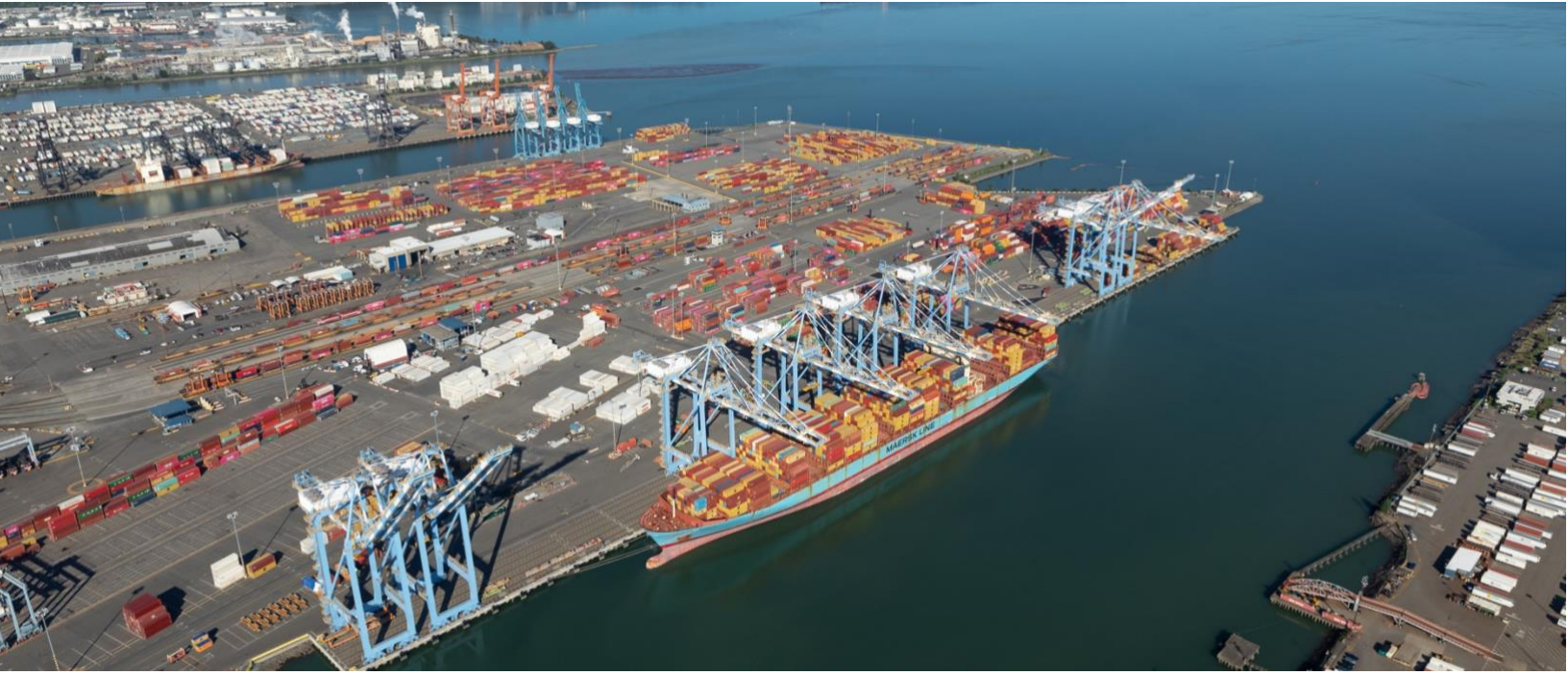
Puget Sound Regional Council

# REGIONAL TRANSPORTATION PLAN 2022–2050

## Active Transportation Plan



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# PSRC Active Transportation Plan 2022–2050

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# RTP Primary References

All information included in the Active Transportation Plan draws from the current Regional Transportation Plan (RTP), as adopted by PSRC's General Assembly on May 26, 2022. The full RTP and its appendices can be found at this link: https://www.psrc.org/planning-2050/regional-transportation-plan

The Active Transportation Plan was created by compiling sections of the RTP related to active transportation into a stand-alone document. The below table summarizes the sections from the RTP that were primarily used to produce the Active Transportation Plan.

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# Introduction

VISION 2050, the growth strategy for the central Puget Sound region, calls for promoting and improving pedestrian and bicycle transportation networks to support an accessible and sustainable regional transportation system. These planning efforts focus on providing safe, connected routes for walking, bicycling and rolling, and improving access to transit and neighborhood destinations to enhance communities and encourage physical activity. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located within walking distance of high-capacity transit by 2050. Comprehensive pedestrian and bicycle infrastructure will be critical to achieving this goal.

The Regional Transportation Plan (RTP) recognizes active transportation, such as walking or cycling, as an essential element of the region's transportation system. Consideration of active transportation, particularly in relation to access to transit, is woven throughout almost every section of the plan. The Active Transportation Plan represents a compilation of information from the RTP related to regional pedestrian and bicycle transportation.

This document includes data and analysis of the current and future pedestrian and bicycle network, and highlights needs and priorities as identified for future work. For purposes of this Active Transportation Plan, the terms "pedestrian and bicycle" and "active transportation" encompass travel by walking, cycling, mobility device (wheelchair or power scooter) and small personal devices, such as foot scooters. This includes both traditional and electric assist devices.


The region's sidewalks, bicycle facilities and trails provide vital connections to transit and other local and regional destinations. However, there are substantial gaps in the facility network, leaving people unable to walk and bicycle to their destinations in some areas, particularly in less urban areas. "Last Mile" pedestrian and bicycle connections from transit routes and stations to neighborhoods, local commercial areas, schools and other important destinations are critical to make transit a viable option for people. Potential users are less likely to see walking and biking as viable transportation options if facilities are

disconnected or unsafe. Concerns about safety are not unfounded; pedestrian and bicyclist serious injuries and fatalities increased considerably over the past decade in the central Puget Sound region.

Going forward, the Active Transportation Plan will be used to help inform future regional and local planning, including both the criteria used to evaluate which projects are approved to be on the Regional Project Capacity List, and which projects are funded through the project selection process. Through the implementation of the plan, the region can advance many of the VISION 2050 policies for ensuring equitable access to a safe and well-connected active transportation network as the region grows.

## Regional Transportation Plan Overview

The central Puget Sound region is the largest metropolitan region in the Pacific Northwest. It includes King, Pierce, Snohomish and Kitsap counties and their 82 cities and towns, covering nearly 6,300 square miles. The region comes together at the Puget Sound Regional Council to make decisions about transportation, growth management and economic development, under authority embodied in state and federal laws.


The Regional Transportation Plan serves as the region's long-range transportation plan under both federal and state law and was developed as the functional implementation plan for VISION 2050, the region's growth management, transportation, environmental and economic strategy adopted in October 2020. The region's multicounty planning policies in VISION 2050 provide the primary policy direction for the RTP. Per federal and state requirements, development of the RTP occurs every four years.

The plan lays out a regional strategy for the wide variety of investments and services that make up the region's transportation system. The construction and operation of transportation projects and services are implemented by separate cities and towns, counties, transit agencies and state agencies, as identified in their local comprehensive plans, transit agency plans and transportation improvement programs. The plan provides the integrating framework to ensure that these thousands of projects from hundreds of implementers are coordinated and working together. Detailed information about project design, performance, benefits and potential impacts are developed by these implementers.

Long-range plans and policies are developed by the region's local jurisdictions, countywide planning groups and transit agencies to help shape communities and plan for growth. PSRC has established a process for the review of local, countywide and transit agency plans. It is guided by: (1) the consistency provisions in the Growth Management Act, (2) state requirements for establishing common regional guidelines and principles for evaluating transportation-related provisions in local comprehensive plans and (3) directives for coordination in PSRC's Interlocal Agreement and Framework Plan. The Regional Transportation Plan and supporting resources will assist and inform the local planning by cities and counties as they develop their local comprehensive plans by 2024.

# Key Themes for Active Transportation

This Active Transportation Plan describes existing conditions for pedestrian and bicycle travel in the central Puget Sound region. The document then highlights needs and opportunities for how the region can ensure connected and safe options for accessing destinations by active transportation as the region grows out to 2050.

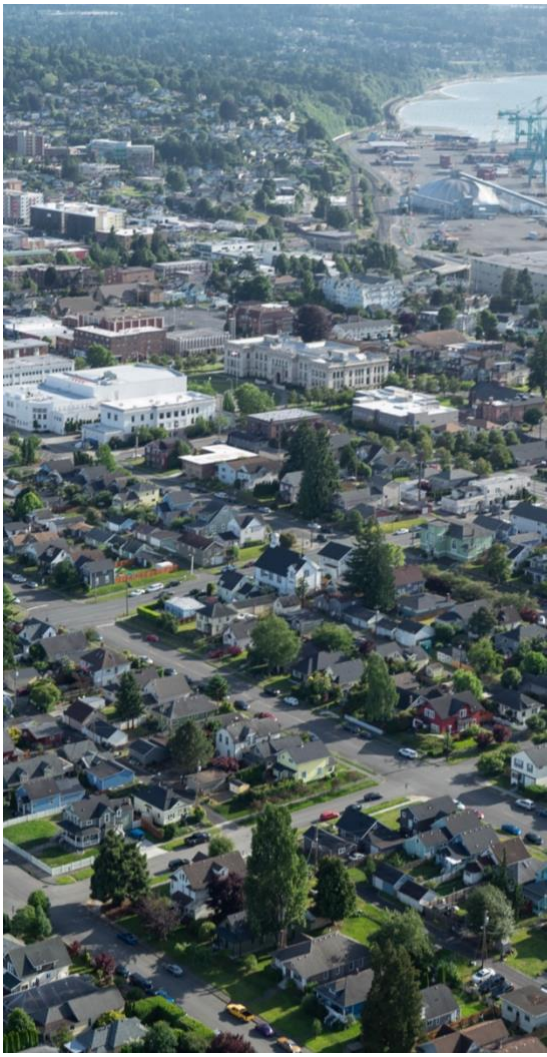
Table 1 summarizes key themes that have emerged as PSRC worked with its members and other stakeholders to assess needs and gaps for improving active transportation in the region. The table then shows selected local and regional implementation actions from the RTP for helping address those needs, as further described in the "What's Ahead" section.

### Table 1. Summary of Key Themes and Related RTP Actions

| Ped/Bike Key Themes | Local Actions | Regional Actions |
|---|---|---|
| **Importance of connected pedestrian and bicycle facility networks, particularly for accessing transit.** | ▶ Prioritize filling pedestrian and bicycle facility network gaps and expanding coverage.<br>▶ Prioritize access to transit, considering equity and safety; local context; transit supportive land use; affordable housing in proximity to transit; partnerships. | ▶ Continue to advance the work of the Active Transportation Plan and pedestrian and bicycle planning throughout the region. |
| **Consideration of equitable access to pedestrian and bicycle transportation by historically disadvantaged populations.** | ▶ Include equity in the evaluation of needs and priorities. | ▶ Elevate the work and needs of Americans with Disabilities Act (ADA) transition planning, including monitoring the progress and supporting the development and analysis of local plans. |
| **Trends in pedestrian and bicyclist serious injuries and fatalities.** | ▶ Place an emphasis on pedestrian and bicyclist safety as part of transportation projects and programs. | ▶ Develop a Regional Safety Plan, including actions, targets and performance indicators, with updates provided and progress tracked through an annual regional safety report. |
| **Tracking of long-range goals for improving accessibility, safety and public health.** | ▶ Align local data collection and planning processes with regional performance measures and objectives (e.g., comprehensive plans, transportation functional plans, etc.) | ▶ Work with the Bicycle Pedestrian Advisory Committee to develop qualitative and quantitative active transportation performance measures and objectives, including analysis of "all ages and abilities" facilities. |

# Existing Conditions

## Regional Active Transportation Travel



Walking and biking make up a relatively small but essential portion of trips in the region. According to PSRC's combined 2017/2019 Regional Household Travel Survey data, in 2018 residents made an estimated 1.8 million daily walking trips and150,000 bicycle trips, representing 14% of all trips taken in the region. Generally, walking makes up a larger share of trips than biking in the region, as not all people ride bicycles, but everyone travels by walking or rolling at some point during the day.

