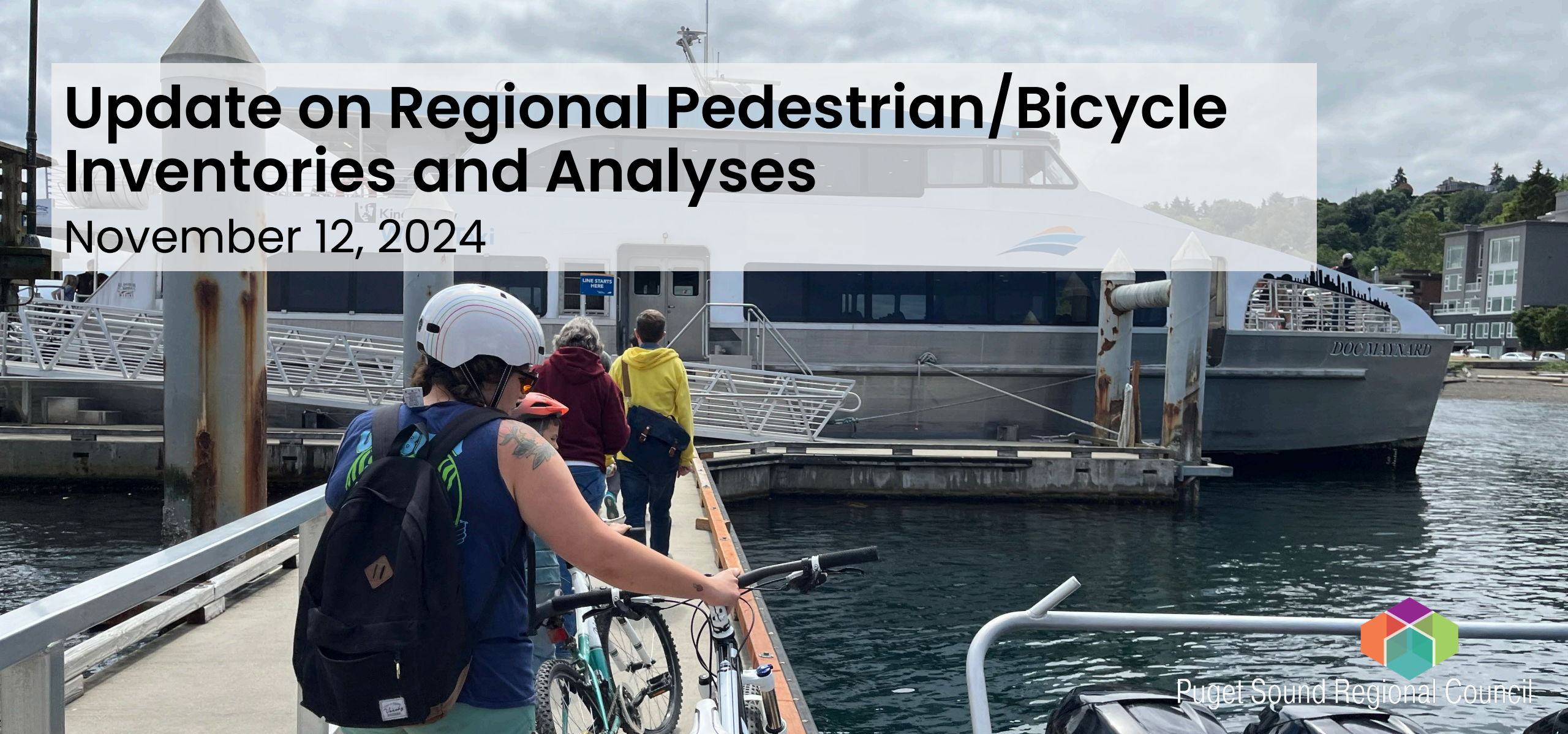


Update on Regional Pedestrian/Bicycle Inventories and Analyses

November 12, 2024



Puget Sound Regional Council



We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

Today's Presentation

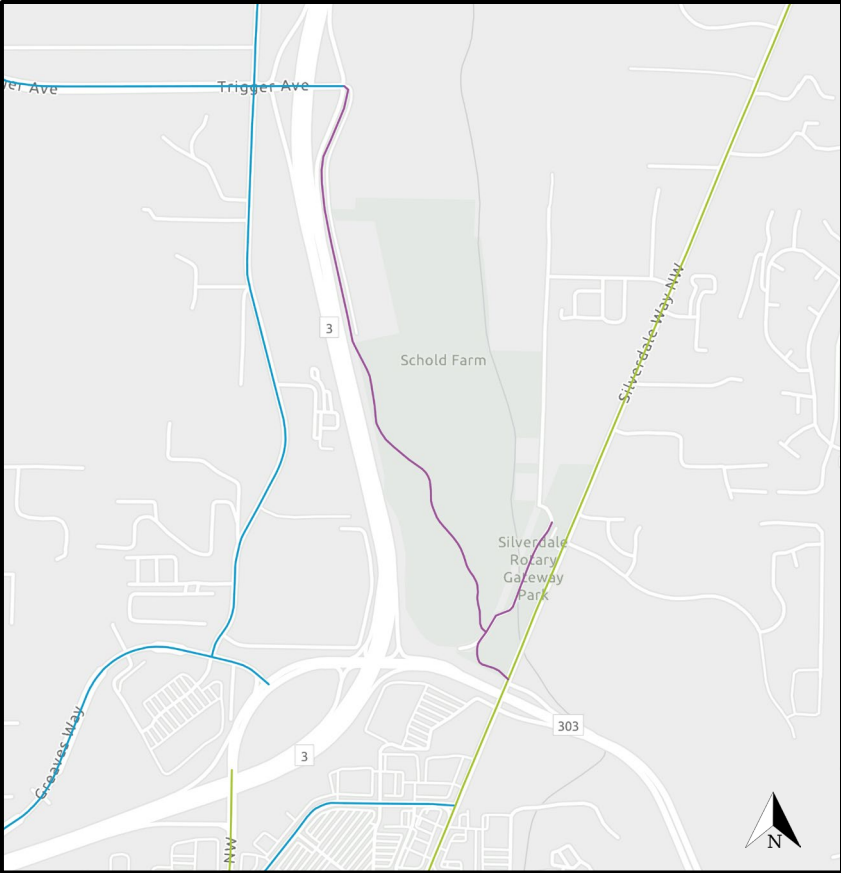


- ✓ Brief update on Kitsap Trails
- ✓ Overview of the planned approach to our Level of Traffic Stress (LTS) Analysis
- ✓ Discussion on our planned approach to a Ped/Bike Policies and Regulations Inventory update
- ✓ Brief ADA Transition Plan Inventory Update

