

Bicycle and Pedestrian Transportation in the Region

VISION 2050 and the Regional Transportation Plan call for promoting and improving bicycle and pedestrian travel in order to support an accessible and sustainable regional transportation system. A primary focus is to improve access to transit for pedestrians and bicyclists. To support these efforts, PSRC has been gathering data on current bicycle and pedestrian facilities, travel volumes, and policies and regulations related to active transportation infrastructure.

In May 2019, PSRC conducted a survey of every jurisdiction in the region to gather information on available bicycle and pedestrian facilities and counts data. Using available facility data from jurisdictions, as well as supplementary facility data from aerial imagery, a comprehensive inventory of bicycle and pedestrian facilities on arterials and separated rights of way was assembled.

PSRC also gathered publicly available information on state and local policies and regulations related to new bicycle and pedestrian infrastructure, including but not limited to “Complete Streets” policies. This information was assembled into a regional inventory that will be used to help inform local and regional active transportation infrastructure and planning.

Findings for the data collected so far:

Sidewalk Facilities

- 41% of arterial roadways in the region have complete sidewalks, i.e., sidewalks on both sides of the facility.
- 44% of arterials throughout the region have no sidewalks.
- 15% of arterials have partial sidewalks, meaning either gaps in the network or facilities on one side of the roadway but not the other.
- The vast majority of sidewalks are in the urban and suburban areas of the region; rural areas have very few sidewalk facilities.
- There is a higher percentage of sidewalks in Census tracts that have a higher proportion of people of color and people with low incomes.

Bicycle Facilities

- 25% of arterials throughout the region have complete bicycle facilities.
- 63% of arterials have no bicycle facilities.
- 12% of arterials have partial bicycle facilities.
- While the urban/suburban areas have a higher overall percentage of bicycle facilities, 26% of arterials in the rural areas have some level of bicycle facility.

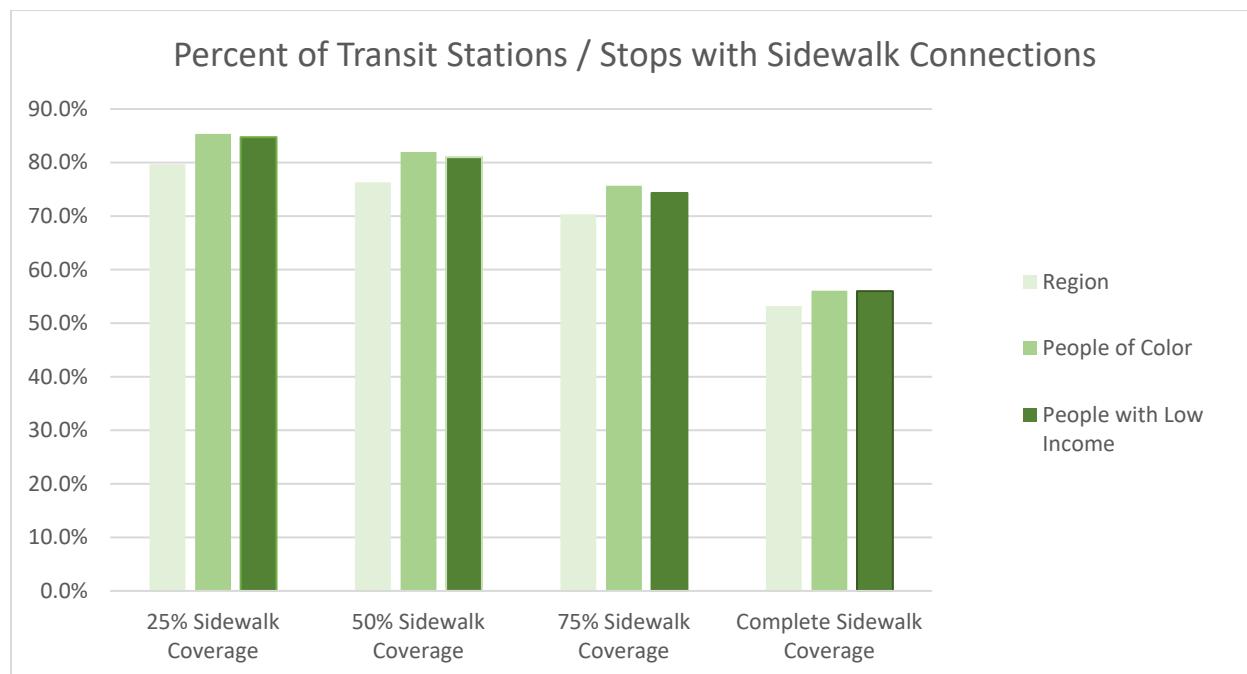
- The existence of bicycle facilities is fairly evenly distributed across Census tracts throughout the region.
- The most prevalent type of bicycle facilities throughout the region are paved or striped shoulders, followed by striped bike lanes and marked shared lanes; there is a small percentage of protected or buffered bike lanes throughout the region.

