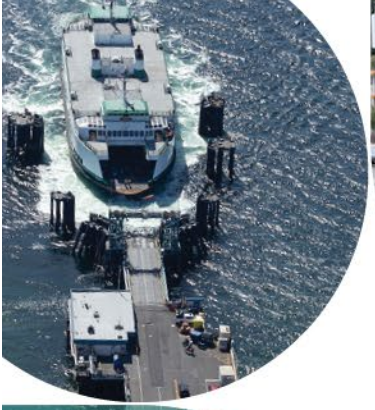





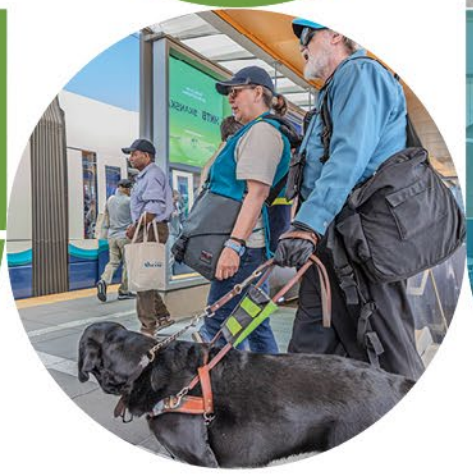


REGIONAL TRANSPORTATION PLAN

2026–2050

ACTIVE TRANSPORTATION PLAN

May 2026

Puget Sound Regional Council

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Contents

Introduction and Scope of the Active Transportation Plan (ATP)

The region's sidewalks, bicycle, and shared use facilities provide vital connections and are critical components of the region's multimodal transportation system. Both VISION 2050 and the Regional Transportation Plan (RTP) call for promoting and improving pedestrian and bicycle transportation networks to support an accessible and sustainable regional transportation system. With the region's goal for 65% of population growth and 75% of employment growth to be located in regional growth centers and within walking distance of high-capacity transit by 2050, this infrastructure will be crucial for providing connections to the regional transit network and local destinations.

The region is also experiencing a dramatic increase in deaths and serious injuries on our roadways. Notably, fatality rates for people walking and biking have increased at a much more dramatic rate than other road users. PSRC's Regional Safety Action Plan created a regional framework to reduce serious injuries and fatalities for all road users in the central Puget Sound region, working toward the ultimate goal of zero deaths and serious injuries. To achieve these goals of a safe and well-connected active transportation network, significant gaps in the region's sidewalk and bicycle networks will need to be addressed, as well as other improvements such as human-scale lighting and safer crossings. This ATP explores conditions on roadways with high rates of collisions involving people walking and biking and identifies active transportation gaps in the regional transportation network .

The ATP provides an overview of, and expands upon, the pedestrian and bicycle elements of the 2026 Regional Transportation Plan (RTP) and details the efforts of PSRC to advance pedestrian and bicycle planning in the central Puget Sound region. The Inventories and analyses overviewed in this document will be used to inform future regional and local planning, including the future regional transportation plans and PSRC's project selection processes.

Accomplishments since 2022

The 2022 ATP identified a set of seven implementation actions to successfully implement the strategies, projects and programs identified in the plan. Since then, PSRC has addressed all of these implementation actions in some way while making significant improvements to pedestrian and bicycle data and analyses. The previous plan called for additional work to incorporate access to transit, equity, safety, and new performance measures into the evaluation of needs and priorities. The following sections will detail new work such as the ADA transition plan inventory, analysis of facility coverage in Equity Focus Areas (EFAs), analysis of facilities on the Pedestrian and Bicycle High-Injury Network, the new Bicycle Level of Traffic Stress analysis and the incorporation of equity and safety data into a new gap identification methodology.

Current Transportation System

Active Transportation Use in the Puget Sound Region

Across the central Puget Sound Region, people make daily trips by a variety of modes, including walking, biking, or rolling. While the share of these trips is far smaller than travel by other modes, active travel plays a critical role in providing access to a variety of destinations. According to PSRC's 2023 Household Travel Survey (HTS), on an average weekday 10% of trips are made by walking and 1% by biking regionwide. Walking makes up a much larger proportion of daily travel than biking, as not everyone is a bicycle user, but nearly everyone walks at some point throughout their day. People aged 18-34 walk more than the regional average, and people with household incomes under $50,000 walk the most. In addition, walking is the dominant mode of accessing the regional transit system, with over 93% of the people who use transit reporting that they walked to their stop or station.

Walking and biking travel behavior varies significantly in different geographies. For example, people who live in Seattle made 24% of their trips by walking in 2023, which is more than twice as high as the regional average. Similarly, Seattle residents made 3.8% of their trips by biking, more than three times the regional average. Residents of the region's Regional Growth Centers (RGCs) made over 30% of their trips by walking and over 2% by biking, far above the regional average. Generally, from the 2023 HTS data, people in more urban areas are more likely to walk or bike than those in less urban areas.

Pedestrian and Bicycle Facilities Inventory

To document the state of active transportation facilities in the region, PSRC has been building a comprehensive, consistent regional inventory of pedestrian and bicycle facilities. This inventory documents the presence, completeness, and type of pedestrian and bicycle facilities on arterial roadways in all four counties of the region. The inventory was created using facility data provided by local jurisdictions, building on the original inventory developed in 2019/2020 and updated with edits from jurisdictions in 2023.

