Regional Bicycle and Pedestrian Implementation Strategy
for the Central Puget Sound Region
Regional Bicycle Pedestrian Advisory Committee

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Over the past eight years, hundreds of elected officials, city and county staff members, community leaders and citizens have collaborated to establish a vision for the future of the central Puget Sound region. The result of these efforts was VISION 2020, the region’s long-range growth management, economic and transportation strategy adopted in 1995, and Destination 2030, the metropolitan and regional transportation plan adopted in 2001. These documents show how we can continue to live in a region that combines economic vitality with the highest standards of environmental quality and livability. A major theme underlying the principles and policies of both VISION 2020 and Destination 2030 is that the region must develop a transportation system that creates and encourages the use of more travel choices, such as transit, biking, walking and ridesharing, and begins to reduce the degree of reliance on the single-occupant automobile for vehicle travel. Bicycle and pedestrian transportation plays an integral role in achieving these goals.

For the first time in regional planning, Destination 2030 provides specific direction for development of a regional bicycle and pedestrian system. The bicycle and pedestrian component of Destination 2030 was developed under the guidance of the Regional Bicycle Pedestrian Advisory Committee, comprised of representatives from Regional Council member agencies and non-profit bicycle and pedestrian interest groups. The regional system outlined in Destination 2030 is based on the concept of shifting many shorter vehicle trips to biking and walking trips, and facilitating access to public transit services for longer trips.

Even with a good regional plan adopted, the region still faces the challenge of how to make it all happen in a balanced manner so that bicycle and pedestrian systems and programs are seriously recognized as part of the solution and implemented — especially with limited revenues. In response to this challenge, and to follow directions in the Regional Council’s 2001-2003 work program which call for the development of implementation strategies to advance regional plan objectives, the Regional Bicycle Pedestrian Advisory Committee developed this Implementation Strategy. The Strategy offers specific guidance to the region for how to most expeditiously implement the regional bicycle and pedestrian system outlined in Destination 2030. The strategy also supports local networks and associated programs, and effectively mainstreams bicycle and pedestrian travel into the overall regional transportation system.
The Strategy is divided into seven major sections. As shown in the diagram, these sections are interdependent on one another and equally important for the success of the total strategy.

Collectively, the seven main sections focus on achieving the strategy by articulating the following fifteen objectives:

**Capital Investments**

**Objective #1 — Roadway Design:** Provide safe and convenient bicycle and pedestrian access in all new and improved transportation projects, unless exceptional circumstances exist (as recommended by the 2000 FHWA Policy and Design Guidance).

**Objective #2 — Maintenance and Preservation:** Maintain and preserve bicycle and pedestrian facilities to ensure that existing assets continue to function properly and that public safety is protected.

**Objective #3 — Barriers and Missing Links:** Achieve greater system continuity for bicycle and pedestrian travel by removing deterrents and barriers, creating better walking and biking links to public transit, and filling gaps in regional and local networks.

**Objective #4 — Location of Bicycle and Pedestrian Facilities:** Strategically locate new bicycle and pedestrian facilities where existing or planned development patterns offer the greatest opportunity for high use.

**Objective #5 — Bicycle and Pedestrian Facility Design:** Build all bicycle and pedestrian projects according to regionally endorsed design standards to increase travel options and safety for all system users.

**Education and Encouragement**

**Objective #6 — Education and Encouragement:** Educate the general public and public officials about the economic, transportation system performance, environmental, health and social benefits of biking and walking and develop improved programs to encourage increased levels of biking and walking. Teach smart biking and walking skills to create safer conditions for cyclists, pedestrians and motorists alike.

**Enforcement**

**Objective #7 — Enforcement:** Increase enforcement of bicycle and pedestrian safety laws equally among bicyclists, pedestrians and motorists to increase safety and create mutual respect among all system users.

**Transportation and Growth Planning**

**Objective #8 — Regional Planning:** Through collaborative regional planning, develop and refine the regional bicycle and pedestrian network so that all parties understand, incorporate, and proceed to implement their respective components of system.

**Objective #9 — Comprehensive and Transportation Plan Development:** Foster pedestrian-oriented development patterns and plan for appropriate bicycle and pedestrian transportation facilities through the development and refinement of local comprehensive plan transportation elements, sub-area plans, and state transportation plans.

**Objective #10 — Comprehensive Plan Review and Certification Process:** Utilize the comprehensive plan review and certification process to encourage and coordinate local bicycle and pedestrian transportation planning that supports the development of both regional and local networks.
Project Funding and Approval

**Objective #11 — Enhanced Revenues:** Build coalitions to support new revenues for the region’s transportation system, assuring that any revenue enhancements support greater investment in bicycle and pedestrian transportation projects and programs.

**Objective #12 — Project Selection:** Effectively link project funding and approval decisions to priorities identified in the bicycle and pedestrian components of local, regional and state transportation plans and encourage consideration of bicycle and pedestrian access in all transportation projects.

**Objective #13 — Regional Council’s “Candidate to Approved” Process:** Use the Regional Council’s “Candidate to Approved” process as a tool to assure that proposed transportation projects seeking “Approved” status have incorporated the bicycle and pedestrian components consistent with local, regional, and state transportation plans and Destination 2030’s policies.

**Analytical Tools**

**Objective #14 — Develop Objective Analytical Tools and Methods** to measure levels of biking and walking, estimate potential use of future improvements, and document the costs of projects and programs. Use the data to better document the real benefits and costs of bicycle and pedestrian transportation systems, gauge the effectiveness of existing facilities and programs, and plan for future improvements.

**Monitoring Progress**

**Objective #15 — Monitor the Progress of the Implementation** of Destination 2030’s regional bicycle and pedestrian system plan, and assess the effects of investments made.

The Strategy lists a series of potential actions recommended by the Regional Bicycle Pedestrian Advisory Committee, and proposed for approval by the Regional Council, that can be taken to achieve the fifteen objectives listed above. The objectives and suggested actions are not intended to be mandates to any state, city, county, or non-profit agency. Rather, the Strategy is intended to serve as a blueprint that can be used to shape the work programs of all the agencies in the region that have a role in planning, designing and/or implementing bicycle and pedestrian capital projects, or supporting education, encouragement, and enforcement programs.

It will require commitment, perseverance and cooperation among all the agencies and organizations to achieve the Strategy’s objectives. Over time, each individual action taken will lead the region another step towards implementing a clean, effective and efficient bicycle and pedestrian transportation system that enjoys a growing level of use each year, helping the region realize the overarching policy goals and objectives of VISION 2020 and Destination 2030.
BACKGROUND

The Importance of Bicycle and Pedestrian Transportation

VISION 2020, the region’s long-range growth management, economic and transportation strategy, and Destination 2030, the adopted Metropolitan Transportation Plan, call for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. Bicycle and pedestrian transportation plays an important role in achieving this goal. Biking and walking are healthy, low-impact modes of travel that don’t contribute to air pollution and traffic congestion. They are modes of travel that provide mobility to all citizens, including the young, old, disabled, low-income and others who may not drive. And, bicycle and pedestrian facilities support economic development in downtowns, urban centers and other mixed-use areas.

Another important goal of VISION 2020 and Destination 2030 is to shift a greater proportion of the regions’ trips to transit, biking and walking. This is a goal shared with the state’s Commute Trip Reduction (CTR) program, which advocates that the region employers facilitate reduced single-occupant vehicle travel for work trips by encouraging employees to use alternate transportation modes for commuting. Biking and walking is fertile ground for encouraging such a shift in travel behavior. Some people who might ride public transit (ferries, rail and buses) don’t due to a lack of safe walking and biking routes to transit stops or stations. In some cases, major bus stops lack covered waiting areas and transit stations lack benches, bike storage and other amenities that encourage walking or biking to transit. Well-designed, strategically located bicycle and pedestrian facilities can increase ridership on public transit by providing people with safe, pleasant access to these transit options.

In the central Puget Sound region, half of all auto trips are five miles or less (less than an easy 30 minute bike ride), and 16 percent are two miles or less (less than a 10 minute bike ride). Of all trips that are less than half a mile (a 10 minute or less walk or a 2-3 minute bike ride), one-third are currently made by

![Figure 1: Automobile Trip Lengths in the Central Puget Sound Region](image)
car (see Figure 1). With geographically strategic investments in bicycle and pedestrian system improvements, together with the implementation of smart land use strategies and better education and incentive programs, many short auto trips could be shifted to walking, biking or transit trips to help reduce traffic congestion for a relatively low cost. Transportation improvements that enable more short trips to be made by walking and bicycling include, but are not limited to, new/improved sidewalks, well-marked crosswalks, walking and biking paths that shorten travel distances and eliminate barriers, bike parking facilities, and bike lanes and routes on existing roadways. Such investments make economic sense, as they provide a lot of value for the dollars spent relative to other types of transportation investments. In addition, investments in biking and walking projects and programs have little, if any, environmental impacts to mitigate. Because environmental mitigation can be quite costly, this is another reason why nonmotorized investments make good economic sense.

Perhaps the most cost-effective way to implement bicycle and pedestrian improvements is to carefully consider how to accommodate and enable pedestrian and bicycle travel as any transportation improvement is undertaken. In 2000, the Federal Highway Administration (FHWA) recognized this and issued policy and design guidance, adopted by the United States Department of Transportation (USDOT), comprised of two key components:

- A policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.
- A series of actions that a public agency, professional association, or advocacy group can take to achieve the overriding goal of improving conditions for bicycling and walking.

Implementation of these federal principles to address bike and walk access in all new roadway improvement and major reconstruction projects would go a long way to ensure the existence of convenient nonmotorized access to important destinations throughout the central Puget Sound region.

**Regional and Local Response**

VISION 2020 contains many policies promoting the expansion of travel options and the creation of a comprehensive regional bicycle and pedestrian transportation network (see Appendix 1, “Regional Policies Supporting Bicycle and Pedestrian Transportation”). Destination 2030, adopted in May 2001, provides further definition of the regional bicycle and pedestrian system and calls for a significantly increased investment in regional bicycle and pedestrian facilities. Local jurisdictions are also beginning to acknowledge the importance biking and walking play in the larger transportation system. Cities, towns, counties and transit agencies have implemented many good projects and programs, and others are under development (see Appendix 2, “Examples of Success: The Development of Bicycle and Pedestrian Transportation Systems in the Central Puget Sound Region”).

**The Regional Bicycle and Pedestrian Implementation Strategy**

Progress is being made, but the region continues to grapple with the problem of how to implement bicycle and pedestrian projects and programs, especially under the reality of scarce revenues for any transportation project. Rather than be included in all transportation projects from the earliest design and planning phases as the FHWA recommends, bicycle and pedestrian elements are sometimes left out of projects altogether. Even when nonmotorized components are planned and designed into the larger project, they are sometimes dropped in the implementation phase to cut costs. In short, bicycle and pedestrian facilities and programs are too often treated as afterthoughts or “add-ons” rather than integral parts of the region’s transportation system.

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1 1999 Puget Sound Regional Council Household Survey.
It is part of the Regional Council’s 2001-2003 work program to develop and refine transportation implementation strategies to advance VISION 2020 and Destination 2030 objectives which recognize biking and walking as a key component of the region’s overall transportation system. This document outlines a series of implementation actions the region could undertake to implement Destination 2030’s regional system and supporting local networks. Such facilitation of bicycle and pedestrian travel would benefit all citizens and help reduce overall congestion.

In addition to outlining potential implementation actions, this Strategy also suggests areas of responsibility for city, county, regional and state agencies, and community organizations.

This Implementation Strategy is a series of potential actions recommended by the Regional Bicycle Pedestrian Advisory Committee and endorsed by the Regional Council. It is not intended to be a mandate to any state, city, county, or non-profit agency. Rather, the Strategy was developed to provide a strong and detailed framework for agencies to work from when shaping their respective work programs, projects and plans that impact bicycle and pedestrian system development and system use.
REGIONAL CONTEXT

Current Rate of Bicycling and Walking

The rate of biking and walking in the region is comparable to the national average. According to Puget Sound Transportation Panel survey results, about five percent of all daily personal trips are bicycle or walking trips. The majority of those trips are walking trips (90 percent). More than half of the 1999 survey respondents (54 percent) said that they regularly bike or walk for non-work purposes and 16 percent said they often bike or walk as part of their regular commute. Although biking and walking trips currently make up a relatively small portion of all trips, nearly everyone is a pedestrian or bicyclist at some point each day.

The Burke-Gilman/Lake Sammamish Trail Users’ Survey, taken every five years since 1985 by the Cascade Bicycle Club, indicates that trail use grew 100 percent between 1985 and 2000, greatly outpacing overall trip growth in the region. The survey results also show a change in the nature of the trips made on the trail. In 1985, only six percent of all such trips were for commuting, shopping, or other utilitarian purposes. In 2000, thirty-eight percent of all trips were for commuting or shopping. The percentage of people using the trail for basic transportation needs, versus recreational purposes, has grown more than sixfold since 1985 (see Figure 2).

Counts in downtown Seattle show a 57 percent increase in the number of people bicycling in and out of the central business district between 1992 and 2000 (see Figure 3). On the day the count was taken in 2000, over 1,700 bicyclists were counted during the morning commute hours alone. The results from these surveys point to the great

![Figure 2: Burke-Gilman and Sammamish River Trail Use, By Trip Purpose](image1)

![Figure 3: Growth in Bike Commuting to and From Downtown Seattle](image2)
potential that biking and walking have for capturing greater portion of mode share. While these surveys give an insightful look into biking and walking levels, there is very little data collection going on in the region that documents bicycle and pedestrian travel. More data needs to be collected to get a more accurate picture of exactly how many people bike and walk in the region and what measures might result in the highest levels of use.

