expressways are high-speed with controlled access, and do not generally accommodate pedestrian or bicycle travel. Other state highways (state routes) function more as arterials and serve vehicular and nonmotorized travel, as well as providing access to adjacent properties.
- **Arterials and Collectors** are high-volume streets that serve a higher mobility function as well as provide some access to properties. Of these, Principal Arterials have the highest traffic volumes and lowest access function. Minor Arterials have lower volumes than Principal Arterials but higher than Collectors, which provide connections between arterials and the local street system. Collectors provide both mobility and access functions and are also classified as major or minor. Arterials and collectors serve all modes of transportation. Because they carry higher vehicle volumes, design standards for these types of roadways may seek to separate pedestrians and bicyclists from vehicular traffic to the extent that right-of-way width allows.
- **Local Streets** primarily provide access to residential and commercial properties. They are lower-speed, lower-volume roads that typically serve automobile, bicycle, and pedestrian

travel, as well as vehicle parking and door-to-door freight deliveries.

Freeways, highways, arterials, and collectors are designated through the Federal Functional Classification system, which is approved by WSDOT and recognized by the Federal Highway Administration (FHWA). All other roadways that do not have a Federal Functional Classification of collector or above are considered local streets. Table 26 summarizes the approximate centerline miles of roadway by federal functional classifications within the PSRC region.

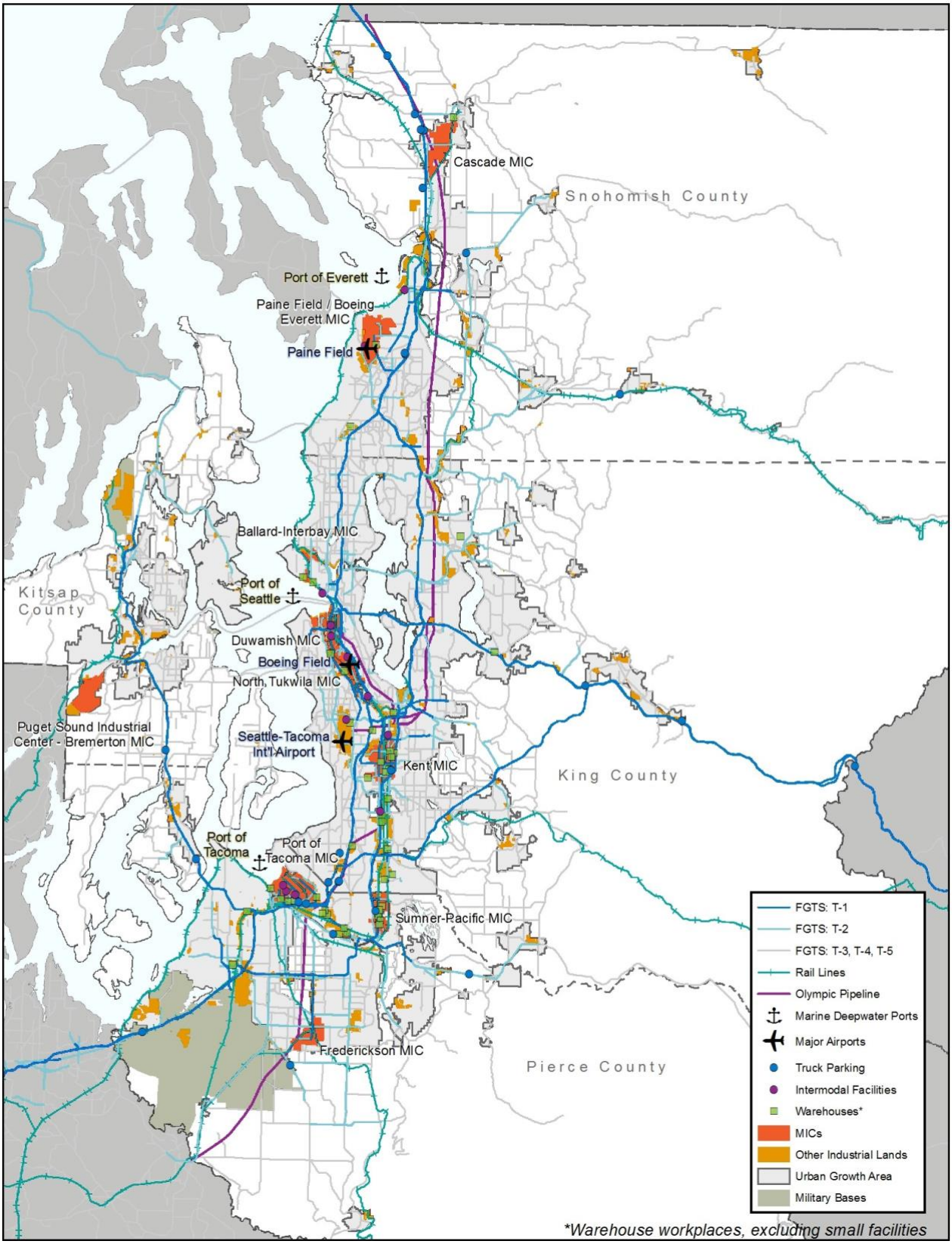
Table 26. Centerline Miles of Roadways in Puget Sound Region by Functional Classification