The pedestrian and bicycle inventory collects information on both the regional network and minor arterials. The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above and regional shared use paths. In consultation with PSRC's Bicycle and Pedestrian Advisory Committee (BPAC), PSRC refined the criteria for shared use facilities on separate rights-of-way to only include shared use paths that provide connections between regional destinations, rather than internal circulation. As an example, a path within a park that is clearly intended as a recreational facility, without notable connections to the surrounding infrastructure, would not be considered a regional shared use path. For this inventory, PSRC only tracks and monitors facilities that meet the specified regional thresholds described above. However, many local jurisdictions collect information for active transportation facilities on more local facilities.

Further information about the definitions used in the inventory is provided in PSRC's Pedestrian and Bicycle Facility Typology. The pedestrian and bicycle facility inventory data can also be viewed using the interactive Current Transportation System Visualization Tool.

Pedestrian and Bicycle Facility Coverage

The following section describes the inventory of pedestrian and bicycle facilities throughout the region based on "facility coverage." This is calculated by taking the total miles of complete and partial pedestrian or bicycle facilities and dividing that by the total arterial roadway mileage of the given geography. While the RTP exclusively focuses on the regional transportation network, PSRC also collects facility information on minor arterial roadways that do not meet the qualifications to be included in the regional network. Specific definitions for these networks are detailed below.

Table 1: Roadway Network Definitions

Network	Definition
Regional Transportation Network	The regional roadway network is made up of Freeways, Highways and Principal Arterials. For the purposes of the pedestrian and bicycle facility inventory, this refers to the Principal Arterial network.
Minor Arterials	PSRC also collects information on pedestrian and bicycle facilities along minor arterial roadways.

The facility inventory records information on whether a roadway segment has complete or partial coverage of sidewalks or bike lanes. Specific definitions for these terms are shown in the table below. Unless specified otherwise, both complete and partial facilities are included in the mileage and facility coverage totals. The table below provides more detail on the coverage definitions. As illustrated in Table 3 below, of the nearly 3,000 miles of principal and minor arterials in the region, 1,672 have sidewalk facilities and 1,117 have some type of bicycle facility. However, as noted above, these figures include partial facilities. When looking only at sections of the roadway with complete facility coverage on both sides of the roadway, 1,214 miles of arterials have complete sidewalk facilities and 761 miles have complete bicycle facilities.

Table 2: Facility Coverage Definitions

Value	Definition
Complete	Facilities cover the full length of the segment on both sides of the road.
Partial	Facilities only cover one side of the road or partially cover either side of the roadway. Partial coverage means facilities cover between 1% and 99% of the segment.
No Facilities	No facilities on either side of the road.

As expected, given the travel behavior observed in the 2023 HTS, there is significantly higher pedestrian facility coverage in urban areas, defined as all areas within the Urban Growth Area (UGA), than in rural areas. Pedestrian facility coverage is also much higher than the regional average in RGCs and HCT transit station areas. PSRC defines HCT station areas using ½ mile buffers around light rail stops and ¼ mile buffers around other high-capacity transit stops. Coverage is also assessed for all areas within a ¼ mile of any transit stop (referred to as All Transit Areas in the tables below). Using these geographies, pedestrian facility coverage is above the regional average in urban areas, RGCs and all transit station areas, whereas bicycle facility coverage is below the regional average in all geographies except urban areas. While the bicycle facility coverage on arterials is below the regional average in these areas, it is critical to note that this inventory only reports on the region's arterial roadway network and cannot assess the potential presence of parallel facilities on collector or local roadways. Tables 3, 4 and 5 below show more detailed information on facilities in these geographies.

Table 3: Mileage of Roadways by Geography

	Region	Urban Areas	Rural Areas	RGCs	HCT Station Areas	All Transit Areas
	Mileage					
Regional Transportation Network	1,023	858	165	116	435	795
Minor Arterials	1,875	1,258	617	109	362	1,305
Total	2,898	2,116	782	225	797	2,100

Table 4: Mileage and Facility Coverage of Pedestrian Facilities by Geography

	Region	Urban Areas	Rural Areas	RGCs	HCT Station Areas	All Transit Areas
Mileage						
Regional Transportation Network	726	716	10	109	397	652
Minor Arterials	945	922	23	106	332	778
Total	1,672	1,639	33	216	730	1,430
Facility Coverage						
Regional Transportation Network	71%	84%	6%	94%	91%	82%
Minor Arterials	50%	73%	4%	97%	92%	60%
Coverage for both the Regional Network and Minor Arterials	58%	77%	4%	96%	92%	68%

Table 5: Mileage and Facility Coverage of Bicycle Facilities by Geography

	Region	Urban Areas	Rural Areas	RGCs	HCT Station Areas	All Transit Areas
Mileage						
Regional Transportation Network	366	308	58	34	113	260
Minor Arterials	751	599	152	41	173	456
Total	1,117	907	210	75	286	716
Facility Coverage						

Regional Transportation Network	36%	36%	35%	30%	26%	33%
Minor Arterials	40%	48%	25%	37%	48%	35%
Coverage for both the Regional Network and Minor Arterials	39%	43%	27%	33%	36%	34%

Key differences in total mileage and facility coverage were observed between the four counties in the PSRC region. The specific mileage and coverage of pedestrian and bicycle facilities by these different geographies are shown in Tables 6 and 7 below.

