

Update on Regional Pedestrian/Bicycle Inventories and Analyses

November 11, 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

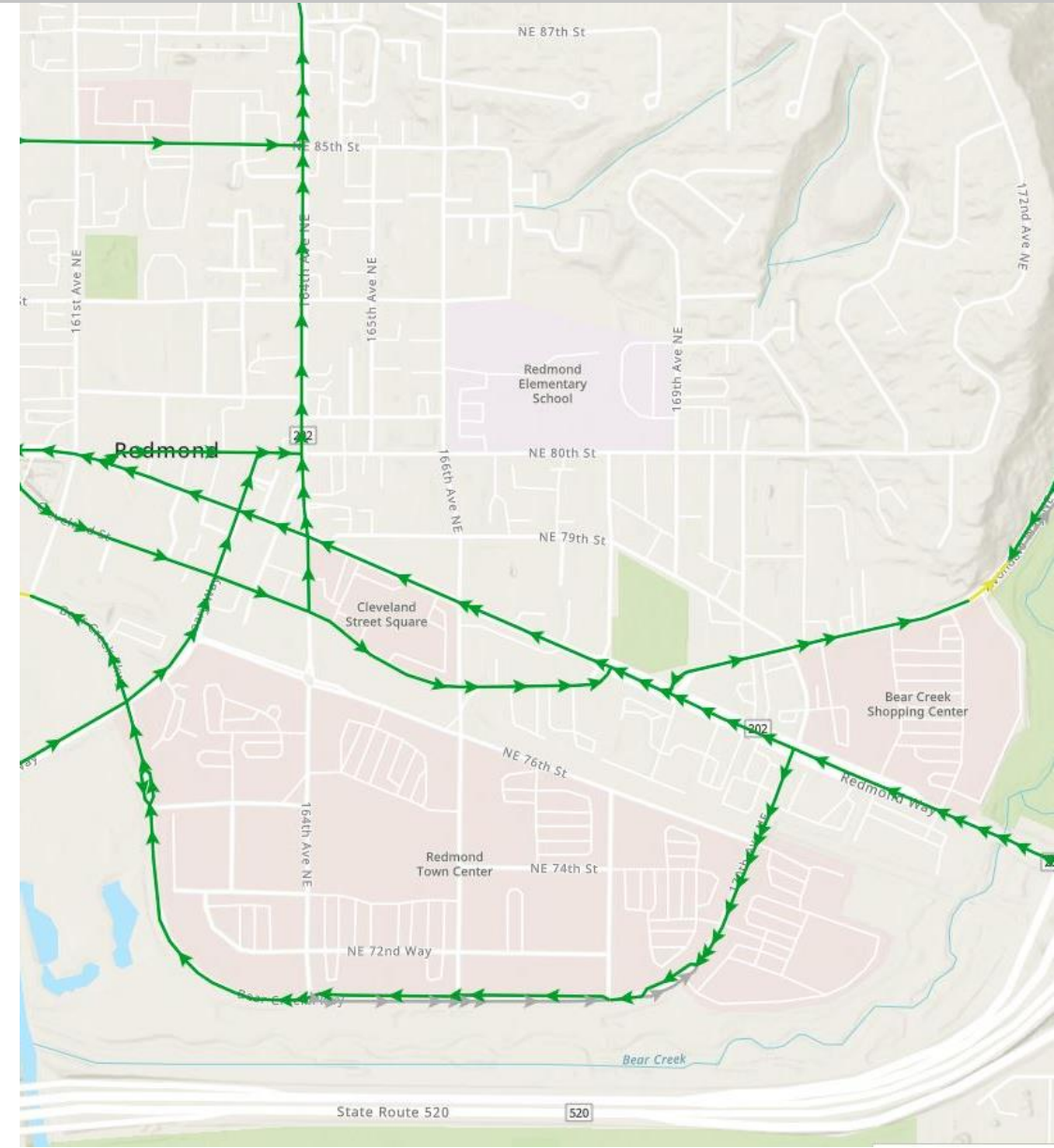
PSRC Active Transportation Data Resources

Ped/bike inventory data:

- ✓ Sidewalks/bicycle facilities on arterials:
 - Completeness,
 - Bicycle facility type
- ✓ Regional shared use paths

Related data and analysis:

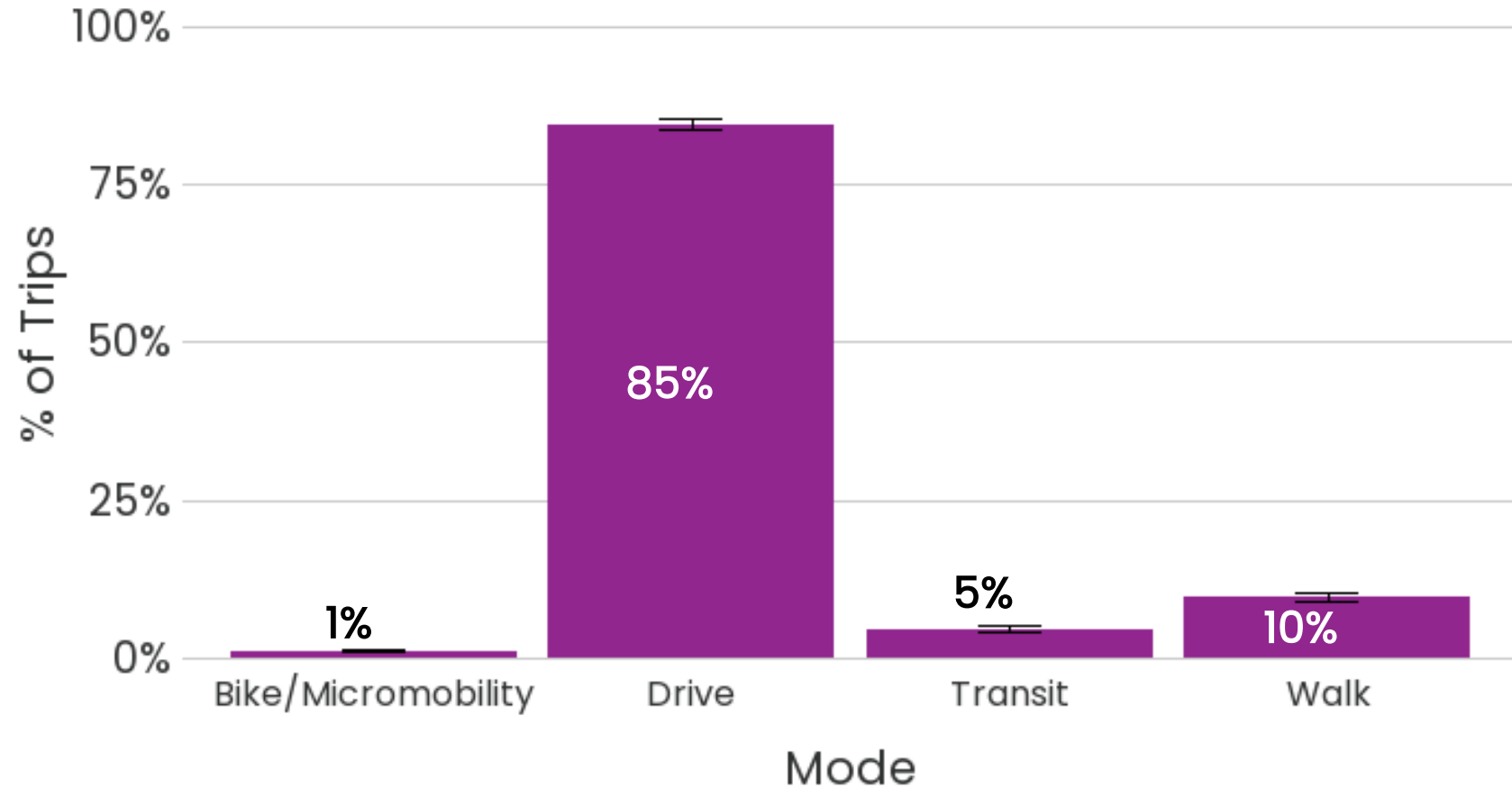
- Household Travel Survey (HTS)
- ADA Transition Plan Inventory
- Bicycle Level of Traffic Stress (LTS)
- Facility Gap Analysis



HTS Overall Trends

- On an average weekday, people made **10%** of trips by walking

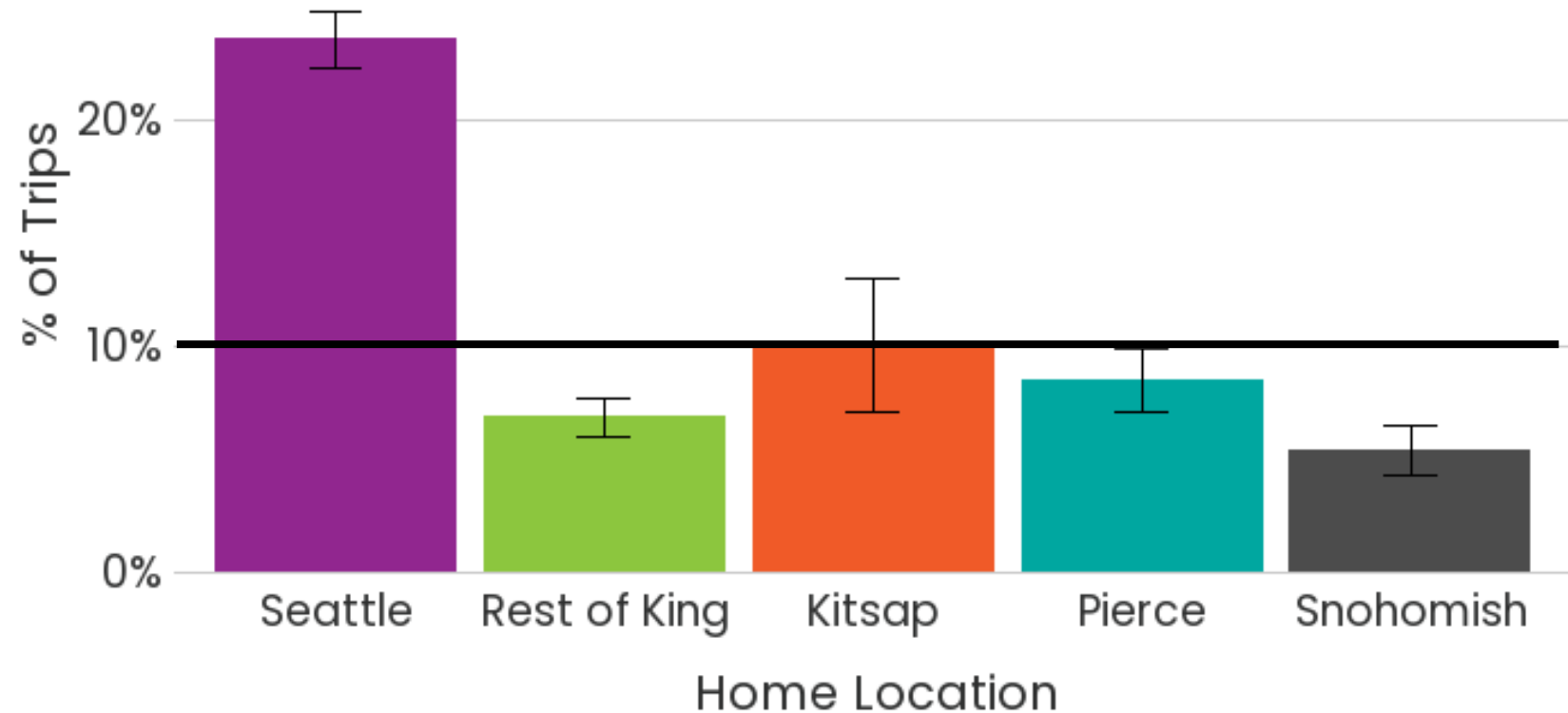
Trips by Mode - Share (2023)