Roadway Classification	Total in Region (centerline miles)
Urban Interstate	542
Rural Interstate	105
Urban Other Freeway / Expressway	607
Rural Other Freeway / Expressway	46
Urban Other Principal Arterial	1,093
Rural Other Principal Arterial	164
Urban Minor Arterial	1,569
Rural Minor Arterial	557
Urban Major Collector	1,417
Rural Major Collector	546
Urban Minor Collector	69
Rural Minor Collector	342
Local Street	17,950
TOTAL	**25,007**

Freight Network

The region's freight transportation system consists of an interconnected network of highways and streets, railways, deep water ports and marine facilities, and airports, shown on Figure 11, and described in the following sections.

Figure 11. **Regional Freight Transportation System**



Major Freight Corridors

The Washington State Department of Transportation (WSDOT) maintains a statewide Freight and Goods Transportation System (FGTS) which classifies the state's freight corridors by modes based on annual freight tonnage moved through truck, rail, and waterway freight corridors, summarized in Table 27. State and local jurisdictions may consider these volumes when evaluating and planning for freight movement.

Table 27. FGTS Classifications

Truck Freight Corridors		Rail Freight Corridors		Waterway Freight Corridors	
FGTS Designation	Annual Freight Tonnage	FGTS Designation	Annual Freight Tonnage	FGTS Designation	Annual Freight Tonnage
T-1*	More than 10 million tons	R-1*	More than 5 million tons	W-1*	More than 25 million tons
T-2*	4 to 10 million tons	R-2	1 to 5 million tons	W-2*	10 to 25 million tons
T-3	300,000 to 4 million tons	R-3	500,000 to 1 million tons	W-3*	5 to 10 million tons
T-4	100,000 to 300,000 tons	R-4	100,000 to 500,000 tons	W-4*	2.5 to 5 million tons
T-5	At least 20,000 tons in 60 days	R-5	Less than 500,000 tons	W-5	0.9 to 2.5 million tons

* = part of the Washington State Strategic Freight Corridor Network

Source: WSDOT, Washington State Freight and Goods Transportation System (FGTS) 2019 Update, February 2020. https://wsdot.wa.gov/freight/fgts

Truck Network

Heavy trucks primarily travel on FGTS facilities. Centerline miles of T-1 through T-5 designated truck corridors are summarized in Table 28.

Table 28. Centerline Miles of FGTS Highways and Streets in Puget Sound Region

FGTS Designation	Center-Lane Miles in Region
T-1*	704
T-2*	727
T-3	2,960
T-4	475
T-5	75
TOTAL	4,941

* = part of the Washington State Strategic Freight Corridor Network

Additionally, the FGTS system includes first/last mile connector truck routes, which connect freight-intensive land uses to T-1 and T-2 freight corridors, and alternate freight routes.

