

Chapter 6: ACTION PLAN

This Active Transportation Plan builds upon four major goals that support **equity**, improve **safety and comfort**, **complete networks** and **access to opportunity** while increasing the **number of people** walking and bicycling.

THE PURPOSE OF THE ACTION PLAN IS TO:

- Outline regional implementation actions to inform the PSRC Work Program
- Inform local implementation with suggested local actions
- Highlight local examples
- Provide a framework for evaluation

REGIONAL GOALS:

- Goal 1: Support social equity in active transportation projects and programs
- Goal 2: Improve safety and comfort for people walking and bicycling
- Goal 3: Increase the percentage of people walking and biking
- Goal 4: Improve access to opportunity for people walking and bicycling

The suggested local actions noted in these sections do not denote an exhaustive list but are meant to highlight some local implementation actions that address each goal. This Action Plan also includes measures that can be monitored over time to see how well the region is meeting these goals.

Goal 1: Support social equity in active transportation projects and programs

This Action Plan begins with a goal focusing on equity because some communities, many with historic underinvestment, often experience greater health impacts and have more transit dependent people than better resourced communities. PSRC has identified areas with high concentrations of people with low-income and people of color that the region will continue to monitor in terms of access and benefits of regional transportation investments. More information related to impacts on people of color and people with low-incomes can be found in Appendix B: Equity Analysis Report.

Good pedestrian and bicycle facilities enable cost effective and sustainable transportation for low-income families, who are less likely to own cars due to the high costs of vehicle ownership. Low-income families on average spend a higher percentage of their monthly income on transportation than higher income families³⁸ and people in poverty and people of color are much more likely than the regional average to not own a car (see chart 4).

Additional transit service coming to the region will provide benefit to many transit dependent communities, but the walk and bike infrastructure to connect to existing and future transit locations must accompany these investments to ensure safety and accessibility to transit.

The following objectives and actions have been identified as those that the region can take to support equity goals when implementing active transportation.

Objective 1: Identify critical needs and gaps in areas of low opportunity or in communities of concern.

Regional Actions

- Identify critical gaps in the regional bicycle network within areas of concern identified in the equity analysis report
- Communicate other critical needs in these areas and the need for the completion of links for pedestrians

Objective 2: Engage with PSRC's policy and plan updates to better integrate equity goals related to active transportation.

Regional Actions

- Continue to improve public engagement efforts that reach more marginalized groups
- Support the integration of equity concepts in active transportation

³⁸ Smart Growth America (n.d.). *Complete Streets Lower Transportation Costs*. Retrieved from: <https://smartgrowthamerica.org/resources/lower-transportation-costs-benefits-of-complete-streets/>
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Objective 1: Identify critical needs and gaps in areas of low opportunity or in communities of concern.

As noted in Chapter 4, the Regional Bicycle Network was created to highlight a vision for a comprehensive bicycle network that connects regional destinations across jurisdictional boundaries for all people. To support the implementation of this action plan, PSRC will conduct an analysis of the RBN to **identify critical gaps and needs** both for the entire network but specifically to highlight gaps or barriers within the areas of noted in the maps below.

Two equity groups (people of color and people with low income) are defined based on geographical analysis of Census (American Community Survey) data. Census tracts where more than 50% of the households are non-white are grouped and analyzed together and compared against regional averages. Similarly, a low-income area includes only tracts where more than half of residents earn 200% the federal poverty level (a number that varies based on household size). From this process, unique geographies are generated, as shown below in maps 3 and 4.

These are areas that will be evaluated for how they benefit from transportation investments as compared to the region as a whole.



Map 3: Zones where share of people of color is greater than 50%.



Map 4: Zones where share of people with low income is greater than 50%.