Most trips using active transportation are short compared to trips using other modes. In 2018, around 80% of all walking trips were less than one mile, while almost all (98%) were less than three miles. For biking, about 20% of trips were less than one mile, while about 60% of trips were three miles or less. The average person in the region walked about 10 minutes for transportation purposes each day, with an average trip length of 0.5 miles. For biking, the average person biked about 2 minutes each day, with an average trip length of 0.3 miles.[1]

Active transportation varies widely by geographic location, with people in urban areas more likely to walk or bike than people living in rural areas. Within PSRC's designated Regional Growth Centers, over 40% of daily trips are by walking and 3% are by bicycle, which is a far higher share than the region as a whole. For example, in downtown Seattle more than 60% of daily trips are by walking, and in Seattle's University District almost 7% of trips are by bicycle. Other notable examples of centers with high shares of active transportation trips include Bellevue, Bremerton, downtown Tacoma and Everett, where between 40% and 50% of trips are active transportation. More detailed information can be found in RTP Appendix H: System Performance.

In addition to location, walking and biking trends vary by demographic characteristics. Generally, households with people of color and/or with low incomes have fewer vehicles than the average household in the region. Accordingly, areas with high concentrations of people of color and/or people with low incomes have more walking and biking trips than other areas. While in 2018 the regional average for walking and biking was 11 minutes per day, residents in areas with high concentrations of low-income populations (above 50% threshold) walked or biked around 14 minutes a day on average and residents in areas with high concentrations of people of color (above 50% threshold) walked or biked 12 minutes per day on average.

[1] These numbers represent the total miles spent walking and biking in the region divided by the regional population, rather than the average trip distances walking or biking.

# Pedestrian and Bicyclist Safety

In recent years pedestrian and bicyclist injuries and fatalities have increased significantly in the central Puget Sound region, particularly for pedestrians. Figure 1 below shows the breakdown of fatalities and serious injuries by mode from 2010 – 2019, while Figure 2 highlights the percent change by mode during that same period. Between 2010 and 2019, pedestrian serious injuries and fatalities increased by 27%, while bicyclist serious injuries and fatalities increased by 1.5%. During the same period, serious injuries and fatalities for motorists decreased by 3.6%. For context, population grew almost 14% between 2010 and 2019, and the number of people who walked or biked to work grew by 34%.

**Figure 1. Fatalities/Serious Injuries by Mode in Region (2010-2019)**

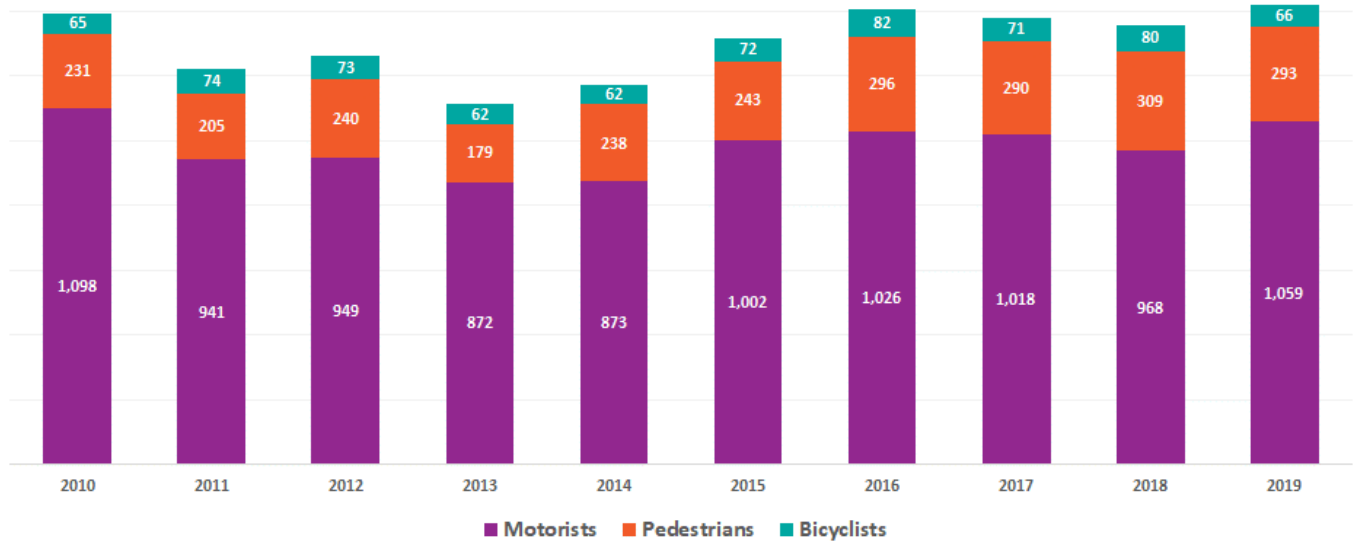
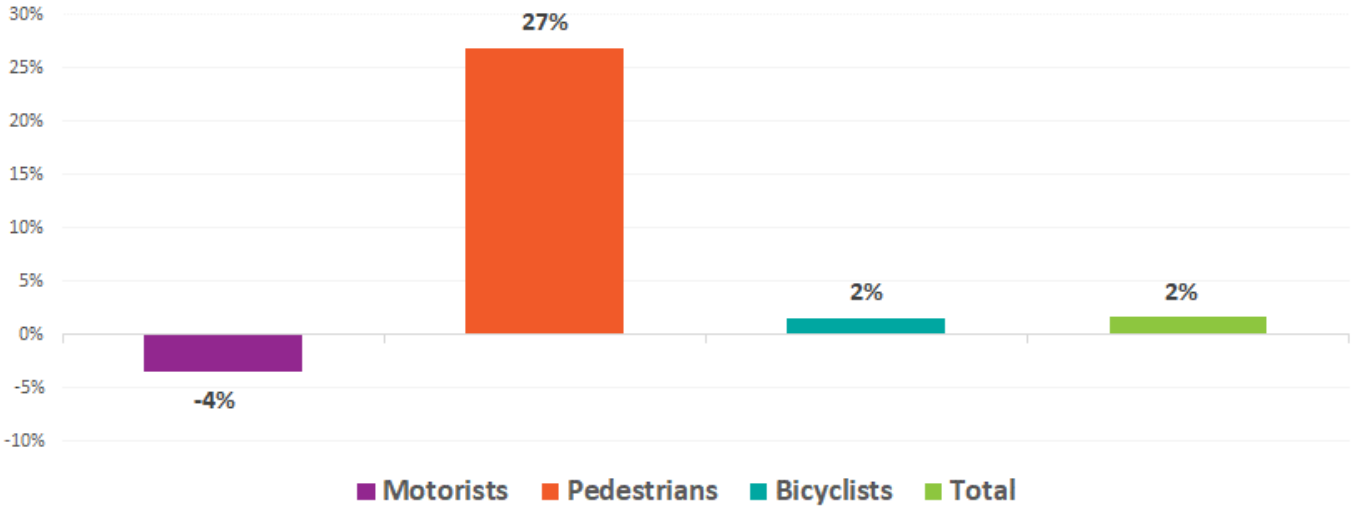



**Figure 2. Percent Change in Fatalities/Serious Injuries by Mode in Region (2010-2019)**




For all incidents, travel in intersections was the factor most often associated with serious injuries and fatalities, which could point to conflicts between different modes during crossings and

turnings. Looking at trends for this period shows that there was an almost 90% increase in the number of serious injuries and fatalities associated with distracted users, which includes both drivers and active transportation users.

Worsening safety trends for pedestrians and bicyclists underscore the need for completing and improving pedestrian and bicycle facilities in the region, particularly on roads with higher traffic speeds and volumes.

# Pedestrian and Bicycle Facility Connections

To learn more about current active transportation travel and infrastructure, over the past few years, PSRC has been working to build a comprehensive and consistent regional inventory of pedestrian and bicycle facilities on arterials and regional shared use paths on separate rights-of way.

The following sections provide detailed information on the pedestrian and bicycle facility data inventory and an overview of findings on facility coverage in the region.

## Active Transportation Facilities

Pedestrians and bicyclists use two basic types of facilities: pedestrian and bicycle facilities within roadway rights-of-way and shared use facilities on exclusive rights-of-way, sometimes referred to as trails.

For facilities within the roadway network, different types of streets and highways allow for varying levels of active transportation access. Streets and highways in rural areas have operational and design characteristics unique to their urban counterparts. The region's street and highway system consists of:

- **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 pedestrian and bicycle 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. Arterials and collectors serve all modes of transportation. Because they carry higher vehicle volumes at higher speeds, 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, pedestrian and bicycle travel, as well as vehicle parking and door-to-door freight deliveries. Due to lower speeds and traffic volumes, exclusive active transportation facilities are not as vital to local streets.

Shared use paths in separate rights-of way are for the exclusive use of pedestrians, bicyclists and other active transportation users. They can function as a system of off-road transportation routes that extend and complement the roadway network. Among other functions, shared use paths can serve as shortcuts that increase route directness, commuting routes to job centers or schools, or ways for active transportation users to access areas otherwise served only by limited-access highways.[2]

## Overview of Regional Pedestrian and Bicycle Facilities

In 2019 and 2020, PSRC conducted a survey of every jurisdiction in the region to gather information on pedestrian and bicycle facility data and travel counts. The facility data collected provides comprehensive information on sidewalk and bicycle facilities on arterials and shared use paths in the region, including the existence, completeness and type of facility.[3] This inventory helps to provide baseline data for informing regional and local planning and to identify needs and gaps in the network. More detailed information can be found in Appendix A: Existing Conditions Data.

For this inventory, PSRC only tracks and monitors pedestrian and bicycle facilities that meet specified regional thresholds. Many local jurisdictions collect additional information for active transportation facilities on non-arterial roads in their areas, such as collectors and local roads. However, in general this Active Transportation Plan speaks more broadly to the needs and conditions of all active transportation facilities in the region, not just those included in the inventory.

The data collected gives information on facility coverage for the almost 3,000 miles of arterials in the region. At the regional level, a little over half of arterials have some presence of sidewalks and about 40% have complete sidewalk coverage, meaning facilities on both sides of the street. At the regional level, 37% of arterials have some presence of bicycle facilities, while 25% have complete coverage. By county, King County has the highest degree of arterial facility coverage for both pedestrian and bicycle facilities, followed by Snohomish, Pierce and Kitsap counties. Figures 3 and 4 on the following pages visualize pedestrian and bicycle facility coverage on arterials.