Attitudes Toward Bicycling and Walking

The 1999 Puget Sound Regional Council Household Survey and the 2000 Burke-Gilman/Sammamish River Trails Survey give a glimpse of citizens’ attitudes toward biking and walking. Sixty percent of the respondents in the Household Survey disagreed with the statement, “The region and/or my community is as pedestrian and bicycle-friendly as it should be.” When asked if they agreed with the statement, “We should have more walkways, bike lanes, trails and amenities (bike racks on buses and at park-and-ride lots),” twice as many people agreed than disagreed. When presented with nine concepts that could improve access to transit stations, the concept that respondents identified as being the most important was “Ensure safe, convenient, and frequent street crossings.” Finally, when Trails Survey respondents were asked why they did not commute by bike, “unsafe routes” was the top reason identified, even above “time,” “distance,” and “weather” (see Figure 4). These attitudes point to public support for more and better walking and bicycling facilities throughout the region and a willingness to use them.

Types of Facilities

Consistent with the *Guide for the Development of Bicycle Facilities* (AASHTO, 1999), there are five general types of bicycle and pedestrian facilities:

1. **Shared Use Paths** are facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right-of-way or within an independent right-of-way. Shared use paths may be used by bicyclists, pedestrians, skaters, wheelchair users, joggers and other nonmotorized users.

2. **Bike Lanes** are portions of roadways that have been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

3. **Signed Shared Roadways (Bike Routes)** are shared roadways that have been designated by signing as preferred routes for bicycle use.

4. **Shared Roadways** are roads that are open to both bicycle and motor vehicle travel. They may be existing roadways, streets with wide curb lanes, or roads with paved shoulders.

5. **Walkways** are pedestrian facilities that can be either separated from roadways, such as sidewalks and paths, or part of roadways, such as crosswalks or wide shoulders.

In addition to these types of on and off-street linear transportation facilities, a broad variety of non-linear facilities exist that further support effective and convenient pedestrian and bicycle travel. They include, but are not limited to: bike lockers, bike racks, showers/dressing rooms, bike/pedestrian bridges, lighting, landscaping, curb-cuts, medians, refuge islands, curb ramps, benches, drinking fountains, restrooms and signage.

Choosing what type of facility to put where depends on many factors and considerations, including destination to be served, existing infrastructure, right-of-way issues and types of expected
users. Different types of bicyclists and pedestrians will use different parts of the system at different rates. For example, more experienced cyclists often travel at higher speeds and are more comfortable using roadways, whereas young or inexperienced cyclists often prefer the slower speeds and buffer provided by separated paths. Each type of facility is equally important, and the system will have to include both to assist all users in making more and safer bicycle and pedestrian trips.

Existing Facilities

The central Puget Sound region has a regional system with approximately 470 miles of existing shared use paths and bike lanes (see Map 1). This does not include the region’s more than 16,500 miles of local, collector and arterial roadways which are shared roadways legal for bicycle and pedestrian use. Some of these roadways are more suitable than others for biking and walking. Those that are not as convenient typically lack sidewalks and wide shoulders and/or have high vehicle speeds.

To date, more emphasis has been put into building separated shared use paths than bicycle lanes. Many existing paths, as well as a number of funded paths to be constructed in the near future, do not connect to employment and retail centers, dense residential development or other common trip origins and destinations. The existing system of paths and bike lanes is fragmented, with individual projects often existing in isolation rather than being connected into a network. The region’s sidewalk system is also piecemeal, with greatly disparate conditions and requirements in different communities. The more urbanized areas generally have more complete sidewalk systems and supporting pedestrian facilities (e.g. signalized intersections and crosswalks). However, many of the region’s urban centers have sparse sidewalk networks and relatively unfriendly pedestrian environments.

Incomplete networks result in difficulty for bicyclists and pedestrians wishing for a safe, continuous route between locations. Bicycle and pedestrian projects are frequently developed as opportunities arise rather than in a predetermined manner, which may be one reason for the somewhat disjointed existing system of paths, bike lanes and sidewalks. Capitalizing on opportunities as they arise can be an effective strategy, but it should be complemented by intentional, carefully planned project development and implementation, with the larger goal of creating a contiguous, user-friendly system.

Current Spending on Facilities and Programs

Historically, only a small percentage of the region’s total public transportation funds have been committed to bicycle and pedestrian projects and programs — estimated to be less than five percent of all annual regional transportation spending. If biking and walking are to receive a greater mode share in the future, investments in such projects and programs need to increase. Although it is difficult to know exactly, since it’s not a requirement that bicycle and pedestrian expenditures be tracked separately within public works capital programs, current spending on nonmotorized transportation in the region is estimated to be between $40 and $60 million per year. This compares to an average of about $1.7 billion spent annually for all modes. In order to fulfill the unmet needs described in Destination 2030, an average annual expenditure of $100-120 million should be spent on bicycle and pedestrian transportation facilities — double or triple what is spent today.

Based on: 1) city, county and state estimates compiled as part of Destination 2030 and, 2) the State Bicycle Transportation and Pedestrian Walkways Plan (September, 1995).
MAP 1: Existing Bike Lanes and Shared Use Paths
**Funding Sources**

**Federal Programs.** Federal programs currently provide the majority of funds going to bicycle and pedestrian projects and programs in the region. Federal funds are distributed to local governments via state and regional processes. Local governments schedule construction of planned projects only after funds have been secured through regional or state competitive review processes.

The Intermodal Surface Transportation Efficiency Act (ISTEA) (1992-1997) and the Transportation Equity Act for the 21st Century, (TEA-21) (1998-2003) have historically led the way in federal funding sources for bicycle and pedestrian transportation. The programs within these federal laws that are frequently used to fund bicycle and pedestrian projects and programs include the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Enhancements Program, Recreational Trails Program, Federal Lands Highway Program and the National Scenic Byways Program. Transit funding programs such as the Federal Transit formula programs and Job Access and Reverse Commute Program also may fund bicycle and pedestrian projects if they increase access to and efficiency of transit facilities.

**City and County Programs.** Funding for bicycle and pedestrian projects is also raised through property taxes, special bond levies and other local initiatives. An example of this is Seattle's Pro Parks Levy, passed in November 2000, which included $33 million for trail development.

**State Programs.** State funding accounts for a very small portion of bicycle and pedestrian transportation spending. The state raises revenues for highway and transportation infrastructure primarily through state motor-vehicle fuel taxes and vehicle license tab fees. The State Constitution’s 18th Amendment restricts all gas tax revenues to highway purposes. Bicycle and pedestrian facilities are eligible for gas tax funds only if they are part of a state route or highway.

**Private Developers.** Private developers fund many bicycle and pedestrian improvements, especially sidewalks and pedestrian circulation projects in new developments. Local governments regulate the level of bicycle and pedestrian accommodation that must be provided in private development projects. The degree and manner in which this is done varies greatly among jurisdictions. Even within a jurisdiction, the presence and quality of bicycle and pedestrian facilities may fluctuate from one block to the next if different standards were in place during various phases of development.
DESTINATION 2030: THE LONG-RANGE PLAN FOR BICYCLE AND PEDESTRIAN TRANSPORTATION

Destination 2030’s Bicycle and Pedestrian Component

The bicycle and pedestrian component of Destination 2030 is guided by the regional growth and transportation policies contained in VISION 2020, federal guidance from FHWA, city and county comprehensive plans, and guidance from the Regional Bicycle Pedestrian Advisory Committee.¹

The regional growth and transportation strategy focuses on preserving and developing compact communities, redeveloping urban transportation corridors, and directing employment and housing growth into compact patterns that make it easier to walk, bike and take transit. Because levels of biking and walking are generally greater in areas with higher concentrations of development, the implementation of the region’s growth strategy goes hand-in-hand with the development of a successful regional bicycle and pedestrian system.

Destination 2030 not only outlines a regional bicycle and pedestrian network, but also promotes ten physical design guidelines (see sidebar). When applied in urban centers, transit station areas and other types of concentrated development, these fundamental design principles could successfully link land use and transportation to better support biking, walking and transit use in these locations.

The Planned Regional System

For the purpose of regional planning, a definition was created to focus on bicycle and pedestrian facilities that are regional in nature. The regional network is part of the Metropolitan Transportation System (MTS) and is comprised of facilities that:

- Create connections to, and improve circulation within, urban centers
- Link to regional transit stations, creating seamless intermodal connections
- Fill gaps in the existing regional network and in systems within, and connecting to, urban centers and transit station areas
- Provide travel opportunities parallel to highway and major arterial corridors

Physical Design Guidelines

1. Encourage a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership
2. Encourage compact growth by addressing planned density.
3. Link neighborhoods by connecting streets, sidewalks, and trails.
4. Integrate activity areas with surrounding neighborhoods
5. Locate public and semipublic uses near high capacity transit stations in designated urban centers and activity areas
6. Design for pedestrians and bicyclists
7. Provide usable open spaces for the public.
8. Manage the supply of parking.
9. Promote the benefits of on-street parking
10. Reduce and mitigate the effects of parking.

¹ See the inside cover of this report for a full list of Bicycle Pedestrian Advisory Committee members.
There are many types of bicycle and pedestrian facilities and each plays an important role in the regional system. However, for the purpose of regional planning, only certain types of facilities were included in Destination 2030, including shared use paths, bike lanes, and a number of pedestrian improvements, including sidewalks, walkways, crosswalks, and various traffic calming measures. Specifically, the regional system outlined in Destination 2030 includes:

- 1,231 miles of planned bike lanes (see Map 2 and 3)
- 784 miles of planned shared use paths (see Map 2 and 3)
- Six planned bicycle commuter stations
- Planned pedestrian improvements in the vicinity of urban centers and transit stations (see sidebar)

Other types of facilities, such as shared roadways, are very important for bicycle and pedestrian travel and support the regional system. Although not every type of facility is included in Destination 2030’s regional system, cities, towns and the state should not overlook their utility when developing their bicycle and pedestrian networks.

Destination 2030 prioritizes hundreds of planned bicycle and pedestrian projects into a phased investment strategy, based on meeting regional needs and policy goals. About five percent of the projects in Destination 2030 are “missing links” that link existing facilities together and connect to urban centers and regional transit stations. Although these missing links are included in Destination 2030, they are not all currently in local plans. It will take cooperation and commitment among local jurisdictions and the Regional Council to get these high priority links included in local plans over the next few years. The regional bicycle and pedestrian system is estimated to cost about $3.5 billion (year 2000 dollars) over thirty years, about 3.5 percent of the total $103 billion regional investment called for in Destination 2030.

The Importance of Local Networks

Although Destination 2030 focuses on identifying a regional bicycle and pedestrian system, the backbone of the regional system is the network of facilities on local streets and arterials. Short, intracommunity trips offer great potential for substituting biking and walking for vehicle trips and a safe, convenient environment for biking and walking must be available for this potential to be realized. Regional and local systems are inextricably linked and mutually depend upon one another. Therefore, this Implementation Strategy focuses on implementing both regional and local networks since both are integral to achieving regional goals.

Plan Implementation Objectives

If the planned investment in Destination 2030 were evenly spread over the 30-year planning period, implementing Destination 2030’s regional bicycle and pedestrian system would result in the following:

- Development of an annual average of 65 additional miles of shared-use paths and bike lanes,
- Committing an average of about $100-120 million annually to bicycle and pedestrian transportation projects.

The U.S. Department of Transportation’s National Biking and Walking Study (1994) and user counts done by various cities, including San Francisco and Portland, suggest that investments in

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5 Bike lane miles are calculated as miles of roadway with a bike lane on at least one side.
MAP 2: Planned Bike Lanes and Shared Use Paths, 2001-2010
MAP 3: Planned Bike Lanes and Shared Use Paths, 2010-2030
bicycle and pedestrian facilities correlate to increases in biking and walking. Data from Davis, California — a city about the same size as Bellingham, Washington — corroborates this hypothesis. Davis is recognized as having the most elaborate system of biking facilities of any American city. It also has, by far, the highest biking mode share — 20 to 25 percent of all trips in Davis are made by bike.\(^6\) In Copenhagen, a European city with weather and topography more similar to Seattle’s, 34 percent of work trips are made by bike and 20 percent of all trips are by bicycle.\(^7\) By comparison, it is estimated that only about two percent of all trips in the Puget Sound region are taken by bike.

Building facilities alone, however, won’t necessarily achieve changes in personal travel behavior. Also necessary are strong public education and encouragement programs, enabling policies and land use patterns that support bicycle and pedestrian movement. This Implementation Strategy suggests regional actions that, if taken, would help the region implement effective and efficient bicycle and pedestrian systems, as well as the necessary supporting programs. Together, this could lead to much higher levels of walking and biking in the region than is documented today.

The U.S. DOT’s National Biking and Walking Study sets a national goal that by 2010 biking and walking trips will comprise 15 percent of all trips taken nationally. This goal may be difficult to achieve by 2010, but it is not unreasonable to expect that the region could reach this goal by 2030 — especially in target areas such as urban centers and transit station areas. In fact, today in many urban centers, such as Capitol Hill, Seattle’s University District, and downtown Everett, as many as 15 to 20 percent of work trips are already being made by foot and bike — three to four times the regional average.\(^8\) This is probably because these areas have more complete networks of sidewalks and pathways and compact development patterns that support biking and walking.

**Division of Responsibilities for Implementing Capital Projects and Associated Programs**

The implementation of bicycle and pedestrian systems, and encouragement of their use, is a responsibility shared by all government agencies and jurisdictions in the region, as well as many community organizations. It relies not only upon the development of good facility plans, but commitment at each level of government to support funding for good bicycle and pedestrian projects, including support to raise new revenues for projects and programs. Whereas each agency has a different level of responsibility for building capital facilities, the implementation of education and encouragement programs is a responsibility shared roughly equally among all agencies.