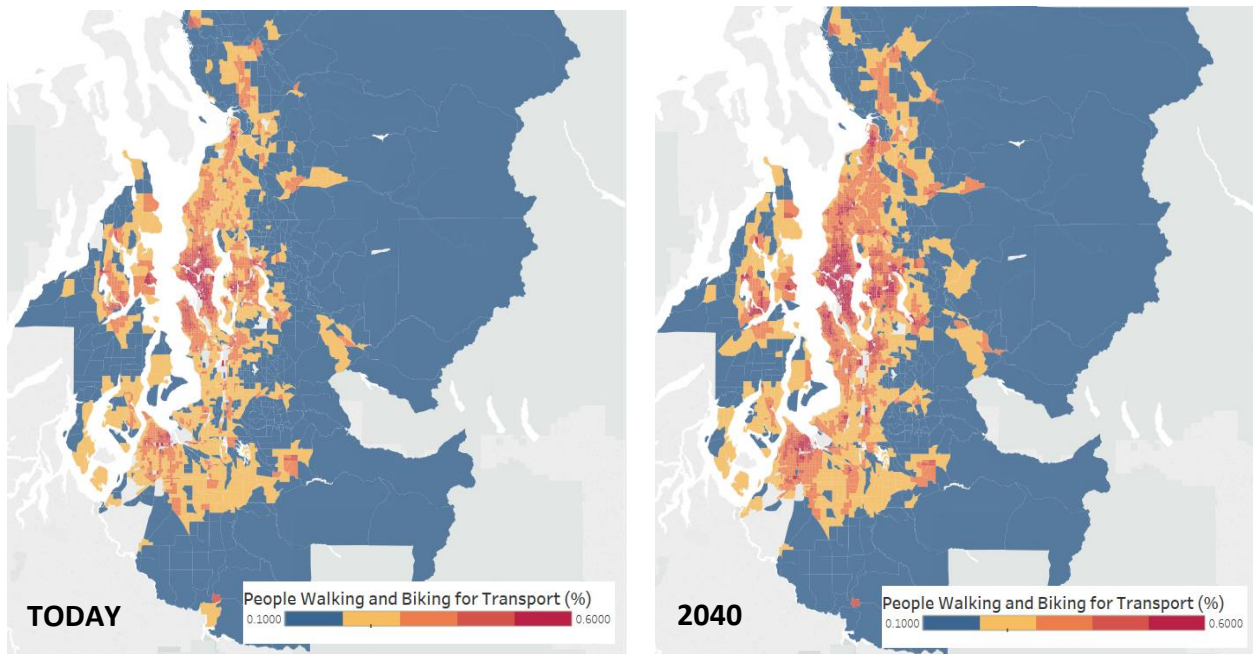
Objective 2: Engage with PSRC’s policy and plan updates to better integrate equity goals related to active transportation.

PSRC has been improving methods of **public engagement** to incorporate best practices when plans are being updated. Some of these best practices include working with community based organizations (CBOs) that are often well known within neighborhoods and communities or to find opportunities where people are already gathering instead of asking people to take additional time to attend a separate meeting. As PSRC’s plans and policies are updated, these methods for improving engagement will continue to be evaluated. The BPAC will continue to advise PSRC on improvements for public engagement and equitable active transportation implementation. More information about the public engagement process for the RTP can be found in the Public Engagement Plan and Outreach Summary.

In addition to improving public engagement efforts, PSRC continues to improve **modeling and evaluation** tools to not only better address equity issues but also to better evaluate active transportation. Recent improvements to the model include features to better address levels of stress and mode choice for modeling bike travel such as volume, facility type and slope. Future improvements to the model may include modeling the future regional bicycle network and better pedestrian level data. More information about the PSRC activity based model can be found in Appendix R: Analysis Tool Documentation.

The following maps show the percent of people walking and bicycling for transportation purposes both today and in the year 2040 which is expected to increase by 16%.

Maps 5 and 6: Percent of People Walking and Biking for Transportation



SUGGESTED LOCAL ACTIONS

PUBLIC ENGAGEMENT strategies:

- Provide opportunities to engage outside of traditional 9-5 working hours
- Meet people where they are instead of asking them to come to an event
- Coordinate with trusted local community groups
- When hosting events, consider providing childcare, food or other incentives
- Ensure people have a chance to share their thoughts and are heard if they have committed time
- Ask personal safety questions during public involvement meetings

WALKING AUDITS are a great way to collect information for pedestrian planning but also for community engagement. They are facilitated walks meant to both educate people about various aspects of walkability but also for data gathering. These are fantastic opportunities to learn about critical needs from local community members who experience their walking environment daily while engaging with city staff, decision makers and other community leaders. This is a great tool to fold into other community engagement efforts.

IDENTIFY STRATEGIES TO ADDRESS EQUITY IN LOCAL PLANS such as:

- Identify political structures and institutional practices that assure fairness and opportunity for all
- Prioritize investments in areas with the greatest need and fewest historical investments
- Ensure images are representative of the community

CONSIDER THAT IN SOME COMMUNITIES SAFETY FROM HARM IS AN IMPORTANT ISSUE

Separate from the concern related to crashes, safety from crime is an important issue for some communities more than others.