Heavy and Medium Truck Operation

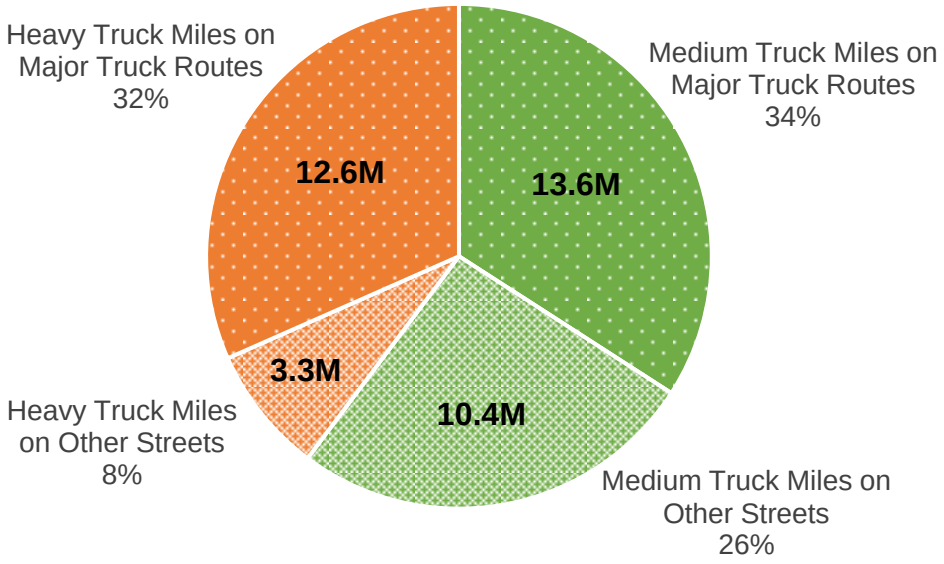
The roadway system serves two critical tiers of freight movement within the region.

- Truck Freight Economic Corridors are state-designated transportation corridors of great economic importance within an integrated freight system that carries high freight tonnages. These consist of roadways with T-1 or T-2 designation, meaning they carry at least 4 million tons of freight per year, and first-mile/last-mile connector routes that connect freight-intensive land uses to these high-volume freight routes. These are considered major truck routes within and beyond the central Puget Sound region as they carry a high volume of heavy trucks.

- Beyond the major freight corridors, the rest of the street network serves the commercial and residential door-to-door delivery component of freight movement. Deliveries to residences and many businesses are generally made in small to medium sized trucks, so freight design considerations are different for these streets than the major freight corridors that must accommodate high volumes of large, heavy trucks.

In 2018, medium trucks accounted for about 4% of the total miles traveled in the central Puget Sound region with an average distance of 17 miles, and heavy trucks accounted for about 3% with an average distance of 42 miles. The average total daily miles traveled by trucks within the region are presented on Figure 12. The figure shows that trucks travel about 40-million miles on the region's roadways on a typical day; of these, about 40% occur by heavy truck and 60% occur by medium truck. Overall, this equates to more than 266,400 truck trips per day. The figure also shows that most of the miles traveled by heavy trucks occur on major truck routes (T-1 and T-2 highways and streets). Medium truck travel is more evenly split between major truck routes and other streets, but over half of their travel does occur on major truck routes. Overall, the data indicate that about two-thirds of truck travel within the region occur on major truck routes, and about one-third occurs on local streets and is predominantly comprised of medium trucks.

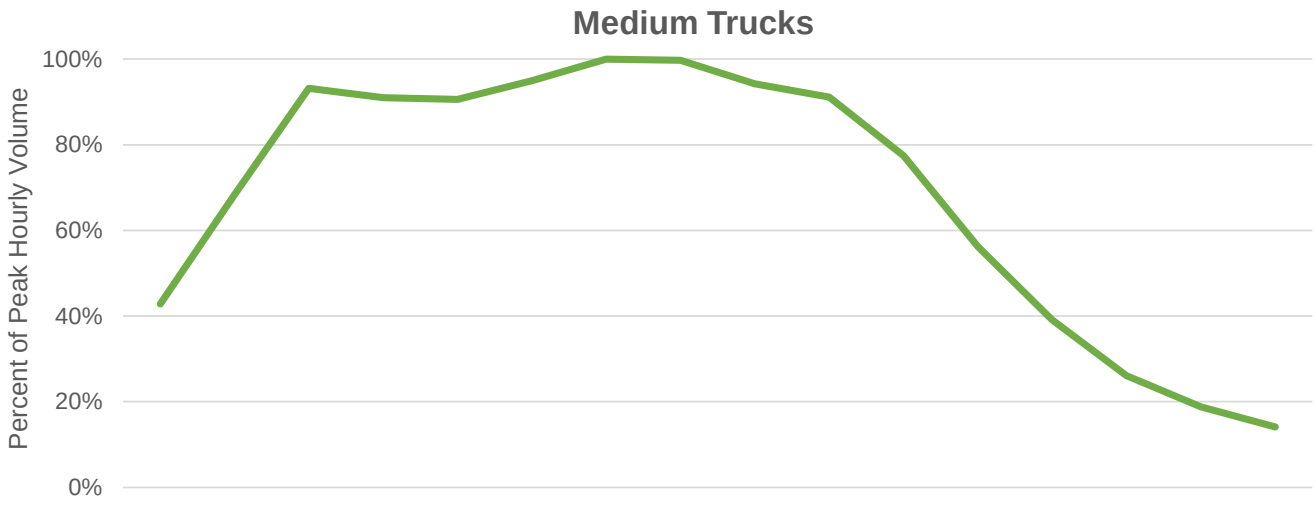
Figure 12. Daily Truck Miles Traveled in the Central Puget Sound Region