**Cities and Counties.** Because development of bicycle and pedestrian projects and programs occurs mainly at the city and county levels, local jurisdictions hold the greatest share of responsibility for implementing bicycle and pedestrian networks. Aside from several key state segments, the region’s nonmotorized travel system consists almost entirely of local pedestrian and bicycle improvements. Therefore, the implementation of the system is highly dependent upon cities and counties recognizing and planning for bicycle and pedestrian travel in locally adopted transportation elements of comprehensive plans and to program projects into local capital improvement programs. Law enforcement agencies within city and county governments have primary responsibility for implementing enforcement programs.

**Puget Sound Regional Council.** The Regional Council is the federally designated Metropolitan Planning Organization (MPO) for the central Puget Sound region. It is also the designated Regional Transportation Planning Organization (RTPO) under state GMA laws. The Regional Council does not design or construct capital projects, but is responsible for allocating regionally managed federal funds, mostly for capital projects. The Regional Council conducts this responsibility through actions taken to include federal transportation dollars in the region’s Transportation Improvement Program.

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\(^7\) “Traffic and Environment Plan for Copenhagen”, City of Copenhagen, The Lord Mayor’s Department, 1997.

\(^8\) 1990 Census data.
(TIP). This includes the state’s federal portion of the Transportation Enhancements Program. Some of this funding goes toward bicycle and pedestrian projects. The Regional Council’s implementation and project programming responsibility could increase if new sources of regional funding were developed in the future, as is proposed in Destination 2030.

**Washington State Department of Transportation.** The state is estimated to contribute less than five percent of bicycle and pedestrian transportation spending in the region, as the majority of bicycle and pedestrian facilities are on city or county networks rather than state roads or highways. However, many state roadways and highways of statewide significance are identified in city, county and regional plans as being in need of bicycle and pedestrian improvements. When developing state transportation projects, the Washington State Department of Transportation can be a key partner in addressing regional bicycle and pedestrian needs.

**Ports.** Ports are responsible for providing bicycle and pedestrian access when developing projects with high personal travel needs (versus solely freight movement needs), such as at Sea-Tac International Airport.

**Transit Agencies.** Transit agencies (including Washington State Ferries) implement improvements for bicyclists and pedestrians at, and in the immediate vicinity of, transit stations, ferry terminals, park-and-ride lots and transit stops. These improvements facilitate bicycle and pedestrian access to transit facilities and may include sidewalks, shelters, benches and bike parking, as well as amenities such as restrooms and drinking fountains. All transit agencies have demonstrated a commitment to accommodate bicycle travel by including bike racks on their buses.

**Private Developers.** Private developers are responsible for providing bicycle and pedestrian access in new developments. Their level of responsibility depends on each jurisdiction’s codes and permitting requirements, which vary among municipalities. Developers are also responsible for providing supporting amenities at the workplace, such as bicycle parking, lockers, showers and changing rooms.

**Non-profit Organizations.** A key part of this Strategy is the education of the general public and public officials about the important role biking and walking play in the region, and encouraging increased levels of biking and walking. Non-profit groups have a strong role in implementing these education and encouragement programs. Non-profit organizations also should work collaboratively with public agencies during the planning, design and development of bicycle and pedestrian projects.
ReCOMMENDED STRATEGIES TO IMPLeMENT BiCYCLE AND PEDESTRIAN TRANSPORTATION SYSTEMS AND ASSOCIATED PROGRAMS

The following guidance is intended to help all parties in the region implement the bicycle and pedestrian component of Destination 2030, supporting local networks, and associated programs. The guidance is divided into seven sections (see figure at right). Each of the sections is an equally important part of the Strategy. Because the seven sections are so interdependent, the development of an effective bicycle and pedestrian system and its ultimate success rely on the actions within each category being implemented concurrently.

Each section contains one or more objectives, which state the broader implementation strategy. The suggested actions that follow each objective are concrete actions the region could take to achieve the objective. Some actions may appear more than once in the document if they relate to more than one section. The names of the agency or agencies that may be responsible for the suggested implementation action are listed in parentheses following the action (in no particular order). The suggested actions are not meant to be mandates to the listed agencies. Rather, they are an illustrative list of actions that could be very effective if an agency, or multiple agencies, were to implement them. An abbreviated matrix of the suggested actions and agency responsibilities can be found in Appendix 4.

Capital Investments

ROADWAY DESIGN

All roads, bridges and tunnels, save some limited access highways\(^9\), are bicycle and pedestrian facilities and should be thought of as such throughout their design and maintenance cycles. Building transportation projects to accommodate people as well as cars is a concept of Context Sensitive Design (CSD), a program being promoted by FHWA and WSDOT. CSD is based on preserving and enhancing the human and natural environment when developing and implementing transportation projects. Such can be achieved by giving careful attention to roadway design as projects are originally developed. A large portion of regional and local nonmotorized systems can also be developed quite cost-effectively this way.

\(^9\) Due to safety reasons, biking and walking are prohibited on interstate highways inside urban areas.
Currently, however, there are few incentives that encourage improved access for pedestrians and bicyclists in roadway projects, even if the corridor has been identified in transportation plans as high-priority for accommodating bicyclists and pedestrians. And, when sidewalks, bike lanes or other nonmotorized elements are approved as part of a roadway project, sometimes they are eliminated later as a way to trim the project budget in the face of rising costs. More attention should be given so that bicycle and pedestrian access is the rule rather than the exception, creating equal access for all system users.

**Objective #1:** Provide safe and convenient bicycle and pedestrian access in all new and improved transportation projects, unless exceptional circumstances exist\(^8\) (as recommended by the 2000 FHWA Policy and Design Guidance).

**Suggested Actions:**
1. Endorse FHWA’s policy and design guidance to assure that all new and improved transportation projects help eliminate travel barriers and improve and expand nonmotorized travel options (cities/towns, counties, transit agencies, PSRC, ports, WSDOT, TIB, private developers)
2. Review and update local and state roadway design standards so that all such facilities include bicycle and pedestrian-friendly features that reflect community sensitivities and accommodate bicycle and pedestrian travel\(^11\) (cities/towns, counties, WSDOT)
3. Plan, design and construct transportation projects (unless prohibited by law) to enable bicyclists and pedestrians to effectively use them (cities/towns, counties, transit agencies, ports, WSDOT, private developers)

**Maintenance and Preservation**

Responsible maintenance and preservation of all transportation facilities is the most cost-effective investment since it ensures efficient performance of the facility well into the future. In *Destination 2030*, proper maintenance and preservation is a top priority for all modes of transportation.

**Objective #2:** Maintain and preserve bicycle and pedestrian facilities to ensure that existing assets continue to function properly and that public safety is protected.

**Suggested Actions:**
1. Develop long-term life-cycle cost facility management plans and capital budgeting procedures to assure proper upkeep and rehabilitation of bicycle and pedestrian transportation facilities (cities/towns, counties, transit agencies, ports, WSDOT, private developers)
2. Keep existing paths, sidewalks and other bicycle and pedestrian infrastructure well maintained and free of debris and other potential hazards (cities/towns, counties, transit agencies, ports, WSDOT, private developers)

**Barriers and Missing Links**

Because the average bike or walk trip is relatively short, bicycle and pedestrian travel is susceptible to being readily abandoned if there are system gaps or barriers that require lengthy diversions. The presence of a river, freeway, or major arterial with no convenient crossing, or a wall or fence around a major development, tends to deter most people from biking or walking, even if the distance is close “as the crow flies.” Sidewalks and bike lanes that end without warning, forcing users into busy traffic or onto shoulders, pose problems for walkers and cyclists.

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\(^8\) “Exceptional circumstances” are defined by the FHWA as one of the following: 1) bicyclists and pedestrians are prohibited by law from using the roadway, 2) the cost of establishing bikeways or walkways would exceed twenty percent of the cost of the larger transportation projects or, 3) sparsity of population or other factors indicate an absence of need. The Regional Council and its partners should work together to define what the “exceptional circumstances” would be for the region when applying this federal guidance.

\(^11\) See sidebars on pages 15 and 16 for examples of bicycle and pedestrian-friendly design features. See page 23 for a discussion on regional design and safety standards for bicycle and pedestrian facilities.
In addition, the lack of sidewalks and safe bike access to bus stops, transit stations and urban centers will likely deter potential transit, biking and walking trips. Projects that remove barriers, fill system gaps, connect to public transit opportunities and urban centers, and develop system continuity have the potential to result in a significant increase in biking, walking and transit use for a relatively low cost.

**OBJECTIVE #3:** Achieve greater system continuity for bicycle and pedestrian travel by removing deterrents and barriers, creating better walking and biking links to public transit, and filling gaps in regional and local networks.

**SUGGESTED ACTIONS:**
1. Consider accommodation for bicyclists and pedestrians on all new and reconstructed bridges and freeway underpasses and overpasses *(cities/towns, counties, ports, WSDOT)*
2. Add bicycle and pedestrian crossings over waterways, highways, major arterials and other obstacles where such crossings are inadequate *(cities/towns, counties, transit agencies, ports, WSDOT)*
3. Give high priority to bicycle and pedestrian improvements that link existing facilities into a continuous network *(cities/towns, counties, transit agencies, ports, PSRC, WSDOT, TIB, private developers)*
4. Conduct periodic analyses of bicycle and pedestrian environments in and around urban centers and regional transit stations to identify deficiencies and to plan access improvements *(cities/towns, counties, transit agencies, PSRC, WSDOT)*
5. Address regional bicycle and pedestrian “missing links” identified in *D2030* in the transportation element of local comprehensive plans, subarea plans, corridor studies, and the State Transportation Plan *(cities/towns, counties, PSRC, WSDOT)*

**LOCATION OF FACILITIES**

Bicycle and pedestrian capital investments should be strategically made in geographic areas where existing or planned development patterns offer the greatest potential for high levels of use. When facilities are located in population centers and connect to popular regional destinations, they attract more users and help the region achieve regional transportation and growth management goals.

**OBJECTIVE #4:** Strategically locate new bicycle and pedestrian facilities where existing or planned development patterns offer the greatest opportunity for high use.

**SUGGESTED ACTION:**
1. When determining where new bicycle and pedestrian facilities should be located, reference Appendix 3, “Summary Capital Facility Development Guidance” *(cities/towns, counties, transit agencies, ports, WSDOT, private developers)*

**BICYCLE AND PEDESTRIAN FACILITY DESIGN**

When bicycle and pedestrian projects are built, they are not always constructed according to appropriate bicycle and pedestrian engineering design standards. To the degree possible, uniform bicycle and pedestrian design and safety standards should be consistently applied to projects throughout the region to protect the safety of bicyclists, pedestrians and motorists alike. This would also result in the development of an integrated network with a coordinated design across jurisdictional boundaries.

Attention to sidewalk standards is even more important now that the Legislature has passed a bill authorizing the use of electric personal assistive mobility devices (EPAMDs or “Segways”) on sidewalks in Washington state. This creates a situation where pedestrians will be sharing limited sidewalk space with EPAMDs going 12 miles per hour or more. Unless sidewalks are built wide enough to accommodate such shared use, this situation could be potentially dangerous, especially for pedestrians.
**OBJECTIVE #5:** Build all bicycle and pedestrian projects according to regionally endorsed design standards to increase travel options and safety for all system users.

**SUGGESTED ACTIONS:**

1. Regionally endorse the following two widely recognized federal and state policy, planning and design guidance documents for bicycle and pedestrian facility development in the central Puget Sound region: *The Guide for the Development of Bicycle Facilities* (AASHTO, 1999), and the *Pedestrian Facilities Guidebook* (WSDOT, 1997). (PSRC)

2. Plan, design and build facilities in accordance with design and safety standards defined in the two above-noted guidance documents (*cities/towns, counties, transit agencies, ports, WSDOT, private developers*).

3. Research and develop a consistent manner by which to safely accommodate use of EPAMDs in higher pedestrian traffic areas (*WSDOT, AWC, WAC*).

4. When regionally managed federal funds are proposed to be used for bicycle and pedestrian projects, assure that the project sponsor will, to the extent practicable, develop the project in accordance with design and safety standards defined in the two above-noted documents before awarding funding (PSRC).

5. Educate transportation planners and engineers about the two above-noted guidance documents to familiarize them with the information needed to safely and efficiently accommodate bicycle and pedestrian travel (*cities/towns, counties, transit agencies, ports, PSRC, WSDOT, TIB, private developers, bike/ped interest groups*).

**Education and Encouragement**

Education and encouragement are essential to the success of bicycle and pedestrian systems. Building bike lanes, trails, sidewalks and other facilities is important, but the bottom line is getting the public to safely use the facilities by demonstrating that bicycle and pedestrian transportation provides real benefits and by teaching safe user skills. Strong efforts aimed at encouraging changes in travel behavior, and educating system users about basic safety and traffic laws, need to be made regularly to have an effect and create mutual respect among all roadway users. Successfully raising public and government awareness about the importance of bicycle and pedestrian transportation, as well as how to best implement regional and local networks and safely use them, will rely upon ongoing collaboration between citizen interest groups and government agencies.

**OBJECTIVE #6:** Educate the general public and public officials about the economic, transportation system performance, environmental, health and social benefits of biking and walking and develop improved programs to encourage increased levels of biking and walking. Teach smart biking and walking skills to create safer conditions for cyclists, pedestrians and motorists alike.

**SUGGESTED ACTIONS:**

1. Significantly increase the use of print and broadcast media to educate the public about the beneficial role bicycle and pedestrian transportation plays in providing increased regional accessibility and mobility, the positive social, health and environmental impacts of biking and walking, and the need for investment in facilities and programs (*cities/towns, counties, transit agencies, PSRC, PSCAA, public health agencies and interest groups, employers, WTSC, FHWA, school districts, bike/ped interest groups*).