Table 6: Mileage and Facility Coverage of Pedestrian Facilities by County

	King	Pierce	Kitsap	Snohomish
Mileage				
Regional Transportation Network	433	177	22	95
Minor Arterials	533	209	43	160
Total	966	386	65	255
Facility Coverage				
Regional Transportation Network	78%	71%	37%	61%
Minor Arterials	71%	33%	25%	49%
Coverage for both the Regional Network and Minor Arterials	74%	44%	28%	53%

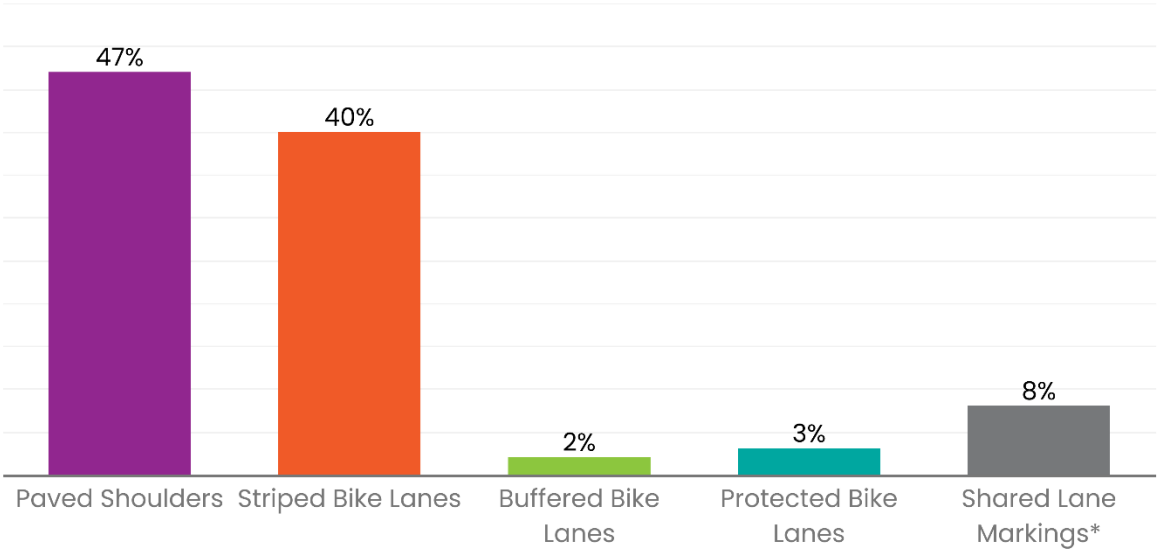
Table 7: Mileage and Facility Coverage of Bicycle Facilities by County

	King	Pierce	Kitsap	Snohomish
Mileage				
Regional Transportation Network	144	127	24	70
Minor Arterials	354	233	26	139
Total	498	361	50	209
Facility Coverage				
Regional Transportation Network	26%	51%	41%	45%
Minor Arterials	47%	37%	15%	43%
Coverage for both the Regional Network and Minor Arterials	38%	41%	21%	43%

Bicycle Facility Types on Arterials

In addition to collecting information on facility completeness, the inventory gathered data on the type of bicycle facilities present on arterial roadways. PSRC staff worked with the BPAC to create a typology of bicycle facilities based on state and national design guidance. This Pedestrian and Bicycle Facility Typology established consistent terminology to guide PSRC's data collection efforts. The most common facility types on the arterial network include paved shoulders, striped bike lanes, buffered bike lanes and protected bike lanes, although information is also collected on the presence of Shared Lane Marking roadway treatments. Across the region, paved shoulders and striped bike lanes are by far the most prominent types of bicycle facilities on arterial roadways. However, there is a smaller proportion of buffered and protected bike lanes in the region's more urban areas. The proportion of bicycle facility types across the region is shown in Figure 1 below.

Figure 1: Regionwide Proportion of Bicycle Facility Types



*Shared lane markings are not technically a bicycle facility, but rather a roadway treatment.

Regional Shared Use Paths

Regional shared use paths, often referred to as trails, provide routes for walking and biking outside of the roadway network. They are critical for both facilitating regional walking and biking travel and providing local connections. Examples of regional shared use paths in the Puget Sound region include the Interurban Trail in King, Snohomish and Pierce counties and the Burke Gilman Trail from Ballard to the City of Bothell, among many others. There are currently 477 miles of shared use paths that meet the regional threshold criteria. Notably, 60% of the regional shared use path network connects with a transit station area, providing access to transit. More details on the regional shared use paths in the inventory are provided in Table 8 below.

Table 8: Mileage of Regional Shared Use Paths by Geography

Geography	Miles
Region	477
Urban Areas	343
Rural Areas	134
RGCs	30

HCT Station Areas	127
All Transit Areas	283
King County	322
Pierce County	66
Kitsap County	4
Snohomish County	86

Analysis of Facility Coverage

Using the updated pedestrian and bicycle facility data, PSRC staff assessed facility coverage across various geographies and undertook several new analyses. The following sections provide an overview of the current pedestrian and bicycle system as it relates to the pedestrian and bicycle High-Injury Network, areas with different population and employment densities and PSRC's six equity focus areas. In addition, staff developed a bicycle level of traffic stress assessment and a method for identifying and categorizing gaps in the pedestrian and bicycle networks.

Safety and the Regional High-Injury Network

PSRC conducted an analysis of areas on the regional High-Injury Network (HIN) with high rates of collisions involving pedestrians or bicyclists compared to facility coverage using the pedestrian and bicycle inventory. When looking at the sections of roadway on the pedestrian and bicycle HIN, staff observed pedestrian facility coverage well above the regional average of 58% and bicycle facility coverage below the regional average of 39%. The total mileage and facility coverage in these areas are shown in Tables 9, 10 and 11 below. Generally, there is less variation in pedestrian facility coverage across counties, with all but Kitsap County being relatively close to the average coverage across the entire pedestrian and bicycle HIN. Similar variation is seen in bicycle facility coverage on the pedestrian and bicycle HIN across the four counties.