Table 2 describes the share of different bicycle facility types in different regional geographies. Overall, paved and striped shoulders are the most common bicycle facility type, representing almost half of facilities in the inventory. The next most common facility types are striped bicycle lanes, marked shared lanes (or "sharrows") and adjacent shared use paths. Though a growing presence, protected and buffered bicycle lanes still only make up 3% of bicycle facilities in the region. Of those, about a third are located in Regional Growth Centers.

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[2] AASHTO. (2012). Guide for the Development of Bicycle Facilities, Fourth Edition. AASHTO. https://njdotlocalaidrc.com/perch/resources/aashto-gbf-4-2012-bicycle.pdf

[3] For purposes of the regional inventory, "pedestrian facilities" only refers to sidewalks, as PSRC did not collect information on other types of pedestrian facilities and treatments, such as crosswalks or curb ramps.

**Table 2. Arterial Bicycle Facilities by Type in Region (2020)**

| Facility Type | Regional | Urban | Rural | Within Regional Growth Centers | Outside of Regional Growth Centers |
|---|---|---|---|---|---|
| **Protected Bike Lanes** | 2% | 3% | 0% | 12% | 2% |
| **Buffered Bike Lanes** | <1% | <1% | 0% | 1% | <1% |
| **Striped Bike Lanes** | 38% | 46% | 3% | 49% | 37% |
| **Paved/Striped/Connected Shoulders** | 48% | 36% | 94% | 3% | 51% |
| **Shared Lane Markings** | 8% | 9% | 0% | 28% | 6% |
| **Adjacent Shared Use Paths** | 5% | 5% | 4% | 6% | 5% |

Arterials within urban areas are far more likely to have sidewalks than those outside of the Urban Growth Area (UGA). About 75% of arterials in the UGA have some sidewalks, compared to only 5% of arterials outside the UGA. Bicycle facilities are somewhat more common outside of the UGA, at 40% of arterials in the UGA compared to 60% outside of it. For bicycle facilities, the most common types in the UGA are striped bicycle lanes, paved and striped shoulders and marked shared lanes, while outside of the UGA the large majority (about 95%) are paved and striped shoulders.

Similarly, designated Regional Growth Centers (RGCs) have more pedestrian and bicycle facility coverage than the region as a whole. Altogether, almost all (about 95%) Regional Growth Centers have partial or complete sidewalk coverage on their arterial roads and about a third of RGCs have at least partial bicycle facility coverage on arterials. Degree of sidewalk coverage in RGCs ranges from 70% of arterials in some centers to complete coverage of arterials in centers like Kent and Federal Way. There is significant variation in the degree of arterial bicycle coverage in centers. About a third of RGCs have less than 10% coverage for bicycle facilities on arterials, while centers like University Place and Canyon Park in Bothell have almost full coverage.

In addition to arterial facilities, PSRC identified 417 miles of shared use paths on separate rights of way in the region. For the inventory, this included only shared use paths that both met basic design criteria and connected regional destinations, like RGCs and high-capacity transit stations.[4] Regional shared use paths are well represented in both urban and rural areas, with 70% located within the UGA and about a third outside of it. By county, the largest share is located within King County, followed by Snohomish, Pierce and Kitsap. Table 3 describes the mileage and percentages of total Regional Shared Use Paths by different regional geographies. Figure 5 visualizes regional shared use paths on separate rights-of-way.

[4] To be included in the regional inventory, shared use paths in separate rights-of-way needed to be exclusive active transportation facilities; at least 10 feet wide (or 8 feet in some circumstances); and paved (with ADA compliant unpaved surfaces appropriate in some areas). To qualify as regional routes, they also needed to provide connections between regional destinations, rather than only internal circulation.

**Table 3. Regional Shared Use Paths (2020)**

| | 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% |

As noted, the Transportation System Visualization Tool provides more detailed visualizations of active transportation facilities in different areas of the region, including arterial bicycle facilities by type.

