Bike and Pedestrian Data Consistency and Collection

GOAL/ OBJECTIVE
Develop or obtain regionally consistent bike and pedestrian asset data that supports PSRC forecasting model improvements and plan monitoring, improves PSRC’s ability to consistently evaluate bike and pedestrian connectivity needs and supports the region’s preservation and maintenance work program.

Bicycle and Pedestrian data collection is a costly endeavor for local jurisdictions. Standardization will help to serve as a catalyst for increased coordination and the data will help PSRC better evaluate critical needs and better forecast for bike and pedestrian modes.

Task 1: Pedestrian data consistency and collection:
The Need:
Pedestrian asset data currently does not exist in a regionally consistent format, limiting PSRC and its members’ ability to analyze pedestrian activity and connectivity in a regionally consistent manner. Additionally, this effort will preserve the longevity and accessibility of data collection activities and updates by PSRC and its members. This task would outline regional guidelines for consistent data collection that meet the following considerations:

- Integration into regionally standard data sets such as Open Street Maps
- Anticipates potential model improvements for pedestrian and bicycle travel
- Supports the preservation and maintenance work program
- Supports local needs

Task 1A: Sidewalk Data Collection into Open Street Maps (OSM)
The primary focus of this task is to begin integrating pedestrian data into OSM to support model improvements and to function as a pilot for subsequent phases of this work. This process also allows PSRC to begin partnership development on data collection activities earlier in the process.

Actions:

a) Outline in detail the issue to address and communicate the needs assessment:
   - assess what types of questions PSRC wants to address in the future for pedestrian connectivity (such as transit connectivity or mobility for special needs populations)
   - assess what level of data is appropriate for task 1A (sidewalks, level of connectivity, both sides of street, etc.)
   - define how the proposed approach differs from past efforts;
   timeline: Q2 2018: Target May 2018 BPAC (or June BPAC)

b) Outline a method for coding sidewalk data into open street maps:
   - develop a prioritization method for evaluating where to begin coding data first as a pilot along with a timeline for moving beyond a pilot stage (where to begin, what scale – centers, near transit locations, to what extent, etc.)
   - identify the most appropriate process for coding data (import or direct coding)
   timeline: Q2 2018: Target May 2018 BPAC (or June BPAC)

c) Data Collection: Work with the Transportation Planning and Data team and PSRC member agencies to begin data collection:
   - Identify PSRC hours and resources needed for the various stages of data collection/coding and identify staff to support data collection pilot
   - work with PSRC partners identified for initial pilot on their roles and/or resources associated with the pilot program.
   timeline: Q2-Q4 2018

d) Evaluate pilot process and discuss next steps
   timeline: Q4 2018/Q1 2019
Task 1B: Identification of additional pedestrian data consistency guidelines

Additional data for the pedestrian system could include condition, ramps, crossings, etc. This task is to support the use of tools such as AccessMap that routes people with disabilities, supports the preservation and maintenance work program and to provide a framework which supports local needs.

**Actions:**

b) Identify additional data for the pedestrian system that supports the stated work program efforts and craft pedestrian data consistency recommendations:
   - Seek input from experts/interested stakeholders to develop regional data standards
   - Coordinate with other peer regions and national experts
   - Work through the BPAC to prepare a formal recommendation

d) Create an action plan for outreach, coordination and encouragement.

**timeline**

- ad-hoc group – 2018: Q2-Q4
- BPAC review/recommendation 2018: Q4-2019
- Q1
- 2019 Q1 - Q2
- 2019 Q2

**Task 2: Promote the use of and updates to the existing bike facilities data set**

**The Need:**
PSRC has completed a regionally standardized data set for existing bike facilities that was developed to inform the regional bicycle network planning effort as well as to enhance PSRC’s forecast modeling suite.

The purpose of this task is to ensure this data set remains updated but also to promote the use of this data set as a resource for PSRC members and partner agencies.

**Actions:**

a) Identify and communicate the benefits for using and maintaining this data set

**timeline**

- 2018 Q2

b) Develop a data sharing mechanism and a methodology for letting people know this is available

**timeline**

- 2018 Q3

c) Develop an ongoing process and timeline for data maintenance and updates

**timeline**

- 2018 Q3

**Task 3: Evaluate how to improve the region’s bike and pedestrian count information**

**The Need:**
Bike counts help PSRC calibrate its model for both pedestrian and bicycle travel. PSRC is developing a bike model because bike travel cannot be treated the same as vehicle or transit trips. Bike model improvements include being able to account for special provisions that impact a bike trip such as hills, un-signalized crossings or level of bike stress. Pedestrian counts also contribute to evaluating health and safety impacts. This task evaluates how to improve the region’s bike and pedestrian count information and identifies possible sources and standards necessary for future bike and pedestrian counts.

**Actions:**

a) Conduct a peer review of other regions/MPOs bike and pedestrian data count programs. Identify sources, uses, costs, and other issues associated with peer regions’ count programs.

**timeline**

- 2018 – Q2 to Q3
b) Identify existing sources of bike and pedestrian count data. Collect and compile local jurisdiction count data. 2018 – Q2 to Q3

c) Develop a needs assessment for additional counts needed to inform PSRC’s modeling and planning needs which identify additional locations and method for collecting additional count data. 2018 – Q4

SAMPLE for Task 1B: Potential menu of recommendations/ standards for pedestrian data collection

a. data points x, y and z should be collected locally to support some identifiable work program
   • benefit – provides greatest flexibility for locals
b. recommendations for networking geographically referenced pedestrian data
   • benefit – provides an option for jurisdictions that want to stick with their traditional platforms (likely ESRI products)
   • goal: Integratable data into regional data sets with
   • example: ArcGIS Local Government Information Model templates used by Bellingham
c. encouragement/information for converting to the OSM platform. Recommendation information would include:
   • information on the benefits/ incentives: access to new tools such as AccessMap, other tools
   • information on how to protect the integrity of the data when crowdsourcing is involved
   • information for how might a jurisdiction approach working with the OSM community
   • cost information and cost benefit information (San Jose, Austin)

Potential Partnership Opportunities:

- University of Washington Taskar Center for Accessible Technology is applying for a DSHS grant to develop regional standards for pedestrian data and conditions. They are seeking partnerships.
- Sound Transit just released an RFP for consultants to conduct a gap analysis of bike and pedestrian facilities within transit access zones. This is an important opportunity to coordinate.
- King County Metro is interested in working with us on their access work
- WSDOT is also gathering/compiling/researching better data for WSDOT NWR and is interested in coordinating on this topic.
- Community Transit Swift line station area(s)
- Pierce Transit’s SR 7 HCT Study
- Kitsap Transit Silverdale-Bremerton BRT corridor