Table 9: Mileage of Roadways on the Pedestrian/Bicycle HIN

	All	King	Pierce	Kitsap	Snohomish
	Mileage				
Regional	80	55	12	0.2	12

Transportation Network					
Minor Arterials	72	50	11	3.0	9
Total	152	105	23	3.2	21

Table 10: Mileage and Facility Coverage of Pedestrian Facilities on the Pedestrian/Bicycle HIN

	All	King	Pierce	Kitsap	Snohomish
Mileage					
Regional Transportation Network	71	50	10	0.2	10
Minor Arterials	67	49	9	1.7	8
Total	138	99	19	1.9	18
Facility Coverage					
Regional Transportation Network	90%	91%	90%	85%	83%
Minor Arterials	92%	97%	83%	58%	83%
Coverage for both the Regional Network and Minor Arterials	91%	94%	87%	60%	83%

Table 11: Mileage and Facility Coverage of Bicycle Facilities on the Pedestrian/Bicycle HIN

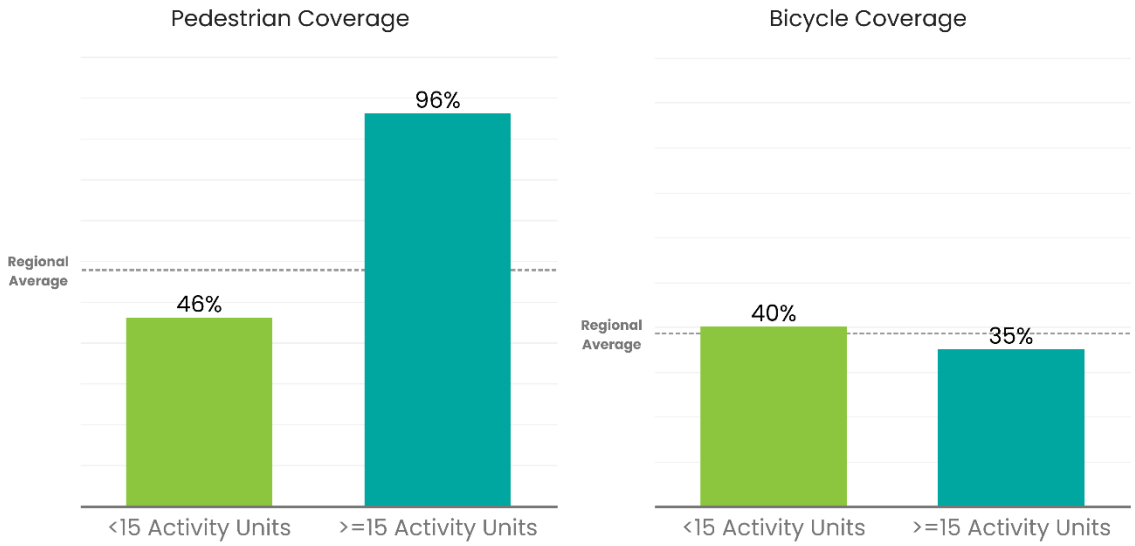
	All	King	Pierce	Kitsap	Snohomish
Mileage					
Regional Transportation Network	20	12	5	0	3

Minor Arterials	131	21	4	0.4	4
Total	151	33	9	0.4	7
Facility Coverage					
Regional Transportation Network	25%	21%	45%	2%	25%
Minor Arterials	32%	42%	35%	13%	45%
Coverage for both the Regional Network and Minor Arterials	31%	31%	40%	12%	34%

Pedestrian and Bicycle Facilities Compared to Areas of Density

An analysis of pedestrian and bicycle facility coverage compared to areas with at least 15 people and jobs per acre was conducted. For comparison, the Current Transportation System Report describes density thresholds for different levels of transit service: densities of at least 15 people and jobs per acre support all-day transit service; lower densities support local transit service and higher densities support frequent and HCT services. Figure 2 below shows the facility coverage for areas above and below this density threshold. Pedestrian facility coverage is far above the regional average in the higher-density areas, whereas bicycle facility coverage is below the regional average in these areas. This points to potential gaps for bicycle facilities in higher-density areas of the region; more information on system gaps is provided later in this section.

Figure 2: Pedestrian and Bicycle Facility Coverage Compared to Densities



Pedestrian and Bicycle Facilities in Equity Focus Areas

PSRC reviewed facility coverage in PSRC's six EFAs. There is some variation in sidewalk coverage, with on average areas with higher populations of people with a disability, older adults and youth having less sidewalk coverage. The EFAs of people with limited English proficiency, people of color and people with lower incomes have sidewalk coverage above the regional average. There is much less variation in bicycle facility coverage between EFAs than in pedestrian facility coverage. These areas can be viewed in the Current Transportation System Visualization Tool.