**Figure 3. Sidewalk Coverage on Arterials (2020)**

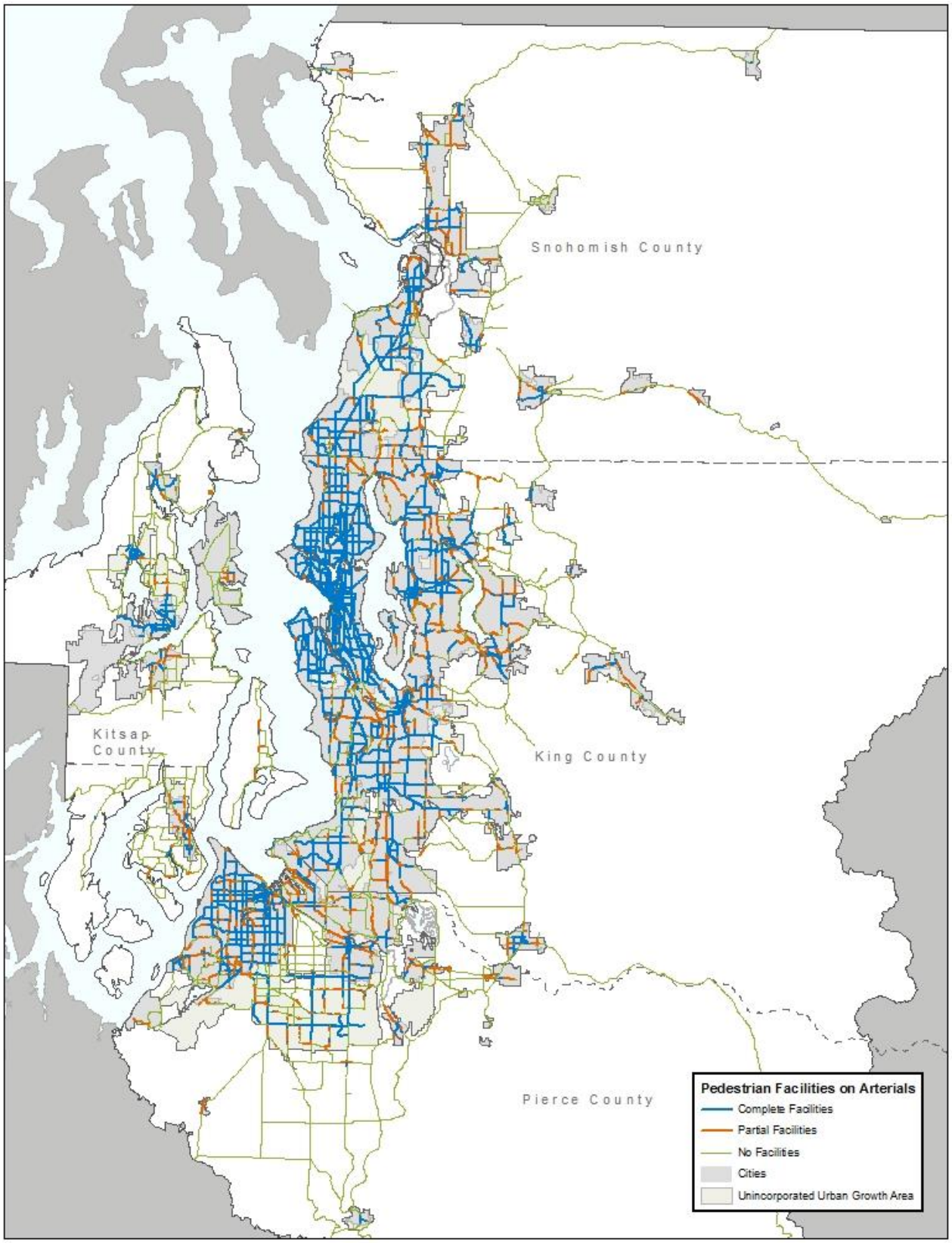


**Figure 4. Bicycle Facility Coverage on Arterials (2020)**

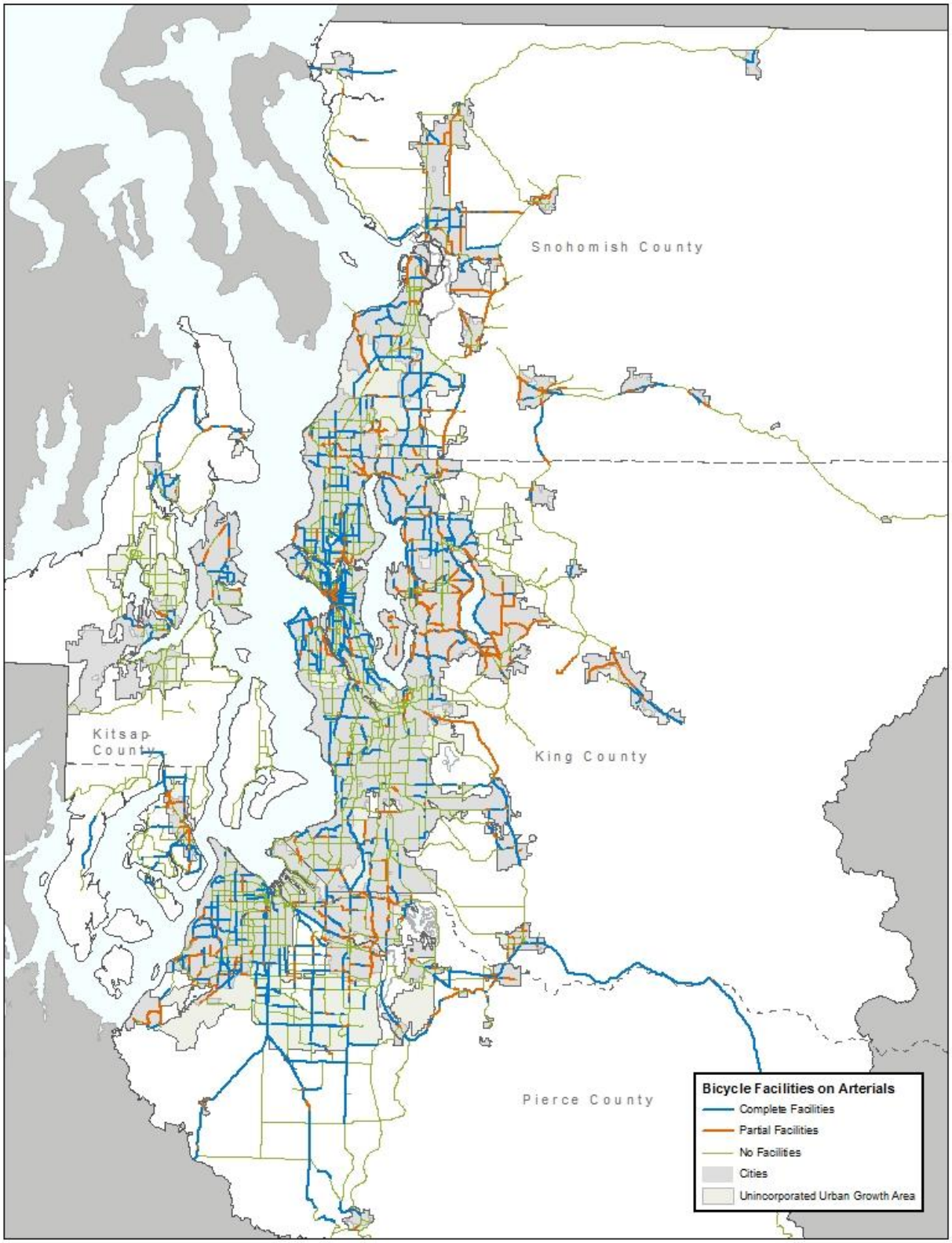
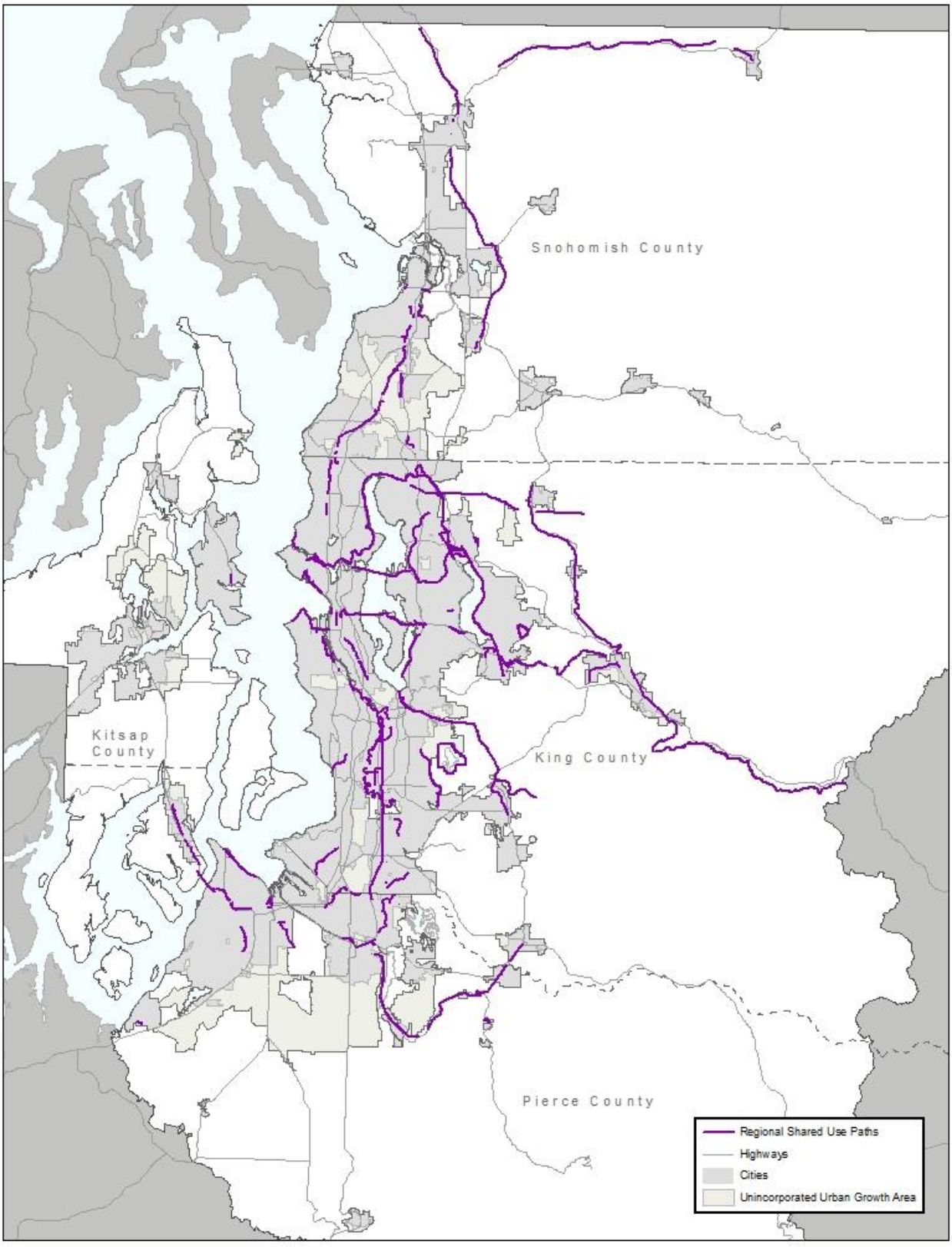


**Figure 5. Regional Shared Use Paths (2020)**



## Connectivity Near Residences

For facility coverage near where people live, the majority of people in the region have at least some sidewalk and bicycle facility coverage in their neighborhoods. About 85% of people have sidewalk coverage on a quarter of arterials near their home, while about 65% have coverage on half of the facilities near their home. For bicycle facilities, at the regional level over half of households have striped bicycle lanes within one mile of their home, while about 15% live within a mile of protected bicycle lanes or adjacent shared use paths.

Table 4 describes the share of the regional population with different levels of sidewalk coverage (complete or partial) within a half mile of their residences. Table 5 describes the share of populations with different bicycle facility types within one mile of their residences.

### Table 4. Share of Population with Sidewalk Coverage within ½ Mile of Residence (2018)

| 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 5. Share of Population with Selected Bicycle Facility Types within 1 Mile of Residence (2018)

| 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% |

## Facilities by Equity Focus Areas

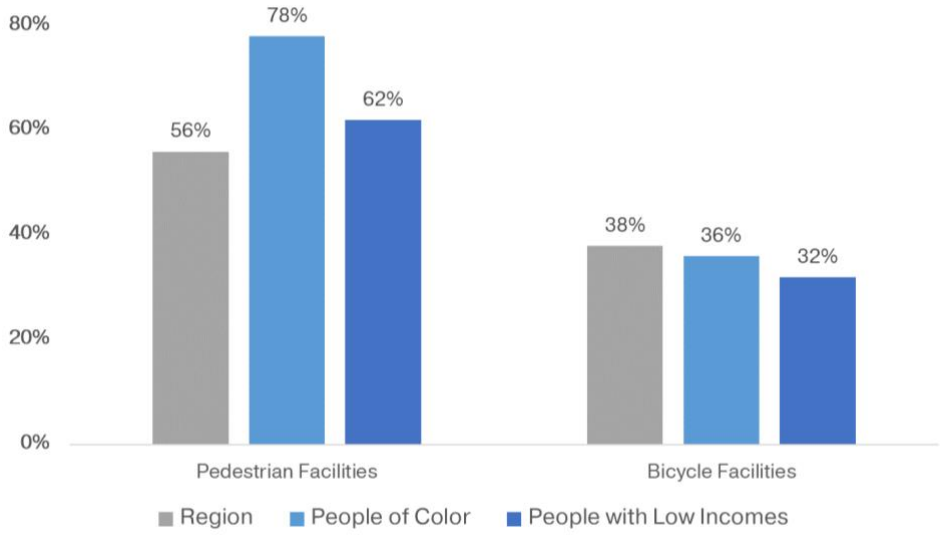
In addition to looking at general network access, PSRC reviewed the pedestrian and bicycle facility inventory to better understand the availability of facilities for historically marginalized and underserved communities. The Regional Transportation Plan pays particular attention to the needs of communities that may have historically faced disadvantages and underinvestment, including:

- People of color
- People with low incomes (below 200% of the federal poverty level)[5]
- People with disabilities
- Older adults (aged 65 and above)
- Youth (ages 5-17)
- People with limited English proficiency

These groups have been identified because of their potentially unique transportation needs, and to ensure that they benefit from transportation system improvements and are not disproportionately burdened or harmed.

As shown in Figure 6, census tracts with high proportions of people of color have significantly higher sidewalk coverage on arterials compared to the region as a whole, while bicycle coverage is fairly similar. Similarly, arterials in tracts with higher concentrations of people with low incomes have somewhat higher sidewalk coverage and similar bicycle facility coverage compared to the overall region.

**Figure 6. Pedestrian and Bicycle Facility Coverage on Arterials, by Census Tracts (2018)**




The likely reason that these areas have more complete sidewalk coverage than other areas is because they are located in more urban areas of the region, where sidewalk coverage is generally higher. As noted, this inventory does not include data for facilities on local roads or collectors. It also does not include data on the quality of facilities available in these areas.

[5] Due to the high cost of living in the central Puget Sound region, PSRC established the threshold for defining people with low incomes as individuals in households with incomes less than 200 percent of the federal poverty level. In 2019, the federal poverty level for a family of four was $25,750 and 200 percent threshold was $51,500.

## Connectivity in Transit Station Areas

To learn more about pedestrian and bicycle access to transit, PSRC looked at pedestrian and bicycle facility coverage on arterials within a half mile of high-capacity transit and a quarter mile of local service (non-HCT) transit stations. These distances were chosen because they are the distance users are generally willing to walk to access each type of transit service.[6]

As shown in Figure 7 most station areas already have fairly extensive sidewalk coverage. Almost all (99%) high-capacity station areas have at least partial sidewalk coverage on arterial roads, while about a third have full coverage. For local station areas, about 80% have at least partial sidewalk coverage and about half have full coverage.

However, as can be seen in Figure 8, a significantly smaller percentage of transit station areas have widespread bicycle facility coverage. For both HCT and local services, about half of transit station areas have at least partial bicycle facility coverage on arterials. However, only 0.2% of high-capacity transit station areas and 13% of local station areas have full coverage.

Some recent examples of local projects for improving pedestrian and bicycle facility gaps in transit station areas include:

- The City of Tacoma Links to Opportunity Project was initiated in 2016 to engage the community in designing streetscape improvements along Sound Transit's Hilltop Tacoma Link Extension route. Based on community feedback, the city is currently making pedestrian improvements in the station area and planning to add a bicycle boulevard and a festival street.
- The City of Lynnwood has been working with Sound Transit on active transportation improvements at the future Lynnwood City Center Station, including a pedestrian promenade and plaza, and improved shared use path connections to the station area and Interurban Trail.

[6] The different types of transit service provided in the region are described in more detail in the "Improving Transit Access" section.