- Consider crime prevention through environmental design
- Prioritize crime with crash statistics

LOCAL HIGHLIGHTS

The [Major Taylor Project \(MTP\)](#) is a year-round, youth development bicycling program of the Cascade Bicycle Club. This program is focused on introducing youth from diverse communities in low-income and disadvantaged neighborhoods to bicycling, and creating an inclusive culture of bicycling that will continue to future generations. The program was named after Marshall "Major" Taylor who was the first African American professional cyclist. The MTP provides young people with the means to explore their neighborhoods and promotes integrating bicycling, healthy living, bicycle maintenance, road safety awareness, and the importance of working toward individual goals, along with bicycling as a form of exercise, recreation, and transportation.



EVALUATING GOAL 1

For the purposes of evaluating whether the region is supporting social equitable outcomes, PSRC will:

- continue to track increases in physical activity from transportation for different populations
- assess accessibility for the areas identified with high concentrations of people of color and people with low-income (general accessibility, population with access to a bike facility)
- report on the difference in the travel patterns for these populations.

Goal 2: Improve safety and comfort for people walking and bicycling

Bicycle and pedestrian infrastructure has steadily increased in the central Puget Sound region but there is a long way to go to create networks that feel safe and comfortable for people. Pedestrians not close to crosswalks will often jaywalk or may avoid walking altogether in some environments. Many people may choose not to bike if it requires sharing a lane with motor vehicles or using facilities adjacent to high-speed traffic without a buffer. However, in order to reach destinations, some of these environments are unavoidable for people walking and biking.

Speed is the number one factor for survival of a collision with a pedestrian or a person biking. In the Puget Sound region, collision rates are not improving for people walking and bicycling. With increased demand, consideration of safety and comfort is the first step toward achieving a transportation system that serves all ages and abilities for people who want or need to walk or bike.



The following objectives and actions outline how the region plans to achieve this goal. This is accompanied by suggested local actions as much of the implementation happens through local jurisdictions.

Objective 1: Engage with PSRC’s Policy Boards and committees to better integrate implementation of active transportation in projects and programs.	Objective 2: Promote best practices for safety and comfort that accommodate all ages and abilities.	Objective 3: Foster regional partnerships on data collection activities.
Regional Actions <ul style="list-style-type: none">Engage with the PSRC policy boards to advise the project selection criteria on evolving best practicesContinue to evolve performance monitoring and performance measures	Regional Actions <ul style="list-style-type: none">Promote the implementation of the regional bicycle network to support all ability levelsUpdate / contribute to the Planning for Whole Communities Toolkit and facility type guidance to keep in-line with best practices on various topics	Regional Actions <ul style="list-style-type: none">Promote data collection standards for regional integration of dataConduct and partner on data collection activities such as collecting counts, facility trackingCoordinate with WSDOT on promoting the State’s Target Zero program and on improving the access and reporting on crash data for bicycles and pedestrians

Objective 1: Engage with PSRC’s Policy Boards and committees to better integrate implementation of active transportation in projects and programs.

This Active Transportation Plan highlights **best practices** for implementation noted specifically in Chapter 5: Design Guidance. These guides are encouraged to be used as best practices locally but will also be communicated with regional decision-makers responsible for informing the criteria for regional funds which are re-evaluated each funding cycle.

The BPAC will also inform PSRC on best practices for performance monitoring on **evolving performance measures** for plan updates and other planning processes.

Objective 2: Promote best practices for safety and comfort that accommodate all ages and abilities.

As previously stated under Chapter 4, the BPAC has identified facility types that would be comfortable for people of **all ages and abilities**. These facility types, which include regional trails (shared-use paths), protected bike lanes and neighborhood greenways, are encouraged for the missing links of the Regional Bicycle Network.

As part of promoting best practices, the BPAC’s work program includes keeping the **Planning for Whole Communities Toolkit** up to date for the tools related to active transportation as they evolve over time.

Objective 3: Foster regional partnerships on data collection activities.

Data collection is one of the most important implementation activities of this action plan because additional information allows for analysis of critical gaps, the ability to communicate the benefits and number of users of the system and informs PSRC modeling and analysis tools.