Bicycle Level of Traffic Stress

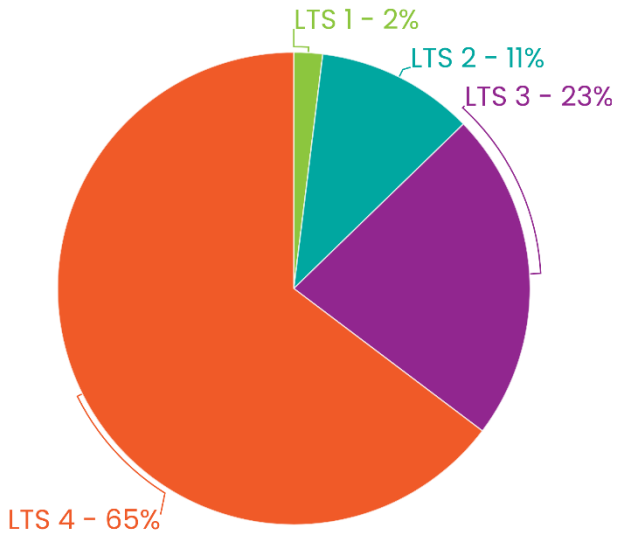
PSRC staff, in collaboration with BPAC, developed a methodology for assessing bicycle Level of Traffic Stress (LTS). An LTS analysis uses roadway conditions to classify the comfort level of a given roadway segment. Like most LTS analyses, PSRC used four categories of traffic stress. These are explained in more detail in Table 12. Generally, LTS values of 1 or 2 are the most preferable for bicycle routes, with values of 1 being classified as all ages and abilities facilities. Roadways with values of 3 or 4 are unlikely to support bicycle travel except for the most confident and risk-tolerant riders. PSRC's LTS analysis used marked roadway speed, the presence of bicycle facilities, the type of bicycle facility, the number of lanes and roadway slope to determine a roadway's LTS category. Given that PSRC only collects information on the presence of sidewalks and does not gather data on sidewalk width or other conditions, staff determined that a level of traffic stress analysis for the pedestrian network would not provide quality data.

Table 12: Level of Traffic Stress Categories1

LTS Category	Definition
1	Suitable for all ages and abilities; children could walk or bike here independently. Separated and/or barrier-protected.
2	Comfortable for most adults, including most adults experiencing disabilities. Some separation, no barrier.
3	Tolerable for enthusiastic and/or confident adults. Little space, no separation.
4	Only used by highly confident people or those with no alternative. No dedicated space, no separation

As shown in Figure 3 below, 2% of arterial roadways around the region were classified as comfortable for all ages and abilities (LTS 1), and 11% were comfortable for most adults (LTS 2). The remaining 88% of arterial roadways were classified as LTS 3 or 4, with 65% being uncomfortable for all but the most highly confident bicyclists (LTS 4).

Figure 3: Level of Traffic Stress on Arterials



[1] https://wsdot.wa.gov/sites/default/files/2024-07/LTS%20Level%20of%20Traffic%20Stress%20Flyer_0.pdf

Pedestrian and Bicycle Facility Gap Analysis

PSRC evaluated the regional system using various factors to identify the most critical pedestrian and bicycle facility network gaps. As a reminder, the information in this report is focused on principal and minor arterials – i.e., beyond just the regional network but not the entire system - so this gap analysis cannot speak to the presence of parallel pedestrian and bicycle facility networks on local roadways. As such, just because a roadway segment is identified as a "gap" does not necessarily mean a "need" exists. However, this analysis provides useful information to support local planning and further needs analyses.

This analysis classifies roadways with partial or no facilities into three categories. These segments were then assessed based on the combination of three conditions. First, if the segment is in an area on the pedestrian and bicycle HIN; second, if the segment is in an area with densities of at least 15 people and jobs per acre; and third, if the segment is in an equity focus area that has lower pedestrian or bicycle facility coverage than the regional average.[2] Using these three conditions, each roadway segment was flagged if it fell into any of the categories described below.

The first category identifies arterials with partial or no facilities that reflect all three conditions described above: they are on the pedestrian and bicycle HIN, in a higher density area and are within an identified EFA. The second category identifies arterials with partial or no facilities that reflect at least one of the three conditions. Finally, the third category identifies all arterials with partial or no facilities, regardless of whether any of the three conditions are met. It is important to note that there is overlap between these categories, as one roadway segment could meet the criteria for all three categories.

A fourth category was created for arterials with complete bicycle facilities, but are classified with a level of traffic stress of 3 or 4. The four categories are summarized in Table 13 below.

Table 13: Gap Analysis Category Definitions

Category	Definition
1	These segments are on the *Pedestrian/Bicycle HIN*, within a *supportive density*, in an *equity focus area* and have *no or partial* pedestrian and/or bicycle facilities.
2	These segments are on the *Pedestrian/Bicycle HIN*, or within a

[2] EFAs for people with disabilities, older adults and youth all had sidewalk facility coverage below the regional average and were therefore the EFAs used in the identification of pedestrian gaps. For bicycle gaps, the EFAs used in the identification of gaps included people with disabilities, people with limited English proficiency, people of color and people with low incomes.

	supportive density, or in an *equity focus area* and have *no or partial* pedestrian and/or bicycle facilities.
3	These segments have *no or partial* pedestrian and/or bicycle facilities.
4	These segments have complete bicycle facilities but a level of traffic stress value of 3 or 4.

Tables 14 and 15 below show the results of this approach to identifying gaps based on arterials with partial or no facilities. The total mileage for each category shows notable gaps in active transportation facilities on the arterial network, especially for bicycle facilities. The associated percentages represent the amount of the given roadway network with an identified gap.