2. Integrate pedestrian and bicycle safety laws and regulations into driver’s education classes and driver’s license testing (WA DOL, WTSC, school districts).

3. Produce materials on basic pedestrian and bicyclist safety laws and distribute in a wide variety of venues (*cities/towns, counties, transit agencies, public health agencies and interest groups, employers, WTSC, FHWA, school districts, bike/ped interest groups*).
4. Develop and administer sustainable programs for bike riders of all ages to teach bicycle safety and hazard identification skills, build overall confidence, and teach cyclists how to effectively travel both on shared roadways and separated trails (cities/towns, counties, bike/ped interest groups)

5. Develop and implement “Safe Routes to School” programs to improve community opportunities to safely walk to schools (cities/towns, counties, public health agencies and interest groups, WTSC, school districts, bike/ped interest groups)

6. Produce, regularly update, and distribute maps of bicycle and pedestrian routes (cities/towns, counties, transit agencies, WSDOT, bike/ped interest groups)

7. Encourage increased levels of biking and walking through more focused coordination and implementation of travel demand management (TDM) programs, which create incentives to travel by modes other than single-occupant vehicle (cities/towns, counties, transit agencies, PSRC, PSCAA, WSDOT, TIB, area employers, bike/ped interest groups)

8. Employ intelligent transportation system (ITS) and transportation system management (TSM) strategies, such as traffic signal recognition systems that are triggered by bicyclists and pedestrians, to make biking and walking more convenient and efficient modes of travel and encourage higher levels of use (cities/towns, counties, transit agencies, WSDOT)

9. Identify opportunities and inform jurisdictions about available funds that could help implement the above-mentioned safety and education programs (PSRC)

**Enforcement**

Greater enforcement of existing traffic laws is necessary to improve the mutual respect between motorists, bicyclists and pedestrians. Such stepped up enforcement is needed to change the behavior of bicyclists, pedestrians and motorists who sometimes flagrantly and dangerously ignore traffic regulations, creating unsafe conditions for all parties. Implementation of all these efforts will require highly collaborative participation among many diverse interests including transportation agencies, public health districts, law enforcement agencies, non-profit advocacy groups, schools, tourist and visitor bureaus, regional employers, public healthcare providers and others.

**Objective #7:** Increase enforcement of bicycle and pedestrian safety laws equally among bicyclists, pedestrians and motorists to increase safety and build mutual respect among all system users.

**Suggested Actions:**

1. Consistently enforce bicycle and pedestrian safety laws among motorists, bicyclists and pedestrians (Law enforcement agencies)

**Transportation and Growth Planning**

Regional planning is an important way to address regional bicycle and pedestrian system development and implementation. At the subregional level, coordination takes place at transportation forums such as the Eastside Transportation Partnership (ETP), the SeaShore Transportation Forum and the South County Area Transportation Board (SCATBd). At the regional level, the forums provided by the Regional Council and the major corridor studies sponsored by the state are the main vehicles for coordinating bicycle and pedestrian planning. Regional coordination among all levels of government led to adoption of Destination 2030, which gives a shared vision for the regional transportation system, identifies system deficiencies, and provides guidance to local governments and WSDOT about how to develop and implement their portion of the regional network.

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12 Agencies should reference Chapter 5 of Destination 2030 for details on proposed vehicle trip reduction programs.
OBJECTIVE #8: Through collaborative regional planning, develop and refine the regional bicycle and pedestrian network so that all parties understand, incorporate, and proceed to implement their respective components of the regional system.

SUGGESTED ACTIONS:

1. Develop effective criteria and planning guidelines for local jurisdictions to use when developing the bicycle and pedestrian components of their local comprehensive and transportation plans (cities/towns, counties, PSRC, WSDOT)

2. Collaborate with partner jurisdictions to ensure that state, county and local transportation plans are in agreement, local needs are addressed in state plans and vice versa, and that nonmotorized corridors are continuous across jurisdictional boundaries (cities/towns, counties, transit agencies, PSRC, WSDOT)

3. Assure that bicycle and pedestrian interests are incorporated into major regional corridor studies from the first planning stages through final design, and that nonmotorized “missing links” are considered in final plans (cities/towns, counties, transit agencies, PSRC, WSDOT, bike/ped interest groups)

4. Identify needs and opportunities to preserve corridor right-of-ways for bicyclists, pedestrians, and other complementary transportation purposes (cities/towns, counties, transit agencies, PSRC, WSDOT, bike/ped interest groups)

5. Periodically update D2030’s regional bicycle and pedestrian network to reflect new and amended local and state plans and to document the changing status of projects. Assess the impact of any changes on the regional network (cities/towns, counties, transit agencies, PSRC, WSDOT)

6. Refine the Ten Physical Design Guidelines adopted in D2030 (see sidebar on page 12) to give more detailed guidance to cities and counties about how to implement land use strategies that are supportive of bicycle and pedestrian travel in urban centers and transit station areas (PSRC)

7. Develop, periodically update, and share widely “best practices” materials about the effectiveness of bicycle and pedestrian projects and programs in local communities and other regions (cities/towns, counties, transit agencies, PSRC, WSDOT, bike/ped interest groups)

8. Annually update the Regional Council’s work program and budget to reflect appropriate Regional Council responsibilities to carry out this Implementation Strategy (PSRC)

COMPREHENSIVE AND TRANSPORTATION PLAN DEVELOPMENT

The ability to walk and bike is affected tremendously by land use and urban form. Prior to the 1950s, traditional street patterns in urban areas were typically composed of a dense grid of relatively small streets (typically two lanes with parking) with closely spaced intersections, often less than a few hundred feet apart. These dense street grid networks facilitate and encourage walking and biking by enabling residents to travel the shortest possible path from their home to desired neighborhood destinations – especially shopping, commercial and recreational opportunities.

In post-1950’s suburban developments, the traditional dense network of grid street patterns is largely abandoned in favor of much wider, high-volume arterial streets and roads. Major arterials are often separated by as much as one-half to one full mile. Frequently such arterials and roads are built without sidewalks or shoulders. Residences in these suburban developments are typically located on a network of complex, curvy interior streets and cul-de-sacs. While these developments enjoy little “outside” or “pass- thru” traffic, their low densities and widely spread arterial patterns by nature deny them direct bike and walk access to shopping and other neighborhood commercial activities. As a result, most people who live and work in these neighborhoods choose motorized travel instead of
biking or walking, resulting in congestion on the limited number of arterial streets serving these isolated neighborhoods.

VISION 2020 and Destination 2030 policies foster mixed-use transit and pedestrian-oriented development and traditional neighborhood design as one of the best ways to minimize local congestion and encourage higher levels of biking and walking. The local comprehensive planning process offers the best opportunity to accomplish such land use and development objectives. Local comprehensive plans are mandated for all cities, towns and counties in the central Puget Sound region under the state Growth Management Act (GMA). The degree to which local plans reflect and support development patterns and travel opportunities that encourage and enable alternative travel choices—including bicycling, walking and transit—will have the largest impact on whether the region achieves its regional transportation goals and mobility strategy defined in VISION 2020 and Destination 2030.

**OBJECTIVE #9:** Foster pedestrian-oriented development patterns and plan for appropriate bicycle and pedestrian transportation facilities through the development and refinement of local comprehensive plan transportation elements, sub-area plans, and state transportation plans.

**SUGGESTED ACTIONS:**

1. Include bicycle and pedestrian components in the transportation element of local comprehensive plans, subarea plans, corridor plans, and regional and state transportation plans if such is not already accomplished (cities/towns, counties, PSRC, WSDOT)

2. When developing bicycle and pedestrian facility projects and plans, use the implementation guidance and design manuals noted in Appendix 3 to determine where facilities should be located and what type of facility would be most appropriate for each situation (cities/towns, counties, transit agencies, ports, WSDOT)

3. When creating plans to develop urban centers and/or regional transit station areas, incorporate D2030’s ten Physical Design Guidelines to focus pedestrian and transit-oriented development in and around such locations (cities/towns, counties, transit agencies, PSRC)

4. Through cooperative planning, address the “missing links” in the regional bicycle and pedestrian network identified in D2030 in appropriate local comprehensive plans, subarea plans, and in the State Transportation Plan (cities/towns, counties, PSRC, WSDOT)

5. Conduct periodic analyses of bicycle and pedestrian access in high priority locations (such as urban centers and regional transit station areas) to identify deficiencies and plan access improvements (cities/towns, counties, transit agencies, PSRC, WSDOT)

6. In local comprehensive plans and regional and state transportation plans, include policy support and advocacy for education and public information programs that inform the public about the benefits of bicycle and pedestrian transportation and encourage increased levels of biking and walking (cities/towns, counties, PSRC, WSDOT)

7. Create and adopt policies, regulations and zoning ordinances that require the inclusion of convenient bicycle and pedestrian access in new developments and in redevelopment projects — especially those in urban centers, activity areas, near transit routes, transit stations, schools, and in developments linking to the regional system (cities/towns, counties)

8. Coordinate with school district capital facility planners to support the development of safe walking routes to school. Identify needed improvements to support enhanced pedestrian access to schools in local comprehensive, transportation, and school district plans (cities/towns, counties, WSDOT, school districts)

9. In jurisdictions anticipating future development of schools, school siting policies should be included in comprehensive plans to strongly encourage locating schools with effective pedestrian access in or near the residential areas to be served, enabling children to walk or bike to school (cities/towns, counties, school districts)
COMPREHENSIVE PLAN REVIEW AND CERTIFICATION PROCESS

Under the Growth Management Act, the Regional Council is required to review and certify local comprehensive plans to ensure that they are consistent with Destination 2030 and meet growth management planning requirements. Certification of their plan’s transportation element is required in order for jurisdictions to be able to apply for federal transportation funding available through TEA-21. The review of local plans also provides an opportunity to share information and better coordinate local and regional planning efforts.

OBJECTIVE #10: Utilize the comprehensive plan review and certification process to encourage and coordinate local bicycle and pedestrian transportation planning that supports the development of both regional and local networks.

SUGGESTED ACTIONS:
1. Update local plan review and certification criteria to reasonably assess the adequacy of bicycle and pedestrian components of local comprehensive plans, and to certify consistency with D2030’s directions for bicycle and pedestrian planning (PSRC)
2. Update local plan review and certification criteria to screen for the inclusion of, where applicable, the ten Physical Design Guidelines outlined in D2030 (PSRC)

Project Funding and Approval

ENHANCED REVENUES

As with improvements to all modal components in Destination 2030, the regional bicycle and pedestrian network will be very difficult to implement without securing new revenues. As with any public revenue issue, increases in funding to support bicycle and pedestrian transportation hinges upon public support. Therefore, stronger partnerships among transportation, environmental, public health, and other public and private groups that have an interest in improved mobility for pedestrians and cyclists should be established. Such partnerships should collaborate to identify opportunities to develop new revenues for bicycle and pedestrian projects and programs.

OBJECTIVE #11: Build coalitions to support new revenues for the region’s transportation system, assuring that any revenue enhancements support greater investment in bicycle and pedestrian transportation projects and programs.

SUGGESTED ACTIONS:
1. Support increased dedicated funding for cities and counties to implement and maintain their transportation plans, including the bicycle and pedestrian components (cities/towns, counties, PSRC, WSDOT, TIB, State Legislature, bike/ped interest groups)
2. As new transportation funding sources are identified, assure that a share be provided (ideally at least seven percent) for nonmotorized projects and programs (cities/towns, counties, transit agencies, PSRC, WSDOT, TIB, State Legislature, bike/ped interest groups)
3. Increase the minimum amount of money mandated in Revised Code of Washington 46.68 for cities and counties to spend on bicycle transportation, and ensure that jurisdictions abide by the mandate (cities/towns, counties, PSRC, WSDOT, TIB, State Legislature, bike/ped interest groups)
4. Encourage the Transportation Improvement Board (TIB) to amend existing policies and/or programs to enable greater financial support for the development of bicycle, as well as pedestrian, facilities as part of roadway improvement projects (cities/towns, counties, PSRC, WSDOT, TIB, bike/ped interest groups)

13 Seven percent is based on the fact that the region needs to double or triple the amount spent today in order to realize the regional bicycle and pedestrian system outlined in Destination 2030. Currently less than five percent of the region’s annual transportation investment supports bicycle and pedestrian projects and programs (see page 11, “Current Spending on Facilities and Programs”, for more details).
PROJECT SELECTION

Nearly every year, cities, towns, counties, the region and the state conduct various project selection and approval processes to decide which, if any, bicycle and pedestrian improvement projects will be approved for implementation. Local jurisdictions, the region and the state employ a variety of methods in budgeting and programming processes to choose which projects to fund and complete. Projects in regional and state competitive programs are usually selected from hundreds of valid competing transportation system improvements. The manner and criteria by which projects are selected for implementation will have a big impact on development of the regional system. Over the past decade, the Regional Council has consistently had policy support for the approval of bicycle and pedestrian projects through the regionally managed Transportation Improvement Program (TIP), which is demonstrated by the maintenance of a ten percent set-aside for regional nonmotorized projects and programs.

OBJECTIVE #12: Effectively link project funding and approval decisions to priorities identified in the bicycle and pedestrian components of local, regional and state transportation plans and encourage consideration of bicycle and pedestrian access in all transportation projects.