**Figure 7. Sidewalk Coverage on Arterials Near Transit Stations (2018)**

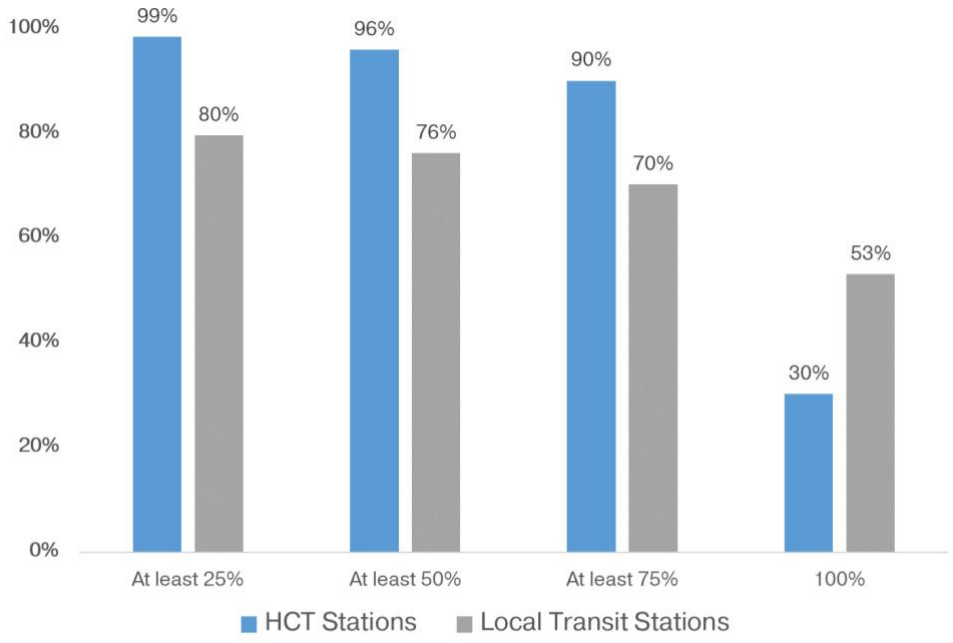
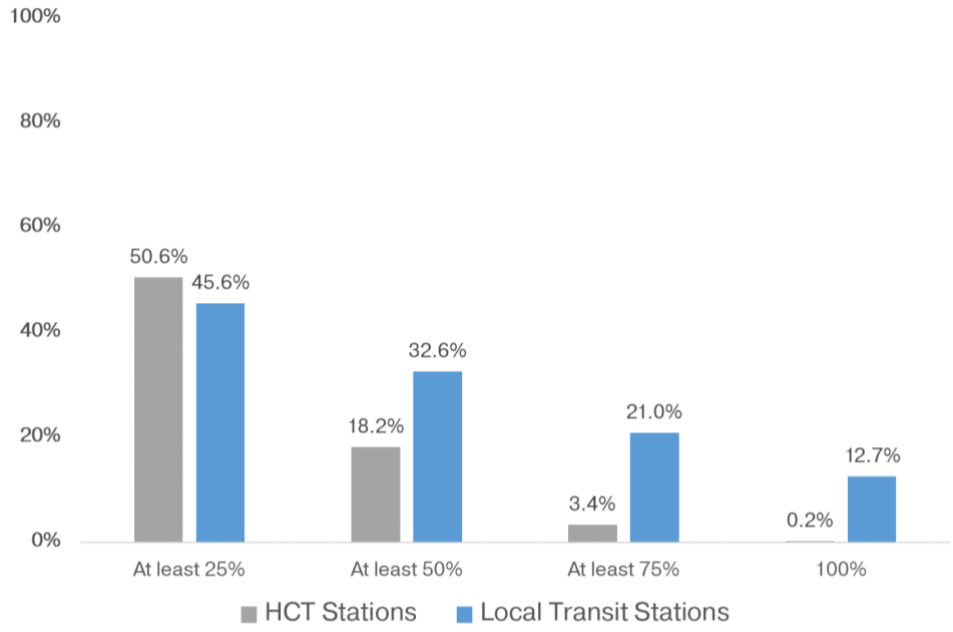



**Figure 8. Bicycle Facility Coverage on Arterials Near Transit Stations (2018)**




Another way of looking at transit access is examining how many residents live within walking or biking distance to transit stations. At the regional level, in 2018 about a quarter of residents lived within a half mile of high-capacity transit. This percentage is forecast to increase significantly to almost 60% of people in the region living near high-capacity transit by 2050.

# Needs and Opportunities

PSRC has been working with its stakeholders to determine how the region can ensure connected and safe options for accessing destinations by walking and biking. This section looks at needs and opportunities for improving active transportation conditions as the region grows, including some highlights of work local jurisdictions are already accomplishing in their areas.

## What Have We Heard?

As part of the Regional Transportation Plan, PSRC worked alongside its membership, community and other stakeholders to make sure that the views, priorities and perspectives of the region's residents on the current and future needs of users of the regional transportation system are reflected in the plan. People from all parts of the central Puget Sound region representing many races, ages and income levels have been involved in the development of the plan. This section highlights the comments received that were most related to active transportation. More information about this outreach work can be found in RTP Appendix E: Public Outreach & Engagement.

To learn more from a wide range of residents, PSRC conducted two surveys for the Regional Transportation Plan. These surveys covered existing needs of transportation infrastructure, motivators or barriers to the use of public transportation and priorities for the future regional transportation system. In these surveys, respondents from Snohomish County and Kitsap County gave low quality ratings for sidewalk infrastructure near where they live, while respondents from all counties had low ratings for sidewalk lighting. For bicycle infrastructure, respondents from Pierce County and Kitsap County gave low quality ratings for bicycle facilities in their areas. (See Figure 9).

**Figure 9. Highest Rated Infrastructure Near Home**

| | King | Pierce | Snohomish | Kitsap |
|---|---|---|---|---|
| **Highest** rated | 1. Transit service<br>2. Infrastructure for people with disabilities<br>3. Access to airport | | | 1. Transit service<br>2. Conditions of roads, highways, and bridges<br>3. Traffic flow/travel time |
| **Lowest** rated | 1. Traffic flow/travel time<br>2. Conditions of roads, highways, and bridges<br>3. Lighting for sidewalks and roads | 1. Traffic flow/travel time<br>2. Bike lanes<br>3. Lighting for sidewalks and roads | 1. Traffic flow/travel time<br>2. Sidewalks<br>3. Lighting for sidewalks and roads | 1. Sidewalks<br>2. Lighting for sidewalks and roads<br>3. Bike lanes |

In addition to the survey, PSRC conducted meetings and focus groups focused on hard to reach and underrepresented groups, including BIPOC (Black, Indigenous and people of color)

populations, younger adults and adults with disabilities. As part of their recommendations and observations, participants agreed on the importance of pedestrian infrastructure, including maintenance and connections within and across neighborhoods, lighting, signage, seating and separation between different modes of traffic. They noted that sidewalks often have cracks, roots breaking through the concrete, slippery leaf coverage, missing curb ramps and gaps in connectivity. If the region developed and maintained a network of trails and sidewalks, participants say they would walk more to local destinations and transit.

Furthermore, many focus group participants said they would prefer not to drive in Puget Sound, but still drive in part because hyper-local pedestrian and bicycle infrastructure is incomplete or unsafe to use for travel to transit. A fifth of registrants (18%) said they don't feel safe getting to and from transit options in their community due to lack of lighting, missing infrastructure and limited signage, among other concerns.

Youth throughout the region have unique views on the transportation system and their own priorities for the future of transportation out to 2050. To learn more about these priorities, PSRC staff joined five youth committees and community groups to meet with close to 70 middle and high school students. Student participants said that in 2050 they would like to see a transportation system that has better connections to transit and alternatives to car ownership, such as walking and biking. They also had ideas about better accessibility for people with different mobility needs – including youth without access to cars.

The Coordinated Mobility Plan is a component of the RTP that addresses the mobility needs of populations experiencing challenges due to their age, income, or abilities. For the plan development, between 2020 and 2021, PSRC conducted Coordinated Mobility Plan outreach to communities and mobility coalitions in King, Kitsap, Pierce and Snohomish counties. One of the key needs identified through these conversations was better connected American with Disabilities Act-accessible infrastructure.

## Increasing User Safety

Potential active transportation users may be discouraged from using active transportation where pedestrian and bicycle facilities are incomplete or unsafe. VISION 2050 set a goal for the region to have a "sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health." In addition, VISION 2050 adopted the following policy related to safety:

MPP T-4: Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries.

### Safety Policies

The RTP will implement the region's safety goals through a Safe Systems Approach. The Safe System approach acknowledges that people are fallible and make mistakes, and addresses system design and operations on anticipating these mistakes and lessening their impact.[7]

Many organizations and jurisdictions have implemented programs and projects aimed at improving safety and reducing deaths and serious injuries. All seek to achieve the long-term goal

[7] Federal Highway Administration. Zero Deaths and Safe System. (2023). https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm

of zero fatalities and serious injuries.

### State

Washington state has adopted "Target Zero", the required Strategic Highway Safety Plan under the Federal Highway Administration's (FHWA) Highway Safety Improvement Program. Target Zero sets a goal of zero deaths and serious injuries on roadways by 2030. The plan identifies key actions under three categories – High Risk Behavior, Crash Type and Road Users – that the state or local jurisdictions can take to improve traffic safety. The plan also addresses system and technological approaches and identifies best practices in policies, regulations, equity and partnerships.

The Washington Traffic Safety Commission provides information on state safety trends and their grant programs that address impaired driving, motorcycle safety, communications, community traffic safety and local law enforcement support, youth programs and others. In 2021 the Commission launched a new "Together We Get There" campaign to develop awareness and foster an overall traffic safety culture.

Examples of Local Safety Plans and Initiatives

The City of Bellevue adopted a VISION Zero Strategic Plan and the City Council passed a resolution in 2020 approving a Safe Systems approach. The City also produced a story map that includes a dynamic data dashboard.

The City of Pouslbo's Street and Pedestrian Safety Plan focuses on identifying high-risk locations for active transportation users and developing potential strategies and counter-measures to make them safer.

### Local

Local jurisdictions are addressing safety through various types of projects and programs. Over 20 cities and towns across the region have developed Local Road Safety Plans, which prioritize projects based on analysis of WSDOT crash data to identify risk factors and key locations. Many other jurisdictions in the region incorporate safety initiatives as part of other planning and implementation efforts, including local Vision Zero efforts.

To improve safety for active transportation, many jurisdictions in the region use local crash data to analyze risk factors at key locations and plan safety improvement projects and programs. Some strategies for improving active transportation safety include creating safer pedestrian and bicycle pathways and employing road design techniques, such as street calming measures in residential areas. On the educational side, jurisdictions work to inform both drivers and active transportation users about road safety through campaigns and other events. Jurisdictions may also deploy targeted enforcement efforts to deter unsafe user behavior.

## Safety Tools

There are several ITS tools being deployed in the region that improve safety for pedestrians and bicyclists. Examples include: Rectangular Rapid Flashing Beacons (RRFBs), which provide a high-visibility strobe-like warning to drivers when pedestrians and bicyclists use a crosswalk; mid-block crosswalks to aid pedestrians and bicyclists across high-speed roadways; and "head start" signal timing which gives pedestrians and bicyclists a few seconds head start to enter crosswalks before cars and trucks. There are jurisdictions across the region investing in these types of pedestrian-and- bicyclist-oriented ITS features to improve safety for active transportation users of the system, including Edmonds, Everett, Poulsbo, Federal Way, Tacoma, Sumner and many others.

Accessible Pedestrian Signals (APS) use tones and vibrating push buttons to 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 National Highway System (NHS) meet APS standards. Overall, nearly 100% of signals along the NHS in the region have at least some type of pedestrian signal.

## Building Connected Infrastructure

PSRC has been increasing its understanding of the various approaches jurisdictions in the region use to improve their active transportation infrastructure. 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 pedestrian and bicycle 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 6 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 6. Local Bike/Ped Infrastructure Policies and Regulations (2019)

| | 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% |
| **Active Transportation Plans** | 90% | 67% | 53% | N/A |

Currently, about half of jurisdictions in the region have adopted specific "Complete Streets" regulations. Although not every jurisdiction has adopted a Complete Streets code, many have adopted similar policies and regulations that do not explicitly use that terminology. On the planning side, every jurisdiction in the region includes policies and plans for improving active transportation infrastructure in their municipal and county comprehensive plans. About a quarter of jurisdictions also have separate stand-alone active transportation plans for improving their networks.

The majority of jurisdictions include active transportation projects within their capital programs and/or transportation improvement programs (TIPs), either as stand-alone projects or as part of larger transportation projects. Table 7 describes the percentages of jurisdictions that included active transportation projects in their improvement programs, either as stand-alone projects, projects with active transportation elements, or recurring projects.