Table 14: Gap Analysis Categories for Pedestrian Facilities

	Regional Transportation Network	Minor Arterials	Total
	Miles		
Category 1	4 (<1%)	4 (<1%)	8 (<1%)
Category 2	459 (45%)	1,207 (64%)	1,666 (57%)
Category 3	464 (45%)	1,219 (65%)	1683 (58%)

Table 15: Gap Analysis Categories for Bicycle Facilities

	Regional Transportation Network	Minor Arterials	Total
	Miles		
Category 1	37 (4%)	29 (2%)	66 (2%)
Category 2	781 (76%)	1,329 (71%)	2,109 (73%)
Category 3	789 (77%)	1,347 (72%)	2,136 (74%)

Table 16 below provides an overview of the total miles of complete bicycle facilities that were classified as tolerable only for the most confident adult cyclists.

Table 16: Gap Analysis Categories for Bicycle Facilities

	Regional Transportation Network	Minor Arterials	Total
	Miles		
Category 4	288 (28%)	501 (27%)	789 (27%)

ADA Transition Plans

Another important aspect to the system is the presence of ADA-accessible infrastructure, such as wheelchair-accessible curb ramps. These facilities support individuals with mobility challenges in fully using the system and, in many cases, provide better access to the transit system to reach their desired destinations. Per federal law, agencies receiving Federal Highway Administration funds must adopt an ADA Transition Plan. An ADA Transition Plan identifies barriers to ADA compliance and outlines actions that agencies will take to remove them within the public right of way and on publicly owned facilities.

PSRC conducted an inventory of ADA Transition Plans in 2023, with 80 jurisdictions responding to the survey (4 counties and 76 cities and towns). Fifty-five of these jurisdictions had more than 50 employees and were therefore required to produce an ADA Transition Plan. Among the 55 jurisdictions, 71% had a completed transition plan, 20% indicated that their plan was in progress and 9% said they had not yet started the planning process for their transition plan.

Future Transportation System

The region is planning for a more connected network of sidewalks, bike lanes, and shared use paths. The future system is anticipated to provide better connections with transit and connect to the existing network, providing better access to regional destinations and making walking and biking safer and more comfortable.

The majority of bicycle and pedestrian investments are at the local scale and are considered "programmatic" in the Regional Transportation Plan – i.e., there are no explicit project lists from agencies around the region, but there are commitments and program elements identified in local comprehensive and other planning documents. There are, however, specific investments identified on the RTP Regional Capacity Projects list. These projects are

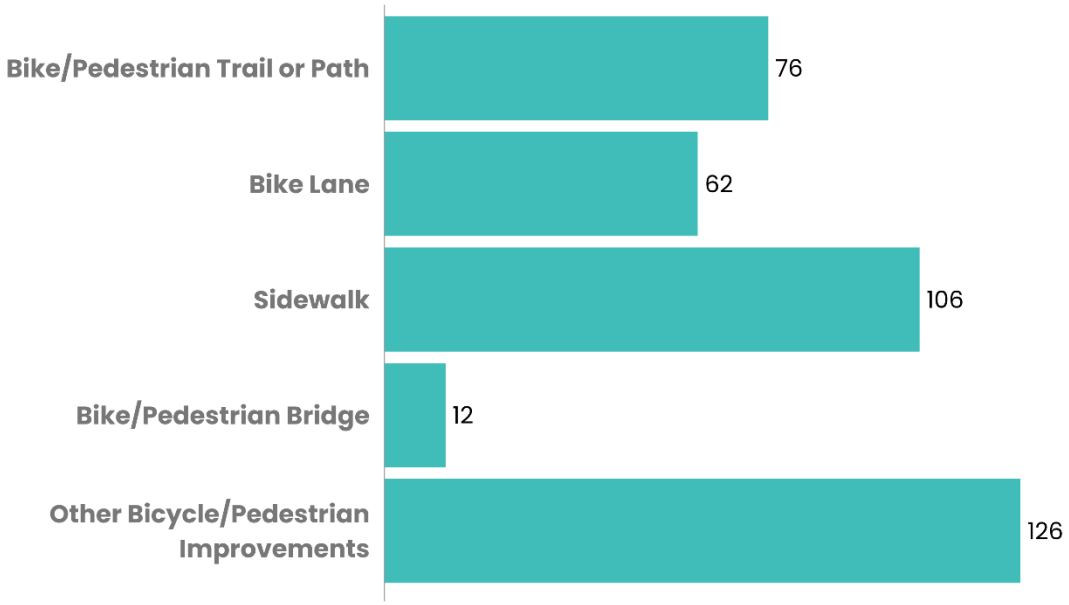
larger scale investments that impact the regional system. The Regional Capacity Projects list captures pedestrian and bicycle investments in two ways: 1) separated pathways with a cost above $25 million are considered "regional" investments and are identified as distinct projects; and 2) many other regional projects include bicycle and pedestrian improvements as part of their overall scope.

Data is provided below on the information gathered from the Regional Capacity Projects list and from an analysis of the future transportation system represented in the draft Regional Transportation Plan. It is important to note that PSRC cannot analyze the programmatic investments and reflect their benefit to the overall system by 2050, but these are critical for building safe and connected active transportation infrastructure within each community. The Regional Capacity Projects, Regional TIP Projects, and other future data layers can be viewed using the interactive Future Transportation System Visualization Tool.

Planned Active Transportation Investments to 2050

There are a total of 278 Regional Capacity Projects in the draft RTP, and 209 of these include pedestrian and bicycle elements. These are illustrated in Figure 4 below.

Figure 4: Regional Capacity Projects with Ped/Bike Elements



Reminder: These elements are not additive; one project may include multiple elements.