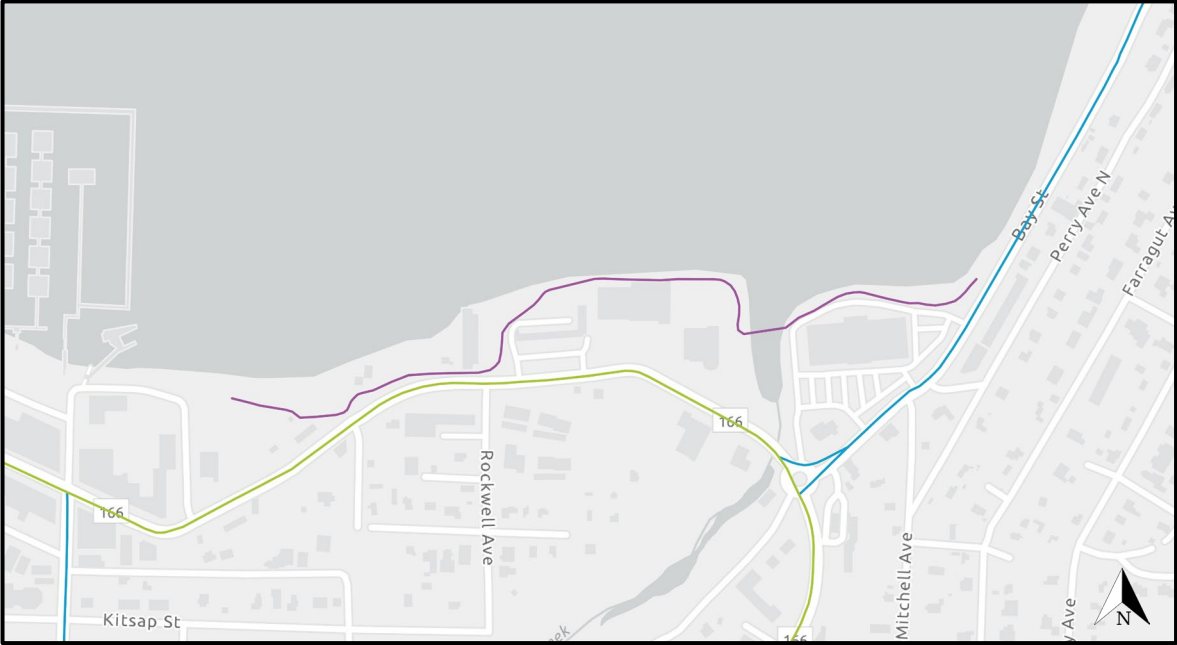


Minor update to Kitsap Trails

Clear Creek Trail (Silverdale)



Bay St. Ped Pathway (Port Orchard)



Level of Traffic Stress Methodology

1520.03(3)(a) Bicycle Level of Traffic Stress

Use the following tables to determine the Bicycle Level of Traffic Stress (BLTS) for each project alternative under consideration (see Chapter 1104). These tables can also be used to identify potential changes needed to achieve BLTS 1 or 2 for an alternative – including additional bicycle infrastructure, speed reductions, and/or lane reductions. Note that speed referred to in the tables is target speed.

Shared use paths meeting the full requirements of Chapter 1515 meet the LTS 2 target by definition, and therefore are not included in the tables below.

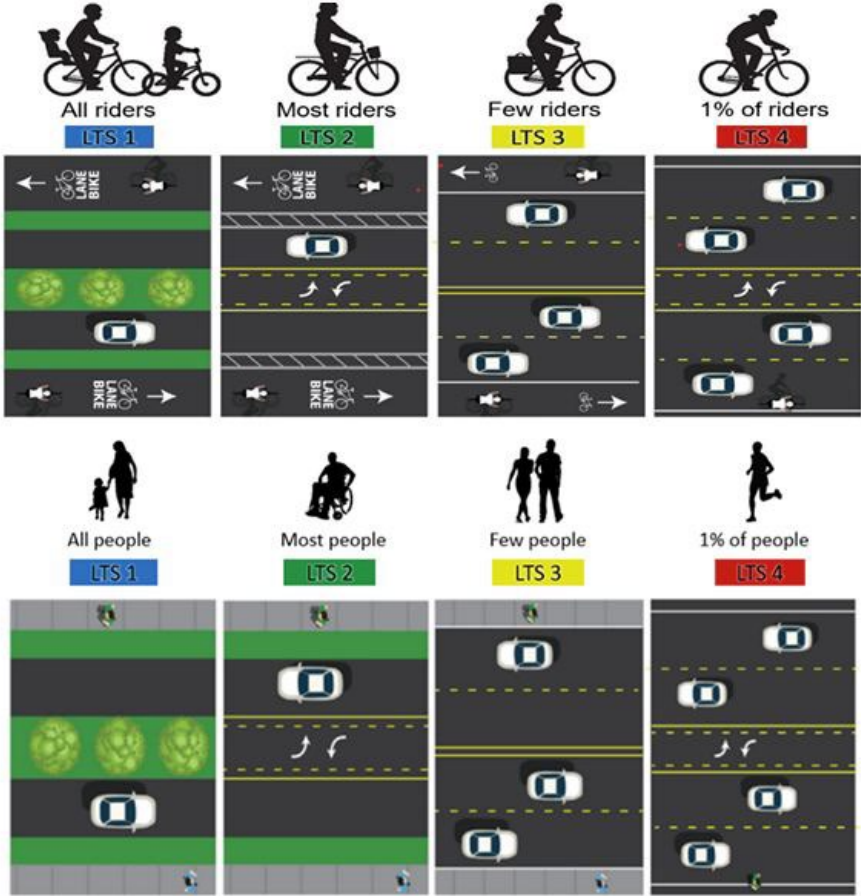
Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility)