One critical missing element is regional coordination of **pedestrian level data**. Inconsistent data across jurisdictions and lack of inventory data create a huge challenge when assessing walkability at a regional scale. Data that is sharable regionally and across jurisdictions is beneficial for assessing critical gaps, transit access and applying analysis tools consistently across the four-county region. Therefore, as part of the implementation of this action plan, PSRC will coordinate with member jurisdictions to develop recommendations for pedestrian level data collection. This body of work will seek to meet the following outcomes:

- consistent data for pedestrian facilities across member jurisdictions
- pedestrian level data that informs regional and local asset management as well as ADA Accessibility Plans
- regionally consistent data that can integrate into new analysis tools such the [Non-Motorized Transit Access Tool](#) created by King County Metro and Sound Transit or other open source tools such as OpenStreetMaps

In addition to pedestrian level data, PSRC has been collecting data for **completed bicycle facilities** since 2013 and will continue to maintain this data set. This data set is based on the bicycle facility typology discussed in Chapter 6 and is shared through an on-line web-map along with the regional bicycle network. **Pedestrian and bicycle count data** is another data set that informs PSRC's activity based model and additional efforts to support periodic and permanent count data efforts should be supported.

LOCAL HIGHLIGHTS

In May 2011, Governor Chris Gregoire signed the [Vulnerable User Bill](#) into law which establishes a larger fine, revokes driving privileges and requires community service for drivers who seriously injure or kill a more vulnerable road user. Vulnerable users include bicyclists and pedestrians as well as moped riders, equestrians and tractor drivers.

The [Neighborhood Safe Streets Bill](#), recently signed into Washington State Law, authorizes cities and towns to set speed limits to 20 miles per hour on non-arterial streets. The bill does not provide a mandate but gives cities and towns the local flexibility to set local speed limits absent engineering and traffic studies. This change allows cities and towns to improve the safety of non-arterial streets without the longer process that formerly required additional funding and staff.

SUGGESTED LOCAL ACTIONS:

Employ best practice engineering solutions. Chapter 5 suggests design solutions and offers state of the practice guides as a resource for local jurisdictions as they consider active transportation implementation. Local implementation should consider additional measures that go beyond minimum standards to increase separation, facilitate safer interactions with automobiles and the address safety and comfort of all users. Speed reduction is also one of the most effective methods for increasing safety beyond physical separation. Additional design solutions for speed reduction are also noted in chapter 5.

Data Collection and mapping

Invest in data collection related to bicycle and pedestrian infrastructure and counts. Bicycle and pedestrian count data before and after project development helps the region understand the success of implementation and design efforts. Permanent or seasonal counts are beneficial for assessing the number of people using the system.

In addition to data collection, consistent mapping helps the users of the system understand what to expect when using maps to guide walk and bike routes. Terms such as ‘bike routes’ are less useful without other context such as facility type, signage or traffic volumes. Highlighting ‘bike routes’ or ‘signed routes’ over facility type data is encouraged. Pedestrian maps that include information about slope and accessibility also help people with limited mobility better understand the most appropriate routing for their needs.

Policy Solutions

Adopting policies that support safety outcomes such as Complete Streets policies can increase the impact at the local level. These policies influence designs and plans and in some cases, funding eligibility.

Implement Safe Routes to School (SRTS) programs which are designed to enhance the opportunity for more children to walk and bike to school safely through a variety of education, engineering and enforcement strategies that help make routes safer and more appealing. SRTS programs have grown popular in recent years with increasing emphasis on:

- benefits children receive from increased physical activity
- growing congestion issues around schools
- the increasing cost to operate school buses



More information for SRTS programs and links to resources can be found in the [Planning for Whole Communities Toolkit](#).

EVALUATION OF GOAL 2

This goal will be evaluated by:

- monitoring crash rates over time
- assessing the increase in the number and percentage of bicycle facilities that serve ‘all ages and abilities’
- monitoring how many jurisdictions in the central Puget Sound region are adopting complete streets policies.

Goal 3: Increase the percentage of people walking and biking

The central Puget Sound region is experiencing tremendous growth and with that comes future demand and new users to the transportation system. Transportation planners and traffic engineers often seek *current* usage data when planning for active transportation facilities. However, future demand and mode shift trends should be considered when making decisions for the design of the transportation system.