Noticeably, sidewalks and other pedestrian and bicycle improvements are by far the most commonly cited scope elements. Improvements grouped under "other pedestrian and

bicycle improvements" may include enhanced pedestrian crossings, lighting upgrades, signal upgrades and various other pedestrian and bicycle treatments. While less common than sidewalk improvements, roughly 40% of the projects include bike lanes or a pedestrian/bicycle trail or path.

The Current Transportation System Report provided information on current pedestrian and bicycle facilities, as well as an analysis of the current system across various metrics. These included facilities on the regional High-Injury Network (HIN) with high rates of collisions involving pedestrians or bicyclists, as well as an assessment of key gaps in the pedestrian and bicycle system. A similar assessment was conducted for the future system, based on the Regional Capacity Projects list.

Many of the planned projects address facilities on the pedestrian and bicycle HIN. Specifically, 98 Regional Capacity Projects add active transportation facilities or treatments to roadways with high rates of collisions involving people walking or biking. This represents improvements to 42% of the roadways on the pedestrian and bicycle HIN. However, as noted, many more programmatic investments are planned at the local level that would also be expected to provide improvements and address existing safety issues.

System Gap Analysis

Of the 209 Regional Capacity Projects that include pedestrian and/or bicycle elements as noted above, 167 of these projects address the 464 miles of identified pedestrian gaps and 1,077 miles of identified bicycle gaps on the current regional network[3]. The projects will add pedestrian and bicycle treatments on approximately 14% of facilities with a pedestrian gap and 22% of facilities with a bicycle gap. However, when looking at the highest priority gaps in the pedestrian and bicycle network – i.e., those described in the Current Transportation System Report as being on the Pedestrian/Bicycle HIN, within a higher density area, in an equity focus area and having no or partial facilities - up to 50% of these will be addressed with pedestrian and bicycle treatments in the planned Regional Capacity Projects.

Pedestrian and Bicycle Travel in 2050

As the Regional Capacity Projects and other programmatic projects are completed, options for comfortably walking and biking will be more prevalent. In 2023, on an average weekday, 10% of trips were made by walking and 1% were made by biking across our region[4]. In 2050, far more people will walk and bike as part of their daily travel, particularly in Regional Growth Centers. An analysis of the draft RTP shows that over 20% of trips are expected to be made by

[3] The sidewalk gap figure represents arterials with no or partial sidewalk facilities. The bicycle gap figure represents arterials with no or partial bicycle facilities as well as facilities with a high level of traffic stress (LTS).

[4] PSRC 2023 Household Travel Survey

walking and nearly 2% by biking in 2050. The analysis breaks down anticipated trip mode share by various geographies, as shown in Table 17 below.

Table 17: Mode Share for All Trips by Geography

Geography	Walk	Bike
Region	20%	2%
King County	23%	2%
Kitsap County	17%	1%
Pierce County	18%	2%
Snohomish County	16%	2%
Regional Growth Center	52%	3%
Core Cities	17%	2%
HCT Communities	13%	2%
Metropolitan Cities	33%	3%
Cities and Towns	12%	1%
Rural Areas	6%	1%
Urban Unincorporated Areas	10%	1%

Walking and biking mode shares were also explored by trip purpose. In almost every geography, higher shares of walking and biking are observed for non-work trips than for work trips. These include trips for social activities, shopping, school, and other non-work purposes.

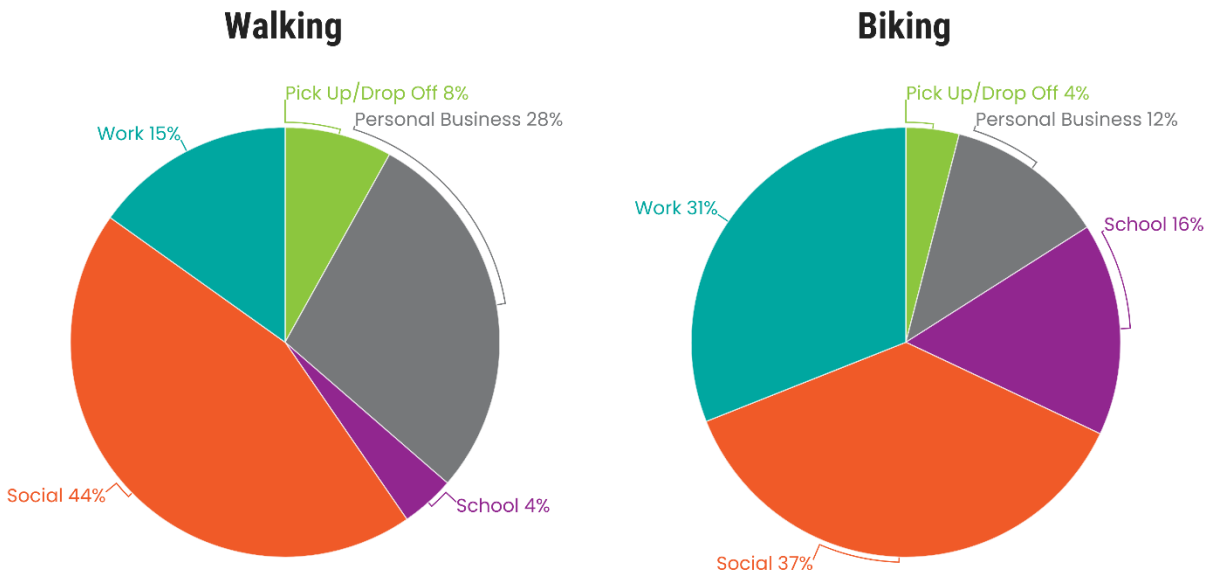
Table 18: Mode Share for Work and Non-Work Trips by Geography

