

REGIONAL BICYCLE NETWORK DEVELOPMENT AND UPDATE FAQ's

What is the Puget Sound Regional Council?

PSRC is the Metropolitan Planning Organization (MPO) for the Puget Sound Region which includes Kitsap, Snohomish, King and Pierce counties. We are a member organization made up of the cities, counties, transit agencies, tribes and ports and are governed by our boards made up of our members. We plan regionally for transportation, growth management and economic development.

Why are you developing a Regional Bicycle Network?

This planning effort is part of the region's [Active Transportation Plan](#) which is a component of the Regional Transportation Plan, [Transportation 2040](#). Both Transportation 2040 and [VISION 2040](#), the region's plan for growth, call for the development of a regional bicycle network. The Regional Bicycle Network was originally adopted in 2014 and will be updated as part of the 2018 Update. More information about the development and framework can be found in [section 4.4](#) of the Active Transportation Plan.

The purpose of the [Regional Bicycle Network](#) is to highlight completed, planned and aspirational linkages that, once built, will connect people of all ages and abilities to regional destinations safely by bicycle. This effort is to highlight local planning efforts, emphasize important regional connections and provides a framework for coordinating across jurisdictional boundaries. It is also a way for PSRC to highlight important gaps in the regional system for decision-makers.

What criteria was used to developed this network?

PSRC spent a year during 2011 and 2012 working closely with the Bicycle and Pedestrian Advisory Committee (BPAC) and conducting outreach to local jurisdictions. The BPAC helped to identify which connections should be most considered when assessing connectivity to regional destinations. These included a focus on access to centers, major transit destinations, major parks, higher education, military bases and employment hubs as well as connections to the wider regional trail system.

What kind of outreach was conducted during the development of this network?

The BPAC spent [many months in 2012 and 2013](#) conducting peer review, developing the criteria and conducting outreach to local jurisdictions and PSRC committees. This included outreach to PSRC's Regional Staff Committee, Transportation Operators Committee and the Special Needs Transportation Committee as well as to each of the four countywide transportation committees. PSRC also hosted eight charrettes across the region where local planners and the bicycle community were invited to collaborate and discuss cross-jurisdictional connections. These charrettes were well attended and locations visited were in Kent, Lynnwood, Seattle, Bremerton, Everett, Tacoma and Puyallup. The final network was recommended by the BPAC in 2013 and ultimately adopted as part of the Active Transportation Plan by the PSRC Policy Boards in 2014.

Is this a bike map that I can use to map my ride?

No. This map should not be used as a bike map (although it does include existing facilities as a background layer). It is an aspirational network of bicycle linkages that together form a regional network connecting people to regional destinations.

Is this built from the existing system?

Yes. The network was derived based from the existing completed system of bicycle lanes, protected bicycle lanes and regional trails. The remaining network was built from local plans and through a charrette process in 2012. The network includes many completed segments but also highlights important gaps.

Does this network include all existing facilities?

No. The Regional Bicycle Network was built from the existing system but PSRC focused on connecting regional destinations. PSRC is also updating the network of all completed bike lanes, protected bike lanes, neighborhood greenways and shared use paths. This data set will be used as a background layer to the maps but only the segments that connect regional destinations will be part of the Regional Bicycle Network.

What will change as you update it?

Since the Regional Bicycle Network was adopted in 2014, many jurisdictions have since updated their local comprehensive plans and have further developed their own local networks. It is the intent of the update to ensure the network is still consistent with local planning, to elevate local connections as they overlap regional priorities and to ensure the regional network is supported locally.

What kind of comments are you looking for to update the network?

Regional Bike Network Feedback:

1. We would like to work with local jurisdictions to ensure that the network is a) based on local plans and b) we can decide which components of local networks truly meet regional criteria and should be highlighted as a regional connection.
2. If local networks are not developed, we would like to work together to ensure the 'lines on the map' a) reflect local priorities, b) connect regional destinations. This is an opportunity to bring the bicycling community together with planners during the charrette process.