Source: PSRC Baseline (2018) Travel Demand Model; daily miles are presented in millions (M).

There are also variations in the time-of-day patterns in medium and heavy trucks travel, as shown on Figure 13.

Figure 13. **Hourly Distribution of Truck Travel in the Central Puget Sound Region**



Source: INRIX Medium Truck Travel Data for Central Puget Sound Region, May 2019

Truck travel data indicate that both medium and heavy trucks make a substantial portion of their trips during off-peak periods of the day—in-between the morning peak period and evening peak period when commute-related traffic is heaviest. However, as heavy trucks travel predominantly on highways and major roadways, their travel patterns indicate a higher sensitivity to the region's congestion patterns. Even so, in 2018 the average heavy truck driver in the region spent 56 hours in congestion and the average medium truck driver spent 21 hours in congestion.

Railroad Network

BNSF Railway and Union Pacific operate most of the railways in the region, with Tacoma Rail operating one line in the Port of Tacoma/Tacoma Tidelands area. The mainlines owned by these operators are R-1 facilities and part of the State Strategic Freight Network. There are approximately 300 miles of R-1 rail lines in the central Puget Sound region, and about 150 miles of R-2 through R-5 rail lines.

Intermodal facilities provide critical connections between the cargo ships at the deepwater ports and the truck and rail networks. BNSF Railway has two commercial intermodal yards in the region, both in Seattle. Additional railyards are in Auburn, Everett, Seattle, and Tacoma. Union Pacific has two commercial intermodal container yards in the region, one in Fife and one in Seattle.

The locations of intermodal facilities and at-grade crossings with their priority improvement ranking are provided in the Transportation System Existing Conditions Visualization Tool.

Marine Network

Deepwater ports and airports provide the major gateways for freight delivery within the region. They are a critical component of the global supply chain, serving as the point of entry for goods coming into the region and the point of exit for distribution of agricultural and manufactured goods produced in the region. Adequate port capacity and state of good repair of the infrastructure serving the ports are essential to support the role of our region in regional, statewide, national, and international supply

chains.

- The Ports of Seattle and Tacoma (Northwest Seaport Alliance) together rank among the top ten busiest ports in the US and the fourth largest container gateway in North America. In 2019, ships utilizing these ports carried $74.9 billion worth of international trade.[1]
- The Port of Everett specializes in high value, over-dimensional cargo such as airplane and aerospace parts and ranks as the fifth largest port on the west coast in terms of value of goods exported.

Waterways provide connection between the ports and other industrial facilities. The following waterways located in the central Puget Sound region have FGTS designations:

- Puget Sound (W-1) and Duwamish Waterway (W-2) are both part of the State Strategic Freight Network
- Lake Washington Ship Canal is a W-5 waterway

Airports

Airports also support freight transportation throughout the region, and include:

- SeaTac International Airport
- King County International Airport / Boeing Field
- Paine Field

See Aviation section for more information on this topic.

Olympic Pipeline

The Olympic Pipeline is a 400-mile interstate pipeline system that primarily runs along a 299-mile corridor in Washington from Blaine to Vancouver, with smaller pipelines branching off the main pipeline. The system transports gasoline, diesel, and jet fuel. The fuel originates at four Puget Sound refineries, two in Whatcom County and two in Skagit County. Within the central Puget Sound region, the line serves distribution terminals in Tacoma, Renton, SeaTac and Seattle.

Multimodal Military System

The region's military goods movement system consists of the U.S. Department of Defense's designated Strategic Highway Network (STRAHNET) and Strategic Rail Corridor Network (STRACNET), as well as military bases and seaports of embarkation.

STRAHNET is a system of public highways that is a key component of U.S. strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. In the Puget Sound, STRAHNET is primarily comprised of Interstates 5, 405 and 90.