SUGGESTED ACTIONS:

1. Require that project sponsors seeking regionally-managed funds consider accommodation of bicyclists and pedestrians in all transportation projects, consistent with FHWA’s policy and design guidance (PSRC)
2. Screen roadway, transit and ferry projects seeking programming action through the TIP process for inclusion of regional bicycle and pedestrian system components consistent with D2030. If not included, grant approval only if the sponsor provides a reasonable justification as to why the elements were not incorporated (PSRC)
3. Review periodically and make appropriate refinements to the criteria for regionally managed funds so that, when reviewing an array of bicycle and pedestrian projects, the greatest support is given to high priority projects in D2030 (PSRC)
4. Assure that approval of local land development and redevelopment projects supports the implementation of local, regional and state bicycle and pedestrian system elements that are adjacent to or part of the given private development (cities, counties)

REGIONAL COUNCIL’S “CANDIDATE TO APPROVED” PROCESS

The Regional Council developed guidance regarding how major transportation system capacity investments (typically applying to projects estimated to cost in excess of $50-100 million) are to proceed from the planning stage, when projects are classified as “Candidate”, to “Approved” status when they become eligible for implementation. A project’s change in status is largely based upon consistency with the policies and directions contained in Destination 2030. Destination 2030 addresses the need to incorporate regional bicycle and pedestrian system improvements in conjunction with major transportation investment projects.

OBJECTIVE #13: Use the Regional Council’s “Candidate to Approved” process as a tool to assure that proposed transportation projects seeking “Approved” status have incorporated the bicycle and pedestrian elements consistent with local, regional, and state transportation plans and Destination 2030’s policies.

SUGGESTED ACTION:

1. Review planned major projects seeking “Approved” status in D2030 to assure they have effectively addressed and/or incorporated applicable bicycle and pedestrian elements. Approved status should only be granted upon the Regional Council’s determination that such components have been reasonably and responsibly addressed in the project’s recommended final preferred alternative (PSRC)

See the Regional Council’s “Guidance for Major Capacity Investments” (effective June 1, 2002) prepared pursuant to direction in Destination 2030, Appendix 6, “Guidance for Plan Amendment and Capacity Investment Decisions”, for details.
2. If accommodation for bicycle and pedestrian travel is not included in a major transportation investment project where D2030 has shown such need, project sponsors shall justify why inclusion of bicycle and pedestrian elements was not appropriate before “Approved” status will be granted (PSRC).

**Analytical Tools**

It is important to develop analytical tools to collect and analyze data in order to understand and document the benefits of bicycle and pedestrian infrastructure and programs. The technical state-of-the-art in this area, even nationally, is not very good. There are few analytical tools being used to gather data on actual pedestrian and bicycling activity, making it difficult to gauge the effectiveness of existing facilities or forecast the potential utilization of future facilities. As a result, there is little hard data about bicycle and pedestrian travel and few procedures to estimate likely future needs.

In addition, state laws regarding public works expenditures do not require separate reporting on costs incurred by cities, counties or the state to develop bicycle and pedestrian facilities, so it is difficult to know what is currently being spent on nonmotorized capital improvements and maintenance in the region. Without wanting to add more complexity to already over-burdened accounting procedures at state and local levels, it is nonetheless important to find a way to address these issues in order to make more informed investment decisions.

**OBJECTIVE #14:** Develop objective analytical tools and methods to measure levels of biking and walking, estimate potential use of future improvements, and document the costs of projects and programs. Use the data to better document the real benefits and costs of bicycle and pedestrian transportation systems, gauge the effectiveness of existing facilities and programs, and plan for future improvements.

**SUGGESTED ACTIONS:**

1. Improve regional transportation models to simulate current biking and walking activity and forecast potential future bicycle and pedestrian travel (PSRC, WSDOT)

2. Establish a uniform method for agencies to track capital and maintenance expenditures on bicycle and pedestrian facilities and programs (cities/towns, counties, transit agencies, PSRC, WSDOT)

3. Develop new tools that incorporate demographic and land use factors to identify needs and the most effective locations for new bicycle and pedestrian facilities (PSRC, WSDOT)

4. Develop “community accessibility” indices that assess the ability of residents and employees in a given community to reach desired destinations — jobs, shopping, recreational/entertainment opportunities — on foot or by bicycle. Such an assessment should be distinguished from efforts to measure congestion and complement work done by the University of Washington15 (cities/towns, counties, transit agencies, PSRC, WSDOT)

5. Identify, catalogue and centralize existing regional data on biking and walking behavior, as well as attitudes about biking and walking, from local or special purpose user counts, survey results, census data, etc. Make the data inventory easily accessible for regional use (cities/towns, counties, transit agencies, PSRC, WSDOT, bike/ped interest groups, public health agencies and interest groups)

6. Identify specific data needed in order to develop the above-mentioned analytical tools (PSRC)

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Monitoring Progress

It is important to evaluate the progress and results of regional plan and project implementation. Only by monitoring the effects of building bicycle and pedestrian facilities and measuring the results of public information programs can government agencies, citizens and public officials know and understand the benefits of such investments. Armed with solid objective data about the impacts and results of such investments, the public may be more supportive of future bicycle and pedestrian improvements and programs.

**Objective #15:** Monitor the progress of the implementation of the regional bicycle and pedestrian system plan adopted in *Destination 2030*, and assess the effects of project and program investments.

**Suggested Actions:**

1. Conduct periodic user counts using regionally uniform methods on selected regional bicycle and pedestrian facilities to measure changes in bicycle and pedestrian travel over the years *(cities/towns, counties, transit agencies, PSRC, WSDOT, bike/ped interest groups)*

2. Track construction costs for bicycle and pedestrian projects and programs using a regionally uniform project cost tracking methodology *(cities/towns, counties, transit agencies, ports, WSDOT)*

3. When regionally managed funds are used to develop bicycle and pedestrian projects, utilize the Regional Council’s project tracking system to assess that the project is being built on schedule and is incorporating appropriate design and safety standards *(cities/towns, counties, PSRC, WSDOT)*

4. Update the Regional Council’s Household and Travel Panel Surveys to gather additional information about bicycle and pedestrian travel, attitudes and behavior patterns *(PSRC)*

5. Conduct “before and after” studies to evaluate the impact of improved and expanded facilities on levels of biking and walking, safety, and traffic *(cities/towns, counties, transit agencies, PSRC, WSDOT, bike/ped interest groups, public health agencies and interest groups)*

6. Perform empirical studies to measure the effects of safety, education and encouragement programs on pedestrian, bicyclist, and motorist behavior, as well as on levels of biking and walking *(cities/towns, counties, WSDOT, law enforcement agencies, bike/ped interest groups, public health agencies and interest groups)*

7. Where deemed appropriate, incorporate measurements for regionally significant portions of bicycle and pedestrian systems into the regional Congestion Management System *(PSRC)*

8. Use the information collected from monitoring efforts to set bicycle and pedestrian system performance goals *(cities/towns, counties, transit agencies, PSRC, WSDOT)*

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*For more information on the Congestion Management System, visit www.psrc.org/projects/cms.*
IMPLEMENTATION CHALLENGES

Pedestrian and bicycle projects and programs share many common implementation challenges with other regional modal transportation programs. However, several challenges are somewhat unique to this issue and will likely take more effort and a longer time to overcome.

Changing Land Use Patterns

Over the past five decades, prevalent land use patterns (i.e. spread out, suburban style development) have tended to favor automobile travel over other modes. Also, traditional transportation planning, which focused on increasing “vehicle throughput,” often resulted in the construction of wider, faster roads that lacked sidewalks, bike lanes or wide shoulders and are unsafe for bicyclists and pedestrians. Land uses were often segregated, making jobs, housing and commercial services too far apart to be easily accessed by foot or bike. This trend, however, seems to be reversing. There are an increasing number of mixed-use, transit and pedestrian-oriented developments being implemented throughout the region, and there is a growing government and public interest in creating density in urban centers and neighborhoods. The creation of pedestrian-oriented communities and mixed-use development is essential for the successful implementation and operation of the regional bicycle and pedestrian system.

Reducing Automobile Dependency

Since the 1950s, the automobile has been America’s primary mode of transportation. In most areas developed since the 1950s, it is usually the fastest and most convenient way to get around, and most households now own at least one and often two or three cars. Getting more people to walk and bike is a challenging cultural shift that will not be simple to achieve. Increasing levels of regional congestion, lost time stuck in traffic, and the difficulty of finding convenient free parking in urban core areas have all begun to encourage many citizens to make a shift in the way they travel, at least for some shorter-distance trips or for trips well served by public transit.
Mainstreaming Bicycle and Pedestrian Transportation

Bicycle and pedestrian transportation needs to be recognized as essential to the overall mobility and accessibility of the region before it will be allocated a higher proportion of revenues in transportation budgets. Currently bicycle and pedestrian facilities are often viewed as superfluous or “add-ons” rather than as integral parts of the regional transportation system that can bring great benefits. Indicative of this mindset is the fact that nonmotorized elements are often the first components to be eliminated from larger transportation projects in the face of rising budget costs or because of perceived lack of value or cost-effectiveness. This is not an infrequent occurrence, and happens at the city, county and state levels.

The federal government recognizes the integral role bicycle and pedestrian systems play in the larger transportation system, and encourages all levels of government to do the same. The FHWA's Policy, Program and Design Guidance issued in 2000 makes a number of clear statements of intent about this, including:

• Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes.
• To varying extents, bicyclists and pedestrians will be present on all highways and transportation facilities where they are permitted and it is clearly the intent of TEA-21 that all new and improved transportation facilities be planned, designed and constructed with this fact in mind.
• “Due consideration” of bicycle and pedestrian needs should included, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities.
• The decision not to accommodate bicyclists and pedestrians should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access.

Such mainstreaming of bicycle and pedestrian transportation can only be achieved with thorough and continued education of elected officials, government staffs and the general public about the necessity and importance of biking and walking, and the important regional role these modes play in the greater transportation, economic and growth strategy.

Increasing Public Awareness

Over the past five decades, American society has come to equate mobility and transportation with automobiles and other motorized modes of travel. Whereas biking and walking were once extremely common ways of getting around, today they’ve become the forgotten modes of transportation. And, because motorized vehicles dominate the transportation system, biking and walking are often perceived to be dangerous and/or unimportant modes of travel. The truth is, biking and walking can bring great economic, environmental, social and health benefits to the region. And, on any given day, one is many times more likely to be involved in an automobile accident than a biking or walking accident. The danger that does exist can be greatly reduced by educating motorists, cyclists and pedestrians alike about basic traffic and safety rules, and by teaching mutual respect so all modes can effectively and safely share the road. Raising public awareness about the importance and value of biking and walking, and their legitimate place in the region’s transportation system, must be an ongoing regional priority.
Despite these challenges, bicycle and pedestrian transportation is gaining recognition as an important part of the overall regional transportation system. This is evidenced by the increasing funding levels authorized by Congress through federal programs, a growing dialogue on the topic at the regional level, and significant growing interest within the region and nation to look at more innovative ways to approach development and land use, which will inevitably improve the environment for pedestrian and bicycle travel (see Appendix 2, “Examples of Success”).

It will require commitment, perseverance and cooperation among all the agencies and organizations identified herein to take on all of the Implementation Strategy’s recommended actions. However, each individual action will lead the region another step closer to realizing its goal of seeing a growing number of trips being made by foot and bike. In pursuing the guidance provided in this strategy, there are many years of work ahead that are intended to methodically enable the regional bicycle and pedestrian system to become a reality, providing Puget Sound region residents, workers and visitors with two clean, effective and healthy transportation options for years to come.
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Regional Policies Supporting Bicycle and Pedestrian Transportation

VISION 2020 includes multi-county planning policies required by the Washington State Growth Management Act (GMA). These are to guide regional and local planning and program implementation and they articulate the overall policy direction and vision for the region. These regional policies generally indicate the need to increase overall mobility and access while also reducing pollution, conserving energy, and protecting the natural environment. A comprehensive regional bicycle and pedestrian system provides one of the best opportunities to help achieve this vision. The following are a few selected regional policies that directly relate to biking and walking. They are the policies on which the bicycle and pedestrian component of Destination 2030, the region’s long-range transportation plan, is based.

RT-8.1  Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities.

RT-8.2  Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network that incorporates easy bike and pedestrian access.

RT-8.4  Maximize multimodal access to marine ferry routes through coordinated connections to land-based transit service, safe and convenient bicycle and pedestrian linkages, preferential access for high-occupancy vehicles, and freight and goods movement on designated routes.

RT-8.11 Promote demand management and education programs that shift travel demand to non-single-occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investments in surface, marine and air transportation.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.17 Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.

RT-8.18 Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.
RT-8.19 Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.

RT-8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

RG-1 Within urban growth areas, focus growth in compact communities and centers in a manner that uses land efficiently, provides parks and recreation areas, is pedestrian-oriented, and helps strengthen communities. Connect and serve urban communities with an efficient, transit-oriented, multimodal transportation system.

RG-1.10 Provide opportunities for creation of town centers in urban areas that: (1) serve as focal points for neighborhoods and major activity areas; (2) include a mix of land uses, such as pedestrian-oriented commercial, transit stops, recreation and housing; and (3) encourage transit use, biking and walking through design and land use density.

RG-1.6 Support the transformation of low-density auto-oriented transportation corridors to higher-density mixed-use urban transportation corridors when redevelopment would not detract from centers or compact communities. Corridors that offer potential include those that are located near significant concentrations of residences or employment, and have the potential to support frequent transit service and increased pedestrian activity. Encourage the redevelopment of these arterials through:
   a. Addition of transit facilities, pedestrian-oriented retail, offices, housing, and public amenities,
   b. Building design and placement, street improvements, parking standards, and other measures that encourage pedestrian and transit travel, and
   c. Provision of pedestrian and bicycle connections between transportation corridors and nearby neighborhoods.
EXAMPLES OF SUCCESS:

Implementation of Bicycle and Pedestrian Projects and Programs in the Puget Sound and Other Regions

The Regional Bicycle Pedestrian Implementation Strategy provides the region a blueprint for how to move forward in implementing good bicycle and pedestrian projects and programs. However, one of the best ways for jurisdictions and agencies to see what works best is to learn about the real life success stories from both this region as well as from other areas of the country. The following is a list of such success stories, divided into the seven main categories of Capital Investments, Education and Encouragement, Enforcement, Transportation and Growth Planning, Project Funding and Approval, Analytical Tools and Monitoring Progress. In each case a brief summary is given of the project or program as well as who to contact for more information.