Geography	Work Trips		Non-Work Trips	
	Walk	Bike	Walk	Bike
Region	15%	2%	21%	2%
King County	19%	2%	23%	2%
Kitsap County	10%	1%	18%	1%
Pierce County	12%	2%	19%	2%

Snohomish County	9%	2%	17%	2%
Regional Growth Center	49%	3%	53%	3%
Core Cities	10%	2%	19%	2%
HCT Communities	7%	1%	14%	2%
Metropolitan Cities	29%	3%	34%	3%
Cities and Towns	6%	1%	13%	1%
Rural Areas	5%	1%	6%	1%
Urban Unincorporated Areas	5%	1%	10%	1%

Figure 5 below shows a further breakdown of walking and biking by various trip purposes. Notably, social trips are projected to be the most common trip purpose for both walking and biking in 2050. The next most common purpose for walking was trips for "Personal Business," a category that includes travel for shopping, meals, and other errands. For biking, travel for work and school stand out as the next most common trip purposes for cyclists.

Figure 5: Trip Purposes



An analysis was also conducted of walk and bike mode shares across PSRC's six equity focus areas. As shown in Table 19 below, there is little variation in projected bicycle mode share, however a greater share of walking trips is expected in areas with populations above the regional average for people of color and people with low incomes. Areas with significantly

above the regional average for people with a disability are also expected to have a higher share of walking trips.

Table 19: 2050 Regional Mode Share

Geography	Regional Average	
	Walk	Bike
Region	20%	2%

Table 20: 2050 Mode Share by Equity Focus Area

Geography	Above Regional Avg.		Significantly Above the Regional Avg.	
	Walk	Bike	Walk	Bike
People with a Disability	19%	2%	29%	2%
People with Limited English Proficiency	20%	2%	20%	2%
Older Adults	18%	2%	19%	2%
People of Color	24%	2%	22%	2%
People of Lower Incomes	21%	2%	28%	2%
Youth	13%	2%	11%	1%

We observed little variation in the average distance walking and biking across various geographies, with the most notable exception being residents in rural areas. As expected, people living in rural areas walked and biked greater distances than people living in more urbanized areas, likely due to greater distances between destinations. The median trip distances shown in Table 21align well with the median time spent walking and biking, as shown in Table 22. It appears that residents in the region's more urbanized areas generally have shorter walking and biking trips than those in the rural areas.

Table 21: Median Trip Distance by Mode

Geography	Walking Trip (Miles)	Biking Trip (Miles)
Region	0.5	1.6
King County	0.5	1.6
Kitsap County	0.6	1.6
Pierce County	0.6	1.6
Snohomish County	0.7	1.7
Regional Growth Center	0.4	1.0
Core Cities	0.7	1.7
HCT Communities	0.8	1.9
Metropolitan Cities	0.5	1.3
Cities and Towns	0.7	1.6
Rural Areas	0.9	3.0
Urban Unincorporated Areas	1.0	2.1

Across different geographies in the region, walking and biking trips average around 10 to 15 minutes. However, trips in rural areas stand out as the longest, despite the relatively few active transportation trips. This suggests that density is a key indicator of median travel times in our region.

Table 22: Median Time Spent Walking/Biking

Geography	Time Spent Walking (Minutes)	Time Spent Biking (Minutes)
Region	12	11
King County	11	10
Kitsap County	13	11
Pierce County	12	11
Snohomish County	13	11
Regional Growth Center	8	6
Core Cities	13	12

HCT Communities	16	13
Metropolitan Cities	10	9
Cities and Towns	15	11
Rural Areas	18	20
Urban Unincorporated Areas	20	14

Next Steps / What's Ahead?

With a better understanding of the region's existing pedestrian and bicycle network, planned future infrastructure and anticipated travel behavior, the region is better situated to realize the vision of a safe and well-connected active transportation network. In coordination with the BPAC, specific actions to help achieve this vision are identified below.

- Review, and as needed, update and revise the existing Pedestrian and Bicycle Facility Typology and Facility Inventory to inform the next Regional Transportation Plan.
- Build from the outcomes of the Regional Transit Access Assessment currently underway to better understand how sidewalks, bike lanes and shared use paths can support transit accessibility throughout the region.
- Collaborate with WSDOT to support the development of the Washington State Bike Facilities Inventory.
- Continue to evaluate PSRC's methods for identifying pedestrian and bicycle gaps on the regional transportation network.
- In collaboration with the Regional Project Evaluation Committee, explore ways to further integrate the Active Transportation Plan into future Regional Transportation Plans and PSRC's project selection processes.
- Continue to monitor completion of ADA Transition Plans throughout the region.
- Implementing agencies should use PSRC's data and tools such as the bicycle Level of Traffic Stress framework, regional bicycle/pedestrian inventory, gap analyses, and visualization tools to inform future project development and ensure these modes are fully accounted for in their planning and implementation.
- Implementing agencies should consult the Regional Safety Action Plan (RSAP) and any local safety plans to address the needs of vulnerable road users.
- Implementing agencies should work to improve the accounting of all pedestrian and bicycle needs in long-range planning documents, including estimated costs for safety, maintenance and preservation, and ADA accessibility.