According to PSRC's 2014 Household Travel Survey, 40% of all single occupancy vehicle trips in the region were less than three miles long and 5.4% of these were less than a half-mile. Many of these trips could be made by bike, and some of the shorter trips could be done on foot. However, real or perceived barriers exist that can prevent active transportation from being a viable choice. Physical barriers such as freeways, rail lines or waterways are prohibitive without passageways around or over them. Other barriers related to various ability levels also exist.

Addressing people of all ages and abilities is a method to increase people who choose to walk or bike. This includes providing places to rest such as benches, ensuring safe crossing times across busy roadways and ensuring sidewalks are free of clutter and objects such as utility poles or signage. New innovations in accepted facility types, such as neighborhood greenways and protected bike lanes have become tools for attracting new users to the system, particularly for the large number of 'interested but concerned' people. While some people may never make a trip by transit or by bike, almost everyone is, at one point or another, a pedestrian. Encouraging more people to get where they need to go on foot is a key component of this active transportation plan.

Objective 1: Identify barriers that keep people from walking or bicycling. Encourage/ incentivize local jurisdictions to address them.	Objective 2: Promote high quality facilities, complete networks and walkable communities that people want to enjoy.	Objective 3: Bring together jurisdictions to listen and learn from implementation of best practices across the region.
Regional Actions <ul style="list-style-type: none">• Identify opportunities for people to overcome barriers to walking and bicycling• Provide opportunities in public engagement and outreach activities to discuss and learn what those barriers are• Coordinate with transit agencies and jurisdictions to ensure safe access to transit and adequate bike parking at transit stations	Regional Actions <ul style="list-style-type: none">• Encourage dense walkable urban and local centers• Promote creative placemaking strategies that support walkability and build community character through TOD and other implementation efforts• Develop guidance for creating walkable regional and local centers	Regional Actions <ul style="list-style-type: none">• BPAC and peer networking speakers on emerging topics• Support local capacity for planning and project development in underserved communities (Walkability Action Team)• Organize outreach activities on current best practices in walking and bicycling design such as the Education and Workshop Series, August Walk and Bike Tours

Objective 1: Identify barriers that keep people from walking or bicycling. Encourage/ incentivize local jurisdictions to address them.

Barriers are prohibiting factors that either prevent or discourage people from walking or bicycling. These can include physical barriers such as a river, highway or railroad but also can be factors such as lack of sidewalks, disconnected networks, exposure to traffic without pedestrian or bicycle facilities or more subtle factors such as few opportunities to cross a busy street. PSRC will continue to work with local jurisdictions to identify places with challenging physical barriers and missing links. Asking what barriers people experience will also be an improvement to future public engagement efforts.

Transit access refers to the ability of people to easily get to and use public transportation. Making sure as many people as possible can easily get to and use transit will be fundamental to the success of the policy and planning decisions and major capital and operational investments in transit that the central Puget Sound region has made and will continue to make over the coming years. PSRC has developed the [Transit Access Checklist & Toolkit](#) which includes active transportation recommendations for transit and ferry access. As this plan is implemented, PSRC encourages and will work with partners to utilize this checklist and toolkit as a planning tool.



Objective 2: Promote high quality facilities, complete networks and walkable communities that people want to enjoy.

Addressing best practice in design that serves ‘all ages and abilities’ has been stated throughout this action plan. The focus of this objective is to address what it means to go **beyond minimum standards** and consider design elements that encourage active transportation. In addition to providing increased separation between modes, amenities such as street trees, lighting and other aesthetics such as landscaping create spaces that people want to be in and contribute to creating high-quality facilities. When places are aesthetically pleasing, people will use those spaces. Aesthetics and place-making strategies can be transformative for a community. Implementation of this plan will include the support, promotion and encouragement of strategies that support walkable and livable communities.

Regional implementation actions will focus on evaluating centers for walkability and safety. As data collection efforts proceed, the priority for data collection and evaluation will be for regional centers, transit oriented development locations and local centers as the data becomes available. Growth centers and Transit Oriented Development locations are places slated to increase housing and employment density with increased transit services. Walkability is critical for this synthesis and these places will be the focus of further evaluation related to walkability.

Objective 3: Bring together jurisdictions to listen and learn from implementation of best practices across the region.