### Table 7. Active Transportation Projects in Capital Programs and TIPs (2019)

| | Active Transportation Projects | Projects with Active Transportation Elements | Recurring Active Transportation Projects |
|---|---|---|---|
| **Percentage of Jurisdictions** | 84% | 89% | 54% |

## Improving Transit Access

The region's regular transit system is built upon the backbone of an extensive bus transit system with an expanding high-capacity transit (HCT) system. High-capacity transit in the region is provided by a variety of rail, bus rapid transit and ferry modes, including: Sound Transit's Link light rail, Tacoma Link and Sounder commuter rail; Seattle's two streetcar lines and the historic 1962 monorail; Community Transit's Swift and King County Metro's RapidRide bus rapid transit services; and multimodal and passenger-only ferry services provided by the Washington State Ferries, Pierce County Ferries, King County Metro and Kitsap Transit. The large majority of trips to access transit services are by walking or biking. As of 2018, about 85% of riders walked to access transit services and 1.4% went by bicycle.

The Regional Transportation Plan includes investments in high-capacity transit to expand the system to include 116 miles of light rail with 80+ stations in three counties, 36 bus rapid transit routes, two expanded commuter rail routes (89 miles and 15 stations), three streetcar routes and maintaining the existing historic monorail. As the region builds out its high-capacity transit network to 2050, it will be important to ensure convenient and safe pedestrian and bicycle connections for transit to continue to be a viable choice for many users. PSRC's inventory of pedestrian and bicycle facilities shows that there are opportunities to fill gaps and create a connected network of facilities that will encourage walking and bicycling access to transit.

Further, individuals seeking to walk, bike, or roll need an accessible and connected pedestrian and bicycle network. ADA-accessible infrastructure, such as complete sidewalks and wheelchair-accessible curb ramps, can help people getting to transit or specialized transportation services to reach their desired destinations. Filling gaps and improving sidewalks can mean accessing public transit options that allow more independence, such as allowing use of bus transit instead of ADA paratransit service.

In developing the Regional Transportation Plan, sensitivity testing of PSRC's model was conducted including an evaluation of improved walk access time and distance around HCT stations and the corresponding impact to transit boardings. The sensitivity test was intended to represent improved access for both pedestrian and bicycle facilities and other last-mile improvements. The results of this sensitivity test showed that implementation of these types of access improvements to the transit network could yield up to an estimated 40% increase in transit boardings.

Transit agencies in the region have been working to ensure seamless access to transit for pedestrians and bicyclists through improvements to facilities at transit stations and stops. Examples of ongoing and recently completed projects include:

- Pierce Transit appointed a Mobility Coordinator to create an inventory of access surrounding the most common places traveled to by bus. The project measured barriers to access near those places, such as hills, uneven terrain and lack of curb ramps or sidewalks.
- In 2019, Sound Transit approved $40 million in funding for local jurisdiction implementation of transit access projects in its station areas. Additionally, the agency has been working on an implementation plan to improve passenger access to Sound Transit's existing and future stations and facilities.
- Washington State Ferries is constructing active transportation facilities for people walking and biking to access its Seattle Multimodal Terminal at Colman Dock, including an Elevated Pedestrian Connector, Marion Street Pedestrian Bridge and new pedestrian promenade on Alaskan Way, as well as a new dedicated entrance and covered holding area for people biking.

- Between 2017 and 2021 King County Metro's Safe Routes to Transit Program partnered with 11 communities to fund over 35 projects to improve safe and convenient access to transit.

In addition to providing sidewalks, bicycle facilities and shared use paths near stations, transit agencies have been working to ensure that active transportation users can safely stow their equipment at stations and on vehicles. As an example, Kitsap Transit recently renovated its Bicycle Barn at the Bainbridge Island Ferry Terminal at Winslow with security and accessibility improvements, as well as dedicated spaces for electric bicycles.

## Expanding Access to Active Transportation

Potential active transportation users may simply lack information about how to access walking and biking routes. Cities and towns in the central Puget Sound region have a number of programs to encourage more walking and biking through education, outreach and wayfinding.

Transportation Demand Management (TDM) refers to a coordinated set of programs to help people use the transportation system more efficiently. Among other objectives, they encourage walking and biking through education, incentives, products and programs that make it easier and more convenient to use non-drive alone modes. As an example, the City of Bellevue administers its SchoolPool program in partnership with King County Metro. Through this program, the city encourages families to explore active transportation for school trips, which could help alleviate congestion at drop-off and pick-up times. During the 2018-2019 school year, the program helped families avoid almost 100,000 single-occupancy vehicle trips to and from school.

Wayfinding strategies include providing signage, maps and group walks to help users orient themselves and find routes to their destinations. As an example, the City of Seattle has been working with King County Metro, Sound Transit and others on its Seamless Seattle Pedestrian Wayfinding program. This program will directly support walking and transit user experiences by providing consistent, map-based wayfinding information for users to be able to easily orient themselves and find key destinations close to transit stops.

Under the Americans with Disabilities Act, local jurisdictions are required to create ADA Transition Plans to ensure pedestrian facilities in public rights-of-way and transit facilities are accessible to those with disabilities. Local jurisdictions throughout the region have been creating plans to evaluate and establish a process for improving sidewalk widths and grades, curb ramps and other types of physical barriers which may limit accessibility for individuals with disabilities.[8]

[8] National Cooperative Highway Research Program. ADA Transition Plans: A Guide to Best Management Practices. (2009). Retrieved from https://www.fhwa.dot.gov/indiv/docs/ada_transition_plans_report.pdf

# Future Conditions

## Planned Investments to 2050

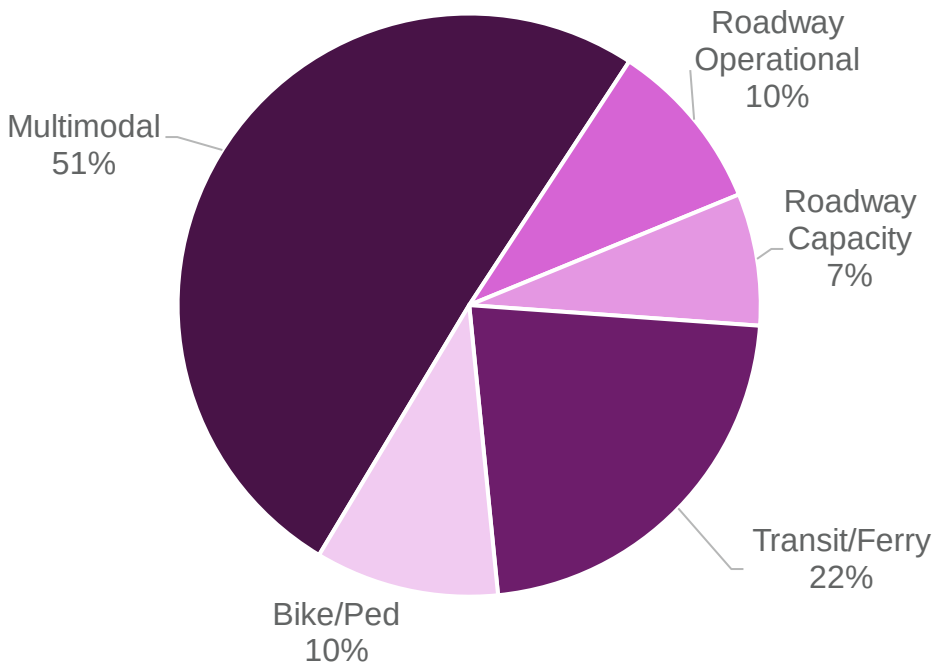
The Regional Transportation Plan calls for investment in well-connected pedestrian and bicycle networks that provide access to transit. Looking out to 2050, the plan includes a number of active transportation projects that will help realize these objectives.

The RTP Regional Capacity Project list includes planned projects that meet specified regional thresholds. For stand-alone pedestrian and bicycle projects, only projects over $20 million on separated pathways on dedicated rights of way are included on the Regional Capacity Project list. All other stand-alone pedestrian and bicycle projects are considered programmatic so are not required to be on the list. Many roadway projects from the Regional Capacity Project list also include new or improved pedestrian and bicycle facilities as part of their broader investments. More information is available on the "Projects and Approval" webpage on PSRC's website here: https://www.psrc.org/planning-2050/regional-transportation-plan/projects-and-approval

For stand-alone pedestrian and bicycle projects, planned investments include 30 projects for new regional trails or extensions to current routes. These projects will help increase shared use path circulation and close some of the current gaps in the trail network. A few highlights include redevelopments and extensions of the Interurban Trail, Sound to Olympics Trail, East Lake Sammamish Trail, Green River Trail and Pipeline Trail. Beyond trail projects, the majority of roadway and transit projects in the plan also include components for improving pedestrian and bicycle facility connectivity, safety and access to transit. Examples include improved sidewalks and bicycle lanes near Community Transit's Swift Bus Rapid Transit routes and a new trail connecting the Tacoma Dome Station to the entrance of Mt. Rainier.

Figure 10 describes the investments from the financially constrained plan, including that 10% represent stand-alone pedestrian and bicycle projects. As noted, beyond trails there are many projects from the other categories shown that include pedestrian and bicycle infrastructure. These multimodal investments will help improve facilities and better connect regional destinations, such as Regional Growth Centers and high-capacity transit station areas.

**Figure 10. Regional Capacity Projects by Type – Financially Constrained Plan (# of projects)**




In addition to these investments in expanded infrastructure, cities and counties will continue to maintain and preserve the current pedestrian and bicycle facility network, and encourage more active transportation through education, outreach and safety programs.

# Active Transportation in 2050

## Transportation System Performance

PSRC has an integrated performance-based planning program that examines historically observed data and develops forecasts for the future using the latest modeling techniques. Integrated throughout the planning process, measures are organized by regional outcomes that have been developed to assess the regional policies and objectives in VISION 2050. Prioritization measures were used to assess how well projects submitted into the RTP would meet these outcomes. These measures were also used to evaluate the overall performance of the Regional Transportation Plan.

This section highlights the regional measures most related to access to transit and pedestrian and bicycle mode share. More detailed information can be found in RTP Appendix H: System Performance.

### Access to High-Capacity Transit

With planned investments in light rail, bus rapid transit, commuter rail and other transit services, transit use is forecasted to more than triple by 2050 – driven by increased transit service across the entire region. PSRC's transit-focused regional growth strategy and the planned investments mean that the number of households within a half mile of high-capacity transit stations is forecast to be almost 1.5 million. With about 85% of trips to access transit by walking or biking, this means a

substantially larger proportion of households and workers will be able to walk or bicycle to transit in the future.

In 2018, approximately 25% of all households in the region lived within ½ mile of high-capacity transit. By 2050, almost 60% of all households are forecasted to live within ½ mile of high-capacity transit (See Figure 12). In 2018, approximately 47% of all jobs in the region were located within ½ mile of high-capacity transit. By 2050, that number is forecast to grow to over 75% of all jobs with some of the largest growth in job access by high-capacity transit in Kitsap and Snohomish counties (See Figure 13).