HTS - Walking by Geography

- People who live in Seattle made 24% of trips by walking in 2023
- People who live in King County outside of Seattle and Snohomish County made lower share of walk trips than regional average

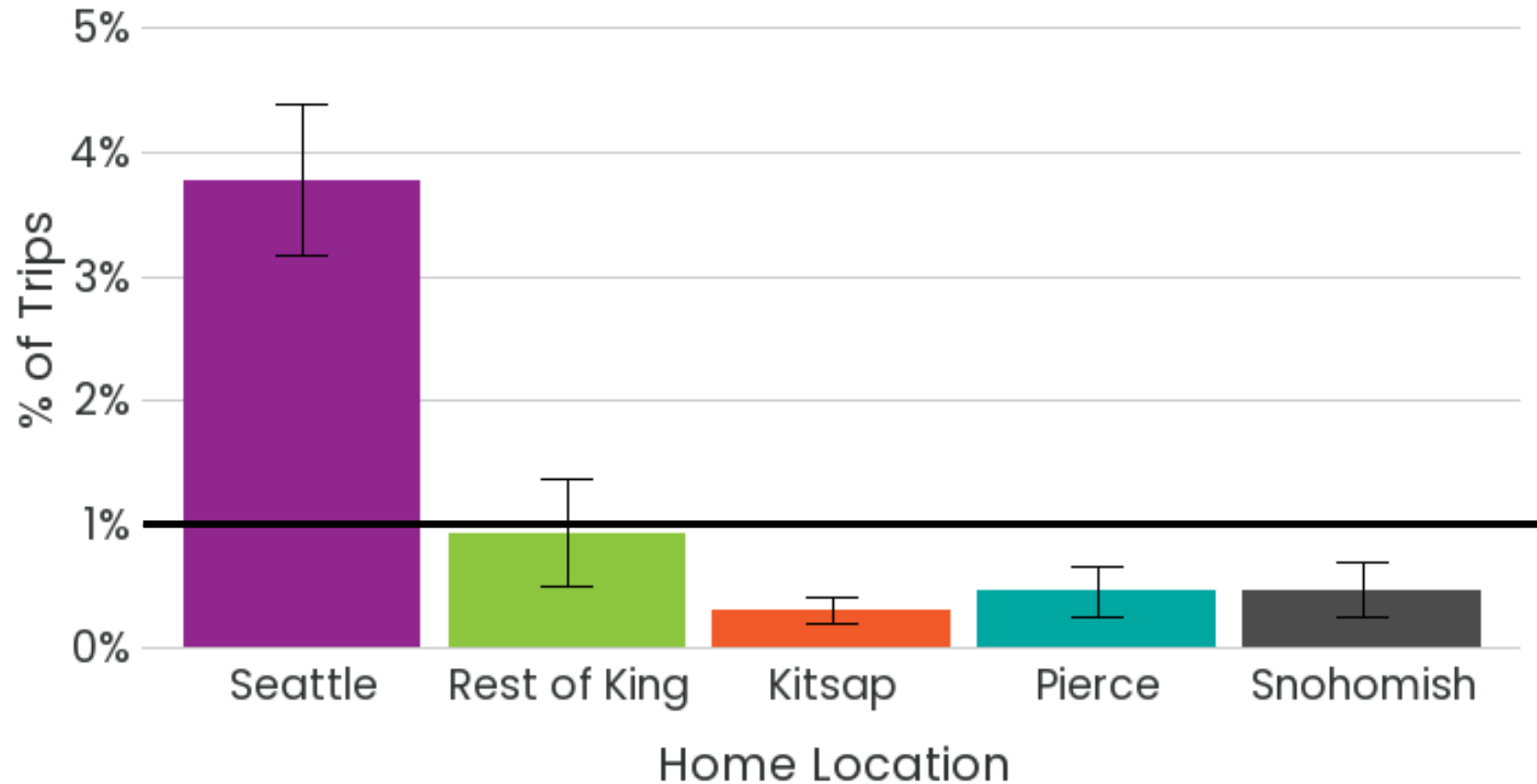
Walk Trips by Home Geography - Share (2023)



HTS - Biking by Geography

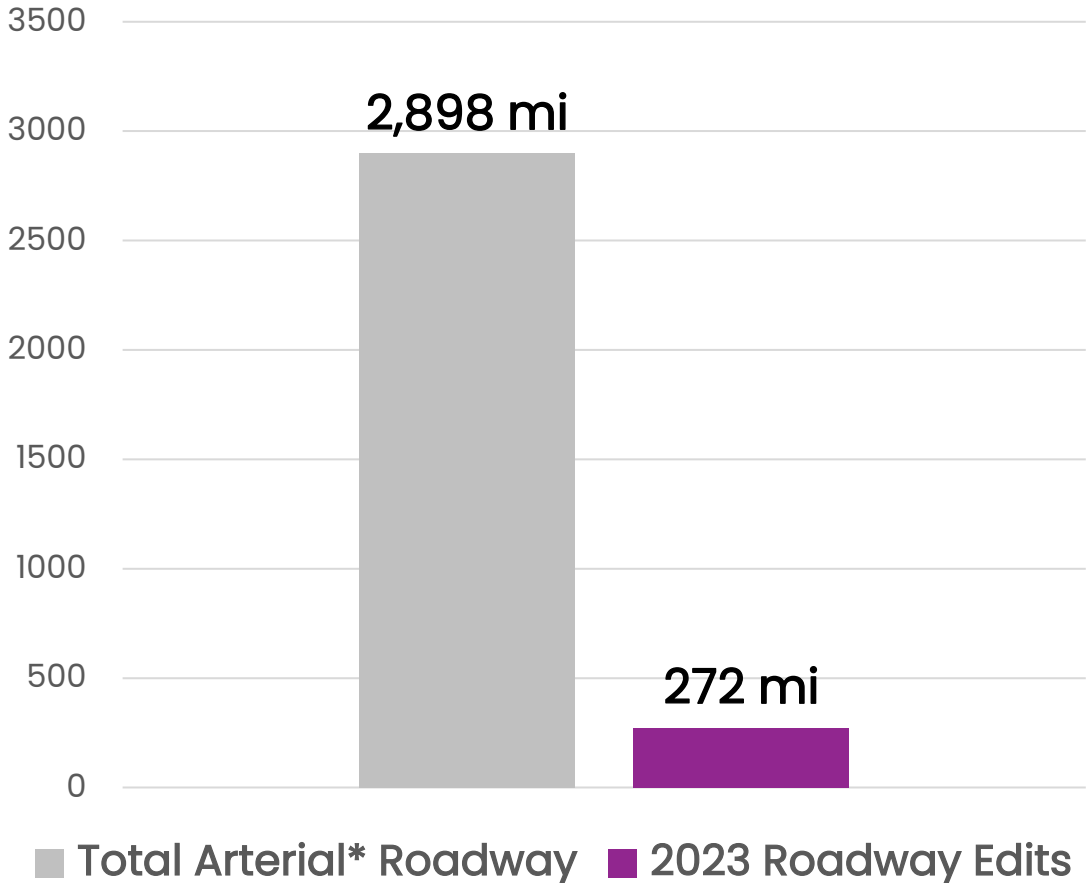
- Share of trips made by bike/micromobility by people living in Seattle is more than 3x regional average
- People living in Kitsap, Pierce, Snohomish counties had shares lower than regional average

Bike Trips by Home Geography - Share (2023)

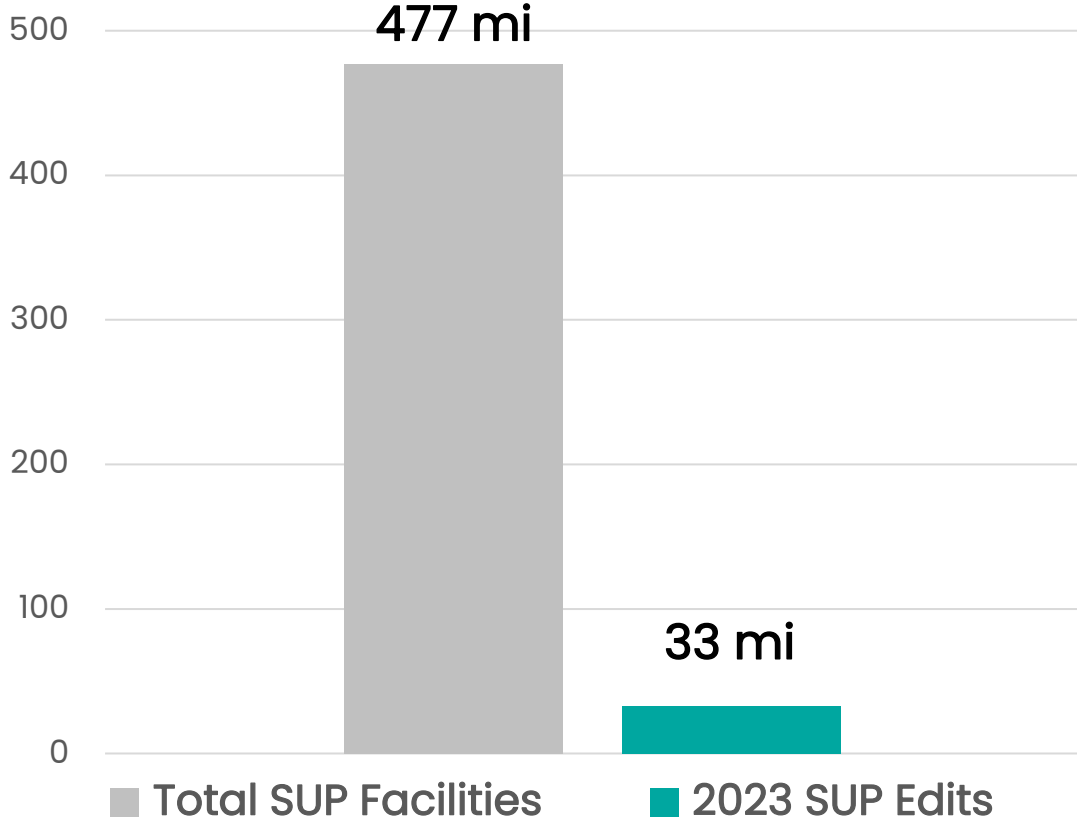


Scope of 2023 Ped/Bike Facility Inventory Update

Roadway Facilities

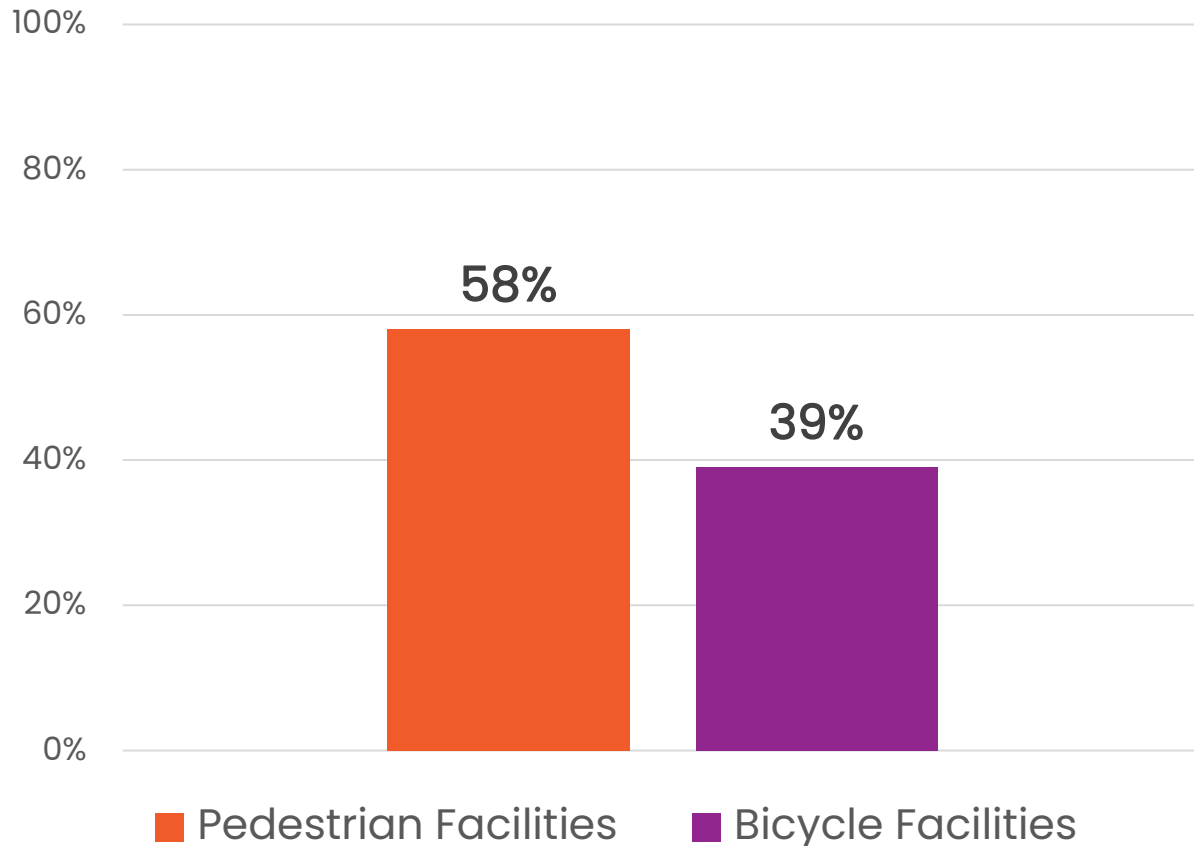


Regional Shared Use Paths



Facility Coverage

Percent of Facility Coverage on Arterials



Facility Coverage:

The mileage of complete or partial ped/bike facilities divided by the mileage of roadway facilities in the given geography.

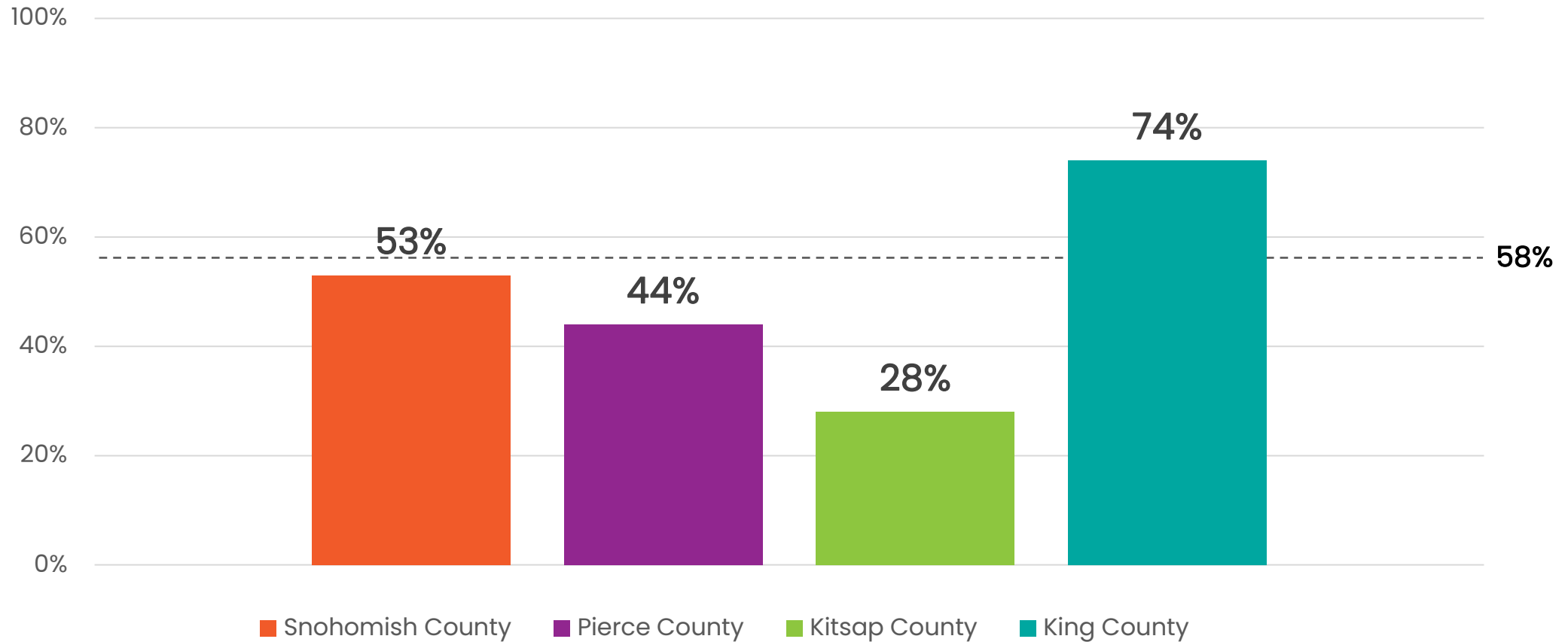
Arterials and Above:

Principal and Minor Arterials with a small selection of Urban Expressway facilities along SR 99



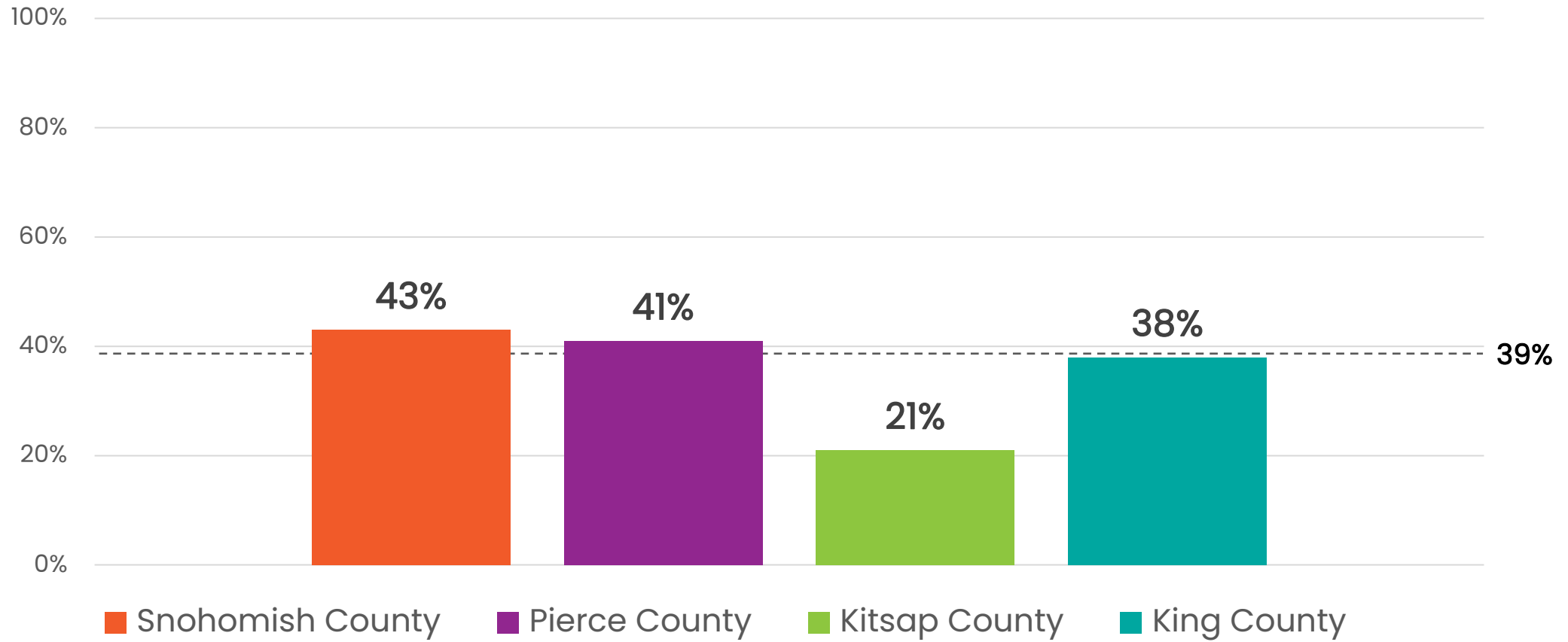
Facility Coverage – Pedestrian Facilities