[1] Northwest Seaport Alliance, Partnerships Drive Performance, 2019 Annual Report.

Similarly, STRACNET rail lines are critical for movement of essential military equipment to ports located around the country as well as to connect one facility to another.

Among other military bases, the Puget Sound is home to Joint Base Lewis McChord, the only Department of Defense Power Projection Platform (PPP) on the West Coast. PPPs are defined as Army installations that strategically deploy one or more high priority active component brigades and/or mobilize and deploy high-priority Army reserve component units with a 96-hour response and two full divisions in five to eight days. The Port of Tacoma serves as a seaport of embarkation, whose functions include unloading and temporary storage of munitions from depots and loading and shipping munitions from the port. If mobilization became necessary, the port would need to handle around 600 containers, and 1,100 vehicles daily.

ITS Inventory

Overview of ITS Signal Inventory

ITS (Intelligent Transportation Systems) refers to communication-based and other types of traffic management technologies that increase the efficiency of the transportation system. PSRC staff worked with member agencies to collect data for a regional ITS inventory, which was identified by stakeholders and peer MPOs as an important effort to support regional and local ITS planning. The purpose of the inventory was to highlight where various ITS assets are located across the region, serving as a tool to identify where ITS needs and opportunities exist, and to inform regional and local planning efforts.

PSRC's Transportation System Existing Conditions Visualization Tool includes ITS layers. The tool allows users to see the geographic distribution of these features across the region.

Data Collection Approach

An online survey was developed to collect data from local jurisdictions across the region and WSDOT. The data requested included:

- The location of all signalized intersections along the National Highway System (NHS)
- Various ITS features associated with those signals (more detail provided below)
- Optional technical information on signal hardware, software, cabinet, and communication network
- The location of additional ITS assets including Traffic Management Centers, data collection tools, and Active Traffic Management corridors.

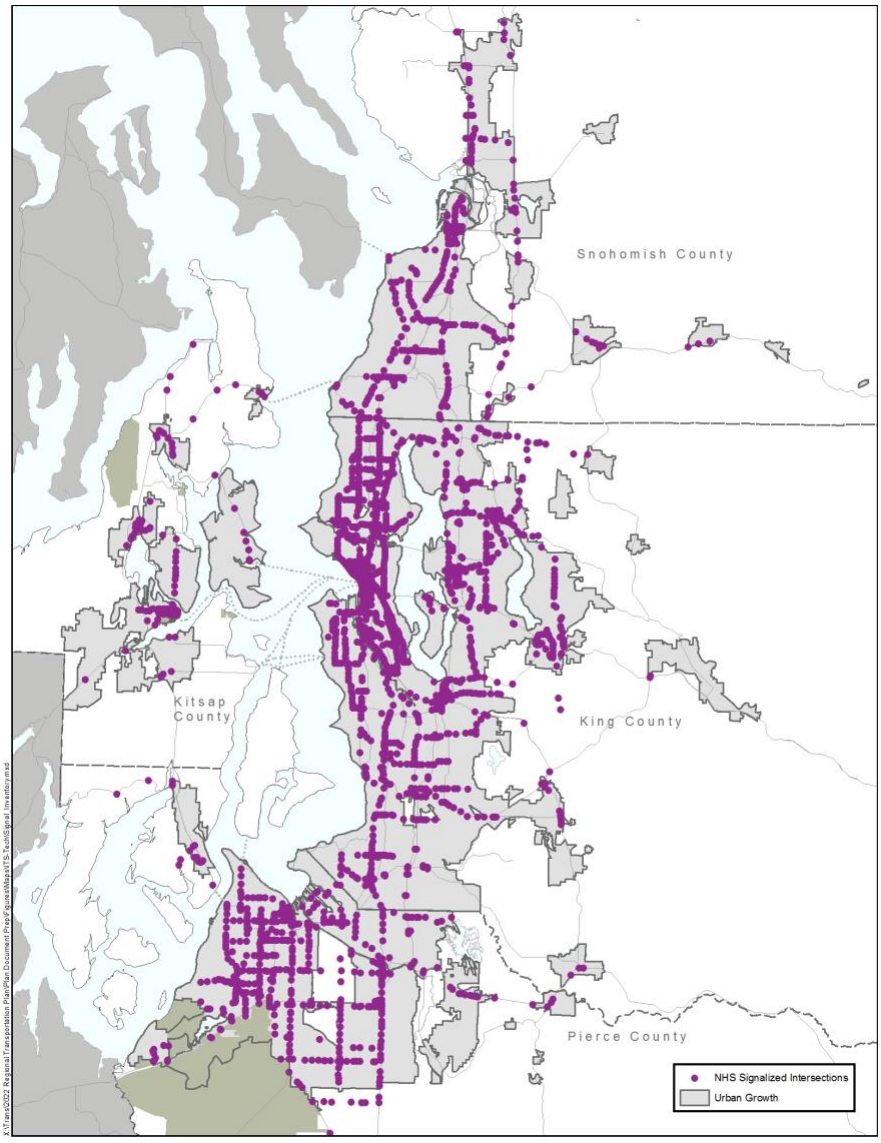
Survey distribution and subsequent data collection occurred during the period between December 2018 and July 2019 and resulted in a 100% response rate. The data provided comprehensive information on traffic signal locations and ITS features across the region.