Existing facilities data feedback:

3. We're updating the inventory of existing bike lanes, protected bike lanes, neighborhood greenways or trails. Please let us know if we're missing anything.

Some lines on the map appear on roads that are not suitable for bicyclists. Does that mean that these roadways should get retrofitted?

The Regional Bicycle Network is a framework that has built-in flexibility which is described in [section 4.4](#) of the [Active Transportation Plan](#). It is recommended that gaps be filled in the regional bike network on or within a buffer of the lines on the map. This means that within the roadway, on parallel facilities, local roads or adjacent paths may be the best solution to fill any gaps. These decisions are left to be flexible to the local environment. The [pdf maps](#) have lines that are 'buffered' to indicate this flexibility.

How do I make comments if I think parts of the network should be updated?

There are several ways to comment to inform the Regional Bicycle Network update:

1. **Submit comments to kscrivner@psrc.org.** These can come in various formats:

EXAMPLES:

- a. your map is missing an existing bike lane from point A to point B on roadway Z.
- b. your future connections are not consistent with our local plans. We think the lines to connect X regional destination should follow route Y. (description, marker on a map, etc.)

- c. the best route to get from point A to point B should really be changed to X. Your current line-work is not feasible.
 - d. set up a time to talk (some comments are more nuanced)
2. **Attend a charrette:** PSRC will be scheduling 'charrette' style workshops throughout the region which provides an opportunity for local planners to meet and work with your neighboring jurisdictions and folks from the bicycle community on the best routes. This is to facilitate cross-jurisdictional collaboration and to provide an opportunity for meaningful feedback from users of the system to inform the planning process. Recommended attendees are planners, engineers and decision makers from local jurisdictions as well as representatives from bicycle and or pedestrian advocacy groups.
SAVE THE DATE:
 - Pierce County: Wednesday February 8th, 2:00-3:30pm
Tacoma Nature Center (Snake Lake), 1919 S. Tyler Street Tacoma, WA 98405
 - King County: Tuesday, February 21, 1–2:30 PM
Bellevue City Hall, 450 110th Ave NE Bellevue, WA 98004 Room 1E-120
 - Snohomish County: Wednesday March 1st, 2:00-3:30pm
Snohomish County Campus, 3000 Rockefeller Ave Everett, WA 98201
The charrette will be held in the public meeting rooms 1 & 2 on the first floor
 - Kitsap County: Thursday March 9th, 2:30 – 4pm
60 Washington Avenue, Suite 200 Bremerton WA 98337
This charrette will be just after Kitsap's Transportation Committee meeting
3. **Stay informed and get involved with the BPAC:** The Bicycle and Pedestrian Advisory Committee will be reviewing the proposed edits and making recommendations about this network to the PSRC policy boards. The BPAC continually seeks increased involvement and representation from across the region (from both advocacy and jurisdiction representation).

Why should you care about this?

This network highlights important regional connections and cross-jurisdictional linkages which is an opportunity for collaboration with planning and to seek funds. *Additionally, this may be used as a tool for regional decision makers when making funding decisions or there could be increased emphasis on a high standard of implementation related to safety and design to fill-in these network gaps.*

These are recommendations that have yet to be made by PSRC committees and policy boards but will inevitably be the topic of conversation.

What happens next?

PSRC will be accepting comments through March and will be hosting charrettes around the region during this time as well. The updated network will be put into an on-line web-map replacing the clunky pdf maps. Staff will be conducting additional analysis to highlight connections as they relate to equity considerations and to highlight critical gaps. Staff will also be presenting this updated network to other PSRC boards and committees during the late Spring, early Summer of 2017. The Active Transportation plan will be adopted as part of the Transportation 2040 plan in early 2018.

QUESTIONS?

Please contact Kimberly Scrivner, kscrivner@psrc.org or at 206-971-3281.