Percent of Sidewalk Coverage on Arterials by County



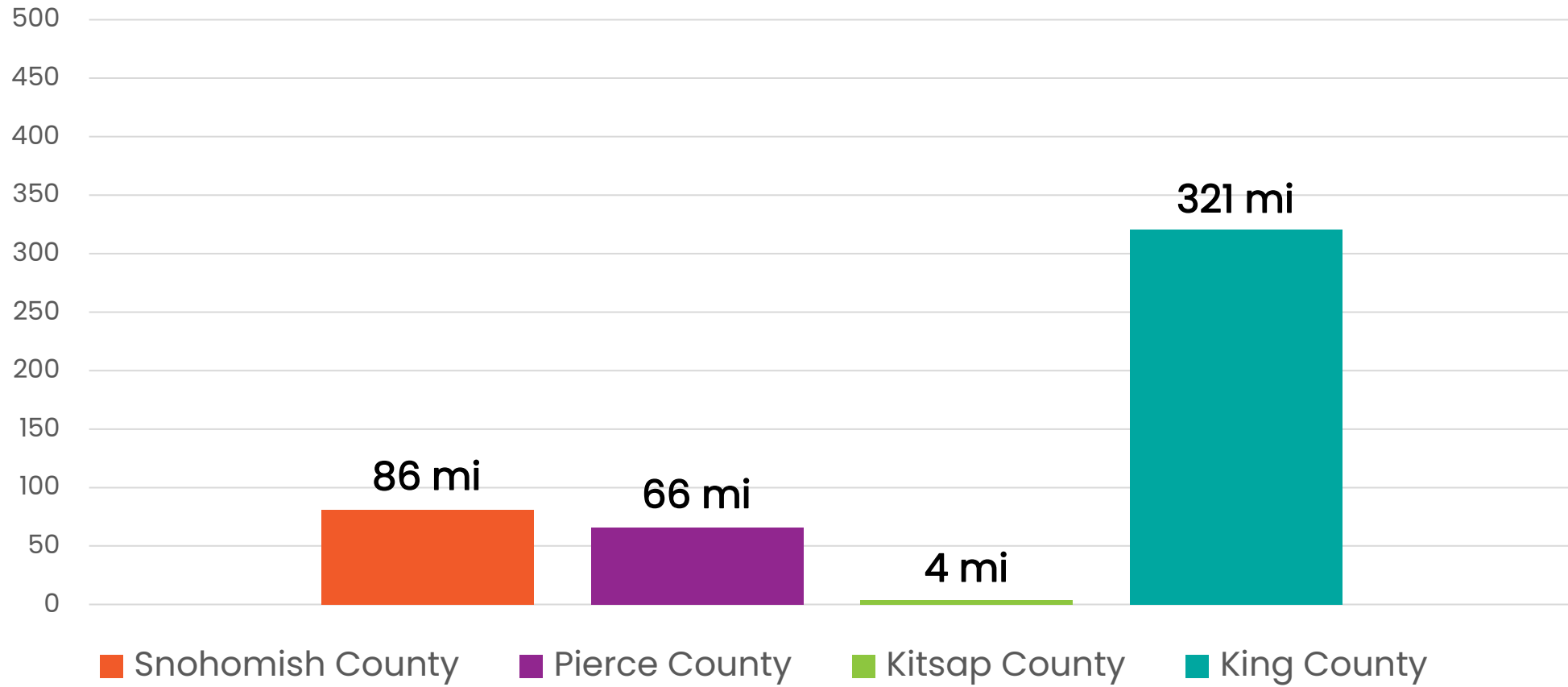
Facility Coverage – Bicycle Facilities

Percent of Bicycle Coverage on Arterials by County



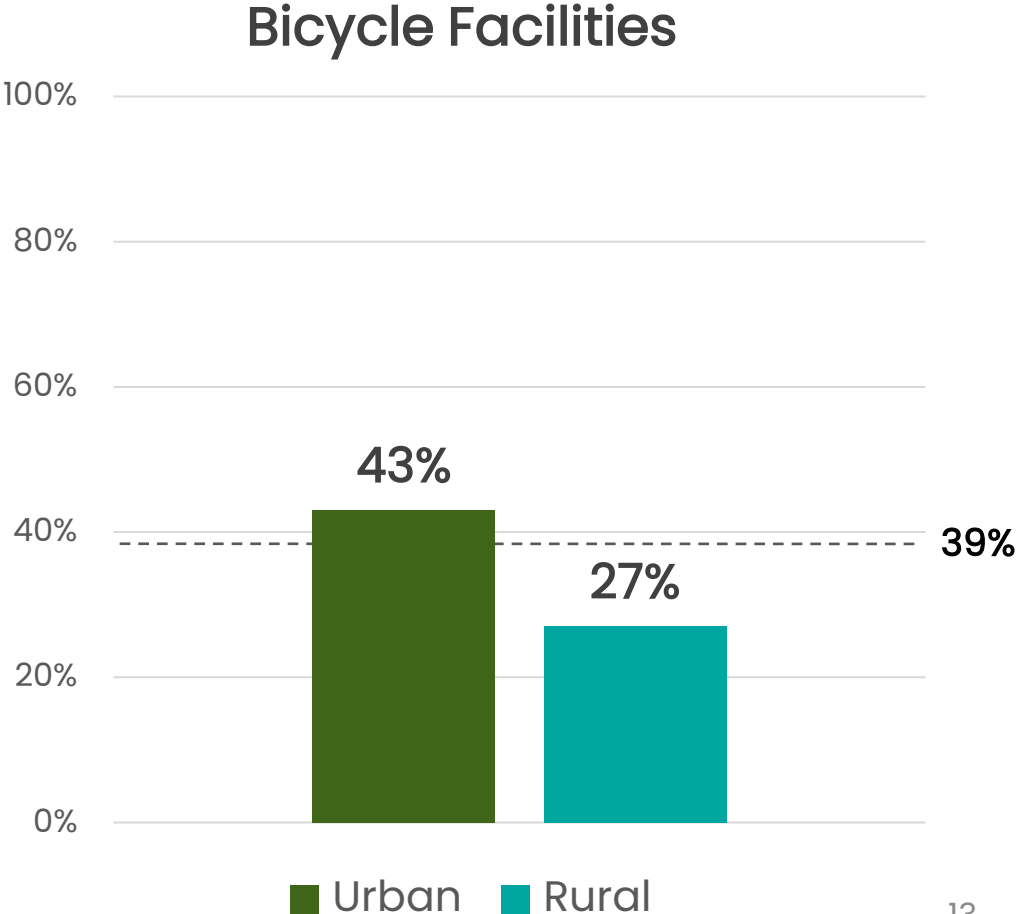
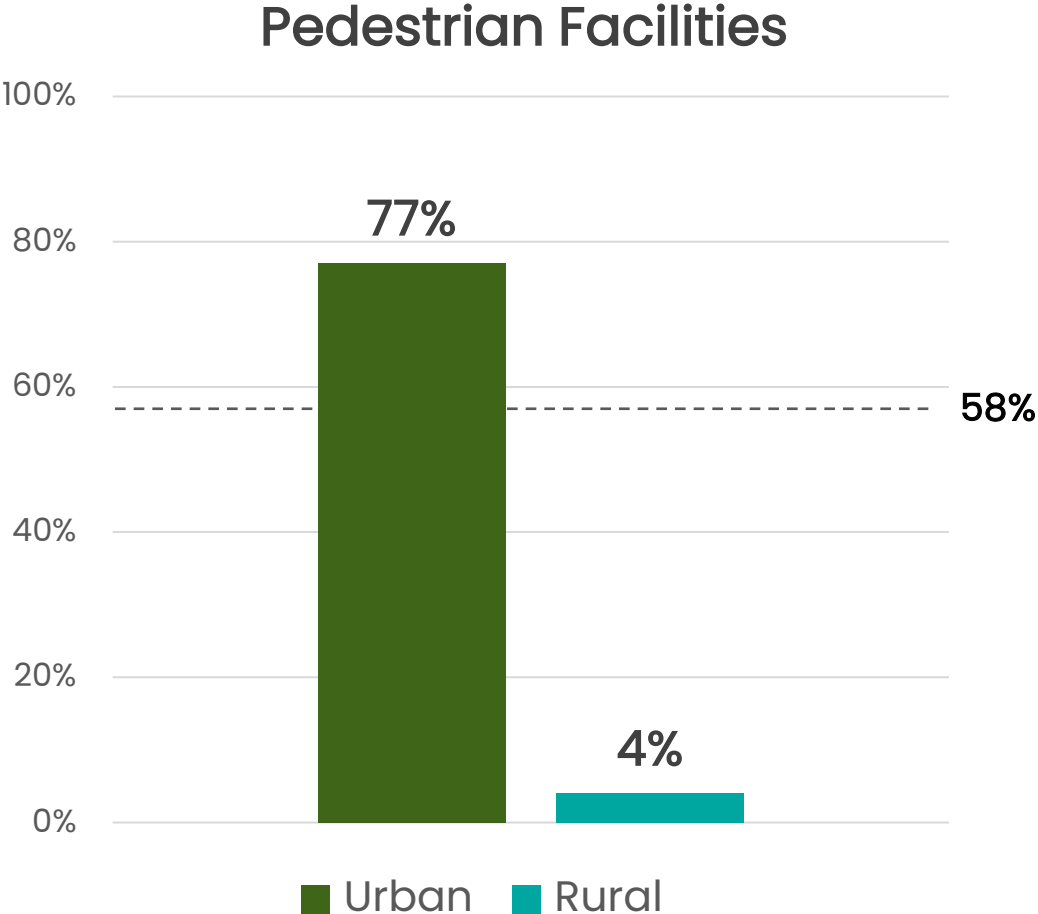
Facility Coverage – SUP Facilities

Shared Use Paths by County



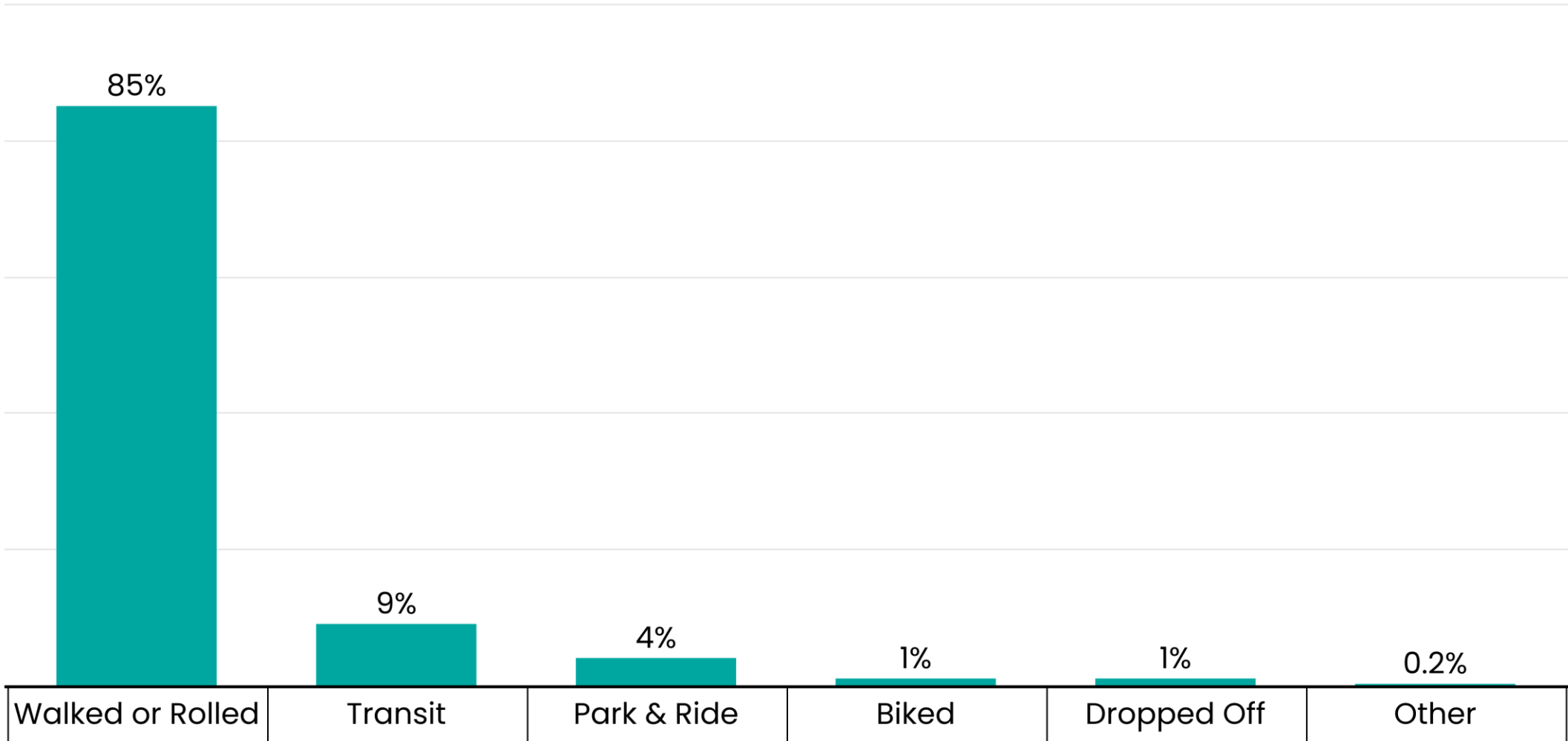
Facility Coverage – Pedestrian Facilities

Percent of Coverage in Urban and Rural Areas



85% of riders walked to transit

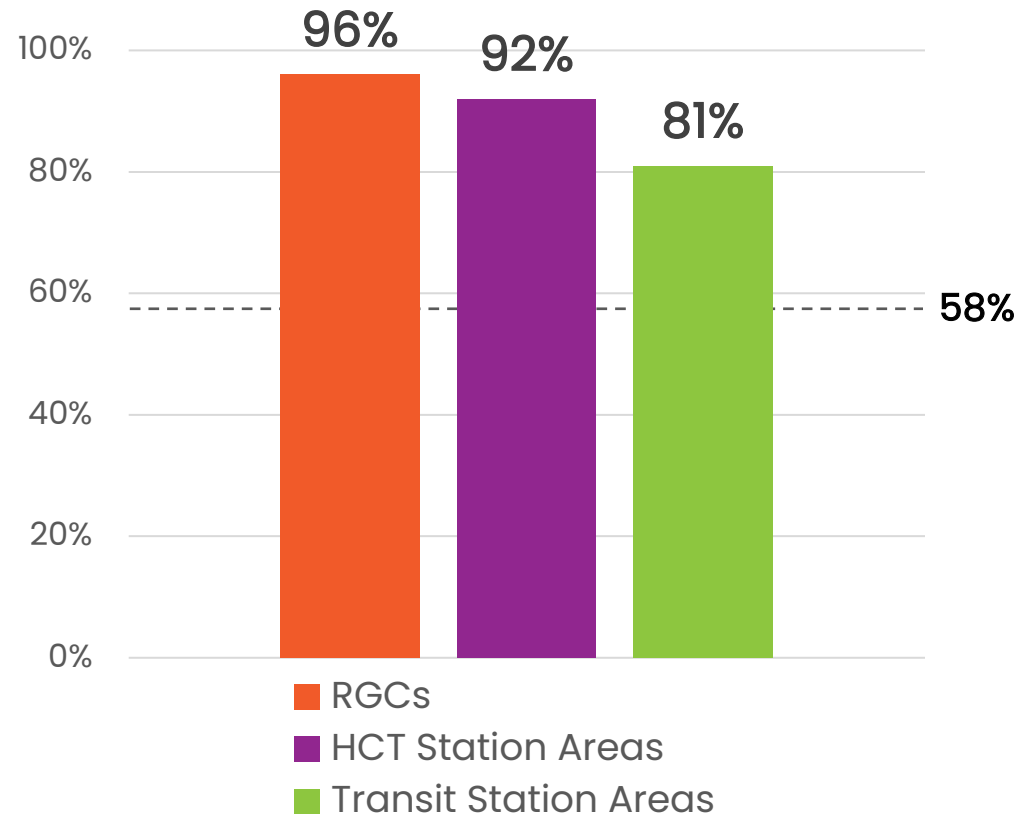
Access Mode for Fixed Route Riders: Spring 2023