Overview of Findings

There are a total of about 6,400 intersections along the National Highway System (NHS) in the central Puget Sound region, including 680 intersections where two NHS roadways meet (i.e., "NHS-to-NHS intersections"). According to the survey, just under 2,600 (or ~40%) of the 6,400 total intersections

are signalized. Of the 680 NHS-to-NHS intersections – which are likely to have higher traffic volumes – 90% are signalized. **Figure 14** shows the distribution of signals along the NHS across the region.

Figure 14 – Map Showing NHS Traffic Signals in the Central Puget Sound Region



While signals are critical to managing traffic at certain intersections, not all intersections necessarily warrant signalization. Similarly, associated features such as signal coordination, Adaptive Signal Control, and Transit Signal Priority are not necessarily warranted at every signalized intersection. The ITS data collected for this inventory (and available to view via PSRC's Transportation System Existing Conditions Visualization Tool) can be highly useful for agencies to identify where needs, gaps, and opportunities may exist; however, there are several other contextual factors that jurisdictions must take into account when making these decisions, including traffic volumes, crash history, roadway

geometry, and others.[2] When determining whether to deploy ITS, benefits must be weighed against challenges such as availability of resources or potential disruptions to cross-street traffic or non-vehicular modes of travel.

Provided below is a summary of the ITS inventory:

Signal Coordination

The purpose of signal coordination is to minimize the number of times a vehicle must stop when traveling along a corridor and ultimately reduce travel time and increase mobility for users of the system. In the central Puget Sound region, approximately 70% of signals along the NHS are coordinated. Overall, signal coordination has been shown to be more effective along higher-volume roadways where signals are within ~3/4 of a mile of each other.[3]

Adaptive Signal Control

Adaptive Signal Control (ASC) decreases travel time by improving traffic flow, as well as by quickly adapting to unforeseen events or conditions in real-time. In the central Puget Sound region, approximately 9% of signals along the NHS have ASC. ASC is a newer technology that requires substantial investments and is most effective along congested corridors where traffic conditions are inconsistent or unpredictable (e.g., roadways near event centers).

Transit Signal Priority

Transit Signal Priority (TSP) decreases transit travel time and improves a transit route's reliability and efficiency. In the central Puget Sound region, approximately 12% of signals along the NHS have TSP. TSP is most effective along congested corridors where transit routes are frequently delayed, such as SR-99 in Snohomish County or Pacific Avenue in Tacoma.

Emergency Vehicle Preemption

Emergency Vehicle Preemption (EVP) has been shown to decrease emergency vehicle response time and reduce the number of emergency vehicle crashes.[4] It is potentially beneficial at any intersection where normal traffic operations can impede emergency vehicles. In the central Puget Sound region, 77% of signals along the

ITS Inventory Feature Definitions

Signal Coordination: When two or more signals along a corridor have synchronized timing cycles to improve traffic flow.

Adaptive Signal Control: Refers to technology that automatically and continually adjusts signal timing in real time based on existing traffic conditions along a corridor.

Transit Signal Priority: Refers to technology that reduces delay for transit riders by modifying signal timing as transit vehicles approach an intersection.

Accessible Pedestrian Signals: Pedestrian signals that communicate information about when it is safe to cross a roadway in non-visual formats, such as audible tones and vibrating push-buttons

Actuated/Pretimed Signal Modes: "Actuated" and "pretimed" are two types of timing cycles to which signals can be set. A signal in an actuated mode has sensors to detect when a vehicle approaches and can switch to green accordingly. A signal in a pre-timed mode is set to change cycles only at fixed-duration intervals regardless of vehicle demand.