Capital Investments

Bainbridge Island Bike Barn
SPONSORING AGENCY: Kitsap Transit
CONTACT: Wendy Clark, (360) 478-6931

The Bainbridge Island Bike Barn is a 75-bike storage located in the center of the Bainbridge Island Ferry Terminal and Kitsap Transit bus transfer center that encourages the use of biking as a way to access public transit. The Bike Barn offers a 24-hour, brightly lit, sheltered and secure bike storage facility with personal-sized locker. During the summer there is also on-site bike repair, bike rentals, and sale of cycling accessories. Trees, landscaped areas and benches surrounding the Bike Barn invite people to linger and enjoy the view of Eagle Harbor. Stamped concrete paving and directional signage conform with other surfaces and signage found in the surrounding Winslow business district, creating a uniform identity for the downtown area and the ferry terminal zone. To channel and protect pedestrian and bike traffic, an innovative bicycle/pedestrian crosswalk was included with an in-ground lighting system. The delineated crosswalks and decorative fencing provide pedestrians and bicyclists a safe route into the ferry terminal while avoiding conflict with automobiles and buses. The Bike Barn opened for business in 1999 and currently parks an average 50 bikes a day. The capital cost of the project was approximately $117,000.

Best Practices Online

This piece represents the first step of a work in progress. The Regional Council intends to develop a more complete Best Practices list and share new examples at www.psrc.org/projects/nonmotorized. If you have case studies from your community that you’d like to share with us, please contact Ned Conroy at (206) 587-5670 or nconroy@psrc.org.
I-90 Bicycle/Pedestrian Path

SPONSORING AGENCY: WSDOT

CONTACTS: Bob Caldwell, WSDOT NW Region, (360) 440-4738

The I-90 Path is a separated shared-use bicycle and pedestrian facility that spans seven miles, providing a critical link between Seattle, Mercer Island and Bellevue. Currently it is the only direct way for bicyclists and pedestrians to cross Lake Washington and travel between the major urban centers of downtown Seattle and Bellevue — two of the largest population and employment centers in the Puget Sound region.

The path is one of a kind in the nation and perhaps in the world. Unique features include an almost quarter-mile long tunnel under Seattle’s Mt. Baker neighborhood, and a crossing over the Lake Washington I-90 floating bridge. The Mt. Baker tunnel allows cyclists and pedestrians to avoid a very steep hill and is regularly painted with colorful murals by community members. By creating safe, relatively flat passage between three important cities and across a major water body, the path eliminates barriers to biking and walking. The I-90 bike path opened in 1992.

Bridgeport Way Improvements

SPONSORING AGENCY: City of University Place

CONTACT: Steve Sugg, (253) 460-2527

Bridgeport Way is a major arterial roadway running through the heart of the city of University Place in Pierce County providing access to City Hall, a library, senior housing, medical facilities and multiple retail centers. In 1996 the city obtained a grant from the Washington State Transportation Improvement Board to improve the road’s safety. The city, in partnership with the University Place Chamber of Commerce, solicited broad public community participation to create a vision for Bridgeport Way and the surrounding town center.

In response to the public involvement effort, the City Council decided on an alternative to transform the 5-lane roadway section into a 4-lane landscaped median divided roadway with curbs, gutters, sidewalks, bike lanes, planter strips and mid-block crosswalks. The crosswalks are located by Pierce Transit bus stops and include in-pavement warning lights that are activated by the pedestrian pushing a bollard-mounted button prior to crossing the street. The project was completed in 1999 at a cost of $1.6 million. Since then, correctable accidents have gone down by 75 percent and injuries on the roadway are down 80 percent. The Bridgeport Way project has received numerous awards and recognition for making a previously unsafe arterial much more friendly to bicyclists and pedestrians.

San Francisco’s Bicycle Route and Sign System

SPONSORING AGENCY: City of San Francisco and County of San Francisco

CONTACT: Adam Gubser, City of San Francisco, (415) 585-2453

In response to a growing interest in bicycling, the City and County of San Francisco designed and implemented a citywide bicycle route network and a comprehensive route signing system in 1999. The signs direct cyclists to follow the bicycle route network, designed to include the safest, most direct and least hilly routes between major destinations around the city. Though most of the network’s 180 miles are Class III bike routes, about 30 miles are Class I and II paths and bike lanes. One goal of the project is to promote bicycle use by making the public more aware of the bicycle as a legitimate transportation mode. The signs also serve to remind motorists that they are sharing the road with cyclists who are traveling on official bicycle routes. Additionally, the signs attract new riders who may be intimidated by traffic, steep hills and other constraints.
The preparation of the route network involved input from the public in a variety of formats. The attractive signs feature a large white bicycle route number on a green oval. At the top of the oval is a graphic of the Golden Gate Bridge. The signs also include information on destinations and travel directions. Routes in the system are divided into two classes — primary cross-town routes that serve as “bicycle arterials” and local neighborhood routes. The route numbering system is based on the Federal Highway System methodology, using odd numbers for north-south routes and even numbers for east-west routes. Loops and spurs have three-digit designations. The system is laid out on a grid and has the flexibility to accommodate network expansion. Initial implementation of the network and sign project cost approximately $85,000 and annual maintenance costs an additional $60,000 per year.

**Caltrans’ Adoption of FHWA’s Policy and Design Guidance**

**SPONSORING AGENCY:** California Department of Transportation (Caltrans)

**CONTACT:** Ken McGuire, (916) 653-2750

In 2000, the California Bicycle Coalition (CBC), the California Bicycle Advisory Committee and the Local Government Commission launched a campaign requesting that Caltrans adopt the powerful USDOT policy and design guidance document entitled “Accommodating Bicycle And Pedestrian Travel: A Recommended Approach,” which states that “Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” CBC got at least ten state legislators to send in letters of support for the recommendation.

In March 2001, Caltrans issued a new policy entitled “Accommodating Nonmotorized Travel”. The policy commits Caltrans to accommodating the needs of bicyclists and pedestrians in all Caltrans projects and operations and designates specific responsibilities to Caltrans staff for implementing the policy. The Caltrans policy is available at www.cabobike.org/policy/caltransdirective.pdf.

**Education and Encouragement**

**“Way To Go, Seattle” Program**

**SPONSORING AGENCY:** City of Seattle

**CONTACT:** Jemae Hoffman, (206) 684-8674

Way to Go, Seattle acts as an umbrella for a variety of initiatives intended to improve livability by reducing automobile usage for non-work trips — and increasing the use of busing, biking, walking, trip consolidation and carpooling — by educating people about how to make smarter travel choices. One of the signature programs operating out of the Way to Go, Seattle umbrella is the “One-Less-Car” Demonstration Project where approximately two dozen households in Seattle agreed to park one of their cars for six weeks and keep a diary of how they were able to get around during that time. The information collected will be used to create a public education campaign as well as a package for other cities that can help them start their own Way to Go Demonstration Project.

Another distinctive program in the Way to Go, Seattle umbrella is the Car Smart Communities Challenge Grants, which encourages neighborhood projects that help citizens use our cars less often for errands and other personal and family trips. Other projects include the Roosevelt High School Way to Go Demonstration Project, which tried out methods of making high school students more aware of using alternate transportation choices, and the U-District Access Package — a set of tools, incentives, and programs aimed at trip reduction and transportation choices for business employees and customers. The Wallingford Business Package also works to reduce traffic by offering small employers ways to encourage smart transportation choices by both customers and employees. More information can be found online at www.cityofseattle.net/waytogo.
Earn-a-Bike Program

SPONSORING ORGANIZATION: Bike Works
CONTACT: Suzanne Carlson, (206) 725-9408

Earn-a-Bike is a program run by Bike Works, a Rainier Valley neighborhood non-profit in Seattle committed to building sustainable communities by educating youth and promoting bicycling. In Earn-a-Bike, students learn bike repair in after-school classes, then work for 24 hours to get a bike to take home. Students learn life skills like respect for themselves and others, responsibility, and the rewards of hard work. They learn job skills like bike repair, record keeping, and thoroughly completing a task. Adult volunteers and staff are their mentors, providing encouragement and help. In an average year, over 100 students learn bike repair, and half of those earn their own bike. Many of the students come from immigrant and low-income families. For many kids, Earn-a-Bike is the only way they can get a bike — though the fee is just $20, 40 percent of students are on scholarships. After kids complete Earn-a-Bike, they are encouraged to keep riding through guided rides, bicycle summer camps, and other programs.

“Bicycling in Snohomish County” Map

SPONSORING AGENCY: Community Transit
CONTACT: Roland Behee, (425) 348-2368

Until recently, Snohomish County was the only county in the region without a bicycle map. Community Transit recently stepped up to the plate and created such a map, which is currently undergoing final revisions. What makes the Community Transit map unique is that not only does it show all of the existing bicycle routes in the county, but it also shows all the park-and-rides and transit centers in relation to the bike routes. This map will be a great resource to get more people biking in general, as well as more people using their bikes to access public transit services.

Bike Buddy Program

SPONSORING AGENCIES: Bicycle Alliance of Washington and King County Metro
CONTACTS: Barbara Culp, Bicycle Alliance of Washington, (206) 224-9252

Many people would like to try to bike commute but are reluctant to do so for a variety of reasons. The Bike Buddy Program is designed to provide personalized assistance to those new to the bicycle community. New cyclists are matched with an experienced cyclist from their own neighborhood to receive customized tips on commuting to work or school and to get advice in route planning for cycling to their worksite. Bike buddies also offer tips on riding safely in traffic, basic bike maintenance, choosing gear for commuting, taking bikes on the bus, renting a bike locker, as well as other tips and techniques. In just about one year of operating, the Bike Buddy program has matched almost 100 new bike commuters to mentors.

Enforcement

Targeted Crosswalk Enforcement Operations

SPONSORING AGENCY: City of Redmond
CONTACT: Lieutenant John Miner, (425) 556-2570

In the late 1990’s the Redmond Police Department had been looking at new innovative ways to address local pedestrian safety issues. Then, two city employees were killed in a crosswalk outside of City Hall. It was only four months later in April 1998 that the Redmond Police Department launched the Targeted Crosswalk Enforcement Operation to address the problem of drivers not yielding to pedestrians in marked crossings.
In an operation, plainclothes officers act as pedestrian decoys in a marked crossing while other officers are posted nearby to observe driver behavior. If a driver fails to yield to the pedestrian, the driver is given a citation or warning. Since 1998, thirty-two operations have been completed resulting in 407 citations and 254 warnings. During the operations officers observed that 65 percent of pedestrian crossings resulted in a driver failing to yield. The operations have received tremendous press coverage, raising community awareness about local pedestrian safety issues. Workshops have been facilitated in this and other states to teach other police departments how to execute their own crosswalk enforcement operations.

**Walnut Creek Pedestrian and Bicycle Diversion Program**

**SPONSORING AGENCY:** Walnut Creek Police Department  
**CONTACT:** Susan Garcia, (925) 942-5883

Five years ago, two police officers in the city of Walnut Creek, California acted upon a growing concern that the police force and the public were not well enough informed about basic bicycle safety laws. At the time, officers rarely issued tickets for bicycle safety violations, even though research showed that of all injury accidents, a large percentage of them involved bicyclists, and 70 percent were caused by something the cyclist had done rather than the motorist. And, usually the cyclist’s infraction was based on being uninformed about bike safety laws. Susan Garcia led the effort to address the problem. She gathered the data and presented it to the police force and sergeants. Officers were educated on bicycle safety laws and in May 1998, the Bicycle Diversion Program was launched.

The way the program works is that when an officer sees a bicyclist violating a safety law, s/he issues a ticket. However, the cyclist is given the option of attending a 2-hour bicycle safety class to learn about bicycle safety laws and safe cycling techniques. The class is for adults and children alike since in Walnut Creek 60 percent of bicycle violations are by adults rather than kids. If the person attends the class, the citation is dropped. If not, the citation is forwarded to the courts. Officers don’t enjoy punishing bicyclists and pedestrians, so the fact that it is not a punitive program makes it more palatable to the implementing officers. The program has been so successful that a nearly identical Pedestrian Diversion Program was launched four months ago.

**Transportation and Growth Planning Bellevue’s Development Code**

**SPONSORING AGENCY:** City of Bellevue  
**CONTACT:** Steve Sindiong, (425) 452-4448

Under Bellevue City Code a developer is obligated to provide frontage improvements if they are building a new structure. All development pre-applications are routed to the pedestrian and bicycle planners, and are reviewed against long-range plans and the Pedestrian & Bicycle Transportation Plan. If a developer is constructing a new building or expanding an existing building, and the new floor surface area exceeds 50% of the existing facility, then they have to provide the full frontage improvements. As part of the frontage improvements, the developer is obligated to construct sidewalks, bicycle lanes, or widened curb lanes if such improvements are identified in the Bicycle & Pedestrian Plan. Other improvements can also be required, such as trails, bicycle storage, and enhanced pedestrian amenities.

When site topography, city plans for improvement projects, or other reasons determine that street frontage improvements (which may include a pedestrian or bike facility) cannot or should not be constructed at the time of building construction, the developer may not have to provide the bicycle or pedestrian improvements, but instead provide the necessary setback for the improvements. If the developer/property owner does not build the improvements at that time, she/he may have to pay the
city an amount equal to the property owner’s cost of installing the required improvements prior to issuance of a building permit, or record an agreement that ensures the improvements will be installed by a date acceptable to the city.