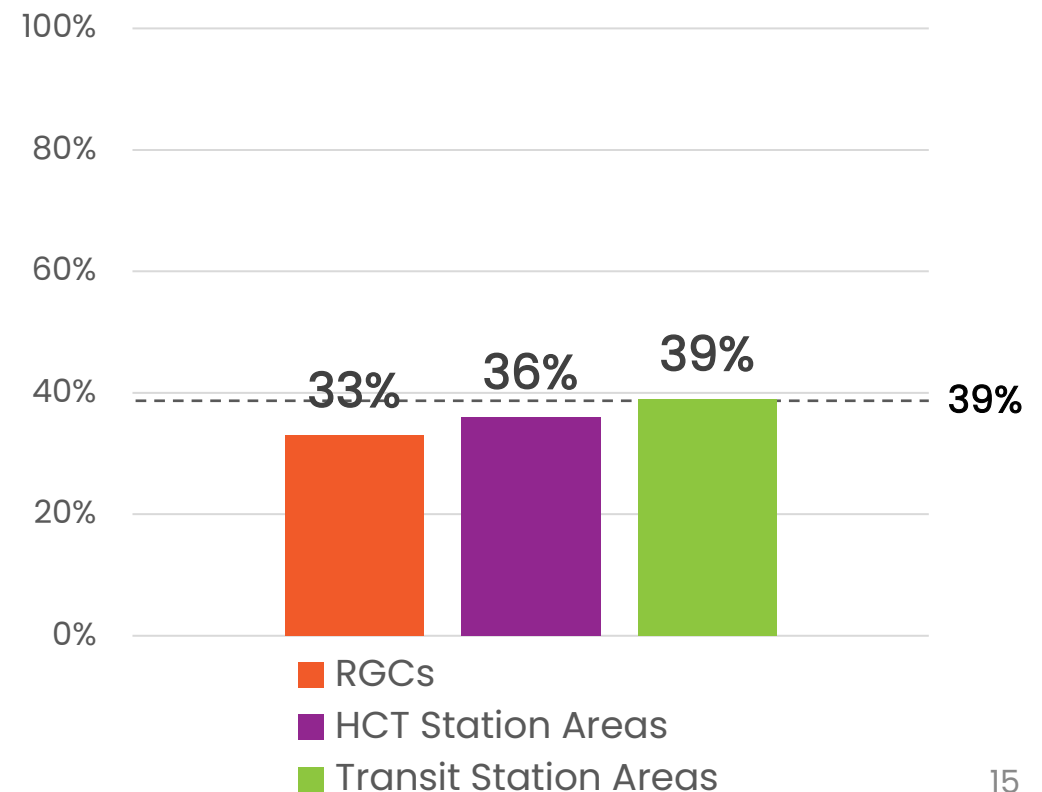
Facility Coverage – Pedestrian Facilities

Coverage in Regional Growth Centers, High-Capacity Transit and general Transit Station Areas