Emergency Vehicle Preemption: Allows emergency vehicles to adjust a normal signal cycle to pass through an intersection more quickly and safely.

[2] FHWA, 2013: https://safety.fhwa.dot.gov/intersection/conventional/signalized/fhwasa13027/
[3] FHWA, 2017: https://ops.fhwa.dot.gov/publications/fhwahop08024/chapter6.htm
[4] FHWA, 2006: https://www.gtt.com/wp-content/uploads/Traffic-signal-preemption-for-emergency-vehicles-A-cross-cutting-study.pdf

NHS have EVP.

Signals with Actuated and Pretimed Modes

In the central Puget Sound region, approximately 92% of signals can be set to both actuated and pretimed modes. Actuated modes make more sense when there is a major corridor that has significantly heavier traffic than the intersecting cross-streets, or in more isolated locations where traffic is generally sparse. Pretimed modes make sense in areas with closely spaced intersections where traffic tends to be steady and consistent from all directions (e.g., a central business district). In the central Puget Sound region, the vast majority of signals that can only be set to pretimed modes are in busy central business districts such as Downtown Seattle and Downtown Tacoma.

Accessible Pedestrian Signals

Accessible Pedestrian Signals (APS) make it easier and safer for pedestrians with a visual impairment to cross roadways and travel through an area. In the central Puget Sound region, approximately 32% of signals along the NHS meet APS standards.[5] It is important to point out that over 99% of signals along the NHS in the region have some type of pedestrian signal.

Table 29 provides a concise summary of the share of NHS signals in the region that have each of these ITS features.

Table 29.

% of NHS Signals in the PSRC Region with Various ITS features

ITS Feature	# of Signals with Available Data	# of Signals with Feature	% of Signals with Feature
Coordinated Signal	2,558	1,789	69.9%
Adaptive Signal Control	2,559	239	9.3%
Transit Signal Priority	2,557	318	12.4%
Accessible Pedestrian Signals	2,317	740	31.9%
Automated Traffic Signal Perf. Measures	2,557	36	1.4%
Emergency Vehicle Priority	2,557	1,979	77.4%
Pretimed Signal Timing	2,559	264	10.3%
Actuated Signal Timing	2,559	2,344	91.6%

[5] APS data is not available for approximately 250 signals

Aviation System Inventory

The Federal Aviation Administration (FAA) works closely with state aviation agencies and local planning organizations to identify public-use airports that are important to the system for inclusion in the National Plan of Integrated Airport System (NPIAS). The NPIAS identifies nearly 3,330 existing and proposed airports that are included in the national airport system, the roles they currently serve, and the amounts and types of airport development eligible for federal funding under the Airport Improvement Program over the next 5 years.

Data Collection Approach

In May 2021, PSRC completed the Regional Aviation Baseline Study (RABS), a thorough inventory and assessment of regional aviation facilities and needs. This section summarized a more extensive inventory contained in the RABS.

Overview of Findings

Airports are grouped by statute into two major categories: primary and nonprimary. Primary airports are defined in the FAA's authorizing statute as public airports receiving scheduled air carrier service with 10,000 or more enplaned passengers per year. Primary airports are further grouped into four hub categories defined in statute: large hub, medium hub, small hub, and nonhub.

Nonprimary airports primarily support general aviation aircraft. The nonprimary category includes nonprimary commercial service airports (public airports receiving scheduled passenger service and between 2,500 and 9,999 enplaned passengers per year), general aviation airports, and reliever airports. These airports are further grouped into five FAA defined roles: national, regional, local, basic, and unclassified.

Table 30 lists the airports in the central Puget Sound region. Twelve airports are federally obligated and are included in the NPIAS. This includes two primary airports, four reliever airports, and six general aviation airports. In addition, 15 non-NPIAS airports comprise general aviation airports and seaplane bases. Finally, the region includes one military base that comprises two airfields.