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

Exhibit 1520-6 Bicycle Level of Traffic Stress for Conventional Bike Lane

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

Source: WSDOT Design Manual, Chapter 1520



Source: WSDOT Level of Traffic Stress Flyer, August 2023



“PSRC Approach” for Bicycle LTS

Prioritizing new bicycle facilities to improve low-stress network connectivity



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^c Rails to Trails Conservancy, Washington, DC 20037, USA

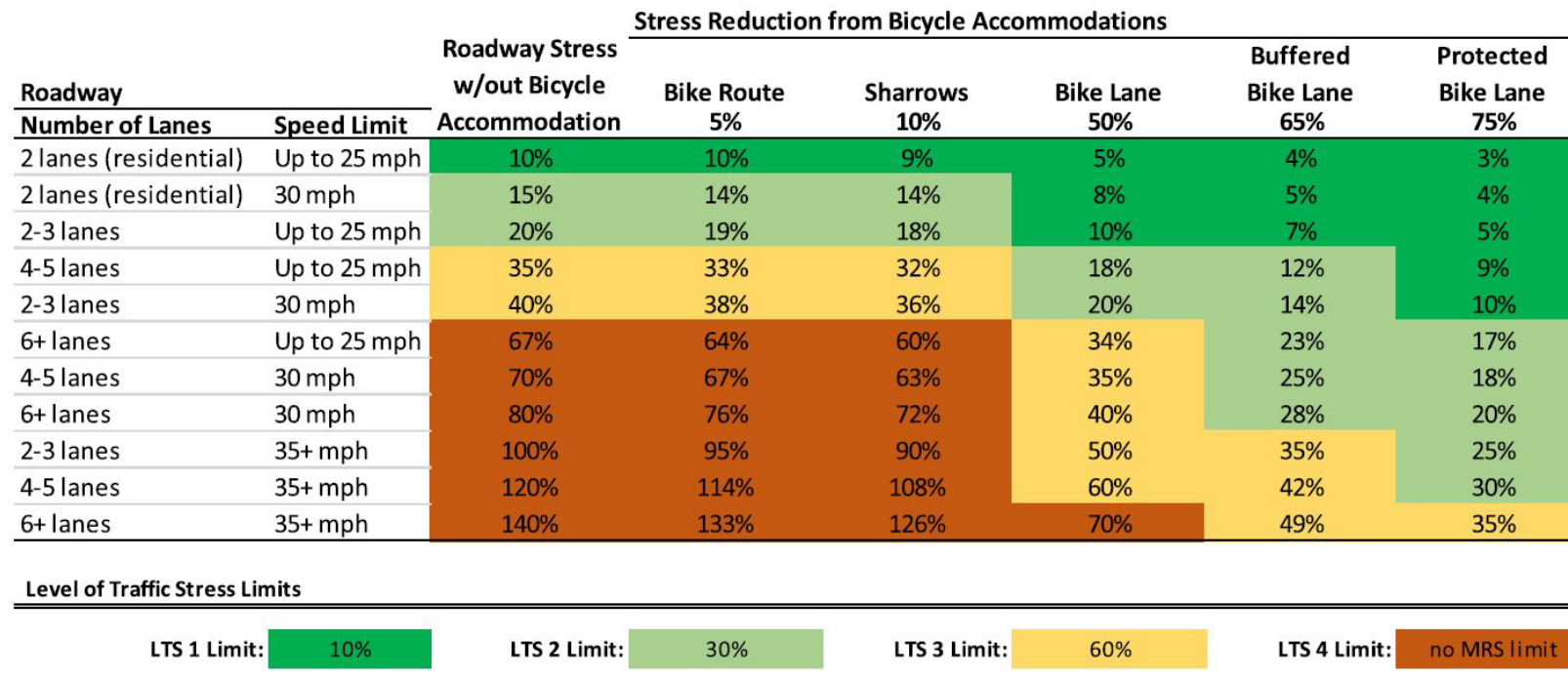


Fig. 1. Stress in terms of MRS for various types of roadway and bicycle accommodation.

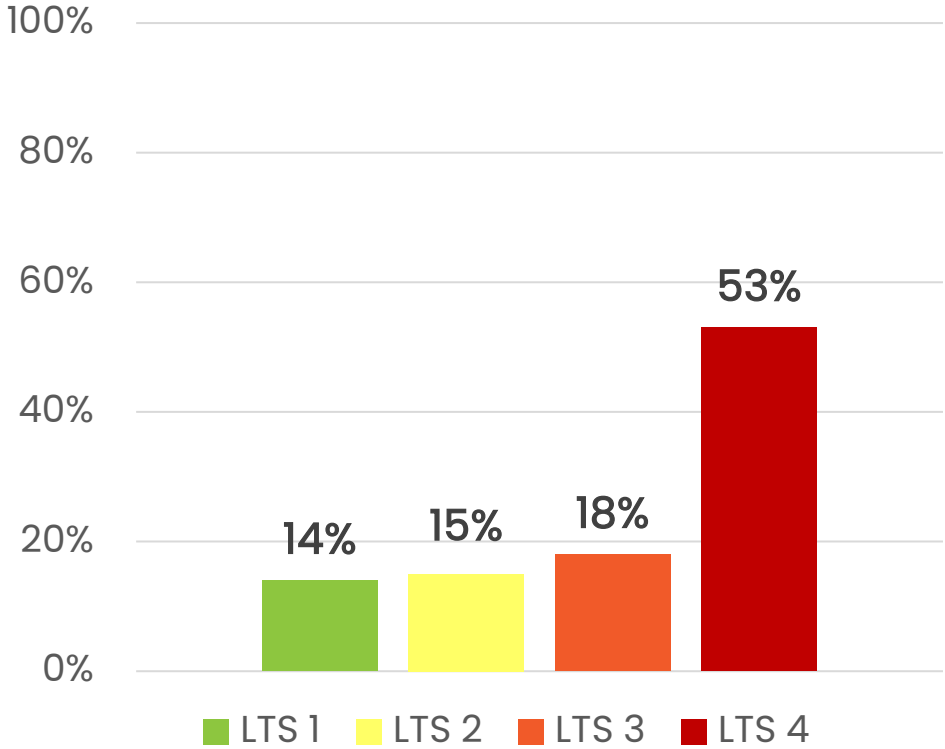
Source: M.B. Lowry et al. / Transportation Research Part A 86 (2016) 124–140