**Figure 11. Households near High-Capacity Transit (2018 and 2050)**

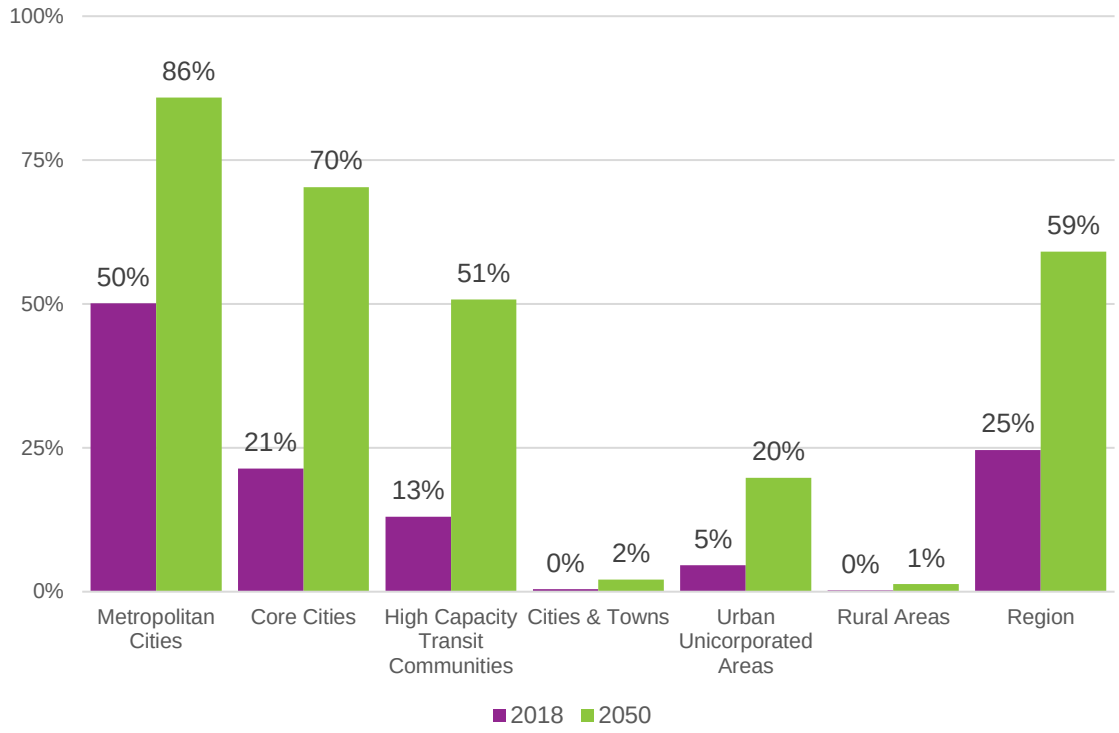
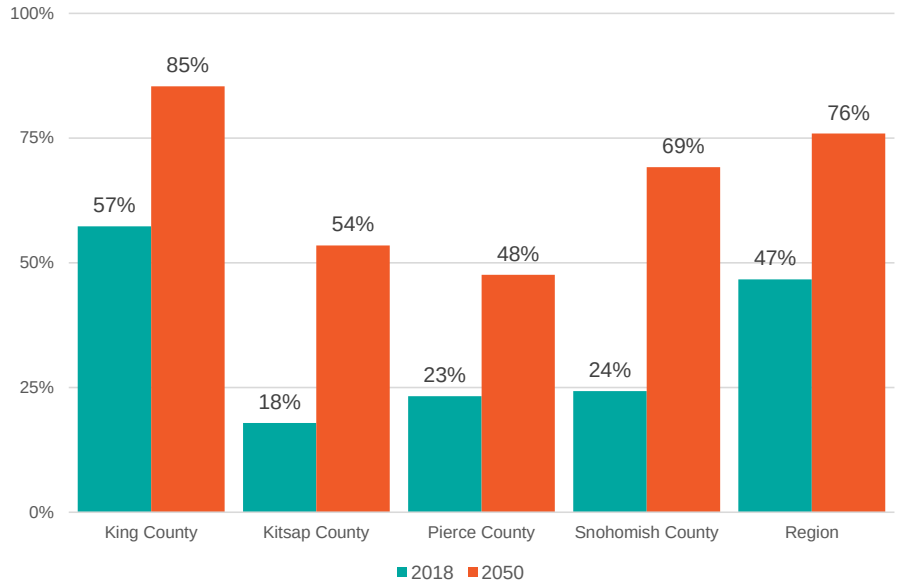


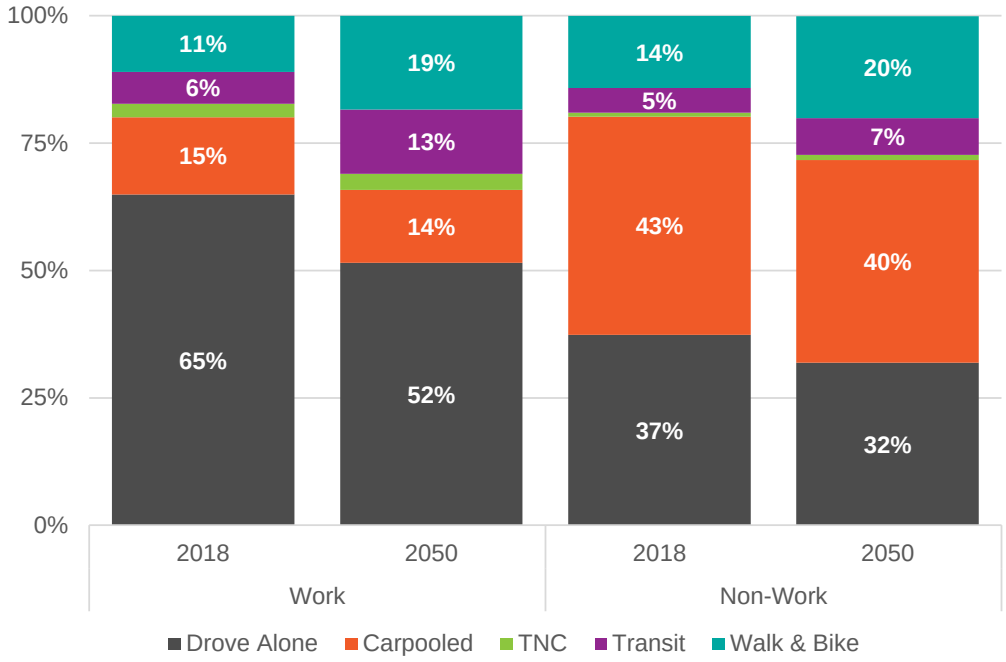
**Figure 12. Share of Jobs within 1/2 mile of High-Capacity Transit (2018 and 2050)**




## Pedestrian and Bicycle Mode Share

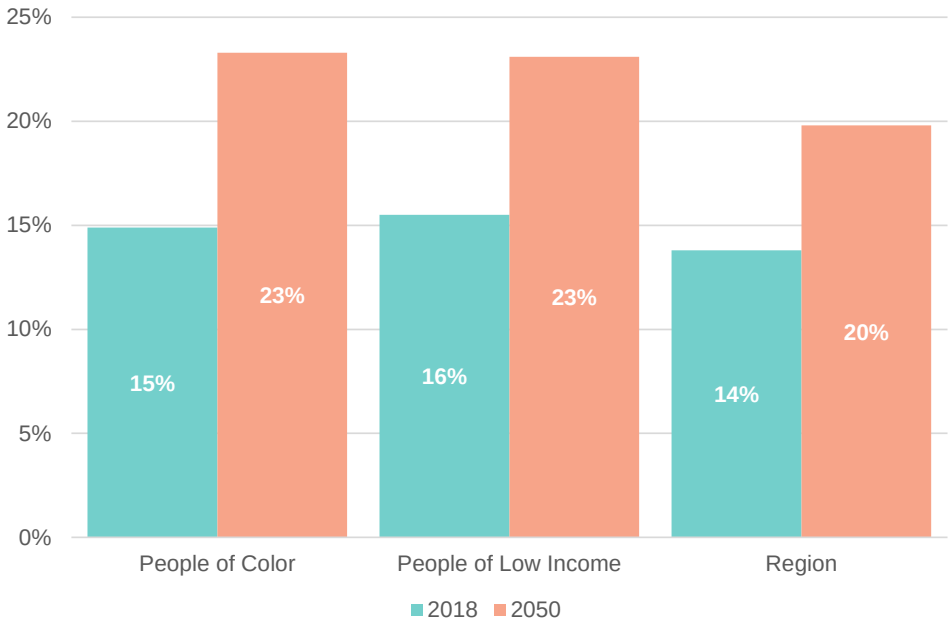
By the year 2050, walking and bike mode shares for non-work trips are forecast to increase to approximately 20%, while work trip mode shares are forecast to increase to approximately19%. Increases in active transportation mode shares are accompanied by increases for transit and decreases for single-occupant vehicles (SOVs) mode shares (See Figure 14). Correspondingly, the average time spent walking or biking for transportation purposes is forecast to increase from 11 minutes per day to 14 minutes.

**Figure 13. Mode Share for Work and Non-Work Purposes (2018 and 2050)**




People of color and people with low incomes tend to walk and bike more frequently for transportation purposes than the regional average. By 2050, almost ¼ of all trips by people of color or lower incomes would be made by walking and biking – up from about 15% in the base year. See Figure 15.

**Figure 14. All Trip Walk & Bike Mode Share by Equity Focus Areas (2018 and 2050)**



# What's Ahead?

## Key Themes

PSRC works with its member agencies and the Bicycle and Pedestrian Advisory Committee to support local coordination of planning for active transportation in the region. These groups include representatives from cities, counties, transit agencies and other entities responsible for planning and implementing active transportation projects and programs. On a regular basis, the agency has been working with these groups and other local stakeholders to review walking and biking data, discuss current and emerging issues and look at performance monitoring of regional outcomes.

The following key themes have emerged for improving active transportation as the region grows, including:

- **Improve network connectivity, particularly for accessibility to the transit system.** Expanding and improving facilities in areas with disconnected networks will enhance multimodal system continuity and encourage more active transportation and transit usage. This will be critical to help meet VISION 2050's goals for safe, convenient pedestrian access to transit. Local jurisdictions should prioritize filling network gaps and expanding pedestrian and bicycle facility coverage when planning transportation projects, particularly in transit station areas.
- **Include equity in the evaluation of needs.** To ensure equitable access to pedestrian and bicycle facilities, local jurisdictions should assess the needs of historically disadvantaged populations when planning active transportation projects and programs.
- **Emphasize safety improvements for pedestrians and bicyclists.** To help the region reach its safety goals, local jurisdictions should place an emphasis on pedestrian and bicyclist safety as part of their transportation projects and programs.
- **Continue to refine active transportation performance metrics.** Tracking and refining current metrics for walking and biking will help the region meets its long-range goals for improving accessibility, safety and public health.

# Emerging Trends and Big Ideas

## Shared Mobility and Micromobility

An array of shared mobility services have been present in the region for nearly a decade, including micromobility and others.[9] Micromobility refers to person-powered and individually operated modes, usually for short trips. Micromobility includes shared-use bike, e-bike, or e-scooter rental services where rental transactions are typically completed in a smartphone app. In different areas across the nation, transit agencies have partnered with bike and scooter share services to install docked systems or deploy dockless fleets at transit centers to encourage transit riders to use these modes for first- and last-mile connections to transit.

One of the most immediately recognizable benefits of these services is that they help meet the demand for more convenient and flexible transportation options. In addition, they have the potential to provide easier access to travel for special needs populations such as persons with disabilities, seniors, or youth who are unable to drive. In terms of challenges, managing and developing a regulatory framework for this dynamic industry has proven to be a significant task for local governments. Challenges have included conflicts with positioning of bikes and scooters on sidewalks and other areas, and difficulties associated with obtaining and tracking data.