**Sound Transit’s Bicycle Leader’s Team**

**SPONSORING AGENCY:** Sound Transit  
**CONTACT:** Terrance Plaskon, (206) 398-5278

In 1999, Sound Transit — the Central Puget Sound Regional Transit Authority — created a Bicycle Leaders Team (BLT) as a way to get community input on its projects and to create a stronger link to the bicycle community. Comprised of representatives from local bicycle advisory groups, advocacy groups and local and regional government planning staff, the BLT meets regularly with Sound Transit staff to review plans for service and facilities to ensure bicycle and pedestrian access is included and supported. The BLT illustrates good regional collaboration so that bike and pedestrian interests are incorporated into major regional transit capital projects.

Over the past several years, the BLT has helped Sound Transit improve the design of its transit centers, park-and-rides and connections with its commuter and light rail stations. By collaborating with the BLT, Sound Transit has identified appropriate improvements such as added signage, bicycle parking at transit stations and accommodation of bikes on commuter rail cars. In addition, the BLT’s opinions have been actively solicited during the I-90 Two-Way Transit Operations Study, especially in the impacts various alternatives might have on the adjacent I-90 Bike/Pedestrian Path.

**Project Funding and Approval**

**Ten Percent Set-Aside for Regional Bicycle and Pedestrian Projects**

**SPONSORING AGENCY:** Puget Sound Regional Council  
**CONTACT:** Karen Richter, (206) 464-6343

One of the Puget Sound Regional Council’s primary responsibilities is overseeing the regional Transportation Improvement Program (TIP). Part of this responsibility includes allocating the region’s federal funds for transportation projects. The funds distributed include those from the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ) and the Federal Transit Administration (FTA). The selection process and distribution of regional federal funds occurs every two years. When ISTEA was passed into law, the Regional Council adopted a policy that a minimum of ten percent of the combined STP and CMAQ funds are awarded to bicycle and pedestrian projects in the region’s four counties to promote alternatives to single-occupant vehicle travel. The policy is reviewed, along with other adopted policies, and has been reaffirmed prior to each funding cycle.

In the 2002 funding cycle $64.1 million of 2004/05 combined STP and CMAQ funds were available, of which a minimum of $6.4 million was set-aside for “stand-alone” bicycle and pedestrian projects. In actuality, $6.7 million (10.5 percent) was awarded. In addition, many roadway and other types of transportation projects that were funded in the overall process included nonmotorized elements, such as sidewalks, bike lanes, crosswalks, wide curb lanes and other features.
Analytical Tools

Bike Parking Demand Estimation Methodology

SPONSORING AGENCY: Puget Sound Regional Council
CONTACT: Ned Conroy, (206) 587-5670

It is an important goal of the Central Puget Sound Region to achieve a more efficient transportation system by increasing the number of people who bicycle and take public transit as regular modes of transportation. One way to encourage this is to create good facilities for bicycles at park-and-ride lots and transit stations (including bus transit centers, rail stations and ferry terminals). However, accommodation for bikes at transit facilities can range anywhere from a simple bike rack to a full-blown bicycle commuter station and it can be difficult for transit agencies to determine what level of accommodation is necessary to provide at their transit facilities.

To address this, the Regional Council recently implemented a Regional Bike Stations project, designed to assist transit agencies in making better-informed decisions regarding how they accommodate bicycles at their transit facilities. One element of the project was the development of a bike parking demand estimation methodology, a tool to help transit agencies plan bike facilities based on reliable estimates of existing and potential bike parking demand at any given location. The demand methodology includes detailed instructions and a template spreadsheet into which local demographic and other data can be plugged into to get bike parking estimates for any existing or planned transit station or park-and-ride location. The methodology has been validated for accuracy. The bike parking demand methodology can be found by going to the Regional Council’s website at www.psrc.org/projects/nonmotorized.

Monitoring Progress

Burke Gilman/Sammamish River Trail Counts and User Surveys

SPONSORING AGENCY: Cascade Bicycle Club
CONTACT: Bill Moritz, (425) 488-8270

Every five years since 1980 trail user counts have been conducted along the Burke-Gilman and Sammamish River Trails, as well as trail user surveys. The counts and surveys are conducted through a cooperative effort with Cascade Bicycle Club, King County Parks, City of Seattle, and most recently, the Puget Sound Regional Council. Over the years the format has evolved but the basic questions have remained the same: how much are the trails being used and by whom, and what are the experiences of those who use them? It is believed that the user surveys represent the most complete and thorough study of any multi-use trail in the Puget Sound region.

The user counts and surveys have been very enlightening. For example, they show that between 1980 and 1995 trail use continued to grow every year, with an unexplained drop in use recorded in year 2000. A 65 percent growth rate was recorded between 1990 and 1995 when a final missing link trail segment was completed, compared to a regional population growth rate of only 10 percent for the same period. In 1985, 96 percent of all trip were for recreational purposes and the remaining 4 percent were for commuting. In 2000 62 percent of all trips were for recreational purposes while 32 percent were for commuting and 6 percent were for shopping, showing that utilitarian use of the trail has grown by more than six times since 1985.
Since 1992, the City of Seattle has conducted periodic counts of bicycle commuters going in and out of Seattle’s downtown core. The counts have provided a good snapshot of the trends in bike commuting to downtown Seattle over the past decade, including the most popular bike commuting routes. For example, data from the counts show that bike commuting to downtown Seattle has increased by 57 percent between 1992 and 2000. Interesting from a regional perspective is that 14 percent of all bike commuters access downtown via the Seattle ferry terminal indicating that biking is a popular way to access the ferries connecting Seattle and Vashon Island, Bainbridge Island, and Bremerton. Of the ten locations that had the largest numbers of bicyclists passing through, more than half of them contained a signed and striped bike lane or shared-use path. Of the 29 locations surveyed, the six locations that contained paths or designated bike lanes carried half of all the bicycle traffic entering and leaving downtown.
SUMMARY CAPITAL FACILITY DEVELOPMENT GUIDANCE

The cities, towns, counties and other jurisdictions within the central Puget Sound Region should refer to the following guidelines when planning new bicycle and pedestrian infrastructure and programs. Doing so would ensure that an integrated, seamless regional bicycle and pedestrian system is created that serves the needs of the greatest number of people and facilitates the greatest possible growth in biking and walking in the future.

Types of Bicycle and Pedestrian Facilities

Consistent with the above noted Guide for the Development of Bicycle Facilities (AASHTO, 1999), there are five general types of bicycle and pedestrian transportation facilities, each with varying character and/or levels of separation from adjacent roadways:

• **Shared Use Paths** are facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right-of-way or within an independent right-of-way. Shared use paths may be used by bicyclists, pedestrians, skaters, wheelchair users, joggers and other nonmotorized users.

• **Bike Lanes** are portions of roadways that have been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

• **Signed Shared Roadways (Bike Routes)** are shared roadways that have been designated by signing as preferred routes for bicycle use.

• **Shared Roadways** are roadways that are open to both bicycle and motor vehicle travel. They may be existing roadways, streets with wide curb lanes, or roads with paved shoulders.

• **Walkways** are pedestrian facilities that can be either separated from roadways, such as sidewalks and paths, or part of roadways, such as crosswalks or wide shoulders.

In addition to the above types of on and off-street linear transportation facilities, a broad variety of complementary facilities exist that further support effective and convenient pedestrian and bicycle travel. These include but are not limited to: bike lockers, bike racks, showers/dressing rooms, bike/pedestrian bridges, lighting, landscaping, curb-cuts, medians, pedestrian refuge islands, curb ramps, benches, drinking fountains, restrooms and signage.

Note

For more detail, including design and safety specifications, the following two documents are excellent resources and are recommended for site-specific facility location planning and specific design applications:

• *The Guide for the Development of Bicycle Facilities* (AASHTO, 1999) and

• *Pedestrian Facilities Guidebook* (Washington State Department of Transportation, 1997).
Choosing what type of facility to put where depends on a multitude of factors and considerations, including the destination to be served, existing infrastructure, right-of-way issues, and many more. This document gives summary guidance to assist in getting started in planning for the general locations and types of bicycle and pedestrian facilities that might be desired for inclusion in a community or jurisdiction’s transportation plan element. For more specific details about locating a given type of facility, including design and safety specifications, The Guide for the Development of Bicycle Facilities (AASHTO, 1999) and the Pedestrian Facilities Guidebook (Washington State Department of Transportation, 1997) should be used for reference.

Type of Place — Geographic Classifications

For regional planning purposes, categories of types of places in the region were defined. These classifications are referenced in this Implementation Strategy, Destination 2030, and other local planning documents. Our region includes the following categories of places:

- **Designated Urban Centers.** The central Puget Sound Region has 21 formally designated urban centers. Urban centers are places that contain a mix of business, commercial, residential and cultural activity within a compact area. VISION 2020, Destination 2030, and the region’s local growth management plans envision urban centers in revitalized downtown districts, as well as in emerging suburban hubs. These are places where walking, bicycling and transit use, as well as automobile access, are viable transportation options.

- **Activity Areas.** There are hundreds of activity areas around the region. These are places that, although they are not classified as an urban center, have higher than average levels of density. Activity areas are characterized by a nucleus of commercial, retail, recreational and residential uses and often are the commercial core for the surrounding community.

- **Regional Transit Stations.** A regional transit station can be a rail station (light rail, commuter rail or passenger rail), a ferry terminal, or a bus transit center where a variety of regional bus routes converge. The area around regional transit stations is often targeted for high levels of mixed-use development that includes both commercial and residential uses. Such developments are called “transit-oriented developments” or TODs.

- **Park-and-Rides.** These are parking lots where several regional bus routes converge. They are usually located in suburban locations. They provide parking so that people can drive in, park their car, and transfer to the bus. They often contain amenities such as rider services and information, sheltered areas and restrooms. A regionally significant park-and-ride is defined as having at least 250 spaces.

- **Transit Routes.** A transit route is any street that accommodates fixed-route bus service.

Facility Development Guidance

- **Shared Use Paths, Bike Lanes and Bike Routes.** An interconnected system of bike lanes, shared use paths and bike routes is an integral piece of our region’s transportation network. Paths, bike lanes and bike routes should be built in the following areas first to achieve maximum use:
  - On all new or reconstructed roadways and bridges, except where prohibited by law
  - Within designated urban centers, activity areas and regional transit station areas
  - Within a two-mile radius (a ten-minute bike ride) of urban centers, activity areas, regional transit stations, regional park-and-rides, large parks and other recreational destinations, and colleges and universities. Paths, lanes and routes should be linked into a network and directly connect to the destination they are intended to serve.

- **Sidewalks and Walkways.** A recent study completed by the University of Washington confirmed that higher numbers of pedestrians are found in areas where more complete and continuous...
sidewalks, walkways, crossings and other facilities exist. Sidewalks vary in width. In general, the width of a sidewalk or walkway needs to comfortably accommodate the volume of pedestrians normally using it. The Pedestrian Facilities Guidebook (WSDOT, 1997) should be referenced for design guidance on this issue. Sidewalks and/or walkways should be located in the following areas:

- All new or rehabilitated roadways and bridges, except where prohibited by law
- Both sides of the street within urban centers and activity areas
- Both sides of the street within a half-mile radius (ten-minute walk) of urban centers, activity areas, regional transit stations, regional park-and-rides, major parks and other recreational destinations, and colleges and universities
- Both sides of arterial roads with transit routes
- Both sides of all streets within a quarter-mile radius (five-minute walk) of bus stops
- Both sides of streets within a quarter-mile radius of elementary, middle and high schools
- All areas of new development and redevelopment

**CROSSWALKS AND CROSSING SIGNALS.** A healthy walking environment includes many more features than just sidewalks and walkways. Studies show that pedestrians will not travel more than roughly two minutes out of their way in order to cross the street. If forced to do so, they will likely abandon the walking trip altogether the next time. Consequently, ample opportunities to safely cross the street should be provided at the following locations:

- Every major intersection and/or every two blocks within urban centers and activity areas
- Every major intersection and/or every two blocks within a ½ mile radius of urban centers, activity areas, regional transit stations, regional park-and-rides, major parks and other recreational destinations, and colleges and universities
- At every major intersection and/or every two blocks within a ¼ mile radius of transit routes
- At every major intersection and/or every two blocks within a ¼ mile radius of elementary, middle and high schools

**BIKE PARKING AND STORAGE.** Secure bike parking and storage are necessary to accommodate bicycle travel. If there is the risk of one’s bike being stolen or damaged, many cyclists will simply choose not to ride. Bike racks should be provided in the following locations:

- Every block within urban centers and activity areas.
- At every regional transit station and park-and-ride
- At all schools, colleges and universities
- At large retail stores and malls

At regional transit stations, people often leave their bikes unattended for many hours at a time, including overnight. Because of this, it is recommended that bicycle lockers be provided at all regional transit stations in addition to regular bike racks. When bicycle racks are provided at regional transit stations in lieu of lockers, they should be covered or sheltered from inclement weather. It is also desirable to supply bike lockers at other locations with high demand, such as regionally significant park-and-rides, regional shopping centers, and colleges and universities.