Many jurisdictions within the central Puget Sound region have spearheaded innovative projects that provide unique opportunities to showcase different implementation strategies and investments. PSRC facilitates opportunities to showcase these investments and provide learning opportunities for local planners, engineers and transportation professionals. These opportunities include bringing speakers to BPAC meetings or topics to the [Toolbox Peer Networking Series](#) to continue ongoing dialogue and regional information sharing.

PSRC also hosted an **Active Transportation Workshop Series** in 2015 where workshops were held in each of the four counties at no cost for transportation professionals. These were three-hour workshops that provided speakers addressing key topics such as design recommendations, funding opportunities, etc. Similar workshops or educational events may be held periodically as one of the many tools to encourage and educate local jurisdictions on active transportation implementation.

The **August Walk and Bike tours** are an on-going activity that began in 2014 where the BPAC hosts one walk and one bike tour in lieu of their August meeting. These are to showcase innovative projects, to learn from local planners and engineers about lessons learned and new strategies.



Seattle's
Neighborhood
Greenway Tour



Tour of Tacoma's Prairie Line
Trail



Downtown Everett's
Art Tour



Tour of Redmond's Central
Connector

LOCAL HIGHLIGHTS – Building local Capacity

The [Step It Up! Action Institute to Increase Walking and Walkability](#) was hosted and funded by the Centers for Disease Control and Prevention (CDC) and the National Association of Chronic Disease Directors (NACDD). A team from Pierce County took the lead on applying and the Puget Sound team was one of 10 out of 30 to be awarded this opportunity which was held in Decatur, GA in April 2017. The team included a representative from Tacoma-Pierce County Health Department, the City of Tacoma, Pierce County, Downtown on the Go! and the Puget Sound Regional Council. This team also included a Tacoma City Councilmember. The Action Institute charged each team to develop an Action Plan outlined below:



Step It Up! Action Plan to Increase Walking and Walkability

- increase the number and diversity of walkability partnerships, advocates and champions
- support Pierce Transit in implementing an equitable High Capacity Transit plan for Pacific Avenue/SR-7 by encouraging an equitable public engagement process and informing the technical advisory team about walkability to the HCT line
- broaden the Safe Routes to School concept to include Safe Routes to other destinations including transit, parks, grocery stores and other locations
- promote the implementation of complete streets, especially in regional and local centers
- coordinate the development of local and regional trails, sidewalks and other active transportation facilities

Since this action plan was created, the team has taken several steps toward implementation. Action Team members from PSRC, Pierce County and the City of Tacoma sit on the Pacific Avenue/SR 7 Corridor HCT Feasibility Study Technical Advisory Committee.

This Action Plan has garnered additional funding from public health that helped to implement an event on August 7th in Tacoma called Connecting Our Community Through Walking. The purpose of this event was to garner new champions for walkability from a diverse range of people from decision-makers to local community members.



SUGGESTED LOCAL ACTIONS

Local agencies can encourage more people to walk and bike by:

- closing gaps, create connected networks
- building high quality, separated facilities
- building age friendly facilities and facilities for people with disabilities/ mobility assisted devices
- maintaining connecting pathways to networks
- working with transit agencies and ferries on first/ last mile connectivity
- addressing barriers people have to walking and bicycling
- considering aesthetics, lighting and other amenities that encourage people to walk and bike

Create Friendly and Inviting Environments

Cities and counties can play an important role for providing pedestrian and bicycle friendly environments. Good lighting, reduced speed limits and compact density with more residents often provides for safer environments while aesthetics such as street trees and public art attract pedestrians and enhance the walking experience.



Host Events or Public Information Campaigns

Public information campaigns can help to shift perceptions about the benefits of walking and bicycling such as the health benefits or encourage people to consider a different mode. Providing opportunities for people to 'give it a try' such as closing streets for a day or hosting events can provide a cultural shift that encourage more people to walk and bike.



Build High Quality, Separated Facilities

A 2014 study³⁹ of protected bike lanes across the country shows a substantial increase in ridership across all facilities within the first year of installation. Before and after video counts at 12 locations show that ridership increased, on average, by 96% for six of the protected facilities analyzed within one year of building the protected lanes. The increases appear to be greater than overall increases in bicycle commuting in each city.



EVALUATION OF GOAL 3

This goal will be evaluated by evaluating the mode share increases of people walking and bicycling.