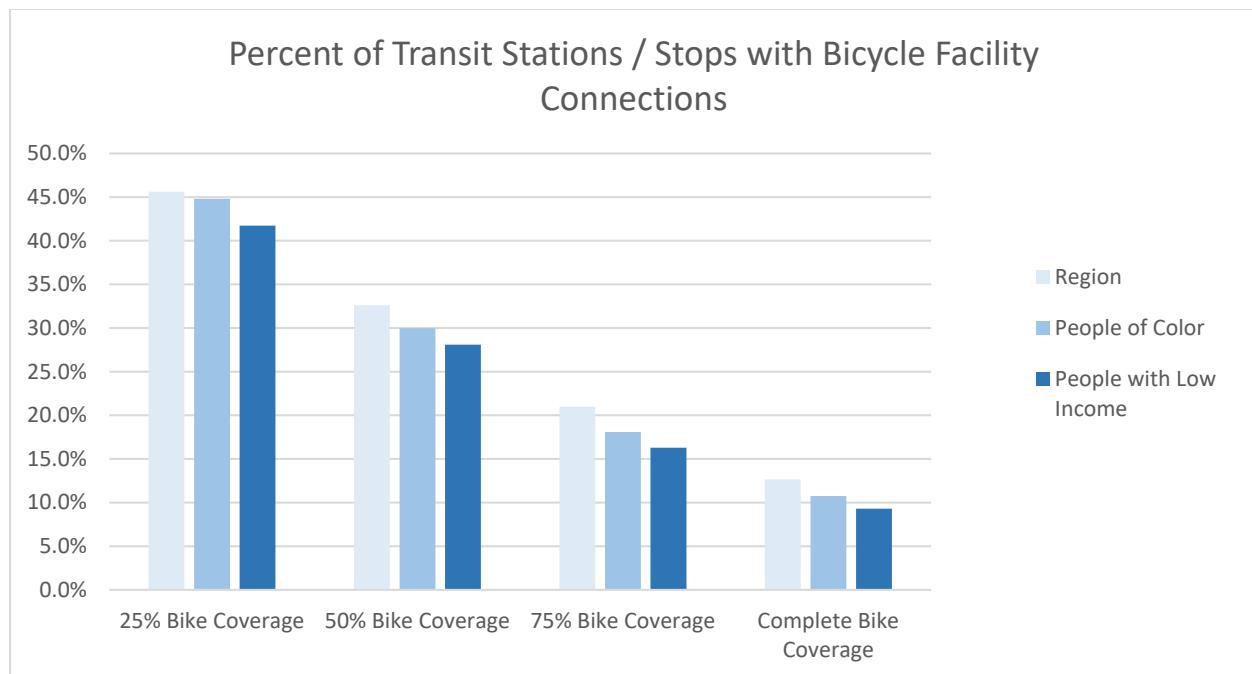
Shared Use Paths

- There are 417 miles of regional shared use paths (distinct from local facilities by location and connections).
- 69% of all shared use paths are in the urban/suburban portions of the region and 31% are in the rural area.
- There is a lower percentage of shared use paths in Census tracts with a higher portion of people of color and people with low incomes.

Access to Transit

- Over 50% of transit stations/stops throughout the region have full connectivity by sidewalks.
- Only 13% of transit stations/stops have complete bicycle facility connections.
- Almost 80% of transit stations/stops have at least 25% sidewalk connectivity, and 46% have at least 25% bicycle facility connectivity.
- Similar to the overall inventory results, there is a higher percentage of sidewalk connections in the areas of the region with higher percentages of people of color and people with low income, but this is reversed for bicycle facility connections.





Pedestrian and Bicycle Infrastructure Policies and Regulations

- Almost every jurisdiction in the region (99%) includes policies and plans for improving active transportation infrastructure in their comprehensive plans. A smaller percentage (26%) of jurisdictions also have separate stand-alone active transportation plans.
- About half of the jurisdictions in the region have specific “Complete Streets” regulations, and many jurisdictions use similar regulations that are not specifically referred to as “Complete Streets.”
- Jurisdictions utilize a variety of tools and regulations related to bicycle/pedestrian infrastructure. Most commonly, jurisdictions used municipal codes (93%), municipal ordinances (90%), and design guidelines (85%), with a smaller percentage of jurisdictions using municipal resolutions (26%).
- Almost all jurisdictions (97%) have bicycle/pedestrian projects in their Capital Investment and/or Transportation Improvements Programs.