Pedestrian Facilities

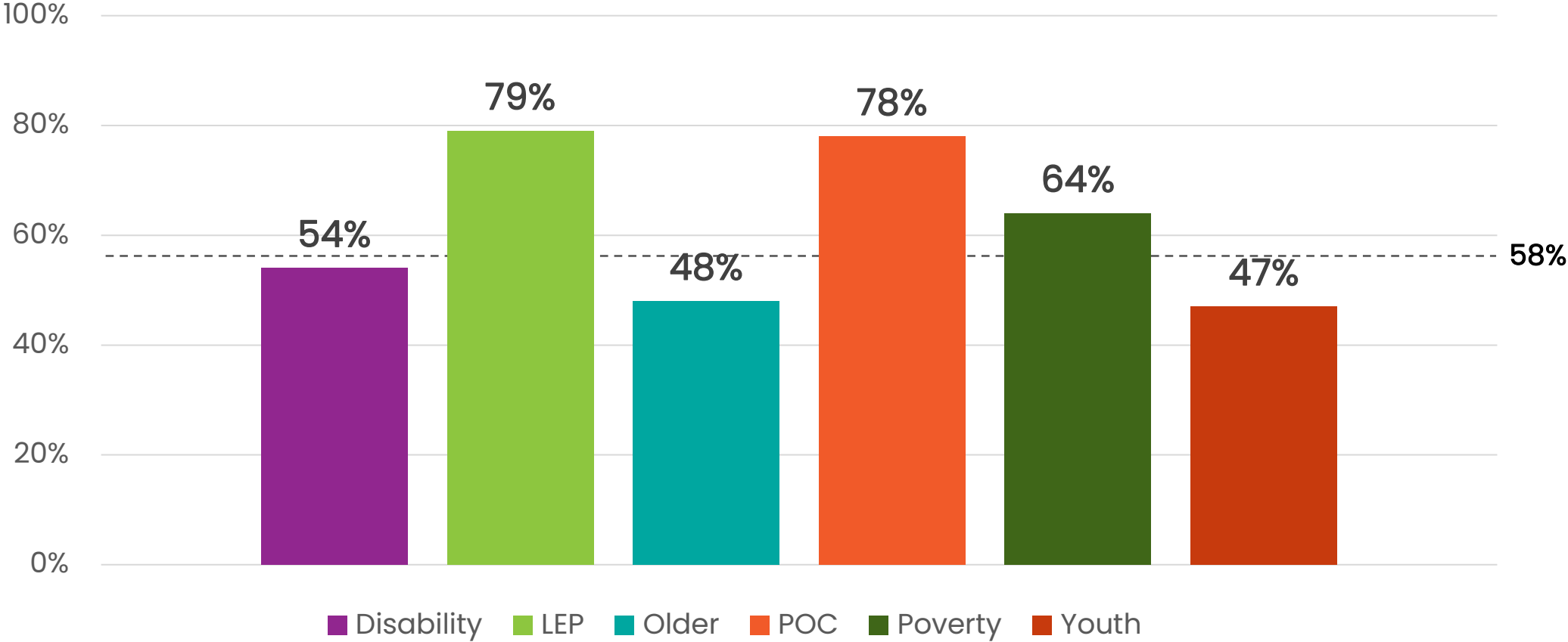


Bicycle Facilities



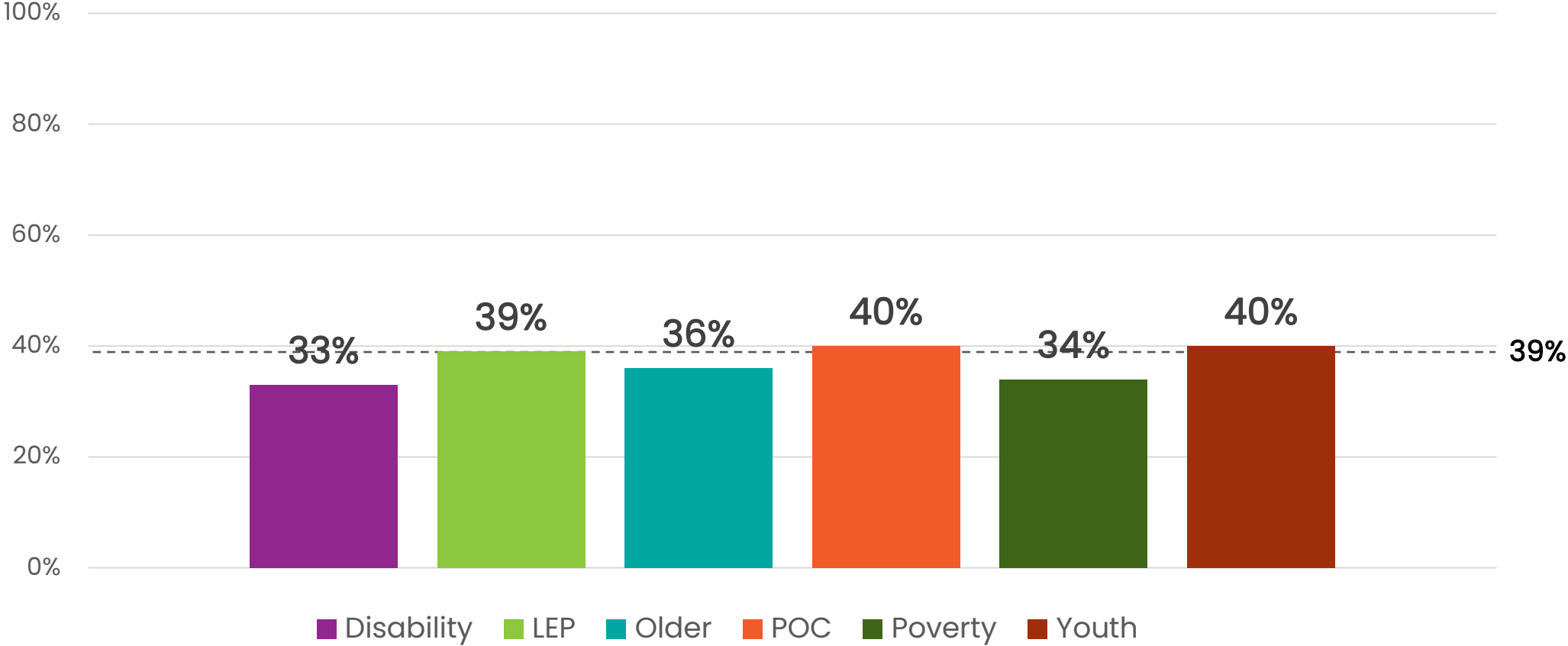
EFA – Pedestrian Facilities

Percent of Sidewalk Coverage in Equity Focus Areas



EFA – Bicycle Facilities

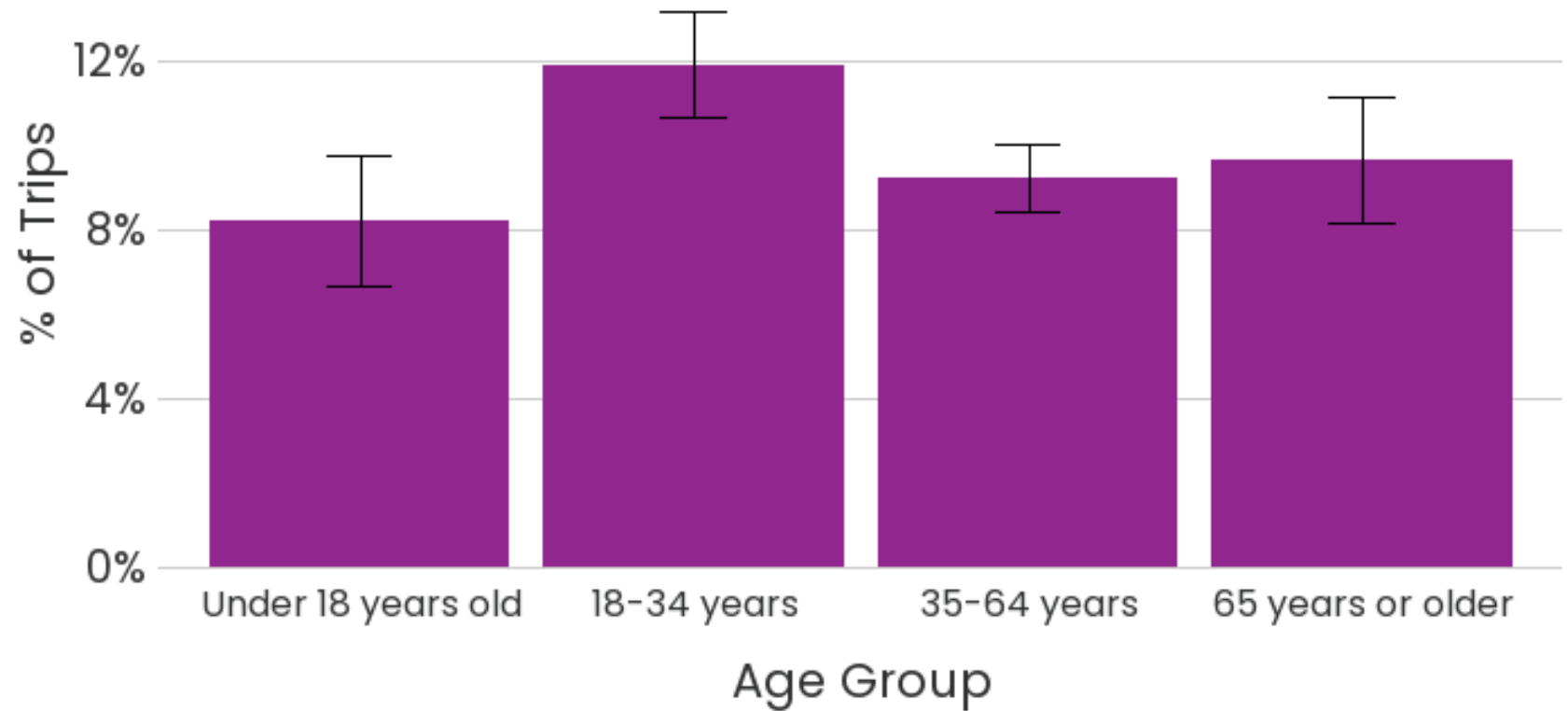
Percent of Bicycle Coverage in Equity Focus Areas



Walking by Age

- Share of trips made by walking was 12% for 18-34 year olds vs. 8% for children

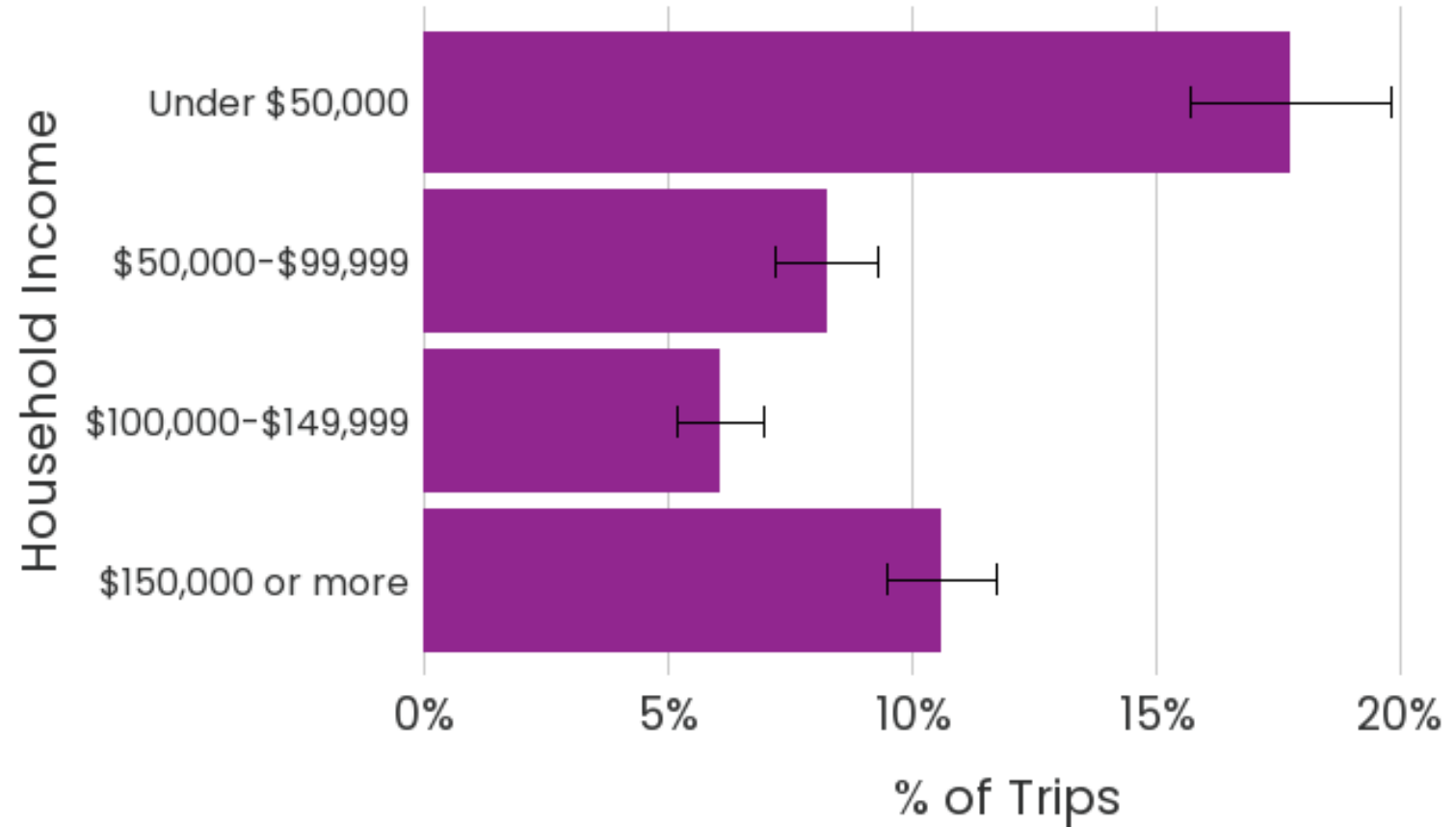
Walk Trips by Age - Share (2023)



Walking by Income

- People with household incomes under \$50,000 had the highest share of walk trips (18%)
- Shares of walk trips for people with household incomes \$50,000 - \$150,000 were below regional average of 10%

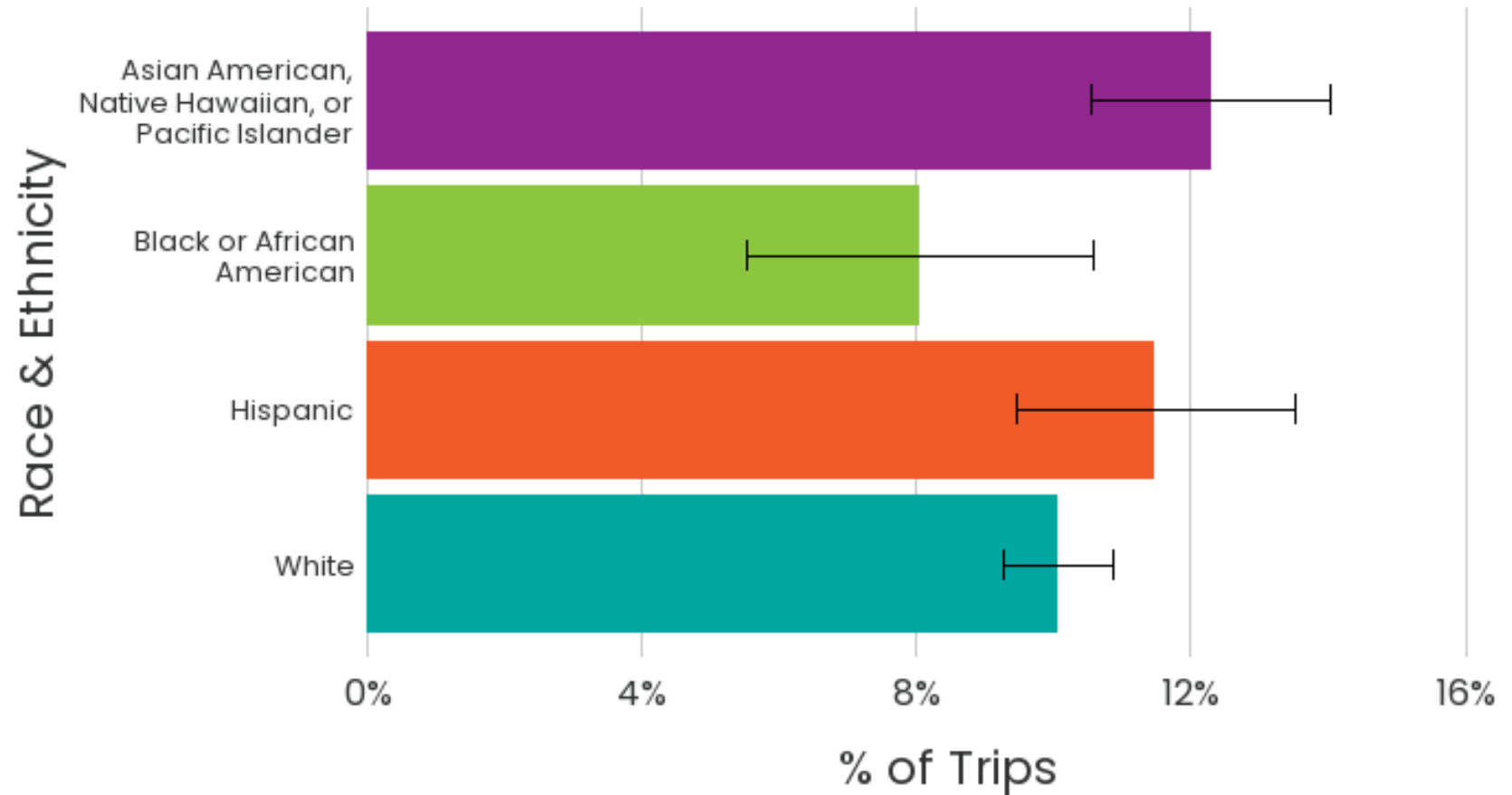
Walk Trips by Income - Share (2023)



Walking by Race & Ethnicity

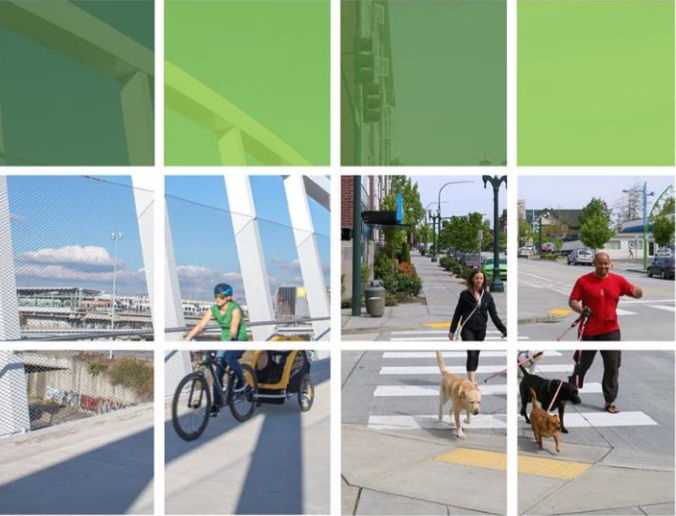
- Walking comprised a smaller share of trips made by Black or African American people compared with other groups
- Compared to other groups, AANHPI had the highest share of trips made by walking in 2023

Walk Trips by Race - Share (2023)