³⁹ National Institute for Transportation and Communities (2014, June). Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. Retrieved from: http://ppms.trec.pdx.edu/media/project_files/NITC-RR-583_ProtectedLanes_FinalReport.pdf
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Goal 4: Improve access to opportunity for people walking and bicycling

Complete streets alone do not make complete networks. Connectivity to transit and ferries, schools and community locations and a system of connected networks provides access to opportunity through walking or bicycling.

Even in urban centers, old infrastructure requires many improvements to become ADA compliant and to provide safe and separate facilities for all users. Connected networks to access local and regional destinations allow people increased mobility options.



Objective 1: Encourage the integration of transit and ferries with active transportation modes.

Regional Actions

- Work closely with transit providers and local jurisdictions to improve transit access
- Raise awareness regarding the importance of safe crossings and access to local transit stops
- Support the development of planning tools such as the non-motorized transit access toolkit
- Coordinate with WA State Ferries when they update their long-range plan in 2019

Objective 2: Promote the regional bicycle network and local bike and pedestrian networks.

Regional Actions

- Raise awareness and continue to foster collaboration of the regional bicycle network
- Collaborate to seek funds for the regional bicycle network
- Coordinate and promote crowdsourcing data collection or other data collection activities for sidewalks and accessible facilities.

Objective 3: Support the integration of active transportation into local plans, policies, programs and projects.

Regional Actions

- Inform the comp plan certification process on best practices for active transportation in local plans.
- Encourage complete streets implementation
- Foster a culture of encouraging and evaluating walking and bicycling for all trips for transportation, health and economic (tourism) purposes

Opportunity Mapping

In 2012, PSRC partnered with the Kirwan Institute for the Study of Race and Ethnicity in Ohio to develop [*Opportunity Maps*](#)⁴⁰ building off the Institute’s work on “Communities of Opportunity” across the country. The partnership with Kirwan has enabled a thorough regional look at equity and opportunity in the Puget Sound region. “Opportunity” is a situation or condition that places individuals in a position to be more likely to succeed or excel. Opportunity maps illustrate where opportunity-rich communities exist, assess who has access to those neighborhoods, and help to understand what needs to be remedied in opportunity-poor neighborhoods.

These thematic maps show U.S. Census Tracts (2010 geography) shaded by level of access to opportunity (“levels of opportunity”: very low, low, moderate, high, and very high) as defined by a series of 20 indicators that represent five major categories of opportunity: education, economic health, housing and neighborhood quality, transportation/mobility, and health and environment.

Education	Economic Health	Housing and Neighborhood Quality	Mobility and Transportation	Health and Environment
<ul style="list-style-type: none">• math test scores• reading test scores• student poverty• teacher qualification• graduation rates	<ul style="list-style-type: none">• access to living wage jobs• job growth trends, 2000–2010• unemployment rate	<ul style="list-style-type: none">• vacancy rate• foreclosure rate• high cost loan rate• housing stock condition• crime index	<ul style="list-style-type: none">• cost per commute• proximity to express bus stops• average transit fare• percent of commuters who walk	<ul style="list-style-type: none">• distance to nearest park or open space• proximity to toxic waste release• percent of area that is within a food desert

⁴⁰ Growing Transit Communities, & Kirwan Institute (n.d.). *Equity, Opportunity, and Sustainability in the central Puget Sound region*. Retrieved from Puget Sound Regional Council website: <http://www.psrc.org/assets/7831/EquOppSusReport2.pdf>

Objective 1: Encourage the integration of transit and ferries with active transportation modes.

Walk and bike access to transit is key to ensuring people will benefit from the increased transit investments coming to the region in the coming years.

According to the PSRC 2014 Household Travel Survey, over 88% of people who took transit walked to access that transit service. In addition to developing the Transit Access Checklist and Toolkit, PSRC continues to coordinate with transit agencies on access to transit and has conducted case studies for several major transit locations across the region.

This plan encourages local jurisdictions and transit agencies to emphasize the importance of safe crossings at all transit stops and will continue to communicate this emphasis in various forums.