Pre-COVID-19 these services were growing at a fairly steady rate and expanding to more jurisdictions across the region. For providers, the volatile and rapidly changing nature of the industry has led to a steady influx of new permitting requirements and unstable operating expenses. Establishing an economically sustainable business model that can keep up with new technological developments while navigating an uncertain regulatory framework has proven to be difficult. These challenges have led to significant turnover among providers and raise questions about the overall viability of the industry.

While use and recognition of shared mobility will likely continue to grow, the share within the region and nationally remains low compared to other modes of travel. This makes it difficult to predict future shared-mobility related changes and impacts to the system. Decision makers across the region will need to continue to monitor how the industry evolves and develop strategies that seek to maximize benefits and minimize disruptions.

## Big Ideas: A Comprehensive Regional Active Transportation Network

Well-connected and complete active transportation networks allow people to safely and comfortably access their jobs, transit, services and community activities on foot, by bicycling, or rolling are needed to complete this system. The need for more and improved pedestrian and bicycle infrastructure will only grow as the region is expected to add another 1.6 million people by 2050.

The RTP's emphasis is on building out the region's active transportation networks as a seamless system providing access to transit and other destinations. Many agencies and organizations are working toward this vision: the Leafline Trails Coalition is working to promote a connected regional trail system as a multi-county spine for walking and bicycling; Disability Rights Washington advocates prioritizing a complete and accessible sidewalk and transit network; and

[9] Shared mobility is broadly defined as transportation resources– such as cars, scooters and bicycles - that are shared among users and provide short-term, on-demand access to transportation services.

local jurisdictions around the region are working to build and improve the active transportation network, through a variety of policy and implementation plans.

VISION 2050 and the Regional Transportation Plan call for the development of a comprehensive active transportation system that offers more travel choices while preserving environmental quality and open space. PSRC is working with communities throughout the region to plan for and implement efficient and effective pedestrian and bicycle projects and programs.

## Implementing the Plan

The following section highlights actions most related to active transportation drawn from throughout the Regional Transportation Plan. These actions highlight shared responsibilities of PSRC, its members and other stakeholders to successfully implement the strategies, projects and programs identified in the plan.

In addition to the below, the RTP contains several other actions related to advancing active transportation. These include improving mobility for people with specialized transportation needs; support for emerging transportation technologies; and integrating equity into all aspects of regional transportation planning. For safety, PSRC will be developing a Regional Safety Plan that will include actions, targets and performance indicators, with updates provided and progress tracked through an annual regional safety report.

### Implementation Actions:

- Improve pedestrian and bicycle network connectivity, particularly for accessibility to the transit system.
- Prioritize access to transit, considering equity and safety; local context; transit supportive land use; affordable housing in proximity to transit; partnerships.
- Include equity in the evaluation of needs and priorities.
- Emphasize safety improvements for bicyclists and pedestrians.
- Work with the Bicycle Pedestrian Advisory Committee to develop qualitative and quantitative active transportation performance measures and objectives, including analysis of "all ages and abilities" facilities.
- Elevate the work and needs of ADA transition planning, including monitoring the progress and supporting the development and analysis of local plans.
- PSRC will continue to advance the work of the Active Transportation Plan and pedestrian and bicycle planning throughout the region.

## Current Status in 2023

After adoption of the RTP in May 2022, PSRC began working with its boards to review the priorities and timelines for the identified action items and future work as they relate to PSRC's work program. This included planning for both the near term and the next biennial budget and work program. Several of the implementation steps described in the previous section are already underway as of early 2023.

To help support network connectivity, PSRC staff have been working with the BPAC on updating the regional pedestrian and bicycle facility typology. This includes updating facility categories and definitions to align them with national design guidance resources, as well as adding regional examples for each facility type. Once completed, the typology will be used for categorizing facility types in the regional pedestrian and bicycle facility inventory and may also be used to help inform other PSRC processes. In addition, staff have begun working with the BPAC on preparations for updating the facility inventory later in 2023.

For access to transit, PSRC conducted outreach on this topic with the BPAC, Transportation Operators Committee, and Regional Transit-Oriented Development Committee in 2022. Staff then developed a work program based on the feedback received about major challenges for improving transit access in the region and how PSRC can best support these efforts. The draft work program includes reviewing existing PSRC tools and resources for any needed updates, such as better incorporating equity and safety considerations. The work program also includes identifying potential ways to better assess pedestrian and bicycle connectivity near existing and planned transit stations.

In early 2023, staff began researching federal and state regulations and guidance resources related to ADA transition planning in the region, including current roles and responsibilities for developing and monitoring plans. Staff also began compiling comprehensive information on the status of ADA Transition Plans at every jurisdiction in the region. Next steps will involve working with the Transportation Policy Board to develop the future work program on this topic based on the initial research.

For system performance, the RTP called for PSRC to identify performances measures and targets for meeting key aspects of VISION 2050 and the RTP, including active transportation. The initial Regional Transportation Plan Performance Dashboard was published in January 2023. In February, the U.S. Department of Transportation announced that PSRC will receive a grant through the Safe Streets and Roads for All (SS4A) Grant Program. The grant will support development of a Regional Safety Plan and local safety plans for the cities of Burien, Everett, Kent, Redmond, and Tukwila and for Pierce County, Washington.

## Conclusion

The Active Transportation Plan supports the Regional Transportation Plan in providing the framework for the development of an equitable, safe, sustainable system that improves active transportation for all people throughout the four-county central Puget Sound region.

Strategies in the plan reflect what we heard from our outreach with the region's residents – both their current needs, and their hopes for the future of transportation. We heard that people want greener transportation that reduces greenhouse gas emissions and better access to transit. We heard that safety of all users should be paramount. We also heard that the pandemic has amplified inequities within the region's communities, and that the transportation system must be part of a solution to help fix these inequities.

As a long-range planning agency, PSRC will continue to collect data on emerging trends for pedestrian and bicycle travel, and learn from PSRC's members and others. The plan will be implemented to meet the evolving active transportation needs of the people of the central Puget Sound region.

# Appendix A: Existing Conditions Data

This appendix provides detailed information about the pedestrian, bicycle, 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.

## Pedestrian and Bicycle Data Collection Process

In 2019 and 2020, PSRC conducted a survey of every jurisdiction in the region to gather information on pedestrian and bicycle facility data and travel counts. 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.

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 (with some variation depending on the route) 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 8.

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 9. See Table 10 for definitions of different geographic areas used for analyzing the data by location.

The facility data from the 2020 inventory has been incorporated into the Transportation System Visualization Tool. This tool features data on various aspects of the transportation system with other regional information such as demographics, regional centers, and transit stations. This interactive tool is complemented by another tool illustrating forecast conditions, including mappable planned transportation investments. These resources were designed to support local jurisdictions as they consider the next wave of transportation investments that will be required to support the updates of local land use plans, required by 2024. This work will, in turn, inform future updates to the plan.

### Table 8. 2020 Pedestrian and Bicycle 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 9. 2020 Pedestrian and Bicycle 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 |
| **Striped 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. There was no minimum width required for inclusion in the inventory. | 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 (Separated)** | 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.

### Table 10. 2020 Pedestrian and Bicycle Inventory – Geographic Definitions

| Geography | Definitions |
|---|---|
| **Urban Growth Area** | Under the Growth Management Act, counties work with their cities to designate urban growth areas as the primary locations for growth and future development. For this analysis, all county urban growth areas in the region are combined into one geography, referred to as the Urban Growth Area. |
| **Urban** | Areas within the Urban Growth Area. |
| **Rural** | Areas outside of the Urban Growth Area. |
| **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 11 describes arterial sidewalk coverage at different regional geographies, including arterials with complete facilities, partial facilities, any facilities (partial or complete) and arterials without facilities. Table 12 describes arterial facility coverage by county. Table 13 describes arterial facility coverage within Regional Growth Centers.

### Table 11. Regional Sidewalk Inventory (2020)

| | | Arterials with Sidewalks | | | | | | Arterials without Sidewalks | |
|---|---|---|---|---|---|---|---|---|---|
| | | 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 12. County Sidewalk Inventory (2020)

| | | Arterials with Sidewalks | | | | | | Arterials without Sidewalks | |
|---|---|---|---|---|---|---|---|---|---|
| | | 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% |
| Pierce | 880 | 234 | 27% | 135 | 15% | 369 | 42% | 512 | 58% |
| Snohomish | 487 | 177 | 36% | 72 | 15% | 249 | 51% | 237 | 49% |

## Table 13. Regional Growth Center Sidewalk Inventory (2020)

| | | Arterials with Sidewalks | | | | | | Arterials without Sidewalks | |
|---|---|---|---|---|---|---|---|---|---|
| | | 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% |
| **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% |

## Bicycle and Shared Use Facilities

Table 14 describes arterial bicycle facility coverage at different regional geographies, including arterials with complete facilities, partial facilities, any facilities (partial or complete) and arterials without facilities. Table 15 describes arterial facility coverage by county. Table 16 describes arterial facility coverage within Regional Growth Centers. Table 17 describes the share of different facility types at the county level.

Table 18 provides mileage and percentages of total Regional Shared Use Paths by county.

### Table 14. Regional Bicycle Facility Inventory (2020)

| | | **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 15. County Bicycle Facility Inventory (2020)

| | | 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 16. Regional Growth Center Bicycle Facility Inventory (2020)

| | | 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% |

### Table 17. County Arterial Bicycle Facilities by Type (2020)

| Facility Type | King | Kitsap | Pierce | Snohomish |
|---|---|---|---|---|
| **Protected Bike Lanes** | 5.2% | 0.0% | 0.2% | 0.0% |
| **Buffered Bike Lanes** | 0.6% | 0.0% | 0.0% | 0.0% |
| **Striped Bike Lanes** | 45.3% | 22.2% | 24.2% | 48.3% |
| **Paved/Striped/Connected Shoulders** | 26.9% | 73.2% | 71.4% | 45.1% |
| **Shared Lane Markings** | 15.5% | 2.1% | 2.2% | 1.0% |
| **Adjacent Shared Use Paths** | 6.5% | 2.5% | 2.0% | 5.6% |

### Table 18. Regional Shared Use Paths by County (2020)

| | 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.

## Connectivity in Transit Station Areas

Pedestrian and bicycle facility access is analyzed for both high-capacity transit and other local transit (non-HCT) stations. 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. For HCT station areas (Tables 19 and 20), facility coverage is analyzed within a half mile radius. For local transit station areas (Tables 21 and 22), 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 19. Sidewalk Coverage around HCT Stations (2020)

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

### Table 20. Bicycle Facility Coverage around HCT Stations (2020)

| 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 21. Sidewalk Coverage around Local Transit Stations (2020)

| Geography | At Least 25% Sidewalk Coverage | At Least 50% Sidewalk Coverage | At Least 75% Sidewalk Coverage | 100% Sidewalk 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 22. Bicycle Facility Coverage around Local Transit Stations (2020)

| 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% |
| **People with Low Incomes (Above Regional Average)** | 42% | 28% | 16% | 9% |

Table 23 describes facility coverage by equity focus areas, in comparison to areas outside of the equity focus areas. The equity focus areas are census tracts with percentages of people of color and people with low incomes above the regional average. Table 24 describes the percentage of regional shared use paths that are present both within and outside of equity focus areas.

### Table 23. Arterial Facility Coverage by Equity Focus Areas (2020)

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

**Table 24. Regional Shared Use Path Percentages by Equity Focus Areas (2020)**

| 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% |