+ Slope

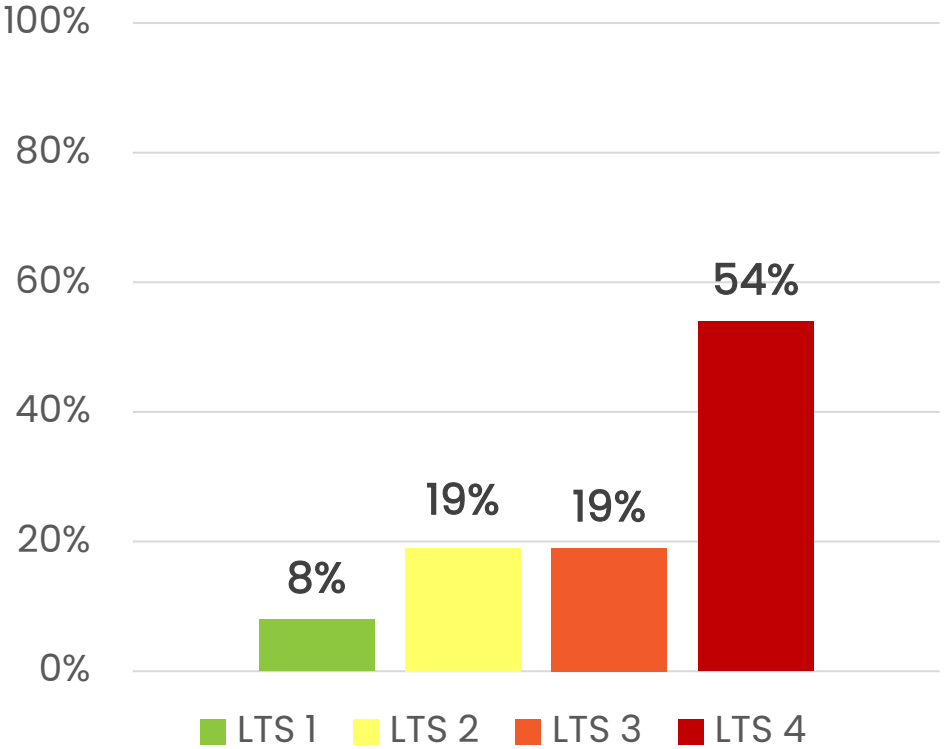


Early Summary Stats

Bicycle LTS (WSDOT):



Bicycle LTS (PSRC Approach):



LTS Discussion/ Next Steps

- Are there any suggestions for adjustments to the LTS methodology?
- Is there a preference for the WSDOT Approach or PSRC Approach?
- Other feedback?



LTS Next Steps



- Initial Pedestrian Level of Traffic Stress Analysis
- Explore how LTS analysis can fit into our Safety Action Planning work



Policies and Regulations Inventory

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%

PSRC is planning an update to the Policies and Regulations Inventory

Proposal:

Simplify the inventory framework and go back to jurisdictions that didn't have policies and/or regulations in 2019




Policies & Regulations Discussion

- What metrics in this inventory are helpful? Are any of these metrics redundant?
- Do you see this as useful information at a regional level?
- Given the timeline of comp plan development. Does our proposed timeline make sense? Or should we wait to update this inventory at a later time?



Brief ADA Transition Plan Update

 **Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

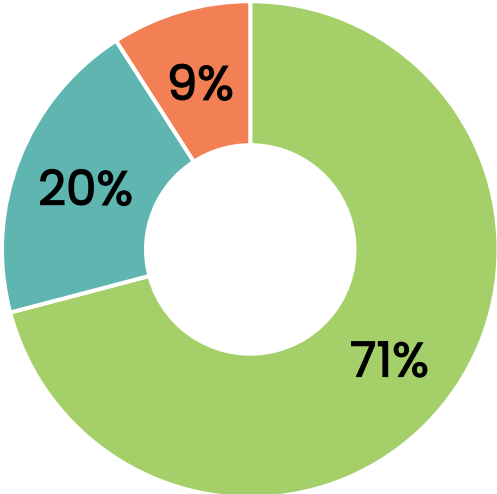
September 5, 2024

Dear Local Agency Partners,

Purpose

The Washington State Department of Transportation (WSDOT) remains committed to providing equitable access to Washington’s multimodal transportation system, which includes users with disabilities. The purpose of this letter is to notify **all local agencies with more than fifty full-time employees and who receive federal funds from WSDOT must provide copies of their transition plan by January 1, 2025.**

Transition Plan Status (as of early 2023)



■ Complete ■ In progress ■ Not yet started





Thank You!

Nick Johnson

Associate Planner

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Puget Sound Regional Council