Bicycle Facility Types

PSRC Pedestrian and Bicycle Facility Typology
July 2023



Puget Sound Regional Council

Shared Lane Markings



90 Miles

Paved Shoulders



519 Miles

Striped Bike Lanes



440 Miles

Buffered Bike Lanes



19 Miles

Protected Bike Lanes

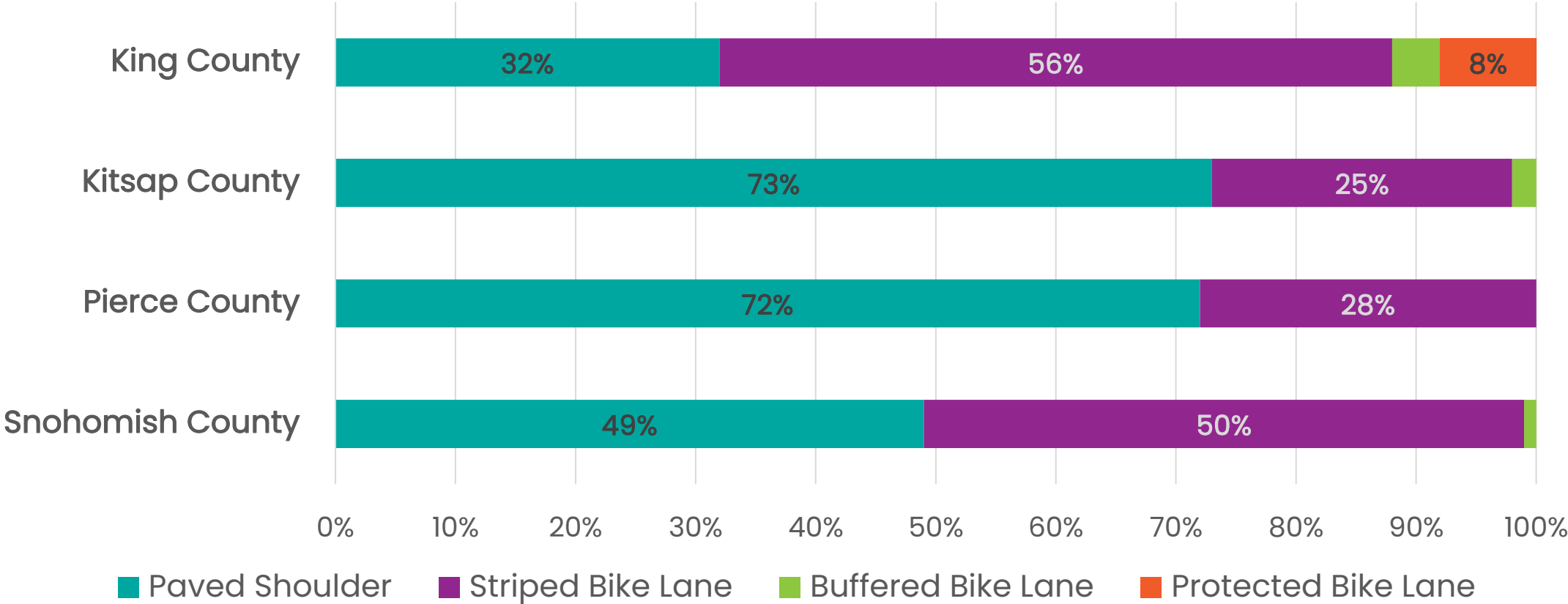


33 Miles



Bicycle Facility Types

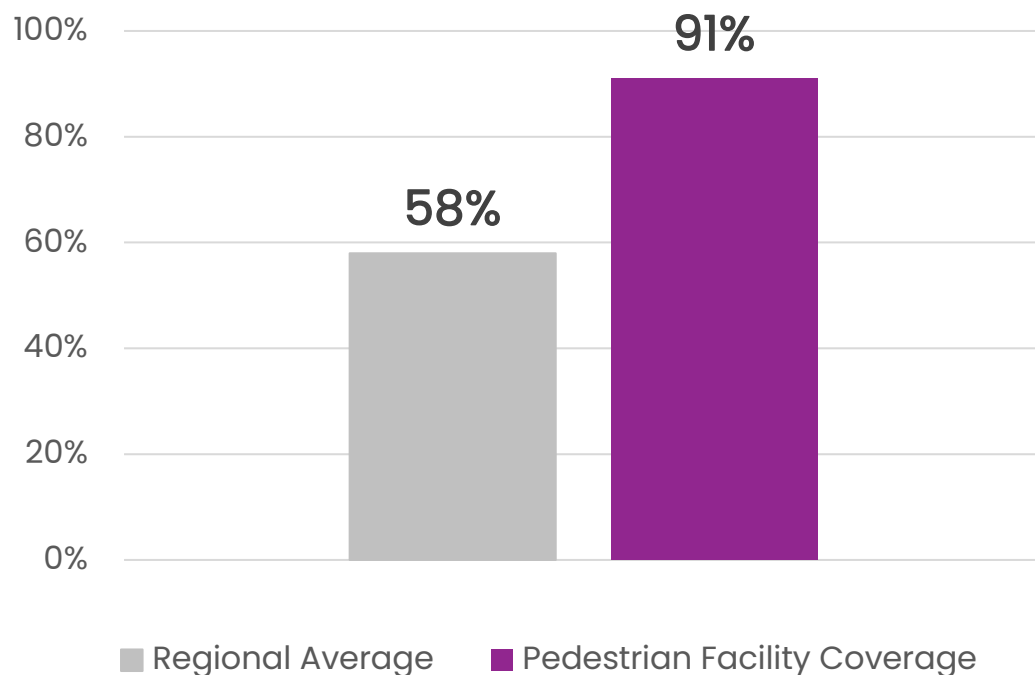
Proportion of Bicycle Facility Types by County



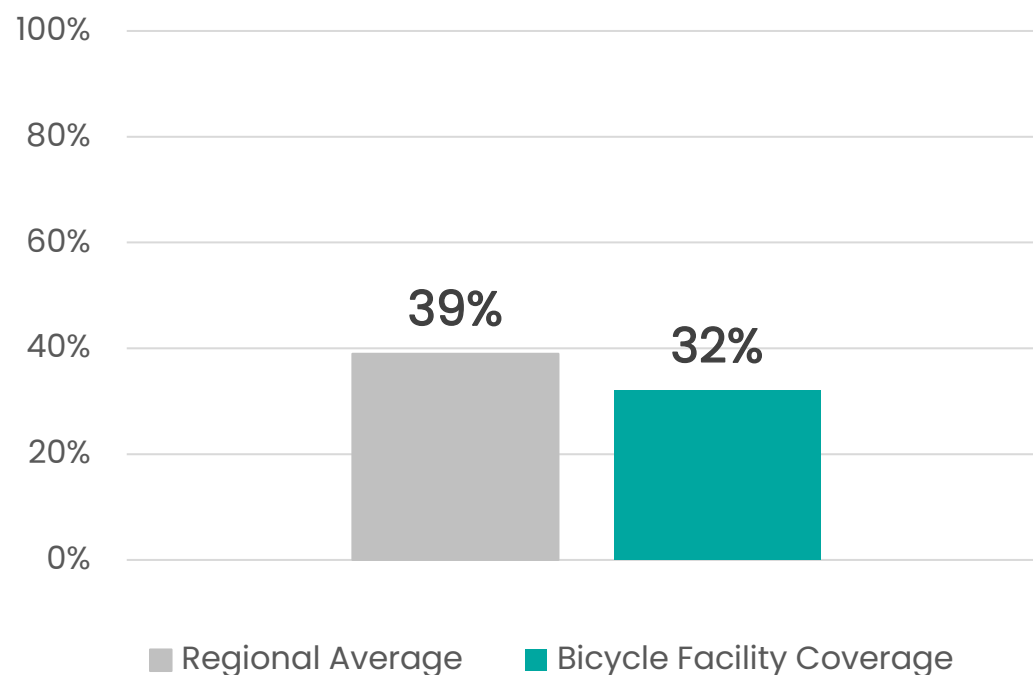
Safety - Pedestrian and Bicycle Facilities

The safety overlay shown here uses a subset of the High-Injury Network that is focused on collisions involving pedestrians and bicycle users.