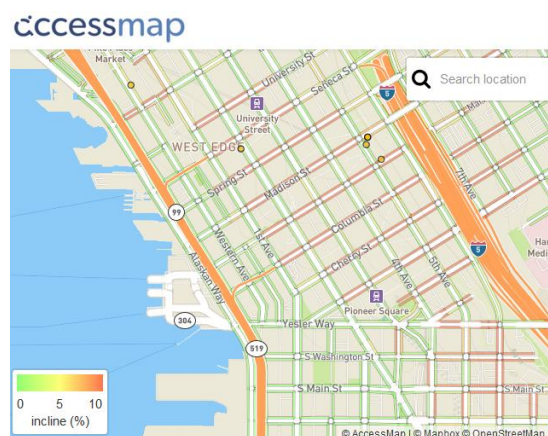
In addition, PSRC will continue to support the development of planning tools such as the Non-motorized Transit Access Tool developed by Sound Transit and King County Metro. For this tool to be used regionally, the data needs to be consistent across the region. PSRC will continue to coordinate on data collection efforts, particularly for pedestrian data.

In addition to supporting tools and encouraging best practice for access to transit, the region has an opportunity to work with Washington State Ferries when they update their long-range plan in 2019. Some challenges for bicyclists when bringing bikes on ferries include smooth access and egress, capacity on the boats and ensuring bike racks fit all types of bicycles.

Objective 2: Promote the regional bicycle network and local bicycle and pedestrian networks.

As stated in Chapter 4, the regional bicycle network was developed to promote connections to regional destinations. The region will continue to communicate the need for this network and encourage implementation.

In addition to developing a vision for a future Regional Bicycle Network, **pedestrian level data** continues to pose a challenge for assessing walkability in the central Puget Sound region. The [Taskar Center for Accessible Technology](#) (TCAT) at the University of Washington Department of Computer Science & Engineering is working on tools to both collect crowdsource pedestrian and accessibility data into Open Street Maps (OSM) but is also working on better map and routing technology that can assist a person walking with options to plan a route based on ability, called [AccessMap](#).



PSRC is interested in this data because OSM provides a platform that can help to make regional pedestrian level data consistent across jurisdictional boundaries. OSM networks can also be integrated into other tools that also uses the OSM platform.

In May 2017, PSRC hosted the Taskar Center staff and graduate student developers for a Map-n-Learn event for transportation professionals. This event was well attended and garnered a lot of interest in



this work. PSRC was able to link developers of this tool to agencies that may be most interested in utilizing this technology. PSRC will continue to coordinate with the Taskar Center on this topic. Pedestrian data in OSM is not the only method or platform for collecting pedestrian level data so as PSRC evaluates pedestrian data collection recommendations, there will need to be consideration of local legacy data sets and other needs for this data.

Objective 3: Support the integration of active transportation into local plans, policies, programs and projects.

As noted in Chapter 1, PSRC works with countywide planning groups, local jurisdictions, transit agencies and others, to ensure that regional and local planning efforts are coordinated and that regional policies and provisions are addressed in local plans through the Policy and Plan Review Process. PSRC will highlight and communicate the requirements under GMA for local bicycle and pedestrian planning and work with jurisdictions to meet them.

Transportation plans generally have a primary focus on trips for transportation related purposes. Federal transportation funds do not fund recreational projects. However, it is important to note that with increased emphasis on physical activity and health, these recreational trips are important to recognize, highlight and include when evaluating the number or types of trips for walking and bicycling. Most infrastructure projects that benefit people walking and bicycling have both a transportation and a recreation benefit that could be described better as a health benefit for communities. As part of the evaluation of this goal, PSRC will report on walk and bike trips for all purposes.

SUGGESTED LOCAL ACTIONS

Local agencies can increase access to opportunity for people who walk and bike by:

- prioritizing the first and last mile to transit, particularly to high capacity transit and light rail
- ensure all transit routes, particularly high capacity transit routes, have adequate sidewalks and safe crossings at bus-stops
- ensuring local networks connect to employment centers, schools, medical institutions, grocery
- conducting an inventory all bicycle and pedestrian facilities as part of the transportation system (GMA requirement)
- adopting measures to assess multimodal level-of-service (LOS)
- working with local schools to implement Safe Routes to School programs



LOCAL HIGHLIGHTS

Kitsap Transit has made bicycle hooks and personal lockers available for commuters who desire to commute part way by bike at the Bainbridge Island Ferry terminal. A select number of hooks and lockers are being made available, by reservation, on a first come first serve basis and are intended and only available to commuters over age 18 who regularly and consistently commute (three or more days in aggregate per week) part way by bike.



EVALUATION OF GOAL 4

This goal will be evaluated by:

- monitoring the increases in walk and bike facilities completed
- report on walk and bike trips for all trip types
- assess how well the region is completing gaps in the system.

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