**STREET FURNITURE AND SUPPORT FACILITIES.** Facilities such as benches, water fountains, restrooms and garbage receptacles should be provided in ample supply where there are high levels of pedestrians and bicyclists. In addition to parks and public plazas, street furniture should be provided within urban centers, regional transit station areas, activity areas, major park-and-rides, and at bus stops. Good lighting should be provided at every transit stop, within urban centers, at regional transit stations, park-and-rides, commercial districts and common attractions. Transit stops on arterials, major bus routes or at busy intersections should also include shelters and benches in addition to lighting, offering riders a safe, comfortable and protected place to wait for the bus. Shelters and benches should be provided at as many transit stops as possible. Street furniture, lighting and other amenities should not be overlooked. They are great enhancers to the pedestrian environment and can encourage more walking trips in the future.
TRAFFIC CALMING. Fast vehicle speeds are one of the biggest deterrents to cycling and walking. They compromise neighborhood livability by creating noise, air, and water pollution, and jeopardize the safety of pedestrians and cyclists. Traffic calming reduces and manages traffic speeds and volumes on streets to make them safer for pedestrians and bicyclists, and is one of the most effective ways to create pedestrian and bicycle-friendly streets. Traffic calming techniques should be considered in the following locations, especially if current vehicle speeds are incompatible with travel:

- On streets with high levels of biking and walking in urban centers, regional transit station areas and activity areas
- Around schools and bus stops
- Along transit routes
- In the immediate vicinity of parks and other recreational facilities
- On residential streets where speeding is a problem
- Other areas where pedestrian activity is being promoted

Some commonly used traffic calming methods include: medians, pedestrian refuge islands, narrow streets, curb bulb-outs, chicanes, landscaping, raised intersections and crosswalks, speed bumps, traffic circles, roundabouts, and striped outside lanes for auto parking or designated bicycle use. There’s an abundance of reference material on the topic, but two good sources to start with are A Guidebook for Residential Traffic Management available through the Washington State Department of Transportation and the City of Portland’s Traffic Calming website at www.trans.ci.portland.or.us/Trafficcalming/.

WAYFINDING AND SIGNAGE. Signs, route markers and maps are important to guide pedestrians and cyclists to common destinations and safe routes. Countries around the world with the largest bicycle and pedestrian populations, such as The Netherlands and Belgium, regularly employ this technique with great success. In the Puget Sound region, designated bike and walking routes should be signed, making them easily recognizable. Common destinations such as tourist attractions, universities and colleges, and retail districts should also be signed to guide pedestrians and bicyclists. In addition, maps depicting bicycle and pedestrian routes should be produced, regularly updated, and provided to the public.
MATRIX OF RECOMMENDED ACTIONS AND AGENCY RESPONSIBILITIES

This matrix is a tabular summary that identifies the individual agency responsibilities for implementing the Bicycle Pedestrian Implementation Strategy. It is intended as a quick reference for agencies and organizations with a role in implementing regional or local bicycle and pedestrian projects and programs. The agencies identified should work together to identify which agency or agencies might play a lead role in implementing any given action. Such identification of “lead” status could take place within the collaborative forum provided by the Regional Bicycle Pedestrian Advisory Committee.

List of Acronyms Used in Matrix

AWC  Association of Washington Cities
D2030  Destination 2030
EPAMD  Electric Personal Assistive Mobility Device
FHWA  Federal Highway Administration of USDOT
ITS  Intelligent Transportation Systems
PSCAA  Puget Sound Clean Air Agency
PSRC  Puget Sound Regional Council
TIB  Washington State Transportation Improvement Board
TIP  Transportation Improvement Program
TSM  Transportation System Management
WAC  Washington Association of Counties
WA DOL  Washington Department of Licensing
WSDOT  Washington State Department of Transportation
WTSC  Washington Traffic Safety Commission
**OBJECTIVE 1: Provide safe and convenient bicycle and pedestrian access in all new and improved transportation projects, unless exceptional circumstances exist (as recommended by the 2000 FHWA Policy and Design Guidance)**

1. Endorse FHWA’s policy and design guidance to assure that all new and improved transportation projects help eliminate travel barriers and improve and expand nonmotorized travel options.

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2. Review and update local and state roadway design standards so that all such facilities include bicycle and pedestrian-friendly features that reflect community sensitivities and accommodate biking and walking.

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3. Plan, design and construct transportation projects (unless prohibited by law) to enable bicyclists and pedestrians to effectively use them.

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**OBJECTIVE 2: Maintain and preserve bike and pedestrian facilities to ensure that existing assets continue to function properly and that public safety is protected.**

1. Develop long-term life cycle cost facility management plans and capital budgeting procedures to assure proper upkeep and rehabilitation of bicycle and pedestrian transportation facilities.

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2. Keep existing paths, sidewalks and other bike and pedestrian infrastructure well maintained and free of debris and other potential hazards bicyclists and pedestrians to effectively use them.

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**OBJECTIVE 3: Achieve greater system continuity for bicycle and pedestrian travel by removing deterrents and barriers, creating better walking and biking links to public transit, and filling gaps in regional and local networks.**

1. Consider accommodation for bicyclists and pedestrians on all new and reconstructed bridges and freeway underpasses and overpasses.

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2. Add bike and pedestrian crossings over waterways, highways, major arterials and other obstacles where crossings are inadequate.

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3. Give high priority to improvements that link existing facilities into a continuous network.

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<td>Conduct periodic analyses of bicycle and pedestrian environments in and around urban centers and transit station areas to identify deficiencies and plan access improvements.</td>
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<td>Address regional bike/ped “missing links” identified in D2030 in the transportation element of local comp plans, subarea plans, corridor studies and the Washington State Transportation Plan.</td>
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<td><strong>OBJECTIVE 4:</strong> Strategically locate new bicycle and pedestrian facilities where existing or planned development patterns offer the greatest opportunity for high use.</td>
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<td>When determining where new bicycle and pedestrian facilities should be located, reference Appendix 3, “Summary Capital Facility Development Guidance”.</td>
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<td><strong>OBJECTIVE 5:</strong> Build all bicycle and pedestrian projects according to regionally endorsed design standards to increase travel options and safety for all system users.</td>
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<td>1.</td>
<td>Regionally endorse the following design guidance documents for facility development in the central Puget Sound region: The Guide for the Development of Bicycle Facilities (AASHTO, 1999), and the Pedestrian Facilities Guidebook (WSDOT, 1997).</td>
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<td>2.</td>
<td>Plan, design and build facilities in accordance with design and safety standards defined in the two above-noted guidance documents.</td>
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<td>3.</td>
<td>Develop a consistent manner by which to most safely accommodate use of EPAMDs in higher pedestrian traffic areas.</td>
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<td>4.</td>
<td>When regionally managed funds are proposed to be used for bike and pedestrian projects, assure that the project sponsor will develop the project in accordance with design standards defined in the two above-noted documents before awarding funding.</td>
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<td>5.</td>
<td>Educate transportation planners and engineers about the two above-noted guidance documents to familiarize them about how to safely and efficiently accommodate bicycle and pedestrian travel.</td>
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**OBJECTIVE 6:** Educate the general public and public officials about the economic, transportation system performance, environmental, health and social benefits of biking and walking and develop improved programs to encourage increased levels of biking and walking. Teach smart biking and walking skills to create safer conditions for cyclists, pedestrians and motorists alike.

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**OBJECTIVE 7:** Increase enforcement of bicycle and pedestrian safety laws equally among bicyclists, pedestrians and motorists to increase safety and build mutual respect among all system users.

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1. Consistently enforce bicycle and pedestrian safety laws among motorists, bicyclists and pedestrians.
### OBJECTIVE 8: Through collaborative regional planning, develop and refine the regional bicycle and pedestrian network so that all parties understand, incorporate, and proceed to implement their respective components of the regional system.

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### OBJECTIVE 9: Foster pedestrian-oriented development patterns and plan for appropriate bicycle and pedestrian transportation facilities through the development and refinement of local comprehensive plan transportation elements, sub-area plans, and state transportation plans.

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<td>2. When developing bicycle and pedestrian projects and plans, use the guidance and design manuals noted in Appendix 3 to determine where facilities should be located and what type of facility would be most appropriate for each situation.</td>
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<td>3. When creating plans to develop urban centers and/or regional transit station areas, incorporate D2030’s ten Physical Design Guidelines to focus pedestrian and transit-oriented development in and around such locations.</td>
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<td>4. Through cooperative planning, address the “missing links” in the regional network identified in D2030 in appropriate local comprehensive plans and in the State Transportation Plan.</td>
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<td>5. Conduct periodic analyses of bicycle and pedestrian access in high priority locations (such as urban centers and regional transit station areas) to identify deficiencies and plan access improvements.</td>
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<td>6. In local comp plans and regional and state transportation plans, include policy support for education programs that inform the public about the benefits of nonmotorized transportation and encourage increased levels of biking walking.</td>
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<td>7. Adopt policies, regulations and ordinances requiring the inclusion of convenient bike/ped access in new developments — especially in urban centers, activity areas, near transit routes and stations, schools, and in developments linking to the regional system.</td>
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<td>8. Coordinate with school districts to support the development of safe walking routes to school. Identify needed improvements to support enhanced pedestrian access to schools in local comprehensive, transportation, and school district plans.</td>
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<td>9. Include policies in comp plans that strongly encourage locating schools with effective pedestrian access in or near the residential areas to be served, enabling children to walk or bike to school.</td>
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<td>OBJECTIVE 10: Utilize the comprehensive plan review and certification process to encourage and coordinate local bicycle and pedestrian transportation planning that supports the development of both regional and local networks.</td>
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<td>1. Update local plan review and certification criteria to assess the adequacy of bicycle and pedestrian components of local comprehensive plans, and to certify consistency with D2030’s directions for bicycle and pedestrian transportation.</td>
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<td>2. Update local plan review and certification criteria to screen for the inclusion of, where applicable, the ten Physical Design Guidelines outlined in D2030.</td>
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<th>OBJECTIVE 11: Build coalitions to support new revenues for the region’s transportation system, assuring that any revenue enhancements support greater investment in bicycle and pedestrian transportation projects and programs.</th>
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<tbody>
<tr>
<td>1. Support increased dedicated funding for cities and counties to implement and maintain their transportation plans, including the bike/ped components.</td>
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<td>2. As new funding sources are identified, assure that a share be provided (ideally at least seven percent) for nonmotorized projects and programs.</td>
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<td>3. Increase the minimum amount of money mandated in Revised Code of Washington 46.68 for cities and counties to spend on bicycle transportation, and ensure that jurisdictions abide by the mandate.</td>
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<td>4. Encourage the TIB to amend existing policies and/or programs to enable greater financial support for the development of bicycle, as well as pedestrian, facilities as part of roadway improvement projects.</td>
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<th>OBJECTIVE 12: Effectively link project funding and approval decisions to priorities identified in the bicycle and pedestrian components of local, regional and state transportation plans and encourage consideration of bicycle and pedestrian access in all transportation projects.</th>
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<tbody>
<tr>
<td>1. Require that project sponsors seeking regionally managed funds consider accommodation of bikes and pedestrians in all transportation projects.</td>
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<tr>
<td>2. Screen transportation projects seeking programming action through the TIP process for inclusion of regional bike/ped system components consistent with D2030. If not included, grant approval only if the sponsor provides a reasonable justification as to why the elements were not incorporated.</td>
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</tbody>
</table>
3. Review periodically and make refinements to the criteria for regionally managed funds so that when reviewing an array of bike/ped projects, the greatest support is given to high priority projects in Destination 2030.

4. Assure approval of local land development and redevelopment projects supporting the implementation of bicycle and pedestrian system elements that are adjacent to or part of the given private development.

**OBJECTIVE 13:** Use the Regional Council’s “Candidate to Approved” process as a tool to assure that proposed transportation projects seeking “Approved” status have incorporated bike and pedestrian elements consistent with local, regional, and state transportation plans and Destination 2030’s policies.

1. Review projects seeking “approved” status to assure they’ve addressed applicable bike/ped elements. Grant approved status only upon PSRC’s determination that such components have been reasonably addressed in the project’s final preferred alternative.

2. If accommodation for bicycle and pedestrian travel is not included in a major transportation project where Destination 2030 has shown such need, project sponsors shall justify why inclusion of such elements was not appropriate before “Approved” status will be granted.

**OBJECTIVE 14:** Develop objective analytical tools and methods to measure levels of biking and walking, estimate potential use of future improvements, and document the costs of projects and programs. Use the data to better document the real benefits and costs of bicycle and pedestrian transportation systems, gauge the effectiveness of existing facilities and programs, and plan for future improvements.

1. Improve regional transportation models to simulate current biking and walking activity and forecast potential future bicycle and pedestrian travel.

2. Establish a uniform method to track agencies’ capital and maintenance expenditures on nonmotorized facilities and programs.

3. Develop new tools that incorporate demographic and land use factors to identify needs and the most effective locations for new nonmotorized facilities.

4. Develop “accessibility” indices that assess the ability of residents to reach desired destinations by foot or bike. Such an assessment should be distinguished from efforts to measure congestion.
5. Identify, catalogue and centralize existing regional data on biking and walking behavior, and attitudes about biking and walking, from user counts, survey results, census data, etc. Make the data inventory easily accessible for regional use.

6. Identify specific data needed in order to develop the above-mentioned analytical tools.

**OBJECTIVE 15: Monitor the progress of the implementation of the regional bicycle and pedestrian system plan adopted in Destination 2030, and assess the effects of project and program investments.**

1. Conduct periodic user counts using regionally uniform methods on selected facilities to measure changes in bike and pedestrian travel over the years.

2. Track construction costs for bicycle and pedestrian projects and programs using a regionally uniform project cost tracking methodology.

3. When regionally managed funds are used for nonmotorized projects, use PSRC's tracking system to ensure the project is being built on schedule and up to appropriate design and safety standards.

4. Update PSRC's Panel Surveys to gather additional information about biking and walking levels, attitudes and behavior patterns.

5. Conduct "before and after" studies to evaluate the impact of improved and expanded facilities on levels of biking, walking, safety, and traffic.

6. Perform studies to measure the effects of safety, education and encouragement programs on user behavior, and on levels of biking and walking.

7. Where appropriate, incorporate measurements for regionally significant portions of bicycle and pedestrian systems into the regional CMS.

8. Use the information collected from monitoring efforts to set bike and pedestrian system performance goals.