Safety Overlay – Coverage of Pedestrian Facilities

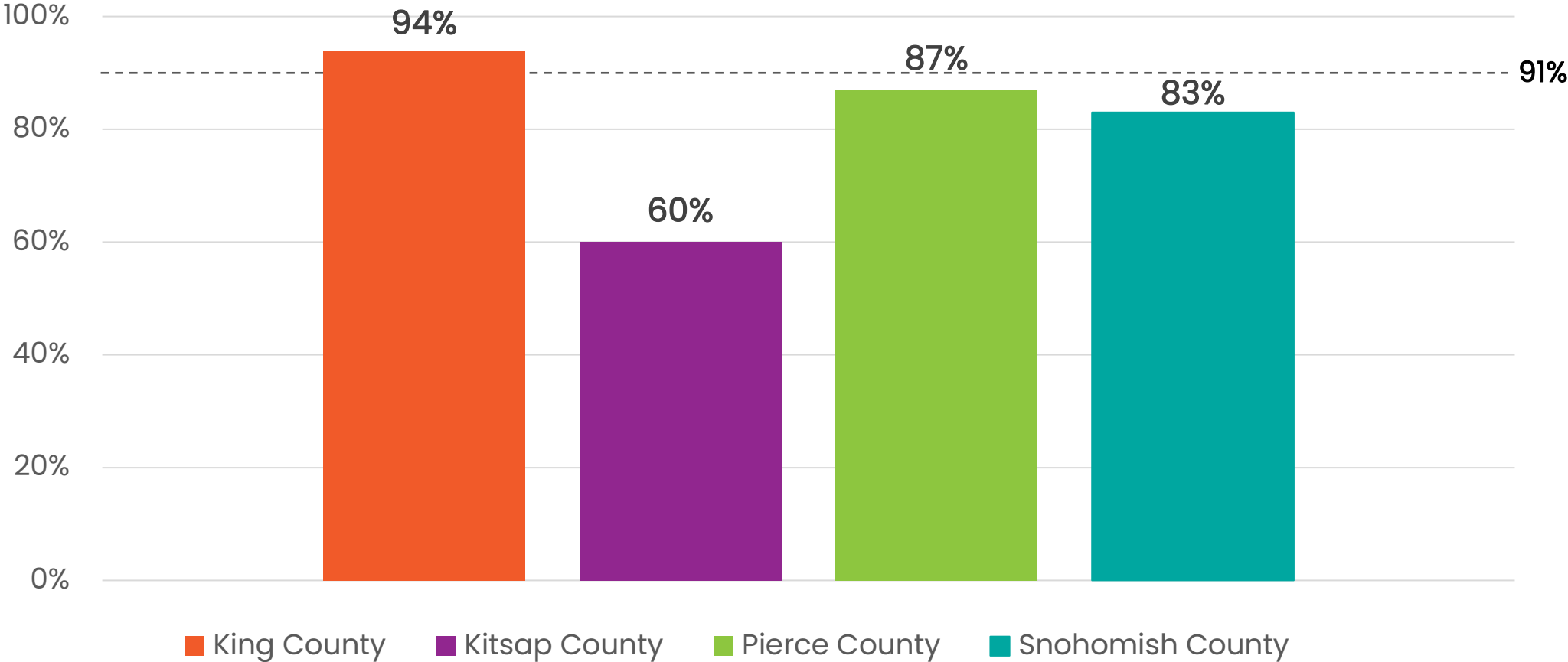


Safety Overlay – Coverage of Bicycle Facilities



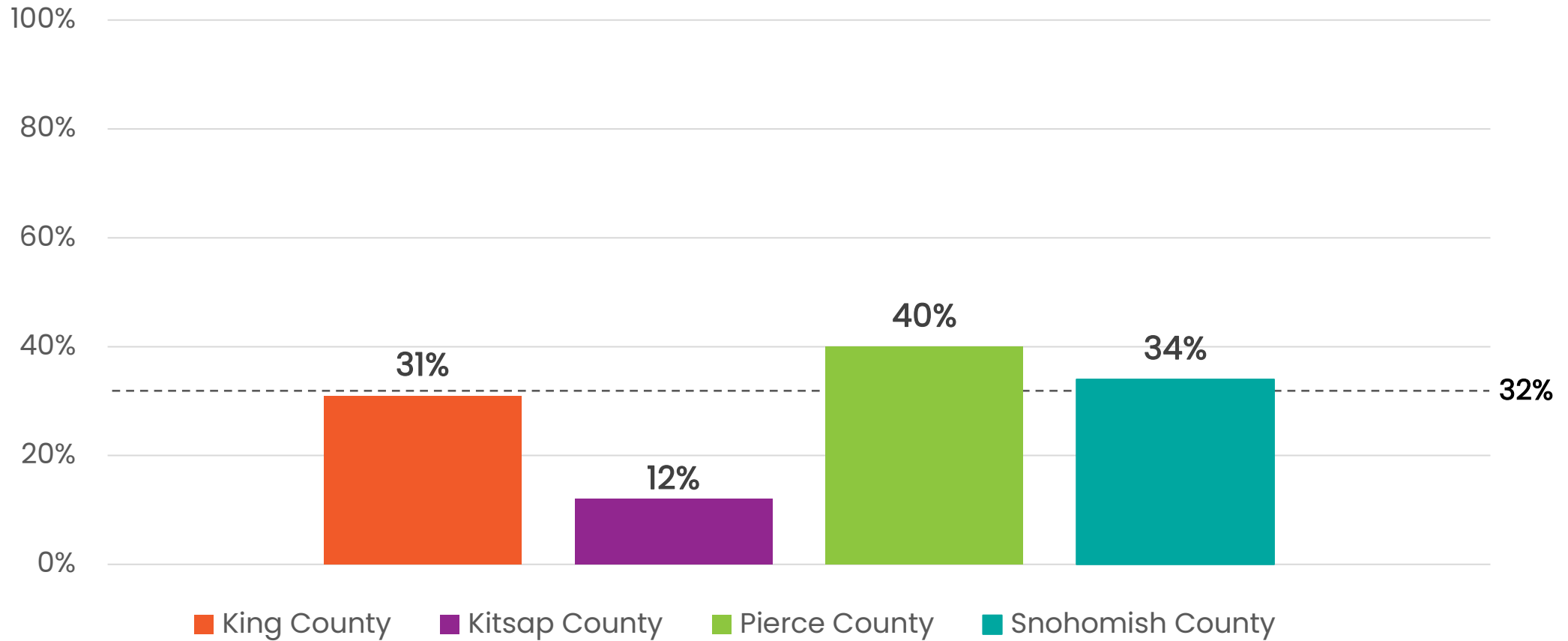
Safety - Pedestrian Facilities

Safety Overlay- Pedestrian Coverage by County



Safety - Bicycle Facilities

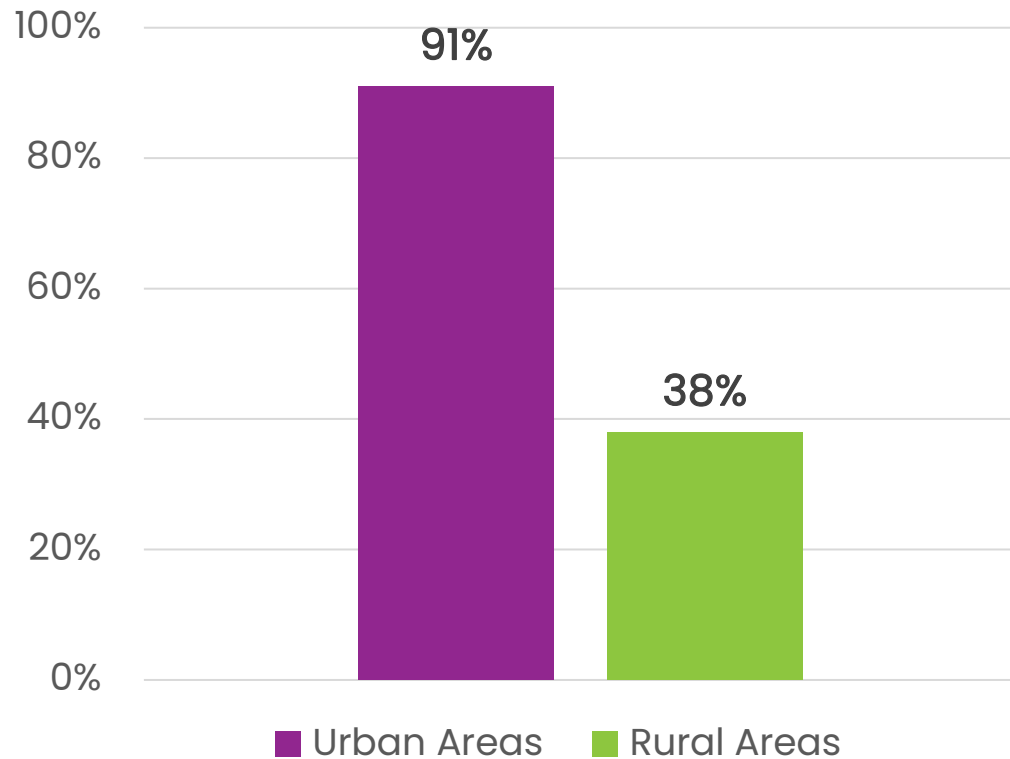
Safety Overlay- Bicycle Coverage by County



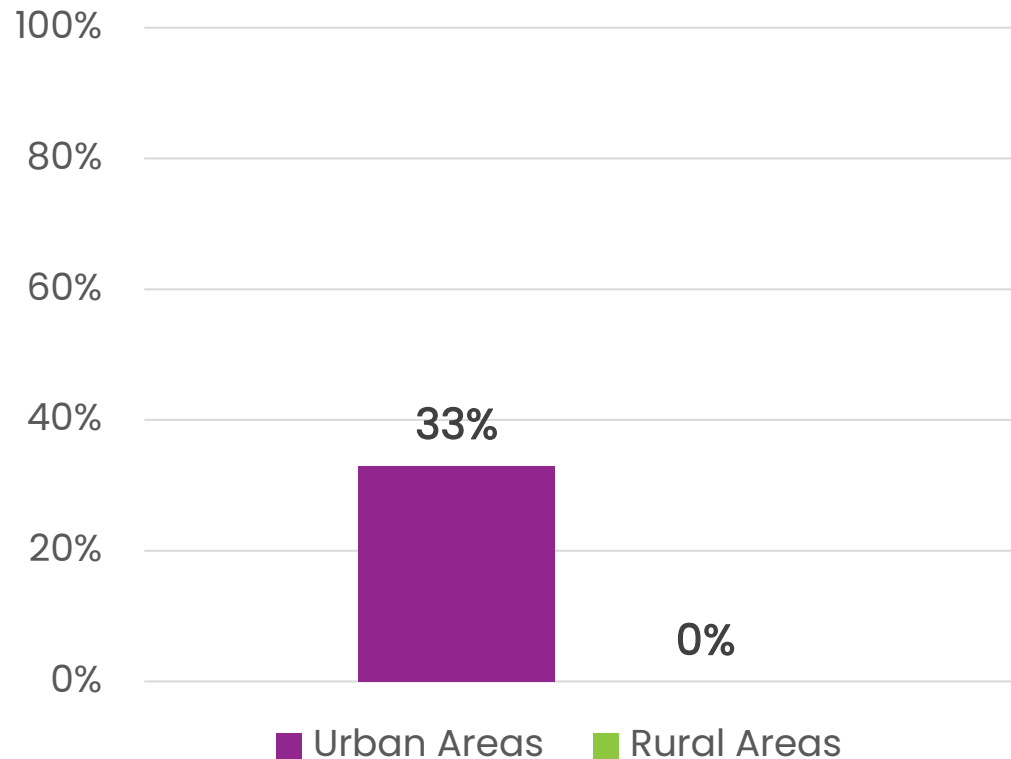
Safety - Pedestrian and Bicycle Facilities

Safety Overlay - Coverage Urban vs. Rural

Pedestrian Coverage



Bicycle Coverage*



*we only found 2 miles of the "Safety Overlay" in rural areas, and none of those had any bicycle facilities



Bicycle Level of Traffic Stress (LTS)

Factors used in LTS Analysis:

- Roadway Speed
- Number of Lanes
- Bicycle Facility Type (or lack thereof)
- Slope of the Roadway



LTS 1

comfortable for all
ages and abilities



LTS 2

comfortable for most
adults



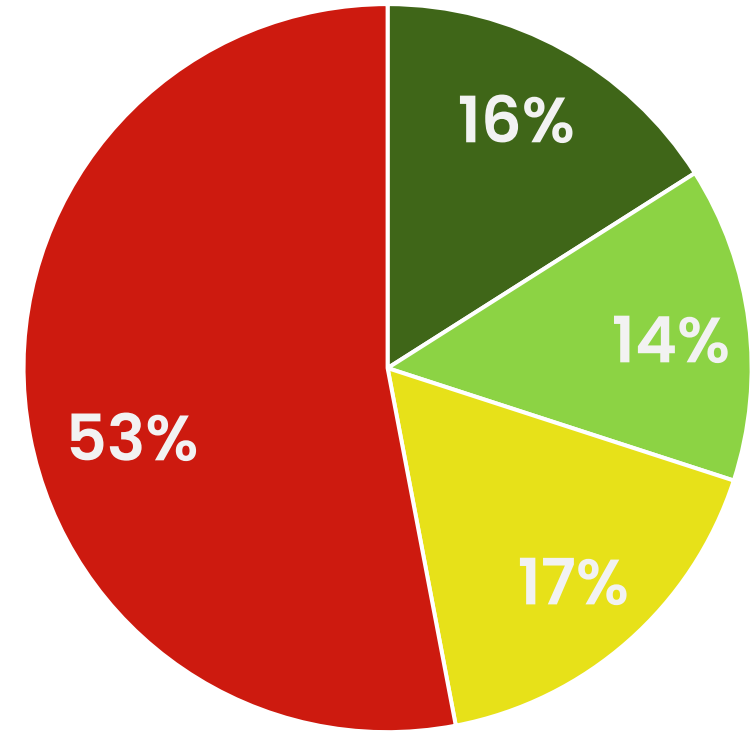
LTS 3

comfortable for
confident bicyclists



LTS 4

uncomfortable for
most



■ LTS 1 ■ LTS 2 ■ LTS 3 ■ LTS 4



Gap Analysis

CATEGORY	DEFINITION
1	<ul style="list-style-type: none"> Has No or Partial Facilities Is on the Safety Overlay Is in an Equity Focus Area*
2	<ul style="list-style-type: none"> Has No or Partial Facilities Is on the Safety Overlay
3	<ul style="list-style-type: none"> Has No or Partial Facilities Is in an Equity Focus Area*
4	<ul style="list-style-type: none"> Has No or Partial Facilities
5	<p>For Bicycle Facilities only</p> <ul style="list-style-type: none"> Has Complete Facilities Has a High Level of Traffic Stress

Pedestrian Facility Gaps

Miles of Gaps by Category	
1	27
2	5.5
3	882
4	785

Bicycle Facility Gaps

Miles of Gaps by Category	
1	100
2	17
3	1,222
4	806
5	614

*For this analysis, EFA only includes People of Color and People with Low-Incomes



Highlights from **Pedestrian/Bicycle** infrastructure today

- Over 85% of existing transit access is in the form of walking.
- Inventory found small increases in pedestrian and bicycle facilities from 2019 to 2023, as projects were completed.
- Analysis using safety data shows higher amounts of sidewalk coverage as compared to bicycle facilities in high-risk areas.
- Analyzing the level of traffic stress and identified gaps revealed significant gaps on principal and minor arterials, particularly for bicycle facilities.





Thank You!

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Puget Sound Regional Council