In sum, the region includes the following:

- One large hub airport (Sea-Tac)
- One nonhub airport (KCIA)
- Ten NPIAS-general aviation airports
- Fifteen non-NPIAS airports
- One military installation with two airports
- Commercial service and air cargo airports (KCIA and Sea-Tac with Paine Field initiating passenger service in March 2019)
- Three industrial airports involved with large aircraft manufacturing (KCIA, Paine Field and Renton Municipal)
- Six seaplane bases
- Multiple general aviation facilities

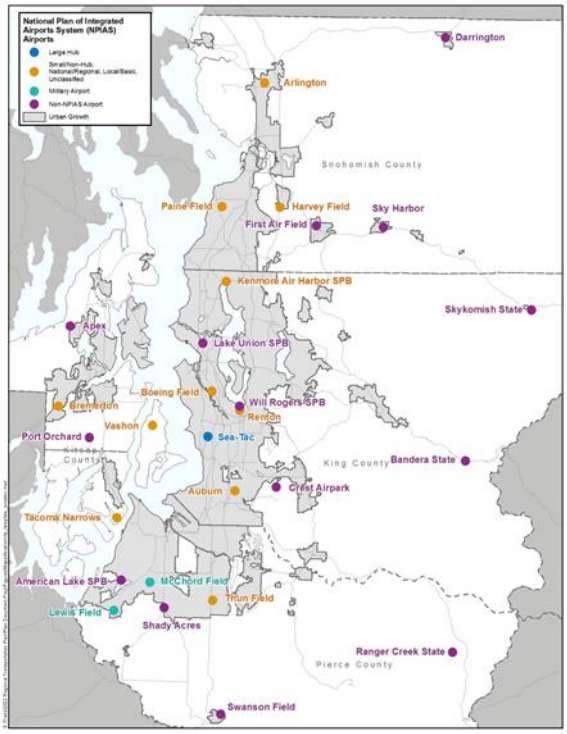


Table 30. Airports in the Central Puget Sound Region

Airport Name	FAA I.D.	City	County	Designation	Category
Seattle-Tacoma International (Sea-Tac)	SEA	Seattle	King	NPIAS	Commercial service – primary
King County International/ Boeing Field (KCIA)	BFI	Seattle	King	NPIAS	Commercial service – primary
Paine Field/Snohomish County International (Paine Field)	PAE	Everett	Snohomish	NPIAS	New Commercial service 2019
Renton Municipal	RNT	Renton	King	NPIAS	Reliever
Auburn Municipal	S50	Auburn	King	NPIAS	Reliever
Harvey Field	S43	Snohomish	Snohomish	NPIAS	Reliever
Kenmore Air Harbor Sea Plane Base (SPB)	S60	Kenmore	King	NPIAS	General Aviation

Airport Name	FAA I.D.	City	County	Designation	Category
Vashon Municipal	2S1	Vashon	King	NPIAS	General Aviation
Bremerton National	PWT	Bremerton	Kitsap	NPIAS	General Aviation
Pierce County	PLU	Puyallup	Pierce	NPIAS	General Aviation
Tacoma Narrows	TIW	Tacoma	Pierce	NPIAS	General Aviation
Arlington Municipal	AWO	Arlington	Snohomish	NPIAS	General Aviation
Bandera State	4W0	Bandera	King	Non-NPIAS	General Aviation
Lester State	15S	Lester	King	Non-NPIAS	General Aviation
Skykomish State	S88	Skykomish	King	Non-NPIAS	General Aviation
Norman Grier Field	S36	Kent	King	Non-NPIAS	General Aviation
Kenmore Air Harbor SPB	W55	Seattle	King	Non-NPIAS	General Aviation
Seattle Seaplanes SPB	0W0	Seattle	King	Non-NPIAS	General Aviation
Will Rogers—Wiley Post Memorial SPB	W36	Renton	King	Non-NPIAS	General Aviation
Apex Airpark	8W5	Silverdale	Kitsap	Non-NPIAS	General Aviation
Port of Poulsbo SPB	83Q	Poulsbo	Kitsap	Non-NPIAS	General Aviation
Ranger Creek State	21W	Greenwater	Pierce	Non-NPIAS	General Aviation
Swanson Field	2W3	Eatonville	Pierce	Non-NPIAS	General Aviation
Shady Acres Airport	3B8	Spanaway	Pierce	Non-NPIAS	General Aviation
American Lake SPB	W37	Tacoma	Pierce	Non-NPIAS	General Aviation
Darrington Municipal	1S2	Darrington	Snohomish	Non-NPIAS	General Aviation
First Air Field	W16	Monroe	Snohomish	Non-NPIAS	General Aviation
McChord Field	TCM	Tacoma	Pierce	Non-NPIAS	Military
Gray Army Airfield	GRF				

Source: Regional Aviation Baseline Study (PSRC 2021)